



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

JANUARY 18, 2024
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

January 18, 2024

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

The online public viewing of the meeting will be available on Facebook:

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

and the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to OrderNOON

I. Administration

A. Roll Call

B. Approval of Board of Directors Meeting Agenda

(2 minutes/Lee)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of November 16, 2023 Minutes..... Tab 1

(2 minutes/Lee)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 8

(5 minutes/Lee)

Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on January 17, 2024, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet under Tab 10.

E. Staff Report

(5 minutes/Fields)

A review of staff activities since the last Board of Directors meeting will be given.

F. MoDOT Update

(5 minutes/MoDOT)

A MoDOT Staff member will give an update of MoDOT activities.

G. Legislative Reports

(5 minutes/Lee)

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

H. Ozark Greenways Update

(10 minutes/Kromrey)

Ozark Greenways' Executive Director Mary Kromrey will be providing an update regarding the activities of Ozark Greenways.

II. New Business

A. FY 2023 Independent Financial Statement Audit Tab 2
(10 minutes/Cossey)

The Treasurer will provide an overview of the FY 2023 Audit Report.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FY 2023 INDEPENDENT FINANCIAL STATEMENT AUDIT REPORT

B. Resolution to Approve Contracting with an Independent Financial Advisor Tab 3
(5 minutes/Fields)

Approval of a Resolution authorizing the Executive Director to utilize the services of an Independent Financial Advisor is requested.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE A RESOLUTION TO CONTRACT WITH AN INDEPENDENT FINANCIAL ADVISOR.

C. Resolution to Approve Certificate of Deposit Investment..... Tab 4
(5 minutes/Fields)

Approval of a Resolution authorizing investment of OTO operational funds into a collateralized public deposit account (Certificate of Deposit) is requested.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE A RESOLUTION TO INVEST IN CERTIFICATES OF DEPOSIT AT ARVEST BANK.

D. FY 2024-2027 Transportation Improvement Program Amendment 2..... Tab 5
(5 minutes/Longpine)

One change is requested as part of Amendment 2 to the FY 2024-2027 TIP.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AMENDMENT 2 TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

E. Federal Discretionary Grant Support Tab 6
(10 minutes/Fields)

OTO and the City of Springfield are submitting applications for federal discretionary transportation programs. Staff is requesting approval of resolutions of support and certifications to add to the TIP.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE RESOLUTIONS AND CERTIFICATION FOR TRAILS AND MM

- F. Federal Funds Balance Report Tab 7**
(5 minutes/Longpine)
Staff will present the Federal Funds Balance Report. Members are requested to review the Report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

Other Business

- A. Board of Directors Member Announcements**
(5 minutes/Board of Directors Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.
- B. Transportation Issues for Board of Directors Member Review**
(5 minutes/Board of Directors Members)
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.
- C. Articles for Board of Directors Member Information Tab 9**
(Articles attached)

- III. Adjourn meeting.** A motion is requested to adjourn the meeting. Targeted for **1:30 P.M.**

The next Board of Directors regular meeting is scheduled for Thursday, March 21, 2024 at 12:00 P.M. in person.

Attachments

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 Knaut 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

BOARD OF DIRECTORS AGENDA 01/18/2024; ITEM I.C.

November 16, 2023 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors November 16, 2023 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.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Board of Directors November 16, 2023 meeting minutes”

OR

“Move to approve the Board of Directors November 16, 2023 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
NOVEMBER 16, 2023**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:02 p.m. in person.

The following members were present:

Steve Childers, City of Ozark (a)	Lynn Morris, Christian County
Mark Crabtree, City of Battlefield	Stacy Reese, MoDOT (non-voting)
Karen Haynes, City of Republic (a)	John Russell, Greene County
Skip Jansen, CU Transit	Martha Smartt, City of Strafford (a)
Brandon Jenson, City of Springfield	Dan Smith, City of Springfield (a)
Derek Lee, City of Springfield	Richard Walker, Springfield Citizen-at-Large
Rusty MacLachlan, Greene County	

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

The following members were not present:

Chuck Branch, Christian Co Citizen-at-Large	Mark Schenkelberg, FAA
Mokhtee Ahmad, FTA	Brian Weiler, Springfield-Branson Airport (a)
Jerry Compton, Citizen-at-Large	Daniel Weitkamp, FHWA
Travis Cossey, City of Nixa (a)	Greg Williams, City of Willard
James O'Neal, Springfield Citizen-at-Large	

Others Present: Jered Taylor and Ethan Scroggins, Congressman Burlison's Office; Cecelie Cochran, FHWA; Greg Chapman and Frank Miller, MoDOT; Tommy VanHorn, City of Battlefield; Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, Nicole Stokes, and Jen Thomas, Ozarks Transportation Organization.

Chair Childers called the meeting to order at approximately 12:02 p.m.

I. Administration

A. Welcome and Roll Call

By-law Position	Member	Attendance
BOD Citizen-at-Large	Jerry Compton	Absent
Christian County Citizen-at-Large	Chuck Branch	Absent
Christian County Elected Official	Lynn Morris	Present
City of Battlefield Elected Official	Mark Crabtree	Present
City of Nixa Elected Official	Travis Cossey (a)	Absent
City of Ozark Elected Official	Steve Childers (a)	Present
City of Republic Elected Official	Karen Haynes (a)	Present
City of Springfield Citizen-at-Large	Richard Walker	Present
City of Springfield Citizen-at-Large	James O'Neal	Absent
City of Springfield City Council Member	Dan Smith (a)	Present

City of Springfield City Council Member	Brandon Jenson	Present
City of Springfield City Council Member	Derek Lee	Present
City of Strafford Elected Official	Martha Smartt (a)	Present
City of Willard Elected Official	Greg Williams (a)	Absent
City Utilities Transit Representative	Skip Jansen	Present
Greene County Commissioner	Rusty MacLachlan	Present
Greene County Commissioner	John Russell	Present
Springfield-Branson National Airport Board Member	Brian Weiler (a)	Absent

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Derek Lee moved to approve the November 16, 2023 agenda. Richard Walker seconded the motion. The motion passed.

C. Approval of September 21, 2023 Meeting Minutes

Skip Jansen moved to approve the September 21, 2023 meeting minutes. Karen Haynes seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

The Chair advised there were public comments included in the packet and then asked for comments and questions.

E. Executive Director's Report

Sara Fields introduced OTO's new Transportation Engineer, Jennifer Thomas.

Chadwick Flyer is open and ready to walk on.

OTO was successful in obligating the Surface Transportation Block Grant going into the fiscal year, which ended September 30th. Greene County received a good bid on Kansas Expressway Phase II. There are still Transportation Alternatives Program funds for sidewalks and trails. There have been many projects awarded but will not get to construction until 2025. Letters have been sent out detailing bonus funding that may be available if a project's funds can be obligated by the end of 2024. Applications for cost share projects on MoDOT routes are still open. An open round in the fall of 2024 is planned with awarding going through 2027.

There have been discussions with MoDOT concerning Fund Balances. There is concern that funding is being lost statewide. There is a meeting scheduled for November 29th to discuss what a carryover allowance would look like.

Staff are in negotiations for a lobbying contract. A contract should be in place within the next 2 weeks. This will be in plenty of time prior to the Legislative Session.

The Safe Streets and Roads for All Grant safety analysis contract was awarded to Lochmueller. The equity and engagement contract was awarded to CMT. A final draft is expected in October of 2024.

A thank you was given to all those who were able to attend the Legislative Breakfast. Staff received a lot of good feedback.

F. MoDOT Update

Stacy Reese shared that Eric Curtit, Transportation Planning Director retired and Llans Taylor is now filling that position. Travis Koestner has also retired, and that position is still open.

MoDOT held two Legislative forums, one in Springfield and one in Joplin.

MoDOT is short hundreds of snowplow drivers statewide and is currently hiring emergency help.

MoDOT is in their estimate update season. Funding targets will not be available until January.

Inflation is looking better overall for the SW District. The SW District is 1% under programmed estimates for 31 projects. For the Urban area, costs are 30% over programmed estimates due to the Kearney project.

Current projects include the James River Freeway widening, Glenstone ADA improvements, sign replacements within the urban area, and the improvements near Buc-ee's. Route 65 widening from CC to Highway 14 will begin soon. Highway 14 in Nixa is wrapping up. A solicitation for letters of interest for the Environmental Study on I-44 was done this week.

G. Legislative Reports

There were no legislative updates.

II. New Business

A. Financial Statements for 1st Quarter for FY 2023-2024

Debbie Parks presented the financial statements for the 1st quarter of FY 2023-2024.

Martha Smartt made a motion to accept the first quarter financial statements for FY 2023-2024. Skip Jansen seconded the motion. The motion passed.

B. FY 2025-2029 STIP Priorities

Sara Fields reviewed the priorities for inclusion in the FY 2025-2029 Statewide Transportation Improvement Program recommended by a subcommittee of the Technical Planning Committee.

Mark Crabtree made a motion approving the STIP priority list as presented, additionally, directing staff to collaborate with the TPC to refine prioritization criteria, ensuring regional distribution without undue project elevation, and furthermore, instructing staff to work with the TPC to narrow down the unfunded needs list to projects fitting within established parameters. Rusty MacLachlan seconded the motion. The motion passed.

C. Proposed Bylaw Amendment

Sara Fields shared the proposed bylaw amendment to charge member jurisdictions a project fee for federally funded projects and to change the timing of when notice of dues is sent.

Martha Smartt made a motion to approve the Bylaw Amendment as presented which included a \$1000 per project fee to the annual dues statement and dues statements being sent out at the end of June. Derek Lee seconded the motion. The motion passed.

D. FY 2024-2027 TIP Administrative Modification One

Natasha Longpine reviewed the FY 2024-2027 Transportation Improvement Program TIP Administrative Modification One for ADA improvements at various locations.

This was informational only. No action was required.

E. National Performance Targets

Natasha Longpine highlighted the proposed performance targets relating to safety.

Dan Smith made a motion to support the statewide targets. Skip Jansen seconded the motion. The motion passed.

F. Urban Area Smoothing

Natasha Longpine shared the recommendations for adjustments to the urban areas in the MPO boundary.

John Russell made a motion to adjust the urban areas within the OTO boundary as proposed. Brandon Jenson seconded the motion. The motion passed.

G. Appointment of 2024 OTO Officers and Executive Committee Members

Sara Fields presented the Board of Directors Nominating Committee's 2024 Slate of Officers and Executive Committee members.

Skip Jansen made a motion to appoint the 2024 OTO Officers and Executive Committee as presented. Dan Smith seconded the motion. The motion passed.

H. Board of Directors 2024 Meeting Schedule

Sara Fields shared the 2024 Board of Directors meeting schedule.

This was informational only. No action was required.

III. Other Business

A. Board of Directors Member Announcements

John Russell shared Greene County went out to bid for Kansas Phase II. The estimates were approximately 18% higher than the what the actual costs were.

Steve Childers stated Ozark had a Governor's Cost Share project, the Historic Mill Bridge. That project is getting ready to have its final walkthrough.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues for the Board of Directors member review.

C. Articles for Board of Directors Member Information

Chair Childers noted there were articles of interest included in the packet for the members to review as time allows.

IV. Adjourn meeting

With no further business to come before the Board, the meeting was adjourned.

The meeting was adjourned at 12:56 p.m.

Martha Smartt
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 01/18/2024; ITEM II.A.

Independent Financial Statement Audit Report for FY 2023

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

AGENDA DESCRIPTION:

Cinda L. Rodgers, CPA, PC, conducted the audit of the Ozarks Transportation Organization's financial accounting and reporting practices for the fiscal year-ended June 30, 2023.

The Audit for FY 2023, which ran from July 1, 2022, to June 30, 2023, is included for Executive Committee review and acceptance. The auditor's opinion states that the financial statements are presented fairly in all material aspects. There are no findings included as part of this audit. This audit included Single Audit Procedures under the Uniform Guidance Act since the OTO receive more than \$750,000 in federal reimbursements during the fiscal year.

The ending fund balance for June 2023 was \$436,017. This was an increase from the prior year's balance of \$349,934 by \$86,074. This increase is contributed to grant reimbursements and Chadwick Flyer Trail Phase III project matching funds.

EXECUTIVE COMMITTEE ACTION REQUESTED:

At its regularly scheduled meeting on December 6, 2023, the Executive Committee recommended the Board of Directors accept the Fiscal Year 2023 Independent Financial Statement Audit report.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

"Move to accept the Fiscal Year 2023 Independent Financial Statement Audit report."

OR

"Move to reject the Fiscal Year 2023 Independent Financial Statement Audit in consideration of the following...."

October 25, 2023

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

Dear Members of the Board:

We have audited the financial statements of Ozarks Transportation Organization as of and for the year ended June 30, 2023, and have issued our report thereon dated October 25, 2023. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility under U.S. Generally Accepted Auditing Standards

As stated in our engagement letter, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with the modified cash basis of accounting. Our audit of the financial statements does not relieve you or management of your responsibilities.

Our responsibility is to plan and perform the audit to obtain reasonable, but not absolute, assurance that the financial statements are free of material misstatement.

As part of the audit we will consider the internal control of Ozarks Transportation Organization. Such considerations are solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures specifically to identify such matters.

Significant Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. In accordance with the terms of our engagement letter, we will advise management about the appropriateness of accounting policies and their application.

The significant accounting policies used by Ozarks Transportation Organization are described in Note A to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the fiscal year. We noted no transactions entered into by the Organization during the year for which there is a lack of authoritative guidance or consensus.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because

of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There were no significant sensitive estimates affecting the financial statements for the period ended June 30, 2023.

The disclosures in the financial statements are neutral, consistent, and clear. Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. There were no significant sensitive disclosures in the financial statements for the period ended June 30, 2023.

Material Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. There were no adjusting journal entries proposed to management.

Other Information in Documents Containing Audited Financial Statements

Pursuant to professional standards, our responsibility as auditors for other information in documents containing the Organization's audited financial statements does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

Other Issues

Our responsibility also includes communicating to you any information that we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

We have requested certain representations from management that are included in the management representation letter dated October 25, 2023.

For the purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter that could be significant to the Organization's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

To our knowledge and as management has informed us, there were no consultations with other accountants regarding auditing and accounting matters.

We did not discuss any major issues with management regarding the application of accounting principles and auditing standards that resulted in a condition to our retention as the Organization's auditors.

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management prior to retention as the Organization's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

We encountered no serious difficulties in dealing with management relating to the performance of the audit.

This information in this letter is intended solely for the use of those charged with governance of Ozarks Transportation Organization and is not intended to be and should not be used by anyone other than these specified parties.

We sincerely appreciate the opportunity to provide services to the Ozarks Transportation Organization and hope you find the information included in this correspondence useful and informative. If you have any questions or wish to discuss any of the items further, please let us know.

Cinda L. Rodgers, CPA, PC

**OZARKS TRANSPORTATION
ORGANIZATION**

FINANCIAL STATEMENTS AND
SUPPLEMENTARY DATA WITH
INDEPENDENT AUDITOR'S REPORT

JUNE 30, 2023

CONTENTS

	<u>Page</u>
Independent Auditor's Report	1
FINANCIAL STATEMENTS:	
Statement of Net Position and Governmental Fund Balance Sheet – Modified Cash Basis	3
Statement of Activities and Governmental Fund Revenues, Expenditures and Changes in Fund Balance – Modified Cash Basis	4
Notes to Financial Statements	5
OTHER INFORMATION:	
Budgetary Comparison Schedule – Modified Cash Basis – General Fund	12
Notes to Supplementary Information – Budgetary Comparison Schedule	13
INTERNAL CONTROL AND COMPLIANCE:	
Schedule of Expenditures of Federal Awards	14
Notes to the Schedule of Expenditures of Federal Awards	15
Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	16
Independent Auditor's Report on Compliance For Each Major Program and on Internal Control Over Compliance Required by the Uniform Guidance	18
Schedule of Findings and Questioned Costs	20

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

Report on the Audit of the Financial Statements***Opinions***

We have audited the accompanying financial statements of the governmental activities and the major fund of Ozarks Transportation Organization as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the Ozarks Transportation Organization's financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of Ozarks Transportation Organization, as of June 30, 2023, and the respective changes in financial position for the year then ended in accordance with the modified cash basis of accounting.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Ozarks Transportation Organization and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter — Basis of Accounting

We draw attention to Note A of the financial statements, which describes the basis of accounting. The financial statements are prepared on the modified cash basis of accounting, which is a basis of accounting other than accounting principles generally accepted in the United States of America. Our opinions are not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with the modified cash basis of accounting, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Ozarks Transportation Organization's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Ozarks Transportation Organization's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Ozarks Transportation Organization financial statements. The accompanying schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, are presented for purposes of additional analysis and are not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the budget comparison schedule but does not include the financial statements and our auditor's report thereon. Our opinions on the financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon. In connection with our audit of the financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated October 25, 2023, on our consideration of Ozarks Transportation Organization's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Ozarks Transportation Organization's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Ozarks Transportation Organization's internal control over financial reporting and compliance.

Cinda L. Rodgers, CPA, PC

Springfield, Missouri
October 25, 2023

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF NET POSITION AND GOVERNMENTAL FUND ASSETS, LIABILITIES
AND FUND BALANCE - MODIFIED CASH BASIS
JUNE 30, 2023

	<u>General Fund</u>	<u>Adjustments (Note D)</u>	<u>Statement of Net Position</u>
ASSETS			
Cash	<u>\$ 441,311</u>	<u>\$ -</u>	<u>\$ 441,311</u>
Total Assets	<u><u>441,311</u></u>	<u><u>-</u></u>	<u><u>441,311</u></u>
LIABILITIES			
Current Liabilities			
Credit card payable	<u>5,294</u>	<u>-</u>	<u>5,294</u>
Total Liabilities	<u><u>5,294</u></u>	<u><u>-</u></u>	<u><u>5,294</u></u>
FUND BALANCE/NET POSITION			
Fund Balance:			
Unassigned	<u>436,017</u>	<u>(436,017)</u>	<u>-</u>
Total Liabilities and Fund Balance	<u><u>\$ 441,311</u></u>		
Net Position:			
Unrestricted		<u>436,017</u>	<u>436,017</u>
Total Net Position		<u><u>\$ 436,017</u></u>	<u><u>\$ 436,017</u></u>

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND REVENUES, EXPENDITURES, AND CHANGES IN
FUND BALANCE - MODIFIED CASH BASIS
FOR THE YEAR ENDED JUNE 30, 2023

	<u>Governmental Fund</u>		<u>Statement</u>
	<u>General</u>	<u>Adjustments</u>	<u>of Activities</u>
	<u>Fund</u>	<u>(Note D)</u>	
EXPENDITURES			
Building expenses	\$ 84,568	\$ -	\$ 84,568
Commodities	6,997	-	6,997
In-kind match expense	41,338	-	41,338
Information technology	34,891	-	34,891
Insurance	11,379	-	11,379
Equipment lease	276	-	276
Dues and memberships	6,317	-	6,317
Education/training/travel	23,810	-	23,810
Food/meeting expense	5,731	-	5,731
Legal/bid notices	973	-	973
Postage	549	-	549
Printing/mapping services	1,072	-	1,072
Staff mileage	3,512	-	3,512
Telephone/internet	6,952	-	6,952
Personnel	732,506	-	732,506
Services	423,737	-	423,737
Capital outlay	12,929	-	12,929
	<u>1,397,537</u>	<u>-</u>	<u>1,397,537</u>
Total Expenditures			
	<u>1,397,537</u>	<u>-</u>	<u>1,397,537</u>
PROGRAM REVENUES			
Operating grants	1,085,189	-	1,085,189
Study revenue	7,334	-	7,334
In-kind match income	41,337	-	41,337
	<u>41,337</u>	<u>-</u>	<u>41,337</u>
NET PROGRAM EXPENSES	263,677	-	263,677
GENERAL REVENUES			
Local jurisdiction match funds	154,407	-	154,407
Interest income	8,249	-	8,249
Miscellaneous	187,104	-	187,104
	<u>187,104</u>	<u>-</u>	<u>187,104</u>
Total General Revenues	<u>349,760</u>	<u>-</u>	<u>349,760</u>
REVENUES OVER (UNDER) EXPENDITURES	86,083	-	86,083
OTHER FINANCING SOURCES (USES)	<u>-</u>	<u>-</u>	<u>-</u>
EXCESS OF REVENUES AND OTHER FINANCING			
SOURCES OVER EXPENDITURES AND OTHER			
FINANCING USES	86,083	(86,083)	-
INCREASE IN NET POSITION	-	86,083	86,083
FUND BALANCE/NET POSITION:			
Beginning of Year	<u>349,934</u>	<u>-</u>	<u>349,934</u>
End of Year	<u>\$ 436,017</u>	<u>\$ -</u>	<u>\$ 436,017</u>

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2023

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The Ozarks Transportation Organization is a federally designated Metropolitan Planning Organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies.

The Organization is governed by the Board of Directors (“Board”) that acts as the authoritative body of the entity. The Board includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.

The Reporting Entity

The Organization, for financial purposes, includes all of the funds relevant to the operations of the Ozarks Transportation Organization. The financial statements presented herein do not include agencies which have been formed under applicable state laws or separate and distinct units of government apart from the Ozarks Transportation Organization.

The financial statements of the Organization should include those of separately administered organizations that are controlled by or dependent on the Organization. Control or dependence is determined on the basis of budget adoption, taxing authority, funding and appointment of the respective governing boards. However, there are currently no such entities.

Basis of Presentation

Government-Wide Statements

The Organization’s financial statements include both government-wide (reporting the Organization as a whole) and fund financial statements (reporting the Organization’s major fund). Both the government-wide and fund financial statements categorize primary activities as either governmental or business type. The Organization’s activity for transportation planning is classified as a governmental activity. The government-wide Statement of Activities reports both gross and net cost of the Organization’s function. The function is supported by general governmental revenues. The Statement of Activities reduces gross expenses by related program revenues, operating and capital grants. Program revenues must be directly associated with the function and include grants and in-kind match income. The net costs (by function) are normally covered by general revenue.

The Organization does not allocate indirect costs.

This government-wide focus is more on the sustainability of the Organization as an entity and the change in the Organization’s net position resulting from the current year’s activities.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2023

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Financial Statements

The accounts of the Organization are organized on the basis of funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for by providing a separate set of self-balancing accounts which are comprised of each fund's assets, liabilities, fund equity, revenues and expenditures/expenses. Government resources are allocated to and for individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. Funds are organized into two major categories: governmental and proprietary. Presently, there is only one fund which is the General Fund. This is a governmental-type fund. The General Fund is the operating fund of the Organization and is always considered a major fund. It is used to account for all activities except those legally or administratively required to be accounted for in other funds. At this time, there are no such requirements for other funds.

Measurement Focus and Basis of Accounting

Measurement focus is a term used to describe "how" transactions are recorded within the various financial statements. Basis of accounting refers to "when" transactions are recorded regardless of the measurement focus applied.

Measurement Focus

In the government-wide Statement of Net Position and Statement of Activities, activities are presented using the economic resources measurement focus, within the limitations of the modified cash basis of accounting, as described below. The objectives of the economic resources measurement focus are the determination of operating income, changes in net position and financial position. All assets and liabilities (whether current or noncurrent, financial or nonfinancial) associated with their activities are reported.

In the fund financial statements (governmental only), the current financial resources measurement focus, as applied to the modified cash basis of accounting, is used as appropriate. With the current financial resources measurement focus, only current financial assets and liabilities are generally included on the balance sheet. The operating statement presents sources and uses of available spendable financial resources in a given period.

Basis of Accounting

The government-wide Statement of Net Position and Statement of Activities and the fund financial statements are presented using a modified cash basis of accounting. This basis of accounting recognizes assets, liabilities, net position/fund equity, revenues, and expenditures/expenses when they result from cash transactions. This basis is a comprehensive

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2023

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Basis of Accounting (continued)

basis of accounting other than accounting principles generally accepted in the United States of America.

As a result of the use of the modified cash basis of accounting, certain assets and their related revenues (such as accounts receivable and revenue for billed or provided services not yet collected) and certain liabilities and their related expenses (such as accounts payable and expenses for goods or services received but not yet paid, and accrued expenses and liabilities) are *not recorded* in these financial statements. However, in-kind transactions and certain payables/receivables have been recorded.

If the Organization utilized the basis of accounting recognized as generally accepted, the fund financial statements for governmental funds would use the modified accrual basis of accounting. All government-wide financial statements would be presented on the accrual basis of accounting.

Use of Restricted Funds

When both restricted and unrestricted resources are available for use, it is the Organization's policy to use restricted resources first, then unrestricted resources as they are needed.

Cash and Cash Equivalents

For the purpose of financial reporting, "cash" or "cash and cash equivalents" includes all demand and savings accounts, certificates of deposit and short-term investments with an original maturity of three months or less.

Fund Balance Classification

The Organization utilizes GASB Statement No. 54, "Fund Balance Reporting and Governmental Fund Type Definitions." This Statement provides more clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balances more transparent. The following classifications describe the relative strength of the spending constraints:

Nonspendable: This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.

Restricted: This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2023

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Committed: This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the Board of Directors. These amounts cannot be used for any other purpose unless the Board of Directors removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

Assigned: This classification includes amounts that are constrained by the Organization's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the Board of Directors or through the Board of Directors delegating this responsibility to the executive director through the budgetary process. This classification also includes the remaining positive fund balance for any governmental funds except for the General Fund.

Unassigned: This classification includes the residual fund balance for the General Fund. The Unassigned classification also includes negative residual fund balance of any other governmental fund that cannot be eliminated by the offsetting of Assigned fund balance amounts. The Organization's total fund balance was classified as Unassigned as of June 30, 2023.

The Organization would typically use Restricted fund balances first, followed by Committed resources, and then Assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend Unassigned resources first to defer the use of these other classified funds.

Net Position Classifications

In government-wide statements, equity is classified as net position displayed in the following components:

Restricted Net Position: consists of assets with constraints placed on their use either by (1) external groups such as creditors, grantors, contributors, or laws and regulations of other governments; or (2) law through constitutional provisions or enabling legislation.

Unrestricted Net Position: all other assets that do not meet the definition above.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2023

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Use of Estimates

The preparation of financial statements in accordance with the modified cash basis of accounting may require management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

NOTE B – CASH

The Organization’s deposits are comprised of the following as of June 30, 2023:

	<u>Book Balance</u>	<u>Bank Balance</u>
Checking (interest bearing)	\$441,311	\$502,077

As of June 30, 2023, cash accounts were adequately insured or collateralized.

NOTE C – RISK MANAGEMENT

The Organization is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Organization maintains commercial insurance coverage for property damage, liability and accidents. Management believes coverage is sufficient to preclude any significant uninsured losses to the Organization.

NOTE D – ADJUSTMENTS

Entries in the “Adjustments” column of the Statement of Net Position and Statement of Activities are recorded because governmental funds report equity as “fund balance” while governmental activities report equity as “net position.”

NOTE E – MANAGEMENT REVIEW

Management has evaluated potential subsequent events through October 25, 2023, the date the financial statements were available to be issued.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2023

NOTE F – LEASE

The Organization entered into a five-year lease for office space effective October 12, 2015. The lease was amended on October 30, 2020 extending the lease until March 29, 2026. The lease provides for monthly payments of \$4,505 plus additional amounts for estimated taxes, insurance and common area maintenance expenses. No lease assets or liabilities have been recorded due to utilizing the modified cash basis of accounting. Future minimum rental payments are as follows:

Year ended June 30,	
2024	\$54,060
2025	54,060
2026	13,515

NOTE G – DEFINED BENEFIT PENSION PLAN

Plan description: The Ozarks Transportation Organization defined benefit pension plan provides certain retirement, disability and death benefits to plan members and beneficiaries. The Organization participates in the Missouri Local Government Employees Retirement System (LAGERS). LAGERS is an agent multiple-employer, statewide public employee pension plan established in 1967 and administered in accordance with RSMo. 70.600-70.755. As such, it is LAGERS responsibility to administer the law in accordance with the expressed intent of the General Assembly. The plan is qualified under the Internal Revenue Code Section 401(a) and is tax exempt. The responsibility for the operations and administration of LAGERS is vested in the LAGERS Board of Trustees consisting of seven persons. LAGERS issues a publicly available financial report that includes financial statements and required supplementary information. This report may be obtained by accessing the LAGERS website at www.molagers.org.

Benefits provided: LAGERS provides retirement, death and disability benefits. Benefit provisions are adopted by the governing body of the employer, within the options available in the state statutes governing LAGERS. All benefits vest after five years of credited service. Employees who retire on or after age 60 with five or more years of service are entitled to an allowance for life based upon the benefit program information provided below. Employees may retire with an early retirement benefit with a minimum of five years of credited service and after attaining age 55 and receive a reduced allowance.

	<u>2023 Valuation</u>
Benefit Multiplier	2%
Final Average Salary	5 Years
Member Contributions	0%

Benefit terms provide for annual post retirement adjustments to each member's retirement allowance subsequent to the member's retirement date. The annual adjustment is based on the increase in the Consumer Price Index and is limited to 4% per year.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2023

NOTE G – DEFINED BENEFIT PENSION PLAN (continued)

Employees covered by benefit terms: At June 30, 2023, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	0
Inactive employees entitled to but not yet receiving benefits	1
Active employees	6

Contributions: The employer is required to contribute amounts at least equal to the actuarially determined rate, as established by LAGERS. The actuarially determined rate is the estimated amount necessary to finance the cost of benefits earned by employees during the year, with an additional amount to finance an unfunded accrued liability. Full-time employees of the employer do not contribute to the pension plan. Employer contribution rates are 12.9% of annual covered payroll.

Net Pension Liability: The net pension liability has not been recorded in these financial statements due to utilizing the modified cash basis of accounting.

Pension Expense. For the year ended June 30, 2023, the Organization recognized pension expense of \$53,007.

NOTE H – ECONOMIC DEPENDENCY

Approximately 73% of total revenue was received from the Missouri Department of Transportation.

NOTE I – DEFERRED COMPENSATION

During the fiscal year ended June 30, 2020, the Organization implemented a 457 deferred compensation plan. Under the plan, the Organization will match up to \$10 per pay period of employees' contributions to the plan. The Organization's contributions totaled \$1,190 for the fiscal year ended June 30, 2023.

OZARKS TRANSPORTATION ORGANIZATION
BUDGETARY COMPARISON SCHEDULE - MODIFIED CASH BASIS
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2023

	Budgeted Amounts		General	Variance with
	Original	Final	Fund	Final Budget
				Pos (Neg)
BEGINNING BUDGETARY FUND BALANCE	\$ 349,934	\$ 349,934	\$ 349,934	\$ -
RESOURCES (INFLOWS)				
Operating grants	2,443,068	2,613,938	1,085,189	(1,528,749)
In-kind match income - direct cost	118,806	118,806	41,337	(77,469)
Study revenue	14,500	14,500	7,334	(7,166)
Local jurisdiction match funds	228,526	161,276	154,407	(6,869)
Interest income	2,000	2,000	8,249	6,249
Miscellaneous	250	250	187,104	186,854
Amounts Available for Appropriation	3,157,084	3,260,704	1,833,554	(1,427,150)
CHARGES TO APPROPRIATIONS (OUTFLOWS)				
Building expenses	82,060	82,060	84,568	(2,508)
Commodities	16,500	16,500	6,997	9,503
In-kind match expense	118,806	118,806	41,338	77,468
Information technology	45,900	46,700	34,891	11,809
Insurance	10,700	12,700	11,379	1,321
Equipment lease	12,500	12,500	276	12,224
Dues and memberships	9,500	9,500	6,317	3,183
Education/training/travel	26,000	26,000	23,810	2,190
Food/meeting expense	9,500	9,500	5,731	3,769
Legal/bid notices	1,500	1,500	973	527
Postage	700	700	549	151
Printing/mapping services	4,000	4,000	1,072	2,928
Public relations/input	800	800	-	800
Staff mileage	3,200	3,200	3,512	(312)
Telephone/internet	5,000	6,800	6,952	(152)
Services	1,686,233	1,631,228	423,737	1,207,491
Personnel	812,503	833,077	732,506	100,571
Miscellaneous	22	22	-	22
Capital outlay	-	-	12,929	(12,929)
Total Charges to Appropriations	2,845,424	2,815,593	1,397,537	1,418,056
OTHER FINANCING SOURCES	-	-	-	-
ENDING BUDGETARY FUND BALANCE	\$ 311,660	\$ 445,111	\$ 436,017	\$ (9,094)

**OZARKS TRANSPORTATION ORGANIZATION
NOTES TO OTHER INFORMATION
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2023**

Budgetary Accounting

The Organization follows these procedures in establishing the budgetary data presented:

- a) Formal budgetary integration is employed as a management controlled device during the year for the Governmental Fund. This budget is adopted on an other comprehensive basis of accounting (modified cash).
- b) The budgetary comparison schedule – modified cash basis for the major governmental fund presents comparisons of legally adopted budgets with actual data on a budgetary basis.
- c) Unused appropriations for annually budgeted funds lapse at year end.
- d) The budget amounts shown in the financial statements are the original authorized amounts and the revised amounts at the end of the year.

**OZARKS TRANSPORTATION ORGANIZATION
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2023**

Federal Grantor/Pass-through Grantor/Program Title	Federal CFDA No.	Pass-through Entity Identifying Number	Federal Expenditures
U. S. Department of Transportation			
Pass-through from Missouri Department of Transportation			
Highway Planning and Construction Cluster	20.205	MP82301C	\$ 778,290
Surface Transportation Block Grant - Planning	20.205	MP82302C	153,307
Surface Transportation Block Grant - Study	20.205	STBG9901	106,798
Surface Transportation Block Grant - Construction	20.205	STBG5901	<u>59,687</u>
Total			<u><u>\$ 1,098,082</u></u>

**OZARKS TRANSPORTATION ORGANIZATION
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2023**

NOTE A – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the “Schedule”) includes the federal award activity of Ozarks Transportation Organization under programs of the federal government for the year ended June 30, 2023. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Ozarks Transportation Organization, it is not intended to and does not present the financial position, changes in net position, or cash flows of Ozarks Transportation Organization

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the modified cash basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

NOTE C – INDIRECT COST RATE

Ozarks Transportation Organization has not elected to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL
REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF
FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING
STANDARDS*

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the major fund of Ozarks Transportation Organization, as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise Ozarks Transportation Organization's financial statements, and have issued our report thereon dated October 25, 2023.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered Ozarks Transportation Organization's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control. Accordingly, we do not express an opinion on the effectiveness of Ozarks Transportation Organization's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether Ozarks Transportation Organization's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal

control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Cinda L. Rodgers, CPA, PC

Springfield, Missouri

October 25, 2023

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM
GUIDANCE

To the Board of Directors
Ozarks Transportation Organization

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Ozarks Transportation Organization's compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of Ozarks Transportation Organization's major federal programs for the year ended June 30, 2023. Ozarks Transportation Organization's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Ozarks Transportation Organization complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2023.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Ozarks Transportation Organization and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of Ozarks Transportation Organization's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to Ozarks Transportation Organization's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Ozarks Transportation Organization's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Ozarks Transportation Organization's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Ozarks Transportation Organization's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of Ozarks Transportation Organization's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Cinda L. Rodgers, CPA, PC

Springfield, Missouri
October 25, 2023

**OZARKS TRANSPORTATION ORGANIZATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2023**

A. SUMMARY OF AUDIT RESULTS

FINANCIAL STATEMENTS

Type of auditor's report issued: Unmodified (Modified Cash Basis of Accounting)

Internal control over financial reporting:

Material weakness(es) identified?	<u> </u> Yes	<u> X </u> No
Significant deficiencies identified?	<u> </u> Yes	<u> X </u> None reported
Noncompliance material to financial statements noted?	<u> </u> Yes	<u> X </u> No

FEDERAL AWARDS

Internal control over major federal programs:

Material weakness(es) identified?	<u> </u> Yes	<u> X </u> No
Significant deficiencies identified?	<u> </u> Yes	<u> X </u> None reported

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? Yes X No

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
20.505	U.S. Department of Transportation Highway Planning and Construction

Threshold for distinguishing between Type A and Type B programs: \$750,000

Auditee determined to be a low-risk auditee? Yes X No

**OZARKS TRANSPORTATION ORGANIZATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2023**

B. FINDINGS - FINANCIAL STATEMENTS AUDIT

No matters reported.

**C. FINDINGS AND QUESTIONED COSTS - MAJOR FEDERAL AWARD PROGRAMS
AUDIT**

No matters reported.

TAB 3

BOARD OF DIRECTORS AGENDA 01/18/2024; ITEM II.B.

Resolution to Contract with an Independent Financial Advisor

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization maintains an operating fund balance. The OTO's budgetary performance measures outline maintaining a three-to-six-month operating expense fund balance. The OTO would like to utilize the services of an Independent Financial Advisor to look at opportunities to invest OTO reserve funds. The OTO would also work with the Financial Advisor to research and make recommendations for future financing and loan opportunities for OTO projects.

The OTO has an Investment Policy that the Board of Directors approved in 2016. The policy outlines the process for contracting with and the qualifications of an independent financial advisor.

Staff is asking for the Board to approve the attached resolution to allow the Ozarks Transportation Organization to utilize the services of an independent financial advisor for future financing and investment needs.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

"Move to approve a resolution to allow the Executive Director to contract with an Independent Financial Advisor."

OR

"Move to approve a resolution to allow the Executive Director contract with an Independent Financial Advisor with the following considerations..."

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

January 18, 2024

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 Board understands and values the independent professional services and oversight that a financial advisor provides and that such services are deemed to be in the best interest of the Ozarks Transportation Organization; and

WHEREAS, Section 5.03 of the Bylaws of the Organization allows the Board to authorize the Executive Director to deposit funds in banks, trust companies or other depositories; and

WHEREAS, the Ozarks Transportation Organization’s Investment policy outlines the process of engaging an external financial advisor;

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby authorizes the Executive Director to negotiate and execute a contract with an external financial advisor.

RESOLVED, that any and all actions, whether previously or subsequently taken by the officers and Directors of the Organization, which are consistent with the intent and purposes of the foregoing resolutions and the consummation of the transactions contemplated therein, shall be and the same hereby are, in all respects, ratified, approved and confirmed.

RESOLVED FURTHER, that each of the officers of the Organization is hereby authorized and directed to execute and deliver any and all documents and to take such other action as he or she deems necessary, advisable, or appropriate to carry out the purposes and intent, but within the limitations, of the foregoing resolutions, the execution, delivery or taking of such actions to be conclusive evidence that the same have been authorized by these resolutions.

[End of Resolution; Remainder of Page Intentionally Left Blank]

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

Dated: _____

Executive Director

Secretary Ozarks Transportation Organization Board of Directors

TAB 4

BOARD OF DIRECTORS AGENDA 01/18/2024; ITEM II.C.

Resolution to Invest in Certificates of Deposit

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization maintains an operating fund balance. The OTO's budgetary performance measures outline maintaining a three-to-six-month operating expense fund balance. The OTO would like to invest operating reserve funds in a higher interest-bearing vehicle. Arvest bank is currently offering 31-Day CDs at 3.60% and 6-month CDs at 4.60% interest.

The OTO has an Investment Policy that the Board of Directors approved in 2016. The policy outlines the process for investing OTO funds. The policy follows State of Missouri guidance and requires funds to be invested in a federally insured bank, an instrument that allows for liquidity, and a term shorter than 5-years. The OTO intends to start a CD investment program to continually reinvest in short term CDs and the investment level will depend on the OTO's current cash flow needs.

Staff is asking for the Board to approve the attached resolution to allow the Ozarks Transportation Organization to invest operating reserve funds in collateralized public deposits (Certificates of Deposit).

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

"Move to approve a resolution to allow the Executive Director to work with Arvest Bank to invest in Certificates of Deposit."

OR

"Move to approve a resolution to allow the Executive Director to work with Arvest Bank to invest in Certificates of Deposit with the following considerations..."

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

January 18, 2024

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 Board deems it advisable and in the best interest of the Organization to invest a portion of OTO’s operating funds in an interest yielding depository.

WHEREAS, Section 5.03 of the Bylaws of the Organization allows the Board to authorize the Executive Director to deposit funds in banks, trust companies or other depositories.

WHEREAS, the Ozarks Transportation Organization’s Investment policy outlines that the deposit of funds in collateralized public deposits (Certificates of Deposit) are to be held in a federally insured bank with a term not to exceed five years for liquidity.

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby approve the deposit of funds in a collateralized public deposit account (Certificate of Deposit) with Arvest Bank.

RESOLVED, that any and all actions, whether previously or subsequently taken by the officers and Directors of the Organization, which are consistent with the intent and purposes of the foregoing resolutions and the consummation of the transactions contemplated therein, shall be and the same hereby are, in all respects, ratified, approved and confirmed.

RESOLVED FURTHER, that each of the officers of the Organization is hereby authorized and directed to execute and deliver any and all documents and to take such other action as he or she deems necessary, advisable, or appropriate to carry out the purposes and intent, but within the limitations, of the foregoing resolutions, the execution, delivery or taking of such actions to be conclusive evidence that the same have been authorized by these resolutions.

[End of Resolution; Remainder of Page Intentionally Left Blank]

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

Dated: _____

Executive Director

Secretary Ozarks Transportation Organization Board of Directors

TAB 5

BOARD OF DIRECTORS AGENDA 01/18/2024; ITEM II.D.

Amendment Number Two to the FY 2024-2027 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number Two to the FY 2024-2027 Transportation Improvement Program.

1. *Revised* I-44 Pavement Improvements (GR2302-24A2)
MoDOT is requesting to increase the amount programmed for this project, due to an increase in the estimated costs. The new total programmed amount is \$9,616,800.

TECHNICAL PLANNING COMMITTEE ACTION:

The Technical Planning Committee will be making a recommendation through an E-meeting on January 16, 2024. The results of that meeting will be shared at the Board of Directors meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve Amendment 2 to the FY 2024-2027 Transportation Improvement Program.”

OR

“Move to approve Amendment 2 to the FY 2024-2027 Transportation Improvement Program, with these changes...”

NOTE: The public comment period will end January 23rd. If the FY 2024-2027 TIP Amendment Number Two is approved by the Board of Directors and there were no concerns during the public comment period, the Amendment will stand approved at the conclusion of the public comment period.

Project Overview

1 Projects Listed

GR2302-24A2 - I-44 PAVEMENT IMPROVEMENTS

Plan Revision 24A2	Section Sponsored by MoDOT	Project Type Asset Management - Pavement	Lead Agency MoDOT
County Greene County	Municipality Unincorporated Greene County	Status Programmed	Total Cost \$9,656,000
MoDOT ID JSU0146	Federal ID 0442346	Project From 0.7 mi east of Rte. 125	Project To 2.1 miles east of Rte. 125

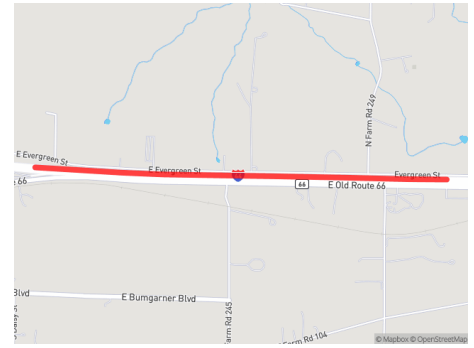
Project Considerations
Environmental Justice Area

Project Description
Rebuild pavement on the westbound lanes from 2.1 miles east of Rte. 125 to 0.7 mile east of Rte. 125 near Strafford.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$11,200	\$729,440	-	-	-	-	\$740,640
Engineering	MoDOT	\$28,000	\$182,360	-	-	-	-	\$210,360
Total Engineering		\$39,200	\$911,800	-	-	-	-	\$951,000
Construction	NHPP (FHWA)	-	\$6,964,000	-	-	-	-	\$6,964,000
Construction	MoDOT	-	\$1,741,000	-	-	-	-	\$1,741,000
Total Construction		-	\$8,705,000	-	-	-	-	\$8,705,000
Total Prior Costs		\$39,200	-	-	-	-	-	\$39,200
Total Programmed		\$39,200	\$9,616,800	-	-	-	-	\$9,656,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)
PROJECT CHANGES	ID changed from "GR2302-23A4" to "GR2302-24A2" Plan Revision Name changed from "24Adopted" to "24A2"
FUNDING CHANGES	MoDOT + Increase funds in FY 2024 in ENG from \$36,000 to \$182,360 + Increase funds in FY 2024 in CON from \$877,600 to \$1,741,000 NHPP (FHWA) + Increase funds in FY 2024 in ENG from \$144,000 to \$729,440 + Increase funds in FY 2024 in CON from \$3,510,400 to \$6,964,000
FEDERAL PROJECT COST	Increased from \$3,665,600 to \$7,704,640 (110.19%)
TOTAL PROJECT COST	Increased from \$4,607,200 to \$9,656,000 (109.58%)



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	(\$18,451,993)	(\$3,199,946)	(\$1,195,005)	(\$191,355)	(\$23,038,299)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$61,905,179	\$77,248,450	\$79,347,078	\$80,446,945	\$298,947,652

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)	\$1,192,476	\$1,780,849	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$31,284,340	\$38,789,600	\$47,853,700	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$33,669,766	\$8,443,653	\$740,019	\$761,419
TAP (FHWA)	\$4,550,734	\$2,438,753	\$0	\$0
Federal Subtotal	\$89,629,088	\$73,217,355	\$49,194,719	\$42,559,219
STATE				
MoDOT	\$17,489,311	\$20,756,810	\$7,800,900	\$12,307,400
MoDOT-AC	\$18,537,800	\$23,635,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$41,531,199	\$50,045,150	\$16,136,622	\$24,514,265
LOCAL/OTHER				
Local	\$18,451,993	\$3,199,946	\$1,195,005	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,839,003	\$3,199,946	\$1,195,005	\$191,355
Total	\$153,999,290	\$126,462,451	\$66,526,346	\$67,264,839

	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	\$22,839,003	\$3,199,946	\$1,195,005	\$191,355	\$27,425,309
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	\$118,793,495	\$144,986,632	\$81,966,520	\$83,080,580	\$469,613,315
Carryover		\$40,786,088	\$5,580,292	\$24,104,473	\$39,544,648	--
Programmed State and Federal Funding		(\$153,999,290)	(\$126,462,451)	(\$66,526,346)	(\$67,264,839)	(\$414,252,926)
TOTAL REMAINING	\$40,786,088	\$5,580,292	\$24,104,473	\$39,544,648	\$55,360,388	\$55,360,388

TAB 6

BOARD OF DIRECTORS AGENDA 01/18/2024; ITEM II.E.

Federal Discretionary Grant Support

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

AGENDA DESCRIPTION:

The USDOT announced the Notice of Funding Availability for the Rebuilding Americas Infrastructure with Sustainability and Equity (RAISE) grants in December 2023. Federal discretionary funding requires a project to appear in a Transportation Improvement Program or have a commitment that a project will appear in the TIP if funding is awarded.

The Ozarks Transportation Organization is working with the City of Republic to reapply for a RAISE Grant for the MM Corridor of Opportunity. OTO staff is writing the grant application. The request will be for a grant of \$25 million for a \$63 million project that will realign MM with an overpass for the BNSF railroad, as well as create 5 lanes from US60 to I-44, as well as provide a trail and sidewalks. The grant application was competitive in the FY 2022 AND FY 2023 RAISE application cycle.

The City of Springfield is applying for a RAISE Grant for Springfield, MO Ungap the Map Trail project. The request is for funding of \$25 million. The project will work to build a connected urban trail system throughout the center of Springfield. Emphasis will be providing connections for Jordan Creek to Scenic (North of Sunshine) and connections to Grant Park Avenue.

In the event that any of the above projects are eligible for additional types of federal discretionary grants, the resolution of support will be valid for any federal grant.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the included resolutions and TIP inclusion certificates as provided.”

OR

“Move to approve the included resolutions with amendments as follows.....”

**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION
OF SUPPORT FOR THE CITY OF SPRINGFIELD UNGAP THE MAP TRAIL GRANT**

Whereas, the City of Springfield is a member of the Ozarks Transportation Organization, the Metropolitan Transportation Organization for Springfield Missouri; and

WHEREAS, the urban trail system is essential in providing pedestrian connectivity and transportation across the City of Springfield; and

WHEREAS, the urban trail system has gaps in connectivity in historically disadvantaged areas; and

WHEREAS, the City of Springfield, has not been able to identify adequate funding sources to ungap the trail map to build a connected trail system; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the City of Springfield Ungap the Map Project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the Springfield, MO Ungap the Map Project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

I, Martha Smartt, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this 18th day January 2024.

Martha Smartt
Secretary of the Ozarks Transportation Organization Board of Directors



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE
FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of federal discretionary funding, the **Springfield, MO Ungap the Map** project will be included in the FY 2024-2027 Transportation Improvement Program. Any local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

Derek Lee, Chairman
Ozarks Transportation Organization
Board of Directors

January 18, 2024

Date

**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION
OF SUPPORT FOR THE MM CORRIDOR OF OPPORTUNITY PROJECT**

Whereas, the Ozarks Transportation Organization has identified the MM Corridor as a regional transportation need; and

WHEREAS, development is rapidly occurring along the MM corridor leading to increased safety hazards and capacity concerns

WHEREAS, the MM railroad crossing is hazardous and causes traffic to back up onto US 60

WHEREAS, the Missouri Department of Transportation, the City of Springfield, nor Greene County have been to able to identify adequate funding sources to complete the improvement; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the MM Corridor of Opportunity project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the MM Corridor of Opportunity project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

I, Martha Smartt, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this 18th day of January, 2024.

Martha Smartt
Secretary of the Ozarks Transportation Organization Board of Directors



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE
FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of federal discretionary grant funding, the **MM Corridor of Opportunity** project will be included in the FY 2024-2027 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

Derek Lee, Chairman
Ozarks Transportation Organization
Board of Directors

January 18, 2024

Date

TAB 7

BOARD OF DIRECTORS AGENDA 01/18/2024; ITEM II.F.

Federal Funds Balance Report – September 30, 2023

**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 region ended Federal Fiscal Year 2023 with a federal funds balance of \$4.4 million. This entire balance was comprised of Transportation Alternatives Program and Carbon Reduction Program funding. OTO is hopeful that two projects, the Shuyler Creek Trail and the Chadwick Flyer Overpass, will offset the majority of these funds in FY 2024. If all projects proceed as programmed through FY 2026, the total OTO balance, for all funding programs, is estimated to be about \$1.5 million.

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. The amount of funding that can be obligated during the year is limited by Congress. The Federal Highway Administration manages this amount at a national level. Each state is required to report those projects that will be obligated before the end of the federal fiscal year. Should states be unable to utilize all available obligation authority, the remaining amounts are aggregated and redistributed to those states who can obligate beyond the initial limitation set by Congress.

Each year that OTO does not fully obligate its allocation of funding, spending power erodes. First, the amount of funding that can be obligated on an annual basis is limited by Congress with each annual appropriation bill. This limitation is regardless of OTO's annual allocation as authorized by the IIJA or any existing balances accumulated from prior years. Secondly, inflation compounds every year increasing project costs and reducing the value of the funding available in a given future year. Finally, Congress can rescind unobligated funds at any given time. It is in OTO's best interest to obligate all funds as soon as possible, also ensuring prompt project delivery.

Staff has developed a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. The report also outlines projects programmed to use STBG-Urban funding, so jurisdictions can have a clear picture of what is remaining.

BOARD OF DIRECTORS 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.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Sept. 2023

FUNDS BALANCE REPORT

Table of Contents

Introduction	i
All Funds Balances	1
Transportation Alternatives Program (TAP) Balance	2
Carbon Reduction Program (CRP) Balance	4
STBG-Urban Summary	6
OTO Operations	8
Christian County.....	10
Greene County	12
City of Battlefield	14
City of Nixa	16
City of Ozark.....	18
City of Republic	20
City of Springfield.....	22
City of Strafford.....	24
City of Willard	26
Funding Allocation	28
All Allocations	30
All Obligations by Project.....	40

Summary

The OTO region ended Federal Fiscal Year 2023 with a federal funds balance of \$4.4 million. This entire balance was comprised of Transportation Alternatives Program and Carbon Reduction Program funding. OTO is hopeful that two projects, the Shuyler Creek Trail and the Chadwick Flyer Overpass, will offset the majority of these funds in FY 2024.

If all projects proceed as programmed through FY 2026, the total OTO balance, for all funding programs, is estimated to be about \$1.5 million. In any given year, the State of Missouri and the Transportation Management Areas (including OTO), must maximize the obligations made by September 30th. If the combined obligations do not meet minimum thresholds, Missouri's funding can be reallocated to other states.

Federal Suballocated Funding Programs

The federal surface transportation authorization legislation, IIJA (Infrastructure Investment and Jobs Act), reauthorizes federal highway, transit, and other surface transportation programs through September 30, 2026. The IIJA is a continuation of prior surface transportation authorization legislation including FAST, MAP-21, SAFETEA-LU, TEA-21, ISTEA, and others dating back to the first Federal Aid Highway Act of 1956.

Through the IIJA, OTO is suballocated Surface Transportation Block Grant Program (STBG). The STBG funding is distributed to varying programs and public agencies for implementation of the authorizing legislation requirements. This distribution includes a specific allocation to urbanized areas over 200,000 by percentage of population. These urbanized areas are part of metropolitan planning areas, and more specifically, transportation management areas (TMAs). The Ozarks Transportation Organization (OTO) is the TMA for the Springfield, Missouri urbanized area.

OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside) and STBG-Urban funding, as well as Highway Improvement Program Funding which has been suballocated through two omnibus appropriations bills. New in IIJA is the Carbon Reduction Program (CRP). This report monitors the funding balance and obligations made by OTO member jurisdictions for this funding. OTO has been receiving sub-allocated funding since 2003.

Eligible Entities for OTO Suballocated Surface Transportation Funds

- All cities and counties within OTO's metropolitan planning boundary, as well as OTO
- All transportation corporations within OTO's metropolitan planning boundary
- Missouri Department of Transportation
- All public transit agencies within OTO's metropolitan planning boundary

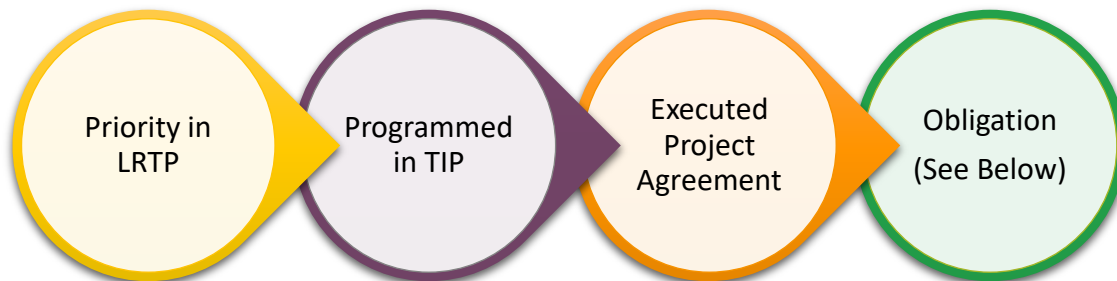
An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. This is a key step in financing and obligated funds are deemed "used" even though no cash is transferred.

Obligating a Project

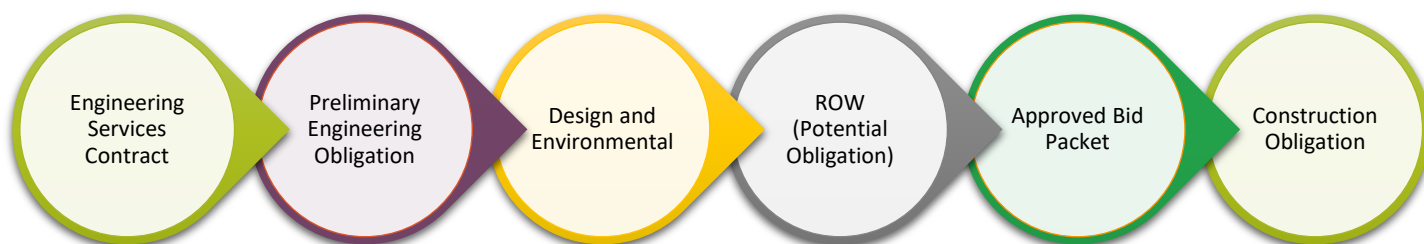
Obligations occur at various milestones throughout the project life cycle and the amount depends on the funding programmed for that particular phase of the project. For example, preliminary engineering funds are obligated after the execution of the engineering services contract. Construction funds are obligated once the

bid packet is approved and ready for advertising. All funds not obligated are subject to rescissions and potential fund lapses, actions which may be based on existing policies or future actions by Congress.

Basics of Program Delivery



Stages of Obligation



Reasonable Progress and Program Delivery

Each year that OTO does not fully obligate its allocation of funding, spending power erodes. First, the amount of funding that can be obligated on an annual basis is limited by Congress with each annual appropriation bill. This limitation is regardless of OTO's annual allocation as authorized by the IIJA or any existing balances accumulated from prior years. Secondly, inflation compounds every year increasing project costs and reducing the value of the funding available in a given future year. It is in OTO's best interest to obligate all funds as soon as possible, also ensuring prompt project delivery.

Reasonable Progress Policy

OTO enforces reasonable progress milestones for each project sponsored by a local public agency. These milestones are established at the time of project award. If these dates are not met, the following will occur:

- A first letter of violation will be sent advising of the missed deadline for any phase.
- A second letter of violation will be sent advising of the missed deadline for any additional phase, allowing the project to get back on track within 30 days.
- If the project is not back on track within 30 days, a third letter will advise that funds have been rescinded and reallocated to another project. If federal funds were spent on any part of the project, they will be required to be repaid.

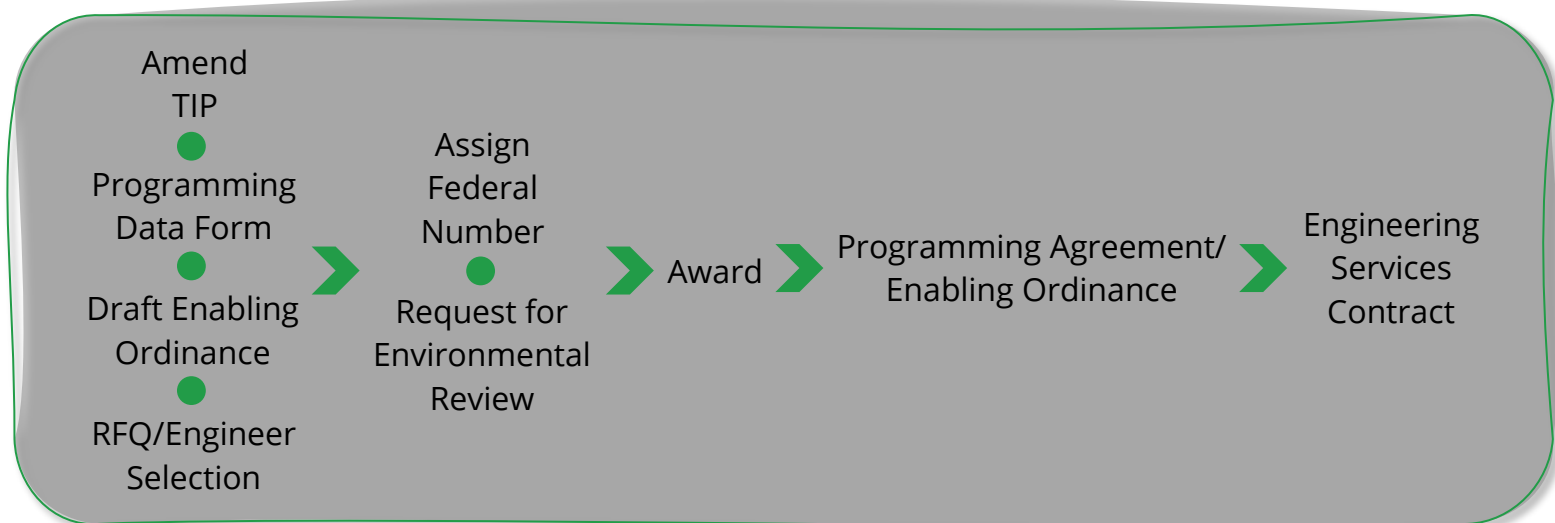
A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. The request may be made prior

to or after a reasonable progress violation. All requests will be considered in terms of the overall possible lapsing of funds for the OTO area.

Furthermore, to encourage moving projects through the process, OTO has outlined project management fees in the bylaws, supporting the project manager position at OTO. Communities will be charged \$1,000 annually for each project programmed in the TIP. Completing projects within the year they are programmed will prevent paying multiple years for the same project.

Program Delivery

Projects can stay on schedule through active management and milestone tracking. Many steps in the project delivery process can happen concurrently and even ahead of official award:



Program Balances

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are 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. MoDOT calculates the OTO balance based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from the Federal Highway Administration (FHWA). OTO has access to the FHWA Fiscal Management Information System, which provides details on project obligations.

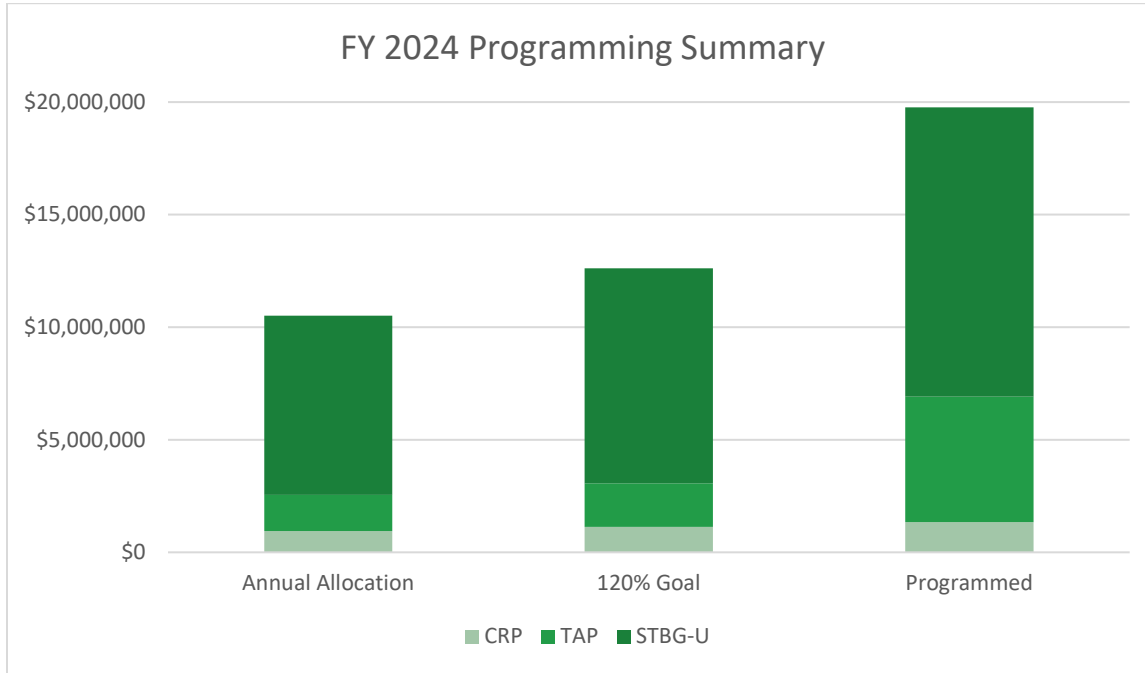
The report also outlines activity in other OTO funding accounts, such as the Transportation Alternatives Program (STBG Set-Aside) and the new Carbon Reduction Program (CRP).

Highway Improvement Program funding, also described as Omnibus funding in this report, has been allocated through the FY 2018, FY 2019, FY 2020, and FY 2021 Federal Omnibus Appropriations bills. The OTO Board of Directors voted to apply this and FY 2021 CRRSAA funding for use on Bicycle and Pedestrian Infrastructure projects. All of this funding has specific obligation deadlines and OTO is monitoring the use of this funding to ensure its timely obligation.

Programming Goals

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. As described earlier, the amount of funding that can be obligated during the year is limited by Congress. The Federal Highway Administration manages this amount at a national level. Each state is required to report those projects that will be obligated before the end of the federal fiscal year. Should states be unable to utilize all available obligation authority, the remaining amounts are aggregated and redistributed to those states who can obligate beyond the initial limitation set by Congress. This is called the August Redistribution. Effort is required by all project sponsors in Missouri to take advantage of August Redistribution.



Obligated vs. Programmed

The following funds balance reports show two scenarios for each OTO member jurisdiction. The first, labeled “Lapse Potential,” includes only obligations and STIP-programmed cost shares, along with allocations through FY 2023, at a minimum. The second scenario, labeled “Funds Available for Programming,” includes everything from the first scenario, plus all projects with STBG-Urban programmed or planned to be programmed in the FY 2024-2027 TIP, through FY 2026.

Accounts	Ending Balance 9/30/2023
Transportation Alternatives Program (TAP) (Includes HIP)	\$4,328,328.91
<i>TAP Only</i>	\$3,102,024.41
<i>STBG-U HIP Flexed to TAP</i>	\$652,554.50
<i>CRRSAA Funds Flexed to TAP</i>	\$573,750.00
Carbon Reduction Program (CRP)	\$1,808,230.90
Total STBG-Urban	(\$1,692,243.92)
<i>STBG-Urban</i>	(\$1,988,060.35)
<i>OTO STBG Payback</i>	\$295,816.43
TOTAL	\$4,444,315.89

Ending Balance (All Funding Sources)	All Accounts 9/30/2023	Allocations through FY 2026	Programmed through FY 2026	Remaining Balance
Transportation Alternatives Program (TAP)	\$4,328,328.91	\$4,908,593.92	(\$7,299,088.97)	\$1,937,833.86
Carbon Reduction Program (CRP)	\$1,808,230.90	\$2,895,683.15	(\$3,600,133.00)	\$1,103,781.05
OTO Operations	\$52,368.00	\$804,695.00	(\$804,633.35)	\$52,429.65
Christian County	\$498,785.46	\$1,271,441.77	(\$825,000.00)	\$945,227.23
Greene County	(\$11,197,879.48)	\$5,283,725.61	\$2,179,930.23	(\$3,734,223.64)
City of Battlefield	\$798,720.03	\$409,305.51	(\$61,060.63)	\$1,146,964.91
City of Nixa	\$810,363.41	\$1,589,183.22	(\$1,741,561.69)	\$657,984.94
City of Ozark	\$1,028,485.75	\$1,454,365.91	(\$2,575,985.00)	(\$93,133.34)
City of Republic	\$798,402.59	\$1,281,214.60	(\$2,296,000.00)	(\$216,382.81)
City of Springfield	\$4,801,137.47	\$11,560,031.87	(\$17,113,834.39)	(\$752,665.05)
City of Strafford	\$345,429.31	\$164,541.46	(\$481,362.00)	\$28,608.77
City of Willard	\$371,943.54	\$433,493.75	(\$357,313.00)	\$448,124.29
TOTAL	\$4,444,315.89	\$32,056,275.77	(\$34,976,041.80)	\$1,524,549.86

Federal Funds Balance Report

Balance Summary

Accounts	9/30/2023 Ending Balance	FY 2024 Estimated Annual Allocation
Transportation Alternatives Program (TAP) (Includes HIP)	4,328,328.91	1,603,906.00
TAP Only	3,102,024.41	
STBG-U HIP Flexed to TAP	652,554.50	
CRRSAA Funds Flexed to TAP	573,750.00	
Carbon Reduction Program (CRP)	1,808,230.90	946,178.00
Total STBG-Urban	(1,692,243.92)	7,959,165.44
STBG-Urban	(1,988,060.35)	
OTO STBG Payback	295,816.43	
	4,444,315.89	10,509,249.44

Total Balance All Accounts (10/1/2002-9/30/2023)

Allocations	133,955,497.13
Obligations	(129,511,181.24)
	4,444,315.89

Ending Balance (All Funding Sources) 9/30/2023	All Accounts	Allocations and Programmed Projects through FY 2026	Remaining Balance through FY 2026
Transportation Alternatives Program (TAP)	4,328,328.91	(2,390,495.05)	1,937,833.86
Carbon Reduction Program (CRP)	1,808,230.90	(704,449.85)	1,103,781.05
OTO Operations	52,368.00	61.65	52,429.65
Christian County	498,785.46	446,441.77	945,227.23
Greene County	(11,197,879.48)	7,463,655.84	(3,734,223.64)
City of Battlefield	798,720.03	348,244.88	1,146,964.91
City of Nixa	810,363.41	(152,378.47)	657,984.94
City of Ozark	1,028,485.75	(1,121,619.09)	(93,133.34)
City of Republic	798,402.59	(1,014,785.40)	(216,382.81)
City of Springfield	4,801,137.47	(5,553,802.52)	(752,665.05)
City of Strafford	345,429.31	(316,820.54)	28,608.77
City of Willard	371,943.54	76,180.75	448,124.29
	4,444,315.89	(2,919,766.03)	1,524,549.86

MoDOT Cost Shares

	Total	Obligated	Balance
CC Cost Share	2,575,985.00	0.00	2,575,985.00
S602093 MM I-44 to 360	2,296,000.00	0.00	2,296,000.00
MO2502 FY 2025 TMC Staff	460,000.00	0.00	460,000.00
MO2604 FY 2025 TMC Staff	472,000.00	0.00	472,000.00
MO2701 FY 2026 TMC Staff	480,000.00	0.00	480,000.00
	6,283,985.00	0.00	6,283,985.00

Summary

FY 2022 Balance	17,596,051.76
FY 2023 Allocations	10,389,676.97
FY 2023 Obligations	(23,541,412.84)
Remaining Balance	4,444,315.89

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP)

Lapse Potential

Name	Account	Amount	Balance
<i>FY 2013-2021 TAP Balance</i>	<i>TAP</i>	<i>3,633,440.34</i>	<i>5,742,762.47</i>
FY 2022 TAP Allocation	TAP	1,471,207.65	7,213,970.12
9901816 Pine and McCabe Sidewalks	TAP	1,255.49	7,215,225.61
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(791,075.77)	6,424,149.84
9901827 Chadwick Flyer Jackson to Clay	STBG-U	157,174.06	6,581,323.90
9901817 Battlefield Third St Sidewalk	TAP	(265,666.40)	6,315,657.50
5901817 Fassnight Clay to Brookside	STBG-U	(216,461.00)	6,099,196.50
9901818 Nicholas SW Ph 1 and 2	STBG-U	14.50	6,099,211.00
9901818 Nicholas SW Ph 1 and 2	STBG-U	6,463.52	6,105,674.52
5901822 Chadwick Flyer Phase III	STBG-U	(71,419.94)	6,034,254.58
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(46,281.62)	5,987,972.96
5901817 Fassnight Clay to Brookside	STBG-U	(1,000.00)	5,986,972.96
9901817 Battlefield Third St Sidewalk	TAP	61,386.49	6,048,359.45
<i>9/30/2022 Balance</i>			<i>6,048,359.45</i>
FY 2023 TAP Allocation	TAP	1,566,741.00	7,615,100.45
9901822 Ozark West Elementary SW	TAP	4,208.19	7,619,308.64
9901822 Ozark West Elementary SW	TAP	23.88	7,619,332.52
6900813 Shuyler Creek Trail	TAP	(324,125.91)	7,295,206.61
9901850 OGI Regional Trail Planning	TAP	(260,201.00)	7,035,005.61
5901814 Luster/Fassnight Sidewalks	TAP	(6,046.26)	7,028,959.35
5901822 Chadwick Flyer Phase III	STBG-U	(295,567.32)	6,733,392.03
5901822 Chadwick Flyer Phase III	CRRSAA	(863,750.00)	5,869,642.03
5901815 Springfield Harvard	STBG-U	15,261.00	5,884,903.03
5901811 Springfield Greenwood	STBG-U	10,146.70	5,895,049.73
5901812 Springfield Galloway Recon	STBG-U	5,101.32	5,900,151.05
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(54,307.00)	5,845,844.05
9901837 Chadwick Flyer Phase II	STBG-U	(58,716.29)	5,787,127.76
5901822 Chadwick Flyer Phase III	STBG-U	(84,516.80)	5,702,610.96
9901817 Battlefield Third St Sidewalk	TAP	(2,588.60)	5,700,022.36
S605022 Wilson's Creek Blvd Trail	STBG-U	(245,494.96)	5,454,527.40
S605022 Wilson's Creek Blvd Trail	STBG-U	(23,973.95)	5,430,553.45
S605022 Wilson's Creek Blvd Trail	STBG-U	(5,405.81)	5,425,147.64
S605022 Wilson's Creek Blvd Trail	STBG-U	(13,829.74)	5,411,317.90
S605022 Wilson's Creek Blvd Trail	CRRSAA	(1,246,730.00)	4,164,587.90
S605022 Wilson's Creek Blvd Trail	STBG-U	240,505.26	4,405,093.16
S605022 Wilson's Creek Blvd Trail	STBG-U	(0.02)	4,405,093.14
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(13,088.60)	4,392,004.54
FY 2022 TAP Funds Lapse	TAP	(63,675.63)	4,328,328.91
<i>9/30/2023 Balance</i>			<i>4,328,328.91</i>
		2,219,006.78	4,328,328.91

Remaining Balance TAP Funds (9/30/2023)		3,102,024.41
Remaining Balance Omnibus Funds (9/30/2023)		652,554.50
Remaining Balance CRRSAA Funds (9/30/2023)	Converted to STBG-U on 6/1/2023	573,750.00
Remaining Balance All Funds (9/30/2023)		4,328,328.91

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP) Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2023 TAP Balance</i>	<i>TAP</i>	<i>2,219,006.78</i>	<i>4,328,328.91</i>
FY 2024 TAP Allocation*	TAP	1,603,906.00	5,932,234.91
9901849 Chadwick Flyer Overpass	TAP	(230,687.54)	5,701,547.37
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.45)	5,662,458.92
9901837 Chadwick Flyer Phase II	STBG-U Programmed	(684,132.00)	4,978,326.92
6900813 Shuyler Creek Trail	STBG-U Programmed	(177,737.97)	4,800,588.95
6900813 Shuyler Creek Trail	TAP Programmed	(1,588,141.00)	3,212,447.95
9901859 Trail of Tears Connector	TAP Programmed	(38,133.00)	3,174,314.95
9901867 Lost Hill Park Bridge	TAP Programmed	(10,400.00)	3,163,914.95
9901860 Nixa Multi-Use Path	TAP Programmed	(102,057.00)	3,061,857.95
9901861 OC Trailhead	TAP Programmed	(8,257.00)	3,053,600.95
5901827 Jordan Creek Trail Smith Park	TAP Programmed	(15,032.00)	3,038,568.95
5901829 Mt. Vernon/Miller Sidewalks	TAP Programmed	(130,385.00)	2,908,183.95
9901851 Chadwick Flyer Spur to OHS	TAP Programmed	(85,111.55)	2,823,072.40
OK2303 Garrison Springs	TAP Programmed	(440,000.00)	2,383,072.40
9901849 Chadwick Flyer Overpass	TAP Programmed	(1,269,312.46)	1,113,759.94
SP2313 LeCompte Trail	TAP Programmed	(383,160.00)	730,599.94
ST2302 Route OO East Sidewalks	TAP Awarded CS	(196,006.00)	534,593.94
TAP Bonus Available	TAP Awarded	(180,000.00)	354,593.94
<i>9/30/2024 Balance</i>			<i>354,593.94</i>
FY 2025 TAP Allocation*	TAP	1,635,984.12	1,990,578.06
9901859 Trail of Tears Connector	TAP Programmed	(284,718.00)	1,705,860.06
9901867 Lost Hill Park Bridge	TAP Programmed	(107,000.00)	1,598,860.06
9901860 Nixa Multi-Use Path	TAP Programmed	(602,134.00)	996,726.06
9901861 OC Trailhead	TAP Programmed	(88,000.00)	908,726.06
9901863 Ozark Downtown Sidewalks	TAP Programmed	(226,165.00)	682,561.06
9901865 Garrison Trailhead	TAP Programmed	(48,000.00)	634,561.06
5901827 Jordan Creek Trail Smith Park	TAP Programmed	(100,210.00)	534,351.06
5901829 Mt. Vernon/Miller Sidewalks	TAP Programmed	(130,385.00)	403,966.06
<i>9/30/2025 Balance</i>			<i>403,966.06</i>
FY 2026 TAP Allocation*	TAP	1,668,703.80	2,072,669.86
OK2002 South Sidewalks 6th-14th	TAP Awarded CS	(134,836.00)	1,937,833.86
<i>9/30/2026 Balance</i>			<i>1,937,833.86</i>
*Estimate		(171,488.27)	1,937,833.86
Funds Immediately Available to be Programmed through 2026			1,937,833.86
TAP Portion MoDOT SW Cost Share			(1,215,368.00)
Remaining Balance			722,465.86

Carbon Reduction Program Balance

Carbon Reduction Program (CRP)

Lapse Potential

Name	Account	Amount	Balance
FY 2022 CRP Allocation	CRP	867,832.89	867,832.89
9/30/2022 Balance			867,832.89
FY 2023 CRP Allocation*	CRP	940,398.01	1,808,230.90
9/30/2023 Balance			1,808,230.90
		1,808,230.90	1,808,230.90
Remaining Balance All Funds (9/30/2023)			1,808,230.90

Carbon Reduction Program Balance

Carbon Reduction Program (CRP) Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2023 CRP Balance</i>	<i>CRP</i>	<i>1,808,230.90</i>	<i>1,808,230.90</i>
FY 2024 CRP Allocation*	CRP	946,178.00	2,754,408.90
9901862 Chadwick Phase V	CRP Programmed	(44,540.00)	2,709,868.90
5901828 Sherman Parkway Link	CRP Programmed	(61,295.00)	2,648,573.90
5901830 South Ck Fremont/Glenstone	CRP Programmed	(96,641.00)	2,551,932.90
OT2402 EV Chargers	CRP Programmed	(750,000.00)	1,801,932.90
SP2314 Grand Street Design	CRP Programmed	(240,000.00)	1,561,932.90
CRP Bonus Available	CRP Awarded	(145,000.00)	1,416,932.90
<i>9/30/2024 Balance</i>			<i>1,416,932.90</i>
FY 2025 CRP Allocation*	CRP	965,101.56	2,382,034.46
9901862 Chadwick Phase V	CRP Programmed	(534,260.00)	1,847,774.46
9901864 Finley River Trail Extension	CRP Programmed	(193,684.00)	1,654,090.46
5901828 Sherman Parkway Link	CRP Programmed	(408,635.00)	1,245,455.46
5901830 South Ck Fremont/Glenstone	CRP Programmed	(644,270.00)	601,185.46
RP1704 MM Relocation	CRP Awarded CS	(241,488.00)	359,697.46
ST2201 Strafford West OO SW	CRP Awarded CS	(240,320.00)	119,377.46
<i>9/30/2025 Balance</i>			<i>119,377.46</i>
FY 2026 CRP Allocation*	CRP	984,403.59	1,103,781.05
<i>9/30/2026 Balance</i>			<i>1,103,781.05</i>
*Estimate		1,103,781.05	1,103,781.05

Funds Immediately Available to be Programmed through 2026	1,103,781.05
CRP Portion MoDOT SW Cost Share	(1,064,402.00)
Remaining Balance	39,379.05

Combined STBG-U Balance

STBG-U/Small Urban Summary

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STBG-Urban/Small/Payback</i>	<i>22,707,152.73</i>	<i>22,707,152.73</i>
FY 2021 Allocation	STBG-Urban	6,916,120.12	29,623,272.85
FY 2021 Omnibus	STBG-Urban (HIP)	384,600.00	30,007,872.85
FY 2021 CRRSAA	STBG-Urban (CRRSAA)	2,684,230.00	32,692,102.85
FY 2021 Omnibus Transfer to TAP	STBG-Urban	(3,068,830.00)	29,623,272.85
Obligations	STBG-Urban	(27,403,873.09)	2,219,399.76
OTO Operations	STBG-Urban	(156,800.00)	2,062,599.76
<i>9/30/2021 Balance</i>			<i>2,062,599.76</i>
FY 2022 Allocation	STBG-Urban	7,274,284.83	9,336,884.59
Obligations	STBG-Urban	1,487,362.34	10,824,246.93
OTO Operations	STBG-Urban	(144,387.51)	10,679,859.42
<i>9/30/2022 Balance</i>			<i>10,679,859.42</i>
FY 2023 Allocation	STBG-Urban	7,882,537.96	18,562,397.38
Obligations	STBG-Urban	(19,975,438.88)	(1,413,041.50)
OTO Operations	STBG-Urban	(279,202.42)	(1,692,243.92)
<i>9/30/2023 Balance</i>			<i>(1,692,243.92)</i>
*Estimate		(1,692,243.92)	(1,692,243.92)

Remaining Balance All Funds (9/30/2023)

(1,692,243.92)

MoDOT STIP Programmed Cost Shares	
CC Cost Share	(2,575,985.00)
S602093 MM I-44 to 360	(2,296,000.00)
MO2502 FY 2025 TMC Staff	(460,000.00)
MO2604 FY 2025 TMC Staff	(472,000.00)
MO2701 FY 2026 TMC Staff	(480,000.00)

Combined STBG-U Balance

STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2023 Balance	STBG-Urban	(1,692,243.92)	(1,692,243.92)
FY 2024 Allocation*	STBG-Urban	7,959,165.44	6,266,921.52
Obligated:		2,155,985.52	8,422,907.04
9901835 North 13 Corridor Study	STBG-Urban	184.95	
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.02	
5909802 Kansas Extension	STBG-Urban	2,179,868.56	
9901828 Trail of Tears Elm to Somerset	STBG-Urban	18,939.37	
9901831 N. Main Street	STBG-Urban	(4,209.45)	
9901849 Chadwick Flyer US65 X-ing	STBG-Urban	(57,671.89)	
0652099 Chestnut RR Utilities	STBG-Urban	26,678.57	
S602027 Campbell and Republic	STBG-Urban	(10,154.76)	
5905811 TMC Salaries 2023	STBG-Urban	2,350.15	
Programmed:		(15,002,969.35)	(6,580,062.31)
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	
9900794 Green Bridge	Programmed	(450,000.00)	
BA2402 Weaver Road Improvements	STBG-Urban Programmed	(80,000.00)	
9901831 N. Main Street	STBG-Urban Programmed	(1,737,352.24)	
9901849 Chadwick Flyer US65 X-ing	STBG-Urban Programmed	(317,328.11)	
CC Cost Share	Programmed Cost Share	(447,588.00)	
S602093 MM I-44 to 360	Programmed	(2,296,000.00)	
5901824 TMC Signal Replacements	Programmed	(1,070,770.00)	
5900853 Main Bridge over Jordan	Programmed	(2,000,000.00)	
5900851 Pavement Resurfacing	Programmed	(3,885,000.00)	
5900852 ADA Improvements	Programmed	(1,165,000.00)	
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(460,000.00)	
9901838 N. Old Orchard	Programmed	(481,362.00)	
WI2301 Jackson Street Resurfacing	Programmed	(357,313.00)	
9/30/2024 Balance			(6,580,062.31)
FY 2025 Allocation*	STBG-Urban	8,140,356.27	1,560,293.96
Programmed:		(10,468,416.00)	(8,908,122.04)
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	
CC Cost Share	Programmed Cost Share	(2,128,397.00)	
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	
MO2604 FY 2026 TMC Staff	Programmed Cost Share	(472,000.00)	
I-44	Unprogrammed Cost Share	(2,000,000.00)	
9/30/2025 Balance			(8,908,122.04)
FY 2026 Allocation*	STBG-Urban	8,241,400.97	(666,721.07)
Programmed:		(761,420.00)	(1,428,141.07)
OT1901-19A5 (UPWP FY 2027)	Programmed	(281,420.00)	
MO2701 FY 2027 TMC Staff	Programmed Cost Share	(480,000.00)	
*Estimate		(1,428,141.07)	(1,428,141.07)
Funds Available to be Programmed through 2026			(1,428,141.07)

Funds Balance by Jurisdiction

OTO

Funds Obligated

Name	Account	Transactions	Balance
FY 2019 Allocation (for 2020 UPWP)	STBG-Urban	200,000.00	200,000.00
00FY820 FY 2020 UPWP	STBG-Urban	(200,000.00)	0.00
Expended	STBG-Urban	163,990.00	
9/30/2019 Balance			0.00
FY 2020 Allocation (for 2021 UPWP)	STBG-Urban	100,000.00	100,000.00
00FY821 FY 2021 UPWP	STBG-Urban	(100,000.00)	0.00
Expended	STBG-Urban	99,654.51	
9/30/2020 Balance			0.00
FY 2021 Allocation (for 2022 UPWP)	STBG-Urban	236,800.00	236,800.00
00FY822 FY 2022 UPWP	STBG-Urban	(156,800.00)	80,000.00
Expended	STBG-Urban	142,119.42	
9/30/2021 Balance			80,000.00
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	231,525.00	311,525.00
9901835 North 13 Corridor Study	STBG-Urban	(78,668.07)	232,856.93
00FY820 FY 2020 UPWP	STBG-Urban	36,010.00	268,866.93
00FY821 FY 2021 UPWP	STBG-Urban	345.49	269,212.42
00FY823 FY 2023 UPWP	STBG-Urban	(180,743.00)	88,469.42
9/30/2022 Balance			88,469.42
FY 2023 Allocation (for 2024 UPWP)	STBG-Urban	243,101.00	331,570.42
00FY823 FY 2023 UPWP	STBG-Urban	(50,782.00)	280,788.42
00FY822 FY 2022 UPWP	STBG-Urban	14,680.58	295,469.00
00FY824 FY 2024 UPWP	STBG-Urban	(243,101.00)	52,368.00
9/30/2023 Balance			52,368.00
		52,368.00	52,368.00

Funds Balance by Jurisdiction

OTO

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>52,368.00</i>	<i>52,368.00</i>
FY 2024 Allocation* (for 2025 UPWP)	STBG-Urban	255,256.00	307,624.00
9901835 North 13 Corridor Study	STBG-Urban	61.65	307,685.65
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	52,429.65
<i>9/30/2024 Balance</i>			<i>52,429.65</i>
FY 2025 Allocation* (for 2026 UPWP)	STBG-Urban	268,019.00	320,448.65
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	52,429.65
<i>9/30/2025 Balance</i>			<i>52,429.65</i>
FY 2026 Allocation* (for 2027 UPWP)	STBG-Urban	281,420.00	333,849.65
OT1901-19A5 (UPWP FY 2027)	Programmed	(281,420.00)	52,429.65
<i>9/30/2026 Balance</i>			<i>52,429.65</i>
*Estimate		52,429.65	52,429.65

Funds Balance by Jurisdiction

Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STBG-Urban</i>	<i>145,840.38</i>	<i>145,840.38</i>
FY 2021 Allocation	STBG-Urban	349,595.62	495,436.00
<i>9/30/2021 Balance</i>			<i>495,436.00</i>
FY 2022 Allocation	STBG-Urban	381,897.17	877,333.17
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	485,333.17
<i>9/30/2022 Balance</i>			<i>485,333.17</i>
FY 2023 Allocation	STBG-Urban	414,252.29	899,585.46
9901830 Nelson Mill Bridge	STBG-Urban	(400,800.00)	498,785.46
			498,785.46
		498,785.46	498,785.46
Remaining Balance All Funds (9/30/2023)			498,785.46

Funds Balance by Jurisdiction

Christian County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>498,785.46</i>	<i>498,785.46</i>
FY 2024 Allocation*	STBG-Urban	416,220.46	915,005.92
9901849 Chadwick Flyer US65 X-ing	Transfer to Ozark	(375,000.00)	540,005.92
9900794 Green Bridge	Programmed	(450,000.00)	90,005.92
<i>9/30/2024 Balance</i>			<i>90,005.92</i>
FY 2025 Allocation*	STBG-Urban	423,587.36	513,593.28
<i>9/30/2025 Balance</i>			<i>513,593.28</i>
FY 2026 Allocation*	STBG-Urban	431,633.95	945,227.23
<i>9/30/2026 Balance</i>			<i>945,227.23</i>
*Estimate		945,227.23	945,227.23
**Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			945,227.23

Funds Balance by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>		6,052,595.44	6,052,595.44
FY 2021 Allocation	STBG-Urban	1,487,885.35	7,540,480.79
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	7,102,657.99
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	9,182,657.99
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	11,882,657.99
9901826 FR 169 Bridge	STBG-Urban	37,475.60	11,920,133.59
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	11,657,690.68
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	11,636,382.46
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	11,411,038.97
5909802 Kansas Extension	STBG-Urban	(345,782.74)	11,065,256.23
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	(947,468.91)
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	(3,270,823.95)
5909802 Kansas Extension	STBG-Urban	(352,977.68)	(3,623,801.63)
5909802 Kansas Extension	STBG-Urban	(41,436.78)	(3,665,238.41)
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	(5,290,523.41)
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	(5,762,408.41)
<i>9/30/2021 Balance</i>			(5,762,408.41)
FY 2022 Allocation	STBG-Urban	1,587,048.60	(4,175,359.81)
5909802 Kansas Extension	STBG-Urban	4,192,964.59	17,604.78
5909802 Kansas Extension	STBG-Urban	345,782.74	363,387.52
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	427,252.82
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	477,747.42
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	399,079.36
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	339,588.24
5909802 Kansas Extension	STBG-Urban	(72,878.43)	266,709.81
<i>9/30/2022 Balance</i>			266,709.81
FY 2023 Allocation	STBG-Urban	1,721,506.63	1,988,216.44
5909802 Kansas Extension	STBG-Urban	(12,968.61)	1,975,247.83
5901823 FR 175 Bridge	STBG-Urban	(225,906.50)	1,749,341.33
5901823 FR 175 Bridge	STBG-Urban (HIP)	(63,865.30)	1,685,476.03
5901823 FR 175 Bridge	STBG-Urban (HIP)	(281,917.44)	1,403,558.59
9901826 FR 169 Bridge	STBG-Urban	3,936.80	1,407,495.39
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(40,193.00)	1,367,302.39
5909802 Kansas Extension	STBG-Urban	(6,575,516.11)	(5,208,213.72)
5909802 Kansas Extension	STBG-Urban	(3,686,085.19)	(8,894,298.91)
5909802 Kansas Extension	STBG-Urban	(2,303,580.57)	(11,197,879.48)
<i>9/30/2023 Balance</i>			(11,197,879.48)
		(11,197,879.48)	(11,197,879.48)
Remaining Balance All Funds (9/30/2023)			(11,197,879.48)

Funds Balance by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>(11,197,879.48)</i>	<i>(11,197,879.48)</i> **
FY 2024 Allocation*	STBG-Urban	1,729,685.73	(9,468,193.75)
9901835 North 13 Corridor Study	STBG-Urban	61.65	(9,468,132.10)
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.01	(9,468,132.09)
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.01	(9,468,132.08)
5909802 Kansas Extension	STBG-Urban	2,138,827.85	(7,329,304.23)
5909802 Kansas Extension	STBG-Urban	(0.01)	(7,329,304.24)
5909802 Kansas Extension	STBG-Urban	41,040.72	(7,288,263.52)
<i>9/30/2024 Balance</i>			<i>(7,288,263.52)</i>
FY 2025 Allocation*	STBG-Urban	1,760,300.36	(5,527,963.16)
<i>9/30/2025 Balance</i>			<i>(5,527,963.16)</i>
FY 2026 Allocation*	STBG-Urban	1,793,739.52	(3,734,223.64)
<i>9/30/2026 Balance</i>			<i>(3,734,223.64)</i>
*Estimate		(3,734,223.64)	(3,734,223.64)
**Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			--

Funds Balance by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STP-Urban</i>	<i>551,327.21</i>	<i>551,327.21</i>
FY 2021 Allocation	STBG-Urban	120,628.52	671,955.73
<i>9/30/2021 Balance</i>			<i>671,955.73</i>
FY 2022 Allocation	STBG-Urban	122,941.23	794,896.96
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	795,315.63
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	795,316.66
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	698,149.58
<i>9/30/2022 Balance</i>			<i>698,149.58</i>
FY 2023 Allocation	STBG-Urban	133,357.06	831,506.64
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(32,786.61)	798,720.03
<i>9/30/2023 Balance</i>			<i>798,720.03</i>
		798,720.03	798,720.03
Remaining Balance All Funds (9/30/2023)			798,720.03

Funds Balance by Jurisdiction

City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>798,720.03</i>	<i>798,720.03</i>
FY 2024 Allocation*	STBG-Urban	133,990.66	932,710.69
9901828 Trail of Tears Elm to Somerset	STBG-Urban	18,939.37	951,650.06
BA2402 Weaver Road Improvements	STBG-Urban Programmed	(80,000.00)	871,650.06
<i>9/30/2024 Balance</i>			<i>871,650.06</i>
FY 2025 Allocation*	STBG-Urban	136,362.24	1,008,012.30
<i>9/30/2025 Balance</i>			<i>1,008,012.30</i>
FY 2026 Allocation*	STBG-Urban	138,952.61	1,146,964.91
<i>9/30/2026 Balance</i>			<i>1,146,964.91</i>
*Estimate		1,146,964.91	1,146,964.91
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			1,146,964.91

Funds Balance by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>		<i>1,524,745.60</i>	<i>1,524,745.60</i>
FY 2021 Allocation	STBG-Urban	410,577.81	1,935,323.41
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	1,751,775.81
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	1,321,421.82
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	1,336,148.22
<i>9/30/2021 Balance</i>			<i>1,336,148.22</i>
FY 2022 Allocation	STBG-Urban	477,335.72	1,813,483.94
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	1,929,562.11
1601071 160 and South	STBG-Urban	(6,623.36)	1,922,938.75
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	392,388.75
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	431,323.14
<i>9/30/2022 Balance</i>			<i>431,323.14</i>
FY 2023 Allocation	STBG-Urban	517,776.59	949,099.73
9901831 N. Main Street	STBG-Urban	(131,584.31)	817,515.42
9901833 North MH to Cheyenne	STBG-Urban	(13,516.80)	803,998.62
9901833 North MH to Cheyenne	STBG-Urban	6,364.79	810,363.41
<i>9/30/2023 Balance</i>			<i>810,363.41</i>
		810,363.41	810,363.41
Remaining Balance All Funds (9/30/2023)			810,363.41

Funds Balance by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>810,363.41</i>	<i>810,363.41</i>
FY 2024 Allocation*	STBG-Urban	520,236.62	1,330,600.03
9901831 N. Main Street	STBG-Urban	(4,209.45)	1,326,390.58
9901831 N. Main Street	STBG-Urban Programmed	(1,737,352.24)	(410,961.66) **
<i>9/30/2024 Balance</i>			<i>(410,961.66)</i>
FY 2025 Allocation*	STBG-Urban	529,444.56	118,482.90
<i>9/30/2025 Balance</i>			<i>118,482.90</i>
FY 2026 Allocation*	STBG-Urban	539,502.04	657,984.94
<i>9/30/2026 Balance</i>			<i>657,984.94</i>
*Estimate		657,984.94	657,984.94
** Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			657,984.94

Funds Balance by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	STBG-Urban	(86,839.28)	(86,839.28) **
FY 2021 Allocation	STBG-Urban	384,595.25	297,755.97
<i>9/30/2021 Balance</i>			297,755.97
FY 2022 Allocation	STBG-Urban	436,841.26	734,597.23
0141030 South and Third	STBG-Urban	(179,962.84)	554,634.39
<i>9/30/2022 Balance</i>			554,634.39
FY 2023 Allocation	STBG-Urban	473,851.36	1,028,485.75
<i>9/30/2023 Balance</i>			
		1,028,485.75	1,028,485.75

**Advance Agreement on File

Remaining Balance All Funds (9/30/2023)	1,028,485.75
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MoDOT STIP Programmed Cost Shares	
CC Cost Share	(2,575,985.00)

Funds Balance by Jurisdiction

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>1,028,485.75</i>	<i>1,028,485.75</i>
FY 2024 Allocation*	STBG-Urban	476,102.69	1,504,588.44
9901849 Chadwick Flyer US65 X-ing	Transfer from Christian	375,000.00	1,879,588.44
9901849 Chadwick Flyer US65 X-ing	STBG-Urban	(57,671.89)	1,821,916.55
9901849 Chadwick Flyer US65 X-ing	STBG-Urban Programmed	(317,328.11)	1,504,588.44
CC Cost Share	Programmed Cost Share	(225,769.00)	1,278,819.44
CC Cost Share	Programmed Cost Share	(221,819.00)	1,057,000.44
<i>9/30/2024 Balance</i>			<i>1,057,000.44</i>
FY 2025 Allocation*	STBG-Urban	484,529.48	1,541,529.92
CC Cost Share	Programmed Cost Share	(2,128,397.00)	(586,867.08) **
<i>9/30/2025 Balance</i>			<i>(586,867.08)</i>
FY 2026 Allocation*	STBG-Urban	493,733.74	(93,133.34)
<i>9/30/2026 Balance</i>			<i>(93,133.34)</i>
*Estimate		(93,133.34)	(93,133.34)
**Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			

Funds Balance by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2020 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>(262,388.14)</i>	<i>(262,388.14)</i>
FY 2021 Allocation	STBG-Urban	318,403.19	56,015.05
S601061 M/Repmo Drive	STBG-Urban	<i>(59,881.47)</i>	<i>(3,866.42)</i>
<i>9/30/2021 Balance</i>			<i>(3,866.42)</i>
FY 2022 Allocation	STBG-Urban	384,832.60	380,966.18
S602093 MM I-44 to 360	STBG-Urban	<i>(302,916.17)</i>	78,050.01
<i>9/30/2022 Balance</i>			<i>78,050.01</i>
FY 2023 Allocation	STBG-Urban	417,436.41	495,486.42
S602093 MM I-44 to 360	STBG-Urban	302,916.17	798,402.59
<i>9/30/2023 Balance</i>			<i>798,402.59</i>
		798,402.59	798,402.59

**Advance Agreement on File

Remaining Balance All Funds 9/30/2023) 798,402.59

MoDOT STIP Programmed Cost Shares	
S602093 MM I-44 to 360	<i>(2,296,000.00)</i>

Funds Balance by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		798,402.59	798,402.59
FY 2024 Allocation*	STBG-Urban	419,419.70	1,217,822.29
S602093 MM I-44 to 360	Programmed	(2,296,000.00)	(1,078,177.71) **
<i>9/30/2024 Balance</i>			(1,078,177.71)
FY 2025 Allocation*	STBG-Urban	426,843.23	(651,334.48)
<i>9/30/2025 Balance</i>			(651,334.48)
FY 2026 Allocation*	STBG-Urban	434,951.67	(216,382.81)
<i>9/30/2026 Balance</i>			(216,382.81)
*Estimate		(216,382.81)	(216,382.81)
**Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			--

Funds Balance by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2021 Balance</i>		4,640,946.12	4,640,946.12
FY 2022 Allocation	STBG-Urban	3,472,234.13	8,113,180.25
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	7,889,421.69
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	7,810,753.63
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	7,723,153.63
0132092 Kansas/Walnut Lawn	STBG-Urban	(134,930.67)	7,588,222.96
0132092 Kansas/Walnut Lawn	STBG-Urban	(13,869.33)	7,574,353.63
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	7,458,545.56
S602027 Campbell and Republic	STBG-Urban	807,784.84	8,266,330.40
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	10,266,330.40
5901810 Republic Road Widening	STBG-Urban	161,828.02	10,428,158.42
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	9,016,505.35
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	9,037,202.69
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	8,794,670.29
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	8,542,781.67
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	7,906,362.23
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	7,590,928.23
<i>9/30/2022 Balance</i>			7,590,928.23
FY 2023 Allocation*	STBG-Urban	3,766,408.96	11,357,337.19
5905811 TMC Salaries 2023	STBG-Urban	(360,000.00)	10,997,337.19
S603084 FY 2022 TMC Staff	STBG-Urban	12,943.32	11,010,280.51
5901824 TMC Signal Replacements	STBG-Urban	(125,229.00)	10,885,051.51
5916807 Overlay Improvements	STBG-Urban	26,830.88	10,911,882.39
5916808 ADA Improvements	STBG-Urban	(329,463.00)	10,582,419.39
5901818 Signal Improvements	STBG-Urban	22,044.23	10,604,463.62
0132092 Kansas/Walnut Lawn	STBG-Urban	(731,915.71)	9,872,547.91
0132092 Kansas/Walnut Lawn	CRRSAA	(573,750.00)	9,298,797.91
5910811 TMC Salaries 2024	STBG-Urban	(358,400.00)	8,940,397.91
0132093 Kansas/Sunset	STBG-Urban	(902,460.65)	8,037,937.26
0132093 Kansas/Sunset	STBG-Urban	(102,682.55)	7,935,254.71
S602027 Campbell and Republic	STBG-Urban	262,614.97	8,197,869.68
0132092 Kansas/Walnut Lawn	STBG-Urban	(49,305.04)	8,148,564.64
0132091 Kansas ADA I-44 to 60	STBG-Urban	(718,571.00)	7,429,993.64
0132093 Kansas/Sunset	STBG-Urban	(0.01)	7,429,993.63
5905811 TMC Salaries 2023	STBG-Urban	(16,000.00)	7,413,993.63
5916808 ADA Improvements	STBG-Urban	(162,856.16)	7,251,137.47
5900850 TMS Improvements	STBG-Urban	(2,450,000.00)	4,801,137.47
<i>9/30/2023 Balance</i>			4,801,137.47
		4,801,137.47	4,801,137.47
Remaining Balance All Funds (9/30/2023)			4,801,137.47
MoDOT STIP Programmed Cost Shares			
MO2502 FY 2025 TMC Staff			(460,000.00)
MO2604 FY 2025 TMC Staff			(472,000.00)
MO2701 FY 2026 TMC Staff			(480,000.00)

Funds Balance by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		4,801,137.47	4,801,137.47
FY 2024 Allocation*	STBG-Urban	3,784,303.68	8,585,441.15
0652099 Chestnut RR Utilities	STBG-Urban	26,678.57	8,612,119.72
S602027 Campbell and Republic	STBG-Urban	(10,154.76)	8,601,964.96
9901835 North 13 Corridor Study	STBG-Urban	61.65	8,602,026.61
5905811 TMC Salaries 2023	STBG-Urban	2,350.15	8,604,376.76
5901824 TMC Signal Replacements	Programmed	(1,070,770.00)	7,533,606.76
5900853 Main Bridge over Jordan	Programmed	(2,000,000.00)	5,533,606.76
5900851 Pavement Resurfacing	Programmed	(3,885,000.00)	1,648,606.76
5900852 ADA Improvements	Programmed	(1,165,000.00)	483,606.76
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(460,000.00)	23,606.76
<i>9/30/2024 Balance</i>			23,606.76
FY 2025 Allocation*	STBG-Urban	3,851,284.05	3,874,890.81
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	(125,109.19) **
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	(1,725,109.19)
MO2604 FY 2026 TMC Staff	Programmed Cost Share	(472,000.00)	(2,197,109.19)
I-44	Unprogrammed Cost Share	(2,000,000.00)	(4,197,109.19)
<i>9/30/2025 Balance</i>			(4,197,109.19)
FY 2026 Allocation*	STBG-Urban	3,924,444.14	(272,665.05)
MO2701 FY 2027 TMC Staff	Programmed Cost Share	(480,000.00)	(752,665.05)
<i>9/30/2026 Balance</i>			(752,665.05)
* Estimate		(752,665.05)	(752,665.05)
** Advance Agreement Needed			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			--

Funds Balance by Jurisdiction

City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STP-Urban</i>	<i>191,500.56</i>	<i>191,500.56</i>
FY 2021 Allocation	STBG-Urban	50,896.42	242,396.98
<i>9/30/2021 Balance</i>			<i>242,396.98</i>
FY 2022 Allocation	STBG-Urban	49,422.58	291,819.56
<i>9/30/2022 Balance</i>			<i>291,819.56</i>
FY 2023 Allocation	STBG-Urban	53,609.75	345,429.31
<i>9/30/2023 Balance</i>			<i>345,429.31</i>
		345,429.31	345,429.31
Remaining Balance All Funds (9/30/2023)			345,429.31

Funds Balance by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		345,429.31	345,429.31
FY 2024 Allocation*	STBG-Urban	53,864.46	399,293.77
9901838 N. Old Orchard	Programmed	(481,362.00)	(82,068.23) **
<i>9/30/2024 Balance</i>			(82,068.23)
FY 2025 Allocation*	STBG-Urban	54,817.83	(27,250.40)
<i>9/30/2025 Balance</i>			(27,250.40)
FY 2026 Allocation*	STBG-Urban	55,859.17	28,608.77
<i>9/30/2026 Balance</i>			28,608.77
*Estimate		28,608.77	28,608.77
**Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			28,608.77

Funds Balance by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>		<i>(49,914.01)</i>	<i>(49,914.01)</i> **
FY 2021 Allocation	STBG-Urban	114,149.58	64,235.57
<i>9/30/2021 Balance</i>			<i>64,235.57</i>
FY 2022 Allocation	STBG-Urban	130,206.54	194,442.11
<i>9/30/2022 Balance</i>			<i>194,442.11</i>
FY 2023 Allocation	STBG-Urban	141,237.91	335,680.02
5944803 Miller Road Widening	STBG-Urban	36,263.52	371,943.54
<i>9/30/2023 Balance</i>			<i>371,943.54</i>
**Advance Agreement on File		371,943.54	371,943.54
Remaining Balance All Funds (9/30/2023)			371,943.54

Funds Balance by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		371,943.54	371,943.54
FY 2024 Allocation*	STBG-Urban	141,908.95	513,852.49
WI2301 Jackson Street Resurfacing	Programmed	(357,313.00)	156,539.49
<i>9/30/2024 Balance</i>			156,539.49
FY 2025 Allocation*	STBG-Urban	144,420.67	300,960.16
<i>9/30/2025 Balance</i>			300,960.16
FY 2026 Allocation*	STBG-Urban	147,164.13	448,124.29
<i>9/30/2026 Balance</i>			448,124.29
*Estimate		448,124.29	448,124.29
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			448,124.29

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Republic Small Urban Allocation	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
STP/BG-Urban Allocation	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,274,284.83	7,882,537.96	7,930,989.00
STP/BG-Urban Distribution									
OTO Operations	N/A	N/A	N/A	200,000.00	100,000.00	236,800.00	231,525.00	243,101.00	255,256.05
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00	0.00	0.00	0.00	0.00
Christian County	3,337,442.89	317,405.64	335,454.60	343,250.56	375,669.67	349,595.62	381,897.17	414,252.29	416,220.46
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,598,857.01	1,487,885.35	1,587,048.60	1,721,506.63	1,729,685.73
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.16	129,625.42	120,628.52	122,941.23	133,357.06	133,990.66
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	410,577.81	477,335.72	517,776.59	520,236.62
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	384,595.25	436,841.26	473,851.36	476,102.69
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.26	342,150.81	318,403.19	384,832.60	417,436.41	419,419.70
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,699,348.59	3,442,588.38	3,472,234.13	3,766,408.96	3,784,303.68
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,896.42	49,422.58	53,609.75	53,864.46
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	114,149.58	130,206.54	141,237.91	141,908.95
	<u>61,884,207.97</u>	<u>6,064,303.41</u>	<u>6,409,144.05</u>	<u>6,768,092.40</u>	<u>7,287,487.03</u>	<u>6,916,120.12</u>	<u>7,274,284.83</u>	<u>7,882,537.96</u>	<u>7,930,989.00</u>
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

*Includes \$0.59
adjustment on 2010-
2014 allocations

Funding Allocation

OTO Population Distribution

Jurisdiction	2000 Population in MPO Area	Population in Urbanized Area	% of MPO Population	% of Urbanized Area Population	2010 Population in MPO Area	% of MPO Population	2020 Population in MPO Area	% of MPO Population
Christian County	13,488	13,488	5.24%	5.53%	16,196	5.23%	18,607	5.42%
Greene County	54,106	54,106	21.01%	22.17%	68,934	22.28%	77,325	22.53%
City of Battlefield	2,452	2,452	0.95%	1.00%	5,590	1.81%	5,990	1.75%
City of Nixa	12,192	12,192	4.73%	5.00%	19,022	6.15%	23,257	6.78%
City of Ozark	9,975	9,975	3.87%	4.09%	17,820	5.76%	21,284	6.20%
City of Republic	8,461	-	3.29%	-	14,751	4.77%	18,750	5.46%
City of Springfield	151,823	151,823	58.96%	62.21%	159,498	51.54%	169,176	49.30%
City of Strafford	1,834	-	0.71%	-	2,358	0.76%	2,408	0.70%
City of Willard	3,179	-	1.23%	-	5,288	1.71%	6,344	1.85%
	257,510	244,036	100.00%	100.00%	309,457	100.00%	343,141	100.00%

OTO Special Projects

	N/S Corridor Study	N/S Corridor Credit	<=2018 Rideshare	FY 2019 OTO Operations	FY 2020 OTO Operations	FY 2021 OTO Operations	FY 2022 OTO Operations	FY 2023 OTO Operations
Springfield Area Small Urban	(184,224.00)	14.67		For FY 2020	For FY 2021	For FY 2022	For FY 2023	For FY 2024
STBG-Urban			(10,000.00)	(200,000.00)	(100,000.00)	(236,800.00)	(231,525.00)	(243,101.00)
Distribution								
Christian County	(10,182.16)	0.81	(523.40)	(10,468.00)	(5,234.00)	(12,394.11)	(12,554.57)	(13,182.27)
Greene County	(40,844.89)	3.25	(2,227.60)	(44,552.00)	(22,276.00)	(52,749.57)	(52,172.93)	(54,781.52)
City of Battlefield	(1,851.03)	0.15	(180.60)	(3,612.00)	(1,806.00)	(4,276.61)	(4,041.59)	(4,243.67)
City of Nixa	(9,203.80)	0.73	(614.70)	(12,294.00)	(6,147.00)	(14,556.10)	(15,692.02)	(16,476.61)
City of Ozark	(7,530.18)	0.60	(575.80)	(11,516.00)	(5,758.00)	(13,634.94)	(14,360.80)	(15,078.83)
City of Republic	N/A	N/A	(476.70)	(9,534.00)	(4,767.00)	(11,288.26)	(12,651.06)	(13,283.60)
City of Springfield	(114,611.94)	9.13	(5,154.10)	(103,082.00)	(51,541.00)	(122,049.09)	(114,146.87)	(119,854.09)
City of Strafford	N/A	N/A	(76.20)	(1,524.00)	(762.00)	(1,804.41)	(1,624.73)	(1,705.96)
City of Willard	N/A	N/A	(170.90)	(3,418.00)	(1,709.00)	(4,046.91)	(4,280.43)	(4,494.45)
	(184,224.00)	14.67	(10,000.00)	(200,000.00)	(100,000.00)	(236,800.00)	(231,525.00)	(243,101.00)

Notes:

FY 2003-FY2010 STP-Urban funds distribution based on percentage of 2000 Urbanized Population
FY 2011 STP-Urban funds distributed based on percentage of 2000 MPO Population
FY 2012-FY2021 STP/BG-Urban funds distribution based on percentage of 2010 MPO Population
FY 2022 STBG-Urban funds distribution based on percentage of 2020 MPO Population
Republic Small Urban FY 04-10 not included in overall distribution
Republic Small Urban FY 11-16 included in overall distribution
Small Urban Program Discontinued FY 2017 and beyond
Rideshare Discontinued FY 2021 and beyond

All Allocations

	Type	Date	Account	Amount	Balance
FY 2003 Allocation					
	Deposit	10/01/2002	City of Republic	25,177.78	25,177.78
Total FY 2003 Allocation				25,177.78	25,177.78
FY 2003/2004 Allocation					
	Deposit	10/01/2003	Christian County	348,765.16	348,765.16
	Deposit	10/01/2003	Greene County	1,399,042.73	1,747,807.89
	Deposit	10/01/2003	City of Battlefield	63,402.45	1,811,210.34
	Deposit	10/01/2003	City of Nixa	315,253.93	2,126,464.27
	Deposit	10/01/2003	City of Ozark	257,927.98	2,384,392.25
	Deposit	10/01/2003	City of Springfield	3,925,754.34	6,310,146.59
Total FY 2003/2004 Allocation				6,310,146.59	6,310,146.59
FY 2004 Allocation					
	Deposit	10/01/2003	City of Republic	33,077.66	33,077.66
Total FY 2004 Allocation				33,077.66	33,077.66
FY 2004 BRM Allocation					
	Deposit	10/01/2003	Bridge (BRM)	210,242.66	210,242.66
Total FY 2004 BRM Allocation				210,242.66	210,242.66
FY 2005 Allocation					
	Deposit	10/01/2004	Christian County	210,184.62	210,184.62
	Deposit	10/01/2004	Greene County	843,138.29	1,053,322.91
	Deposit	10/01/2004	City of Battlefield	38,209.72	1,091,532.63
	Deposit	10/01/2004	City of Nixa	189,988.95	1,281,521.58
	Deposit	10/01/2004	City of Ozark	155,441.25	1,436,962.83
	Deposit	10/01/2004	City of Springfield	2,365,870.41	3,802,833.24
	Deposit	10/01/2004	City of Republic	33,077.66	3,835,910.90
Total FY 2005 Allocation				3,835,910.90	3,835,910.90
FY 2005 BRM Allocation					
	Deposit	10/01/2004	Bridge (BRM)	203,613.48	203,613.48
Total FY 2005 BRM Allocation				203,613.48	203,613.48
FY 2006 Allocation					
	Deposit	10/01/2005	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2006	Christian County	186,862.21	219,939.87
	Deposit	10/01/2006	Greene County	749,582.31	969,522.18
	Deposit	10/01/2006	City of Battlefield	33,969.91	1,003,492.09
	Deposit	10/01/2006	City of Nixa	168,907.47	1,172,399.56
	Deposit	10/01/2006	City of Ozark	138,193.24	1,310,592.80
	Deposit	10/01/2006	City of Springfield	2,103,349.64	3,413,942.44
Total FY 2006 Allocation				3,413,942.44	3,413,942.44

All Allocations

	Type	Date	Account	Amount	Balance
FY 2006 BRM Allocation					
	Deposit	10/01/2005	Bridge (BRM)	265,090.64	265,090.64
Total FY 2006 BRM Allocation				265,090.64	265,090.64
FY 2007 Allocation					
	Deposit	10/01/2006	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2007	Christian County	205,358.35	238,436.01
	Deposit	10/01/2007	Greene County	823,778.07	1,062,214.08
	Deposit	10/01/2007	City of Battlefield	37,332.34	1,099,546.42
	Deposit	10/01/2007	City of Nixa	185,626.40	1,285,172.82
	Deposit	10/01/2007	City of Ozark	151,872.00	1,437,044.82
	Deposit	10/01/2007	City of Springfield	2,311,545.07	3,748,589.89
Total FY 2007 Allocation				3,748,589.89	3,748,589.89
FY 2007 BRM Allocation					
	Deposit	10/02/2006	Bridge (BRM)	255,748.00	255,748.00
Total FY 2007 BRM Allocation				255,748.00	255,748.00
FY 2008 Allocation					
	Deposit	10/01/2007	Christian County	219,817.75	219,817.75
	Deposit	10/01/2007	Greene County	881,780.76	1,101,598.51
	Deposit	10/01/2007	City of Battlefield	39,960.94	1,141,559.45
	Deposit	10/01/2007	City of Nixa	198,696.47	1,340,255.92
	Deposit	10/01/2007	City of Ozark	162,565.39	1,502,821.31
	Deposit	10/01/2007	City of Springfield	2,474,302.31	3,977,123.62
	Deposit	10/01/2007	City of Republic	33,077.66	4,010,201.28
Total FY 2008 Allocation				4,010,201.28	4,010,201.28
FY 2008 BRM Allocation					
	Deposit	10/01/2007	Bridge (BRM)	297,860.03	297,860.03
Total FY 2008 BRM Allocation				297,860.03	297,860.03
FY 2009 Allocation					
	Deposit	10/01/2008	Christian County	225,611.20	225,611.20
	Deposit	10/01/2008	Greene County	905,020.70	1,130,631.90
	Deposit	10/01/2008	City of Battlefield	41,014.13	1,171,646.03
	Deposit	10/01/2008	City of Nixa	203,933.25	1,375,579.28
	Deposit	10/01/2008	City of Ozark	166,849.92	1,542,429.20
	Deposit	10/01/2008	City of Springfield	2,539,514.25	4,081,943.45
	Deposit	10/01/2008	City of Republic	33,077.66	4,115,021.11
Total FY 2009 Allocation				4,115,021.11	4,115,021.11

All Allocations

	Type	Date	Account	Amount	Balance
FY 2009 BRM Allocation					
	Deposit	10/01/2008	Bridge (BRM)	299,406.62	299,406.62
Total FY 2009 BRM Allocation				299,406.62	299,406.62
FY 2010 Allocation					
	Deposit	10/01/2009	Christian County	263,786.21	263,786.21
	Deposit	10/01/2009	Greene County	1,058,156.57	1,321,942.78
	Deposit	10/01/2009	City of Battlefield	47,954.01	1,369,896.79
	Deposit	10/01/2009	City of Nixa	238,440.19	1,608,336.98
	Deposit	10/01/2009	City of Ozark	195,082.09	1,803,419.07
	Deposit	10/01/2009	City of Springfield	2,969,217.93	4,772,637.00
	Deposit	10/01/2009	City of Republic	33,077.66	4,805,714.66
Total FY 2010 Allocation				4,805,714.66	4,805,714.66
FY 2010 BRM Allocation					
	Deposit	10/01/2009	Bridge (BRM)	341,753.00	341,753.00
Total FY 2010 BRM Allocation				341,753.00	341,753.00
FY 2011 Allocation					
	Deposit	10/01/2010	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2010	Christian County	255,649.77	288,727.43
	Deposit	10/01/2010	Greene County	1,025,518.01	1,314,245.44
	Deposit	10/01/2010	City of Battlefield	46,474.89	1,360,720.33
	Deposit	10/01/2010	City of Nixa	231,085.56	1,591,805.89
	Deposit	10/01/2010	City of Ozark	189,064.84	1,780,870.73
	Deposit	10/01/2010	City of Republic	127,291.02	1,908,161.75
	Deposit	10/01/2010	City of Springfield	2,877,633.17	4,785,794.92
	Deposit	10/01/2010	City of Strafford	34,761.39	4,820,556.31
	Deposit	10/01/2010	City of Willard	60,254.35	4,880,810.66
Total FY 2011 Allocation				4,880,810.66	4,880,810.66
FY 2011 BRM Allocation					
	Deposit	10/01/2010	Bridge (BRM)	326,535.00	326,535.00
Total FY 2011 BRM Allocation				326,535.00	326,535.00

All Allocations

	Type	Date	Account	Amount	Balance
FY 2012 Allocation					
	Deposit	10/01/2011	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2011	Christian County	239,722.79	272,800.45
	Deposit	10/01/2011	Greene County	1,020,316.77	1,293,117.22
	Deposit	10/01/2011	City of Battlefield	82,739.59	1,375,856.81
	Deposit	10/01/2011	City of Nixa	281,551.42	1,657,408.23
	Deposit	10/01/2011	City of Ozark	263,760.19	1,921,168.42
	Deposit	10/01/2011	City of Republic	185,257.16	2,106,425.58
	Deposit	10/01/2011	City of Springfield	2,360,786.90	4,467,212.48
	Deposit	10/01/2011	City of Strafford	34,901.60	4,502,114.08
	Deposit	10/01/2011	City of Willard	78,269.58	4,580,383.66
Total FY 2012 Allocation				4,580,383.66	4,580,383.66
FY 2012 BRM Allocation					
	Deposit	10/01/2011	Bridge (BRM)	395,013.02	395,013.02
Total FY 2012 BRM Allocation				395,013.02	395,013.02
FY 2013 Allocation					
	Deposit	10/01/2012	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2012	Christian County	284,571.43	317,649.09
	Deposit	10/01/2012	Greene County	1,211,203.16	1,528,852.25
	Deposit	10/01/2012	City of Battlefield	98,218.96	1,627,071.21
	Deposit	10/01/2012	City of Nixa	334,225.59	1,961,296.80
	Deposit	10/01/2012	City of Ozark	313,105.87	2,274,402.67
	Deposit	10/01/2012	City of Republic	226,104.43	2,500,507.10
	Deposit	10/01/2012	City of Springfield	2,802,455.71	5,302,962.81
	Deposit	10/01/2012	City of Strafford	41,431.18	5,344,393.99
	Deposit	10/01/2012	City of Willard	92,912.67	5,437,306.66
Total FY 2013 Allocation				5,437,306.66	5,437,306.66
FY 2013 BRM Allocation					
	Deposit	10/01/2012	Bridge (BRM)	388,603.66	388,603.66
Total FY 2013 BRM Allocation				388,603.66	388,603.66
FY 2013 TAP Allocation					
	Deposit	10/01/2012	Enhancements (TAP)	602,196.69	602,196.69
Total FY 2013 TAP Allocation				602,196.69	602,196.69

All Allocations

	Type	Date	Account	Amount	Balance
FY 2014 Allocation					
	Deposit	10/01/2013	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2013	Christian County	295,187.56	328,265.22
	Deposit	10/01/2013	Greene County	1,256,387.95	1,584,653.17
	Deposit	10/01/2013	City of Battlefield	101,883.09	1,686,536.26
	Deposit	10/01/2013	City of Nixa	346,694.10	2,033,230.36
	Deposit	10/01/2013	City of Ozark	324,786.51	2,358,016.87
	Deposit	10/01/2013	City of Republic	235,773.39	2,593,790.26
	Deposit	10/01/2013	City of Springfield	2,907,003.30	5,500,793.56
	Deposit	10/01/2013	City of Strafford	42,976.80	5,543,770.36
	Deposit	10/01/2013	City of Willard	96,378.85	5,640,149.21
Total FY 2014 Allocation				5,640,149.21	5,640,149.21
FY 2014 BRM Allocation					
	Deposit	10/01/2013	Bridge (BRM)	352,601.99	352,601.99
Total FY 2014 BRM Allocation				352,601.99	352,601.99
FY 2014 TAP Allocation					
	Deposit	10/01/2013	Enhancements (TAP)	612,826.23	612,826.23
Total FY 2014 TAP Allocation				612,826.23	612,826.23
FY 2015 Allocation					
	Deposit	10/01/2014	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2014	Christian County	287,071.50	320,149.16
	Deposit	10/01/2014	Greene County	1,221,844.09	1,541,993.25
	Deposit	10/01/2014	City of Battlefield	99,081.85	1,641,075.10
	Deposit	10/01/2014	City of Nixa	337,161.90	1,978,237.00
	Deposit	10/01/2014	City of Ozark	315,856.64	2,294,093.64
	Deposit	10/01/2014	City of Republic	228,381.45	2,522,475.09
	Deposit	10/01/2014	City of Springfield	2,827,076.46	5,349,551.55
	Deposit	10/01/2014	City of Strafford	41,795.17	5,391,346.72
	Deposit	10/01/2014	City of Willard	93,728.95	5,485,075.67
Total FY 2015 Allocation				5,485,075.67	5,485,075.67
FY 2015 BRM Allocation					
	Deposit	10/01/2014	Bridge (BRM)	342,850.16	342,850.16
Total FY 2015 BRM Allocation				342,850.16	342,850.16
FY 2015 TAP Allocation					
	Deposit	10/01/2014	Enhancements (TAP)	397,253.54	397,253.54
Total FY 2015 TAP Allocation				397,253.54	397,253.54

All Allocations

	Type	Date	Account	Amount	Balance
FY 2016 Allocation					
	Deposit	10/01/2015	City of Republic	31,112.85	31,112.85
	Deposit	10/01/2015	Christian County	314,854.34	345,967.19
	Deposit	10/01/2015	Greene County	1,340,094.39	1,686,061.58
	Deposit	10/01/2015	City of Battlefield	108,671.01	1,794,732.59
	Deposit	10/01/2015	City of Nixa	369,792.49	2,164,525.08
	Deposit	10/01/2015	City of Ozark	346,425.31	2,510,950.39
	Deposit	10/01/2015	City of Republic	255,650.32	2,766,600.71
	Deposit	10/01/2015	City of Springfield	3,100,681.46	5,867,282.17
	Deposit	10/01/2015	City of Strafford	45,840.12	5,913,122.29
	Deposit	10/01/2015	City of Willard	102,800.06	6,015,922.35
Total FY 2016 Allocation				6,015,922.35	6,015,922.35
FY 2016 BRM Allocation					
	Deposit	10/01/2015	Bridge (BRM)	269,417.23	269,417.23
Total FY 2016 BRM Allocation				269,417.23	269,417.23
FY 2016 TAP Allocation					
	Deposit	10/01/2015	Enhancements (TAP)	425,853.11	425,853.11
Total FY 2016 TAP Allocation				425,853.11	425,853.11
FY 2017 Allocation					
	Deposit	10/01/2016	City of Republic	0.00	0.00
	Deposit	10/01/2016	Christian County	317,405.64	317,405.64
	Deposit	10/01/2016	Greene County	1,350,884.23	1,668,289.87
	Deposit	10/01/2016	City of Battlefield	109,521.32	1,777,811.19
	Deposit	10/01/2016	City of Nixa	372,772.73	2,150,583.92
	Deposit	10/01/2016	City of Ozark	349,182.59	2,499,766.51
	Deposit	10/01/2016	City of Republic	289,085.34	2,788,851.85
	Deposit	10/01/2016	City of Springfield	3,125,602.62	5,914,454.47
	Deposit	10/01/2016	City of Strafford	46,209.99	5,960,664.46
	Deposit	10/01/2016	City of Willard	103,638.95	6,064,303.41
Total FY 2017 Allocation				6,064,303.41	6,064,303.41
FY 2017 TAP Allocation					
	Deposit	10/01/2016	Enhancements (TAP)	415,677.56	415,677.56
Total FY 2017 TAP Allocation				415,677.56	415,677.56

All Allocations

	Type	Date	Account	Amount	Balance
FY 2018 Allocation					
	Deposit	10/01/2017	City of Republic	0.00	0.00
	Deposit	10/01/2017	Christian County	335,454.60	335,454.60
	Deposit	10/01/2017	Greene County	1,427,700.93	1,763,155.53
	Deposit	10/01/2017	City of Battlefield	115,749.14	1,878,904.67
	Deposit	10/01/2017	City of Nixa	393,970.08	2,272,874.75
	Deposit	10/01/2017	City of Ozark	369,038.51	2,641,913.26
	Deposit	10/01/2017	City of Republic	305,523.90	2,947,437.16
	Deposit	10/01/2017	City of Springfield	3,303,336.94	6,250,774.10
	Deposit	10/01/2017	City of Strafford	48,837.68	6,299,611.78
	Deposit	10/01/2017	City of Willard	109,532.27	6,409,144.05
Total FY 2018 Allocation				6,409,144.05	6,409,144.05
FY 2018 TAP Allocation					
	Deposit	10/01/2017	Enhancements (TAP)	429,463.81	429,463.81
Total FY 2018 TAP Allocation				429,463.81	429,463.81
FY 2018 Omnibus Allocation					
	Deposit	03/23/2018	STBG-U (HIP)	1,153,506.00	1,153,506.00
Total FY 2018 Omnibus Allocation				1,153,506.00	1,153,506.00
FY 2019 Allocation					
	Deposit	10/01/2018	OTO Operations	200,000.00	200,000.00
	Deposit	10/01/2018	Rideshare	10,000.00	210,000.00
	Deposit	10/01/2018	Christian County	343,250.56	553,250.56
	Deposit	10/01/2018	Greene County	1,460,880.66	2,014,131.22
	Deposit	10/01/2018	City of Battlefield	118,439.16	2,132,570.38
	Deposit	10/01/2018	City of Nixa	403,125.94	2,535,696.32
	Deposit	10/01/2018	City of Ozark	377,614.96	2,913,311.28
	Deposit	10/01/2018	City of Republic	312,624.26	3,225,935.54
	Deposit	10/01/2018	City of Springfield	3,380,106.40	6,606,041.94
	Deposit	10/01/2018	City of Strafford	49,972.66	6,656,014.60
	Deposit	10/01/2018	City of Willard	112,077.80	6,768,092.40
Total FY 2019 Allocation				6,768,092.40	6,768,092.40
FY 2019 TAP Allocation					
	Deposit	10/01/2018	Enhancements (TAP)	435,146.37	435,146.37
Total FY 2019 TAP Allocation				435,146.37	435,146.37

All Allocations

	Type	Date	Account	Amount	Balance
FY 2019 Omnibus Allocation					
	Deposit	03/15/2019	STBG-U (HIP)	1,625,285.00	1,625,285.00
Total FY 2019 Omnibus Allocation				1,625,285.00	1,625,285.00
FY 2020 Allocation					
	Deposit	10/01/2019	OTO Operations	100,000.00	100,000.00
	Deposit	10/01/2019	Rideshare	10,000.00	110,000.00
	Deposit	10/01/2019	Christian County	375,669.67	485,669.67
	Deposit	10/01/2019	Greene County	1,598,857.01	2,084,526.68
	Deposit	10/01/2019	City of Battlefield	129,625.42	2,214,152.10
	Deposit	10/01/2019	City of Nixa	441,200.13	2,655,352.23
	Deposit	10/01/2019	City of Ozark	413,279.70	3,068,631.93
	Deposit	10/01/2019	City of Republic	342,150.81	3,410,782.74
	Deposit	10/01/2019	City of Springfield	3,699,348.59	7,110,131.33
	Deposit	10/01/2019	City of Strafford	54,692.45	7,164,823.78
	Deposit	10/01/2019	City of Willard	122,663.25	7,287,487.03
Total FY 2020 Allocation				7,287,487.03	7,287,487.03
FY 2020 TAP Allocation					
	Deposit	10/01/2019	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2020 TAP Allocation				430,497.00	430,497.00
FY 2020 Omnibus Allocation					
	Deposit	02/14/2020	STBG-U (HIP)	471,885.00	471,885.00
Total FY 2020 Omnibus Allocation				471,885.00	471,885.00
FY 2021 Allocation					
	Deposit	10/01/2020	OTO Operations	236,800.00	236,800.00
	Deposit	10/01/2020	Rideshare	0.00	236,800.00
	Deposit	10/01/2020	Christian County	349,595.62	586,395.62
	Deposit	10/01/2020	Greene County	1,487,885.35	2,074,280.97
	Deposit	10/01/2020	City of Battlefield	120,628.52	2,194,909.49
	Deposit	10/01/2020	City of Nixa	410,577.81	2,605,487.30
	Deposit	10/01/2020	City of Ozark	384,595.25	2,990,082.55
	Deposit	10/01/2020	City of Republic	318,403.19	3,308,485.74
	Deposit	10/01/2020	City of Springfield	3,442,588.38	6,751,074.12
	Deposit	10/01/2020	City of Strafford	50,896.42	6,801,970.54
	Deposit	10/01/2020	City of Willard	114,149.58	6,916,120.12
Total FY 2021 Allocation				6,916,120.12	6,916,120.12
FY 2021 TAP Allocation					
	Deposit	10/01/2020	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2021 TAP Allocation				430,497.00	430,497.00

All Allocations

	Type	Date	Account	Amount	Balance
FY 2021 Omnibus Allocation					
	Deposit	01/19/2021	STBG-U (HIP)	384,600.00	384,600.00
Total FY 2021 Omnibus Allocation				384,600.00	384,600.00
FY 2021 CRRSAA Allocation					
	Deposit	01/20/2021	STBG-U (CRRSAA)	2,684,230.00	2,684,230.00
Total FY 2021 CRRSAA Allocation				2,684,230.00	2,684,230.00
FY 2022 Allocation					
	Deposit	10/01/2021	OTO Operations	231,525.00	231,525.00
	Deposit	10/01/2021	Rideshare	0.00	231,525.00
	Deposit	10/01/2021	Christian County	381,897.17	613,422.17
	Deposit	10/01/2021	Greene County	1,587,048.60	2,200,470.77
	Deposit	10/01/2021	City of Battlefield	122,941.23	2,323,412.00
	Deposit	10/01/2021	City of Nixa	477,335.72	2,800,747.72
	Deposit	10/01/2021	City of Ozark	436,841.26	3,237,588.98
	Deposit	10/01/2021	City of Republic	384,832.60	3,622,421.58
	Deposit	10/01/2021	City of Springfield	3,472,234.13	7,094,655.71
	Deposit	10/01/2021	City of Strafford	49,422.58	7,144,078.29
	Deposit	10/01/2021	City of Willard	130,206.54	7,274,284.83
Total FY 2022 Allocation				7,274,284.83	7,274,284.83
FY 2022 TAP Allocation					
	Deposit	10/01/2021	Enhancements (TAP)	1,471,207.65	1,471,207.65
	Lapse	10/01/2022	Enhancements (TAP)	-63,675.63	1,407,532.02
Total FY 2022 TAP Allocation				1,407,532.02	1,407,532.02
FY 2022 CRP Allocation					
	Deposit	10/01/2021	CO2 Reduction (CRP)	867,832.89	867,832.89
Total FY 2022 CRP Allocation				867,832.89	867,832.89
FY 2023 Allocation					
	Deposit	10/01/2022	OTO Operations	243,101.00	243,101.00
	Deposit	10/01/2022	Rideshare	0.00	243,101.00
	Deposit	10/01/2022	Christian County	414,252.29	657,353.29
	Deposit	10/01/2022	Greene County	1,721,506.63	2,378,859.92
	Deposit	10/01/2022	City of Battlefield	133,357.06	2,512,216.98
	Deposit	10/01/2022	City of Nixa	517,776.59	3,029,993.57
	Deposit	10/01/2022	City of Ozark	473,851.36	3,503,844.93
	Deposit	10/01/2022	City of Republic	417,436.41	3,921,281.34
	Deposit	10/01/2022	City of Springfield	3,766,408.96	7,687,690.30
	Deposit	10/01/2022	City of Strafford	53,609.75	7,741,300.05
	Deposit	10/01/2022	City of Willard	141,237.91	7,882,537.96
Total FY 2023 Allocation				7,882,537.96	7,882,537.96

All Allocations

	Type	Date	Account	Amount	Balance
FY 2023 TAP Allocation					
	Deposit	10/01/2022	Enhancements (TAP)	1,566,741.00	1,566,741.00
Total FY 2023 TAP Allocation				1,566,741.00	1,566,741.00
FY 2023 CRP Allocation					
	Deposit	10/01/2022	CO2 Reduction (CRP)	940,398.01	940,398.01
Total FY 2023 CRP Allocation				940,398.01	940,398.01
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				133,955,497.13	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
00FY820 OTO Operations/Planning			
Closed	06/26/2019	OTO Operations	(200,000.00)
	11/12/2021	OTO Operations	36,010.00
			<u><u>(163,990.00)</u></u>
00FY821 OTO Operations/Planning			
Closed	06/29/2020	OTO Operations	(100,000.00)
	01/27/2022	OTO Operations	345.49
			<u><u>(99,654.51)</u></u>
00FY822 OTO Operations/Planning			
Closed	06/28/2021	OTO Operations	(156,800.00)
	05/12/2023	OTO Operations	14,680.58
			<u><u>(142,119.42)</u></u>
00FY823 OTO Operations/Planning			
Active	06/14/2022	OTO Operations	(180,743.00)
	11/10/2022	OTO Operations	(50,782.00)
			<u><u>(231,525.00)</u></u>
00FY824 OTO Operations/Planning			
Active	06/23/2023	OTO Operations	(243,101.00)
			<u><u>(243,101.00)</u></u>
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u><u>(978,000.00)</u></u>
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			<u><u>(354,887.54)</u></u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u><u>(799,517.00)</u></u>
0132091 KS ADA Upgrades			
Active	08/22/2023	City of Springfield	(718,571.00)
			<u><u>(718,571.00)</u></u>
0132092 Kansas/Walnut Lawn			
Active	11/23/2021	City of Springfield	(134,930.67)
	11/23/2021	City of Springfield	(13,869.33)
	06/01/2023		(731,915.71)
	06/01/2023		(573,750.00)
	07/21/2023		(49,305.04)
			<u><u>(1,503,770.75)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0132093 Kansas/Sunset			
Active	11/18/2021	City of Springfield	(87,600.00)
	07/19/2023	City of Springfield	(902,460.65)
	07/19/2023	City of Springfield	(102,682.55)
	08/22/2023	City of Springfield	(0.01)
			<u><u>(1,092,743.21)</u></u>
0141014 17th Street Relocation			
Closed	04/18/2008	City of Ozark	(244,800.00)
			<u><u>(244,800.00)</u></u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u><u>(165,587.00)</u></u>
0141023 14 and 160			
Closed	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			<u><u>(1,048,107.83)</u></u>
0141028 14-Fort to Ridgecrest			
Active	03/05/2021	City of Nixa	(183,547.60)
	08/10/2021	City of Nixa	14,726.40
			<u><u>(168,821.20)</u></u>
0141029 Jackson and NN			
Active	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
			<u><u>(1,286,520.09)</u></u>
0141030 South and Third			
Closed	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
	12/21/2021	City of Ozark	(179,962.84)
			<u><u>(1,525,146.69)</u></u>
0141032 14 in Ozark 32nd to 22nd			
Active	02/11/2020	City of Ozark	(130,000.00)
			<u><u>(130,000.00)</u></u>
0442239 I-44 Bridge-65			
Closed	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			<u><u>(1,110,295.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0602064 JRF/Glenstone			
Closed	10/02/2006	City of Springfield	(2,103,741.90)
	10/02/2006	Greene County	(500,000.00)
	10/02/2006	City of Springfield	(446,611.27)
	10/23/2007	City of Springfield	(446,611.27)
	10/23/2007	Greene County	(500,000.00)
	10/02/2009	City of Springfield	47,734.48
			<u><u>(3,949,229.96)</u></u>
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			<u><u>(100,000.00)</u></u>
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u><u>(758,009.07)</u></u>
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u><u>0.00</u></u>
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			<u><u>(1,800,000.00)</u></u>
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u><u>(223,050.00)</u></u>
0651056 65/CC/J			
Closed	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u><u>(2,300,000.00)</u></u>
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u><u>(1,000,000.00)</u></u>
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			<u><u>(74,000.00)</u></u>
0652058 Glenstone/Primrose			
Closed	12/21/2007	City of Springfield	(134,432.60)
	02/29/2008	City of Springfield	22,101.02
	07/09/2009	City of Springfield	(312,694.65)
	10/02/2009	City of Springfield	(7,570.99)
			<u><u>(432,597.22)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u><u>0.00</u></u>
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u><u>(1,061,000.00)</u></u>
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u><u>(106,000.00)</u></u>
0652074 South Glenstone			
Closed	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			<u><u>(4,541,168.92)</u></u>
0652076 65/Chestnut			
Closed	10/02/2011	Greene County	(589,570.53)
	10/02/2011	City of Springfield	(779,945.21)
	09/08/2015	City of Springfield	(81,046.35)
			<u><u>(1,450,562.09)</u></u>
0652079 Eastgate Relocation			
Closed	09/14/2017	Greene County	(100,000.00)
	09/14/2017	City of Springfield	(55,816.99)
	01/08/2018	City of Springfield	(0.01)
	09/09/2020	City of Springfield	8,920.16
	03/26/2021	City of Springfield	178.21
			<u><u>(146,718.63)</u></u>
0652086 Battlefield/65			
Closed	10/02/2013	Greene County	(452,800.00)
	06/12/2014	Bridge (BRM)	(1,189,657.00)
	07/23/2014	Greene County	(47,200.00)
	07/23/2014	City of Springfield	(4,660,769.24)
	02/26/2016	City of Springfield	127,167.96
			<u><u>(6,223,258.28)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652087 Chestnut RR			
Active	12/02/2013	City of Springfield	(500,000.00)
	07/31/2014	City of Springfield	(1,126,800.00)
	05/21/2015	City of Springfield	(1,946,401.00)
	08/27/2015	City of Springfield	1,946,401.00
	04/15/2016	City of Springfield	(353,624.14)
	08/08/2016	City of Springfield	(478,187.86)
	11/28/2016	City of Springfield	(1,023,629.03)
			<u><u>(3,482,241.03)</u></u>
0652088 US65/Division Interchange			
Closed	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/2017	City of Springfield	(62,616.16)
	07/06/2021	City of Springfield	262,442.91
			<u><u>(1,347,640.11)</u></u>
0652099 Chestnut RR Utilities			
Closed	02/23/2016	Greene County	(400,000.00)
	02/23/2016	City of Springfield	(659,663.24)
	06/01/2016	City of Springfield	(54,925.76)
	11/18/2016	City of Springfield	6,553.61
			<u><u>(1,108,035.39)</u></u>
0652112 Oper/Safety/ADA Glenstone			
Active	09/21/2022	City of Springfield	(315,434.00)
			<u><u>(315,434.00)</u></u>
1601043 160/Hunt Road			
Closed	10/02/2012	City of Willard	(21,000.00)
			<u><u>(21,000.00)</u></u>
1601053 160/Campbell/Plainview 2			
Closed	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			<u><u>(357,398.72)</u></u>
1601054 160/Campbell/Plainview 3			
Closed	02/02/2014	City of Springfield	(386,800.00)
	12/08/2014	City of Springfield	(109,976.12)
	04/15/2015	City of Springfield	(41,457.16)
			<u><u>(538,233.28)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
1601063 Tracker/Northview/160			
Closed	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
	08/01/2019	City of Nixa	(161,792.27)
	01/07/2022	City of Nixa	116,078.17
	09/05/2022	City of Nixa	38,934.39
			<u><u>(707,129.72)</u></u>
1601071 160 and South			
Closed	05/13/2019	City of Nixa	(50,000.00)
	02/10/2020	City of Nixa	(524,703.35)
	04/27/2020	City of Nixa	52,517.42
	01/07/2022	City of Nixa	(6,623.36)
			<u><u>(528,809.29)</u></u>
1602076 Kearney/West Bypass			
Active	11/25/2020	City of Springfield	(44,800.00)
	09/16/2021	City of Springfield	(805,072.53)
	01/04/2022	City of Springfield	(115,808.07)
			<u><u>(965,680.60)</u></u>
2661009 Midfield Terminal Access			
Closed	11/08/2007	City of Springfield	(993,062.73)
	11/08/2007	Greene County	(1,000,000.00)
	11/09/2007	City of Springfield	(2,461,290.27)
	01/24/2008	City of Springfield	1,069,858.00
	02/15/2008	City of Springfield	(508,570.80)
	10/02/2010	City of Springfield	(43,205.64)
	10/02/2010	City of Springfield	(59,268.28)
	10/02/2010	City of Springfield	0.15
			<u><u>(3,995,539.57)</u></u>
3301486 160/Campbell/Plainview 1			
Closed	03/31/2016	City of Springfield	(247,061.44)
	06/16/2016	City of Springfield	48,701.44
	02/06/2017	City of Springfield	(11,199.68)
	02/27/2017	City of Springfield	(5,418.30)
			<u><u>(214,977.98)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5900837 NS Corridor Study			
Closed	10/02/2007	City of Ozark	(7,530.18)
	10/02/2007	Christian County	(10,182.16)
	10/02/2007	Greene County	(40,844.89)
	10/02/2007	City of Battlefield	(1,851.03)
	10/02/2007	City of Nixa	(9,203.80)
	10/02/2007	City of Springfield	(114,611.94)
	10/02/2009	Christian County	0.81
	10/02/2009	Greene County	3.25
	10/02/2009	City of Battlefield	0.15
	10/02/2009	City of Nixa	0.73
	10/02/2009	City of Ozark	0.60
	10/02/2009	City of Springfield	9.13
			<u><u>(184,209.33)</u></u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u><u>(24,992.27)</u></u>
5900849 FR 135/102 Mill/Fill/ADA			
Closed	09/14/2021	Greene County	(262,442.91)
	09/14/2021	Greene County	(225,343.49)
	09/14/2021	Greene County	(21,308.22)
	12/21/2021	Greene County	50,494.60
	06/17/2022	Greene County	(59,491.12)
	05/26/2023	Greene County	(40,193.00)
			<u><u>(558,284.14)</u></u>
5900850 TMS Improvements			
Active	09/12/2023	City of Springfield	(2,450,000.00)
			<u><u>(2,450,000.00)</u></u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u><u>(250,000.00)</u></u>
5901806 S. Dry Sac Trail Parks			
Closed	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			<u><u>(192,680.00)</u></u>
5901807 Mt. Vernon Bridge			
Closed	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			<u><u>(1,001,068.99)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901809 FY 2019 TMC Staff			
Closed	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
	03/11/2020	City of Springfield	7,077.00
			<u><u>(316,923.00)</u></u>
5901810 Republic Road Widening			
Active	03/18/2019	City of Springfield	(80,000.00)
	05/17/2021	City of Springfield	(1,023,962.80)
	05/17/2021	City of Springfield	33,912.00
	03/29/2022	City of Springfield	161,828.02
	08/01/2022	City of Springfield	(242,532.40)
			<u><u>(1,150,755.18)</u></u>
5901811 Springfield Greenwood			
Closed	10/19/2020	Enhancements (TAP)	(183,365.00)
	01/28/2021	Enhancements (TAP)	32,923.48
	11/28/2022	Enhancements (TAP)	10,146.70
			<u><u>(140,294.82)</u></u>
5901812 Galloway Reco			
Closed	10/19/2020	Enhancements (TAP)	(146,098.00)
	01/28/2021	Enhancements (TAP)	32,994.00
	11/18/2022	Enhancements (TAP)	5,101.32
			<u><u>(108,002.68)</u></u>
5901814 Luster/Fassnight			
Active	05/27/2020	Enhancements (TAP)	(158,078.40)
	01/21/2021	Enhancements (TAP)	30,737.52
	03/26/2021	Enhancements (TAP)	(12,070.32)
	01/09/2023	Enhancements (TAP)	(6,046.26)
			<u><u>(145,457.46)</u></u>
5901815 SGF Harvard Sidewalks			
Closed	06/15/2020	Enhancements (TAP)	(110,869.00)
	01/28/2021	Enhancements (TAP)	31,920.60
	11/28/2022	Enhancements (TAP)	15,261.00
			<u><u>(63,687.40)</u></u>
5901817 Fassnight Clay Brookside			
Active	06/09/2022	Enhancements (TAP)	(216,461.00)
	09/01/2022	Enhancements (TAP)	(1,000.00)
			<u><u>(217,461.00)</u></u>
5901818 Signal Improvements			
Closed	10/20/2020	City of Springfield	(640,000.00)
	05/26/2023	City of Springfield	22,044.23
			<u><u>(617,955.77)</u></u>
5901819 Walnut Street Bridge			
Active	07/15/2021	City of Springfield	(240,000.00)
			<u><u>(240,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901821 Traffic Signal Imp.			
Active	07/06/2021	City of Springfield	(620,000.00)
			<u>(620,000.00)</u>
5901822 Chadwick Phase III			
Active	07/06/2021	Enhancements (TAP)	(71,419.94)
	03/14/2023	Enhancements (TAP)	(295,567.32)
	03/14/2023	Enhancements (CRRSAA)	(863,750.00)
	05/16/2023	Enhancements (TAP)	(84,516.80)
			<u>(1,315,254.06)</u>
5901823 FR 175 Bridge			
Active	11/16/2022	Greene County (HIP)	(63,865.30)
	11/16/2022	Greene County (HIP)	(281,917.44)
	11/16/2022	Greene County	(225,906.50)
			<u>(571,689.24)</u>
5901824 TMC Signal Replacements			
Active	04/17/2023	City of Springfield	(125,229.00)
			<u>(125,229.00)</u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u>(459,587.00)</u>
5903803 Jefferson Footbridge			
Withdrawn	09/14/2021	City of Springfield	(2,000,000.00)
	03/17/2022	City of Springfield	2,000,000.00
			<u>0.00</u>
FY94001 Division Underground Tank			
Closed (AKA 5904810)	04/17/2007	Greene County	(64,027.15)
			<u>(64,027.15)</u>
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u>(111,340.76)</u>
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			<u>(189,540.94)</u>
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u>(227,869.98)</u>
5905809 TMC Salaries 2021			
Closed	06/26/2020	City of Springfield	(332,000.00)
	05/17/2022	City of Springfield	20,697.34
			<u>(311,302.66)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5905811 TMC Salaries 2023			
Closed	11/10/2022	City of Springfield	(360,000.00)
	08/28/2023	City of Springfield	(16,000.00)
			<u><u>(376,000.00)</u></u>
5907801 Campbell/Weaver			
Closed	03/07/2008	City of Springfield	(124,524.56)
	10/02/2009	City of Springfield	(124,524.56)
	10/02/2009	Greene County	(1,328,793.88)
	10/02/2009	City of Springfield	(1,328,793.88)
	10/02/2009	Greene County	164,058.91
	10/02/2009	City of Springfield	164,058.91
	03/02/2014	City of Springfield	145,202.00
	03/02/2014	Greene County	145,202.01
	03/28/2014	City of Springfield	35,547.11
	03/28/2014	Greene County	35,547.10
			<u><u>(2,217,020.84)</u></u>
5909802 KS Extension			
Active	09/11/2015	Greene County	(2,159,912.50)
	11/16/2015	Greene County	1,439,840.00
	05/02/2017	Greene County	(59,968.80)
	11/29/2018	Greene County	(180,118.70)
	12/12/2018	Greene County	(1,448,152.50)
	01/30/2020	Greene County	(348,000.00)
	04/27/2020	Greene County	348,000.00
	08/28/2020	Greene County	(3,657,888.00)
	09/16/2021	Greene County	(345,782.74)
	09/16/2021	Greene County	(12,012,725.14)
	09/16/2021	Greene County	(2,323,355.04)
	09/16/2021	Greene County	(352,977.68)
	09/16/2021	Greene County	(41,436.78)
	09/16/2021	Greene County	(1,625,285.00)
	09/16/2021	Greene County	(471,885.00)
	12/06/2021	Greene County	345,782.74
	12/06/2021	Greene County	4,192,964.59
	12/06/2021	Greene County	63,865.30
	09/09/2022	Greene County	(72,878.43)
	11/10/2022	Greene County	(12,968.61)
	09/15/2023	Greene County	(6,575,516.11)
	09/15/2023	Greene County	(3,686,085.19)
	09/15/2023	Greene County	(2,303,580.57)
			<u><u>(31,288,064.16)</u></u>
5910811 TMC Salaries 2024			
Active	06/16/2023	City of Springfield	(358,400.00)
			<u><u>(358,400.00)</u></u>

All Obligations by Project

	Date	Jurisdiction	Amount
5911802 College and Grant SW			
Closed	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			<u>(250,000.00)</u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u>(240,000.00)</u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u>(14,215.22)</u>
5916807 Overlay Improvements			
Closed	03/29/2021	City of Springfield	(2,160,000.00)
	10/26/2021	City of Springfield	(223,758.56)
	08/17/2022	City of Springfield	(636,419.44)
	05/05/2023	City of Springfield	26,830.88
			<u>(2,993,347.12)</u>
5916808 ADA Sun., Nat'l, B.field			
Active	08/27/2021	City of Springfield	(295,001.60)
	05/16/2023	City of Springfield	(329,463.00)
	09/01/2023	City of Springfield	(162,856.16)
			<u>(787,320.76)</u>
5933803 Kansas/Evergreen			
Closed	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			<u>(237,391.82)</u>
5935803 Chestnut/National			
Closed	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			<u>23,883.07</u>
5938801 FY 2011 TMC Staff			
Closed	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			<u>(266,854.57)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			<u>(260,000.00)</u>
5938804 FY 2014 TMC Staff			
Closed	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			<u>(251,031.34)</u>
5938805 FY 2015 TMC Staff			
Closed	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u>(187,782.10)</u>
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			<u>(295,361.40)</u>
5938807 FY 2020 TMC Staff			
Closed	10/24/2019	City of Springfield	(265,600.00)
	11/01/2019	City of Springfield	(66,400.00)
	11/01/2019	City of Springfield	11,731.46
			<u>(320,268.54)</u>
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u>(48,300.00)</u>
5944803 Miller Road Widening			
Closed	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
	04/01/2019	City of Willard	(657,386.09)
	07/27/2020	City of Willard	25,468.71
	01/30/2023	City of Willard	36,263.52
			<u>(888,163.77)</u>
5944804 Hunt Rd Sidewalks			
Closed	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			<u>(207,438.60)</u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u>(303,436.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
6900809 Rte 174 Trail			
Closed	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			<u>(250,000.00)</u>
6900811 Oakwood/Hines			
Closed	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			<u>(1,911,623.75)</u>
6900813 Shuyler Creek Trail			
Active	01/29/2021	Enhancements (TAP)	(178,969.03)
	01/06/2023	Enhancements (TAP)	(324,125.91)
			<u>(503,094.94)</u>
7441012 Kearney/Packer			
Active	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u>(728,721.00)</u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u>(63,984.87)</u>
9900824 Third Street/14			
Closed	10/02/2006	City of Ozark	(89,600.00)
	10/02/2006	City of Ozark	(43,200.00)
	10/02/2009	City of Ozark	(56,192.80)
	10/02/2010	City of Ozark	(72,962.40)
	10/02/2011	City of Ozark	(177,500.00)
	09/30/2013	City of Ozark	(29,733.60)
	10/02/2013	City of Ozark	(643,549.07)
	06/17/2015	City of Ozark	18,156.26
	06/17/2015	City of Ozark	16,297.93
			<u>(1,078,283.68)</u>
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u>(27,759.89)</u>
9900843 Strafford Sidewalks 2014			
Closed	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u>(250,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900845 Strafford Schools SW 2014			
Closed	03/30/2017	Enhancements (TAP)	(122,869.97)
	04/10/2017	Enhancements (TAP)	(904.04)
	10/31/2017	Enhancements (TAP)	7.21
			<u><u>(123,766.80)</u></u>
9900846 Scenic Sidewalks			
Closed	05/23/2008	Greene County	(74,642.40)
	08/15/2008	Greene County	18,089.16
	10/02/2009	Greene County	(7,350.46)
			<u><u>(63,903.70)</u></u>
9900854 CC Realignment			
Withdrawn	02/22/2008	City of Nixa	(236,800.00)
	10/02/2012	City of Nixa	3,168.42
	02/07/2019	City of Nixa	233,631.58
			<u><u>0.00</u></u>
9900855 Roadway Prioritization			
Closed	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			<u><u>(14,331.69)</u></u>
9900856 Willard Kime Sidewalks			
Closed	11/20/2015	Enhancements (TAP)	(10,646.13)
	04/01/2017	Enhancements (TAP)	(77,146.38)
	10/31/2017	Enhancements (TAP)	9,657.43
			<u><u>(78,135.08)</u></u>
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u><u>(38,029.66)</u></u>
9900859 Main Street			
Withdrawn	08/07/2008	City of Nixa	(53,822.02)
	10/02/2012	City of Nixa	7,167.08
	02/07/2019	City of Nixa	46,654.94
			<u><u>0.00</u></u>
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u><u>(205,706.70)</u></u>
9900861 Northview Road			
Withdrawn	07/09/2009	City of Nixa	(17,386.10)
	10/02/2010	City of Nixa	(89,798.40)
	10/02/2011	City of Nixa	107,184.50
			<u><u>0.00</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			<u><u>(1,998.24)</u></u>
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			<u><u>(795.68)</u></u>
9900869 14/Gregg			
Closed	10/02/2010	City of Nixa	(54,780.00)
	10/02/2011	City of Nixa	(209,764.71)
	10/02/2012	City of Nixa	(32,535.60)
	10/28/2014	City of Nixa	489.84
			<u><u>(296,590.47)</u></u>
9900878 125/OO			
Closed	10/02/2011	City of Strafford	(9,819.76)
	10/02/2011	City of Strafford	(53,955.24)
	03/01/2014	City of Strafford	(66,236.44)
			<u><u>(130,011.44)</u></u>
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			<u><u>(500,000.00)</u></u>
9901804 Tracker/Main			
Closed	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			<u><u>(978,676.98)</u></u>
9901807 Strafford Sidewalks			
Closed	12/02/2014	Enhancements (TAP)	(211,573.18)
	02/13/2015	Enhancements (TAP)	34,777.20
	09/11/2105	Enhancements (TAP)	(12,930.00)
	12/18/2015	Enhancements (TAP)	(2,968.80)
	11/08/2016	Enhancements (TAP)	2,024.24
			<u><u>(190,670.54)</u></u>
9901810 Weaver Rd Widening			
Closed	05/15/2014	City of Battlefield	(138,336.00)
	06/04/2014	City of Battlefield	(32,000.00)
	08/03/2015	City of Battlefield	(33,229.60)
	11/04/2015	City of Battlefield	6,868.38
			<u><u>(196,697.22)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901811 Finley R. Park Connection			
Closed	06/29/2015	Enhancements (TAP)	(18,441.18)
	03/08/2017	Enhancements (TAP)	(93,233.14)
	06/14/2017	Enhancements (TAP)	283.20
	06/14/2017	Enhancements (TAP)	(5,812.80)
	01/07/2019	Enhancements (TAP)	0.02
			<u><u>(117,203.90)</u></u>
9901812 Hartley Road Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	11/22/2017	Enhancements (TAP)	(1,665.60)
	02/01/2018	Enhancements (TAP)	524.62
			<u><u>(110,912.36)</u></u>
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u><u>(40,034.00)</u></u>
9901814 FF SW Weaver to Rose			
Closed	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
	11/10/2021	City of Battlefield	418.67
	11/10/2021	City of Battlefield	1.03
			<u><u>(428,352.74)</u></u>
9901815 Jackson/NN			
Closed	12/19/2016	City of Ozark	(280,000.00)
	02/24/2017	City of Ozark	(40,000.00)
	08/07/2017	City of Ozark	7,346.13
			<u><u>(312,653.87)</u></u>
9901816 Pine and McCabe Sidewalks			
Closed	10/18/2019	Enhancements (TAP)	(32,000.34)
	03/06/2020	Enhancements (TAP)	(800.00)
	09/22/2020	Enhancements (TAP)	(220,782.07)
	09/22/2020	Enhancements (TAP)	15,369.70
	12/06/2021	Enhancements (TAP)	1,255.49
			<u><u>(236,957.22)</u></u>
9901817 Battlefield Third Street Sidewalk			
Active	10/18/2019	Enhancements (TAP)	(28,000.00)
	04/28/2022	Enhancements (TAP)	(265,666.40)
	07/06/2022	Enhancements (TAP)	61,386.49
	05/26/2023	Enhancements (TAP)	(2,588.60)
			<u><u>(234,868.51)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901818 Nicholas SW Ph 1 & 2			
Closed	06/14/2019	Enhancements (TAP)	(27,326.74)
	10/22/2020	Enhancements (TAP)	(338,206.32)
	04/07/2021	Enhancements (TAP)	8,233.20
	05/31/2022	Enhancements (TAP)	14.50
	05/31/2022	Enhancements (TAP)	6,463.52
			<u>(350,821.84)</u>
9901820 Ozark N. Fremont SW			
Closed	06/14/2019	Enhancements (TAP)	(17,531.92)
	04/07/2021	Enhancements (TAP)	(188,028.08)
			<u>(205,560.00)</u>
9901821 Ozark South Elem SW			
Closed	10/18/2019	Enhancements (TAP)	(13,000.36)
	02/24/2021	Enhancements (TAP)	(132,594.01)
	06/15/2021	Enhancements (TAP)	(7,075.63)
			<u>(152,670.00)</u>
9901822 Ozark West Elem SW			
Closed	08/23/2019	Enhancements (TAP)	(27,739.94)
	03/11/2021	Enhancements (TAP)	(239,439.67)
	06/15/2021	Enhancements (TAP)	31,996.00
	12/19/2022	Enhancements (TAP)	23.88
	01/06/2023	Enhancements (TAP)	4,208.19
			<u>(230,951.54)</u>
9901826 FR 169 Bridge			
Closed	02/09/2021	Greene County	(437,822.80)
	04/16/2021	Greene County	37,475.60
	12/07/2022	Greene County	3,936.80
			<u>(396,410.40)</u>
9901827 ChadwickFlyr Jackson/Clay			
Active	10/19/2020	Enhancements (TAP)	(79,874.23)
	10/28/2021	Enhancements (TAP)	(791,075.77)
	03/03/2022	Enhancements (TAP)	157,174.06
	08/09/2022	Enhancements (TAP)	(46,281.62)
	11/02/2022	Enhancements (TAP)	(54,307.00)
	09/15/2023	Enhancements (TAP)	(13,088.60)
			<u>(827,453.16)</u>
9901828 Trail of Tears SmrSet			
Closed	09/03/2020	Enhancements (TAP)	(33,592.92)
	09/13/2021	Enhancements (TAP)	(68,459.08)
	07/05/2022	City of Battlefield	(97,167.08)
	06/16/2023	City of Battlefield	(32,786.61)
			<u>(232,005.69)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901829 OGI Trail Plng Services			
Closed	06/26/2020	Enhancements (TAP)	(100,000.00)
			<u>(100,000.00)</u>
9901830 Nelson Mill Bridge			
Active	09/09/2022	Christian County	(392,000.00)
	08/22/2023	Christian County	(400,800.00)
			<u>(792,800.00)</u>
9901831 N. Main Street			
Active	11/02/2022	City of Nixa	(131,584.31)
			<u>(131,584.31)</u>
9901832 Truman Blvd			
Active	05/12/2022	City of Nixa	(1,530,550.00)
			<u>(1,530,550.00)</u>
9901833 North St - MH to Cheyenne			
Active	06/28/2021	City of Nixa	(430,353.99)
	05/26/2023	City of Nixa	(13,516.80)
	06/16/2023	City of Nixa	6,364.79
			<u>(437,506.00)</u>
9901835 I-44/13 Study			
Closed	10/27/2021	City of Springfield	(78,668.06)
	10/27/2021	City of Nixa	(78,668.06)
	10/27/2021	OTO Operations	(78,668.07)
			<u>(236,004.19)</u>
9901837 Chadwick Ph II			
Active	11/10/2022	Enhancements (TAP)	(58,716.29)
			<u>(58,716.29)</u>
9901850 Trail Planning Services			
Active	02/08/2023	Enhancements (TAP)	(260,201.00)
			<u>(260,201.00)</u>
B022009 Riverside Bridge			
Closed	09/01/2109	City of Ozark	(800,000.00)
			<u>(800,000.00)</u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u>(6,804.21)</u>
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u>0.00</u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u>(2,584,800.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S601055 I-44/125 Strafford			
Closed	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u><u>(185,838.68)</u></u>
S601061 M/Repmo Drive			
Active	03/22/2017	City of Republic	(100,000.00)
	08/27/2018	City of Republic	(42,800.00)
	12/03/2018	City of Republic	(778,772.93)
	03/05/2019	City of Republic	111,673.31
	03/21/2019	City of Republic	(36,000.01)
	10/29/2019	City of Republic	(53,345.03)
	10/29/2019	City of Republic	(59,881.47)
			<u><u>(959,126.13)</u></u>
S601065 14 SW Cedar Hts to Ellen			
Closed	04/04/2019	City of Nixa	(100,286.00)
			<u><u>(100,286.00)</u></u>
S601071 FY 2017 TMC Staff			
Closed	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			<u><u>(272,513.12)</u></u>
S602027 Campbell and Republic			
Active	04/01/2019	City of Springfield	(240,000.00)
	07/01/2021	City of Springfield	(781,354.88)
	03/17/2022	City of Springfield	807,784.84
	03/30/2022	City of Springfield	(1,411,653.07)
	08/04/2022	City of Springfield	(251,888.62)
	07/21/2023	City of Springfield	262,614.97
			<u><u>(1,614,496.76)</u></u>
S602083 Northview Rd Improvements			
Closed	03/28/2019	City of Nixa	(180,000.00)
			<u><u>(180,000.00)</u></u>
S602093 MM from I-44 to 360			
Active	09/08/2022	City of Republic	(302,916.17)
	11/16/2022	City of Republic	302,916.17
			<u><u>0.00</u></u>
S603084 TMC Staff 2022			
Closed	06/01/2021	City of Springfield	(360,000.00)
	04/07/2023	City of Springfield	12,943.32
			<u><u>(347,056.68)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S605022 Wilson's Creek Blvd Trail			
Active	05/30/2023	Enhancements (TAP)	(245,494.96)
	05/30/2023	Enhancements (TAP)	(23,973.95)
	05/30/2023	Enhancements (TAP)	(5,405.81)
	05/30/2023	Enhancements (TAP)	(13,829.74)
	05/30/2023	Enhancements (TAP)	(1,246,730.00)
	07/28/2023	Enhancements (TAP)	(0.02)
	07/28/2023	Enhancements (TAP)	240,505.26
			<u><u>(1,294,929.22)</u></u>
S947010 Glenstone (H) I-44 to VWM			
Closed	09/18/2008	City of Springfield	(1,200,000.00)
	09/18/2008	Greene County	(1,500,000.00)
			<u><u>(2,700,000.00)</u></u>
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			<u><u>(198,465.00)</u></u>
S959003 Route FF Pavement Imp			
Closed	10/02/2009	City of Battlefield	(70,000.00)
	10/02/2010	City of Battlefield	35,578.89
	10/02/2011	City of Battlefield	3,552.55
			<u><u>(30,868.56)</u></u>
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			<u><u>(0.43)</u></u>
TOTAL OBLIGATIONS			<u><u>(129,511,181.24)</u></u>

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

A METROPOLITAN PLANNING ORGANIZATION

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

TAB 8

BOARD OF DIRECTORS AGENDA 01/18/2024; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 7 of the agenda packet, for Board member review, are Public Comments for the time frame between November 16, 2023 and January 9, 2024. Any additional public comment received by January 17, 2024 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Trails – A Braille Trail

City/County of concern: OTO MPO Area

Date received: 11/17/2023

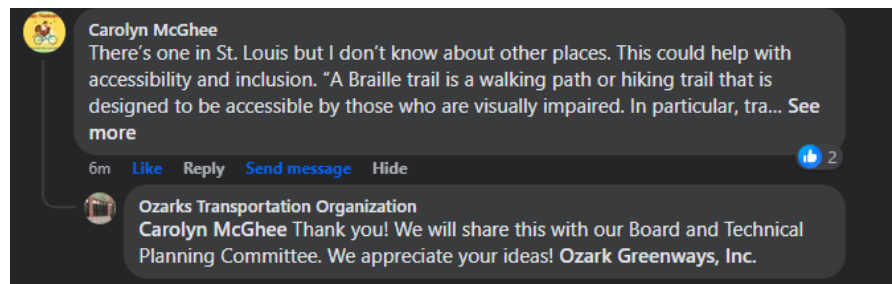
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comment





PUBLIC COMMENT



Area of concern: Old Route 66 & Washington Avenue

City/County of concern: Strafford/Greene County

Date received: 11/29/2023

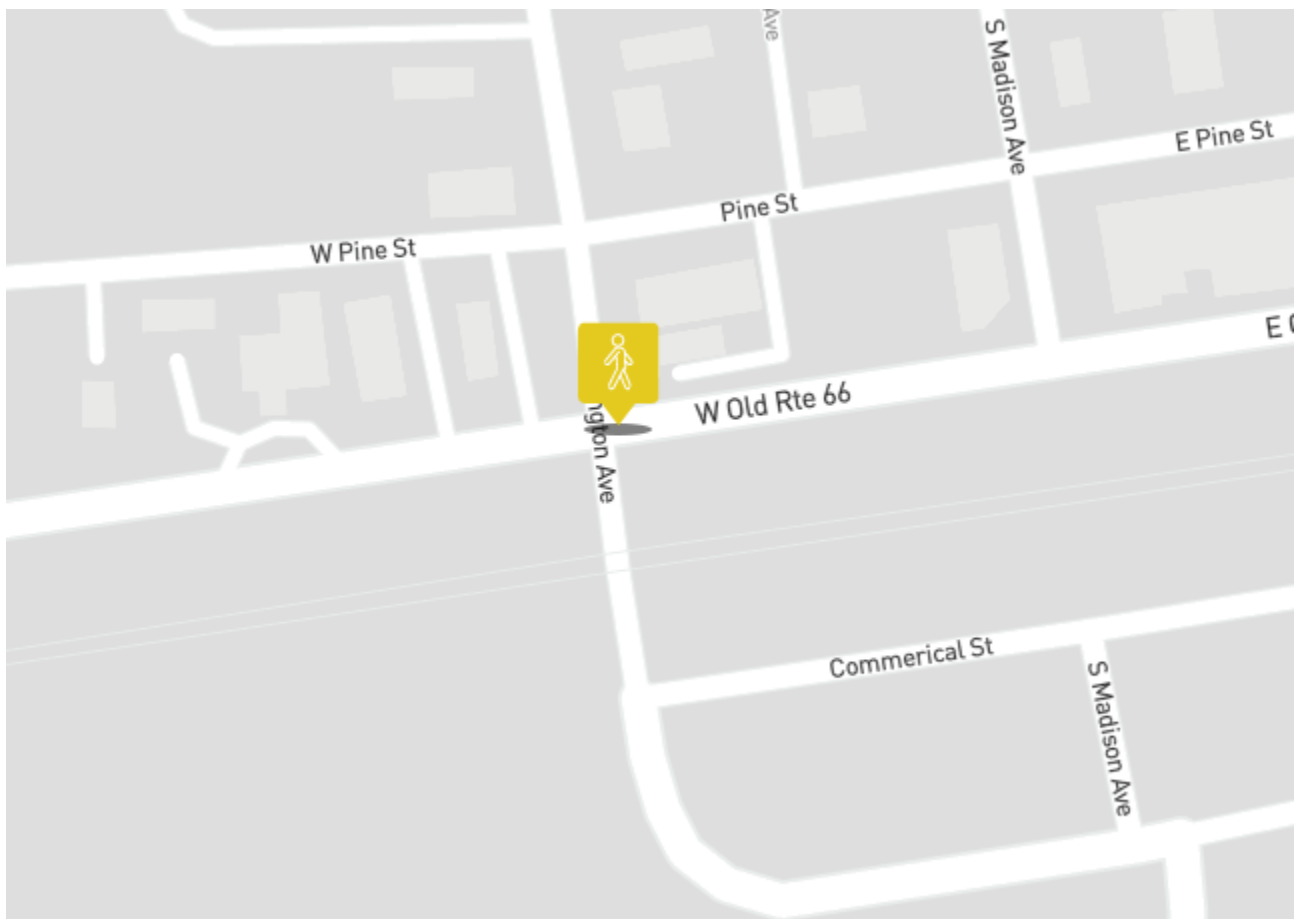
Received through: Map-A-Concern (OTO website)

Contact Name: Matthew

Contact Email/Ph #: N/A

Comment: Needs pedestrian infrastructure for people to cross. Students are dashing across the road, many more would be able to walk to school, home, and to shops, taking cars off the road and reducing traffic.

Map



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



PUBLIC COMMENT



Area of concern: Crosswalk at Glenstone & Barataria St & Mall Access Road

City/County of concern: Springfield/Greene County

Date received: 12/01/2023

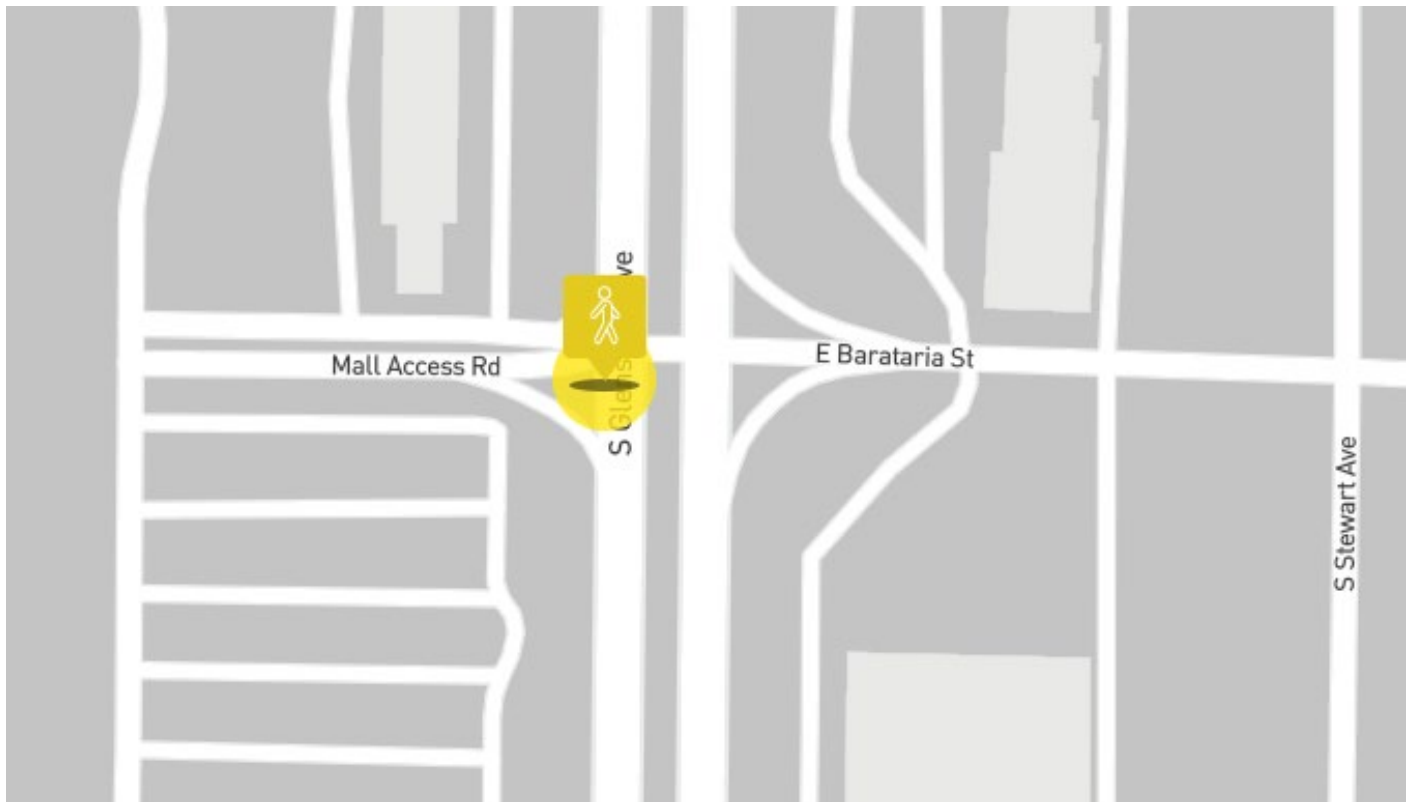
Received through: Map-A-Concern (OTO website)

Contact Name: Matthew

Contact Email/Ph #: N/A

Comment: 4 Way crossing here would be great, allowing safe and quick transfers to the brentwood center and the mall. As well as allowing transit riders to quickly and safely transfer across the street from 5, 25, and 31 to 12 and vice versa. Daylighting and traffic calming would be nice to help enforce the frequently disregarded speed limit

Map



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



PUBLIC COMMENT



Area of concern: Crosswalk at Seminole and Brentwood Blvd

City/County of concern: Springfield/Greene County

Date received: 12/01/2023

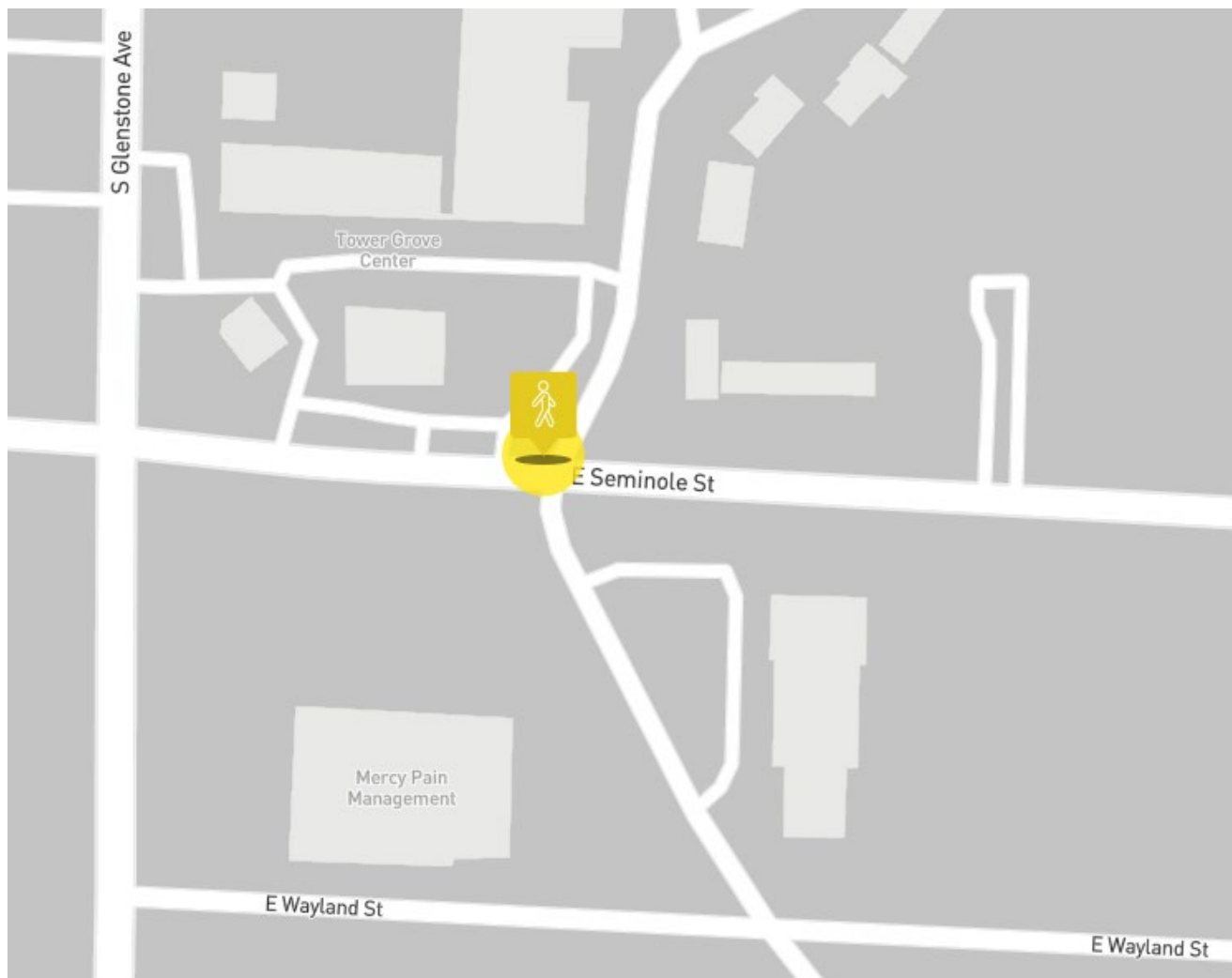
Received through: Map-A-Concern (OTO website)

Contact Name: Matthew

Contact Email/Ph #: N/A

Comment: Sidewalks that touch on both sides but no crosswalk

Map



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



PUBLIC COMMENT



Area of concern: Crosswalk at Sunset & Glenstone

City/County of concern: Springfield/Greene County

Date received: 12/01/2023

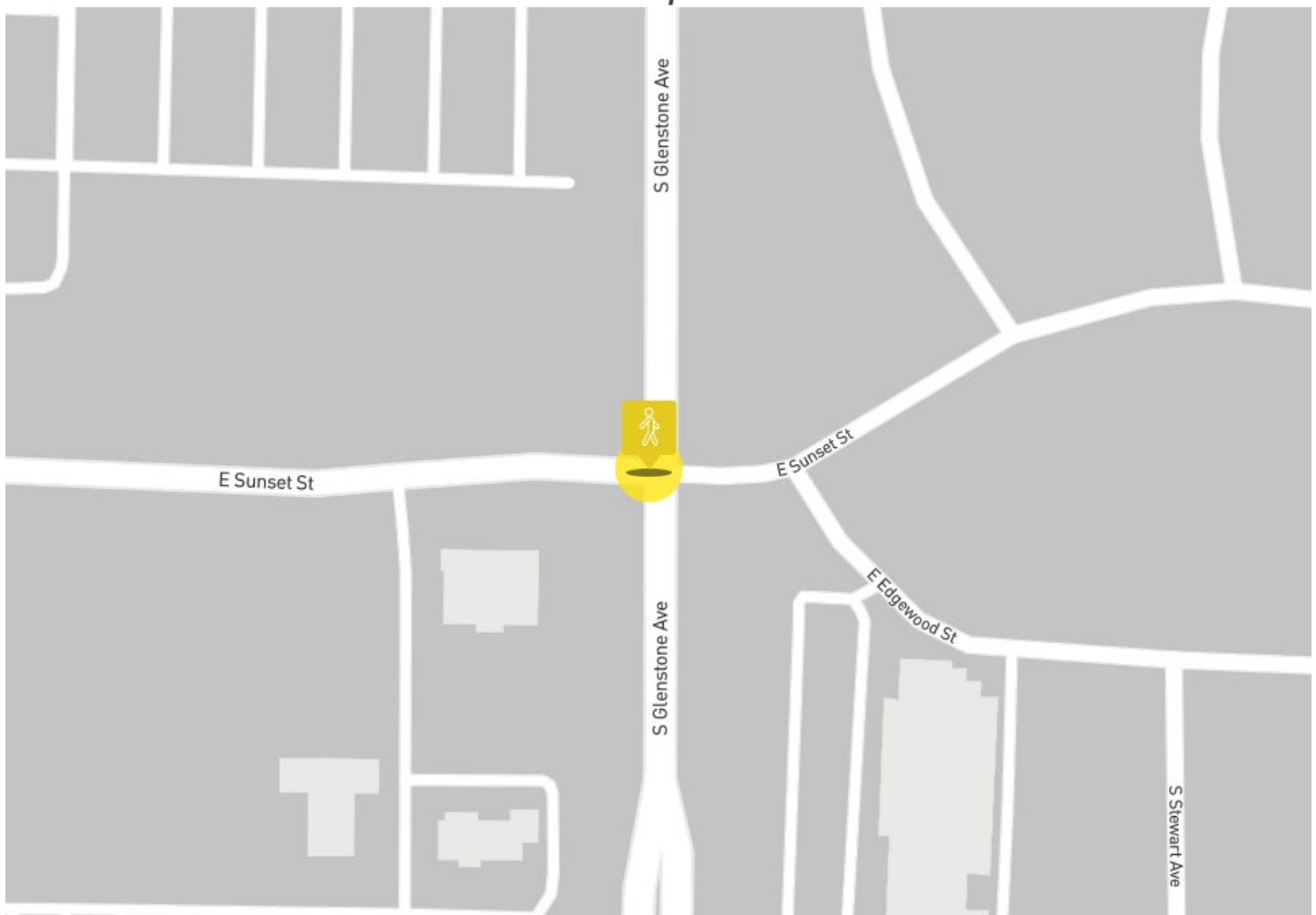
Received through: Map-A-Concern (OTO website)

Contact Name: Matthew

Contact Email/Ph #: N/A

Comment: Current crosswalk is unmaintained and unsingnaled should be a 4 way crossing

Map



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



PUBLIC COMMENT



Area of concern: Bridge at James River on Nelson Mill Road

City/County of concern: Christian County

Date received: 12/20/2023

Received through: Comment Email

Contact Name: Paul [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

on 12-20-2023, it appears that no progress has been made for a while and at worse it looks like the project has been abandoned. I would like to know the status of the project.

OTO Response:

We contacted Christian County for an update. Please see their response below. (Provided by Miranda Beadles)

Our project site is a good place for info/updates...feel free to direct people there or copy/paste what you need. Anyone can also subscribe to updates from this site.

<https://christiancounty.cleargov.com/projects/7859/nelson-mill-bridge-improvement-project--construction-phase>

That's a direct link but you can also get there two different ways"

- Visit the County Highway Department's site and scroll down to projects
- Visit the County Auditor's site, click on the transparency portal, click on projects.



PUBLIC COMMENT



Area of concern: US 65 North of Buffalo

City/County of concern: Christian County

Date received: 01/08/2024

Received through: Comment Email

Contact Name: Dallas County Resident **Contact Email/Ph #:** me@me.com

Comment:

The same road that carries Springfield and Branson with tons of improvements, turns into the final destination franchise a half hour north... There are four fatality crosses within 12 miles Buffalo to Urbana, approx. every 3 minutes. Today was a brutal head on north of Preston.. CONSTANT tractor trailers, winging 70 oncoming make for toxic chunks with nothing to stop disaster. DIVIDING THE ROADWAY from Buffalo to Warsaw needs to be completed and continually gets shuffled under the rug.. please help this area - Thank you

OTO Response:

Thank you for your comment. Public input is vital to the planning process. The area you mentioned, from Buffalo to Warsaw, is outside of our planning area (see attached map). We will forward this information to MoDOT. Thank you again and have a wonderful day!

Response was returned due to the email provided was not valid.

TAB 9

[HOME](#) | [INFRASTRUCTURE](#)

A Future Without The Highway Trust Fund?

Electric vehicle ownership saw its biggest single year increase in 2023, and that trend is expected to continue, along with the decline of fossil fuel tax revenue. There's a ticking clock in Washington: The IIJA expires in 2026. Then what?

December 28, 2023 | By [Brandon Noel](#)





long-standing king of car sales, the Toyota Corolla. While in the U.S. market, **things look a bit different**, with Ford's F-series trucks continuing to outsell every other make and model, two of Tesla's offerings are in the top 10. The Model Y hit number four in America through the final quarter of 2023. This is a milestone change in the North American car buying habits, but that's only half the story.

While it's true that EV cars are making news, the bigger reality that isn't making as many headlines is that the fastest selling electric vehicle in the U.S. are electric bikes. According to an article in Business Insider, by Tim Levin, "In dollar terms, e-bike retail sales nearly quadrupled in the past four years, rising from \$240.1 million in 2019 to \$885.5 million in 2022."¹

These trends impact the primary product of the asphalt road building industry in a few ways:

- EV cars and trucks don't pay gasoline or diesel related taxes, essentially using federal roads for free
- If the funding problem is not resolved in such a way that shortfalls aren't met, it could mean fewer available dollars and less work for contractors
- EV cars and trucks are significantly heavier than their traditionally fueled counterparts, due to the size and weight of their batteries, which means they are putting more wear, tear, and stress on roads while not paying into the fund that maintains them
- This could result in complex changes in the way pavements calculate wear potential overtime, as well as overall resiliency
- E-Bikes, while they virtually place no strain on the physical integrity of roads, and actually contribute to a reduction in vehicle miles traveled (VMT) building infrastructure to support them requires planning and local support that can be sometimes difficult

Background on the Highway Trust Fund

The **Federal Highway Administration's (FHWA)** highway trust fund (HTF) gets its funding primarily through the taxes on fossil fuels. You pay it at the pump. These fund are what pay for the big infrastructure and road projects that make up a not-insignificant portion of contractors' state and federal work.

According to FHWA the HTF was created as a user-supported fund: highway users would pay taxes, the tax receipts would flow into the HTF, and HTF balances would be dedicated for use on highway projects (later expanded to surface transportation projects). This overall construct is still in place, but the tax structure has changed since the HTF year was created (1956).

The HTF has three long-standing sources of income:

1. Federal fuel taxes
2. Other Federal taxes on truck users
3. Interest on invested balances

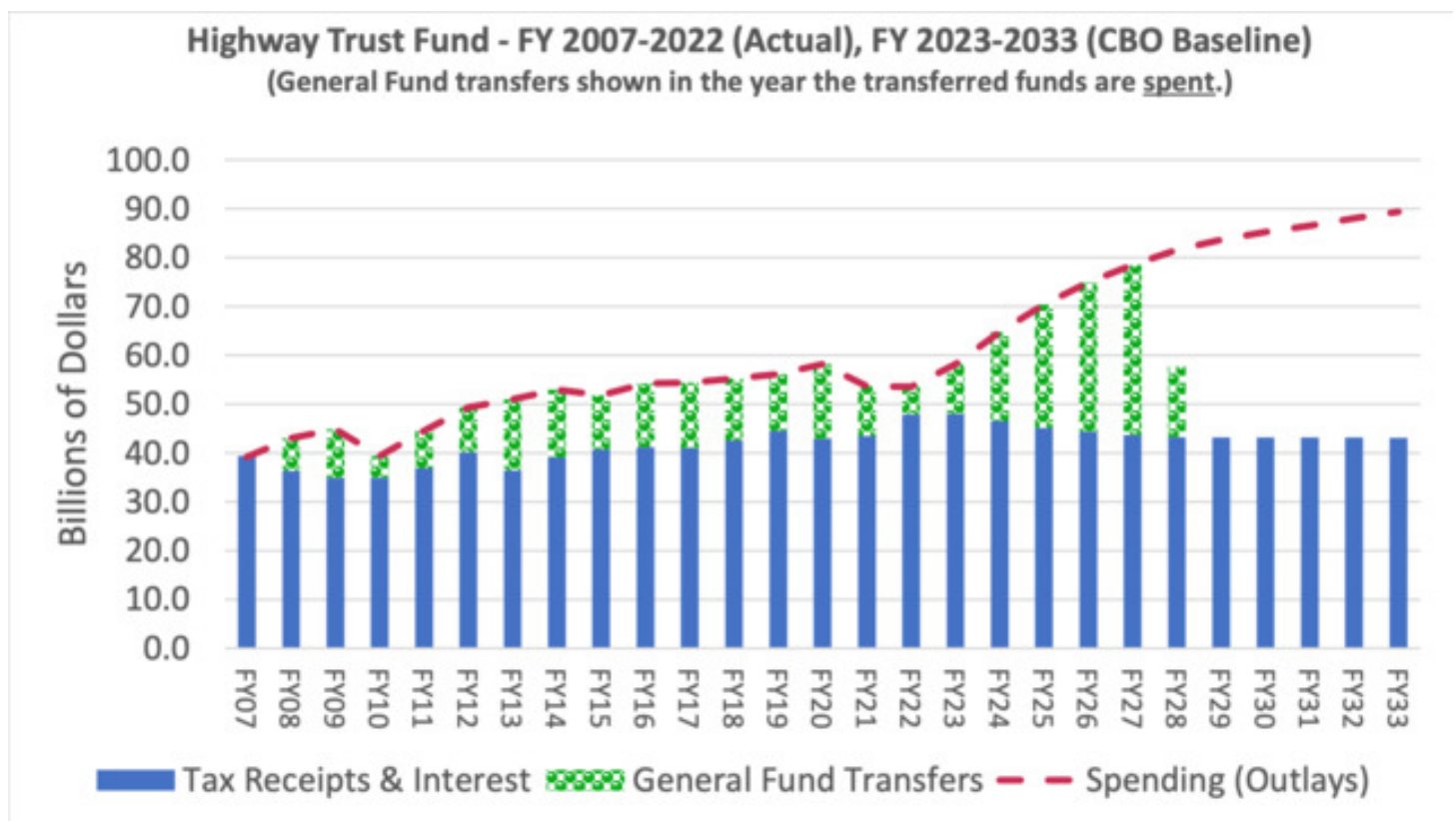
However, there's one big problem. These sources have failed to produce enough income to fully cover the expenses incurred for almost the past two decades. The last time gas taxes were increased was 1993. It's incredibly unpopular, borderline political suicide, to discuss increasing the gas tax. Yet, there is clearly a problem that must be addressed. The EV paradigm is here, and the HTF issues are only going to get more dire.

Another way of looking at this problem, is how the publicly owned road's construction and maintenance is currently entangled with a specific private industry through a consumption based tax. When this system was devised, you can see the initial logic: you need gas to drive the car on the road, so tax the fuel. In retrospect, this policy set in motion the current situation we are dealing with.

Jeff Davis, Senior Fellow, Eno Center for Transportation described how we got here like this, "It became a feature of federal energy and environmental policy to reduce the number of gallons of fossil fuel used on roadways. But it was still federal transportation policy to

There is a complex system at work here, which is why solutions to the problem are not simple. the necessity of transportation and mobility (A) and the public good of federal and state roadways (B) became entangled with the success of the private fossil fuels industry(C). This three-point relationship is, in part, why making improvements to either party A or B that might contingently and negatively impact party C has an extreme uphill political battle. What does this relationship look like in practice?

In a [prepared statement](#), excerpted here, U.S. Senator Sheldon Whitehouse (D-RI), Chairman of the U.S. Senate Budget Committee, said, "In the United States, by some estimates taxpayers pay about \$20 billion dollars every year to the fossil fuel industry. What do we get for that? Economists generally agree: not much."² Perhaps, that subsidy could be reappropriated to the HTF directly, it wouldn't solve the funding problem completely, but it wouldn't hurt?



FHWA Table FE-1; CBO May 2023 HTF baseline forecast

What Are The Options Here?

Highways and Transit Subcommittee Chairman Rick Crawford (R-AR) announced that the subcommittee would hold a hearing focused on the current solvency challenges associated with and the importance of a sustainable, long-term funding solution for the Highway Trust Fund. The hearing, entitled "Running on Empty: The Highway Trust Fund," was held at October 18, 2023.

From Chairman Crawford's [opening statement](#), "The Highway Trust Fund currently finances most federal government spending for highways, transit, and highway safety programs. Since 2001, however, spending from the Trust Fund has exceeded revenue deposited into the fund. Beginning in 2008, the Trust Fund has relied on a total of \$275 billion in transfers, mainly from the General Fund of the Treasury, to remain solvent. Although critical to the Highway Trust Fund's short-term operations, government bailouts are not a long-term solution, nor do they address the underlying, multifaceted, and structural problem."³

overlap, included:

- Road Usage Charge (RUC), which was conducted by Washington state, and is similar to other types of usage tax programs like Mileage Based User Fee (MBUF) or Vehicle Mileage Tax (VMT)⁴
- Increases to the existing taxes and fees to compensate for shortfalls⁵
- Set spending to maintain current highway conditions and performance, which would mean no capital spending for new highway construction or expansion⁵
- Simply continue to make general fund transfers, which is extremely unpopular, as indicated by the Chairman's remarks
- Dissolve the HTF, redirecting the existing tax receipts into the general fund, and require those programs previously covered to fight for their budgets through the same process as other programs⁶
- Create new, as yet undefined, taxes and/or fees and index their rates to inflation⁷

If We Do Nothing

Reading the statements from the four expert witnesses, as well as the remarks from Chairman Crawford, highlight just how bleak the next few years of being in the road building industry could be if nothing happens. Since the bipartisan infrastructure law was passed, many in our line of work have been eating well, but it might be the last time a legislative bandaid like that will work.

"According to the May 2023 Congressional Budget Office (CBO) baseline, annual HTF spending is estimated to exceed receipts by about \$24 billion in FY 2028," said Kris Strickler, a member of the Board of Directors American Association of State Highway and Transportation Officials (AASHTO), as well as the Director for the Oregon Department of Transportation.



Subcommittee on Highways and Transit, Wednesday, October 18, 2023 Screenshot from the hearing: "Running on Empty: The Highway Trust Fund"

Strickler continued, "If Congress were to reauthorize federal transportation programs for five years after the expiration of the IIJA just to maintain current investment levels from HTF adjusted for inflation, CBO estimates the gap between revenue into the HTF and expenditures from it would be roughly a staggering \$150 billion."⁷



"Before 2021, I would have told you that the, 'abolish the Trust Fund,' scenario would leave the authorizing committees out of the funding process and put the Appropriations Committees in complete control," he said. "But a budget process could be established to allow this committee [Highways and Transit] and the Appropriations Committee to split duties for funding these programs out of general revenues. However, given the difficulty of getting eight-way unanimity between House and Senate Budget, Appropriations, tax-writing, and transportation policy committees to establish such a process, draconian spending cuts and/or huge tax increases might be an easier political lift."⁶

Ultimately, these decisions might seem a million miles away, and out of the reach of the industry itself, which heavily relies on this funding. However, involvement from the industry in the process makes a huge difference. Participating through the National Asphalt Pavement Association (NAPA), its meetings and political events, like the recent "Hill Days" which took place in Washington, D.C., and offered the opportunity to be in the room with some of the very people who do make these decisions.

The more that the industry works together, through NAPA or the State Asphalt Pavement Associations (SAPA) it increases the collective influence through important events like these, where the future is literally being decided upon. One thing is for certain, the future of the HTF won't be the same.





> [Articles](#) > [Weeks of December 11 and 18, 2023](#) >

Highway Construction Cost Inflation Did Not Slow in 2Q 2023 – 15.3% Annual Rate

Highway Construction Cost Inflation Did Not Slow in 2Q 2023 – 15.3% Annual Rate

DECEMBER 21, 2023 | JEFF DAVIS

Information released this week by the Federal Highway Administration (FHWA) shows that the cost of building highways increased by 3.8 percent in the April-June 2023 quarter versus the previous quarter, equivalent to a 15.3 percent annual inflation rate. This shows that, even

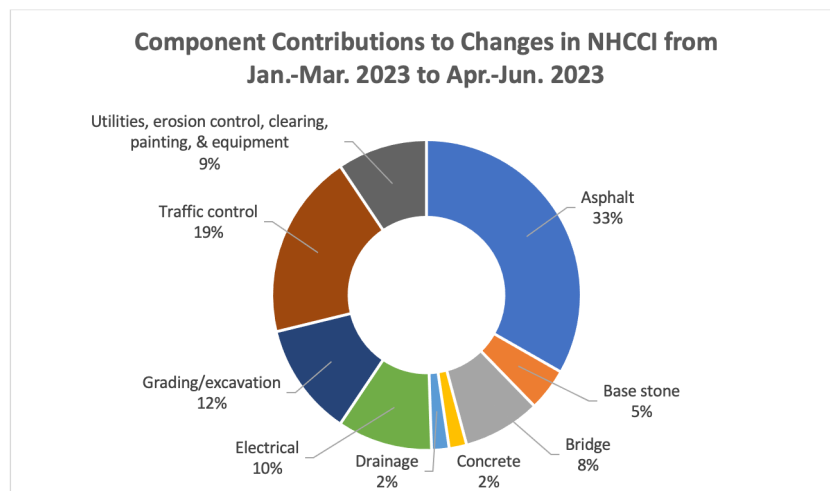
though inflation had lessened elsewhere in the economy by that point, it was not yet done with highway construction.

FHWA maintains the National Highway Construction Cost Index (NHCCI) on a quarterly basis, which was updated this week. In mid-2021, the NHCCI began growing rapidly, peaking in the April-June 2022 quarter. After a temporary respite in the October-December 2022 quarter, things began accelerating again. Since the end of 2020, the NHCCI says that highway construction costs have increased by 59.3 percent.

<u>Quarter</u>	<u>NHCCI</u>	<u>Q over Q Incr.</u>
Oct.-Dec. 2020	1.8601	
Jan.-Mar. 2021	1.9112	+2.7%
Apr.-Jun. 2021	2.0363	+6.5%
Jul.-Sep. 2021	2.1075	+3.5%
Oct.-Dec. 2021	2.1821	+3.5%
Jan.-Mar. 2022	2.2841	+4.7%
Apr.-Jun. 2022	2.5555	+11.9%
Jul-Sep. 2022	2.7820	+8.9%
Oct.-Dec. 2022	2.7840	+0.1%
Jan.-Mar. 2023	2.8531	+2.5%
Apr.-Jun. 2023	2.9623	+3.8%
Increase Since End of 2020		+59.3%

(Ed. Note: Economists measure quarters in terms of calendar years. Budget people measure quarters in terms of fiscal years. And not all state governments use the October 1 – September 30 fiscal year that the federal government uses. The same three-month period can be the first quarter of the calendar year, the second quarter of the federal fiscal year, and the third quarter of the median state fiscal year. Once you have been burned a few times, you learn to use month names instead of numbers to identify quarters in articles that mix economic data and budget data.)

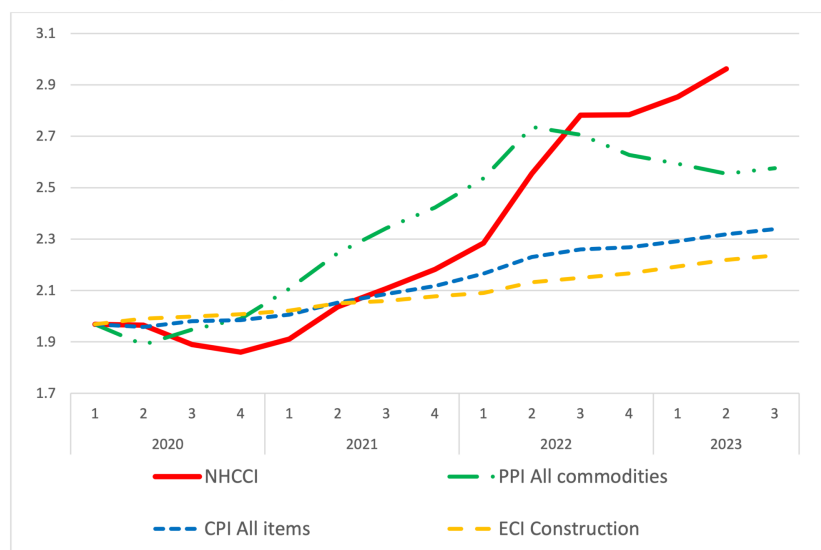
The detailed analysis of the quarterly change from FHWA staff indicates that, unsurprisingly, the largest share of the increase was from rises in the cost of asphalt, which is dependent largely on the price of petroleum over time. But the second-largest cause of the quarterly increase was from traffic control, which is particularly labor-intensive.



(Table 2 in the FHWA narrative also shows how price indices for most components of highway costs have varied by quarter since 2020, many of which are quite volatile.)

The FHWA staff assembled the following chart, comparing the NHCCI (thick solid red line) with several other measures of inflation – the Consumer Price Index, the Producer Price Index for all commodities, and the Employment Cost Index for construction.

Figure 1. Comparison of NHCCI with PPI, CPI, and ECI (rebased to NHCCI 2020 Q1).



Source: FHWA and BLS Data

The FHWA staff analysis concluded that “While the differences in the NHCCI and PPI may seem to suggest that labor costs are a driving factor in NHCCI inflation, the relatively low and stable inflation in the ECI for construction is inconsistent with this assessment. The disparities in growth among the indices underline that each index’s sensitivity to broader events varies, including the COVID-19 pandemic, supply chain disruptions, material shortages, and oil price swings.”

New Federal Highway Administration spending obligations (excluding emergency relief) in fiscal years 2021, 2022, and the first three quarters of fiscal 2023 totaled \$152.0 billion in nominal terms. But if one re-bases highway construction costs to the last quarter of calendar year 2020 (first quarter FY 2021) and then deflates everything afterwards, that \$152.0 billion in new obligations deflates to a “real” total of \$116.8 billion,

meaning that \$35.2 billion in real buying power of the IIJA and regular funding has been lost to highway construction cost inflation since then.

Total FHWA New Obligations (Excluding Emergency Relief)					
	Nominal	NHCCI	NHCCI	"Real"	Real Are
	Obligations		Rebased to	Obligations	Less Than
	Million \$	Actual	FY21 Q1	Million \$	Nominal by:
Oct.-Dec. 2020	4,506	1.8601	1.0000	4,506	0
Jan.-Mar. 2021	9,859	1.9112	1.0274	9,596	-263
Apr.-Jun. 2021	14,775	2.0363	1.0947	13,497	-1,278
Jul.-Sep. 2021	23,238	2.1075	1.1330	20,510	-2,728
Oct.-Dec. 2021	3,628	2.1821	1.1731	3,093	-535
Jan.-Mar. 2022	8,490	2.2841	1.2279	6,914	-1,576
Apr.-Jun. 2022	19,301	2.5555	1.3738	14,049	-5,252
Jul.-Sep. 2022	31,279	2.7820	1.4956	20,914	-10,365
Oct.-Dec. 2022	6,175	2.7840	1.4967	4,126	-2,049
Jan.-Mar. 2023	11,340	2.8531	1.5338	7,393	-3,947
Apr.-Jun. 2023	19,394	2.9623	1.5926	12,178	-7,216
TOTAL	151,986			116,776	-35,210

Put another way: like other kinds of outdoor construction, highway construction is very weather-dependent and thus the spending has seasonal ebbs and peaks. You can really only compare total dollar amounts in the same month or quarter of each year. The last comparable pre-IIJA quarter was April-June 2021, when new FHWA spending obligations totaled \$14.8 billion. In the matching April-June 2023 quarter, thanks to the IIJA, that total jumped to \$19.4 billion, an increase of 31 percent (+\$4.6 billion).

But during this same time period, the NHCCI has jumped from 2.0363 to 2.9692, an increase of 46 percent. In terms of "real" dollars, new FHWA spending commitments in April-June 2023 were \$1.4 billion below their April-June 2021 equivalent (down from \$14.8 billion to \$13.3 billion).

	Nominal	Actual	Rebased	Real
	<u>Obligations</u>	<u>NHCCI</u>	<u>NHCCI</u>	<u>Obligations</u>

Apr-Jun 2021	14,775	2.0363	1.0000	14,775
Apr-Jun 2023	19,394	2.9623	1.4547	13,332
Change	+4,619			-1,443
	31%			-10%

Most states use a July 1 – June 30 fiscal year, and if you simply average the four quarters of a fiscal year, highway construction costs in state fiscal year 2022 were 18.6 percent higher than they were in state fiscal year 2021, and in state FY 2023, costs had risen another 24.7 percent above fiscal 2022 (on average).

State FY21 Avg	1.9243	
State FY22 Avg	2.2823	+18.6%
State FY23 Avg	2.8454	+24.7%

Springfield News-Leader

OUTDOORS

New multistate cycling trail to extend through the Ozarks, connect Louisiana to Minnesota



Marta Mieze

Springfield News-Leader

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A new designated cycling route will connect Louisiana all the way up to Minnesota — and come right through the Ozarks. Stretching across five states, the route will have stops in Joplin, Springfield, Willard, Ash Grove, Walnut Grove and continue on to Bolivar, Warsaw, Sedalia and the northwest of the state.

The plans to designate the route as U.S. Bike Route 51 have been in the works for years by the Missouri Bicycle and Pedestrian Federation and Adventure Cycling Association, a national nonprofit. A process that requires each state to apply for federal designation is lengthy and requires support from each local jurisdiction that oversees a portion included in the route.

This is a "no construction" project. Rather, the route would designate existing trails and roads as an official cycling route to be added to a map of long-distance nationally designated routes, particularly focusing on roads with lower volume traffic that are more suited for cyclists. From the Arkansas border to the Iowa border, the route in Missouri will span over 640 miles, including a 90.8-mile-long alternate USBR 251 directly from Bella Vista to Springfield.

What is expected in the Ozarks?

The Ozarks are already home to two other U.S. Bicycle Routes — Route 66 and Route 76, also known as the TransAmerica Trail. Both of these, as well as other statewide routes, run east to west. USBR 51 will be one of the first to run south to north in Missouri, bringing opportunity to create a larger network.

"Missouri is kind of a trail or bicycle routes nexus for the country," said Brent Hugh, executive director of Missouri Bicycle and Pedestrian Federation. He said putting together Route 51 was fairly easy because of the already established cycle-friendly infrastructure a lot of communities have.

The new route will intersect USBR 76, which runs just north of Springfield, on the Frisco Highline Trail in Walnut Grove, a 35-mile-long trail connecting Springfield to Bolivar. USBR 51 will connect with multiple state trails including the Razorback Trail, the Katy Trail and the Rock Island Trail.

Executive Director of the Ozark Greenways Mary Kromrey said it's exciting to have infrastructure like the Frisco Highline Trail in place to give cyclists who may be travelling across the country a break from having to be as vigilant about cars during portions of the route that may utilize streets.

David Hutchison serves on the USBR 51 Planning Committee for the Missouri Bicycle and Pedestrian Federation and has been particularly focused on the southwest portion of the state. He said through the work of putting the route together for the past three years, he has not heard any negative feedback.

Signage is not a requirement for the designation. It would be up to each town, local agency or state to put up signs of the designation if they choose to do so after the route is officially named. Kromrey said the Ozark Greenways will likely add signage to indicate the Frisco Highline Trail is a part of the route, but signs are not vital. She said just like with cars and GPS technology, cyclists often rely on apps to provide step-by-step navigation for their travels.

Hugh said they will look into applying for funds to make signage possible for the entirety of the route in the state.

The entire Missouri portion of the route would take about a week to complete for cross-country cyclists or about 2-3 weeks for more recreational cyclists. The loop from Springfield to Bella Vista to Joplin and back to Springfield would take about 2-3 days for endurance cyclists or a week for more leisurely bike riders.

Taking the scenic route

The route is more than just getting from point A to point B, and not built necessarily for the straightest or most efficient way to cross the state. The route combines travel, nature and history.

Kerry Irons, volunteer coordinator at the Adventure Cycling Association, said the scenery and existing bicycle infrastructure in western Missouri provide for good bike travel.

As the route runs through historical areas like the Butterfield Stage and Lewis and Clark Trail, USBR 51 is an opportunity to explore Missouri and its small-town charm.

"What it does is takes you places that you might want to go, or you might want to visit," Hugh said. "So it takes you to five dozen towns that each have their own history and personality and things to see and do."

For small towns, being along a nationwide bike route can be an opportunity for economic development and a low-impact form of tourism. Irons said the average cyclist spends about \$150-200 per day, which across a week of travel can bring in a lot of dollars that can make a large difference for small communities.

"It's very important that Missourians have choices and options to explore their state and their country, and why not from the seat of a bicycle?" Kromrey said. "I think you can really get a feel for an area and

a region and the folks that call that place home if you slow down a bit and go exploring on your bicycle."

Expectations for completion

Irons said designation is done on a state-by-state basis, meaning each state's department of transportation must apply for federal designation. The biggest obstacle to this is garnering support from each local entity and convincing the DOTs to be on board.

The Adventure Cycling Association provides technical support to the American Association of State Highway and Transportation Officials, which means the legwork to designate bike routes is done mostly by volunteers and does not require much bandwidth or staff hours from state DOTs.

More: New Chadwick Flyer Trail, expected to cost \$20M, coming in next 5-10 years

In Missouri, Irons said support from about 85% of the local jurisdictions along the routes has already been secured. He is hopeful the remainder will be complete in time to meet the federal application deadline in mid-March. Missouri and Arkansas will be first to receive the designation for USBR 51.

Currently, Hutchison said the work is focused on the northern portions of the state along the route, in hopes of having every locality's support letters by the end of the month.

Hugh said once the application is turned in, official designation can be expected sometime in summer. As for the entirety of the route, Irons said there is no current timeline for completion.

"It's kind of a no-brainer, in a sense, like it's a thing that is using existing roads and trails and facilities, facilities we already have, and it's bringing extra value to them basically, at really no extra cost," Hugh said.

Marta Mieze covers local government at the News-Leader. Contact her with tips at mmieze@news-leader.com.

ALERT

Metro yanks ads on buses, train cars. They're not 'aesthetically pleasing.'

Mark Schlinkmann

Jan 4, 2024



Metro buses navigate the lot at the transit station at 14th Street and Clark Avenue downtown on Wednesday, July 31, 2019. Photo by Christian Gooden, cgooden@post-dispatch.com

Christian Gooden

Mark Schlinkmann

ST. LOUIS — Metro Transit will no longer sell ad space on the outside of its buses, MetroLink cars and Call-A-Ride vans, ending a decades-long practice.

The move, which the agency says will make the fleet more “aesthetically pleasing,” will result in a loss of \$1.3 million to \$1.5 million in ad revenue annually.

“A positive, clean and professional image in unison with these local villages and towns that we serve is important,” Taulby Roach, the CEO of the Bi-State Development Agency, which oversees Metro, said Wednesday.

Roach added that “selling every side of the bus to the highest bidder” isn’t necessarily in keeping with that image.

But a member of Bi-State's board, Derrick Cox, complained about the move. He said Wednesday in a text message that while he supports making the transit system more attractive, "I could not disagree more with cutting off this income flow."

"So many times the excuse the board gets when it comes to things like enhancing the actual riders' experience and enhancing safety measures is money," said Cox, who represents Madison County. "So why would we stop private funds from coming in at a time when we need more funds!"

Also reacting negatively to the planned ad removal was St. Louis Alderman Shane Cohn, who heads an aldermanic committee that deals with transportation. "I'd rather have additional revenue and increased and enhanced service," Cohn said in a text message Thursday.

Roach said Metro will remove all exterior ads from its vehicles over the next two months as they are brought in for normal maintenance and servicing.

He said ads will remain inside Metro vehicles and at its bus shelters and transit centers.

Roach said over the years he had fielded numerous complaints from elected officials and the public on the issue.

A particular target of criticism, he said, has been "a gigantic billboard-type pink bus" that advertises legal services. He refused to say which elected leaders had contacted him.

Bi-State officials said there are currently 144 exterior ads on the 600 or so vehicles in Metro's fleet, with some having more than one. Legal and financial services, educational institutions, auto salvage and sales, and entertainment are among the advertisers, they said.

Bi-State/Metro contracts with New York-based Vector Media to sell the ads. Officials approached Vector several months ago about winding down the exterior part of the business.

The company will continue selling remaining other ad space until its contract ends in April 2025, Bi-State said.

Metro buses operating in St. Clair County by contract with the St. Clair County Transit District haven't had any outside ads for three or four years, said Ken Sharkey, the district's managing director. He estimated that the district gets \$200,000 to \$300,000 a year less in ad revenue but "we'd rather have a clean looking bus."

Roach cited the St. Clair County experience in announcing the expansion of the policy into the rest of the Metro system.

Madison County Transit, an independent agency which operates its own bus system, also has no exterior ads.

Roach also noted that some communities MetroLink and Metro buses operate in have restrictions on billboards and other signs. "It's just aesthetically not very pleasing to the same communities," he said of transit ads.

Updated at 5:40 p.m. Thursday with comment from St. Louis alderman



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IIJA Oversight and Implementation: Insights and Updates

IIJA Oversight and Implementation: Insights and Updates

Federal Governance Infrastructure

DECEMBER 15, 2023 | SOHAIL HUSAIN

On Wednesday, December 13, the U.S. House Subcommittee on Highways and Transit met to discuss the oversight and implementation of the Infrastructure Investment and Jobs Act of 2021 (IIJA). The

subcommittee called on several key officials from the US Department of Transportation (USDOT) to provide insights and updates on the progress of implementing the IIJA throughout the various modes covered by the subcommittee.

In the two years since the implementation of the IIJA, USDOT has made significant investments across its transportation modes, and the hearing on Wednesday served as a check-in for its progress to date and opportunity to discuss the Congressional oversight of the IIJA.

The hearing, titled “Oversight of the Infrastructure Investment and Jobs Act: Modal Perspectives,” allowed members of the subcommittee to engage with the Undersecretary and Administrators on many issues related to the implementation and oversight of the IIJA.

List of Witnesses:

- Carlos Monje, Undersecretary of Transportation for Policy, Office of the Secretary of Transportation, United States Department of Transportation
- Shailen Bhatt, Administrator, Federal Highway Administration, United States Department of Transportation
- Nuria Fernandez, Administrator, Federal Transit Administration, United States Department of Transportation
- Robin Hutcheson, Administrator, Federal Motor Carrier Safety Administration, United States Department of Transportation
- Ann Carlson, Acting Administrator, National Highway Traffic Safety Administration, United States

Department of Transportation

It has been over two years since the IIJA, also known as the Bipartisan Infrastructure Law, was enacted by Congress and signed into law by the President in November 2021. The legislation represents one of the largest investments in infrastructure in the United States to date, at around \$1.2 trillion. As noted by Administrator Bhatt, the IIJA is a “once in a generation” investment, that covers every mode of transportation in every corner of the country. The IIJA includes many grant programs that target different issues from rural transportation to intercity passenger rail.

In his opening statement, Undersecretary Monje emphasized accountability, responsibility, and financial stewardship as guiding principles for the USDOT’s implementation of the IIJA. After the second full year, Monje pointed out that IIJA funding has gone to tens of thousands of projects, with millions of dollars being announced regularly in federal funding for various formula and competitive grant programs. Earlier this week, the Biden administration announced around \$645 million in awards through the Rural Surface Transportation Grant program, with money going towards projects in Georgia, New Mexico, Oklahoma, and Maine, among others. Monje also applauded a recent announcement of \$817 million for the Safe Streets and Roads for All program. That funding will go towards safety improvements at intersections, bus stops, railroad crossings, and along streets to achieve the USDOT’s goal of zero roadway fatalities.

Across each of the modal administrations, witnesses highlighted the significant federal investments that have allowed for projects across the board. For the Federal

Highway Administration (FHWA), the IIJA has set aside \$350 billion. Administrator Bhatt recognized the value of that federal funding in allowing FHWA to invest in thousands of projects across various grant programs to improve highway infrastructure, safety and provide technical assistance to state and local governments. In response to highway incidents in Los Angeles and Philadelphia, the FHWA announced “quick releases” of emergency funding to assist states in getting I-10 and I-95 repaired and reopened. Bhatt emphasized that the administration is focused on streamlined delivery with new teams to oversee grant programs. With the breadth of funding, Bhatt recognized that having a streamlined process is critical to get projects delivered on time.

Like FHWA, the IIJA includes historic funding for the Federal Transit Administration (FTA). As noted by Administrator Fernandez, the \$108 billion set aside for FTA is the largest investment in public transportation in the nation’s history. According to Fernandez, the funding has allowed the FTA to continue its commitment to improving and expanding good quality, sustainable, and equitable public transit for communities across the country. The FTA announced around \$400 million under the Capital Investments Grants program for transit modernization projects in Minneapolis and Pittsburgh. Additionally, Fernandez noted the importance of improving public transit options for rural and tribal communities.

Administrator Hutcheson noted that federal investment has strengthened the ability of the Federal Motor Carrier Safety Administration (FMCSA) to support the safety of drivers across the country. The \$3.2 billion included in the IIJA for the FMCSA is going towards safety improvement

programs, training programs, and recently, \$44 million to improve the commercial driver's licenses process. The administration also established Operation Protect Your Move, which aims to address nationwide household moving scams.

Safety is also a priority for the National Highway Traffic Safety Administration (NHTSA). New rulemaking for Automatic Emergency Braking systems, investments in emerging technologies, and enforcement of vehicle safety measures are all part of the scope of the Administration's goal of zero roadway fatalities, strengthened by a 50 percent budget increase.

In his opening statement, Subcommittee Chair Rick Crawford (R-AR) noted that the subcommittee had not called on modal administrators since 2019. Rep. Crawford noted that recent inflationary pressures have decreased the purchasing power of IIJA funding and noted his concern over slowed progress of project delivery. He urged that the discussion include insight on spending federal dollars carefully and wisely. Ranking members Eleanor Holmes-Norton (subcommittee, D-DC) and Rick Larsen (full committee, D-WA) pointed to the significant funding for projects in Washington DC and Washington state, as examples of the successes of IIJA funding. They applauded USDOT efforts and encouraged a conversation about what more needs to be done.

Emissions

Sustainability and climate-friendly policies have been a priority for the Biden Administration, and an important consideration for the IIJA infrastructure investments. Projects and policies are being created to encourage the reduction of greenhouse gas (GHG) emissions. Rep. Salud

Carbajal (D-CA) noted the Carbon Reduction and PROTECT programs as ways to improve transportation resiliency and asked about how agencies are working with states to take advantage of programs focused on reducing emissions. In response, Undersecretary Monje and Administrator Bhatt pointed to federal investments, including \$27.5 billion in climate-related funding and the commitment from the IIJA to reducing GHG emissions. Rep. Larsen noted the push for low-emissions ferries in Washington and Administrator Fernandez responded that low-emissions ferries are critical for coastal communities and support environmental goals of the administration.

Rep. Dina Titus (D-NV) inquired about the challenges facing battery electric buses and what support is needed to ensure transit agencies can acquire zero or low-emissions systems. Administrator Fernandez cited additional funding for vehicles and helping agencies apply for funding, as well as additional funding for training programs. Undersecretary Monje added that working with manufacturers is key. Procurement for low or zero-emission buses has become an increasingly critical issue for transit agencies, following the bankruptcy of Proterra Inc, a large manufacturer of electric buses.

Rep. Seth Moulton (D-MA) inquired about a topic related to emissions – the FHWA cost allocation study. He urged the committee and witnesses to think about the externalities associated with car ownership.

Undersecretary Monje echoed those concerns, stating the importance of understanding the costs and benefits of highways. (*Ed. Note: The discussion of whether or not highway cost allocation studies should include externalities, or indirect costs incurred by road use, as well as direct costs, is a very old one. See CBO's discussion*

of this issue on page 10 of their 1978 recommendations for parameters of the 1982 cost allocation study.)

Several members, including Chair Crawford and Rep. Doug LaMalfa (R-CA), noted concerns over new emissions performance measures. The new rule from FHWA establishes a GHG performance measure for state DOTs and Metropolitan Planning Organizations (MPOs) aimed at assessing carbon dioxide emissions from highways. Rep. Crawford (R-AR) noted that the language specifically authorizing a GHG performance measure was rejected during IIJA negotiations, and voiced concern over its validity. In response, Administrator Bhatt emphasized the Administration is consistent and following the law. He noted that the authority to establish performance measures comes from the earlier surface transportation authorization, the 2012 Moving Ahead for Progress in the 21st Century law (MAP-21). Crawford pushed back, stating that the measure is a deliberate move against the direct language of the IIJA.

Emerging Technology

In recent years, the world of transportation has witnessed a growth in new and emerging technologies. Among them, electric vehicles (EV) and EV infrastructure have been at the forefront of many transportation conversations. As EV ownership increases, the demand for EV charging stations across the country is steadily increasing. Several representatives inquired about the rollout of EV charging stations, many voicing concerns over the delay in getting EV charging stations online. Just this week, Ohio unveiled the first charging station funded through the National Electric Vehicle Infrastructure program.

The program received \$7.5 billion through the IIJA. Rep. Larsen voiced concern with the slow rollout of charging stations, as did Rep. Rudy Yakym (R-IN), who voiced concern that only one charging station has come online in the past two years. Administrator Bhatt noted that in the coming years, more charging stations will come online. He added that one in four dollars from the \$1.2 trillion in IIJA funding moves through FHWA. In response to another EV infrastructure improvement question from Rep. Emilia Sykes (D-OH), Administrator Bhatt added that in two years, the number of EV charger manufacturers went from 0 to 43, suggesting that important efforts are going towards establishing a domestic manufacturing presence of electric chargers as well as rolling out charging stations.

Several members inquired about other recent technologies such as autonomous vehicles (AVs) and artificial intelligence (AI). With these emerging technologies, members asked about best practices agencies are thinking about. In response to a question by Rep. Chuy Garcia (D-IL) on AV technology, Acting Administrator Carlson noted that states can make rules about the vehicles on the road, while NHTSA has authority to recall vehicles that have faulty technologies. She later added in response to Rep. Mark DeSaulnier (D-CA) that it is imperative for the administration to coordinate with state and local partners to regulate new AV technology. Administrator Bhatt and Undersecretary Monje echoed similar sentiments in response to Rep. Marcus Molinaro (R-NY), stating that the Administration must be careful with AI, which is useful but must be deployed in a safe and secure manner. Administrator Hutcheson added that there is a growing interest in AI

and the trucking industry, with the need to be cognizant of the impact AI can have.

Safety

Several issues relating to safety were raised during the hearing, including brake lights, Automatic Emergency Braking (AEB) systems, school bus operations, transit worker safety, traffic fatalities, AVs, and fraud. Several members including Chair Crawford (R-AR), Rep. Thomas Massie (R-KY), and Rep. Mike Collins (R-GA) noted concerns over braking systems. The proposed rule would require emergency braking systems for trucks and passenger vehicles, which are projected to reduce fatalities and injuries, especially from rear-end collisions. Representatives noted concerns over mandating expensive and novel technology, citing that “hope is not a good business plan.” Acting Administrator Carlson noted that this technology can save lives and the Administration is focused on ensuring the safety of drivers across the country.

Responding to Rep. Robert Menendez (D-NJ), Administrator Fernandez emphasized the importance of transit worker safety and made note of a proposed rule on transit worker safety. She added that it is critical to take advantage of existing authority to direct transit agencies in implementing safety strategies.

There was discussion on the improvement of safety infrastructure to secure the safety of pedestrians and bicyclists. Administrator Bhatt and Acting Administrator Carlson noted that there are various efforts within USDOT to ensure that safety infrastructure is put in place to reduce pedestrian and bicyclist injuries or fatalities. These include braking system requirements, as well as

expanding protected bike lanes. The Safe Streets for All Grant program is one such grant program aimed at the safety of roadway users.

Speed Limiter Concerns

Several members throughout the hearing voiced concerns over a speed limiter issue. In 2022, the FMCSA released a notice of intent for a proposed rulemaking to impose speed limitations on commercial motor vehicles. The administration cited speed as a significant factor in fatal crashes. Representatives Mike Bost (R-IL), Troy Nehls (R-TX), Eric Burlison (R-MO), Jeff Van Drew (R-NJ), Doug LaMalfa (R-CA), and Mike Collins (R-GA) voiced several concerns that reducing speed limits would cause more harm than good. Many stated that drivers may need to use speed to avoid dangerous situations in a short amount of time. Administrator Hucheson indicated that speed was a factor in fatal crashes and the administration is conducting a regulatory analysis to understand this issue. Hucheson added that the administration is fully committed to the safety of drivers, noting she personally understands the value of drivers, having ridden alongside many truck drivers. While the representatives noted that a particular speed limitation would not be beneficial, Hucheson repeatedly noted that the administration has not yet set a particular speed limit. The limit would only be set following an extensive and comprehensive regulatory analysis of the issue. The speed limiter issue was also raised during a recent hearing focused on roadway safety that occurred on November 7th held by the Subcommittee on Transportation and Infrastructure under the Senate Committee on Environment & Public Works.

General Federal Funding/Oversight

Throughout the hearing, the witnesses provided insights into the general role of the federal government touching on the permitting process, investments in equity, uses of federal funding, and updates on specific programs.

The permitting process issue has emerged in several hearings, and in response to a question from brand-new Rep. Celeste Maloy (R-UT), Administrators Bhatt and Fernandez stated that their administrations are working with the permitting process to ensure projects are delivered on time.

Rep. Valerie Foushee (D-NC) asked witnesses to discuss the efforts to expand equitable investments. The representative pointed to various programs such as the Neighborhood Access and Equity Grant program, which is aimed at redressing the harms of past infrastructure on traditionally disadvantaged communities, and building infrastructure in those communities that were left behind. Undersecretary Monje emphasized that for USDOT, equity translates into making jobs available to more people, ensuring access to people with disabilities, being cognizant of the costs/burdens of projects, and ensuring people are involved in the decision-making process. Rep. Brandon Williams (R-NY) noted a concern about transparency and excluding members of the public from the discussion about infrastructure improvements. Monje agreed that transparency is key and that it is paramount to include the voice of the community.

Representatives touched on the use of federal funding, including the opportunities to use federal funding for transit operations. In response to Rep. Steve Cohen (D-TN), Fernandez noted that currently, large urban transit systems (those in areas with a population exceeding 200,000) cannot use federal dollars for operations.

However, the administrator noted that in the 2024 budget request includes greater flexibility for local governments to “flex” their federal capital formula funds for transit operations. The goal of this adjustment is assisting transit agencies at a time when many agencies are facing a fiscal cliff. Administrator Fernandez emphasized that transit is essential and that agencies provide access to good service. Undersecretary Monje added later in the hearing that part of the mission is ensuring communities can get the funds that are available to them. It will be important for USDOT to help communities understand how to access federal dollars, which Rep. Burgess Owens (R-UT) noted in his questioning.

Build/ Buy America

The discussion during the hearing saw a couple of heated moments, regarding “build America buy America” ideas. Rep. Pete Stauber (R-MN) indicated that the critical minerals used in electric chargers are sourced in other countries such as China. The representative noted his frustration with the idea that some material is brought in from China to build American infrastructure. Similarly, Rep. Derrick Van Orden (R-WI) noted his frustration and anger over the cobalt used in steel and battery production, citing an at-present global issue with mines in the Democratic Republic of the Congo that supposedly use child labor.

Other Issues

Representatives asked for clarifications and insights over specific issues including the Right to Repair law in Massachusetts, tolling issues in Oregon, I-10

improvements in Arizona, the Safe Driver Apprenticeship program, and California High Speed Rail.

Rep. John Garamendi (D-CA) voiced his appreciation for the witnesses. In place of asking questions, the representative took his five minutes to thank the witnesses for their efforts in implementing the IIJA. Given the number of recent programs, rules, and funding, Garamendi reflected that the rollout has gone well so far and applauded the efforts of the Undersecretary and Modal Administrators.