



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

AUGUST 21, 2024
1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101
2208 W. CHESTERFIELD BLVD., SPRINGFIELD



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, August 21, 2024 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

The public may view the meeting in-person or on Facebook:

<https://www.facebook.com/ozarkstransportationorganization>

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of June 26, 2024 Meeting Minutes Tab 1

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(5 minutes/Parsons)

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Executive Director’s Report

(5 minutes/Fields)

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. Legislative Reports

(5 minutes/Legislative Staff)

Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

G. MoDOT Report

(5 minutes/Miller)

Representatives from MoDOT will provide an update on activities in the District and State.

H. Committee Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

Staff will provide an update on OTO Committee work activities and grant opportunities.

I. Federal Funds Status Update..... Tab 3

(2 minutes/Thomas)

Staff will provide an update on FY 2024 obligation progress.

II. New Business

A. FRA Long Distance Service Study Resolution of Support Tab 4

(5 minutes/Longpine)

A resolution of support is proposed for passenger rail through the OTO region as described in the FRA Long Distance Passenger Rail Study.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND RESOLUTION OF SUPPORT FOR PASSENGER RAIL THROUGH THE OTO REGION TO THE BOARD OF DIRECTORS

B. Congestion Management Process Evaluation..... Tab 5

(10 minutes/Faucett)

The Congestion Management Subcommittee has developed a draft document which monitors congestion in the OTO area. This will be provided separately ahead of the meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND ACCEPTANCE OF THE CONGESTION MANAGEMENT PROCESS EVALUATION TO THE BOARD OF DIRECTORS

C. FY 2024-2027 TIP Administrative Modification 7 Tab 6

(2 minutes/Longpine)

Revisions have been made to the FY 2024-2027 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

D. TAP Project Schedule Extension..... Tab 7

(5 minutes/Thomas)

The Springfield-Greene County Park Board has requested to revise the schedule outlined for reasonable progress for the Lost Hill Greenway Bridge project.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE REVISED REASONABLE PROGRESS SCHEDULE FOR LOST HILL GREENWAY BRIDGE BY THE BOARD OF DIRECTORS

E. Trail and Sidewalk Project Funding Recommendation Tab 8

(5 minutes/Knaut)

Five applications were submitted for trail and sidewalk projects using TAP/CRP funding.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF TAP/CRP FUNDING FOR TRAIL AND SIDEWALK PROJECTS TO THE BOARD OF DIRECTORS

- F. **Destination 2045 Amendment Seven**..... **Tab 9**
(2 minutes/Longpine)
Changes are recommended to the Constrained Project List.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF DESTINATION 2045 AMENDMENT SEVEN TO THE BOARD OF DIRECTORS

- G. **FY 2025-2028 TIP Amendment One**..... **Tab 10**
(5 minutes/Longpine)
Changes are proposed to the FY 2025-2028 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2025-2028 TIP AMENDMENT ONE TO THE BOARD OF DIRECTORS

- H. **Annual Listing of Obligated Projects** **Tab 11**
(5 minutes/Longpine)
Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.334.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND ACCEPTANCE OF THE ANNUAL LISTING OF OBLIGATED PROJECTS BY THE BOARD OF DIRECTORS

- I. **Safe Streets and Roads for All Update**
(10 minutes/Longpine)
Staff will provide an update on the Safe Streets and Roads for All Action Planning Grant.

NO ACTION REQUIRED

III. Other Business

- A. **Technical Planning Committee Member Announcements**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.
- B. **Transportation Issues for Technical Planning Committee Member Review**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.
- C. **Articles for Technical Planning Committee Member Information**..... **Tab 12**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, October 16, 2024 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut al (417) 865-3042, al menos 48 horas antes de la reunión.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact David Kanut at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org or call (417) 865-3042.

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM I.C.

Meeting Minutes

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the June 26, 2024 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to approve the Technical Planning Committee meeting minutes for June 26, 2024.”

OR

“Move to approve the Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
JUNE 26, 2024**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present. Chair Nelson began the meeting at approximately 1:30 p.m.

The following members were present:

Paula Brookshire (a), City of Springfield	Angela Nelson (a), Greene County (Chair)
Eric Claussen, City of Springfield	Andy Novinger (a), City of Battlefield
King Coltrin (a), City of Springfield	Jeff Roussell, City of Nixa
Matt Crawford, City Utilities	Beth Schaller, MoDOT
Karen Haynes, City of Republic	Tim Schowe, City of Strafford
Adam Humphrey, Greene County	Cliff Spangler, City of Ozark
Frank Miller, MoDOT	Mark Webb, Greene County
John Montgomery (a), Ozarks Greenway	Todd Wiesehan, Christian County

(a) Denotes alternate given voting privileges as a substitute when voting member not present

The following members were not present:

Keith Adams, Springfield Public Schools	Aishwarya Shrestha (non-voting), SMCOG
John Matthews, Missouri State University	Ben Vickers (non-voting), Springfield Chamber
Mike Ruesch, City of Willard	Jeremy Wegner, BNSF
David Schaumburg, Springfield-Branson Airport	Vacant, FTA
Mark Schenkelberg, FAA	Daniel Weitkamp, FHWA

Others present were: Kimberly Ader, MoDOT; Joel Keller, Greene County; Derrick Estell, TOTH; Garrett Brickner & Emma Ede, Wilson & Company; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Nelson welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Adam Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for June 26, 2024. John Montgomery seconded the motion. The motion passed.

C. Approval of April 17, 2024 Meeting Minutes

Adam Humphrey made a motion to approve the minutes from the April 17, 2024 Technical Planning Committee Meetings. Karen Haynes seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Chair Nelson advised there were public comments included in the packet. Chair Nelson asked for comments or questions.

E. Executive Director's Report

Sara Fields shared the Transportation Alternatives Program call for projects will be opening Monday, July 1st and will close on August 1st. There is approximately \$3.5 million available. This will be the last round through the 2026 funding of the Transportation Bill.

The Missouri Legislature provided a large allocation for I-44. Next, is waiting to see if the Governor approves the funding.

The OTO Annual Legislative Breakfast will be October 10th at 7:30 am at Drury University's Judy Thompson Executive Center. Save the Dates will be sent out soon.

F. Legislative Report

There were no Legislative Reports.

G. MoDOT Report

Frank Miller reported MoDOT has been working on updates for the resurfacing and bridge work Asset Management Plan. The awards for the state FY 2024 have just wrapped up. MoDOT has compared the updated amounts with the programmed amounts. The OTO area ended up being approximately 11.7% over, which is primarily due to the Kearney Street Corridor project. The district, as a whole, came in at 2.5% under. Without the Kearney Street Corridor project, the OTO area is almost 3% under and the district overall was 7% under.

H. Committee Reports and Grant Opportunities

David Knaut stated OTO held one Bicycle and Pedestrian Advisory Committee (BPAC), one Local Coordinating Board for Transit (LCBT), and one Traffic Incident Management Subcommittee (TIMS) meetings. The Safe Streets and Roads for All Grant was discussed at each meeting.

The LCBT discussed regional transportation through OATS. OATS has funding available for intercity grants and are wanting to utilize them more.

The BPAC discussed the scoring criteria for the upcoming call. The BPAC will be focusing on and encouraging projects that fill in the gaps on the regional trail map.

Debbie Parks shared the City of Springfield was awarded the RAISE grant to fund the UnGap the Map project. The Highway MM RAISE Grant was not awarded this round but there is still a RURAL application open.

Staff will be working on a regional grant submission for the Charging and Fueling Infrastructure Discretionary Grant Program. The award is for \$500,000 to \$15 million. The match amount is 20%.

Staff is also working on an Active Transportation Infrastructure Investment Program (ATIIP) grant which is a regional trail grant. A submission will be made for preliminary engineering on three trails. They are the Wilson's Creek Trail, the Wire Road Trail, and the Route 66 Trail. The deadline was extended to July 17th.

Missouri's Department of Natural Resources has a Diesel Emissions Reduction Act (DERA) Program. It is for vehicle/equipment replacement or engine replacement. It provides 25% of the cost for new vehicles and 40% cost for new engines. Applications are due July 31st.

FHWA has a national Culvert Removal, Replacement, and Restoration Grant Program. It is for projects for the replacement, removal, and repair of culverts or weirs that meaningfully improve or restore fish passage. Applications are due September 23rd.

The Pollinator-Friendly Practices on Roadsides and Highway Right-of-Way Program is eligible for federal land management agencies or the state. The grant closes on July 18th.

The OTO Grant Newsletter will be going out soon. Also, the OTO grant website will be kept up-to-date.

I. Federal Fund Status Update

Jen Thomas shared the current obligation update. Twenty-four percent of the 110% goal has been reached, so far. Projects are continuing to be obligated.

II. New Business

A. FY 2024-2027 TIP Administrative Modification 6

Natasha Longpine presented the revisions that were made to the FY 2024-2027 Transportation Improvement Program through Administrative Modification 6.

- FY 2023 Operating Assistance – Fixed Route (CU2300)
- I-44 Pavement Improvements (GR2302)
- Sunshine Street ADA Improvements (SP1413)

This was informational only. No action was required.

B. TAP Project Schedule Extension

Jen Thomas shared the proposed revised TAP project schedule extensions for the city of Ozark's Garrison Springs Trail project and the city of Springfield's Grand Street Trail project.

Eric Claussen made a motion to recommend the Board of Directors approve the revised reasonable progress schedules for the Garrison Springs Trail and Grand Street Trail projects. Todd Wiesehan seconded the motion. The motion passed.

C. *Destination 2045* Amendments Four, Five, and Six

Natasha Longpine reviewed the recommended changes to the Constrained Project List as well as the Major Thoroughfare Plan.

- Amendment Four – two projects have been moved from the Unconstrained to Constrained list.
 - 173 – Route 125/OO Intersection Improvements
 - 174 – Route OO Capacity Improvements
- Amendment Four – estimates have been updated to reflect the work programmed in the FY 2025-2028 TIP.

- 5 – I-44 Capacity improvements from Kansas Expressway to Glenstone Avenue > updated Time Band to 2025 and Cost to \$51,716,260
- 126 – Kansas Expressway Capital Improvements Phases I, II, and III Norton Road to Kearney, including the I-44 Interchange > updated cost to \$57,224,000
- Amendment Five – Major Thoroughfare Plan update for Springfield/Greene County
 - Haseltine/Farm Road 115 and Chestnut Expressway changes
- Amendment Six – Major Thoroughfare Plan update for Ozark
 - The connection between Jackson and Selmore along 17th Street

Beth Schaller made a motion to recommend the Board of Directors approve Amendments Four, Five, and Six to *Destination 2045*. Frank Miller seconded the motion. The motion passed.

D. Draft FY 2025-2028 Transportation Improvement Program

Natasha Longpine highlighted the draft FY 2025-2028 Transportation Improvement Program (TIP).

Beth Schaller made a motion to recommend the Board of Directors approve the FY 2025-2028 Transportation Improvement Program with the updated RAISE award funding and the addition of the Grand Street Trail funding. John Montgomery seconded the motion. The motion passed.

E. 2026-2030 Draft STIP Prioritization Criteria

Sara Fields presented the proposed prioritization criteria that is used for prioritizing projects ahead of the FY 2026-2030 STIP project selection process.

John Montgomery made a motion to recommend the Board of Directors approve the STIP Project Prioritization Criteria as presented. Karen Haynes seconded the motion. The motion passed.

F. FY 2026-2030 Draft STIP Prioritization Project List

Sara Fields presented the list of projects proposed for prioritization. The Committee was asked to review the list.

G. Safe Streets and Roads for All Update

Natasha Longpine provided an update on the Safe Streets and Roads for All Action Planning Grant.

This was informational only. No action was required.

III. Other Business

A. Technical Planning Committee Member Announcements

Sara Fields shared the Missouri Highways and Transportation Commission will be in Springfield September 5th.

John Montgomery shared accolades for the City of Springfield’s RAISE Grant for trails.

Eric Claussen shared the City of Springfield has a Citizen Advisory Committee made up of 30 members that have been discussing a potential future sales tax. They will be presenting at the Springfield City Council, Tuesday, July 2nd. It may be a ¾ cent transportation sales tax with a 10-year sunset. A ¼ cent

of that would be a permanent sales tax that would go to public safety, primarily police and fire. The additional ½ cent would be for capital projects. It will be on the ballot in November.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

Chair Nelson noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

Eric Claussen made a motion to adjourn the meeting. King Coltrin seconded the motion. The motion passed. The meeting was adjourned at approximately 2:49 p.m.

Jeremy Parsons
Technical Planning Committee Chairman-Elect

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM I.D.

Public Comment

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between June 26 and August 15, 2024.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: S Cox Road and W Vincent & S Warren

City/County of concern: Springfield/Greene County

Date received: 06/21/2024

Received through: Map-A-Concern (OTO website)

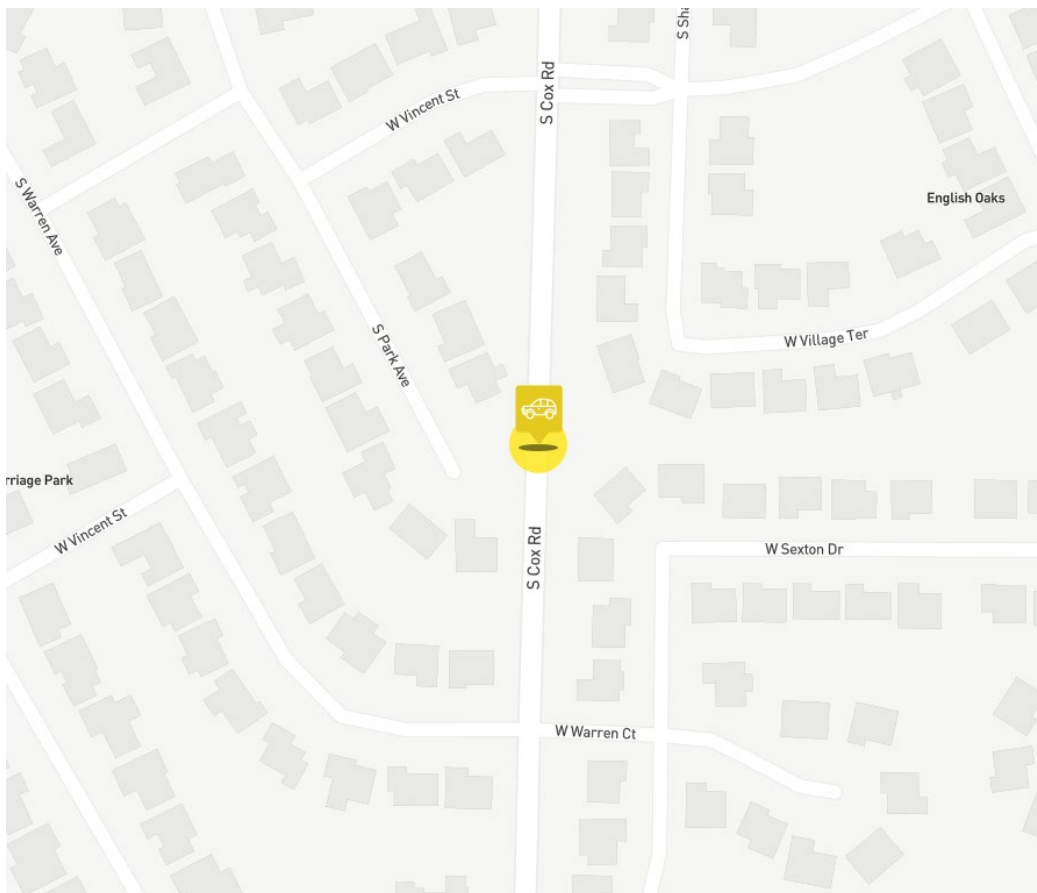
Contact Name: Wade [REDACTED]

Contact Email/Ph #: N/A

This is an additional comment received for this area; the original comment requested a raised median on Cox Road between Vincent and Warren:

Also put in a protected crosswalk

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Haseltine and W Sunshine

City/County of concern: Springfield/Greene County

Date received: 06/21/2024

Received through: Map-A-Concern (OTO website)

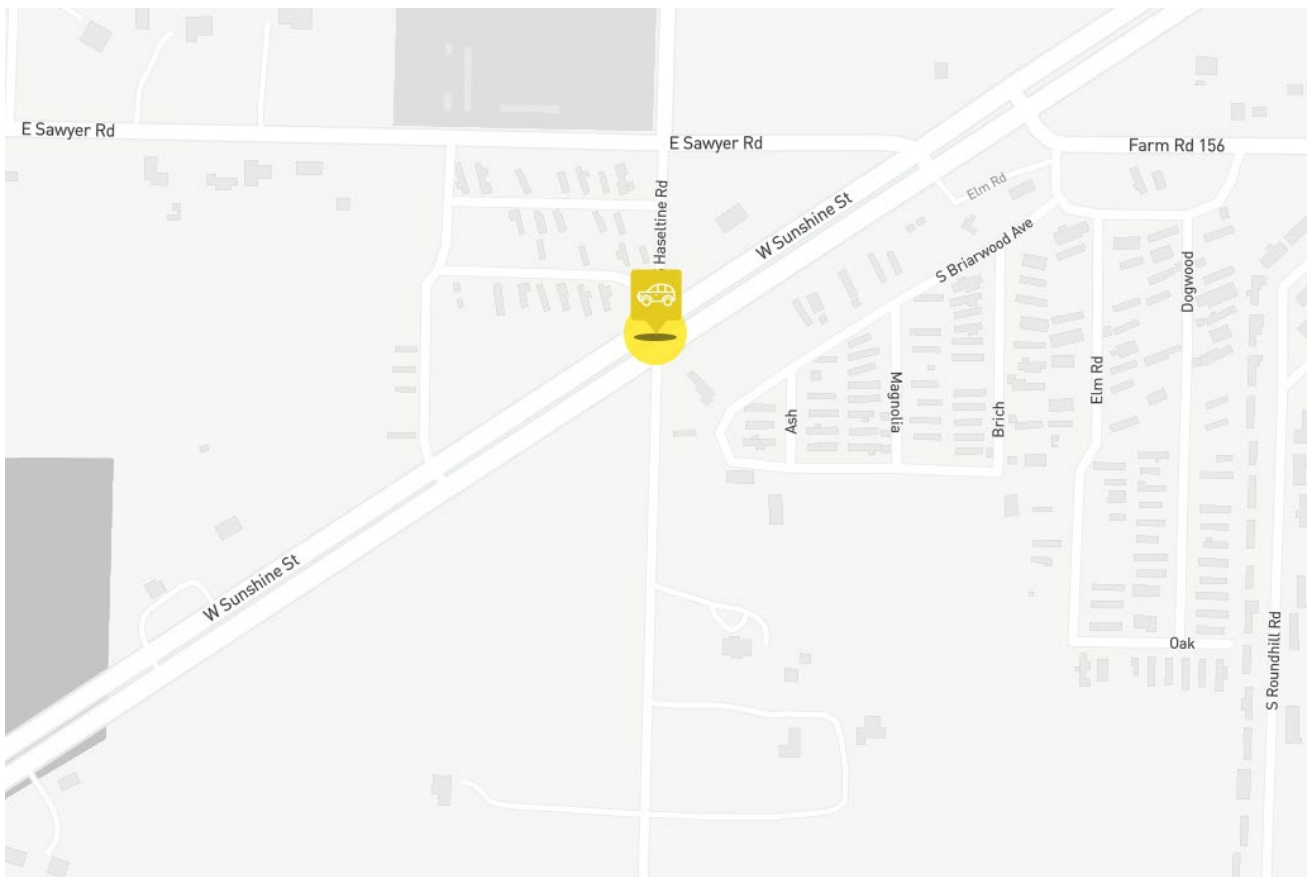
Contact Name: Wade Thomas

Contact Email/Ph #: N/A

This is an additional comment received for this area; the original comment requested a streetlight to make it more visible at night where the north side of Haseltine/115 intersects with Sunshine:

How about traffic circle

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Passenger Rail

City/County of concern: OTO MPO Area

Date received: 06/24/2024

Received through: Comment Email

Contact Name: [REDACTED] James [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Dear Friends,

The Federal Railway Administration is in the process of proposing new daily long haul train routes. One of these is a service from New York City to Dallas passing through Missouri following more or less the I-44 corridor.

1. Could OTO endorse this proposal and respond on the comment page of the FRA website?
2. Has OTO been involved in the regional discussions organized by FRA so far in Kansas City as a stakeholder (on the Mo DOT seems to there)?
3. Are there contacts within OTO or outside OTO who would like to join an effort to encourage train passenger service to return to the Ozarks for the first time since 1967?

Sincerely,

Jim [REDACTED]

OTO Response:

Thank you for reaching out. Staff will need to review the proposal before possibly endorsing it but are open to that possibility. OTO has not been involved in the regional discussions organized by FRA. While we do not have any specific contacts, the OTO does support passenger rail. Please let us know if you have any more questions.



PUBLIC COMMENT



Area of concern: Grant Avenue – College to Hillcrest High School

City/County of concern: Springfield/Greene County

Date received: 06/28/2024

Received through: Map-A-Concern (OTO website)

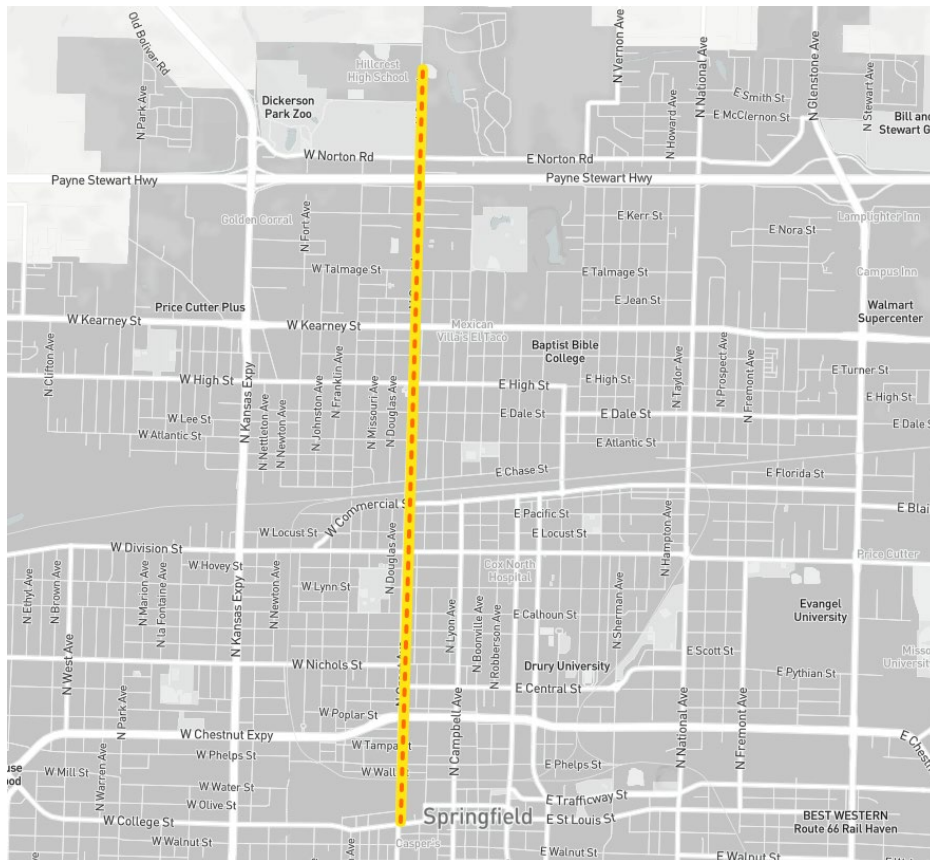
Contact Name: Joe

Contact Email/Ph #: N/A

Comment:

Please complete the Grant Ave. Project to Hillcrest High School. It will allow those north of Chestnut Expressway without a car to have a safe path to make it to the bus transfer station. It will allow students at some of our lower income areas to have safer paths to school. It will also address some of the harm done in that area by redlining. Please advocate hard for completing the project to Hillcrest High School.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Massey Boulevard & Wasson Drive

City/County of concern: Nixa/Christian County

Date received: 07/02/2024

Received through: Map-A-Concern (OTO website)

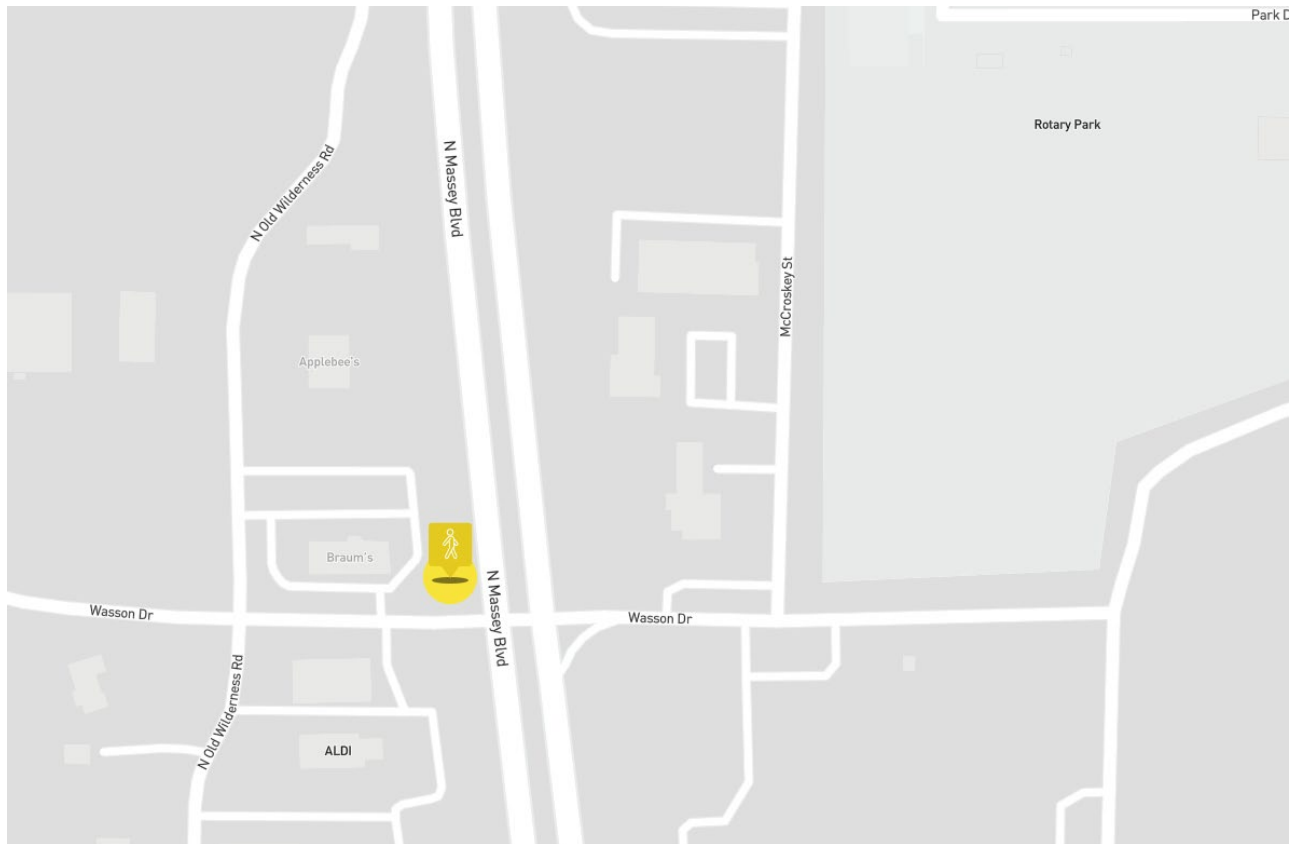
Contact Name: W Thomas

Contact Email/Ph #: N/A

Comment:

Right here needs a crosswalk and sidewalks I see people across here a lot to get to the park

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Campbell & Plainview Road

City/County of concern: Springfield/Greene County

Date received: 07/02/2024

Received through: Map-A-Concern (OTO website)

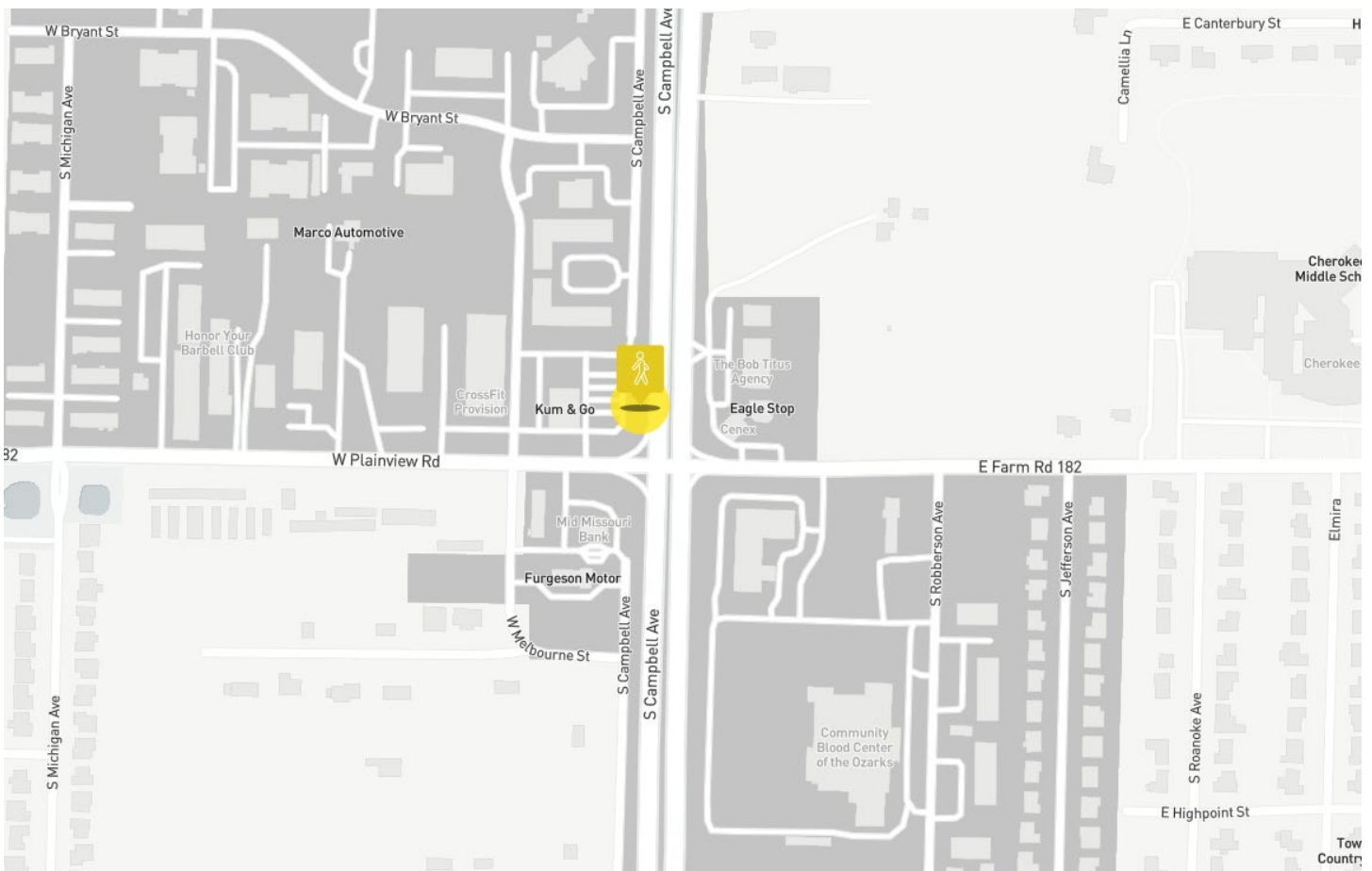
Contact Name: W Thomas

Contact Email/Ph #: N/A

Comment:

Here in front of Kum & Go sidewalk needs to be added I see a lot of people walking here. Looks like they need to get to the bus stop in front of the library

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Driving Safety

City/County of concern: OTO MPO Area

Date received: 07/16/2024

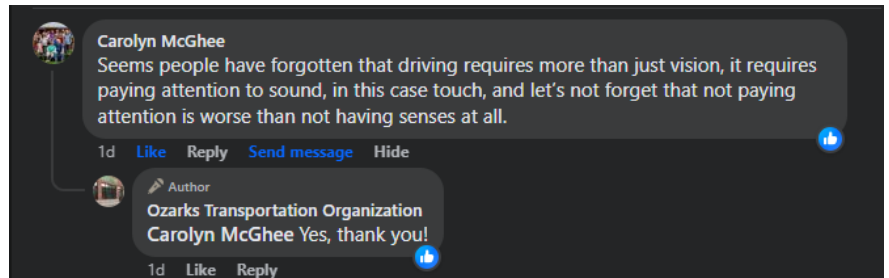
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments





PUBLIC COMMENT



Area of concern: Chadwick Flyer at CC in Fremont Hills

City/County of concern: Fremont Hills/Christian County

Date received: 07/13/2024

Received through: Map-A-Concern (OTO website)/
website Comment Form/Comment email/email direct to OTO staff/Facebook Messenger

Contact Name: Greg

[REDACTED]

Contact Email/Ph #:

[REDACTED]

[REDACTED]

[REDACTED]

Fremont Hills, MO 65714

Please note that in addition to the submitter's comments, graphics were submitted (included at the end).

Comment:

I would like to submit an underpass and dedicated lane connection to the front entrance of Fremont Hills to the Chadwick Flyer Greenway Trail.

It would be a safety improvement of the greenway planned that could be incorporated into the 4-lane design of CC highway west of Fremont road in Christian County. Currently the plan was to use a grade crossing at Fremont street that has not been completed. That plan and the greenway lane in front of Sunrise Church will be in the westbound lane of the new road to be constructed in the future and will have to be removed for the new 4-lane highway. I wanted to submit a much safer underpass in the area of the old railroad right of way to avoid the on grade crossing at Fremont Street. Please consider this as you are planning the future greenway construction as well as the new four lane highway design. Attached map and photos of the area where the railroad crossed the highway.

Map
From OTO's Website Tool – Map-A-Concern

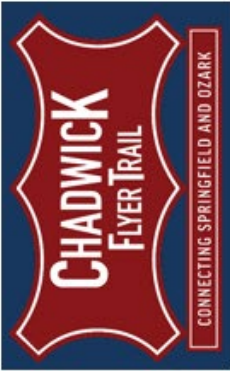


OTO Response Sent 07-15-2024: Thank you for this information. Public input is vital to the planning process. It will be shared with our Technical Planning Committee and Board of Directors. We appreciate you reaching out and submitting the map and pictures.

OTO Response Sent 07-17-2024: Thank you for reaching out about options for the Chadwick Flyer Trail. We are always interested in input regarding the regional trail system. I wanted to share an opportunity that is currently available for the City of Fremont Hills to apply for engineering funding to further study and design this project if so desired. Applications are due August 1st. I've attached the guidebook for this funding and have included additional information below. Please follow-up if you have any questions.

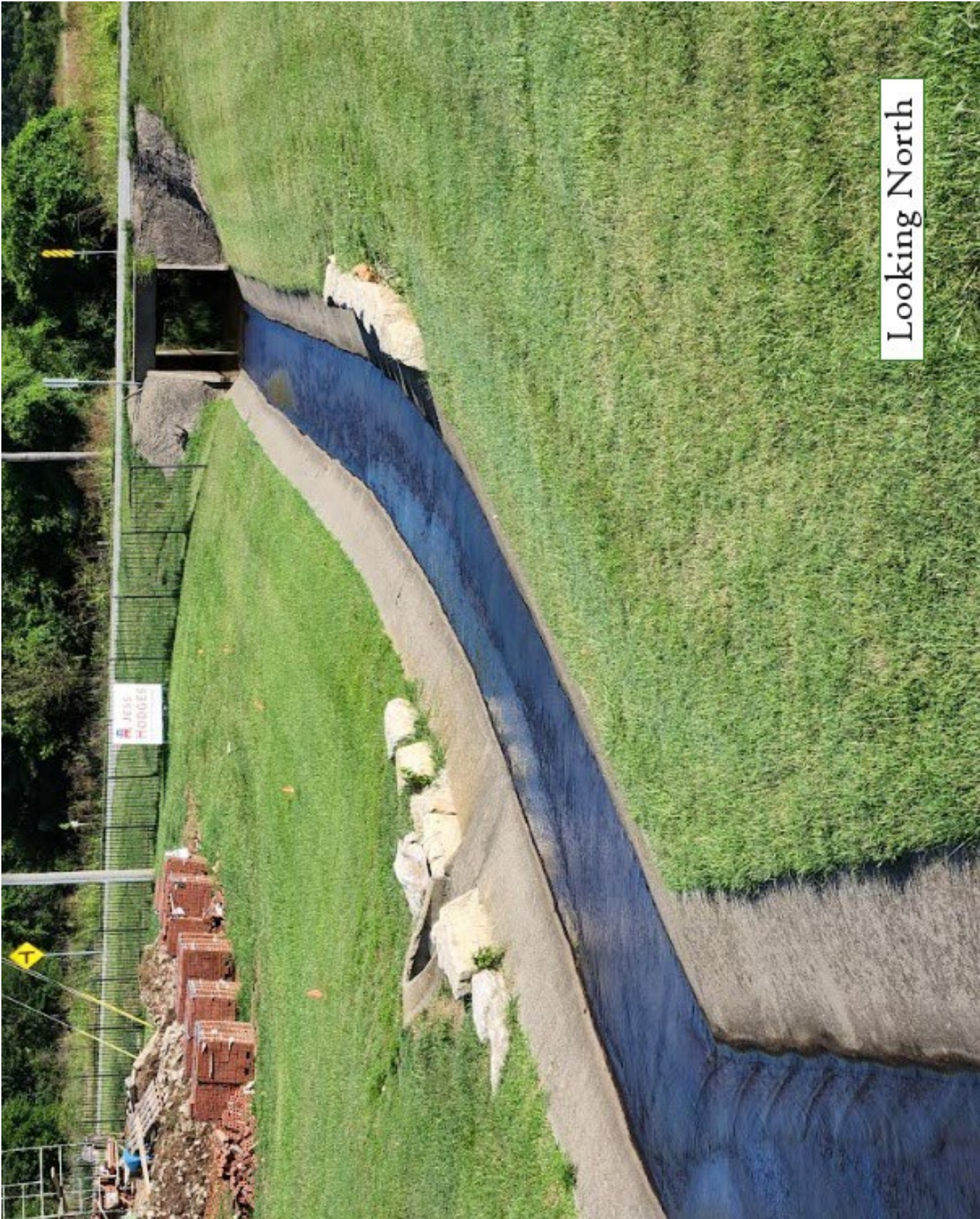


Connection to the Trail



Trail	16' Box Underpass	Culvert
-------	-------------------	---------





Looking North



PUBLIC COMMENT



Area of concern: Walk/Bike Bridge over JRF from Kansas Ave/Maplewood to Kansas Court

City/County of concern: Springfield/Greene County

Date received: 07/22/2024

Received through: Map-A-Concern (OTO website)

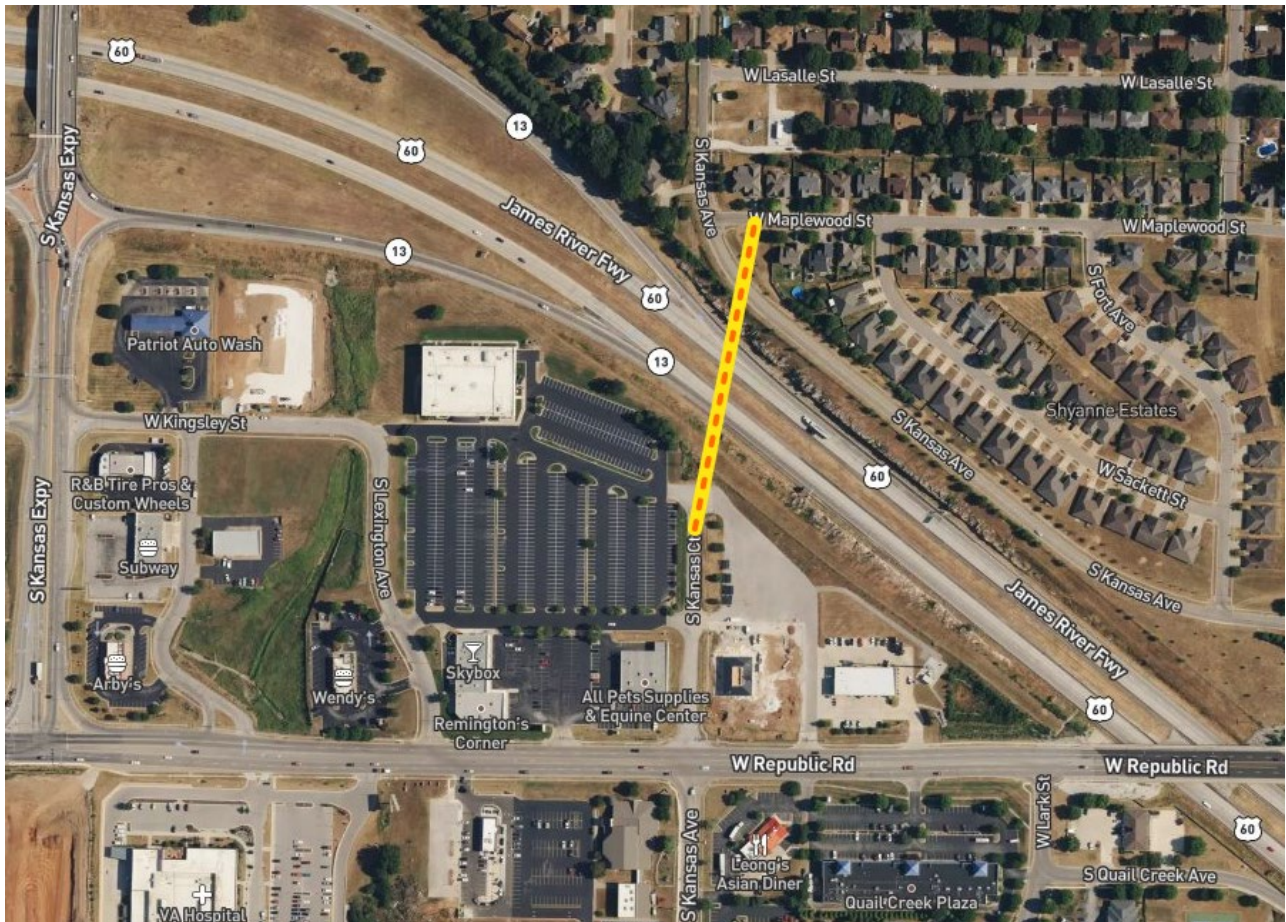
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

There should be a walking & biking bridge put here

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Roundabout – Tracker Road and Nicholas Road

City/County of concern: Christian County

Date received: 07/22/2024

Received through: Map-A-Concern (OTO website)

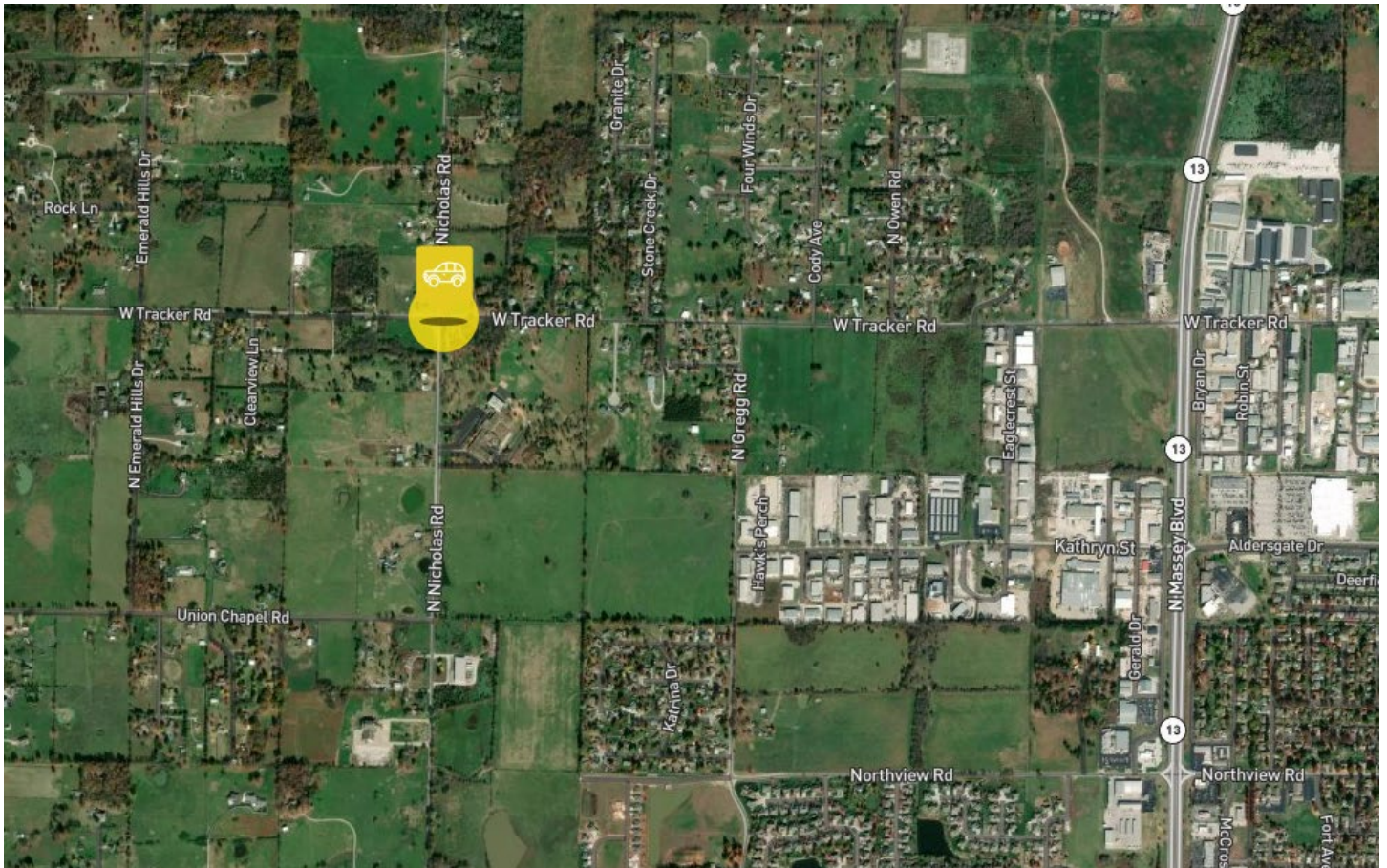
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

A roundabout should be put here

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: N 14th Street Extension

City/County of concern: Ozark/Christian County

Date received: 07/22/2024

Received through: Staff Email

Contact Name: Kris [REDACTED]

Contact Email/Ph #: [REDACTED]

Please note that in addition to the submitter's comments, graphics were submitted (included at the end).

Comment:

Yesterday I looked at the new City of Ozark corridor plan. When I looked closely at it I was completely shocked to see my property on the plans. The plans show that the City wants to put a road right through my front yard on the West side and another road through the North side of my property, both will take up a huge portion of my acre of land. It also shows that they want to put a sidewalk and recreational trail through my land.

I live at [REDACTED] in Ozark MO and I live in the County, not the City, and we are not annexed into the City. I'm a single mom due to divorce and I've spent 16 years of my life paying for my acre of land and I have plans in the future to build a nice home on my land to replace my mobile home. I keep my land looking nice and even though my son and I live in a mobile home we are not trailer trash. I am an Ozark MO native and I am the Founder and Director of the Save Riverside Bridge Initiative. I care about my community and I love my peaceful quiet neighborhood that has a lot of wildlife in it.

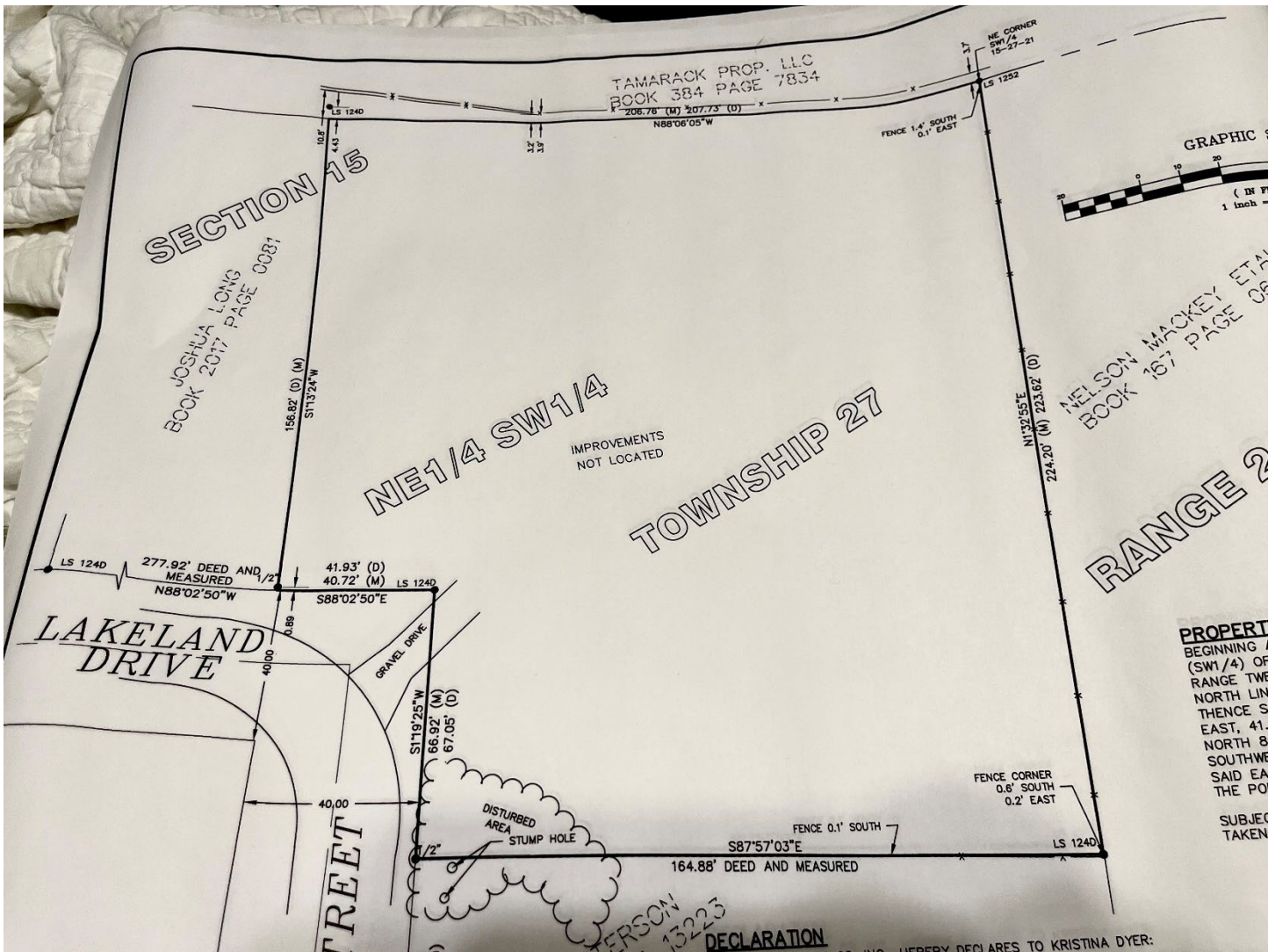
In the attachment are pictures of their plans and my land is highlighted in yellow with a red arrow pointing to it. I had my land surveyed in 2021 and I will include that on the attachment as well.

I am coming to you to ask you if there are other routes for traffic that would be better for their future traffic plans? I always thought the best place to extend the

road to CC highway from here is the outer road next to Highway 65 on the East side of the highway going from the Elks Lodge to the baseball stadium. I live on a hill so it doesn't make sense to put a road in through my land to connect to NN highway. It would destroy a lot of my mature trees, kill the wildlife and run them off and turn my quiet neighborhood into a place where people will speed through to cut through from NN to 65 Hwy.

I appreciate your help, thank you!

Kris [REDACTED]
Christian County Resident






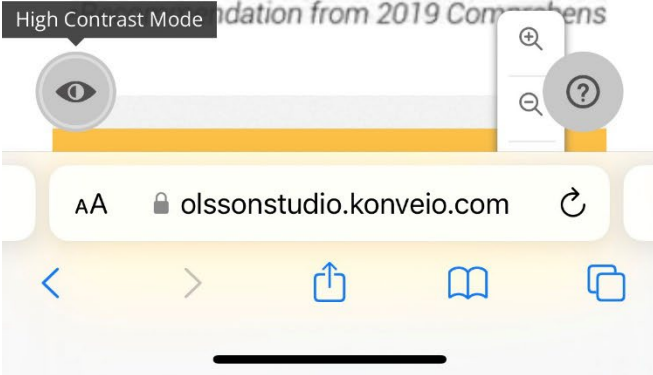
Comments save automatically. When you reach the last page, you can close the window. You're done!

- You may participate from now until July 28, 2024 at 11:59 p.m.

Thank you for your feedback!

-  Existing Sidewalk
-  Proposed Recreation Trail
-  Proposed Sidewalk
-  Proposed Roadway Connect
-  Proposed Access Road Relo
-  Proposed Intersection Imprc
-  Planned Overpass
-  Proposed Primary Gateway
-  Proposed Secondary Gatew
-  Key Mixed Use District Site

High Contrast Mode





PUBLIC COMMENT



Area of concern: James River Freeway Extension Study

City/County of concern: Greene County

Date received: 07/24/2024

Received through: Comment Email

Contact Name: Daniel

Contact Email/Ph #: [REDACTED]

Comment:

The James River Freeway extension study should not be funded by your organization. It is outside your boundaries. There are many other projects that funding could go towards. I-44 is already the connector to Highway 65. And with the recent funding for improvements to I-44, travel will be greatly improved. An industrial park can still be put in at James River and I-44 without an extension.

OTO Response:

Thank you for your comments. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: New Traffic Pattern at 160 and Route CC

City/County of concern: Ozark/Christian County

Date received: 07/23/2024

Received through: Facebook

Contact Name: John Anderson

Contact Email/Ph #: not available

OTO's Original Posting

Ozarks Transportation Organization
a day ago · 🌐

From MoDOT Southwest Missouri:
"New Traffic Pattern at U.S. Route 160 & #ChristianCo Route CC In #Nixa Beginning 8 p.m., Monday Night, July 29.
Contractor crews to turn on new signals and open new Continuous Flow Intersection at U.S. Route 160 and Christian County Route CC in Nixa. A Continuous Flow Intersection has traffic turning left placed to the left of oncoming traffic, opposite where it is normally. This removes the conflict between on-coming traffic and traffic turning left. Vehicles turning left access the lane a few hundred feet in front of the intersection. #MoDOTSW"

YOUTUBE.COM
Making a Left Turn in a Continuous Flow Intersection

Facebook Comments

John Anderson
Will an officer be stationed to fill out the accident paperwork for everyone that stops to make a left at the old stop light?
Honestly, masses of people freaked out about the flashing yellow arrow that the rest of the United States had been successfully using for years...

18h Like Reply [Send message](#) [Hide](#)

Author
Ozarks Transportation Organization
John Anderson That may be a question for the Christian County Sheriff's Office. Thanks for reaching out.

1m Like Reply



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs

City/County of concern: OTO MPO Area

Date received: 07/25/2024

Received through: Facebook

Contact Name: Joel Boyd

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments

Ozarks Transportation Organization
18 hours ago · 🌐
From MoDOT Southwest Missouri

HIGH PRIORITY UNFUNDED NEEDS

PLEASE JOIN US

You are invited to review the list and provide feedback on the order of priorities that could be funded in the future.

Two meetings to discuss the draft updated High Priority Unfunded Needs list for transportation in Southwest Missouri will be held in the region:

<p>July 31 10 am - 12 Noon Joplin Public Safety Training Facility 5102 Swede Lane, Webb City 64870</p>	
<p>August 14 10:30 am - 12:30 pm The Library Center 4653 S Campbell Avenue, Springfield 65810</p>	

Joel Boyd
Is there an online survey for this question?
18h Like Reply Send message Hide

Ozarks Transportation Organization
Joel Boyd Yes, the comment form is at the bottom of this MoDOT page:
<https://www.modot.org/high-priority-unfunded-needs-public...>

MODOT.ORG
High Priority Unfunded Needs Public Meetings | Missouri Department of Transportation

4m Like Reply Remove Preview

Carolyn McGhee
Janice Jackson-Grisham



PUBLIC COMMENT



Area of concern: White Cane Education

City/County of concern: OTO MPO Area

Date received: 07/22/2024

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting


Facebook Comments

Ozarks Transportation Organization
2 days ago

BECOME A BETTER DRIVER WITH US

empower:abilities

- Classes on Tuesdays from 3 - 4 pm
- Group or individual classes in person or via zoom
- Help studying for permit exam



DRIVER LICENSE

ID: 123-456-789-10
DOB: 00/00/00000000 EXP: 00/00/00000000
NAME SURNAME
CLASS SEX HGT EYES

More Information *

bgober@empowerabilities.org
417-886-1188 x 108

empower:abilities
2 days ago

Who's ready for the driver's seat? We're here to help! Empower:abilities is gearing up to offer a driver's education program to those who need a little help studying for their permit exam and learning the rules of the road. Classes will take place on Tuesdays from 3 - 4 pm and will begin once we can gauge interest. Please contact Brooke if you would like to join the class roster. 417-886-1188 x 108.

Carolyn McGhee
The national federation of the blind Springfield chapter used to go talk to students about the significance of the white cane and what it means when a driver encounters a pedestrian using one but that was over ten years ago. Would be a good thing to bring back somehow.

1d Like Reply Send message Hide Edited

Author
Ozarks Transportation Organization
Carolyn McGhee That does sound like it was a good program! National Federation of the Blind of Missouri

12m Like Reply

Carolyn McGhee
Ozarks Transportation Organization that's the state page. They tried to address pedestrian safety concerns several years ago by creating a committee of affected members from different cities. I was the chair. We couldn't figure out how to make the necessary local and state connections to get it solved. Hopefully SafeAcross will help fill in the gaps, we've had a lot of success with the connections locally just need to figure out how to make sure that whether a blind person is in Springfield, Zack, Columbia, Hallsville, or elsewhere they can get around their community safely.

5m Like Reply Send message Hide

Author
Ozarks Transportation Organization
Carolyn McGhee I didn't see a local page 😊. SafeAcross is a great program. Thank you Carolyn McGhee for all you do for our community!

1m Like Reply

Carolyn McGhee
This is the chapter contact. We technically cover all of SWMO but have had succinctly making connections beyond Springfield. I think that may be changing though partially thanks to the heavy emphasis on regionalism.
<https://www.facebook.com/boyerdale.hal/>

NFBMO Springfield Chapter

1d Like Reply Send message Hide

Author
Ozarks Transportation Organization
Carolyn McGhee Thank you!



PUBLIC COMMENT



Area of concern: James River Freeway Extension Study

City/County of concern: Greene County

Date received: 07/26/2024

Received through: Comment Email

Contact Name: Jackie [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I want to be on record as vehemently against any highway construction and/or viability study for a highway running North and West of Willard.

Please understand that there is strong community outrage over this idea. We do not want funds wasted on a study. We do not want this road. And we DO NOT want to be kept in the dark about discussions!

OTO Response:

Thank you for your input. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee, Board of Directors, and Greene County. We appreciate hearing from you!



PUBLIC COMMENT



Area of concern: James River Freeway Extension Study

City/County of concern: Greene County

Date received: 07/26/2024

Received through: Comment Email

Contact Name: Justen [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

There has been discussions circulating on social media about a possible 'North Loop' for James River Freeway that would run north and west of Willard, MO. Searching your website I was not able to find any information on this. Can you provide any information for this planned project and the possible routing?

Thank you,
Justen

OTO Response:

There has been a request from Greene County to consider a study that would propose an extension of the James River Freeway north. The study would be to determine the need and determine a proposed preliminary alignment. No alignment has been considered at this time as more information is needed.

Reply Comment:

Sara - thank you for the reply, I appreciate it. Can you provide the next steps for this study and what the current timeline is?

OTO Response:

Funding has not yet been identified. Once the study is funded, an engineering consultant would be selected and the study could begin. At this time there has been no decision on what agency would oversee the study. As funding has not been identified in any budget, I would not anticipate a start date within the next year. However, things can change.

Please let me know if you have any other questions.



PUBLIC COMMENT



Area of concern: Bus Routes and Construction at National and Division

City/County of concern: Springfield/Greene County

Date received: 07/29/2024

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting



City of Springfield, MO
19 hours ago · 🌐

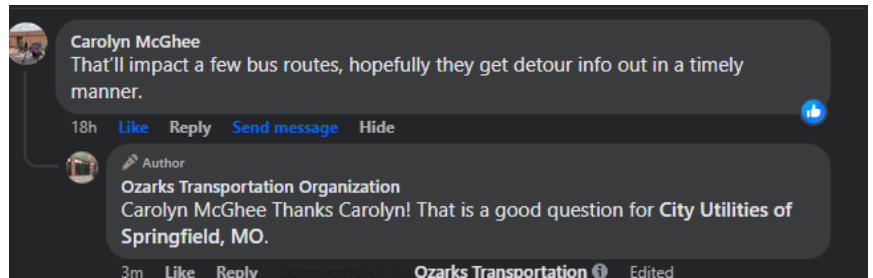
Construction of roadway and signal improvements at the intersection of National Avenue and Division Street are set to begin soon with multiple lane closures at the intersection expected beginning Monday, Aug. 5.

Construction is anticipated to last approximately 6 months. One lane of traffic flow in each direction is expected to remain open for a large part of construction duration. However, work on the railroad crossing and integration with the intersection will require the near full closure of the intersection for more than a month beginning in September. The City will communicate details of traffic impacts as scheduling information becomes available.

Learn more about the project and view traffic updates at www.springfieldmo.gov/nationaldivision

Full release: <https://www.springfieldmo.gov/civilalerts.aspx?AID=11143>

Facebook Comments



Carolyn McGhee
That'll impact a few bus routes, hopefully they get detour info out in a timely manner.

18h Like Reply Send message Hide

Ozarks Transportation Organization
Carolyn McGhee Thanks Carolyn! That is a good question for City Utilities of Springfield, MO.

3m Like Reply Ozarks Transportation Edited



PUBLIC COMMENT



Area of concern: Possible Delays due to Kansas Expressway Resurfacing

City/County of concern: Springfield/Greene

Date received: 07/30/2024

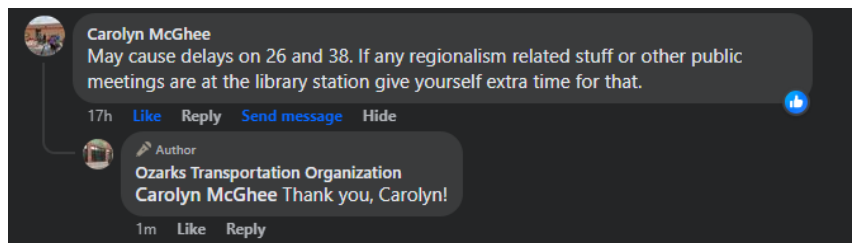
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments





PUBLIC COMMENT



Area of concern: Travel Options between Springfield and Nixa

City/County of concern: Springfield/Nixa/Greene/Christian

Date received: 07/30/2024

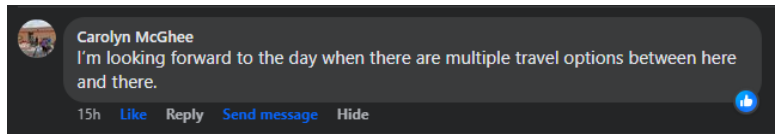
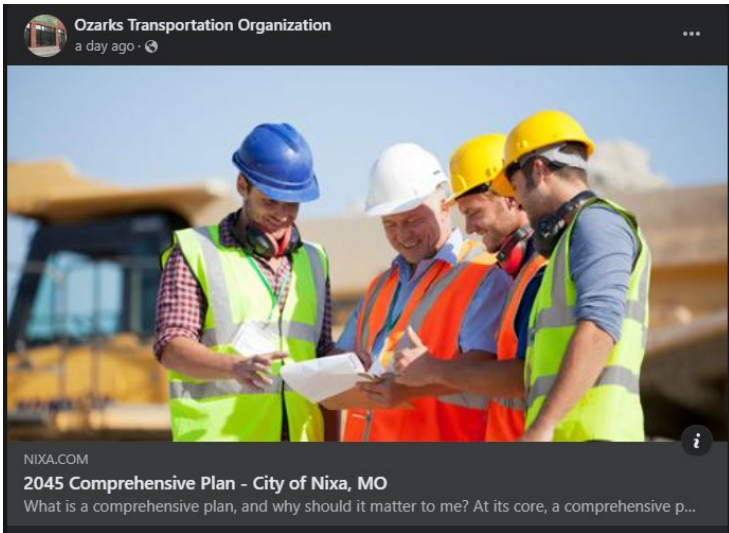
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments





PUBLIC COMMENT



Area of concern: James River Freeway Extension Study

City/County of concern: Greene County

Date received: 08/02/2024

Received through: MoDOT Comments

Contact Name: Amy [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

My husband and I are OPPOSED to a highway “loop” through Northwestern Greene County from I-44 at the James River Freeway to Highway 13. The land such a highway would cross holds some of the oldest rural farms, ranches, and historic sites in Northwestern Greene County. We live on my family’s Century Farm at State Hwy 123 and Farm Road 79. We continue to work on the land just my ancestors did, and, in time, our descendants will run the farm and reside in the 130+ year old farmhouse. Like us, many of our neighbors and friends have worked and lived on their land for numerous generations. We have made financial investments as well as our blood, sweat, and tears in our farms. Money cannot buy the life, liberty, and happiness we continue work hard for in our rural community. Northwestern Greene County should be preserved as farmland and as a rural community untainted by traffic, most of which likely would be comprised over over-the-road trucks. We need to avoid the urban sprawl such a highway would create, along with the added strain on natural resources (water) being directed to Springfield and Joplin. MODOT should focus on fixing the problems with traffic on I-44 and Hwy 13 at their source by widening I-44 and constructing a flyover ramp at the intersection of I-44 and Hwy 13 (Kansas) in Springfield. Do not create new problems or disrupt the lives and livelihoods of voting rural citizens by proposing a highway in Northwestern Greene County.

MoDOT Response:

Thank you for submitting a comment on Missouri’s High Priority Unfunded Needs. We value your input and will share your comment with our planning partners, the Ozarks Transportation Organization and the Southwest Missouri Council of Governments.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.

Reply Comment:

Thank you for your email and thank you for speaking with me at the meeting in Joplin on Wednesday morning. I truly appreciate the information you provided about the unfunded needs list and the process for a project to be approved and implemented.



PUBLIC COMMENT



Area of concern: CU Transit Route and Schedule Changes

City/County of concern: Springfield/Greene

Date received: 08/02/2024

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments

CU Transit
3 days ago · 🌐

Get ready for route and schedule changes coming soon! On September 29, our fixed route changes will take effect. These changes include improved routes and an updated schedule. Visit cutransit.net to plan your trip and preview the improvements. Need help planning your ride? Call us at (417) 831-8782, and we'll assist you in finding the best route. Stay tuned for more updates coming soon! 📢

Carolyn McGhee
3d · Like · Reply · Send message · Hide

I'm looking at trying to utilize my bike more. This is going to put weekends back to where it takes two hours or more just to go one mile. It'll be interesting to see how the blind react to the situation at the library station though.

Author
Ozarks Transportation Organization
Carolyn McGhee Thank you for this information, Carolyn. CU Transit

6m · Like · Reply

Carolyn McGhee
1h · Like · Reply · Send message · Hide

Ozarks Transportation Organization the job placement orgs like vocational rehab are encouraging their clients to leave not only the city but the state as a whole. Not just because of transportation but that is a major piece.

Author
Ozarks Transportation Organization
Carolyn McGhee Thank you for sharing!

1m · Like · Reply



PUBLIC COMMENT



Area of concern: CU Transit Route Changes due to Route 66 Festival

City/County of concern: Springfield/Greene

Date received: 08/08/2024

Received through: Facebook


Contact Name: Carolyn McGhee

Contact Email/Ph #: not available


OTO's Original Posting

Facebook Comments



 Carolyn McGhee
Looks like things should be a bit simpler this year, they've had a lot of trouble in previous years because the people blocking streets didn't think transit was important. I wish we had a navigable audio map of the festival that'd let you find specific things you want to see. People think that people who can't see well or who can't drive would have no interest but you'd be surprised.

1h Like Reply Send message Hide

 CU Transit
2d · 🌐

Due to the Route 66 Festival, transit service in and near Downtown Springfield will be limited from Wednesday (8/7) through Saturday (8/10). The following lines will detour to avoid the festival:

- Line 5
- Line 7
- Line 12
- Line 25
- Line 27

Closed Stops:

- Starting Wednesday: St. Louis, west of John Q Hammons
- Starting Thursday: Olive; Jefferson, north of State; and Cherry, west of John Q Hammons

All service to the Transit Center will be maintained throughout the festival. Service away from downtown Springfield will be unaffected.



PUBLIC COMMENT



Area of concern: Safety Scores and Highway D

City/County of concern: Springfield/Greene

Date received: 08/11/2024

Received through: Comment Email

Contact Name: Shonda [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Good evening! I was reviewing the Basemap 4.1 and noticed the Safety Score listed after all of the crash statistics.

After searching your website, I was unable to find any guidance on interpreting this Safety Score. Example, is 10 good, bad, or average?

Thank you for your assistance!

Shonda [REDACTED]

OTO Response:

Hello [REDACTED], the safety scores in the base map are a combination of total crash rate, injury crash rate, and fatal crash rates. A score of 1 - 4 is possible for each rate equaling combined range of 3 - 12 which was then rescaled to 1 - 10 and multiplied by 2 to arrive at 2 - 20 points possible. Thus, the score of 10 is middling.

We have updated this method for this year's scoring which will be reflected in the base map in the very near future. Thank you so much for your question! I tried to provide a concise response.

If you would like any further clarification or have more questions, please let me know. Thanks again and have a great day.

Comment:

This is very helpful, thank you! So, with the rating, is 2 or 20 the "safest"?

I am specifically looking at State Hwy D (East Sunshine) and Farm Road 199 intersection. City council has just approved a 191 home subdivision [to.be](#) built on the NE corner of the intersection (which is currently farm land).

Also up for vote is rezoning the NW plot of that intersection to General Commercial. Can you provide any insight or projections as to how the increased traffic of a commercial business would impact safety of that stretch of State Hwy D?

Thank you for your help!

Shonda [REDACTED]

OTO Response:

Twenty would be the bigger safety need. OTO does not review developments for impacts to the transportation network. That is done by the City, County, and/or MoDOT. This would have been reviewed prior to approval. We apologize that we do not have any information on the proposed development or the impacts to Highway D.

Thank you again for reaching out!



PUBLIC COMMENT



Area of concern: James River Freeway Extension Study

City/County of concern: Greene County

Date received: 08/14/2024

Received through: MoDOT Comments

Contact Name: Kolten [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

There is very little if any support within the rural communities for the 13 to I44 Highway connection cutting to the north of Willard. You guys would harm the peacefulness of many properties within the area not to mention disrupt century farms, wildlife habitat, and pollute more creeks and rivers with increased traffic flow and littering. My family of opposes it greatly as we are a family farm trying to grow and a project of this scale would drive land prices up too high for farmers to afford.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs. We value your input and will share your comment with our planning partners, the Ozarks Transportation Organization and the Southwest Missouri Council of Governments.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM I.I.

Federal Funds Obligation Status – August 2024

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations is based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance.

THE OTO AREA MUST OBLIGATE ANOTHER \$7.4 MILLION BY SEPTEMBER 30, 2024 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year. To meet the 120 percent goal, OTO must obligate another \$7.43 million by September 30, 2024.

Staff has developed a status report which documents Federal Fiscal Year obligations to date, as well as the amount that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

Federal Funds Balance Report

FY 2024 Status

FY 2023 Ending Balance	All Funds	4,444,316.10
FY 2024 Allocations (100%)	All Funds	10,481,073.00
FY 2024 Obligations/Deobligations	All Funds	(5,149,407.99)
Balance as of 8/15/2024	All Funds	9,775,981.11
Pending Obligations/Deobligations		476,268.40
Pending Balance		10,252,249.51

List of FY 2024 Obligations/Deobligations

0652099 Chestnut RR Utilities	STBG-Urban	26,678.57
9901849 Chadwick Flyer 65 Overpass	STBG-Urban	(57,671.89)
9901849 Chadwick Flyer 65 Overpass	TAP	(230,687.54)
9901831 N. Main Street	STBG-Urban	(4,209.45)
9901851 Chadwick Spur	TAP	(39,088.45)
S602027 Campbell and Republic	STBG-Urban	(10,154.76)
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5905811 TMC Staff 2023	STBG-Urban	2,350.15
9901828 Trail of Tears Elm SmrSet	STBG-Urban	18,939.37
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
5909802 KS Extension	STBG-Urban	2,138,827.85
5909802 KS Extension	STBG-Urban	41,040.72
5909802 KS Extension	STBG-Urban	(0.01)
9901827 ChadwickFlyr Jackson/Clay	STBG-Urban	(5,927.20)
9901860 Cheyenne Multi-Use Path	TAP	(102,057.00)
5901827 Jordan Creek Smith Park	TAP	(14,800.77)
9901858 Strafford East SW	TAP	(20,782.65)
9901859 Battlefield ToT Extension	TAP	(38,132.61)
9901831 N. Main Street	STBG-Urban	(113,524.01)
S605047 Battlefield Weaver Scoping	STBG-Urban	(80,000.00)
5944805 Jackson Street Resurfacing	STBG-Urban	(14,415.60)
9901837 Chadwick Flyer Phase II	STBG-Urban	(672,698.36)
5901828 Sherman Parkway Link	CRP	(58,722.86)
9901862 Chadwick Phase V	CRP	(42,705.30)
S601061 FR 103/Repmo Roundabout	STBG-Urban	13,962.87
5901830 South Ck Fremont/Glenstone	CRP	(96,641.00)
5901829 Mt. Vernon/Miller Sidewalks	TAP	(124,798.92)
5900851 Pavement Resurfacing	STBG-Urban	(3,548,353.60)
9901837 Chadwick Flyer Phase II	STBG-Urban	200,994.41
00FY825 UPWP FY 2025	STBG-Urban	(255,256.00)
5944805 Jackson Street Resurfacing	STBG-Urban	(342,897.40)
6900813 Shuyler Creek Trail	STBG-Urban	(177,737.97)
6900813 Shuyler Creek Trail	TAP	(1,264,015.09)
S605047 Weaver Road Improvements	Battlefield	(197,600.00)
9901864 Finley River Trail	Ozark	(79,508.46)
Amount subtracted from balance		(5,149,407.99)

MODOT MANDATED MINIMUM

FY 2024 Allocations @ 110%	All Funds	11,529,180.30
FY 2024 Obligations/Deobligations	All Funds	(5,149,407.99)
110% Goal Obligations Remaining	All Funds	6,379,772.31
Max Balance on 9/30/24 to Prevent MoDOT Rescinding Funds		3,396,208.80

MODOT MANDATED GOAL

FY 2024 Allocations @ 120%	All Funds	12,577,287.60
FY 2024 Obligations/Deobligations	All Funds	(5,149,407.99)
120% Goal Obligations Remaining	All Funds	7,427,879.61
Max Balance on 9/30/24 to Achieve MoDOT's Mandated Goal		2,348,101.50

Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
PENDING OBLIGATIONS			
5900851 Pavement Resurfacing	Springfield	476,268.40	476,268.40
PLANNED CRITICAL OBLIGATIONS			
9901831 N. Main Street	Nixa	(1,737,352.24)	(1,261,083.84)
OT2402 EV Chargers	OTO	(514,721.00)	(1,775,804.84)
9901851 Chadwick Flyer Spur to OHS	Ozark	(229,369.00)	(2,005,173.84)
9901849 Chadwick Flyer Overpass	Ozark	(1,787,634.00)	(3,792,807.84)
9901862 Chadwick Phase V	Ozark	(586,095.00)	(4,378,902.84)
CC Cost Share	Ozark/MoDOT	(441,198.00)	(4,820,100.84)
5901824 TMC Signal Replacements	Springfield	(1,070,770.00)	(5,890,870.84)
5905812 FY 2025 TMC Staff	Springfield	(480,000.00)	(6,370,870.84)
I-44 STBG-U	Springfield	(1,628,207.00)	(7,999,077.84)
I-44 TAP	MoDOT	(302,006.00)	(8,301,083.84)
TAP/CRP Engineering	OTO	(853,855.49)	(9,154,939.33)
<i>Total Critical Obligations</i>			(9,154,939.33)

MODOT MANDATED MINIMUM

110% Goal Obligations Remaining	All Funds	6,379,772.31
Critical Obligations	All Funds	(9,154,939.33)
Potential Deobligations	All Funds	421,244.87
Obligations over MoDOT Mandated Minimum		(2,353,922.15)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	7,427,879.61
Critical Obligations	All Funds	(9,154,939.33)
Potential Deobligations	All Funds	421,244.87
Obligations over MoDOT Mandated Goal		(1,305,814.85)

At-Risk Projects

Projects Programmed for FY 2024 Anticipated to be Delayed to FY 2025

Name	Responsible Agency	Programmed	TOTAL
5900852 ADA Improvements	Springfield	(1,165,000.00)	(1,165,000.00)
5900853 Main Bridge over Jordan	Springfield	(2,000,000.00)	(3,165,000.00)
5901831 Grand Street Design	Springfield	(240,000.00)	(3,405,000.00)
9901838 N. Old Orchard	Strafford	(481,362.00)	(3,886,362.00)
SP2313 LeCompte Trail	TAP Programmed	(383,160.00)	(4,269,522.00)
9901867 Lost Hill Park Bridge	Greene County Park Board	(10,400.00)	(4,279,922.00)
9901852 Garrison Springs	Ozark	(440,000.00)	(4,719,922.00)
ST2302 Route OO East Sidewalks	TAP Awarded CS	(196,006.00)	(4,915,928.00)
<i>Total FY 2024 At-Risk Projects</i>			<i>(4,915,928.00)</i>

Potential Deobligations from Completed Projects

Name	Responsible Agency	Remaining Expenditures	TOTAL
5901822 Chadwick Flyer Phase III	OTO	\$185,000.00	185,000.00
00FY823 OTO Operations/Planning	OTO	\$62,359.47	247,359.47
0141028 14-Fort to Ridgecrest	MoDOT	\$18.18	247,377.65
0141029 Jackson and NN	MoDOT	\$23,546.49	270,924.14
1602076 Kearney/West Bypass	MoDOT	\$26,449.00	297,373.14
7441012 Kearney/Packer	MoDOT	\$69,522.96	366,896.10
9901827 ChadwickFlyr Jackson/Clay	Ozark	\$54,348.77	421,244.87
<i>Total Near-Term Potential Deobligations</i>			<i>421,244.87</i>

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM II.A.

FRA Long Distance Service Study Resolution of Support

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

The Federal Railroad Administration (FRA) is conducting an Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily long-distance intercity rail passenger service and the potential for new Amtrak long-distance routes. This study will ultimately create a long-term vision for long-distance passenger rail service and identify capital projects and funding needed to implement that vision.

As a result of this planning process, a long distance route between New York and Dallas has been identified on the proposed network of preferred routes. This route would bring passenger rail through Springfield and the OTO region, however further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.

OTO has developed a resolution to show support of this route and the next steps to fund and implement the FRA Long-Distance Service Study. Excerpts from a presentation on the study are included in the agenda.

More on the study and the presentation of recommendations can be found at this link:
<https://fralongdistancerailstudy.org/meeting-materials/#:~:text=June%202024-,Presentation,-The%20PowerPoint%20presentation>

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the Board of Directors approve the Resolution of Support for the recommendations of the FRA Long Distance Service Study.”

OR

“Move to recommend the Board of Directors approve the Resolution of Support for the recommendations of the FRA Long Distance Service Study with the following changes...”



**RESOLUTION OF THE BOARD OF DIRECTORS
OF
Ozarks Transportation Organization
A Missouri Nonprofit Corporation**

September 19, 2024

RESOLUTION OF SUPPORT FOR PASSENGER RAIL SERVICE THROUGH THE OTO REGION

The members of the Board of Directors (the "Board") of Ozarks Transportation Organization Inc., a Missouri nonprofit corporation (the "Organization"), acting pursuant to RSMo Section §355.246 (the "Act"), do hereby consent to the adoption of the following resolution:

WHEREAS, the Ozarks Transportation Organization is the Springfield, Missouri metropolitan planning organization; and

WHEREAS, the Ozarks Transportation Organization's Long Range Transportation Plan, *Destination 2045*, identified the public's desire for passenger rail through the OTO region; and

WHEREAS, the Federal Rail Administration is conducting an Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily long-distance intercity rail passenger service and the potential for new Amtrak long-distance routes; and

WHEREAS, a long distance route between New York and Dallas has been identified on the proposed network of preferred routes, with service passing through the OTO region.

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to express support for the recommendations of the Long Distance Service Study; and

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization Board of Directors encourages the Federal Rail Administration and Congress to provide funding, planning, and support required to implement this study and its recommendations; and

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization Board of Directors directs staff to write a letter of support to the Federal Rail Administration.

IN WITNESS WHEREOF, the undersigned, Board of the Organization have duly executed this Written Consent as of the date set forth above.

The above resolution is hereby Adopted on this 19th day of September 2024.

ATTEST:

Mr. Derek Lee
OTO Board of Directors Chair

Ms. Martha Smartt
OTO Board of Directors Secretary



Regional Working Group Meeting 4

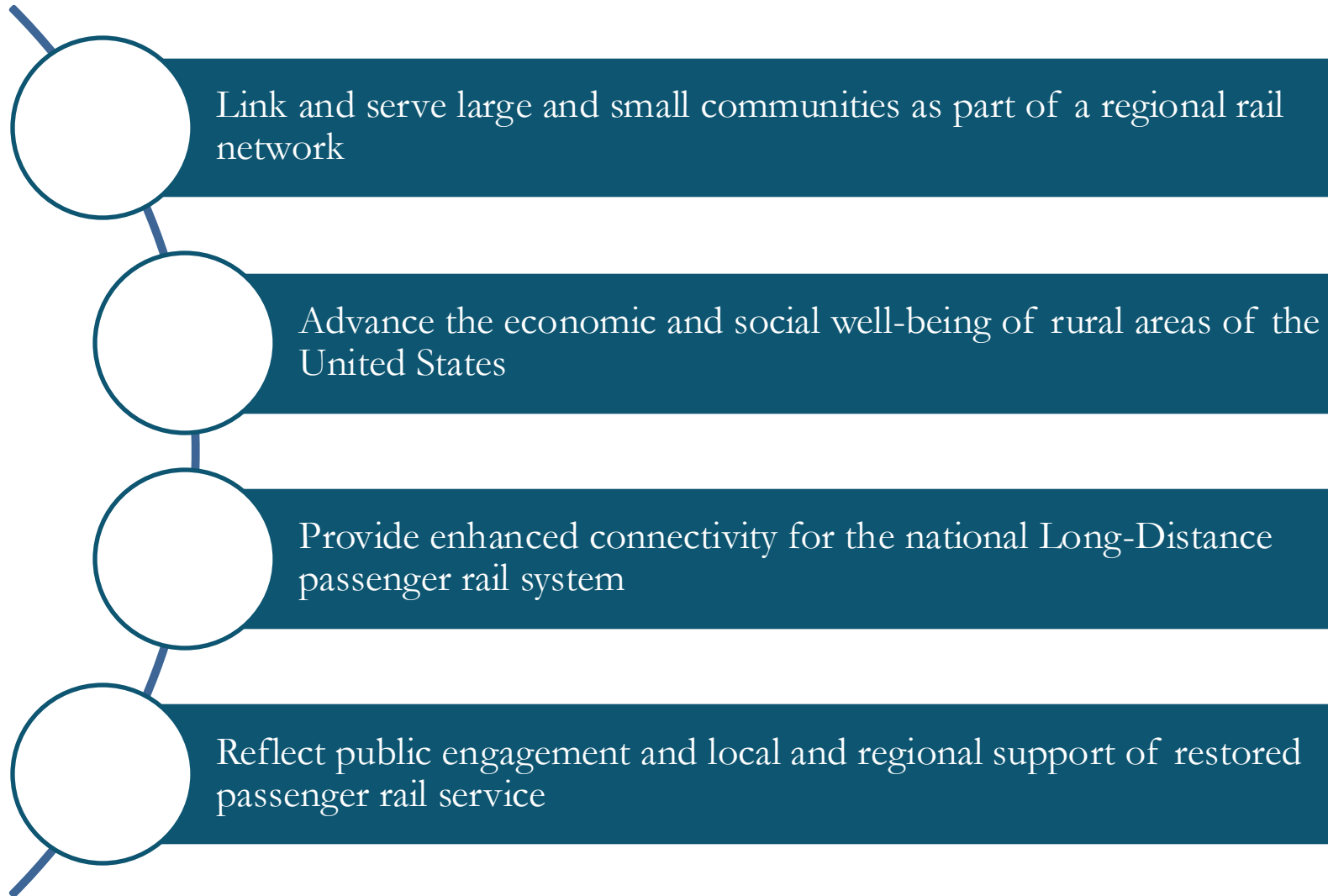
STUDY OVERVIEW

About the FRA Long-Distance Service Study

The Infrastructure Investment and Jobs Act (IIJA) of 2021 requires the FRA to conduct a study to evaluate the restoration of daily intercity rail passenger service along —

- any Amtrak Long-Distance routes that were discontinued; and
- any Amtrak Long-Distance routes that occur on a nondaily basis.
- FRA may also evaluate potential new Amtrak Long-Distance routes, including with specific attention provided to routes in service as of April 1971 but not continued by Amtrak.

Legislative Considerations for Long-Distance Service Expansion



FRA Long-Distance Service Study – Report to Congress

Preferred options for restoring or enhancing Long-Distance service

Prioritized inventory of capital projects to restore or enhance service

Federal and non-Federal funding sources

Estimated costs and public benefits of restoring or enhancing intercity rail passenger transportation in the region impacted for each relevant Amtrak route

Recommendations for methods by which Amtrak could work with local communities and organizations to develop activities and programs to continuously improve public use of intercity passenger rail service along each route.

Amtrak Passenger Rail Service

- Amtrak provides passenger rail service across the nation, serving more than 500 destinations in 46 states.
- The current Amtrak network provides passenger rail service across three service lines:
 - **Northeast Corridor (NEC)** provides service between Boston, Massachusetts, and Washington, DC on the Northeast Regional and Acela routes; Amtrak owns most of the NEC main line, and provides high-speed service on Acela.
 - **State-Supported** provides service on 30 routes of not more than 750 miles through cost-sharing agreements with state partners.
 - **Long-Distance** provides service on 15 Amtrak routes over 750 miles. The federal government provides significant financial support to Amtrak for these routes.
- Both state-supported and long-distance routes primarily operate on host railroad tracks, which are not owned by Amtrak.

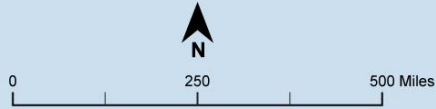
Existing Network



Legend

Existing Network

- Amtrak Routes
- Long-Distance
- Northeast Corridor
- State-Supported



What are Amtrak Long-Distance (LD) Routes?

Frequency and Service

Amtrak operates 15 LD routes. By statute, LD routes are over 750 miles; they typically operate once per day in each direction (except Cardinal and Sunset Limited), with end-to-end travel times of 12+ hours, and have coach and sleeper accommodations.

Rural Connections

Less than 10 percent of LD riders travel end-to-end; many different origin-destination pairs in each route,* connecting urban and rural markets. Approximately 20 percent of LD riders connect to another Amtrak service.

Geography

LD routes are the only passenger rail service in 22 of the 46 states in the passenger rail network; on average, an LD route serves 29 stations and 8 states.* LD routes help form a “backbone” of the national passenger rail network.

Funding

Congress, through an annual grant to Amtrak, provides funds to offset the adjusted operating loss for LD routes – projected to be approximately \$495M in FY25.** Amtrak is prohibited from discontinuing LD routes in any year it receives adequate federal funding.

Passengers

LD routes carried over 4 million passengers in 2023, who traveled 2 billion passenger miles – more than a third of total passenger miles traveled in the Amtrak system.

*Station data excludes the Auto Train; state data includes Washington, DC

**Amtrak General and Legislative Annual Report & Fiscal Year 2025 Grant Request

Overview of Long-Distance Service Study Scope

- Plan and execute agency, stakeholder and public engagement
- Review previous Long-Distance services
- Assess current Long-Distance services and travel market
- Develop study methods and tools
- Develop restoration and expansion concepts
- Identify preferred options and prioritization
- Develop costs, benefits, and financing information
- Identify final recommendations and implementation strategies
- Issue final report

Long-Distance Service Study Expectations

<u>What this Study IS</u>	<u>What this Study IS NOT</u>
Focused on Long-Distance Network	A “National Rail Plan”
Assessment of routes over 750 miles	Assessment of State-Supported routes
Focused on Amtrak as service provider	Identifying other service providers
Service frequencies to meet Long-Distance markets	High frequency service
Utilization of existing rail corridors	Identifying new “greenfield” alignments
Conventional rail/technology	High-speed or other emerging technologies

Long-Distance Service Study Technical Outputs

- **Develop market demand and operations and maintenance (O&M) costs that emphasize the benefits and costs of both the existing and an expanded long-distance network**
 - Includes developing demand, revenue, and O&M cost estimates for specific routes under consideration
- **Identify certain types of passenger service-required projects**
 - Passenger service-required projects identified for this study include track upgrades to track class 4 and supporting signalization and PTC, passenger stations, maintenance facilities, and rolling stock
 - Projects will be included as part of “prioritized inventory” required by the legislation
 - Decision to focus on identifying these types of projects was based on feedback from host railroads during initial outreach
 - Estimated cost ranges of passenger service-required projects will be identified
 - Total capital costs for preferred routes will **not** be identified

NETWORK DEVELOPMENT

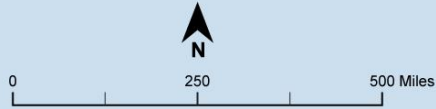
Existing Network



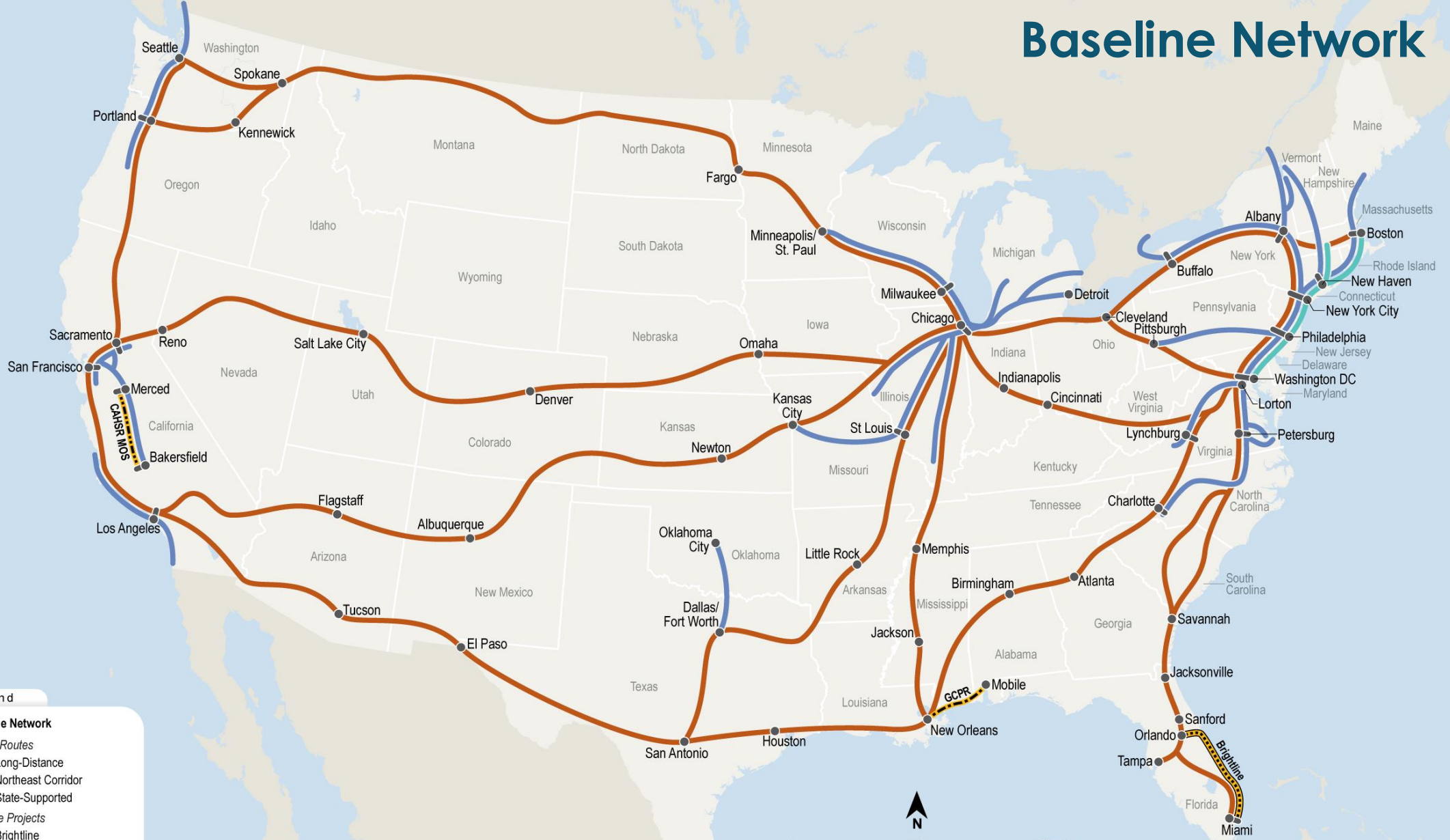
Legend

Existing Network

- Amtrak Routes
- Long-Distance
- Northeast Corridor
- State-Supported



Baseline Network



Legend

Baseline Network

- Amtrak Routes*
- Long-Distance
- Northeast Corridor
- State-Supported

Baseline Projects

- Brightline
- Gulf Coast Passenger Rail
- CAHSR MOS

Existing Route and Station Data provided by Amtrak 2024; Baseline Projects Data provided by FRA 2024

Conceptual Enhanced Network

Conceptual segments for future route development consideration
 Not an FRA proposal for service



Presented at Regional Working Group Meetings July 2023

Segments are conceptual building blocks for consideration in developing potential new long-distance routes

Legend

Baseline Network

- Amtrak Routes*
- Long-Distance
- Northeast Corridor
- State-Supported

Baseline Projects

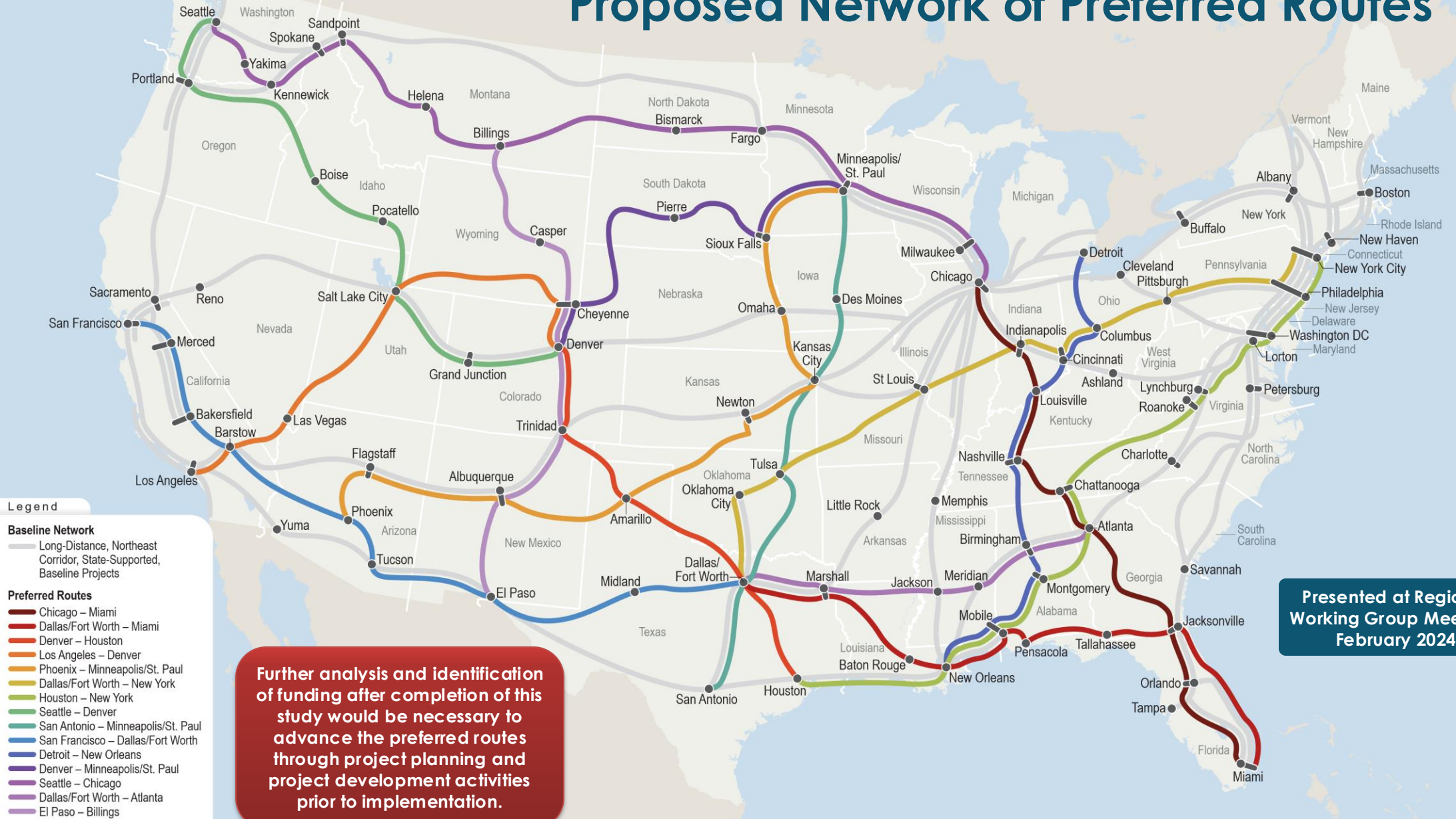
- Brightline
- Gulf Coast Passenger Rail
- CAHSR MOS

Enhanced Network

- Segments
- Segment Options

Existing Route and Station Data provided by Amtrak 2024; Baseline Projects Data provided by FRA 2024

Proposed Network of Preferred Routes



Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.

Presented at Regional Working Group Meetings February 2024

DALLAS/FORT WORTH - NEW YORK

Dallas/Fort Worth - New York

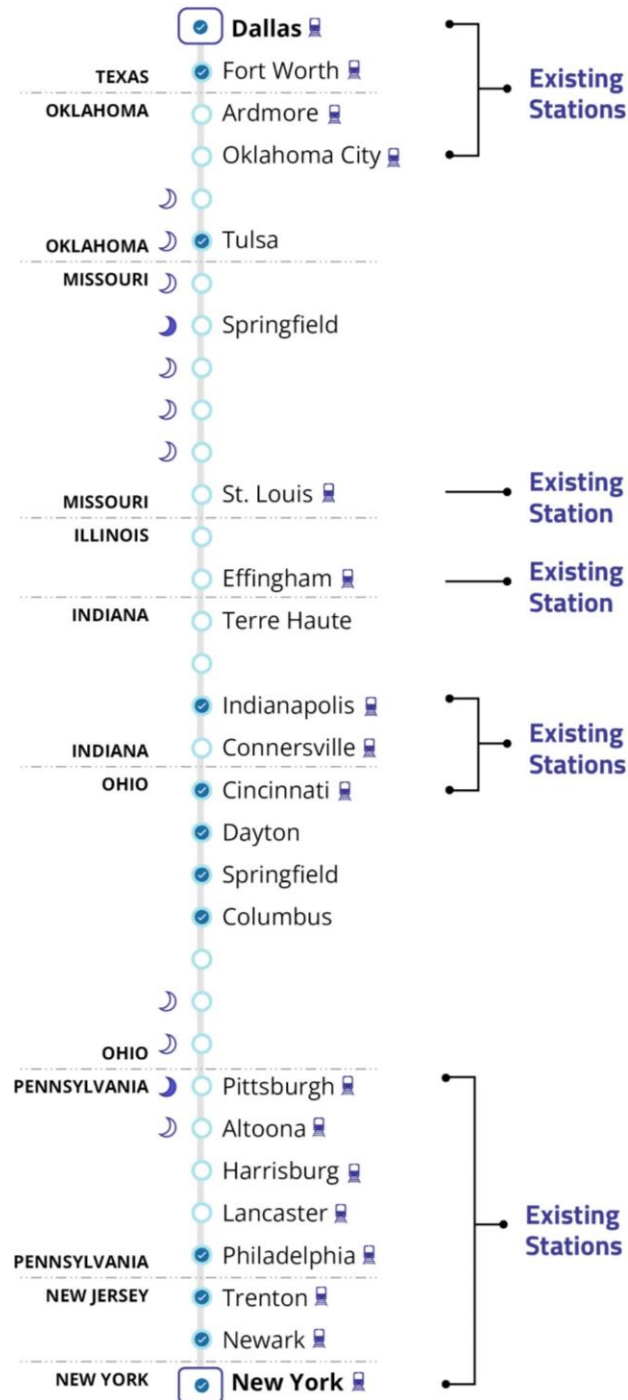
Conceptual Service Overview

Not an FRA proposal for service

Route Service Metrics		
Scheduled run time	avg. of both directions	approx. 44 hours
Route length	avg. of both directions	1,907 miles
Dallas, TX departure time	local time	midday
New York, NY arrival time	local time	late morning ⁺²
New York, NY departure time	local time	late afternoon
Dallas, TX arrival time	local time	midday ⁺²
Average travel time improvements	hours	7
Route Stations		
Total number of stations	count of stations	33
Stations in small communities	count of stations	3
Existing stations adding new service	count of stations	17

Average travel time improvements are for existing OD pairs when using a new route compared to an existing route

Daytime = 5:00 a.m.-10:59 p.m. (5 a.m.-7:59 a.m. early morning; 8 a.m.-10:59 a.m. late morning; 11 a.m.-12:59 p.m. midday; 1 p.m.-3:59 p.m. early afternoon; 4 p.m.-5:59 p.m. late afternoon; 6 p.m.-8:59 p.m. early evening; 9 p.m.-10:59 p.m. late evening). Nighttime = 11 p.m.-4:59 a.m.



Legend

- Some Arrivals at Night
- All Arrivals at Night
- Station
- Terminal
- Connecting Existing Amtrak Rail Service
- Connecting Preferred Route

Some arrivals at night depends on direction. All existing stations and new stations in cities with over 50K people are labeled.

These conceptual schedules are not FRA proposals for service. This study selected conceptual departure times to maximize daytime service for highest population market pairs on a preferred route.

Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities, including detailed schedule development.

Dallas/Fort Worth - New York

Equity and Accessibility

Additional Populations Served		
Population served	in thousands of people	5,820
Rural population	in thousands of people	990
Rural population in areas of persistent poverty	in thousands of people	280
Rural population that is transportation disadvantaged	in thousands of people	630
Rural population that is health disadvantaged	in thousands of people	378
Population on tribal lands	in thousands of people	1,025

524 miles of discontinued long-distance routes restored

Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities, including detailed schedule development.

Not an FRA proposal for service

Additional Institutions Served		
Medical centers	count of centers	13
Higher education institutions	count of institutions	104
Historically black colleges and universities	count of institutions	3
Military installations	count of installations	12
NPS Lands	count of NPS units measured	0

Legend

- Baseline Network**
 - Long-Distance, Northeast Corridor, State-Supported, Baseline Projects
- Preferred Routes**
 - Preferred Routes
 - Preferred Route: Dallas/Fort Worth – New York
- Stations in Cities with Populations over 50K: Dallas/Fort Worth – New York



Dallas/Fort Worth - New York

Selected Passenger Service-Required Cost Estimate Ranges

Selected Passenger Service-Required Cost Ranges		
Vehicle costs	2025 dollars, in millions	\$740-960
Station and maintenance facility costs	2025 dollars, in millions	\$1,120-1,450
Track class and PTC upgrade costs	2025 dollars, in millions	\$2,710-3,520
O&M costs (annual)	2025 dollars, in millions	\$98-138

Cost estimate ranges include Professional Services. Cost estimate ranges do not include other capital projects including track capacity and operational improvement projects.

Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities, including detailed schedule development.



Legend

Baseline Network

- Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

Preferred Routes

- Preferred Routes
- Preferred Route: Dallas/Fort Worth - New York

○ Stations in Cities with Populations over 50K: Dallas/Fort Worth - New York

Dallas/Fort Worth - New York

Safety, Jobs, and Earnings

Estimated Jobs and Earnings

Jobs supported by construction	count of jobs, in thousands	56.3 - 73.1
Earnings supported by construction	2025 dollars, in millions	\$3,769-4,900
Jobs supported by operations (annual)	count of jobs, in thousands	1.7 - 2.5
Earning supported by operations (annual)	2025 dollars, in millions	\$90-127



Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities, including detailed schedule development.

Legend

- Baseline Network**
 - Long-Distance, Northeast Corridor, State-Supported, Baseline Projects
- Preferred Routes**
 - Preferred Routes
 - Preferred Route: Dallas/Fort Worth – New York
- Stations in Cities with Populations over 50K: Dallas/Fort Worth – New York

Not an FRA proposal for service

Route Travel Changes and Impacts

Travel shifted from vehicle to rail (annual)	vehicles miles traveled, in millions	70
Total crashes avoided (annual)	number of crashes (decrease)	149

CLOSING AND NEXT STEPS

Final Report Elements

- Elements of the final report:
 - IIJA Study Requirements
 - Opportunities, Challenges, and Study Limitations
 - Study Approach
 - Summary of Public and Stakeholder Engagement
 - Preferred Route Options for Restoring or Enhancing Long-Distance Service
 - Inventory of Selected Capital Projects
 - Estimated Costs and Public Benefits; potential federal and non-federal funding sources
 - Recommendations for methods by which Amtrak could work with communities and organizations to improve public use of intercity passenger rail service along each route
- Final report to Congress later in 2024

Opportunities and Challenges

Opportunities

- Establishes options for potential future long-distance service, in response to legislative requirements, examining broad needs, challenges, and opportunities.
- Identifies regions where potential new service could provide economic and social benefits.
- Demonstrates support for restoring long-distance intercity passenger rail services and exploring the creation of new long-distance routes.
- Satisfies an early step in the FRA project lifecycle to identify actions needed to enhance long-distance service

- Documents high-level analysis. Substantial additional analysis and resources are required prior to implementation.
- Identifies only certain passenger service-required capital projects. Future identification and analysis of additional capital projects, including those related to capacity, requires additional time and resources, including coordination with host railroads and other stakeholders.
- Requires significant unidentified funding for planning, infrastructure improvements, fleet needs, and ongoing operating support.

Challenges

Moving Forward



Report to Congress

- Complete later in 2024
- Establish options for restoring and expanding long-distance service
- Include ideas for ongoing collaboration and planning
- Acknowledge the need for additional analysis, coordination, funding



Corridor ID

- Provides sustained support for new or improved passenger corridors through planning and project development stages
- Includes some long-distance routes
 - Daily Cardinal
 - Daily Sunset Limited
 - North Coast Hiawatha



Comments Received

- Maintain a database of comments for reference in future planning processes



Thank You!

- After the final report is submitted to Congress, it will be published on the study and FRA websites.
- www.fralongdistancerailstudy.org



TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM II.B.

Congestion Management Process: Congestion Monitoring and Strategy Evaluation

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

A link to the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation* will be provided ahead of the meeting.

All MPO's that serve a metropolitan area with a population greater than 200,000 are required by federal law to develop a Congestion Management Process (CMP). The CMP is a multi-phased program that monitors congestion and tracks efforts to mitigate that congestion. Mitigation includes operational improvements, behavioral changes, and added capacity.

The OTO began its Congestion Management Process in 2005. The CMP Subcommittee and staff have completed expansions and updates to the process in 2008, 2012, 2017, 2020, and now 2024. The process evaluates congestion based on (1) volume-to-capacity ratios, (2) crash frequencies, (3) peak travel delay, and (4) intersection level of service. The process also tracks capacity and operational improvements completed in the OTO area. Completed projects can be compared to changes in congestion to measure the success of the completed projects.

The effectiveness of congestion mitigation activities was also evaluated. The current analysis focuses on evaluating the system's performance across time and before and after improvements. Operational improvements and adding capacity seem to be the most effective mitigation strategies.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make the following motion:

"Move to recommend that the Board of Directors approve the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation*."

OR

"Move to recommend that the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation* with the following revisions..."

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM II.C.

Administrative Modification 7 to the FY 2024-2027 Transportation Improvement Program

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

There are multiple changes included as part of Administrative Modification 7 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

1. Chadwick Flyer Phase V (EN2405)
 - *Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*
 - *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*
 - *Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project*

Added \$50,000 funding for meeting reasonable progress and due to increased costs, plus moving remaining engineering to construction in FY 2025.

2. Chadwick Flyer US 65 Crossing (OK2304)
 - *Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*
 - *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

Moving remaining engineering to FY 2025 and adding STBG-U funds to construction.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807
417-865-3047

2 July 2024

Mr. Ezekiel Hall
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Hall:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Seven to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on July 2, 2024. Please find enclosed the administrative modification, which is outlined on the following pages.

Please let me know if you have any questions about the administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



EN2405-24AM7 - CHADWICK FLYER PHASE V

Plan Revision
24AM7

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$786,000

MoDoT ID
-

Federal ID
9901862

Project From
Biagio

Project To
Biagio

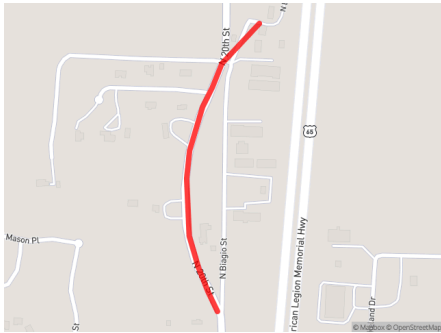
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Construct 10-foot wide trail along N. 20th Street in Ozark from Biagio to Biagio.

Funding Source Notes
Non-Federal Funding Source: City of Ozark Transportation Sales Tax

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$42,705	-	-	-	-	\$42,705
Engineering	Local	-	\$10,676	-	-	-	-	\$10,676
Total Engineering		-	\$53,381	-	-	-	-	\$53,381
Construction	CRP (FHWA)	-	-	\$586,095	-	-	-	\$586,095
Construction	Local	-	-	\$146,524	-	-	-	\$146,524
Total Construction		-	-	\$732,619	-	-	-	\$732,619
Total Programmed		-	\$53,381	\$732,619	-	-	-	\$786,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Changes in a project's total programmed amount less than 25% (up to \$2,000,000) - Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	ID changed from "EN2405-24" to "EN2405-24AM7" Plan Revision Name changed from "24Adopted" to "24AM7"
FUNDING CHANGES	<p>CRP (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ENG from \$44,540 to \$42,705 + Increase funds in FY 2025 in CON from \$534,260 to \$586,095 <p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ENG from \$11,135 to \$10,676 + Increase funds in FY 2025 in CON from \$133,565 to \$146,524
FEDERAL PROJECT COST	Increased from \$578,800 to \$628,800 (8.64%)
TOTAL PROJECT COST	Increased from \$723,500 to \$786,000 (8.64%)



OK2304-24AM7 - CHADWICK FLYER US 65 CROSSING

Plan Revision 24AM7 Section Sponsored by Local Public Agencies Project Type Bicycle and Pedestrian Lead Agency City of Ozark

County Christian County Municipality Ozark Status Programmed Total Cost \$4,001,243

MoDoT ID - Federal ID 9901849 Project From - Project To -

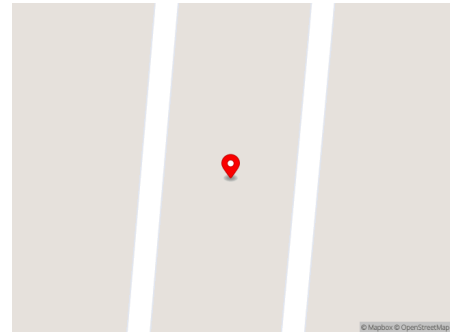
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Crossing US 65 with the Chadwick Flyer Trail in Ozark

Funding Source Notes
Non-Federal Funding Source: City of Ozark; FYI: \$375,000 Christian County STBG-U

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$230,688	\$69,312	-	-	-	\$300,000
Engineering	Local	-	\$72,090	\$39,039	-	-	-	\$111,129
Engineering	TAP (FHWA)	-	\$57,672	\$86,843	-	-	-	\$144,515
Total Engineering		-	\$360,450	\$195,194	-	-	-	\$555,644
ROW	Other	-	-	\$201,550	-	-	-	\$201,550
ROW	STBG-U (FHWA)	-	-	\$19,600	-	-	-	\$19,600
ROW	Local	-	-	\$34,750	-	-	-	\$34,750
ROW	TAP (FHWA)	-	-	\$19,600	-	-	-	\$19,600
Total ROW		-	-	\$275,500	-	-	-	\$275,500
Construction	Local	-	-	\$354,370	-	-	-	\$354,370
Construction	MO-ARPA	-	-	\$1,179,750	-	-	-	\$1,179,750
Construction	Other	-	-	\$43,700	-	-	-	\$43,700
Construction	STBG-U (FHWA)	-	-	\$256,394	-	-	-	\$256,394
Construction	TAP (FHWA)	-	-	\$1,335,885	-	-	-	\$1,335,885
Total Construction		-	-	\$3,170,099	-	-	-	\$3,170,099
Total Programmed		-	\$360,450	\$3,640,793	-	-	-	\$4,001,243

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Changes in a project's total programmed amount less than 25% (up to \$2,000,000)
PROJECT CHANGES	ID changed from "OK2304-23AM6" to "OK2304-24AM7" Plan Revision Name changed from "24Adopted" to "24AM7"
FUNDING CHANGES	<p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in ENG from \$0 to \$72,090 - Decrease funds in FY 2024 in ENG from \$111,129 to \$0 + Increase funds in FY 2025 in ENG from \$0 to \$39,039 - Decrease funds in FY 2024 in ROW from \$34,750 to \$0 + Increase funds in FY 2025 in ROW from \$0 to \$34,750 - Decrease funds in FY 2024 in CON from \$304,121 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$354,370 <p>TAP (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in ENG from \$0 to \$57,672 - Decrease funds in FY 2024 in ENG from \$144,515 to \$0 + Increase funds in FY 2025 in ENG from \$0 to \$86,843 - Decrease funds in FY 2024 in ROW from \$19,600 to \$0 + Increase funds in FY 2025 in ROW from \$0 to \$19,600 - Decrease funds in FY 2024 in CON from \$1,335,885 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$1,335,885 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in ENG from \$0 to \$230,688 - Decrease funds in FY 2024 in ENG from \$300,000 to \$0 + Increase funds in FY 2025 in ENG from \$0 to \$69,312 - Decrease funds in FY 2024 in ROW from \$19,600 to \$0 + Increase funds in FY 2025 in ROW from \$0 to \$19,600 - Decrease funds in FY 2024 in CON from \$55,400 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$256,394 <p>Other</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ROW from \$201,550 to \$0 + Increase funds in FY 2025 in ROW from \$0 to \$201,550 - Decrease funds in FY 2024 in CON from \$43,700 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$43,700 <p>MO-ARPA</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in CON from \$1,179,750 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$1,179,750
FEDERAL PROJECT COST	Increased from \$1,875,000 to \$2,075,994 (10.72%)
TOTAL PROJECT COST	Increased from \$3,750,000 to \$4,001,243 (6.70%)



REVENUE

Revenue Source	Carryover	2024	2025	2026	2027	Total
MoDOT State/Federal		\$80,371,088	\$125,885,699	\$64,545,322	\$66,317,065	\$337,119,174
Suballocated STBG-U	\$16,638,414	\$7,568,166	\$7,719,529	\$7,873,920	\$8,031,398	\$47,831,427
Suballocated TAP	\$3,134,365	\$1,551,388	\$1,568,998	\$1,587,191	\$1,618,935	\$9,460,877
Suballocated CRP	\$1,772,594	\$904,761	\$904,761	\$904,761	\$904,761	\$5,391,638
Aviation - FAA	\$0	\$7,866,000	\$22,262,580	\$9,693,000	\$3,402,000	\$43,223,580
FTA 5307	\$4,605,375	\$3,541,107	\$3,611,929	\$3,684,168	\$3,757,851	\$19,200,430
FTA 5310	\$863,053	\$444,515	\$453,405	\$462,473	\$471,723	\$2,695,170
FTA 5339	\$845,868	\$283,357	\$289,024	\$294,805	\$300,701	\$2,013,754
Transit MO HealthNet Contract	\$0	\$55,000	\$55,000	\$55,000	\$55,000	\$220,000
Transit State Operating Funding	\$0	\$263,282	\$40,200	\$40,200	\$40,200	\$383,882
CU Transit Utility Ratepayers	\$5,461,692	\$7,169,545	\$7,227,017	\$7,089,367	\$6,911,255	\$33,858,876
CU Transit Farebox, Ads, Rent	\$0	\$886,964	\$886,964	\$886,964	\$886,964	\$3,547,856
Human Service Agencies	\$118,670	\$61,121	\$62,343	\$63,590	\$64,862	\$370,586
TOTAL	\$33,440,031	\$110,966,295	\$170,967,449	\$97,180,761	\$92,762,715	\$505,317,251

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$17,789,072)	(\$5,212,141)	(\$1,663,052)	(\$258,773)	(\$24,923,038)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$62,568,100	\$75,236,255	\$78,879,031	\$80,379,527	\$297,062,913

Transit Local Operations/Maint.	Carryover	2024	2025	2026	2027	Total
System Operations Local	\$5,271,692	\$7,710,791	\$7,710,791	\$7,710,791	\$7,710,791	\$36,114,856
System Maintenance Local	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Local Programmed O&M	--	(\$13,362,483)	(\$7,900,791)	(\$7,900,791)	(\$7,900,791)	(\$37,064,856)
Carryover	\$5,461,692	\$5,461,692	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$2,500,666	\$2,271,936	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$23,732,500	\$45,890,807	\$45,921,887	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$0	\$0	\$0
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$31,073,336	\$12,318,375	\$2,368,226	\$761,419
TAP (FHWA)	\$2,933,317	\$4,480,701	\$302,006	\$134,836
Federal Subtotal	\$79,171,591	\$86,726,319	\$49,193,119	\$42,694,055
STATE				
MoDOT	\$15,968,951	\$21,531,310	\$7,332,500	\$12,307,400
MoDOT-AC	\$20,008,200	\$21,469,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$41,481,239	\$48,653,650	\$15,668,222	\$24,514,265
LOCAL/OTHER				
Local	\$17,789,072	\$5,212,141	\$1,663,052	\$258,773
MO-ARPA	\$0	\$1,179,750	\$0	\$0
Other	\$2,962,010	\$245,250	\$0	\$0
Local/Other Subtotal	\$20,751,082	\$6,637,141	\$1,663,052	\$258,773
Total	\$141,403,912	\$142,017,110	\$66,524,393	\$67,467,093

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$20,751,082	\$6,637,141	\$1,663,052	\$258,773	\$29,310,048
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$116,705,574	\$148,423,827	\$82,434,567	\$83,147,998	\$471,498,054
Carryover		\$40,786,088	\$16,087,749	\$22,494,466	\$38,404,641	--
Programmed State and Federal Funding		(\$141,403,912)	(\$142,017,110)	(\$66,524,393)	(\$67,467,093)	(\$417,412,508)
TOTAL REMAINING	\$40,786,088	\$16,087,749	\$22,494,466	\$38,404,641	\$54,085,545	\$54,085,545

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM II.D.

TAP Project Schedule Extension

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

The Springfield-Greene County Park Board has requested to extend the schedule of the Lost Hill Greenway Trail Bridge (EN2402-24), which was awarded TAP/CRP funds in January 2023. This would be a one-time extension, per OTO’s Reasonable Progress Policy.

The Lost Hill Greenway Trail Bridge project is not on OTO’s list of Critical Obligations for Federal Fiscal Year 2024. The Springfield-Greene County Park Board has proposed the following schedule:

Phase	Current Schedule	Proposed Schedule
1. Award Notification post TIP Amendment	January 2023	<i>Completed</i>
2. Programming Data Form	March 2023	<i>Completed</i>
3. Engineering Services Contract Approval	April 2024	September 2024
4. Preliminary & Right-of-Way Plans Submittal	August 2024	November 2024
5. Plans, Specifications, & Estimate Submittal	December 2024	January 2025
6. Plans, Specifications & Estimate Approval	January 2025	February 2025
7. Construction Contract Award	March 2025	May 2025

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve the revised schedule for the Lost Hill Greenway Bridge Project.”

OR

“Move to recommend the following...”



1923 N. Weller Avenue
 Springfield, Missouri 65803
 O: (417) 864-0288
 M: (417) 353-1955
 jsmith@springfieldmo.gov

SPRINGFIELD-GREENE COUNTY PARK BOARD - PARK PLANNING OFFICE

**To: Jennifer Thomas, P.E., ENV SP
 Ozark Transportation Organization
 2208 W. Chesterfield Blvd, Suite 101
 P: (417) 865-3042 ext. 108**

Project: Lost Hill Park Greenway Trail Bridge - TAP - 9901 (867)

Jennifer,

We would like to request an extension on the Lost Hill Park Greenway Trail Bridge project - TAP - 9901 (867). The proposed schedule I've attached will give us adequate time to complete all of the tasks and will only add two months onto the completion of the project. We also believe that starting construction at the start of June will provide more favorable conditions within the drainage channel than starting in April would provide.

Please review the proposed schedule and let me know if you have any questions.

Thank you!

Springfield-Greene County Park Board
 Lost Hills Greenway Bridge Project Schedule

Phase	Latest Date	Requested Extension Dates
1. Award Notification post TIP Approval	September 2023	
2. Programming Data Form	November 2023	
3. Programming Agreement	January 2024	
4. Engineering Services Contract Approval	April 2024	September 30, 2024
5. Preliminary & Right-of-Way Plans Submittal	August 2024	November 30, 2024
6. Plans, Specifications, & Estimate (PS&E) Submittal	December 2024	January 31, 2025
7. Plans, Specifications, & Estimate (PS&E) Approval	January 2025	February 28, 2025
8. Construction Contract Award	March 2025	May 30, 2025
9. Final Project Closeout	Variable	Variable

Jeff W. Smith, RLA, ASLA
Senior Parks Planner
Springfield-Greene County Park Board



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807
417-865-3047

June 6, 2024

Jeff Smith
Springfield-Greene County Park Board
1923 N. Weller
Springfield, MO 65803

RE: Lost Hill Greenway Bridge – TAP 9901(867)

OTO has been diligently working to spend federal funds according to MoDOT's requirements. In order to avoid lapsing funds, we are actively monitoring for reasonable progress on all projects. Project timelines are outlined in the project application, reasonable progress policy and the MoDOT program agreement.

We regret to inform you OTO has determined that the Springfield-Greene County Park Board has made insufficient progress on the Lost Hill Greenway Bridge project. This is the first violation letter advising you of the missed deadline.

The Springfield-Greene County Park Board has missed the following deadline:

Engineering Services Contract Approval by April 30, 2024

It is OTO's goal to obligate all funding as soon as possible, so please continue to work diligently to get the project back on schedule. I have attached the required timeline for your reference.

A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. All requests will be considered in terms of the overall possible lapsing of funds for the OTO area.

If an extension is not approved and the project schedule continues to not be met, funding will be removed from the project on September 30, 2024.

Please let us know if you have any questions or need assistance with moving your project forward.

Sincerely,

Jennifer Thomas, P.E.

CC: Garrett Evans, MoDOT

Springfield-Greene County Park Board
Lost Hills Greenway Bridge Project Schedule

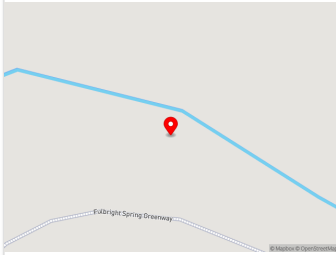
Phase	Latest Date
1. Award Notification post TIP Approval	September 2023
2. Programming Data Form	November 2023
3. Programming Agreement	January 2024
4. Engineering Services Contract Approval	April 2024
5. Preliminary & Right-of-Way Plans Submittal	August 2024
6. Plans, Specifications, & Estimate (PS&E) Submittal	December 2024
7. Plans, Specifications, & Estimate (PS&E) Approval	January 2025
8. Construction Contract Award	March 2025
9. Final Project Closeout	Variable



Project Overview

1 Projects Listed

EN2402-24 - LOST HILL GREENWAY BRIDGE



Plan Revision
24Adopted

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and
Pedestrian

Lead Agency
Greene County
Parks

County
Greene County

Municipality
Unincorporated
Greene County

Status
Programmed

Total Cost
\$150,000

MoDoT ID
-

Federal ID
9901867

Project From
-

Project To
-

Project
Considerations
Bike/Ped Plan

Project Description
Construct new bridge to replace low-water crossing for greenway trail at Lost Hill Park.

Funding Source Notes
Non-Federal Funding Source: Springfield-Greene County Park Board

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	TAP (FHWA)	-	\$10,400	-	-	-	-	\$10,400
Engineering	Local	-	\$2,600	-	-	-	-	\$2,600
Total Engineering		-	\$13,000	-	-	-	-	\$13,000
Construction	Local	-	-	\$30,000	-	-	-	\$30,000
Construction	TAP (FHWA)	-	-	\$107,000	-	-	-	\$107,000
Total Construction		-	-	\$137,000	-	-	-	\$137,000
Total Programmed		-	\$13,000	\$137,000	-	-	-	\$150,000

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM II.E.

Trail and Sidewalk Funding Recommendation

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

OTO made a call for projects in July, with applications due August 1, for trail and sidewalk projects, with the purpose of awarding TAP/CRP funding. Five projects were received and recommended for funding by the Bicycle and Pedestrian Advisory Committee.

1. City of Battlefield – Engineering/Design – Wilson’s Creek Trail and Phase 2 FF Pedestrian Improvements
2. City of Ozark – Construction – Trail/Sidewalk Hwy CC Chadwick Flyer Connection
3. City of Springfield – Engineering/Design and Construction – South Creek Greenway Trail – Sunset/Glenstone Crossing Improvements
4. City of Strafford – Engineering/Design – Route 66 trail Phase 3
5. City of Willard – Engineering/Design – 160 Underpass

Funding Summary	
Requested Federal Share	\$1,333,205.00
Total Local Share	\$332,802.00
Total Costs	\$1,666,007.00

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The OTO Bicycle and Pedestrian Advisory Committee recommended the submitted sidewalk and trail projects be approved for TAP/CRP funding, with approval of the City of Battlefield’s project contingent on including stakeholder outreach and development of conceptual plan alternatives, and Springfield’s Construction award contingent upon meeting PS&E reasonable progress requirements.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

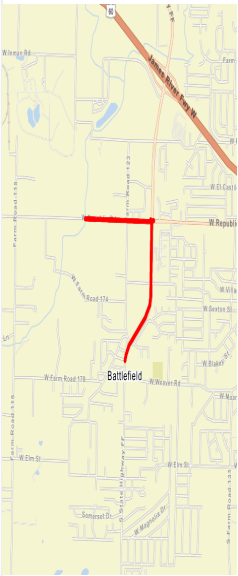
A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend TAP/CRP funding be approved for the five submitted sidewalk and trail projects as recommended by the BPAC.”

OR

“Move to recommend the following...”

CFP24-107 - Wilson's Creek Trail and Phase 2 FF Pedestrian Improvements



Plan Revision: July 2024 Bike/Ped
 Section: -
 Project Type: Bicycle and Pedestrian
 Lead Agency: City of Battlefield

County: Greene County
 Municipality: Battlefield
 Status: -
 Total Cost: \$233,172

MoDoT ID: -
 Federal ID: -
 Project From: Route M (Republic Road), Highway FF
 Project To: W. William St., Wilson's Creek

Project Considerations: -

Project Description

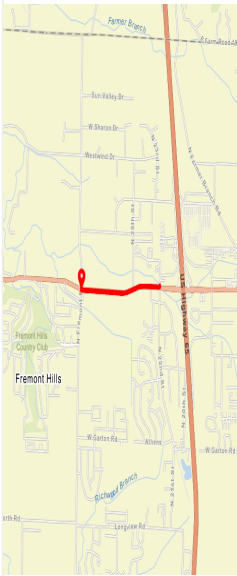
The City of Battlefield is focusing on enhancing pedestrian and bike accommodations in the City by further increasing connectivity between neighborhoods and City amenities. The City proposes, with this application, to provide for Preliminary Engineering for two substantial improvements that will greatly enhance their trail network, improve pedestrian safety, and increase community connectivity: For the First Project, the City proposes to provide an 8' to 12' wide concrete sidewalk/trail beginning at the Republic Road (to the east)/State Highway M (to the west) and Highway FF intersection that would extend south along the east side of Highway FF approximately 5,025' primarily within existing right-of-way and connecting to a previously completed and STP funded sidewalk (STP-9901_814, Phase I FF Sidewalk) near W. William St. This project will connect two currently separated commercial districts to each other and to area neighborhoods as well as the local school. A popular restaurant/brewery with outdoor seating is midway along the route and between the two commercial areas and could be a favored pedestrian destination among others. Currently, the sidewalk along Highway FF ends at a commercial driveway, but was designed with the intent to extend further north which could be fulfilled by the proposed improvements.

The Second Project is to provide an 8' to 12' wide concrete sidewalk/trail also beginning at the Republic Road/State Highway M and Highway FF intersection and that would extend West along the north side of State Highway M approximately 3,000' to the existing southern terminus of the Wilson's Creek Greenway Trail. The Wilson's Creek Greenway currently ends at Wilson's Creek adjacent to the State Highway M bridge and requires trail users to reverse course at that point and return to a trail head quite a ways away. This extension shows up on various area pedestrian improvement plans and is part of a larger objective to connect trail users to Wilson's Creek National Battlefield located a couple of miles to the southwest and to the City of Republic. Completion of this and other phases will provide interconnection of OTO jurisdictions (Battlefield and Republic). This project is part of the official 2045 long range transportation plans map. Currently, there are no sidewalks in the area and pedestrians have to walk along a busy road with steep ditches resulting in safety concerns and discouraged pedestrian use. By completing this phase of construction in the future, pedestrians would be interconnected with the Greenways network linking users to the City of Battlefield and beyond. It is proposed that the east end of the project, located opposite the Township Senior Living Campus, be an alternate should costs come in high as there is a new 5' sidewalk located along the south side of State Highway M that could be utilized if funds are limited for construction. In addition, prior to requesting construction funds, costs may be reassessed and consideration of scope adjustments may occur if needed. This application is for Preliminary Engineering funds only, which will allow the city to have shovel ready projects and a more detailed expectation of project values. Future requests for construction funds may be for all or part of the projects described as funds and available right-of-way allow.

Funding Source Notes: -

PHASE	FUND SOURCE	PRIOR	FY2025	FUTURE	TOTAL
Engineering	Local	-	\$46,635	-	\$46,635
Engineering	Federal	-	\$186,537	-	\$186,537
Total Engineering		-	\$233,172	-	\$233,172
Total Programmed		-	\$233,172	-	\$233,172

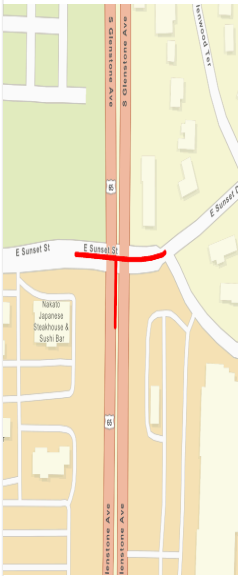
CFP24-104 - Trail/Sidewalk Hwy CC Chadwick Flyer Connection



Plan Revision July 2024 Bike/Ped	Section -	Project Type Bicycle and Pedestrian	Lead Agency City of Ozark
County Christian County	Municipality Ozark	Status -	Total Cost \$555,726
MoDoT ID -	Federal ID -	Project From Fremont Road	Project To N 22nd Street
Project Considerations -			
Project Description Trail/Sidewalk State Hwy CC-Fremont Road to N 22nd Street			
Funding Source Notes -			

PHASE	FUND SOURCE	PRIOR	FY2025	FUTURE	TOTAL
Construction	Local	-	-	\$111,146	\$111,146
Construction	Federal	-	-	\$444,580	\$444,580
Total Construction		-	-	\$555,726	\$555,726
Total Future Costs		-	-	\$555,726	\$555,726
Total Programmed		-	-	\$555,726	\$555,726

CFP24-106 - South Creek Greenway Trail--Sunset/Glenstone Crossing Improvements



Plan Revision
July 2024 Bike/Ped

Section
 -

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
 -

Municipality
 -

Status
 -

Total Cost
\$446,899

MoDoT ID
 -

Federal ID
 -

Project From
 -

Project To
 -

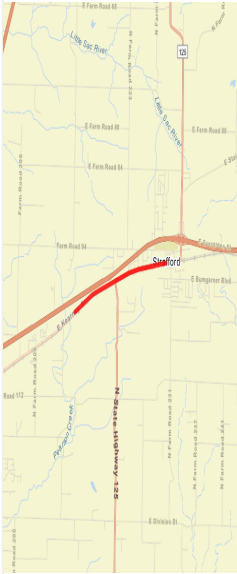
Project Considerations
 -

Project Description
Provide sidewalks and pedestrian crossings at intersection of Glenstone Avenue and Sunset Street in Springfield.

Funding Source Notes
 -

PHASE	FUND SOURCE	PRIOR	FY2025	FUTURE	TOTAL
Engineering	Local	-	\$5,829	-	\$5,829
Engineering	Federal	-	\$46,633	-	\$46,633
Engineering	MoDOT	-	\$5,829	-	\$5,829
Total Engineering		-	\$58,291	-	\$58,291
Construction	Local	-	-	\$38,861	\$38,861
Construction	Federal	-	-	\$310,886	\$310,886
Construction	MoDOT	-	-	\$38,861	\$38,861
Total Construction		-	-	\$388,608	\$388,608
Total Future Costs		-	-	\$388,608	\$388,608
Total Programmed		-	\$58,291	\$388,608	\$446,899

CFP24-105 - Route 66 Trail - Phase 3



Plan Revision
July 2024 Bike/Ped

Section
-

Project Type
Bicycle and Pedestrian

Lead Agency
City of Stafford

County
Greene County

Municipality
Stafford

Status
-

Total Cost
\$295,711

MoDoT ID
-

Federal ID
-

Project From
Washington Ave

Project To
0.27 miles east of Farm Road 123 (TransLand)

Project Considerations
-

Project Description
PS & E for 10' wide trail along Route OO from Washington Ave to TransLand

Funding Source Notes
-

PHASE	FUND SOURCE	PRIOR	FY2025	FUTURE	TOTAL
Engineering	Federal	-	\$236,569	-	\$236,569
Engineering	Local	-	\$59,142	-	\$59,142
Total Engineering		-	\$295,711	-	\$295,711
Total Programmed		-	\$295,711	-	\$295,711

CFP24-102 - 160 Underpass



Plan Revision
July 2024 Bike/Ped

Section
-

Project Type
Bicycle and Pedestrian

Lead Agency
City of Willard

County
Greene County

Municipality
Willard

Status
-

Total Cost
\$135,000

MoDoT ID
-

Federal ID
290653

Project From
-

Project To
-

Project Considerations
-

Project Description
Engineering on an underpass at Hwy 160 and Hwy AB

Funding Source Notes
-

PHASE	FUND SOURCE	PRIOR	FY2025	FUTURE	TOTAL
Engineering	Local	-	\$27,000	-	\$27,000
Engineering	Federal	-	\$108,000	-	\$108,000
Total Engineering		-	\$135,000	-	\$135,000
Total Programmed		-	\$135,000	-	\$135,000

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM II.F.

***Destination 2045* Amendments Number 7**

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

An update to *Destination 2045* is needed to include I-44 improvements from US 65 to Route 125 and to reflect the additional funding and updated costs for the I-44 projects between US 160 and Route 125. These changes are highlighted on the following pages.

While these projects appear in various configurations in the Constrained project list, as well as several as carryover from the TIP prior to the 2021 LRTP update, below is a breakdown of the I-44 projects:

PROJECT	Estimated Cost
US 160 to 13 Widening	42.14
Route 13 to Glenstone	
Sound Study	4.84
Widening	46.28
Pavement Rebuild	6.73
Glenstone to US 65	
Widening	20.14
Pavement Rebuild	6.63
US 65 to Route 125	93.95
Route 13 Interchange	
Phase 1	37.64
Phase 2	3.97
Phase 3	9.95
Phase 4	2.16
New Melville Bridge	5.32
TOTAL	279.75

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the Board of Directors approve Amendment Seven to *Destination 2045*.”

OR

“Move to recommend the Board of Directors approve Amendment Seven to *Destination 2045* with the following changes...”

Revenue Estimates through 2045

Revenue Directed to Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance Projects

93: Non-Transit Revenue Estimates 2022-2045

	2022	2023	2024	2025	2026
MoDOT Directed Revenue	\$59,027,891	\$76,779,044	\$66,592,385	\$331,230,000	\$58,312,000
Cost Share Projected Revenue	\$6,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$7,274,284	\$7,882,538	\$7,930,989	\$8,089,609	\$8,251,401
Suballocated TAP/CRP	\$2,312,656	\$2,312,656	\$2,312,656	\$2,312,656	\$2,358,909
Local/Other	\$25,795,423	\$8,708,407	\$2,560,911	\$2,600,566	\$2,652,578
TOTAL	\$100,410,254	\$97,182,645	\$80,896,941	\$345,732,831	\$73,074,888

	2027	2028	2029	2030	2031
MoDOT Directed Revenue	\$55,390,100	\$55,944,001	\$56,503,441	\$57,068,475	\$57,639,160
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$8,416,429	\$8,584,758	\$8,756,453	\$8,931,582	\$9,110,214
Suballocated TAP/CRP	\$2,406,087	\$2,454,209	\$2,454,209	\$2,454,209	\$2,454,209
Local	\$2,705,629	\$2,759,742	\$2,802,665	\$2,846,448	\$2,891,106
TOTAL	\$70,418,246	\$71,242,710	\$72,016,768	\$72,800,714	\$73,594,689

	2032	2033	2034	2035	2036
MoDOT Directed Revenue	\$58,215,552	\$58,797,707	\$59,385,684	\$59,979,541	\$60,579,337
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$9,292,418	\$9,478,266	\$9,667,832	\$9,861,188	\$10,058,412
Suballocated TAP/CRP	\$2,503,293	\$2,503,293	\$2,503,293	\$2,503,293	\$2,503,293
Local	\$2,948,928	\$2,995,390	\$3,042,781	\$3,091,120	\$3,140,426
TOTAL	\$74,460,191	\$75,274,657	\$76,099,590	\$76,935,143	\$77,781,468

	2037	2038	2039	2040	2041
MoDOT Directed Revenue	\$61,185,130	\$61,796,981	\$62,414,951	\$63,039,101	\$63,669,492
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$10,259,580	\$10,464,772	\$10,674,067	\$10,887,549	\$11,105,300
Suballocated TAP/CRP	\$2,553,359	\$2,553,359	\$2,553,359	\$2,553,359	\$2,553,359
Local	\$3,203,235	\$3,254,533	\$3,306,857	\$3,360,227	\$3,414,665
TOTAL	\$78,701,304	\$79,569,645	\$80,449,234	\$81,340,235	\$82,242,815

	2042	2043	2044	2045	TOTAL
MoDOT Directed Revenue	\$64,306,187	\$64,949,248	\$65,598,741	\$66,254,728	\$1,744,658,878
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$40,500,000
Suballocated STBG	\$11,327,406	\$11,553,954	\$11,785,033	\$12,020,733	\$231,664,766
Suballocated TAP/CRP	\$2,604,426	\$2,604,426	\$2,604,426	\$2,604,426	\$59,533,423
Local	\$3,482,958	\$3,539,595	\$3,597,365	\$3,656,290	\$102,357,844
TOTAL	\$83,220,976	\$84,147,223	\$85,085,565	\$86,036,178	\$2,178,714,911

Revenue Directed to Transit Projects

94: Transit Revenue Estimates 2022-2045

	2022	2023	2024	2025	2026
FTA 5307	\$2,755,075	\$2,872,825	\$2,866,486	\$2,923,816	\$2,982,292
FTA 5310	\$307,843	\$314,000	\$320,280	\$326,686	\$333,220
FTA 5339	\$292,904	\$298,762	\$3,304,738	\$310,832	\$317,049
City Utilities Local Share	\$6,800,000	\$7,000,000	\$7,000,000	\$9,500,000	\$9,595,000
State of Missouri/Medicaid	\$146,500	\$146,500	\$146,500	\$146,500	\$149,430
Other local agencies	\$42,328	\$43,175	\$44,039	\$44,919	\$45,818
TOTAL	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753	\$13,422,808

	2027	2028	2029	2030	2031
FTA 5307	\$3,041,938	\$3,102,777	\$3,164,832	\$3,228,129	\$3,292,692
FTA 5310	\$339,884	\$346,682	\$353,615	\$360,688	\$367,901
FTA 5339	\$323,390	\$329,857	\$336,455	\$343,184	\$350,047
City Utilities Local Share	\$9,690,950	\$9,787,860	\$9,885,738	\$9,984,595	\$10,084,441
State of Missouri/Medicaid	\$149,430	\$149,430	\$149,430	\$149,430	\$152,419
Other local agencies	\$46,734	\$47,669	\$48,622	\$49,595	\$50,586
TOTAL	\$13,592,326	\$13,764,274	\$13,938,693	\$14,115,621	\$14,298,087

	2032	2033	2034	2035	2036
FTA 5307	\$3,358,546	\$3,425,716	\$3,494,231	\$3,564,115	\$3,635,398
FTA 5310	\$375,260	\$382,765	\$390,420	\$398,228	\$406,193
FTA 5339	\$357,048	\$364,189	\$371,473	\$378,902	\$386,481
City Utilities Local Share	\$10,185,286	\$10,287,139	\$10,390,010	\$10,493,910	\$10,598,849
State of Missouri/Medicaid	\$152,419	\$152,419	\$152,419	\$152,419	\$155,467
Other local agencies	\$51,598	\$52,630	\$53,683	\$54,756	\$55,852
TOTAL	\$14,480,156	\$14,664,858	\$14,852,235	\$15,042,331	\$15,238,239

	2037	2038	2039	2040	2041
FTA 5307	\$3,708,106	\$3,782,268	\$3,857,913	\$3,935,071	\$4,013,773
FTA 5310	\$414,317	\$422,603	\$431,055	\$439,676	\$448,470
FTA 5339	\$394,210	\$402,094	\$410,136	\$418,339	\$426,706
City Utilities Local Share	\$10,704,838	\$10,811,886	\$10,920,005	\$11,029,205	\$11,139,497
State of Missouri/Medicaid	\$155,467	\$155,467	\$155,467	\$155,467	\$158,576
Other local agencies	\$56,969	\$58,108	\$59,270	\$60,455	\$61,665
TOTAL	\$15,433,906	\$15,632,426	\$15,833,847	\$16,038,214	\$16,248,686

	2042	2043	2044	2045	TOTAL
FTA 5307	\$4,094,048	\$4,175,929	\$4,259,448	\$4,344,637	\$83,880,061
FTA 5310	\$457,439	\$466,588	\$475,920	\$485,438	\$9,365,172
FTA 5339	\$435,240	\$443,945	\$452,824	\$461,880	\$11,910,684
City Utilities Local Share	\$11,250,892	\$11,363,401	\$11,477,035	\$11,591,805	\$241,572,343
State of Missouri/Medicaid	\$158,576	\$158,576	\$158,576	\$158,576	\$3,665,459
Other local agencies	\$62,898	\$64,156	\$65,439	\$66,748	\$1,287,711
TOTAL	\$16,459,094	\$16,672,595	\$16,889,241	\$17,109,084	\$351,681,431

Range of Alternatives

Funding through 2045 will be limited. For this reason, OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions and through the public input process. These projects are then subjected to a prioritization process. The list of prioritized projects is compared to the available funding amounts through 2045 and a constrained list of priority projects is selected.

Project Prioritization Process

To prioritize projects, the *Destination 2045* subcommittee developed a set of prioritization factors based on the plan goals. A glossary defining the criteria for points is included in Appendix 2.

95: Prioritization Points

Factor	Max Points
High Volume Corridors	8
Safety	40
Bike/Ped Safety	20
At-Grade RR Crossing	4
Multi-Modal	6
Environmental Justice	8
Current Congestion	15
Future Congestion	7
SW Freight Plan	2
Freight Traffic	4
Bridge Condition	6
Extending Life Cycle	4
Local Priority	15
TOTAL Points	140



Constrained Project Lists

The long range transportation plan is required to contain a financial plan demonstrating how the adopted transportation plan can be implemented. OTO has identified funding for operations, maintenance, and plan implementation of federal-aid highways and public transportation. As these funds are limited, the list below has been constrained to available funding. The financial plan presented in *Destination 2045* is required to be fiscally constrained by year for the first ten years and the outer years may reflect aggregate cost ranges.

Foremost, OTO has accounted for the FY 2022-2025 Transportation Improvement Program. The FY 2022-2025 TIP contains projects constrained in *Transportation Plan 2040* and has been fiscally constrained itself. The projects contained in the TIP can be found on the OTO website - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>. A small amount of funding is available beyond what has been programmed in the TIP and that has been made available for projects that have yet to be programmed in this timeframe.

Next, OTO has considered those needs that require an annual investment through regular evaluation. The first few years of these programs have already been included in the FY 2022-2025 TIP, then an annual cost/investment plan has been estimated through 2045.

- ADA/Bike/Ped/Trail
- Signal Replacement
- Bridge Asset Management
- Safety Improvement
- Interstate and Major Routes Pavement Improvement
- Minor Routes Pavement

- Intersection Operational Improvement
- ITS Operations and Management
- Operations and Maintenance – State and Local Systems
- Scoping
- Rail

Finally, identified projects have been prioritized as outlined above and assigned a year for construction, with estimated costs inflated to the relevant time frame. The following list has been organized by Route for ease of use. Public transportation projects have been identified in a separate table.

Fiscal Constraint for Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance

96: Non-Transit Fiscal Constraint

	2022	2023	2024	2025
Prior Year Funding	\$58,933,279	\$12,187,999	\$19,023,364	\$44,595,172
Projected Funding	\$100,410,254	\$97,182,645	\$80,896,941	\$345,732,831
Inflated Constrained Project Costs	(\$147,155,534)	(\$90,347,280)	(\$55,325,134)	(\$166,184,413)
Remaining Funding	\$12,187,999	\$19,023,364	\$44,595,172	\$224,143,590

	2026	2027	2028	2029
Prior Year Funding	\$224,143,590	\$35,272,561	\$61,300,504	\$97,246,472
Projected Funding	\$73,074,888	\$70,418,246	\$71,242,710	\$72,016,768
Inflated Constrained Project Costs	(\$261,945,917)	(\$44,390,303)	(\$35,296,741)	(\$68,823,084)
Remaining Funding	\$35,272,561	\$61,300,504	\$97,246,472	\$100,440,157

	2030	2031	2032-2037	2038-2045
Prior Year Funding	\$100,440,157	\$104,276,052	\$107,634,193	\$170,370,666
Projected Funding	\$72,800,714	\$73,594,689	\$459,252,353	\$662,091,872
Inflated Constrained Project Costs	(\$68,964,819)	(\$70,236,547)	(\$396,515,881)	(\$625,531,072)
Remaining Funding	\$104,276,052	\$107,634,193	\$170,370,666	\$206,931,465

Constrained Project List for Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance

97: Non-Transit Constrained Project List

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2022	\$147,155,534
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2023	\$78,619,210

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2024	\$52,907,261
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2025	\$38,395,001
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2023	\$430,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2024	\$800,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2025	\$1,500,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2026	\$2,100,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2027	\$2,163,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2028	\$2,227,890
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2029	\$2,294,727
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2030	\$2,363,569
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2031	\$2,434,476
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2032-2037	\$16,219,601
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2038-2045	\$26,624,524
10	N/A	MoDOT Signal Replacement Program	Annual Program	2026	\$4,502,035
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2025	\$2,458,636
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2026	\$2,532,395
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2027	\$2,608,367
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2028	\$2,686,618
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2029	\$2,767,216
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2030	\$2,850,233
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2031	\$2,935,740
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2032-2037	\$19,730,208
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2038-2045	\$32,947,211
12	N/A	MoDOT Safety Improvement Program	Annual Program	2025	\$1,966,909

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
12	N/A	MoDOT Safety Improvement Program	Annual Program	2026	\$2,025,916
12	N/A	MoDOT Safety Improvement Program	Annual Program	2027	\$2,086,693
12	N/A	MoDOT Safety Improvement Program	Annual Program	2028	\$2,149,294
12	N/A	MoDOT Safety Improvement Program	Annual Program	2029	\$2,213,773
12	N/A	MoDOT Safety Improvement Program	Annual Program	2030	\$2,280,186
12	N/A	MoDOT Safety Improvement Program	Annual Program	2031	\$2,348,592
12	N/A	MoDOT Safety Improvement Program	Annual Program	2032-2037	\$15,647,404
12	N/A	MoDOT Safety Improvement Program	Annual Program	2038-2045	\$25,685,260
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2025	\$8,741,816
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2026	\$9,004,070
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2027	\$9,274,193
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2028	\$9,552,418
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2029	\$9,838,991
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2030	\$10,134,161
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2031	\$10,438,185
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2032-2037	\$72,005,677
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2038-2045	\$126,566,059
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2025	\$811,896
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2026	\$836,253
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2027	\$861,341

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2028	\$887,181
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2029	\$913,796
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2030	\$941,210
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2031	\$969,446
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2032-2037	\$6,572,273
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2038-2045	\$11,164,411
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2025	\$546,364
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2026	\$562,754
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2027	\$579,637
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2028	\$597,026
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2029	\$614,937
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2030	\$633,385
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2031	\$652,387
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2032-2037	\$4,346,501
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2038-2045	\$7,134,794
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2025	\$1,803,000
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2026	\$2,082,600
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2027	\$1,912,802

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2028	\$1,970,186
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2029	\$2,029,292
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2030	\$2,090,171
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2031	\$2,152,876
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2032-2037	\$14,343,453
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2038-2045	\$23,544,822
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2026	\$9,860,043
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2027	\$10,155,844
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2028	\$10,460,520
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2029	\$10,774,335
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2030	\$11,097,565
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2031	\$11,430,492
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2032-2037	\$76,155,222
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2038-2045	\$125,009,026
48	N/A	MoDOT Scoping	Annual Program	2025	\$50,000
48	N/A	MoDOT Scoping	Annual Program	2026	\$50,000
48	N/A	MoDOT Scoping	Annual Program	2027	\$51,500
48	N/A	MoDOT Scoping	Annual Program	2028	\$53,045
48	N/A	MoDOT Scoping	Annual Program	2029	\$54,636
48	N/A	MoDOT Scoping	Annual Program	2030	\$56,275

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
48	N/A	MoDOT Scoping	Annual Program	2031	\$57,964
48	N/A	MoDOT Scoping	Annual Program	2032-2037	\$399,851
48	N/A	MoDOT Scoping	Annual Program	2038-2045	\$702,827
49	N/A	MoDOT Rail	Annual Program	2026	\$200,000
49	N/A	MoDOT Rail	Annual Program	2027	\$206,000
49	N/A	MoDOT Rail	Annual Program	2028	\$212,180
49	N/A	MoDOT Rail	Annual Program	2029	\$218,545
49	N/A	MoDOT Rail	Annual Program	2030	\$225,102
49	N/A	MoDOT Rail	Annual Program	2031	\$231,855
49	N/A	MoDOT Rail	Annual Program	2032-2037	\$1,544,724
49	N/A	MoDOT Rail	Annual Program	2038-2045	\$2,535,669
A31	N/A	Various EV Chargers	EV Charger Program for about 60 Charging Ports	2024	\$937,500
57	3rd/Oak	Ozark 3rd and Oak Intersection Improvements	Intersection Improvements at 3rd and Oak - Crossing over drainage way	2032-2037	\$2,604,581
247	Azalea	Battlefield Azalea Gap	Complete the gap between Lilac Ln and Morning Glory	2023	\$875,500
1	Chestnut	MoDOT Chestnut Expwy Capacity and Safety Improvements	Capacity and Safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue)	2032-2037	\$5,064,462
212	Chestnut	MoDOT Chestnut Expwy from Glenstone to US 65	Operational Improvements	2038-2045	\$3,559,229
2	Division	MoDOT Division St Improvements	Capacity improvements from Airport Boulevard to West Bypass	2038-2045	\$16,016,529
99	Division	Springfield Division Street - Glenstone to Hwy 65	Capacity and Safety Improvements	2032-2037	\$15,844,532
45	EW Arterial	Greene East/West Arterial from Kansas Expressway to Campbell Ave	New roadway corridor with bicycle and pedestrian accommodations	2038-2045	\$26,249,311
114	Glenstone	MoDOT Glenstone Safety and Operational Improvements Phase III	Glenstone Safety and Operational Improvements from Valley Water Mill to James River Freeway	2030	\$950,078
183	I-244	MoDOT Conversion of JRF and US 65 to I-244	Ramp Improvements and Signage necessary to designate I-244	2029	\$1,229,874
4	I-44	MoDOT I-44 Capacity Improvements I	Capacity improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield	2026	\$42,140,000
5	I-44	MoDOT I-44 Capacity Improvements II	Capacity improvements from Kansas Expwy to Glenstone Ave	2025	\$57,850,000
6	I-44	MoDOT I-44 Ramp Improvements	Ramp improvements at I-44/Rte. 125 interchange	2030	\$2,533,540

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
121	I-44	MoDOT I-44 Capacity Safety and Operational Improvements	Capacity Improvements from US 65 to Rte 125	2026	\$93,950,000
41	I-44/MM/B	MoDOT I-44 and Routes MM/B Interchange	Interchange improvements at Routes MM/B	2023	\$7,332,570
22	ITS	MoDOT ITS from Springfield to Rogersville	ITS improvements from Springfield to Rogersville (Route 65 to Route 125)	2024	\$1,140,468
126	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, III, & IV	Kansas Expwy - Norton Rd to Kearney Includes Interchange	2026	\$53,720,000
127	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Kearney to Grand	2032-2037	\$4,340,968
128	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2027	\$7,535,281
131	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase II	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2032-2037	\$9,405,430
248	Kansas Expy/Sunshine	MoDOT Kansas and Sunshine Intersection	Intersection Improvements	2027	\$6,955,644
134	Kearney	MoDOT Kearney Safety and Operational Improvements - Airport to LeCompte	Kearney - Airport to LeCompte	2032-2037	\$2,652,331
138	Kearney	MoDOT Kearney Safety and Operational Improvements - LeCompte to Mulroy	Kearney - LeCompte to Mulroy	2038-2045	\$3,737,190
216	LeCompte	Springfield LeCompte Rd Capacity Improvements	Capacity Improvements	2038-2045	\$3,559,229
215	LeCompte/YY	MoDOT LeCompte Rd and Rte YY Intersection Improvements	Intersection Improvements	2038-2045	\$3,559,229
65	Longview/65	MoDOT Longview & 65 Interchange	Longview and 65 interchange	2038-2045	\$24,914,600
246	Main	Nixa Main Street Nixa from Route 14 to North	Widening and Sidewalks	2038-2045	\$5,345,693
A33	Main	Springfield Main Avenue	Replace Bridge on Main Avenue	2025	7,500,000
69	McCracken	Ozark McCracken Rd Expansion	McCracken Capacity, Operational and Safety Improvement	2030	\$2,406,863
78	Miller	Willard Miller - E Proctor to New Melville	This is a project to continue improvement on a collector street	2024	\$477,405
80	Miller	Willard Miller Rd - New Melville to Hughes	Approximately 3,980 feet of road widening with ADA compliant sidewalks and stormwater improvements	2032-2037	\$2,170,484
8	Mulroy Road	Other Mulroy and I-44	Interchange Improvements	2023	\$3,090,000

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
14	Route 125	MoDOT Rte. 125 Intersection and Outer Road Improvements	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	2032-2037	\$11,299,539
240	Route 125/Farm Road 84	MoDOT Route 125 and Farm Road 84 Intersection Improvements	Intersection Improvements	2038-2045	\$1,334,711
172	Route 125/OO	MoDOT S. 125/OO Signalization	Signalization	2028	\$1,194,052
173	Route 125/OO	MoDOT N. 125/OO Intersection Improvements	Intersection Improvements	2025	\$6,556,362
15	Route 13	MoDOT Rte. 13 Intersection improvements at FR 94	Add turn lanes/reconfigure intersection/safety enhancements	2028	\$1,791,078
16	Route 14	MoDOT Rte. 14 Improvements from 14th Avenue to Rte. W	Capacity, safety and operational improvements from 14th Ave. to Rte. W	2029	\$10,811,821
17	Route 14	MoDOT Rte. 14 Improvements from Rte. NN to 3rd Street	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark. Potential Cost Share	2029	\$4,304,559
18	Route 14	MoDOT Rte. 14 Improvements Nixa to Ozark	Roadway improvements from Tiffany Boulevard/Majestic Oak Ave. to Fremont Road	2038-2045	\$42,427,784
61	Route 14	MoDOT Rte. 14 Improvements - Fremont to 32nd	Route 14 improvements from Fremont to 32nd	2038-2045	\$5,698,325
56	Route 14/Church	MoDOT Church and 14 Crossing improvements	Hwy 14 & Church control & Streetscape upgrade	2025	\$2,403,999
59	Route 14/W	MoDOT Intersection Improvements at W - Route 14	Intersection Improvements at W	2026	\$2,813,772
139	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Plainview to Hwy CC	2038-2045	\$39,151,514
140	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Hwy CC to Rte 14	2038-2045	\$19,575,757
142	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 & Aldersgate Intersection improvements	2038-2045	\$1,779,614
244	Route 174	MoDOT Rte. 174 Intersection improvements at Main St	Intersection improvements	2032-2037	\$3,328,075
243	Route 174	MoDOT Rte 174	Capacity Improvements Main to 60	2032-2037	\$7,234,946
23	Route 60	MoDOT US 60 Capital Improvements	Capital improvements from Route M/MM to Route 360	2025	\$10,091,334
24	Route 60	MoDOT Rte. 60 Freeway Improvements from Routes NN/J to Farm Road 223	Freeway improvements from e/o Rtes. NN/J to Farm Road 223	2032-2037	\$22,693,133
26	Route 60	MoDOT Rte. 60 Freeway Improvements	Freeway improvements from e/o Rte. 65 to w/o Rtes. NN/J w/o interchange at 189	2032-2037	\$28,939,785

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
196	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase I	Intersection Improvements	2029	\$4,181,571
200	Route 60	MoDOT US 60 improvements - RT 174 to MM	Six Lane	2026	\$31,064,043
250	Route 60	MoDOT Address flooding on Route 60 between NN and 223	Roadway geometric improvements to reduce flooding on Route 60	2032-2037	\$5,787,957
167	Route 60/65	MoDOT Ramp Improvements at Route 60/65	Ramp Capacity Improvements	2032-2037	\$14,469,893
235	Route 60/National	MoDOT JRF & National Interchange Capacity Improvements	Interchange Improvements	2038-2045	\$14,236,914
27	Route 65	MoDOT Rte. 65 Interchange Improvements at Kearney Street	Interchange improvements, replace bridge at Route 744 (Kearney St.) in Springfield	2030	\$19,001,551
28	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. 14 to Rte. F	Capacity and Operational Improvements from Rte. 14 to Rte. F	2025	\$11,145,815
29	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. CC to Rte. 14	Capacity Improvements Rte. CC to Rte. 14	2029	\$16,575,010
33	Route 65/CC	MoDOT Route 65 and Rte. CC Interchange operational improvements	Eastbound Dual Left turn lanes to Route 65, extend northbound ramp	2025	\$2,513,272
213	Route AA/Owen	MoDOT Rte AA intersection improvements at Owen Rd	Intersection Improvements	2038-2045	\$2,669,421
161	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection Realignment	Rte AB & Hwy 266	2038-2045	\$3,559,229
162	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Hwy 266 & Rte B	2032-2037	\$4,051,570
30	Route CC	MoDOT Rte. CC Capacity Improvements Fremont Road to Rte. 65	Capacity improvements from Fremont Road to Route 65 in Ozark	2025	\$6,009,999
31	Route CC	MoDOT Rte. CC Extension in Nixa	Extend Route CC from Route 160 to Main Street in Nixa	2032-2037	\$8,681,936
32	Route CC	MoDOT Rte. CC Intersection improvements at Main St.	Intersection Improvements at Rte. CC & Main Street in Nixa	2031	\$2,413,830
63	Route CC	MoDOT Rte. J Improvements Ozark	Rte J - US 65 to Hwy NN - Widening	2038-2045	\$5,338,843
154	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Cheyenne to Main	Rte. CC Cheyenne to Main	2030	\$11,400,931
155	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Fremont to Cheyenne	Rte CC - Fremont to Cheyenne	2032-2037	\$10,128,925

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
204	Route FF	MoDOT Route FF Intersection Improvements	Improvements at various locations along FF through Battlefield	2032-2037	\$4,340,968
36	Route MM	MoDOT Rte. MM Improvements I-44 to James River Freeway	Capacity Improvements from I-44 to James River Freeway in Republic	2025	\$10,061,830
37	Route MM	MoDOT Route MM Capacity Improvements	Widen improvements from 3 to 5 lanes	2038-2045	\$3,000,430
251	Route MM	MoDOT Widen Bridge over James River Freeway	Bridge Widening	2038-2045	\$12,457,300
64	Route NN	MoDOT NN Improvements - Jackson to Weaver	Operational and Safety Improvements on HWY NN from Weaver to Jackson	2031	\$4,175,274
67	Route NN	MoDOT Hwy NN Improvements - J to Sunset	Capacity, Operational and Safety Improvements	2038-2045	\$2,598,237
245	Route O/Miller	MoDOT Route O and Miller Intersection and Pedestrian Improvements	Intersection and Pedestrian Improvements	2038-2045	\$177,961
174	Route OO	MoDOT OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	2025	\$3,278,181
169	Route OO/Washington	MoDOT Route OO and Washington Street Intersection Improvements	Intersection improvements at Washington Street, including widening of grade crossing and signalization	2026	\$4,502,035
209	Route P	MoDOT Rte P Intersection Improvements at Miller	Intersection Improvements	2032-2037	\$1,085,242
38	Route ZZ	MoDOT Rte. ZZ Extension	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	2031	\$27,712,078
202	Route ZZ	MoDOT Rte ZZ Intersection Improvements at Hines	Intersection Improvements	2032-2037	\$2,170,484
233	Route ZZ/Repmo	MoDOT Rte ZZ & Repmo Dr Intersection Improvements	Intersection Improvements	2038-2045	\$2,669,421
A32	Smyrna	Christian Green Bridge	Replace Green Bridge in Christian County	2024	\$3,560,000
58	South	MoDOT South Street Expansion	Capacity/Safety/Operational Improvements 6th to 14th	2028	\$1,515,252
40	Sunshine	MoDOT East Sunshine Safety and Operational Improvements	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	2032-2037	\$3,255,726
147	West Bypass	MoDOT West Bypass Intersection Improvements Phase I	Various Intersection Improvements from Division to James River Freeway	2031	\$2,283,353
TOTAL COST					(\$2,039,154,226)
Prior Year Funding*					\$58,933,279
Projected Funding					\$2,013,214,911
Remaining Funding					\$32,993,964
*Prior year funding identified in FY 2022-2025 TIP					

Fiscal Constraint for Transit

98: Transit Fiscal Constraint

	2022	2023	2024	2025
Prior Year Funding	\$4,017,791	\$2,320,541	\$2,039,085	\$5,192,974
Projected Funding	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753
Inflated Constrained Project Costs	(\$12,041,900)	(\$10,956,718)	(\$10,528,154)	(\$11,446,454)
Remaining Funding	\$2,320,541	\$2,039,085	\$5,192,974	\$6,999,273

	2026	2027	2028	2029
Prior Year Funding	\$6,999,273	\$6,714,986	\$6,583,705	\$6,607,532
Projected Funding	\$13,422,808	\$13,592,326	\$13,764,274	\$13,938,693
Inflated Constrained Project Costs	(\$13,707,096)	(\$13,723,606)	(\$13,740,447)	(\$13,757,624)
Remaining Funding	\$6,714,986	\$6,583,705	\$6,607,532	\$6,788,601

	2030	2031	2032-2037	2038-2045
Prior Year Funding	\$6,788,601	\$7,129,076	\$7,634,147	\$8,528,395
Projected Funding	\$14,115,621	\$14,298,087	\$89,711,725	\$130,883,188
Inflated Constrained Project Costs	(\$13,775,145)	(\$13,793,017)	(\$88,817,477)	(\$135,987,192)
Remaining Funding	\$7,129,076	\$7,634,147	\$8,528,395	\$3,424,392

Constrained Project List for Transit

99: Transit Constrained Project List

<i>Expected Sponsor</i> Expenses	2022	2023	2024	2025
<i>CU Transit</i> Operating Expenses	\$0	\$0	\$0	\$0
<i>CU Transit</i> Preventative Maintenance	\$0	\$0	\$0	\$0
<i>CU Transit</i> Planning	\$0	\$0	\$0	\$0
<i>CU Transit</i> Security	\$0	\$0	\$0	\$0
<i>CU Transit</i> ADA Enhancements	\$0	\$0	\$0	\$0
<i>CU Transit</i> Fixed Route Bus Replacement	\$0	\$0	\$0	\$2,000,000
<i>CU Transit</i> Paratransit Bus Replacement	\$0	\$0	\$560,000	\$0
<i>CU Transit</i> Shelter/Signs/ Amenities	\$0	\$0	\$0	\$0
<i>CU Transit</i> ITS	\$0	\$0	\$0	\$0
<i>Various</i> Other Agency Vehicles	\$0	\$0	\$0	\$0
<i>Various</i> FY 2022-2025 TIP	\$12,041,900	\$10,956,718	\$9,968,154	\$9,446,454
Total	(\$12,041,900)	(\$10,956,718)	(\$10,528,154)	(\$11,446,454)
Prior Year Funding	\$4,017,791	\$2,320,541	\$2,039,085	\$5,192,974
Projected Funding	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753
Remaining Funding	\$2,320,541	\$2,039,085	\$5,192,974	\$6,999,273

Expected Sponsor Expenses	2026	2027	2028	2029
<i>CU Transit</i> Operating Expenses	\$11,257,740	\$11,257,740	\$11,257,740	\$11,257,740
<i>CU Transit</i> Preventative Maintenance	\$1,623,840	\$1,623,840	\$1,623,840	\$1,623,840
<i>CU Transit</i> Planning	\$227,312	\$231,858	\$236,495	\$241,225
<i>CU Transit</i> Security	\$37,279	\$38,024	\$38,785	\$39,560
<i>CU Transit</i> ADA Enhancements	\$160,362	\$163,569	\$166,841	\$170,177
<i>CU Transit</i> Fixed Route Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i> Paratransit Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i> Shelter/Signs/ Amenities	\$50,192	\$51,196	\$52,220	\$53,264
<i>CU Transit</i> ITS	\$102,956	\$105,015	\$107,115	\$109,258
<i>Various</i> Other Agency Vehicles	\$247,416	\$252,364	\$257,411	\$262,559
<i>Various</i> FY 2022-2025 TIP	\$0	\$0	\$0	\$0
Total	(\$13,707,096)	(\$13,723,606)	(\$13,740,447)	(\$13,757,624)
Prior Year Funding	\$6,999,273	\$6,714,986	\$6,583,705	\$6,607,532
Projected Funding	\$13,422,808	\$13,592,326	\$13,764,274	\$13,938,693
Remaining Funding	\$6,714,986	\$6,583,705	\$6,607,532	\$6,788,601

Expected Sponsor Expenses	2030	2031	2032-2037	2038-2045
<i>CU Transit</i> Operating Expenses	\$11,257,740	\$11,257,740	\$72,435,489	\$110,991,562
<i>CU Transit</i> Preventative Maintenance	\$1,623,840	\$1,623,840	\$10,448,247	\$16,009,655
<i>CU Transit</i> Planning	\$246,050	\$250,971	\$1,614,816	\$2,474,353
<i>CU Transit</i> Security	\$40,352	\$41,159	\$264,826	\$405,789
<i>CU Transit</i> ADA Enhancements	\$173,581	\$177,053	\$1,139,207	\$1,745,585
<i>CU Transit</i> Fixed Route Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i> Paratransit Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i> Shelter/Signs/ Amenities	\$54,329	\$55,416	\$356,562	\$546,354
<i>CU Transit</i> ITS	\$111,443	\$113,672	\$731,396	\$1,120,705
<i>Various</i> Other Agency Vehicles	\$267,811	\$273,167	\$1,826,933	\$2,693,189
<i>Various</i> FY 2022-2025 TIP	\$0	\$0	\$0	\$0
Total	(\$13,775,145)	(\$13,793,017)	(\$88,817,477)	(\$135,987,192)
Prior Year Funding	\$6,788,601	\$7,129,076	\$7,634,147	\$8,528,395
Projected Funding	\$14,115,621	\$14,298,087	\$89,711,725	\$130,883,188
Remaining Funding	\$7,129,076	\$7,634,147	\$8,528,395	\$3,424,392

unconstrained Projects

The following tables include those projects not prioritized for funding.

Non-Transit unconstrained Needs

100: Unconstrained Non-Transit List – Unfunded Needs

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
74	10th	<i>Ozark</i> 10th Street Bridge	10th Street Bridge - Part of the NN Improvements to South - Connect NN to Oak and then South St. Must cross Finley River	\$8,500,000
3	4th to Plainview	<i>Battlefield</i> New Road from City of Battlefield to Plainview	Connecting 4th in Battlefield to Plainview Road	\$2,000,000
222	Camino Alto/Lyon	<i>Springfield</i> Camino Alto & Lyon Ave	Signalization	\$2,500,000
92	Campbell	<i>Springfield</i> Campbell Avenue - Republic to Westview (Primrose)	Capacity and Safety Improvements	\$1,500,000
46	EW Arterial	<i>Greene</i> East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
47	EW Arterial	<i>Greene</i> East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	\$19,000,000
185	EW Arterial	<i>Greene</i> East/West Arterial from Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
187	EW Arterial	<i>Greene</i> E/W Arterial - Kansas Expy to FF	New roadway including bicycle and pedestrian accommodations.	\$17,000,000
52	Farm Road 115/140	<i>Greene</i> Farm Road 115 (Haseltine Rd) at Farm Road 140	Intersection improvements at FR 115 & FR 140 to include a new roundabout with storm water and pedestrian improvements.	\$1,500,000
7	Farm Road 190	<i>Greene</i> Extend Farm Road 190 past Battlefield	Extension from FF to FR 115	\$2,000,000
221	Farm Road 89/Hickory	<i>Greene</i> Farm Road 89 & Hickory Ln	Signalization	\$10,000
220	Farm Road 89/Williamsburg	<i>Greene</i> Farm Road 89 & Williamsburg Walk	Signalization	\$10,000
70	Farmers Branch	<i>MoDOT</i> Farmers Branch Expansion	Capacity, Operational and Safety Improvements Farmers Branch to County Line	\$3,350,000
71	Fremont	<i>Ozark</i> Fremont Rd Expansion	Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements	\$2,765,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
73	Fremont	<i>Ozark</i> Fremont Rd Expansion - Ph 2	Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements	\$3,550,000
231	Glenstone/Sunshine	<i>MoDOT</i> Glenstone & Sunshine intersection improvements	Operational improvements at Sunshine and Glenstone	\$5,000,000
234	Hines/Lynn	<i>Republic</i> Hines & Lynn intersection improvements	Intersection Improvements	\$2,000,000
83	Hughes	<i>Willard</i> Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	\$550,000
121	I-44	<i>MoDOT</i> I-44 Safety and Operational Improvements	I-44 - US 65 to Rte 125	\$4,080,000
116	I-44	<i>MoDOT</i> I-44 Safety and Operational Improvements	I-44 - Chestnut to US 160	\$4,080,000
117	I-44	<i>MoDOT</i> I-44 Safety and Operational Improvements	I-44 - 360 to Chestnut	\$4,080,000
168	I-44/125	<i>MoDOT</i> I-44 and Route 125 Interchange Improvements	Interchange improvements at Route 125 including pedestrian accommodations	\$20,000,000
130	Kansas Expy	<i>MoDOT</i> Kansas Expressway Capital Improvements Phase III	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	\$6,500,000
125	Kansas Expy	<i>MoDOT</i> Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - OTO Northern Boundary to Norton	\$25,000,000
236	Kansas Expy/Walnut	<i>MoDOT</i> Kansas Expwy & Walnut St bike crossing	Bike/ped crossing improvements	\$150,000
219	Main/Farm Road 168	<i>Greene</i> Main & FR 168 intersection improvements	Intersection Improvements	\$550,000
81	McCracken	<i>Ozark</i> McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	\$2,250,000
68	Melton	<i>Ozark</i> Melton Intersection & Turn Lane	Intersection at Melton & right turn lane on to Melton	\$996,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
55	National Avenue	Greene National Avenue (FR 163) Roadway Extension	Extend National Avenue (FR 163) from Farm Road 192 to the southern Greene County/Christian County line as a Primary Arterial corridor.	\$7,000,000
66	North	Ozark W North Rd Improvements	Longview expansion from Cheyenne to Fremont	\$1,560,000
88	North	Nixa North St expansion	Upgrading North St to current OTO Secondary Arterial Standards	\$8,000,000
62	OTC Entrance	MoDOT OTC Entrance Upgrades	OTC Campus Entrance control upgrade	\$2,500,000
54	Plainview Road	Greene Plainview Road (FR 182) Widening from Golden to Battlefield City Limits	Widening Plainview Road (FR 182) to a 3-lane section including upgraded pedestrian facilities and new curb & gutter.	\$10,000,000
184	Republic	Springfield Republic Road Bridge over JRF	New Bridge to connect to Gasconade	\$25,000,000
242	Route 125	MoDOT 125	Safety Improvements from FR 84 to OTO North Boundary	\$5,000,000
241	Route 125/Farm Road 132	MoDOT 125/ FR 132	Intersection Improvements	\$475,000
239	Route 125/YY	MoDOT 125/YY	Intersection Improvements	\$2,000,000
218	Route 13	MoDOT Highway 13 Connector to 160	Alternate route from US 360 to US 160	\$65,000,000
190	Route 14	MoDOT Hwy 14 Nicholas to OTO western boundary	Capacity and Safety Improvements	\$7,500,000
189	Route 14	MoDOT Hwy 14 improvements Rte W to Rte JJ	Capacity and Safety improvements	\$3,250,000
141	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Rte 14 to OTO Boundary improve transition from 6-lanes to 4-lanes to 2-lanes	\$6,000,000
193	Route 160	MoDOT US 160 widening from Jackson to Rte 123	Capacity Improvements	\$7,500,000
192	Route 160/Farm Road 123	MoDOT US 160 & FR 123 intersection improvements	Intersection Improvements	\$2,000,000
201	Route 174/Boston	MoDOT Intersection Improvements Rte 174/Boston	Intersection Improvements	\$1,500,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
238	Route 413	MoDOT MO 413 - JRF to West Bypass	six-lane	\$21,000,000
249	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase II	Intersection Improvements	\$3,500,000
9	Route 60	MoDOT Rte. 60 Freeway Improvements	Interchange at 189	\$20,000,000
124	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - West Bypass to Kansas Expwy	\$16,000,000
123	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - MO 413 to West Bypass	\$15,000,000
122	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - I-44 to MO 413	\$15,000,000
25	Route 60	MoDOT Rte. 60 Capacity Improvements west of Republic	Roadway improvements from County Road 194 to West Avenue in Republic.	\$3,979,000
42	Route 60/Main/P	MoDOT US 60 & Main St. Republic/State Highway P	Intersection improvements at US 60 & Main St./State Highway P, Republic. Linear and capacity improvements along Main St./State Highway P. to E Miller Rd.	\$3,000,000
164	Route 65	MoDOT US 65 Intersection improvements north of I-44	Us 65 & Rte AA/C	\$12,500,000
165	Route 65	MoDOT US 65 Intersection improvements north of I-44	US 65 & Rte KK/A	\$2,500,000
186	Route 65/Gasconade	Springfield Highway 65 & Gasconade Interchange	New interchange S. of Gasconade on US 60	\$60,000,000
225	Route AB	MoDOT Rte AB Safety improvements from Willard to Rte EE	Safety Improvements	\$1,000,000
159	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & Rte EE	\$1,000,000
160	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB and RR X-ing	\$500,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
157	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & New Melville (FR84)	\$500,000
158	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & FR 94	\$500,000
214	Route B	MoDOT Rte B from Rte 266 to I-44 lane widening	Capacity Improvements	\$1,500,000
156	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark	Rte NN - Hwy J to Pheasant Rd - operational and safety improvements	\$29,000,000
207	Route FF	MoDOT Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	\$2,500,000
205	Route FF	MoDOT Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	\$13,500,000
35	Route FF	MoDOT Rte. FF intersection improvements at Republic Road	Intersection improvements at various locations	\$2,600,000
208	Route M	MoDOT Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	\$20,000,000
232	Route M/Farm Road 101	MoDOT Rte M & FR 101 intersection improvements	Intersection Improvements	\$1,250,000
206	Route MM	MoDOT Rte MM intersection improvements at Sawyer	Intersection Improvements	\$1,250,000
75	Route NN	MoDOT Hwy NN Improvements Oak to South St	NN improvements Oak to South St - Connect NN to Oak and then South St. Must cross Finley River	\$642,070
210	Route P	MoDOT Rte P capacity improvements from Main to Miller	Capacity Improvements	\$4,250,000
217	Route P	MoDOT Rte P center turn lane US 60 to Lombardy	Add a center turn lane to Route P	\$3,750,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
79	Route W	MoDOT Hwy W Expansion	HWY W from 14 to Old Prospect Road, Capacity, Operational and Safety Improvements	\$2,700,000
203	Route ZZ	MoDOT Rte ZZ intersection improvements at FR 174	Intersection Improvements	\$1,500,000
82	Selmore	Ozark Selmore Widening	Capacity, Operational and Safety Improvements	\$3,810,000
76	Sunset	Ozark Sunset Intersection Improvements	Intersection at Sunset improvements	\$1,390,000
170	Washington/Madison	Strafford Realignment of Washington and Madison	Washington, Madison from Route OO to Bumgarner	\$750,000
53	Weaver Road	Greene Weaver Road (FR 178) Widening - West of Campbell Ave.	Widening Weaver Road (FR 178) to a 3-lane secondary arterial section. Project to include pedestrian facilities and curb/gutter.	\$50,000,000
20	West Bypass	MoDOT West Bypass Intersection Improvements Phase II	Division to James River Freeway	\$1,750,000
Total				\$637,247,070

Transit Unconstrained Needs

These needs are based on useful life replacements of existing transit vehicles, as well as remaining Shelter/Signs/Amenities unafforded on the constrained list. Trolley service as a supplement to the existing fixed-route service has been discussed for key locations in and around downtown Springfield. The costs for purchasing three trolleys, as well as operating them, has been included. Also listed are the recommended service changes from the 2012 Transit Route Study. For Levels I through V, the costs are in addition to the previous level and the base transit system, such that Level V total cost would include the current system, plus the costs include in Levels I, II, III, IV, and V. Levels I through V also consider replacement costs for the initial capital costs.

TAB 10

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM II.G.

Amendment Number One to the FY 2025-2028 Transportation Improvement Program

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

There are multiple items included as part of Amendment Number One to the FY 2025-2028 Transportation Improvement Program.

1. ***New*** Wilson's Creek Trail and Phase 2 FF Pedestrian Improvements (EN2501)
July Call for Projects TAP Award for engineering pedestrian improvements along Route FF and Route M for a total programmed amount of \$233,172.
2. ***New*** South Creek Greenway Trail – Sunset/Glenstone Crossing Improvements (EN2502)
July Call for Projects CRP Award for engineering and construction of crossing improvements at Sunset and Glenstone for a total programmed amount of \$446,899.
3. ***New*** Route 66 Trail – Phase 3 (EN2503)
July Call for Projects TAP Award for engineering Phase 3 of the Route 66 Trail for a total programmed amount of \$295,711.
4. ***New*** US 160 Underpass East of Route AB (EN2504)
July Call for Projects TAP Award for engineering a pedestrian underpass of US 160, just east of Route AB, for a total programmed amount of \$135,000.
5. ***New*** Trail/Sidewalk Highway CC Chadwick Flyer Connection (EN2601)
July Call for Projects TAP Award for construction of trail/sidewalk along Highway CC for a total programmed amount of \$555,726.
6. ***New*** I-44 Safety Project (MO2521)
Programming Special Revenue Funds from the State of Missouri for safety and capacity improvements on I-44 for a total programmed amount of \$165,583,000.
7. ***New*** I-44 Pavement Project (MO2522)
Programming Special Revenue Funds from the State of Missouri for pavement rebuild on I-44 for a total programmed amount of \$11,003,000.
8. ***New*** Hines and ZZ (RP2503)
The City of Republic is requesting to add funding for engineering and right-of-way at the intersection of Hines and Route ZZ for a total programmed amount of \$500,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

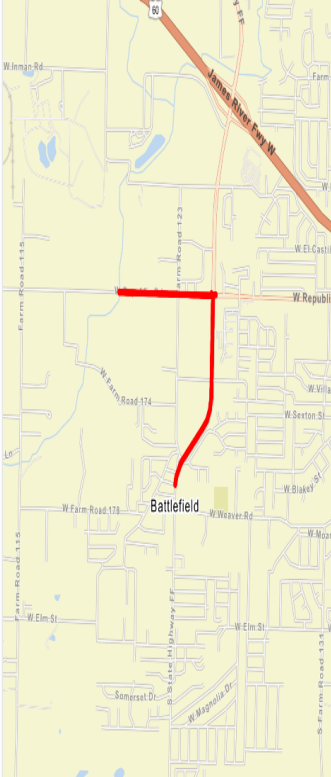
A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 1 to the FY 2025-2028 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 1 to the FY 2025-2028 Transportation Improvement Program, with these changes...”

EN2501-25A1 - WILSON'S CREEK TRAIL AND PHASE 2 FF PEDESTRIAN IMPROVEMENTS



Plan Revision
25A1

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Battlefield

County
Greene County

Municipality
Battlefield

Status
Programmed

Total Cost
\$233,172

MoDoT ID
-

Federal ID
-

Project From
Route M (Republic
Road), Highway FF

Project To
W. William St.,
Wilson's Creek

Project
Considerations

Environmental Justice
Area, Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

Project Description

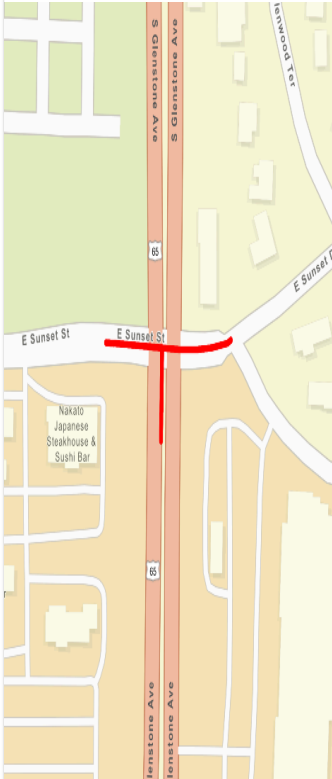
Engineering for trail along Route FF between W. William Street and Route M and along Highway M from the existing trail at Wilson's Creek and Route FF. Project will include alternatives analysis to determine the best alignment for the trails.

Funding Source Notes

Non-Federal Funding Source: City of Battlefield; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - TAP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	\$46,635	-	-	-	-	\$46,635
Engineering	Local-AC	-	\$186,537	-	-	-	-	\$186,537
Total Engineering		-	\$233,172	-	-	-	-	\$233,172
Total Programmed		-	\$233,172	-	-	-	-	\$233,172

EN2502-25A1 - SOUTH CREEK GREENWAY TRAIL-SUNSET/GLENSTONE CROSSING IMPROVEMENTS



Plan Revision
25A1

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$446,899

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project
Considerations

Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

Project Description

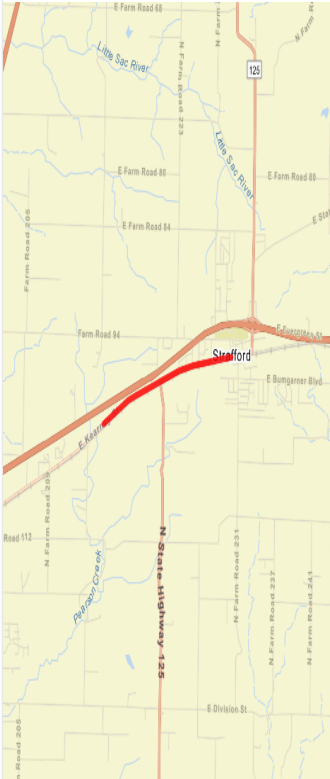
Engineering of sidewalks and pedestrian crossings at intersection of Glenstone Avenue and Sunset Street in Springfield.

Funding Source Notes

Non-Federal Funding Source: City of Springfield, State Transportation Revenues; FYI: PE-Award only, Construction-Award pending Reasonable Progress Compliance; Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - CRP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	\$5,829	-	-	-	-	\$5,829
Engineering	Local	-	\$5,829	-	-	-	-	\$5,829
Engineering	CRP (FHWA)	-	\$46,633	-	-	-	-	\$46,633
Total Engineering		-	\$58,291	-	-	-	-	\$58,291
Construction	MoDOT	-	\$38,861	-	-	-	-	\$38,861
Construction	Local-AC	-	\$310,886	-	-	-	-	\$310,886
Construction	Local	-	\$38,861	-	-	-	-	\$38,861
Total Construction		-	\$388,608	-	-	-	-	\$388,608
Total Programmed		-	\$446,899	-	-	-	-	\$446,899

EN2503-25A1 - ROUTE 66 TRAIL - PHASE 3



Plan Revision
25A1

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Stafford

County
Greene County

Municipality
Stafford

Status
Programmed

Total Cost
\$295,711

MoDoT ID
-

Federal ID
-

Project From
Washington Ave

Project To
0.27 miles east of
Farm Road 123
(TransLand)

Project
Considerations

Environmental Justice
Area, Bike/Ped Plan,
Regional Trail Plan
Priority, Advance
Construction

Project Description

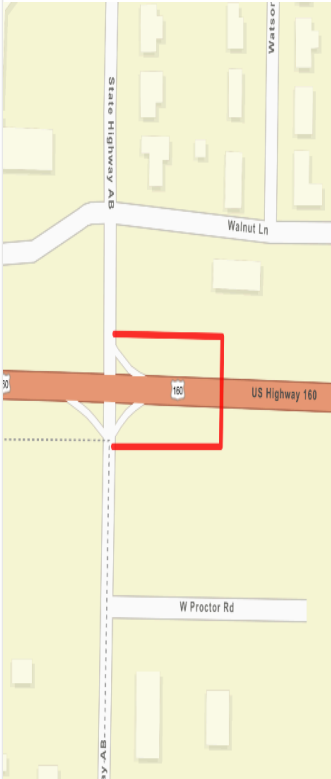
PS & E for 10' wide trail along Route OO from Washington Ave to TransLand

Funding Source Notes

Non-Federal Funding Source: City of Stafford; FYI: Federal Funding Category upon Anticipated
Advanced Construction (AC) Conversion - TAP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	\$59,142	-	-	-	-	\$59,142
Engineering	Local-AC	-	\$236,569	-	-	-	-	\$236,569
Total Engineering		-	\$295,711	-	-	-	-	\$295,711
Total Programmed		-	\$295,711	-	-	-	-	\$295,711

EN2504-25A1 - US 160 UNDERPASS EAST OF ROUTE AB



Plan Revision
25A1

Section
Sponsored by Local
Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Willard

County
Greene County

Municipality
Willard

Status
Programmed

Total Cost
\$135,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project
Considerations
Bike/Ped Plan

Project Description

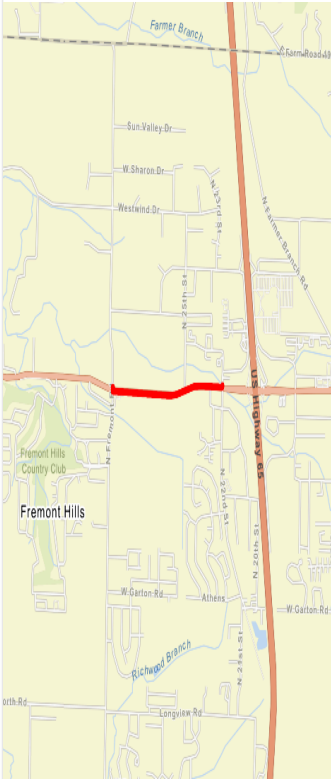
Engineering for an underpass on Highway 160 east of Route AB, including trail connections between underpass and Route AB on north and south sides of Highway 160.

Funding Source Notes

Non-Federal Funding Source: City of Willard; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - TAP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local-AC	-	\$108,000	-	-	-	-	\$108,000
Engineering	Local	-	\$27,000	-	-	-	-	\$27,000
Total Engineering		-	\$135,000	-	-	-	-	\$135,000
Total Programmed		-	\$135,000	-	-	-	-	\$135,000

EN2601-25A1 - TRAIL/SIDEWALK HWY CC CHADWICK FLYER CONNECTION



Plan Revision
25A1

Section
Cost Shares

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$555,726

MoDoT ID
-

Federal ID
-

Project From
Fremont Road

Project To
N 22nd Street

Project Considerations
Bike/Ped Plan

Project Description
Construction of Trail/Sidewalk along State Hwy CC from Fremont Road to N 22nd Street.

Funding Source Notes
Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	Local	-	-	\$111,146	-	-	-	\$111,146
Construction	TAP (FHWA)	-	-	\$444,580	-	-	-	\$444,580
Total Construction		-	-	\$555,726	-	-	-	\$555,726
Total Programmed		-	-	\$555,726	-	-	-	\$555,726

MO2521-25A1 - I-44 SAFETY PROJECT



Plan Revision 25A1	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield, Strafford	Status Programmed	Total Cost \$165,583,000
MoDOT ID ST0088	Federal ID -	Project From US 160	Project To Route 125
Project Considerations Environmental Justice Area			
Project Description Safety and capacity improvements from Rte. 160 in Springfield to Rte. 125 in Strafford.			
Funding Source Notes Non-Federal Funding Source: SFY 2025 Special General Revenue Funds			

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	\$10,586,000	-	-	-	-	\$10,586,000
Total Engineering		-	\$10,586,000	-	-	-	-	\$10,586,000
Construction	MoDOT	-	\$154,997,000	-	-	-	-	\$154,997,000
Total Construction		-	\$154,997,000	-	-	-	-	\$154,997,000
Total Programmed		-	\$165,583,000	-	-	-	-	\$165,583,000

MO2522-25A1 - I-44 PAVEMENT PROJECT



Plan Revision
25A1

Section
Sponsored by MoDOT

Project Type
Asset Management -
Pavement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$11,003,000

MoDoT ID
ST0088B

Federal ID
-

Project From
Route 13

Project To
US 65

Project
Considerations

Environmental Justice
Area

Project Description

Rebuild pavement from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.

Funding Source Notes

Non-Federal Funding Source: SFY 2025 Special General Revenue Funds

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	\$500,000	-	-	-	-	\$500,000
Total Engineering		-	\$500,000	-	-	-	-	\$500,000
Construction	MoDOT	-	\$10,503,000	-	-	-	-	\$10,503,000
Total Construction		-	\$10,503,000	-	-	-	-	\$10,503,000
Total Programmed		-	\$11,003,000	-	-	-	-	\$11,003,000

RP2503-25A1 - HINES AND ZZ



Plan Revision
25A1

Section
**Sponsored by Local
Public Agencies**

Project Type
Scoping

Lead Agency
City of Republic

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$500,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project
Considerations

**Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

Engineering and ROW for the Hines and Route ZZ intersection in Republic.

Funding Source Notes

Non-Federal Funding Source: City of Republic

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	\$64,000	-	-	-	-	\$64,000
Engineering	STBG-U (FHWA)	-	\$256,000	-	-	-	-	\$256,000
Total Engineering		-	\$320,000	-	-	-	-	\$320,000
ROW	Local	-	\$100,000	-	-	-	-	\$100,000
ROW	STBG-U (FHWA)	-	\$80,000	-	-	-	-	\$80,000
Total ROW		-	\$180,000	-	-	-	-	\$180,000
Total Programmed		-	\$500,000	-	-	-	-	\$500,000

REVENUE

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$33,186
RAISE	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Suballocated STBG-U	\$7,884,416	\$8,089,609	\$8,251,401	\$8,416,429	\$8,584,758	\$41,226,613
Suballocated TAP	\$3,355,907	\$1,635,984	\$1,668,704	\$1,702,078	\$1,736,119	\$10,098,792
Suballocated CRP	\$2,550,324	\$965,102	\$984,404	\$1,004,092	\$1,024,174	\$6,528,096
Aviation - FAA	\$0	\$3,490,713	\$3,560,527	\$3,631,738	\$3,704,373	\$14,387,351
FTA 5307	\$8,583,087	\$3,778,542	\$3,854,113	\$3,931,195	\$4,009,819	\$24,156,756
FTA 5310	\$1,209,290	\$421,275	\$429,701	\$438,295	\$447,061	\$2,945,622
FTA 5339	\$871,186	\$362,479	\$368,729	\$3,600,703	\$381,605	\$5,584,702
Transit MO HealthNet Contract	\$0	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Transit State Operating Funding	\$247,527	\$143,500	\$143,500	\$143,500	\$43,500	\$721,527
CU Transit Utility Ratepayers	\$8,408,850	\$7,612,190	\$7,613,190	\$7,132,430	\$7,109,430	\$37,876,090
CU Transit Farebox, Ads, Rent	\$0	\$955,000	\$954,000	\$1,015,000	\$1,038,000	\$3,962,000
Human Service Agencies	\$302,323	\$57,925	\$59,084	\$60,266	\$61,471	\$541,069
TOTAL	\$63,158,659	\$394,093,632	\$69,202,353	\$92,811,726	\$55,966,310	\$173,000,117

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	\$19,495,870	\$19,495,870	\$19,495,870	\$19,495,870	\$77,983,480
O&M (634.73 miles * \$5,323/mile)	(\$3,823,687)	(\$3,926,927)	(\$4,032,954)	(\$4,141,844)	(\$15,925,412)
TIP Programmed Funds All Jurisdictions	(\$15,249,162)	(\$406,941)	(\$264,773)	(\$603,873)	(\$16,524,749)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
TOTAL	\$62,812,120	\$77,551,101	\$77,587,242	\$77,139,252	\$295,089,715

Transit Local Operations/Maint.	Carryover	2025	2026	2027	2028	Total
System Operations Local	\$8,008,970	\$7,708,899	\$7,708,899	\$7,708,899	\$7,708,899	\$38,844,566
System Maintenance Local	\$399,880	\$399,880	\$399,880	\$190,000	\$190,000	\$1,579,640
Local Programmed O&M	--	(\$16,517,629)	(\$8,108,779)	(\$7,898,899)	(\$7,898,899)	(\$40,424,206)
Carryover	\$8,408,850	\$8,408,850	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
FEDERAL				
BRO (FHWA)	\$3,443,357	\$36,000	\$	\$0
CRP (FHWA)	\$4,346,672	\$0	\$0	\$0
I/M (FHWA)	\$135,000	\$135,000	\$	\$0
NHPP (FHWA)	\$82,242,400	\$19,783,200	\$44,060,800	\$19,803,200
RAISE	\$24,822,313	\$	\$	\$
SAFETY (FHWA)	\$3,556,500	\$680,400	\$262,800	\$64,800
STBG (FHWA)	\$26,891,903	\$1,053,600	\$150,400	\$72,000
STBG-U (FHWA)	\$30,749,191	\$764,019	\$789,419	\$2,415,491
TAP (FHWA)	\$5,911,486	\$827,740	\$134,836	\$0
Federal Subtotal	\$182,098,822	\$23,279,959	\$45,398,255	\$22,355,491
STATE				
MoDOT	\$208,717,749	\$8,685,600	\$12,646,582	\$5,969,200
MoDOT-AC	\$22,375,997	\$12,335,200	\$5,177,164	\$2,772,800
MoDOT O&M	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513
State Subtotal	\$237,319,711	\$27,389,963	\$24,339,399	\$15,407,513
LOCAL/OTHER				
Local	\$15,249,162	\$406,941	\$264,773	\$603,873
Local-AC	\$841,992	\$0	\$0	\$0
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$20,478,164	\$406,941	\$264,773	\$603,873
Total	\$439,896,697	\$51,076,863	\$70,002,427	\$38,366,877

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$502,265,750
Federal Discretionary Funding	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Available Operations and Maintenance Funding	\$0	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513	\$25,776,294
Funds from Other Sources (inc. Local)	\$0	\$20,478,164	\$406,941	\$264,773	\$603,873	\$21,753,751
Available Suballocated Funding	\$13,790,647	\$10,690,695	\$10,904,509	\$11,122,599	\$11,345,051	\$57,853,501
TOTAL AVAILABLE FUNDING	\$43,536,397	\$403,947,137	\$58,966,613	\$79,610,025	\$46,411,437	\$632,471,609
Carryover		\$43,536,397	\$7,586,837	\$15,476,587	\$25,084,185	--
Programmed State and Federal Funding		(\$439,896,697)	(\$51,076,863)	(\$70,002,427)	(\$38,366,877)	(\$599,342,864)
TOTAL REMAINING	\$43,536,397	\$7,586,837	\$15,476,587	\$25,084,185	\$33,128,745	\$33,128,745

TAB 11

TECHNICAL PLANNING COMMITTEE AGENDA 8/21/2024; ITEM II.H.

Annual Listing of Obligated Projects (ALOP)

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects:

§ 450.334 Annual listing of obligated projects.

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO(s) public participation criteria for the TIP.

The Ozarks Transportation Organization Program Year 2024 Annual Listing of Obligated Projects is available in the Agenda for member review. Please note that Program Year 2024 includes the time period from July 1, 2023 to June 30, 2024.

Please note that this is required to be published by September 28, 2024.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors accept the Annual Listing of Obligated Projects.”

OR

“Move to recommend that the Board of Directors accept the Annual Listing of Obligated Projects with the following corrections...”

FY 2024 Annual Listing of Obligated Projects



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Introduction

Each year, the Ozarks Transportation Organization develops a list of all funding obligated during the preceding program year, which runs from July 1 to June 30. This is known as the Annual Listing of Obligated Projects (ALOP). An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. Obligation is a key step in financing and obligated funds are considered "used" even though no cash is transferred.

Annual Listing of Obligated Projects (ALOP)

The ALOP is a requirement of metropolitan planning areas, per § 450.334:

- (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.
- (b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.
- (c) The listing shall be published or otherwise made available in accordance with the MPO(s) public participation criteria for the TIP.

TIP (Transportation Improvement Program)

The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of *Destination 2045*, the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation needs of the community and to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP. The TIP is developed through a collaborative process in which each jurisdiction or federal recipient of transportation funds is given the opportunity to submit projects to be considered for placement in the TIP. No project can receive federal funds unless it appears in the TIP.

Ozarks Transportation Organization (OTO)

The Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area. Metropolitan planning organizations serve to conduct and lead a continuing, cooperative, and comprehensive transportation planning process. In an effort to make the transportation planning process cooperative and collaborative, elected officials from jurisdictions within the urban area and major transportation providers are members of the Ozarks Transportation Organization. The mission of the OTO is to provide a forum for cooperative decision-making in support of an excellent regional transportation system.

The Report

As stated in federal law, the ALOP has a number of required elements. Below is an explanation of each column included in the report.

PROJECT NO

This is the Federal Number assigned to a project when it is entered into the federal financial management system.

JOB NO

This is an ID assigned by MoDOT (Missouri Department of Transportation) for tracking of projects at the state level.

PROJECT DESCRIPTION

Contains a brief description of the project.

COUNTY

County where project is to take place.

SPONSOR

This references the agency responsible for implementing the project.

TIP NUMBER

The OTO assigns each project a unique identifier to track it through the local process. This number is often assigned before the state and federal IDs are known.

TIP YEARS

The TIP is developed annually with a four-year time horizon. This column indicates each edition of the TIP where the project appears. An additional qualifier, like "A1" or "AM2," indicates if the project was part of an amendment or administrative modification to the TIP.

PROGRAMMED YEAR

This lists the actual years when funding was planned to be obligated for the project. The (AC) appearing after certain years indicates the expected year of advance construction conversion. MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

PREVIOUSLY PROGRAMMED FEDERAL FUNDS

These are the funds that were scheduled to be obligated during or prior to program year 2024.

FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after program year 2024.

PROGRAM CODE

The program code is associated with the category of federal funding that was obligated for the project. The program code changes with each surface transportation bill and extension. A search of this document (<http://www.fhwa.dot.gov/federalaid/projects.cfm>) will provide information on the source of funding for each program code. As a quick reference, the first letter in the code is related to a particular surface transportation bill. Funding from the FAST Act, the most recent bill, starts with the letter “Z,” MAP-21, starts with the letter “M,” while funding that starts with the letter “L” is from SAFETEA-LU. Some funding is still shown for some older projects as having come from TEA-21 (Q) and from an extension of TEA-21 (H). To learn more about the current surface transportation bill, the FAST Act, click here - <http://www.fhwa.dot.gov/fastact/>. The U.S. DOT website is a good source of information on federal funding programs.

TRANSACTION DATE

This is the date that funding was obligated during the 2024 program year.

FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2024 program year. Values shown in the positive are obligations and values shown in the (negative) are de-obligations. Funding is often de-obligated at the end of a project if costs were less than expected. Zero values may be shown for projects that were newly created or closed out in FY 2024, even if funding itself was not obligated.

PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2024 program year. Current and past funding changes are shown by Program Code.

REMAINING FUTURE FEDERAL FUNDS

This shows how much money is left to obligate based on the amount of funding programmed in the OTO Transportation Improvement Program. If the project is complete, the amount is left at \$0.00, which is also the case when the obligated amount has maxed the available programmed funding. Generally, this number is determined by subtracting all obligated funding from all programmed funds, regardless of the year in which funding was programmed.

FY 2024 Annual Listing of Obligated Projects

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
000S649	N/A	RAIL/GRADE IMPROVEMENT FOR PROTECTIVE DEVICES AT NATIONAL AVE AND DIVISION ST, DOT 664172S, IN SPRINGFIELD, GREENE CO	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	YS40	2/23/2024	991,087.00	0.00	0.00
00FY824	N/A	2024 ANNUAL CPG AGREEMENT FOR OZARK TRANSPORTATION ORGANIZATION.	GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, 2022-2025, 2023-2026, 2024-2027 & SEE FY 2024 UPWP	2024	\$243,101.00	N/A	Y410	11/08/2023	2,372.50	12,085.50	0.00
										Y450	--	0.00	1,023,271.00	
										Z230	--	0.00	243,101.00	
00FY825	N/A	FY 2025 ANNUAL CPG AGREEMENT FOR THE OZARKS TRANSPORTATION ORGANIZATION (OTO)	GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, 2022-2025, 2023-2026, 2024-2027, 2025-2028 & SEE FY 2025 UPWP	2025	\$255,256.00	N/A	23MP	6/26/2024	52,367.34	0.00	0.00
										M450	6/26/2024	24,139.40	0.00	
										M45E	6/26/2024	77,664.26	0.00	
										Y230	6/26/2024	14,968.00	0.00	
										Y410	6/26/2024	495,868.26	0.00	
										Z450	6/26/2024	316,294.08	0.00	
										Z77D	6/26/2024	11,594.66	0.00	
0132090	J8S3165	GREENE CO, MO 13 S, PAVEMENT RESURFACING ON KANSAS EXPRESSWAY FROM N OF I-44 TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	GR2007	2020-2023, 2022-2025, 2023-2026	2020, 2021, 2022, 2023	\$2,646,400.00	\$0.00	RN94	--	0.00	3,839.99	0.00
										Y001	5/08/2024	2,739,577.62	0.00	
										Z001	--	0.00	47,693.15	
0132091	J8S3173	GREENE CO, MO 13 S, UPGRADE PED FACILITIES TO COMPLY W/ ADA TRANSITION PLAN AT VARIOUS LOCATION ON KS EXPRESSWAY N OF I-44 TO RT 60/JAMES RIVER FREEWAY	GREENE	MODOT	EN2003	2020-2023 AM5, 2022-2025, 2023-2026	2020 (AC), 2021 (AC), 2022 (AC), 2023, 2023 (AC)	\$4,376,000.00	\$0.00	Y230	8/22/2023	718,571.00	0.00	2,747,610.37
										Z0E1	8/22/2023	(0.01)	909,818.64	
0132092	J8P3087F	MO 13 S, GREENE CO, INTERSECTION IMPROVEMENTS ON KANSAS EXPRESSWAY AT WALNUT LAWN ST IN SPRINGFIELD.	GREENE	MODOT	SP1817	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025, 2023-2026	2018, 2019, 2020, 2021, 2022, 2023	\$2,706,800.00	\$0.00	Y001	7/21/2023	60,808.86	1,054,017.43	0.00
										Y230	7/21/2023	49,305.04	731,915.71	
										Z001	--	0.00	280,800.00	
										Z0E1	--	0.00	148,800.00	
										Z230	--	0.00	134,930.67	
										Z23E	--	0.00	13,869.33	
										Z972	--	0.00	573,750.00	
0132093	J8P3087E	MO 13 S, GREENE CO, ADD LANES, IMPROVE PEDESTRIAN ACCESS AND REPLACE SIGNAL ON KANSAS EXPRESSWAY AT SUNSET STREET IN SPRINGFIELD.	GREENE	MODOT	SP1816	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025, 2023-2026	2018, 2019, 2020, 2021, 2022, 2023	\$2,225,600.00	\$0.00	Y001	7/19/2023	757,229.32	0.00	166,319.86
										Y230	7/19/2023	902,460.65	0.00	
										YS30	7/19/2023	5,450.54	0.00	
										Z001	8/22/2023	(199,749.47)	389,606.54	
										Z0E1	7/19/2023	(73,600.00)	87,600.00	
										Z230	--	0.00	87,600.00	
										Z919	8/22/2023	0.01	0.00	
0141027	J8P3096	MO 14, CHRISTIAN CO, ADD LANES, SIDEWALK & PED SIGNAL ON JACKSON ST FROM 16TH ST TO 2 MILE OF RT NN IN OZARK.	CHRISTIAN	MODOT	OK1701	2017-2020, 2018-2021, 2019-2022, 2020-2023 A2	2017, 2018, 2019, 2020	\$3,316,570.00	\$0.00	YS31	5/01/2024	2,300.00	0.00	0.00
										Z232	5/01/2024	247,897.96	2,262,109.76	
										Z530	5/01/2024	(2,300.00)	60,100.35	
										Z531	--	0.00	774,899.65	
										Z230	--	0.00	130,000.00	
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$2,968,000.00	\$0.00	Y001	--	0.00	209,436.99	0.00
										Z001	12/01/2023	19,307.69	3,343,786.58	
										Z230	--	0.00	130,000.00	
0442319	J8S3155	LP 44, GREENE CO; REBUILD PAVEMENT ON CHESTNUT EXPRESSWAY FROM I-44 TO EAST OF BROADVIEW PLACE IN SPRINGFIELD.	GREENE	MODOT	GR1906	2019-2022, 2020-2023	2019, 2020, 2021	\$1,256,000.00	\$0.00	Z001	--	0.00	79,200.00	0.00
										Z0E1	8/28/2023	443,156.80	1,756,743.69	
0442324	J8S3167	LP 44 E, GREENE, PAVEMENT RESURFACING ON CHESTNUT EXPRESSWAY FROM 0.1 MILE WEST OF BUS. 65 (GLENSTONE AVENUE) TO 0.1 MILE EAST OF EASTGATE AVENUE AND	GREENE	MODOT	SP2002	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023, 2024	\$1,169,600.00	\$0.00	Y001	7/10/2024	1,111,013.52	0.00	25,345.49
										Z001	7/10/2024	32,778.09	462.90	
0442335	J8I3225	IS 44, GREENE CO, PAVEMENT RESURFACING .6 MI W OF RT 266(CHESTNUT EXPRESS) TO RT H(GLENSTONE AVE) IN SPRINGFIELD AND RT 65 SPRINGFIELD, .5 MI E OF RT 1	GREENE	MODOT	GR2201	2022-2025, 2023-2026, 2024-2027, 2025-2028	2022, 2023, 2024, 2025	\$375,500.00	\$8,372,000.00	Y001	5/17/2024	68,875.99	48,276.05	8,534,047.96
										Z0E1	--	0.00	96,300.00	
0443345	JSU0058	IS 44, GREENE CO, ADD HIGH FRICTION SURFACE TREATMENT ON WESTBOUND LANES IN STRAFFORD, 60 IN SPRINGFIELD, RTS NN AND 125 IN CHRISTIAN CO AND PAVEMENT	CHRISTIAN, GREENE	MODOT	MO2309	2023-2026, 2024-2027	2023, 2024	\$2,474,100.00	\$0.00	YS31	7/10/2024	12,719.16	0.00	2,461,380.84
0602110	J8P3122B	US 60 E, GREENE, PAVEMENT RESURFACING FROM HIGHLAND SPRINGS BOULEVARD EAST OF SPRINGFIELD TO WEST OF RTE. 125 IN ROGERSVILLE.	GREENE	MODOT	GR1907	2019-2022, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023	\$1,812,800.00	\$0.00	Y001	--	0.00	1,675,438.68	0.00
										Y002	--	0.00	1,025.90	
										YS30	5/01/2024	110,061.00	0.00	
0602112	J8P3068B	GREENE CO, US 60, BRIDGE DECK SEALING ON MULTIPLE BRIDGES AT RT 65/60 INTERCHANGE IN SPRINGFIELD	GREENE	MODOT	SP2004	2020-2023	2020	\$1,221,600.00	\$0.00	Z001	4/04/2024	343,962.00	1,074,920.10	0.00
0602114	J8P3207	GREENE COUNTY, US 60, ADD ITS FOR OZARK TRAFFIC AT VARIOUS LOCATIONS ON RTE 60 (JAMES RIVER FREEWAY) IN SPRINGFIELD, RT FF (WEST BYPASS) NEAR BATTLEFI	CHRISTIAN, GREENE	MODOT	MO2106	2020-2023 A7, 2022-2025	2021 (AC), 2022 (AC)	\$847,200.00	\$0.00	Y240	1/03/2024	(13,238.31)	1,086,011.85	COMPLETE

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0602115	J8P3032C	GREENE CO, US 60, ADD LANES & SOUND ABATEMENT ON JAMES RIVER FREEWAY FROM W OF RT 160(CAMPBELL AVE)TO NATIONAL AVE IN SPRINGFIELD.	GREENE	MODOT	SP2205	2022-2025	2022	\$7,818,400.00	\$0.00	Y001	--	0.00	10,885,780.50	0.00
										YS30	6/20/2024	57,428.46	0.00	
										Z0E1	--	0.00	4,000.00	
0602116	J8P3032D	US 60, GREENE CO; ADD LANES ON JAMES RIVER FREEWAY FROM RT 13 (KANSAS EXP) TO W/O RT 160 (CAMPBELL AVE) IN SPRINGFIELD	GREENE	MODOT	SP2204	2022-2025	2022	\$5,475,200.00	\$0.00	Y001	--	0.00	7,297,251.88	0.00
										ZS30	5/01/2024	30,656.47	0.00	
										Y240	7/21/2023	12,532.42	275,949.08	
0602120	J8P3198	GREENE CO, US 60, PAVE RESURF FROM CO RD 194 TO .7 MI W OF ILLINOIS ST IN REPUBLIC.	GREENE	MODOT	RP2202	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$196,000.00	\$0.00	Z0E1	--	0.00	8,000.00	0.00
0651082	J8P0605I	US 65, CHRISTIAN CO; ADD LANES FROM RT CC TO RT 14 IN OZARK	CHRISTIAN	MODOT	CC1901	2022-2025, 2023-2026	2019, 2020 (AC), 2021 (AC), 2022 (AC), 2023	\$10,300,800.00	\$0.00	Y001	7/10/2024	12,809,566.09	40,000.00	0.00
0651083	J8P0605J	US 65, CHRISTIAN CO; ADD LANES FROM RT 14 TO RT F AND BRIDGE REHAB OVER THE FINLEY RIVER IN OZARK	CHRISTIAN	MODOT	CC1902	2022-2025, 2023-2026	2019, 2020 (AC), 2021 (AC), 2022 (AC), 2023	\$8,232,800.00	\$0.00	Y001	7/25/2023	6,345.57	42,638.40	2,219,913.01
										YS30	4/08/2024	260,255.22	0.00	
										Z0E1	9/01/2023	(6,345.57)	0.00	
										Z922	4/08/2024	5,703,647.80	0.00	
0652087	J8P2196	BUS 65 GREENE CO; RAILROAD CROSSING GRADE SEP AT CHESTNUT EXPRESSWAY & BNSF 0.2 MI W/O RTE 65; 0.23 MI	GREENE	MODOT	SP1017, SP1109	2010-2013 (SP1017), 2012-2015 (SP1109), 2013-2016 (SP1109), 2014-2017 (SP1109), 2015-2018 AM4 (SP1109), 2017-2020 (SP1109)	<2012, 2012, 2013, 2014, 2015, 2015 (AC), 2016, 2017	\$7,727,110.00	\$0.00	L23E	--	0.00	1,805,389.96	COMPLETE
										L23R	--	0.00	190,111.86	
										M0E1	--	0.00	1,995,500.82	
										M230	--	0.00	0.00	
										M23E	--	0.00	1,486,740.21	
										MS40	--	0.00	- 0.00	
										Z001	10/24/2023	(249,722.22)	2,664,502.07	
										ZS40	--	0.00	2,250,000.00	
0652099	J8P2196B	BU 65, GREENE CO; UTILITY RELOCATE & ACCESS IMPROVES FOR RR CROSSING GRADE SEPERATION AT CHESTNUT EXPWY & BNSF RR 0.2 MI W/O RT 65	GREENE	MODOT	SP1603 (SPLIT FROM SPT1109)	2015-2018 AM6	2016	\$2,316,510.00	\$0.00	M230	10/17/2023	(26,678.57)	1,108,035.39	COMPLETE
										Z001	10/17/2023	(38,707.15)	1,380,017.82	
0652108	J8S3112	BU 65, GREENE CO, PAVEMENT RESURFACING ON GLENSTONE AVE FROM BATTLEFIELD RD TO RT 60 (JAMES RIVER FREEWAY) & ON NATURE CENTER WAY AT REED AVE IN SPRIN	GREENE	MODOT	SP1903	2019-2022, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023	\$710,400.00	\$0.00	Y240	--	0.00	795,663.98	0.00
										YS30	4/25/2024	6,961.00	0.00	
										Z001	--	0.00	12,800.00	
0652112	J8S3160	BUS 65, GREEN CO; MODIFY ACCESS, SIGNALS, ADA IMPROVEMENS AND REPLACE BUS STOP PADS FROM VALLEY WATER MILL RD TO RT 60 IN SPRINGFIELD	GREENE	MODOT	SP2003	2020-2023 A7, 2022-2025, 2023-2026	2020, 2021, 2022, 2023	\$7,392,300.00	\$0.00	Y001	--	0.00	141,811.76	0.00
										Y240	8/22/2023	0.01	5,705,362.36	
										YS30	8/22/2023	308.91	183,290.33	
										YS31	8/22/2023	(15,940.80)	692,940.80	
										Z001	--	0.00	1,645,648.74	
										Z0E1	--	0.00	354,432.14	
										Z230	--	0.00	315,434.00	
										Y001	7/10/2024	1,198,865.47	0.00	
0652114	J8P3164	GREENE CO, US 65, PAVEMENT RESURFACING ON NORTHBOUND LANES FROM NORTH OF I-44 TO RT KK	GREENE	MODOT	GR2003	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023	\$1,802,400.00	\$0.00	YS31	7/10/2024	17,790.00	0.00	566,825.33
										Z001	11/14/2023	(8,280.80)	27,200.00	
1601052	J8P2389	US 160, GREENE COUNTY, INTERSECTION IMPROVEMENTS AT RTE. AB AND AT MILLER ROAD IN WILLARD. 0.20 MI	GREENE	MODOT	W11301	2013-2016, 2014-2017, 2015-2018, 2017-2020	2013, 2014, 2015, 2016, 2017	\$44,800.00	\$0.00	Z231	10/17/2023	0.00	2,426.68	COMPLETE
1601074	J8P3170	GREENE CO, US 160 E, PAVEMENT RESURFACING FROM I-44 TO RT 413 (SUNSHINE ST)	GREENE	MODOT	SP2008	2020-2023, 2022-2025, 2023-2026	2020, 2021, 2022	\$1,367,200.00	\$0.00	Y001	2/09/2024	147,475.17	0.00	1,183.48
										Z001	--	0.00	24,605.47	
										Z0E1	2/09/2024	10,631.16	1,183,304.72	
4131009	J8S3157	GREENE CO, MO 413, BRIDGE REPLACEMENT, ADD SIDEWALKS, AND ADA TRANS PLAN IMPROVE ON SUNSHINE ST .1M E/O SCENIC AVE TO RT 13 (KANSAS EXPRESSWAY) IN SPR	GREENE	MODOT	SP1908	2019-2022 A2, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2019, 2020, 2021, 2022, 2023, 2024	\$5,495,200.00	\$0.00	Y001	8/08/2023	36,303.55	106,600.00	4,820,296.45
										Z001	--	0.00	261,600.00	
										Z0E1	--	0.00	270,400.00	
5900849	N/A	MILL/FILL AND ADA UPGRADES ON FARM RD 135(GOLDEN AVE) FROM REPUBLIC RD TO CITY LIMITS AND FARM RD 102(VALLEY WATER MILL) FROM FARM RD 171 TO FARM RD	GREENE	GREENE	GR2106	2020-2023 A5, 2022-2025	2022	\$560,000.00	\$0.00	H230	11/28/2023	(0.01)	21,308.22	COMPLETE
										L23E	--	0.00	262,442.91	
										L23R	--	0.00	234,340.01	
										Y230	11/28/2023	(0.01)	40,193.00	
5900850	N/A	CITY OF SPRINGFIELD; GREENE CO; TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS IN SPRINGFIELD AT VARIOUS LOCATIONS, INCLUDING TRAFFIC SIGNAL CONTROLLERS	GREENE	SPRINGFIELD	SP2404	2024-2027, 2025-2028	2025	\$0.00	\$2,450,000.00	Y230	9/12/2023	2,450,000.00	0.00	0.00
5900851	N/A	CITY OF SPRINGFIELD, GREENE CO; RESURFACING OF VARIOUS PRIMARY ARTERIAL, SECONDARY ARTERIAL, AND COLLECTOR STREETS IN SPRINGFIELD ON THE FEDERAL AID	GREENE	SPRINGFIELD	SP2405	2024-2027, 2025-2028	2025	\$0.00	\$3,885,000.00	Y230	6/06/2024	3,548,353.60	0.00	336,646.40

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
5901817	N/A	CITY OF SPRINGFIELD, GREENE CO; CONST APPROX 1.650 LINEAR FT OF FASSNIGHT CREEK GREENWAY, EXTENDING TRAIL FROM CLAY ST THROUGH PHELPS GROVE PARK TO BR	GREENE	SPRINGFIELD	EN2009	2020-2023 A3, 2022-2025, 2023-2026	2023	\$217,461.00	\$0.00	Z230	1/3/2024	0.00	217,461.00	COMPLETE
5901821	N/A	CITY OF SPRINGFIELD, TRAFFIC SIGNAL SYSTEM IMPROVE IN SPRINGFIELD AT VARIOUS LOCATIONS, INCLUDING CABINET REPLACE AND ADVANCED VEHICLE DETECTION INSTA	GREENE	SPRINGFIELD	SP2016	2020-2023 AM6, 2022-2025	2022	\$760,000.00	\$0.00	Z230	1/3/2024	0.00	620,000.00	COMPLETE
5901827	N/A	CITY OF SPRINGFIELD; GREENE CO; JORDAN CREEK TRAIL THROUGH SMITH PARK; CONSTRUCT MULTI-USE PATH THROUGH SMITH PARK TO DIVISION STREET, INCLUDING THE A	GREENE	SPRINGFIELD	EN2410	2024-2027, 2025-2028	2024, 2025	\$15,032.00	\$100,210.00	Y301	1/09/2024	14,800.77	0.00	100,441.23
5901828	N/A	CITY OF SPRINGFIELD; GREENE CO; SHERMAN PARKWAY LINK; CONSTRUCT THE LINK ALONG SHERMAN PKWY FROM JORDAN VALLEY PARK TO CHESTNUT EXPRESSWAY, INCLUDING	GREENE	SPRINGFIELD	EN2411	2024-2027, 2025-2028	2024, 2025	\$61,295.00	\$408,635.00	Y601	3/18/2024	58,722.86	0.00	411,207.14
5901829	N/A	CITY OF SPRINGFIELD; GREENE CO; MOUNT VERNON AND MILLER SIDEWALKS; PEDESTRIAN AND ASSOCIATED IMPROVEMENTS ALONG MT VERNON ST AND MILLER AVENUE	GREENE	SPRINGFIELD	EN2412	2024-2027, 2025-2028	2024, 2025	\$130,385.00	\$869,236.00	Y301	5/15/2024	124,798.92	0.00	750,023.16
5901830	N/A	CITY OF SPRINGFIELD; GREENE CO; SOUTH CREEK GREENWAY FREMONT TO GLENSTONE; CONSTRUCT PEDESTRIAN PATHWAY FROM FREMONT TO GLENSTONE	GREENE	SPRINGFIELD	EN2413	2024-2027, 2025-2028	2024, 2025	\$96,641.00	\$644,270.00	Y601	5/15/2024	96,641.00	0.00	644,270.00
5905811	N/A	CITY OF SPRINGFIELD, GREEN CO; CITY/MODOT TMC SALARIES FOR FY2023	GREENE	MODOT	MO2301	2022-2025 AM5, 2023-2026	2023, 2023 (AC)	\$988,000.00	\$0.00	Y230	11/28/2023 8/28/2023	(2,390.15) 16,000.00	360,000.00	COMPLETE
5909802	N/A	GREENE CO; PUBLIC IMPROVEMENTS FOR THE EXTENSION OF KANSAS EXPRESSWAY FROM REPUBLIC RD TO THE FUTURE EAST/WEST ARTERIAL.	GREENE	GREENE	GR1501, GR1901, GR1902	2015-2018 A1, 2017-2020, 2018-2021, 2019-2022, 2020-2023 AM6, 2022-2025, 2023-2026, 2024-2027	2016, 2017, 2018, 2019, 2020, 2021, 2022, 2024	\$31,827,460.00	\$0.00	H230	--	0.00	41,436.78	1,279,424.40
										HY10	--	0.00	273,751.00	
										L230	--	0.00	352,977.68	
										L23R	--	0.00	59,968.80	
										LY10	--	0.00	1,156,058.00	
										M230	--	0.00	3,043,427.54	
										Y230	12/01/2023	(41,040.72)	12,968.61	
										Y230	9/15/2023	6,575,516.11		
										Z230	12/01/2023	0.01	13,178,798.18	
										Z23E	9/15/2023	3,686,085.19		
Z23E	12/01/2023	(2,138,827.85)	0.00											
Z905	9/15/2023	2,303,580.57	1,625,285.00											
Z910	--	0.00	408,019.70											
5916808	N/A	CITY OF SPRINGFIELD, ADA IMPROVE IN CONJUNCTION W/ OVERLAY NATIONAL AVE BETWEEN KEARNEY ST AND SUNSET ST, BATTLEFIELD RD BETWEEN GOLDEN AVE AND	GREENE	SPRINGFIELD	SP2014	2020-2023 A7, 2022-2025, 2023-2026	2023	\$1,288,000.00	\$0.00	Y230	9/01/2023	162,856.16	329,463.00	500,679.24
5944805	N/A	CITY OF WILLARD; GREENE CO; RESURFACING ON JACKSON ST FROM HIGHWAY 160 TO TOWER ROAD	GREENE	WILLARD	WI2301	2023-2026, 2024-2027, 2025-2028	2024, 2025	\$30,253.00	\$327,060.00	Y230	3/06/2024	14,415.60	0.00	342,897.40
7441016	J8S3162	GREENE CO, MO 744 E, PAVEMENT RESURFACING FROM EAST OF LOOP 44 (GLENSTONE AVENUE) TO MULROY ROAD AND ON MULROY ROAD FROM RTE. 00 TO I-44.	GREENE	MODOT	GR2004	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023, 2024	\$1,316,800.00	\$0.00	Y001	6/14/2024	85,900.15	1,617,815.45	0.00
										Z001	8/01/2023	(245.00)	22,400.00	
7441017	J8S3172	MO 744E, GREENE CO, UPGRADE PED FACIL TO COMPLY W/ADA TRANS PLAN VARIOUS LOCATIONS KEARNEY ST FROM E OF LOOP 44(GLENSTONEAVE) TO LECOMPTE RD	GREENE	MODOT	EN2005	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$1,812,800.00	\$0.00	Y001	8/01/2023	(43,099.36)	1,753,558.92	0.00
										Y600	5/10/2024	49,069.91	0.00	
										Z001	--	0.00	180,528.80	
7441018	J8S3190	GREENE CO, MO 744 W, UPGRADE PED FAC COMPLY W/ ADA TRANS PLAN KEARNEY ST FROM RT 160 (W BYPASS) TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD.	GREENE	MODOT	EN2006	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$2,019,200.00	\$0.00	Y001	8/09/2023	0.03	2,587,233.47	0.00
										Y600	5/10/2024	355,816.83	0.00	
										Z001	--	0.00	211,853.60	
7441019	J8S3149	MO 744 E, GREENE CO, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA TRANSITION PLAN ON KEARNEY STREET AT VARIOUS LOCATIONS BETWEEN RTE. 13 (KANS	GREENE	MODOT	EN1901	2019-2022, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2019 (AC), 2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$2,303,200.00	\$0.00	Y001	--	0.00	3,247,399.02	0.00
										Y600	5/01/2024	340,078.55	0.00	
										Z001	--	0.00	231,337.60	
7441020	J8P3050C	GREENE CO, MO 744 E, PAVEMENT RESURFACING ON KEARNEY STREET FROM RTE. 13 (KANSAS EXPRESSWAY) TO LOOP 44 (GLENSTONE AVENUE).	GREENE	MODOT	SP1708	2022-2025, 2023-2026, 2024-2027	2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024	\$636,000.00	\$0.00	Y001	6/14/2024	224,837.39	1,118,347.07	0.00
										Y001	8/01/2023	(416.25)	0.00	
7441022	JSU0085	MO 744 E, GREENE, ADD LANES AND MODIFY SIGNALS ON KEARNEY STREET FROM SPRINGFIELD-BRANSON NATIONAL AIRPORT TO LECOMPTE AVENUE.	GREENE	MODOT	SP2307	2023-2026, 2024-2027	2023, 2024	\$1,817,600.00	\$0.00	Y001	8/03/2023	(76,016.40)	551,650.01	760,952.65
										Y331	8/03/2023	(57.05)	581,070.79	

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
9901827	N/A	CITY OF OZARK, CONST 3,200 FT CHADWICK FLYER TRAIL BETWEEN CLAY ST AND JACKSON ST, 500FT TRAIL RUNNING NW FROM JACKSON, W OF 12TH ST, TO DIANE ST, 2 P	CHRISTIAN	OZARK	EN2008	2020-2023 AM6, 2022-2025	2021, 2022	\$870,949.00	\$0.00	Y230	--	0.00	54,307.00	37,568.64
										Z230	12/19/2023	5,927.20	79,874.23	
										Z23E	9/15/2023	13,085.60	680,183.33	
9901828	N/A	CITY OF BATTLEFIELD, CONSTRUCT TRAIL CONNECTING ELM ST AND SOMERSET ST THROUGH TRAIL OF TEARS PARK, INCLUDING WIDENING PARTS OF TRAIL.	GREENE	BATTLEFIELD	EN2011	2020-2023 A3, 2022-2025	2020, 2022	\$286,886.00	\$0.00	Y230	--	0.00	32,786.61	COMPLETE
										Z230	11/28/2023	(18,939.37)	199,219.08	
9901830	N/A	CHRISTIAN CO; REHAB, WIDING AND REDECKING OF BRIDGE ALONG WITH WIDENING THE APPROACH ROADWAY TO MATCH NEW BRIDGE ON NELSON MILL RD BRIDGE	CHRISTIAN	CHRISTIAN	CC2103	2022-2025, 2023-2026 A6	2023	\$800,000.00	\$0.00	Y230	8/22/2023	400,800.00	0.00	7,200.00
										Z230	--	0.00	392,000.00	
9901831	N/A	CITY OF NIXA, CHRISTIAN CO, NORTH MAIN ST WIDENING, SIDEWALKS, & ASSOCIATED IMPROVEMENTS FROM NORTH OF TRACKER TO SOUTH OF RT CC	CHRISTIAN	NIXA	NX2101	2022-2025, 2023-2026 AM4, 2024-2027, 2025-2028	2023, 2024, 2025	\$249,317.00	\$1,623,829.00	Y230	2/14/2024	113,524.01	131,584.31	1,623,828.23
										Z23E	10/30/2023	4,209.45	0.00	
9901835	N/A	OTO, PREPARATION OF CONCEPTUAL REPORT FOR THE I-44/MO 13 INTERCHANGE, INCLUDING MO 13 FROM FARM RD 94 TO MO 744.	GREENE	OTO	SP2216	2022-2025	2022	\$240,000.00	\$0.00	Z23E	11/28/2023	(184.95)	236,004.19	COMPLETE
9901837	N/A	CITY OF OZARK, CHRISTIAN CO; CONSTRUCT A SECTION OF CHADWICK FLYER TRAIL FROM THE TERMINUS OF EXISTING TRAIL LOCATED ON THE SE CORNER OF THE OLDE WORL	CHRISTIAN	OZARK	EN2204	2022-2025 AM1, 2023-2026 AM7, 2024-2027	2023, 2024	\$742,848.00	\$0.00	Y230	6/07/2024	(200,994.41)	58,716.29	212,427.76
											3/18/2024	672,698.36	0.00	
9901849	N/A	US 65, CHRISTIAN CO, CONSTRUCT A TRAIL PEDESTRIAN CROSSING (BRIDGE) AND APPROACHES OVER US 65 IN THE CITY OF OZARK NEAR WHERE THE ORIGINAL BNSF -	CHRISTIAN	OZARK	OK2304	2023-2026 AM6, 2024-2027 AM7, 2025-2028	2024, 2025	\$288,360.00	\$1,787,634.00	Y300	10/27/2023	230,687.54	0.00	1,787,634.57
										Z23E	10/27/2023	57,671.89	0.00	
9901851	N/A	CITY OF OZARK IN CHRISTIAN COUNTY, CONSTRUCT A 10' WIDE MULTIUSE TRAIL TO EXISTING SIDEWALK ALONG PARKVIEW ST. THEN CONSTRUCT AN ADDITIONAL 10' TRAIL	CHRISTIAN	OZARK	OK2302	2023-2026 A3, 2024-2027 A3, 2025-2028	2024, 2025	\$39,088.00	\$229,369.00	Y300	11/02/2023	39,088.45	0.00	229,368.55
9901858	N/A	CITY OF STRAFFORD, GREENE COUNTY; SIDEWALK ALONG ROUTE 00 FROM ROUTE 125 TO JUST EAST OF DOLLAR GENERAL	GREENE	STRAFFORD	ST2302	2023-2026 A4, 2024-2027, 2025-2028	2024, 2025	\$20,783.00	\$175,223.00	Z303	2/14/2024	20,782.65	0.00	175,223.35
9901859	N/A	CITY OF BATTLEFIELD, GREENE CO; TRAIL OF TEARS CONNECTOR; TRAIL/SIDEWALK CONSTRUCTION FROM CITY PARK TRAIL IN CLOVERDALE TO FARM RD 131	GREENE	BATTLEFIELD	EN2401	2024-2027, 2025-2028	2024, 2025	\$38,133.00	\$284,718.00	Y301	2/14/2024	38,132.61	0.00	284,718.39
9901860	N/A	CITY OF NIXA; CHRISTIAN CO; CHEYENNE RD MULTI-USE PATH; MULTI-USE PATH CONSTRUCTION FROM NORTH ST, FROM CHEYENNE RD TO SUMMIT ELEMENTARY, CHEYENNE VAL	CHRISTIAN	NIXA	EN2403	2024-2027, 2025-2028	2024, 2025	\$102,057.00	\$602,134.00	Y300	1/03/2024	102,057.00	0.00	602,134.00
9901862	N/A	CITY OF OZARK, CHRISTIAN CO, CHADWICK FLYER PHASE V; CONSTRUCT 10-FT WIDE TRAIL ALONG N 20TH ST IN OZARK FROM BIAGIO -	CHRISTIAN	OZARK	EN2405	2024-2027 AM7, 2025-2028	2024, 2025	\$42,705.00	\$586,095.00	Y601	4/01/2024	42,705.03	0.00	586,094.97
B039040	N/A	GREENE CO, BRIDGE REPLACEMENT AND ROADWAY REALIGNMENT FOR BRIDGE 2230071 ON FARM RD 223 OVER LITTLE SAC RIVER	GREENE	GREENE	GR2210	2022-2025 A4, 2023-2026	2023	\$560,000.00	\$0.00	Y233	3/18/2024	22,834.92	642,799.00	0.00
NB19797	N/A	2024 CONTRACT UNDERWATER INSPECTIONS FOR FEDERAL AID ROUTES	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Y240	6/20/2024	27,885.02	0.00	0.00
NB19798	N/A	GREENE COUNTY; 2024 CONTRACT UNDERWATER INSPECTIONS FOR NON-FEDERAL AID ROUTES	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Y240	5/08/2024	25,571.93	0.00	0.00
S601057	J8P0601	US 160, GREENE CO, TO IMPROVE CAPACITY & SAFETY FROM RT 123 IN WILLARD TO I-44 IN SPRINGFIELD	GREENE	MODOT	WI1001	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$99,200.00	\$0.00	Z240	10/17/2023	0.00	84,935.40	COMPLETE
S601061	J8P3088D, J8P3088D	RT M, GREENE CO, ADD ROUNDABOUT AT CO RD 103 & REPMO DR IN REPUBLIC.	GREENE	MODOT	RP1801	2017-2020 A1, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$1,985,600.00	\$0.00	M230	4/02/2024	(13,962.87)	959,126.13	COMPLETE
										ZS30	4/02/2024	(15,731.53)	1,119,353.28	
S601065	J8P3104, J8P3104	MO 14, CHRISTIAN CO, PEDESTRIAN IMPROVEMENTS ON MT VERNON ST FROM CEDAR HEIGHTS DR TO ELLEN AVE IN NIXA	CHRISTIAN	MODOT	EN1708	2017-2020 A3, 2018-2021, 2019-2022 A5	2017, 2018, 2019	\$338,586.00	\$0.00	M230	--	0.00	100,286.00	COMPLETE
										Z231	11/07/2023	(25,847.37)	119,054.42	
										Z240	11/07/2023	(11,050.80)	18,101.32	
S602027	J8P3087C	CITY OF SPRINGFIELD, GREENE CO; REPUBLIC RD PHASE 5, WIDEN LANES, ADD CURB/GUTTER, SIDEWALKS & ACCESS CONTROL AS NEEDED AT CAMPBELL AVE	GREENE	MODOT	SP1818	2018-2021 A4, 2019-2022 A3, 2020-2023 AM5, 2022-2025 AM4	2018, 2019, 2022	\$3,532,000.00	\$0.00	Y001	--	0.00	275,084.34	0.00
										Y230	11/21/2023	10,154.76	0.00	
										Z001	11/21/2023	10,154.76	1,887,686.04	
										Z0E1	7/21/2023	(119,639.74)	0.00	
										Z230	7/21/2023	(262,614.97)	1,877,111.73	
S602065	J8P3150	GREENE CO, US 160, BRIDGE REHABILITATION OVER THE FRISCO HIGHLINE TRAIL NEAR WILLARD	GREENE	MODOT	GR1904	2019-2022	2019	\$369,600.00	\$0.00	Z001	1/31/2024	(7,714.76)	27,830.40	COMPLETE
										Z002	1/31/2024	(21,833.10)	161,515.11	

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS	
S603057	J8S3169	GREENE CO, MO 744 W, PAVEMENT RESURFACING ON KEARNEY STREET FROM SPRINGFIELD-BRANSON NATIONAL AIRPORT TO WEST OF RTE. 13 (KANSAS EXPRESSWAY) IN SPRING	GREENE	MODOT	SP2006	2020-2026, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$726,400.00	\$0.00	Y001	7/02/2024	85,929.44	1,225,225.76	0.00	
											8/03/2023	(226.25)			
										Y240	5/17/2024	2,231.46	1,204.73		
									Z24E	--	0.00	20,800.00			
S603070	J8S3171	BU 65 N, GREENE, UPGRADE PED FACILITIES TO COMPLY W ADA TRANSITION PLAN AT VARIOUS LOCATIONS ON CHESTNUT EXPRESSWAY FROM E BUS 65 TO E OF BELCREST AVE	GREENE	MODOT	EN2007	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023, 2024	\$1,785,800.00	\$0.00	Y600	5/30/2024	99,227.28	0.00	354,402.70	
											3/04/2024	1,161,768.45			
										Z001	--	0.00	12,800.00		
									Z0E1	--	0.00	157,601.57			
S603071	J8S3179	CST NORTON RD, GREENE CO, UPGRADE PED FACILITIES FOR ADA PLAN ON NORTON RD NEAR RT 13 IN SPRINGFIELD	GREENE	MODOT	EN2103	2020-2023 A5, 2022-2025	2021 (AC), 2022 (AC)	\$252,800.00	\$0.00	Z24E	8/15/2023	(25,052.59)	296,487.31	COMPLETE	
S603073	J8S3194	GREENE CO, RT ZZ S, ADD ROUNDABOUT ON WILSON'S CREEK BLVD AT COUNTY RD 182.	GREENE	MODOT	GR2010	2020-2023 A1, 2022-2025, 2023-2026	2020, 2021, 2022, 2023, 2023 (AC)	\$1,275,600.00	\$0.00	Y700	6/26/2024	41,699.00	0.00	142,642.26	
											9/12/2023	100,000.00			
										Z21E	9/12/2023	870,000.00	0.00		
										Z230	9/12/2023	(13,941.26)	135,200.00		
S604037	J8S3199	GREENE CO, RT P, PAVEMENT RESURFING FROM RT 60 TO COUNTY RD 194 IN REPUBLIC.	GREENE	MODOT	RP2203	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$158,400.00	\$0.00	Y237	--	0.00	2,864.35	0.00	
											Y240	7/21/2023	27,692.10		161,802.90
											Z2E1	7/21/2023	630.27		8,000.00
S604038	J8S3200	RT P N, GREENE, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA TRANSITION PLAN FROM RTE. 60 TO GRACE STREET AND ON RTE. 174 FROM LINDSEY	GREENE	MODOT	EN2202	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$281,600.00	\$0.00	Y607	5/10/2024	380,929.88	0.00	0.00	
											Z2E1	--	0.00		60,957.32
S604043	J8S3239	RT MM, GREENE CO, ADD SIGNALS AT RAMPS AND RECONFIGURE LANES AT I-44	GREENE	MODOT	RP2201	2022-2025, 2023-2026, 2024-2027 AM2	2022 (AC), 2023 (AC), 2024 (AC)	\$577,600.00	\$0.00	Y240	5/08/2024	366,537.12	621,553.66	0.00	
											Z03E	--	0.00		159,793.29
											Z24E	--	0.00		48,000.00
S604069	J8S3224	LP 44 E, GREENE, PAVEMENT RESURFACING ON CHESTNUT EXPRESSWAY FROM LULLWOOD AVENUE TO SCENIC AVENUE AND FROM EAST OF RTE. 13 (KANSAS EXPRESSWAY) TO 0.1	GREENE	MODOT	SP2206	2022-2025, 2023-2026, 2024-2027	2022, 2023, 2024	\$2,278,400.00	\$0.00	Y001	7/02/2024	2,244,294.53	0.00	0.00	
									Z0E1	7/02/2024	8,312.22	29,600.00			
S604070	J8S3228	GREENE CO, RT DD, PAVEMENT RESURFACING FROM RT 125 IN STRAFFORD TO THE WEBSTER CO LINE.	GREENE	MODOT	GR2204	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC)	\$239,200.00	\$0.00	Z2E2	--	0.00	8,000.00	180,868.48	
									Z921	2/14/2024	50,331.52	0.00			
S604071	J8S3227	RT WW, GREENE CO, PAVEMENT RESURFACING FROM RT 13 TO RT H.	GREENE	MODOT	GR2207	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC)	\$622,400.00	\$0.00	Y237	6/07/2024	466,309.94	0.00	156,090.06	
S604073	J8S3226	GREENE CO, RT C, PAVEMENT RESURFACING FROM RT 65 TO RT 125 N OF STRAFFORD.	GREENE	MODOT	GR2202	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC)	\$313,600.00	\$0.00	Y237	6/07/2024	261,522.61	0.00	52,077.39	
S604085	J8S3240	CST REPUBLIC ST E, GREENE, BRIDGE REHABILITATION OVER RTE. 60 (JAMES RIVER FREEWAY) 0.5 MILE EAST OF RTE. 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD.	GREENE	MODOT	SP2211	2022-2025, 2023-2026, 2024-2027	2022, 2023, 2024	\$951,200.00	\$0.00	Y001	3/07/2024	(40,947.39)	96,000.00	896,147.39	
S604093	J8S0736F	RT CC, CHRISTIAN CO; SCOPING FOR INTERSECTION IMPROVEMENTS AT MAIN STREET IN NIXA	CHRISTIAN	MODOT	NX2202	2022-2025, 2023-2026, 2024-2027, 2025-2028	2022 (AC), 2023 (AC), 2024 (AC), 2025 (AC)	\$472,000.00	\$3,663,200.00	Y237	4/30/2024	44,186.41	404,890.08	3,686,123.51	
S605003	JSU0101	US 65, GREENE CO, ADD J-TURN AT BLUEGRASS ROAD (COUNTY ROAD 94)	GREENE	MODOT	SP2308	2023-2026 AM1, 2024-2027	2023, 2024	\$3,042,900.00	\$0.00	YS30	5/15/2024	1,505,799.13	0.00	697,100.87	
											YS31	5/15/2024	840,000.00		0.00
S605022	JSU0054	RT ZZ N, GREENE, ADD BICYCLE AND PEDESTRIAN TRAIL FROM RTE. M TO COUNTY ROAD 182 IN REPUBLIC.	GREENE	MODOT	EN2205	2022-2025 AM1, 2023-2026 AM1	2023, 2023 (AC), 2023, 2023 (AC)	\$1,747,330.00	\$0.00	L23R	--	0.00	13,829.74	452,400.78	
											M23E	7/28/2023	0.02		5,405.81
											Z230	--	0.00		23,973.95
											Z23E	7/28/2023	(240,605.26)		245,494.96
											Z972	--	0.00		1,246,730.00
S605040	J8S3166	LP 44 E, GREENE, PAVEMENT RESURFACING ON CHESTNUT EXPRESSWAY FROM SCENIC AVENUE TO WEST OF RTE. 13 (KANSAS EXPRESSWAY).	GREENE	MODOT	SP2013	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023, 2024	\$540,800.00	\$0.00	Y001	5/30/2024	91,784.35	0.00	0.00	
											5/15/2024	453,416.94			
											5/30/2024	30,697.56			
									YS30	5/15/2024	143,559.20	0.00			
S605047	JSU0210	CST WEAVER RD E, GREENE, SCOPING FOR ROADWAY IMPROVEMENTS FROM EAST OF RTE. FF TO CLOVERDALE LANE.	GREENE	MODOT	BA2402	2024-2027 A3	2024	\$141,082.00	\$0.00	M23E	2/29/2024	80,000.00	0.00	61,082.00	
MO16X093	MO-2023-022	FY 2021 5310 ADMINISTRATION	CHRISTIAN, GREENE	MODOT	MO1901	2017-2020 A5, 2018-2021, 2019-2022 A4, 2020-2023, 2022-2025, 2023-2026, 2024-2027, 2025-2028	2019, 2023, 2025	\$53,479.00	\$52,379.00	ADMIN	7/20/2023	16,599.00	0.00	N/A	
													9/9/2023		1,845.00
		FY 2021 5310 PROJECTS			MO1729	2023-2026, 2024-2027, 2025-2028	2023, 2024, 2025	\$616,044.00	\$21,358.00	CAPITAL	7/20/2023	165,994.00			
MO16X094	MO-2023-023	FY 2021-2022 5310 PROJECTS	GREENE	CITY UTILITIES	CU2205	2022-2025, 2023-2026 A4, 2024-2027, 2025-2028	2024, 2025	\$178,200.00	\$272,488.00	CAPITAL	7/20/2023	117,369.00	0.00	N/A	
												7/20/2023	60,831.00		

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
MO16X095	MO-2024-009	FY2022-2023 5310 ADMINISTRATION	CHRISTIAN, GREENE	MODOT	MO1901	2017-2020 A5, 2018-2021, 2019-2022 A4, 2020-2023, 2022-2025, 2023-2026, 2024-2027, 2025-2028	2019, 2023, 2025	\$53,479.00	\$52,379.00	ADMIN	2/23/2024	147,178.00	0.00	N/A
									6/18/2024	147,389.00				
		FY2022-2023 5310 PROJECTS	CHRISTIAN, GREENE	MODOT	MO1729	2023, 2024, 2025		\$616,044.00	\$21,358.00	CAPITAL	2/23/2024	1,324,601.00	0.00	N/A
									6/18/2024	1,326,497.00				
MO160039	MO-2024-016	FY 2023 5310 ADMINISTRATION	CHRISTIAN, GREENE	MODOT	MO1901	2017-2020 A5, 2018-2021, 2019-2022 A4, 2020-2023, 2022-2025, 2023-2026, 2024-2027, 2025-2028	2019, 2023, 2025	\$53,479.00	\$52,379.00	ADMIN	6/18/2024	26,110.00	0.00	N/A
											6/18/2024	26,269.00		
		FY 2023 5310 PROJECTS	CHRISTIAN, GREENE	MODOT	MO1729	2023, 2024, 2025		\$616,044.00	\$21,358.00	CAPITAL	6/18/2024	234,990.00		
									6/18/2024	236,418.00				
MO904002	MO-2024-011	OTHER CAPITAL ITEMS (BUS) OPERATING ASSISTANCE	GREENE	CITY UTILITIES	CU2304	2023-2026 A4	2023	\$4,447,855.00	\$0.00	CAPITAL	6/14/2024	1,100,000.00	0.00	N/A
			GREENE	CITY UTILITIES	CU2407	2024-2027	2025	\$0.00	\$3,895,855.00	OPERATING	6/14/2024	2,795,855.00		
MO340035	MO-2024-012	BUS - ROLLING STOCK	GREENE	CITY UTILITIES	CU2204	2022-2025, 2023-2026	2023	\$311,756.00	\$0.00	CAPITAL	6/18/2024	50,000.00	0.00	161,756.00
										CAPITAL	6/18/2024	100,000.00		
MO340032	MO-2022-018	BUS - ROLLING STOCK	GREENE	CITY UTILITIES	CU2401	2022-2025, 2023-2026, 2024-2027	2024	\$720,000.00	\$0.00	CAPITAL	6/26/2026	16,955.00	781,756.00	0.00

*Note: (AC) indicates Advanced Construction, which means MoDOT funds the project during the initial completion and then requests reimbursement with federal funds at a projected later date.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration or the Federal Transit Administration.

Ozarks Transportation Organization

2208 W. Chesterfield Boulevard, Suite 101
Springfield, Missouri 65807
(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org

TAB 12

MoDOT's Traveler Information Map Now Accessible On Mobile Browsers

Customers Can View Traveler Information on Desktop, Mobile and App

For more information, contact Communications Manager Chris Kelly at 573.751.9257.

July 22, 2024—For immediate release

MoDOT's Traveler Information Map Now Accessible On Mobile Browsers

Customers Can View Traveler Information on Desktop, Mobile and App

JEFFERSON CITY – The Missouri Department of Transportation's Traveler Information Map is now accessible through internet browsers on mobile devices. The update allows the map to be displayed on mobile devices without having to download the Traveler Information Map App.

The map provides the traveling public with traffic updates, road conditions and closures, as well as winter road conditions. More customers can now access this information through their mobile device's browser. The mobile app version will still be available for download and will provide the same up-to-date information. When the app is installed on a device, it will launch in place of the mobile browser version.

"MoDOT's Traveler Information Map provides a great service to the traveling public, allowing them to check road closures and conditions and plan accordingly to avoid interruptions to their trip," said MoDOT Safety and Emergency Management Director Chris Engelbrecht. "More importantly, when weather conditions aren't ideal, it helps our customers stay informed of impacts to the roads and make decisions to remain safe."

"Customer feedback over the past five years has shown that our users aren't always able to add the mobile app to their device or would rather not download the app," said Engelbrecht. "The mobile update allows us to serve more customers."

In 2023, the Traveler Information Map and corresponding app saw more than 7 million views and an average user engagement time of 7 minutes.

To view the Traveler Information Map, visit <https://traveler.modot.org>

####

For more information, call MoDOT at 888-ASK-MODOT (275-6636) or visit www.modot.org.

To receive the latest statewide news and text alerts, signup for [e-updates](#).

Follow MoDOT: [Facebook](#) | [X \(Twitter\)](#) | [Instagram](#) | [YouTube](#)

Districts Involved

STATEWIDE

Published On: Mon, 07/22/2024 - 07:00

Missouri Department of Transportation

105 W. Capitol Avenue

Jefferson City, MO 65102

1-888-ASK-MODOT (275-6636)

1-866-831-6277 (Motor Carrier Services)

Our Mission, Values and Tangible Results

Missouri Highways and Transportation Commission

How Do I...

Report a Road Concern

Report a blocked highway-railroad crossing

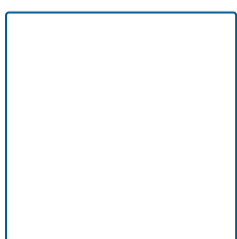
Rate a work zone

Request a Speaker

Request Open Records

Renew my driver's license

File a claim





Congress could ease rules for small cities seeking transportation money, experts say



JAKUB PORZYCKI/NURPHOTO VIA GETTY IMAGES

By [Daniel C. Vock](#) | AUGUST 12, 2024 05:08 PM ET

Discretionary grants give the president’s administration—and members of Congress—an opportunity to shape transportation policy. But applying for and administering them can be a challenge for local governments.

TRANSPORTATION INFRASTRUCTURE STATE AND FEDERAL RELATIONS



One of the many changes that the 2021 federal infrastructure law made to transportation policy was giving local governments more opportunities to apply directly for federal grants, rather than depending on their state government.

But Congress is likely to scrutinize—and possibly change—those discretionary grant programs when they craft the next surface transportation bill, two transportation experts [told a gathering](#) at the National Conference of State Legislatures annual conference last week, in part to make the application process more user-friendly.

“We opened up grant opportunities more to local governments and to metropolitan planning organizations that have not always had the ability to directly apply for federal transportation dollars,” said Jordan Baugh, the senior policy advisor for the Democratic members of the U.S. Senate Committee on Environment and Public Works. “That’s created opportunities, but also a lot of challenges, particularly for smaller cities that don’t have a large transportation or public works department.”

The smaller organizations often don’t have the experience applying for and administering large federal grant programs. Congress might want to provide technical expertise for local communities, or help them build capacity to oversee the delivery of those projects, Baugh said.

Susan Howard, director of policy and government relations for the American Association of State Highway and Transportation Officials, or AASHTO, said state transportation departments can help local officials prepare and administer

Sign up for our daily newsletter:

Email

I work for...

SIGN UP



For local officials in smaller jurisdictions, though, the rules that come with federal grants can be difficult. “That’s been one of the big challenges with the discretionary grant programs, as you open up to a whole new universe of recipients: understanding what it means to comply with NEPA [an environmental law], Davis-Bacon [governing prevailing wages], etc,” she said.

The Infrastructure Investment and Jobs Act created [more than \\$150 billion](#) worth of discretionary grant programs, which gave the Biden administration a chance to put its own stamp on the kinds of projects it wanted to accelerate. President Joe Biden has prioritized efforts to combat climate change, promote racial equity, encourage the use of union labor and build infrastructure that supports alternate modes of transportation along with automobiles.

Related articles

[Biden administration lays groundwork for future bridge projects](#)

[Trump, Harris offer starkly different paths on transportation policy](#)

[Major federal bridge grants jump-start long-stalled projects](#)

administration has undermined the bipartisan consensus that led to the passage of the \$1.2 trillion funding law in the first place.

Presidential administrations of both parties have used discretionary grant programs to promote their pet issues. For example, [one popular program](#) not only shifted emphasis but changed its name under three successive administrations. The Obama administration pushed for the creation of so-called TIGER grants in the 2009 stimulus package, which it used to fund projects in urban areas. The Trump administration rechristened the effort as BUILD grants, and prioritized rural areas. Under Biden, the program grew bigger and became known as RAISE grants, and they are evenly split between urban and rural projects.

Still, the vast majority of transportation money from the federal government is automatically distributed to states using formulas written by Congress.

One reason Congress might be interested in keeping discretionary grants, though, is that it allows federal lawmakers to promote projects important to their constituents, even if they are not high on the state’s list of priorities.

“These discretionary grant programs are satisfying an itch that earmarks once did,” said AASHTO’s Howard. “We didn’t have earmarks in the [infrastructure law], but we had a lot of programs to direct dollars to local priorities.”

Baugh, the Senate staffer, noted that the number of discretionary grant programs started expanding at the same time that Congress stopped using earmarks in its transportation bills.

“Discretionary grants do preserve some of that ability for the administration and for Congress to also direct where some of these priorities are and where some federal funding can go,” he said.

Washington state Rep. Jake Fey, a Democrat, told the panelists that the effort it took to apply for the federal grants could be immense. State and local governments go through a lot of effort to prepare an application “only to have it not funded,” he said. “A lot of resources and engineering expertise goes towards that... and a lot of that effort doesn’t result in a project at the state or local level.”

“There seems to not be a rhyme or reason,” he said. “But there’s a lot of waste that occurs in all that effort to put an application together. Maybe there’s some ways to put people into a queue so they could be assured it might not happen this year, but it might happen five years from now.”

[Sign up for our daily newsletter:](#)

Baugh said Congress would likely look at streamlining the application process for discretionary grants when the infrastructure law expires in 2026. Lawmakers could, for example, combine multiple grant programs so they aren't so narrowly tailored.

"You're not applying for 15 different grants, but you could have a little more flexibility in terms of grant size and recipient size so that you're making the process as easy as possible for local governments," he said. "It's not going to be easy, because the Federal Aid Highway program is complicated, but making it easier and maybe a little more predictable and a little more user-friendly for folks that don't have a lot of experience working directly with USDOT is something that Congress may want to look at."

Howard credited the Biden administration for doing an "excellent job" in identifying areas that local governments need technical support for in order to apply for grants. But that only goes so far, she said. "It's just a big ocean and a lot of little fish." 🇺🇸

Daniel C. Vock is a senior reporter for Route Fifty based in Washington, D.C.

Transportation Case Studies

Powered By

[Browse The Atlas full case study database](#) or read more case studies about [Transportation](#).

EV Car Share Network

ST PAUL, MN

Los Angeles demonstr

LOS ANGELES, CA

Metropolitan Transport

SAN FRANCISCO, CA

BROWSE LOCAL GOV CASE STUDIES

Share This:



NEXT STORY: [Can chief heat officers protect US cities from extreme heat?](#)



[states launch new rail service, 12 years in the making](#)



[Why the fight over abortion pills isn't over yet](#)



[The 'silver tsunami' is here. Is government read](#)

Sign up for our daily newsletter:

Discretionary Transportation Grants: DOT Should Fully Document Key Selection Decisions for Its Rural Program

GAO-24-106882

Published: Aug 12, 2024. Publicly Released: Aug 12, 2024.



Fast Facts

State and local governments are struggling to maintain rural roads. Underinvestment, the U.S. Department of Transportation says, has resulted in their slow and steady decline. Funding the surface transportation system has been on our [High Risk List](#) since 2007.

We reviewed DOT's selection process for awarding \$300 million slated for rural road projects. In year 1 of the program, DOT awarded \$274 million to 12 of 243 finalists.

DOT didn't fully document its rationale for key selection decisions. By doing so, it could enhance transparency and clarify why some applications were selected over others. Our [recommendation](#) addresses this issue.



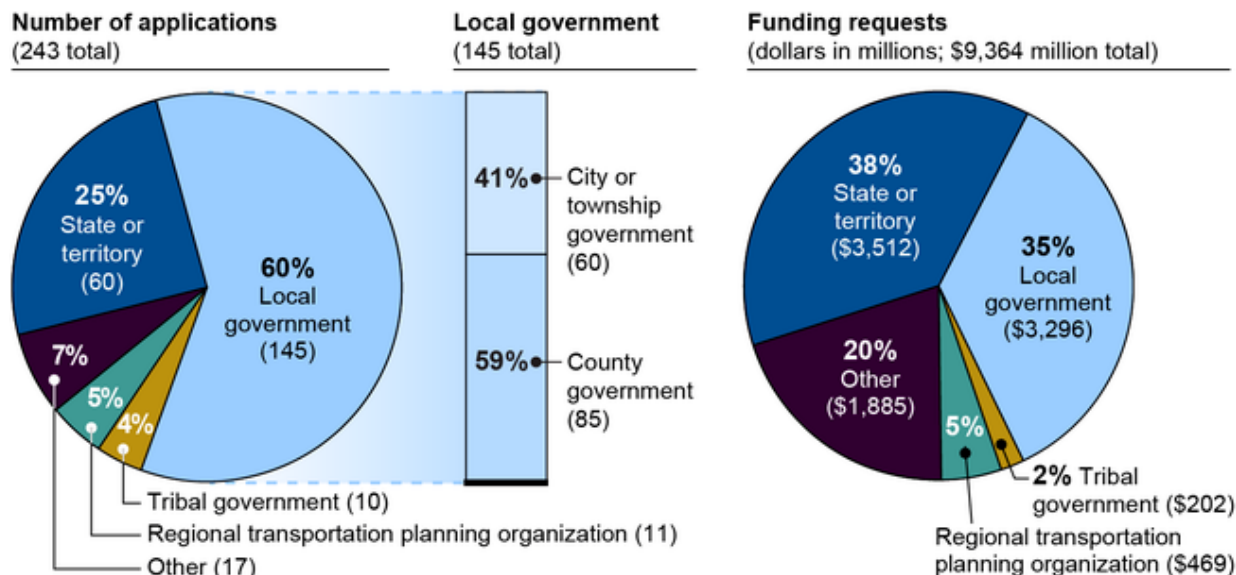
Source: alpegor/stock.adobe.com.

Highlights

What GAO Found

In March 2022, the Department of Transportation (DOT) announced up to \$300 million available for award under the Rural Surface Transportation Grants Program (Rural). DOT advanced 243 of the 317 applications to its Senior Review Team—a team of senior DOT officials that is responsible for reviewing applications and advancing applications to the Secretary of Transportation for award consideration. Local governments submitted most of these applications, which generally requested funding for roadway projects in areas with a population of less than 50,000. Demand for funding was high as these applications requested a total of over \$9.3 billion in funding—about 30 times the maximum amount available—with most applications requesting less than \$25 million.

Selected Characteristics of Applications That Advanced to the Rural Surface Transportation Grant Program's Senior Review Team, Fiscal Year 2022



Source: GAO analysis of Department of Transportation information. | GAO-24-106882

DOT's selection process generally aligned with federal guidance and regulations for grants management, but DOT did not fully document its rationale for key decisions during that process, as required by DOT guidance. For example, in response to a DOT requirement, DOT developed an evaluation plan that specified the actions the Senior Review Team must take, as well as the criteria for taking those actions. GAO found that in advancing and selecting Rural applications for award, DOT documented the outcomes of key decisions but did not fully document their rationale, as required by DOT guidance. Specifically, DOT did not fully document its rationale for requesting additional information from some applicants that did not initially meet the Rural program statutory project requirements, but not from others. In addition, DOT did not document its rationale for rating certain applications more highly than others that were similarly situated. As a result, DOT's documentation provided limited insight into its rationale for decisions that could have affected the outcome for an application. By fully documenting its rationale for key decisions, DOT can better ensure that its process for selecting applications for award is consistent and transparent.

Why GAO Did This Study

Over 70 percent of the nation's 4 million miles of public access roads are estimated to be in rural areas. Rural—a DOT discretionary grant program—funds

eligible projects to improve and expand surface transportation infrastructure in rural areas (i.e., areas outside an urbanized area that has a population of over 200,000). DOT awarded \$274 million in fiscal year 2022 funding for 12 Rural applications.

The Infrastructure Investment and Jobs Act includes a provision for GAO to examine DOT's Rural awards selection process. This report (1) describes the characteristics of Rural applications that DOT advanced to the Senior Review Team; and (2) assesses the extent to which DOT's selection process aligned with guidance and federal regulations. GAO reviewed statutory requirements, DOT's notice of funding opportunity, evaluation plan, and other documentation on the Rural fiscal year 2022 selection process; analyzed application and award data; and interviewed DOT officials. GAO also compared DOT's selection process with federal regulations for discretionary grant programs, DOT guidance, and standards for internal control in the federal government.

Recommendations

GAO is recommending that DOT ensure that Rural program officials fully document the rationale for key decisions when advancing and selecting applications for award. DOT disagreed with the recommendation, stating that its documentation is full and complete. GAO maintains the recommendation is valid, as discussed in the report.

Recommendations for Executive Action

Agency Affected	Recommendation	Status
Department of Transportation	The Secretary of Transportation should ensure Rural program officials fully document the rationale behind key decisions related to advancing and selecting applications for award. (Recommendation 1)	<div data-bbox="1019 273 1273 352" style="border: 1px solid #ccc; border-radius: 10px; padding: 5px; display: inline-block;"> ● Open i </div> <p>When we confirm what actions the agency has taken in response to this recommendation, we will provide updated information.</p>

Full Report

[Highlights](#)

[Page \(1 page\)](#)

[Full Report](#)


[\(43 pages\)](#)

GAO Contacts

Elizabeth (Biza) Repko

Director

 repkoe@gao.gov


 [\(202\) 512-2834](tel:(202)512-2834)

Office of Public Affairs

Sarah Kaczmarek

Acting Managing Director

 kaczmareks@gao.gov

 [\(202\) 512-4800](tel:(202)512-4800)

Traffic Safety

The Pandemic's Tenacious Grip on Traffic Safety

New AAA Research Finds Greatest Harmful Impact on Disadvantaged Communities



Andrew Gross
Manager, AAA Public Relations

AGross@national.aaa.com

8/1/2024



Washington D.C. (August 1, 2024) – A new study by the AAA Foundation for Traffic Safety reveals the COVID-19 pandemic's deadly impact on traffic safety in the United States. Researchers at the AAA Foundation found dangerous

times.

Notably, [the new research](#) highlights a disparity in the pandemic's impact on traffic safety. Black and Hispanic Americans, already disproportionately affected by traffic fatalities, saw even more significant increases from 2020 through 2022. Similarly, those with lower educational attainment experienced a much sharper rise in fatalities compared to college graduates.

Foundation researchers found that 114,528 people were killed in traffic crashes on U.S. roads from May 2020 through December 2022, a 17% jump in traffic deaths (nearly 17,000 additional fatalities) compared to what would have been expected under pre-pandemic trends. Traffic deaths outpaced forecasts the most for young adults (20-24), with teens (16-19) taking the top spot in 2021. Men consistently exceeded estimates by 14-19%, while women only did so in 2021 (15% increase). Black Americans, who comprise approximately 12% of the U.S. population, accounted for approximately 34% of the entire rise in traffic fatalities relative to how many would have been expected based on the pre-pandemic trend. Hispanic Americans, 19% of the U.S. population, accounted for approximately 25% of the increase.

“Our study points to an ongoing disturbing trend of risky driving behaviors, which [we noted in previous research](#) earlier in the pandemic,” said Dr. David Yang, president and executive director of the AAA Foundation. “There are still far too many road users who lose their lives in preventable crashes. The findings from this latest AAA Foundation study underscore the importance of addressing traffic safety from an equity perspective – communities across

The study highlights several key findings:

Risky driving spiked: Speeding and driving under the influence of alcohol remain significant contributors to fatal crashes.

Lack of seatbelt use: The increase in occupant deaths was almost entirely among those not wearing seatbelts.

Fatal crashes across age groups: Drivers and victims of all ages up to 55 saw a significant rise in fatal crash involvement, with men disproportionately affected.

Late-night danger zone: Contrary to initial assumptions, the increase in fatal crashes wasn't limited to times when the pandemic cleared previously congested daytime roads. Late nights and early mornings saw the most significant spikes.

Unequal impact: The pandemic exacerbated existing disparities in traffic safety. Socially and economically disadvantaged counties and racial and ethnic minorities were disproportionately impacted.

The research underscores the need for:

transportation options for vulnerable populations benefits everyone.

Holistic safety approaches: Addressing broader traffic safety issues beyond just the pandemic's effects.

Safe System framework offers a comprehensive strategy to improve overall road safety.

“It’s time for transportation leaders to walk the talk about curbing traffic deaths,” said Jake Nelson, AAA’s director of traffic safety and advocacy. “I think this research illuminates a path towards zero traffic deaths for the nation, which is to target resources and solutions to the people who experience a disproportionate burden of traffic deaths on our roads—lower socioeconomic and minority groups.”

What’s Next?

AAA is working with the National Transportation Safety Board to explore ways to increase traffic safety in metropolitan areas, with a special focus on historically underserved communities. Together with transportation and community leaders, AAA and NTSB will help communities identify opportunities to improve safety as part of a cohesive Safe System approach that looks at roadway design and other factors.

About the AAA Foundation

One-of-a-kind bridge links pedestrian trails over busy Texas highway

posted by AJOT | Jul 24 2024 at 10:32 AM

In Dallas, the Northaven Trail Bridge has been installed as a crucial connection for multiple regional bicycle and pedestrian pathways. The solution came in the form of the only known S-curved, network tied bridge in the world – which was efficiently set overnight by Mammoet’s team.

Prior to its installation, the heavily traveled Northaven Trail on the west side of U.S. 75 and the Cottonwood Creek and White Rock Creek trails on the east side abruptly halted at the roadway. In order to access the trails on the opposite side of one of Texas’ busiest highways, cyclists and pedestrians had to detour through a dim underpass.

Mammoet teams worked with Ragle, Inc. and bridge designer HNTB to carefully plan the execution, considering multiple options to find the best fit. Installation with a crane would prove risky and complex, with no suitable area to set the crane without causing a significant impact on area traffic and road closures. Additionally, the bridge’s design would require a complex bracing system if supported at mid-span, so the use of a jacking system was also ruled out.

Trending News



[EXG completes landmark load out for world’s largest green hydrogen energy project](#)



[Net Logistics: Experts in specialized project cargo](#)



Mammoet teams moved the Northaven Trail Bridge into place over of a weekend.

Engineers decided on a method which utilized a gantry system with a jack and slide system on top. This would enable three directional movement to fine-tune adjustments during setting and account for misalignments.

The 61-meter (201 foot) bridge was assembled away from its installation location. On the Friday evening of the installation weekend, it was jacked up and loaded onto a pair of double 8-line [SPMT](#) trailers, then moved to the edge of the road. The length and width of the bridge required the use of turntables on top of the trailers for added maneuverability.

On Saturday night, once the highway was fully closed to traffic, the bridge was transported to its installation position and the gantries were built around it. To ensure disruption was kept to an absolute minimum, at least one frontage road remained open, allowing traffic to move along U.S. 75 without a significant detour.



[ANTONOV Airlines delivers equipment from Italy and Brazil to wood products factory in Chile](#)



[A-Frame installation enhances offshore wind vessel capability.](#)



[Damen cuts first steel on four full electric ferries for BC Ferries](#)

Upcoming Events

Aug 08	AGLPA 2024 Annual Conference
Sep 09	2024 IANA Intermodal EXPO
Sep 11	11th Maritime Salvage & Casualty Response Conference
Sep 24	Smart Digital Ports of the Future Europe Conference
Oct 02	IAMPE Maritime Port Management Summit

[View all Events](#)

Latest Print Edition:

The bridge was then lifted off the trailers using the gantry/track combination. Steadily the bridge was raised above the road surface, skidded over, and set it on its piers at about 11:00 on Sunday morning.

Mammoet Engineer, Matthew Berlanga, states, "I am very proud to have contributed on a project that provides such a positive impact to the Dallas community. The success of this job was only made possible through all the hard work of everyone involved. Our top-notch crew, equipment and standard of working within Mammoet is what sets us apart and makes jobs like these seem easy."

Kira Larson, HNTB's Project Manager of Construction Phase Services adds, "the Northaven Trail Bridge is a highly complex structure with inherent erection challenges, and HNTB, TxDOT, Ragle and Mammoet needed to proactively communicate throughout construction to keep the project on schedule. When changes needed to be made at the construction site, the team would quickly collaborate to find solutions."

Larson continues, "Standing side by side with TxDOT out in the middle of U.S. 75 at 3-4 in the morning, watching a 201-foot, 800,000-pound bridge be literally driven over us all while still letting traffic through was something I will never forget."



USMCA Trade

Port Technology

Breakbulk Quarterly

Great Lake & St. Lawrence River Ports

[View Digital Edition #767](#)

Shortly after, traffic was allowed to flow again as scheduled - causing minimal impact to travelers. The highly choreographed move was executed flawlessly over a total of 20 hours in one weekend.

More Project / Heavy Lift



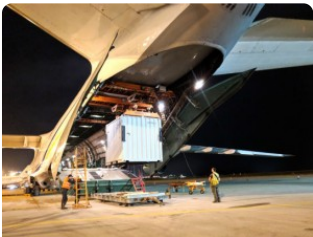
InterMax busy with heavy reactor and massive TP cover stacks

[View Article](#)

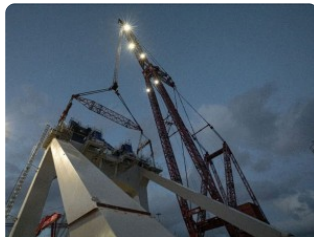


EXG completes landmark load out for world's largest green hydrogen energy project

[View Article](#)



Net Logistics: Experts in



A-Frame installation enhances

COTA levy includes rapid transit buses, 83 projects for sidewalks, bikeways and trails

COTA will have a levy on the ballot that will be an \$8 billion investment in transit throughout central Ohio.



Author: Tara Jabour
Published: 6:46 PM EDT July 25, 2024
Updated: 6:46 PM EDT July 25, 2024



COLUMBUS, Ohio — The [Mid-Ohio Regional Planning Commission](#) announced 83 new projects to build or improve sidewalks, bikeways and trails throughout central Ohio.

The projects are part a COTA ballot levy called LinkUS that will be on the November ballot. If passed, the levy would be an \$8 billion investment in transit over a 30-year period.

Close Ad

Constant Contact Marketing tools that add to your bottom line — not your to-do list. Plans start at \$12 per month. [Get started](#)

Factory Direct Savings

Find the easiest way to get the right mattress® with free local shipping. SHOP SALE

Denver Mattress Co.®

Learn more

The levy is a sales tax initiative. If it passes, it will increase the sales tax in Columbus from 7.5% to 8%. Then COTA would receive 1% of that sales tax. Currently, it receives .5%.

The projects include sidewalks, trails and rapid transit buses and will be all throughout central Ohio, including Columbus, Dublin, Gahanna and Reynoldsburg.

“The dedicated lanes that allow transit to move at a different speed than normal traffic than those single occupancy vehicles,” said Monica Tellez-Fowler, the president and CEO of COTA.

The levy would also build 150 miles of sidewalks, trails and bikeways that are connected to the transit.

“This is about lifting yourself up with more options, but also about lifting up your neighbors. A lot of folks can’t drive, don’t want to drive. This gives them the ability to have more options,” said William Murdock, Executive Director MORPC.

10TV spoke to people at Big Walnut Trail in Gahanna about the levy. One man questioned how many people ride COTA. In 2023, COTA had 11 million riders.

“I see those buses empty a lot except maybe for Red, white and boom or big events,” said Jim Paplaczky of Gahanna.

Michael Hughes also lives in Gahanna. Hughes said he likes to bike around the area, and he said he will be supporting the levy.

“I just think there should be more bike ability, walkability, less requirements to drive a vehicle to get places. If it was more available (public transit), and easily accessibly I would see that as an option to not take my car across town,” said Hughes.

MORPC is looking for feedback on its potential 80 projects. You can submit feedback [here](#).

[Local News: Recent Coverage](#) ↓

Related Articles

[Proposed COTA levy would expand public transit, bikeways and sidewalks in central Ohio](#)

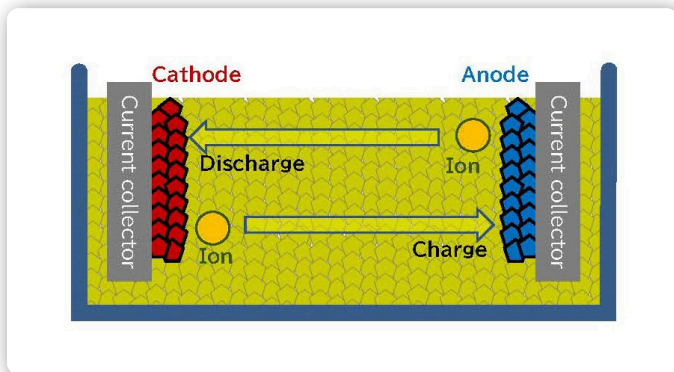
[COTA receives nearly \\$23 million grant to fund new hydrogen fuel cell buses](#)



Energy.

Toyota plans solid-state battery with range of 900 miles per charge

by [Stas Margaronis](#) 4 hours ago



Toyota is developing a next-generation solid-state battery that will have a range of 900 miles per charge and is projected to be in commercial development by 2027-2028, according to a Toyota spokesperson.

The Toyota spokesperson told AJOT: "The solid-state batteries are less dense, making them ... lighter than lithium-ion batteries, they will not have any flammable components, they can be charged faster and vehicles with solid-state batteries are estimated to have a projected range of around 1475 kilometers (917 miles)."

Upcoming Events

- Nov 12 TIACA Air Cargo Forum
- Sep 09 2024 IANA Intermodal EXPO
- Sep 11 11th Maritime Salvage & Casualty Response Conference

Sep 18 Smart Maritime Network Meeting - Toyko, Japan

Sep 20 World Sustainability Organization Annual Meeting - WSO Day

[View all Events](#)

Latest Print Edition:



[USMCA Trade](#)

[Port Technology](#)

[Breakbulk Quarterly](#)

[Great Lake & St. Lawrence River Ports](#)

[View Digital Edition #767](#)

Toyota is currently developing a method for mass production, "striving for commercialization in 2027-2028."

The difference between conventional batteries such as lithium-ion batteries and the new solid-state batteries is conventional batteries utilize an electrolyte that is liquid and solid-state batteries utilize an electrolyte made of solid materials. Solid electrolytes perform better in terms of stability, safety, and thermal conductivity.

Technological Breakthroughs

The Toyota representative explained: "Having discovered a technological breakthrough that overcomes the longstanding challenge of battery durability Toyota is reviewing its introduction to conventional HEVs (Hybrid Electric Vehicles) and accelerating development of batteries for BEVs (Battery Electric Vehicles), for which expectations are rising."

However, the company is pursuing a multi-pronged approach: "Toyota is pursuing a multi-pathway approach with its batteries. There are certain challenges in expense in ramping up to scale with the solid-state batteries, including things like battery durability and costs. So, the solid-state batteries will be introduced and

commercialized for mass production (and developed over time.”

In the meantime, Toyota will be introducing its next-generation lithium-ion battery for the next-generation BEV to be introduced in 2026 which will have a cruising range of 1,000 km or 621 miles: “We are developing a prismatic battery with a focus on performance to install in such cars.”

While increasing the energy density of the battery, Toyota aims to increase the cruising range by improving other vehicle efficiencies, such as aerodynamics and weight reduction, while at the same time reducing costs.

Battery Program

In an October 2023 media briefing, Koji Sato, President and CEO, of Toyota Motor Corporation, explained the strategy surrounding the development of Toyota’s solid-state battery program:

“Idemitsu Kosan and Toyota Motor Corporation have agreed to collaborate on the mass production of solid-state batteries. Specifically, our two companies will combine their separate efforts to mass-produce new materials and establish a supply chain for solid electrolytes, which hold the key to the commercialization of solid-state batteries.

First, between 2027 and 2028, we will start to produce solid-state batteries for use in battery electric vehicles. We will then lay the foundation for mass production ...

And, looking ahead to the future of battery technology, we are developing solid-state batteries as an option beyond liquid batteries. An advantage of solid-state batteries is that the electrolyte is solid. This allows ions, which

convey electricity, to move faster, thus enabling shorter charging times, increased cruising ranges, and higher power output. Solid-state batteries are also characterized by being highly stable because they are resistant to changes in temperature and can robustly endure high temperatures and high voltages.

In addition, as solid-state batteries are smaller and more powerful, they will enable battery EVs to meet a diverse range of needs, from sports cars, which require high-power performance, to commercial vehicles, which require frequent quick recharging.”

The Challenge

Sato said that the big challenge in bringing solid-state batteries into commercial applications has been the issue of durability and cracking. He said Idemitsu has solved this problem: “Since 2013, our partner in working together to solve this issue has been Idemitsu, which was one of the first companies to conduct the development of elemental technologies for solid-state batteries. One such elemental technology is a highly flexible, adhesive, and crack-resistant solid electrolyte. Through repeated trial and error and by combining the material technologies of both companies, we have been able to develop a crack-resistant material that demonstrates high performance. By combining this new solid electrolyte with the Toyota Group's cathode and anode materials and battery technologies, we are now on the path toward achieving both performance and durability in solid-state batteries.”

With this accomplishment, Sato said: “The key theme for us going forward is mass production.”



ADVERTISEMENT

FINANCE

Funding Local Roads in an Era of EVs and Shrinking Fuel Taxes

States can compensate with vehicle and odometer taxes, but local governments can harness new data technologies — including GPS, 5G and AI — to meet the need for more than states' hand-me-down dollars.

OPINION | Aug. 13, 2024 • **Girard Miller**





Ford electric cars for sale at a dealership in Gilbert, Ariz. There were about 3.3 million EVs on U.S. roads in the fourth quarter of 2023, and the International Energy Agency projects U.S. sales to rise by 20 percent in 2024, accounting for about 11 percent of all new-car sales. (Shutterstock)

Whether or not the nation migrates predominantly to electric vehicles in a decade or so, the future of motor fuel taxes is clearly downward. Meanwhile, the costs of resurfacing and maintaining local streets and roads are not going away, but will probably escalate as our infrastructure continues to age.

If Congress cannot or will not levy new taxes to fund the nation's freeways and bridges, it is likely that states will have no choice but to raise their taxes on vehicles. Higher automobile sales and transfer taxes seem inevitable, and it's easy to imagine that an entirely new robotaxi industry will be taxed at the point of sale by the states, with some form of revenue sharing for local governments.

The lowest-hanging fruit for financing roads will simply be annual vehicle fees and odometer readings that state DMVs can use to assess user fees that they share with local governments, probably using formulas quite similar to those in place today for allocating fuel tax revenues. In fact, more than half the states **already charge EV drivers an extra fee**, and many — most notably **Oregon** — are testing, piloting or creating programs to charge EV drivers by the mile.

ADVERTISEMENT

For states, that's the easy way out. Whether local governments will take a more aggressive posture to collect revenues of their own is yet to be seen. Scattered reports of cities charging **fees for local vehicular deliveries** of food and merchandise would suggest that mayors and public works directors are awakening to the need and potential opportunity to collect localized fees for use and maintenance of local roads and streets.

Fortunately for localities, there are technology trends working in their favor that can be channeled for purposes of financing local surface transportation networks. One of them is the ever-expanding capabilities of satellite GPS monitors. There is also the **5G** telecommunications network being built out by major carriers so that vehicle locations can be identified readily at a granular level without overloading GPS systems.

The importance of 5G telecom tech here is not so much its signal speed as its vast and ever-growing network of signal stations to capture movements of less than one mile that will be easy to register and thereby employed to charge a user fee specific to the local jurisdiction. Artificial intelligence systems should be able to connect the dots between recorded drive-bys, down to the level of individual city blocks.

ADVERTISEMENT

It's technologically foreseeable that both freeways and major state and county roads will eventually become mini toll roads, charging by the mile. Similarly, cities and towns can readily collect a few pennies for each trip to grocery stores, shopping malls, offices and commuter train stations. Transponders of various kinds now used by toll roads and bridges, or something similar, will become ubiquitous. It's just a question of which and how such technology will be employed.

For new vehicles, at some point the manufacturing industry will almost certainly be required to incorporate both odometer-reading and location sensors that can communicate with state and local highway departments and toll facilities. Whether this involves uniform federal or piecemeal state legislation is almost immaterial, as states will ultimately have ways to penalize non-compliance.

For pre-transition vehicles, both electrified and gasoline-powered, locator devices such as license plate readers, transponders or software patches to a car's navigation system will be feasible measures. Dealerships can be required to assure compliance at the point of sale as a condition for licensing and registration, as could smog check and auto repair shops. Scofflaws who fail or decline to get with the program for retrofitting older vehicles can be surcharged by the state DMV on their vehicle registration fees, with revenues shared with the owner's residential jurisdictions.

No doubt there are private- and public-sector technologists already thinking about the best ways to engineer micro-locators on vehicles for the purpose of assessing governmental user fees. The ideal systems would be statewide combinations of privacy-controlled, integrated sensory networks combined with multijurisdictional consumer billing. Once it becomes clear how state and local policymakers will be thinking about what, where and how to tax vehicle usage — and distribute the revenues — the private sector will engineer competitive solutions in the search of profitable data collection and revenue management systems.

Staking a Claim

Local government associations would be wise to engage proactively and early in this innovation process so that the new tolling systems capture granular local road use data. Otherwise, they will be stuck with nothing more than hand-me-down state dollars assigned to them by conventional population and road-mile formulas. Now is the best time for cities, towns and counties and their finance teams to start staking a claim on the revenue stream and make reasonable demands for granular data capture that can be used to assess user fees to fund local streets and roads.

That's because the evolving sensor and data technologies that work easiest for state DMVs and transportation departments will not be optimal for local government revenue capture. The billing systems needed for that will be more complex. And integrating the state versus local dimensions of this riddle is both a technological and political challenge.

Even if local governments ultimately accept a statewide revenue collection system with formulaic allocations to localities, it's likely that many of them will still find it necessary to levy their own separate, additional user fees based on mileage driven within their jurisdictions. It's not unlike the collection of voter-approved "piggyback" sales taxes that are commonplace in many local jurisdictions. The beauty of modern technology is that electrons are cheap, so the incremental cost of accurately capturing individual trip data for each vehicle is negligible and would be unobtrusive once a measurement system is set up.

Street-specific usage data will also be immensely helpful to local public works departments as they plan their capital improvement programs for street maintenance and repairs. It's one thing for a mayor to receive a check from the state treasurer based on citywide vehicle registrations and quite another for the public works director to know exactly which streets are getting the heaviest use and by what vehicle classes. Undoubtedly, law enforcement agencies will also favor efforts to glean granular, time-punched data from vehicle movements — though given the Big Brother and privacy issues that raises, precautions are obviously necessary.

Optimizing Local Revenues

Whatever technologies ultimately prevail, a centralized and coordinated state-level tolling system would be most efficient, with local governments' shares determined by a combination of revenue sharing and location-specific actual use fees. No driver wants to receive separate bills from dozens of jurisdictions; computers can readily handle the data compilation and billing processes. And isolated, disjointed local systems independently collecting micro-tolls for street usage would be too easy for local drivers to evade.

Unlikely that all local governments would need or want to charge user fees on

their own, beyond what a statewide system would allocate to them. That's just one of several reasons we don't typically have local gas taxes today. But for those with serious revenue shortfalls in their public works budgets, there may be no better alternative.

The takeaway for local officials here is that state municipal leagues, public works departments, financial professionals and their national umbrella organizations must begin now to engage actively at the state level in the formulation of next-generation revenue strategies and systems to fund their local streets and road work. Without active efforts by these groups to build their case, state officials will largely ignore the special needs and interests of America's largest cities, which are the most likely entities to draw the short straws in statewide road-revenue allocations.

At the very least, state laws should not pre-empt local governments' authority to extract user fees. The sooner local officials and their associations open a legislative dialogue in the state capitals, the better their chances will be to influence the technology to be used and the way funds will be distributed.

Governing's opinion columns reflect the views of their authors and not necessarily those of Governing's editors or management.

Related Articles

[The Multibillion-Dollar Implications of EVs for State Budgets](#)

[Clock Ticking for States to Replace Dwindling Gas Taxes](#)

[Soon Gas Taxes Won't Pay for Roads. But Amazon Deliveries Might](#)

[California Offers \\$400 to Test Gas Tax Alternatives](#)



THE FIFTY

The dark side of the EV revolution: Road taxes

Pay-per-mile fees have emerged as the most likely solution to dropping gas revenues linked to electric vehicles.

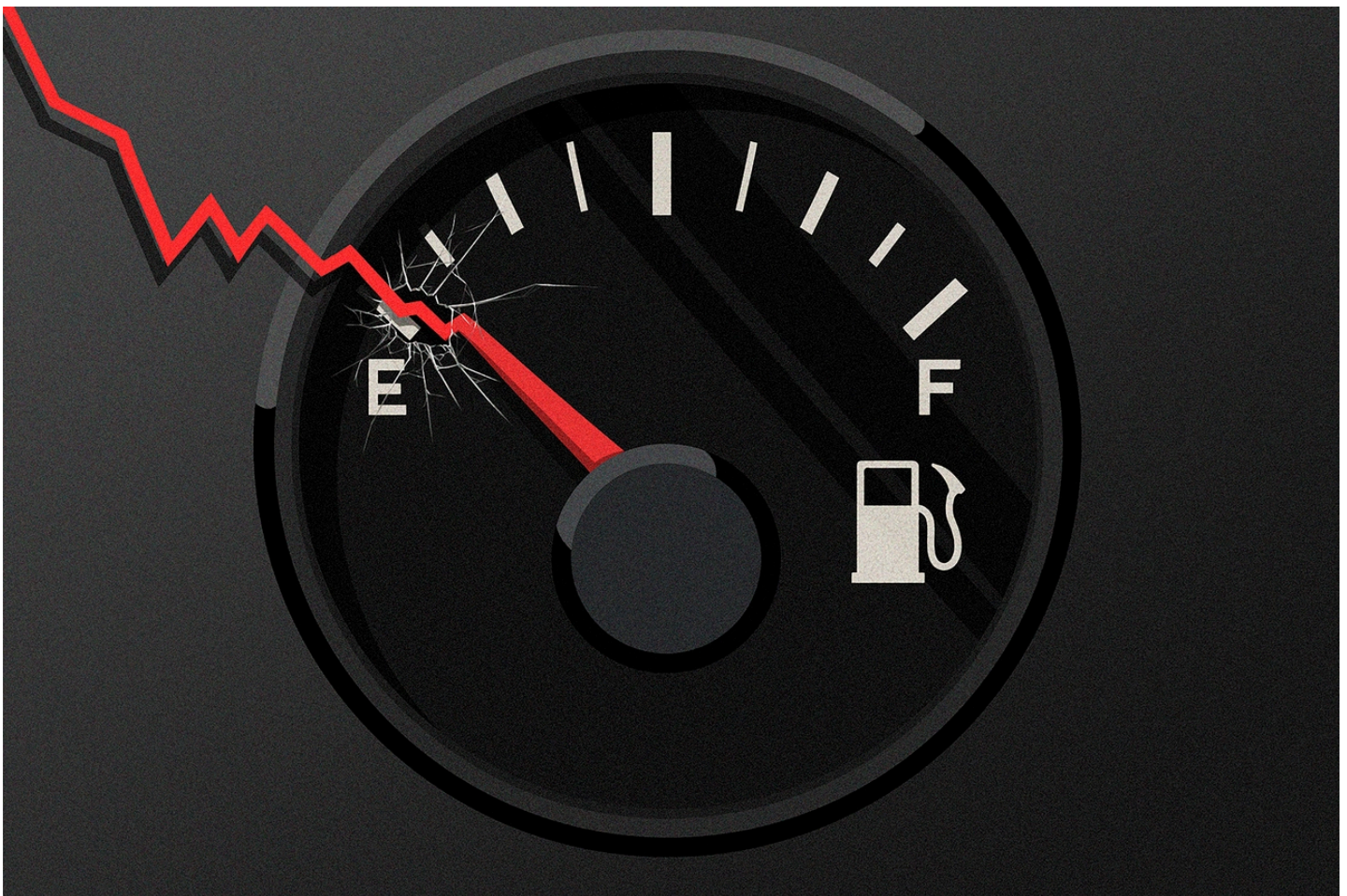


Illustration by Keith Alexander Lee for POLITICO

By ALEX NIEVES
08/14/2024 05:00 AM EDT



The U.S.' electric vehicle boom is ushering in a new crisis lawmakers have known for decades is coming: The gas tax system that prevents crumbling roads and bridges is evaporating.

There's a solution waiting in the wings. Charging drivers for the miles they traverse could easily replace the roughly \$80 billion in revenue that state and federal gas taxes produce annually. The problem is getting elected officials to put that plan into action.

Advertisement

Gas taxes are among the most politically risky issues elected officials can wade into, and few — on the state or the federal level — are willing to put their weight behind proposals to charge drivers to use public roads.

“It is certainly the third-rail issue here,” said Democratic Sen. Dave Cortese, chair of the California Senate’s Transportation Committee. “That all tends to rear its ugly head whenever anybody even talks about gas tax increases or this issue of a potential replacement for it.”



As more EVs hit the road, the logistics of ditching gas taxes will only become more difficult. | Rich Pedroncelli/AP

California is hardly alone — a politically diverse set of states, including Minnesota, Oregon, Utah, New Hampshire and Virginia, is also confronting a loss in revenue thanks to the EV transition. State lawmakers know a fiscal cliff is looming, but the vast majority of them can't muster the political will to deal with it.

Transportation experts say it's a problem elected officials need to be thinking about now, even as the electric vehicle transition is still nascent in most states.

As more EVs hit the road, the logistics of ditching gas taxes will only become

AD

The future is approaching most rapidly in California, where Gov. Gavin Newsom’s goal to end the sale of new gas-powered cars by 2035 is projected to produce a 64 percent — or \$5 billion — decline in gas taxes over the next decade. EVs make up about 5 percent of all cars on the road and a quarter of new car sales — and aren’t paying their full share of road taxes. California already charges EVs a fee of \$118 per year, but it’s only enough to make up about a fifth of the amount drivers would have paid at the pump.

California Democrats still feel the sting from the last time they tinkered with gas prices, a 12-cent-per-gallon hike in 2017. Weathered billboards still dot rural highways in Republican areas blaming state Democrats for raising gas prices. That vote resulted in a recall campaign led by the Republican Party and anti-tax groups that ousted state Sen. Josh Newman, who represents a competitive district in Orange County.

The Fifty



With Washington divided and power increasingly shifting to the states, governors and mayors are making crucial decisions that are shaping our future.

Full coverage »

Newman reclaimed the seat in 2020, but said his experience is what every lawmaker fears. He blamed the recall on a lack of voter education, and said a road-user charge could face a similar backlash if people don’t understand why a change is happening.

“It’s hard for me to envision a smooth transition to a system where Californians get a bill in the mail that says, ‘You drove 1400 miles last month, you owe \$140 bucks,’” Newman said. “People would lose their minds.”

A national problem

All states rely on a mix of state and federal gas revenue — along with vehicle registration fees and local sales taxes — to build and maintain America’s extensive roadways and public transit systems.

The revenue generated from those taxes steadily increased as car ownership exploded, but transportation experts say it has been apparent since the 1970s that increased vehicle fuel efficiency would eventually shift that curve

AD

That trend is now being supercharged as 16 states have adopted all or part of California’s stronger-than-federal regulations — which call for 68 percent of new cars to be zero-emission by 2030 — and the Biden administration [has instituted federal fuel efficiency standards](#) that are expected to make two-thirds of vehicles sold in the United States either fully electric or hybrid electric- and gasoline-powered vehicles by 2032.

The shift to electric vehicles has been [faster in Democratic states](#) that have incentivized EV purchasing as a tool to fight climate change, but conservative lawmakers aren’t immune to gas revenue declines as efficient [hybrids are increasingly popular](#).

“Looking to the future, we could see that it was cutting into the funding,” said Republican Utah Rep. Kay Christofferson, who spearheaded the launch of a voluntary road-user fee in 2020 that’s one of the few active programs around the country. “We thought if things are moving that fast, we’ve got to get ahead of this and understand it.”

Attempts by lawmakers in Minnesota and New Hampshire to pass road use legislation have failed amid concerns about cost and data privacy.



While drivers pay for gas at the pump, the actual taxes are collected from storage facilities that hold fuel before it's trucked to gas stations. | Justin Sullivan/Getty Images

Minnesota state Rep. Steve Elkins, a Democrat who previously worked as a transportation economist, plans to reintroduce his proposal next year to establish a per-mile fee for electric vehicles after four failed attempts. He said the legislation had caused concerns about the privacy implications of tracking drivers' movements and pushback from EV advocates angry over new fees, but also that his fellow lawmakers questioned the need to act. Less than 1 percent of registered cars in Minnesota are EVs, though the state has a goal of 65 percent by 2040.

AD

"If we wait until there's 100,000 or 200,000 EVs on the road, and have to do a big bang implementation, there's a much bigger risk of failure," he said.

Most states are still trying to raise gas taxes more or raise fees on EV owners. Nearly three dozen states [have approved gas tax increases](#) and [additional fees specifically for EV owners](#) over the last decade to offset revenue shortfalls — but not at high enough levels to [reverse long-term declines](#) as more drivers skip the pump.



THE FIFTY

States scramble to replace gas tax cash

BY ADAM ATON | AUGUST 14, 2024 05:00 AM

Those that have tried to transition are mostly in the voluntary stage. Utah, Oregon and Virginia’s programs have gotten good feedback from participants. But questions remain about how a much larger group of non self-selecting drivers will respond to statewide mandates, as well as how state transportation agencies can handle the administrative logistics.

Beyond voter appetite, state leaders will have to contend with potentially massive increases in administrative costs that will come from shifting away from gas taxes that are simple and inexpensive to collect. While drivers pay for gas at the pump, the actual taxes are collected from storage facilities that hold fuel before it’s trucked to gas stations. In California, for instance, there are only 32 of these facilities tax collectors have to deal with.

“Every dollar you raise from a gas tax, it costs less than a penny to administer it in California,” said Alan Jenn, an assistant professor at UC Davis and expert in road-user charges. “So imagine the administrative cost of going from that to now collecting taxes from 40 million people.”

One way to save money, according to officials in Oregon and Utah, is to use vehicles’ existing GPS and diagnostic systems to measure mileage, rather than installing additional state-approved devices.



The federal 18.4-cent-per-gallon gas tax, which doesn't adjust for inflation, has lost almost half its value since it was last raised in 1993. | Justin Sullivan/Getty Images

The key to getting auto companies on board with sharing that information is likely widespread adoption and pressure from states or a federal road-user program. State lawmakers shouldn't expect help from Congress any time soon.

The federal 18.4-cent-per-gallon gas tax, which doesn't adjust for inflation, has lost almost half its value since it was last raised in 1993. Congress has already turned to tapping the country's general fund to pay for transportation expenses, and the Federal Highway Administration is expected to spend twice as much money as it takes in by 2030, said Jeff Davis, a senior fellow with the Eno Center for Transportation.

AD

The Bipartisan Infrastructure Law championed by the Biden administration included \$10 million per year from 2022 through 2026 to fund a [national road-user pilot](#) that hasn't come to fruition. The law required the Department of Transportation to establish an advisory board by February 2022, but it still hasn't been formed.

"No matter who is in the White House, it's really challenging to deal with the pilot program that is seen as exploring a tax increase," said Garrett Shrode, who [co-authored an Eno study](#) on road-user fees.

Going it alone

That means it's going to be up to states, which account for roughly a quarter of overall transportation revenues, to chart their own paths. There are some signs of movement.

Hawaii became the first state to approve a [mandatory road-user charge](#) last summer after a similar proposal stalled the previous year. Messaging matters: Democratic Sen. Chris Lee said lawmakers focused on communicating how the program works, after the previous year's debate stalled amid rural drivers worried they could end up paying more and EV owners who believed the new charge would be on top of an existing \$50 registration fee.

"Everybody was upset and thought that was absolutely unfair, and they would have been right if that had been true, but it wasn't," Lee said. "So going into last year, we were very clear from the outset that this is a replacement, not an additional tax."

Hawaii's program, which will allow EV drivers to voluntarily sign up in 2025 in exchange for waiving the registration free before becoming mandatory for EVs in 2028 and all vehicles in 2033, included an education campaign where 360,000 drivers were mailed postcards showing how much they will pay in road-user fees, a move possible because the state records odometer readings annually.

That sort of messaging would be a challenge in states like Michigan and Tennessee, which only record the number of miles driven when a title is transferred. That lack of data will make it much harder to convince drivers in those states that the transition from a gas tax to a road-user charge isn't costing them more.

"In order for this to be politically acceptable, it has to be an even trade," Davis said.

AD

California's Department of Transportation is launching its fourth pilot road-user charge program this month, [aimed at testing](#) credit and debit payments through a new state website.

California Assemblymember Lori Wilson, chair of her chamber's transportation committee, said she plans to hold informational hearings on the issue next year and didn't rule out the idea of authoring a road-use charge bill in the future. Her committee staff estimate it would take six years to fully switch off from the gas tax system.

"I think people are skeptical because they don't understand the impacts of it," she said. "And you don't want to be the person who touches a hot button and then it goes wrong."

FILED UNDER: CALIFORNIA, GAS, OIL AND GAS, GAS PRICE, ELECTRIC VEHICLES, 