



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

JANUARY 20, 2022
12:00 - 1:30 PM

Meeting via Zoom - Details to be emailed. Public
viewing on Facebook (see agenda).



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda **(REVISED to show location as ZOOM ONLY)**

January 20, 2022

12:00 – 1:30 p.m.

The Board of Directors will convene via Zoom only (details to be emailed separately).

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/Russell)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of November 18, 2021 Minutes..... Tab 1 (2 minutes/Russell)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2 (5 minutes/Russell)

Individuals attending the meeting in person and requesting to speak are asked to state their name and organization or address before making comments. 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 19th 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.

E. Executive Director's Report (10 minutes/Fields)

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

F. MoDOT Update (10 minutes/MoDOT)

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

G. Legislative Reports

(10 minutes/Russell)

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

II. New Business

A. FY 2021 Independent Financial Statement Audit Report Tab 3

(10 minutes/Cossey)

The OTO Treasurer will provide an overview of the FY 2021 Independent Financial Audit Report.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FY 2021 INDEPENDENT SINGLE AUDIT REPORT

B. FY 2022-2025 TIP Administrative Modifications Two, Three, and Four..... Tab 4

(2 minutes/Longpine)

One project each was changed as part of FY 2022-2025 TIP Administrative Modifications Two, and Three, and two as part of Administrative Modification Four.

NO ACTION REQUIRED – INFORMATIONAL ONLY

C. FY 2022-2025 TIP Amendment Three..... Tab 5

(5 minutes/Longpine)

Seven changes are requested for the FY 2022-2025 Transportation Improvement Program

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2022-2025 TIP AMENDMENT THREE

D. Federal Functional Class Change Request Tab 6

(5 minutes/Thomason)

Six changes have been requested to the Federal Functional Classification System.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE CHANGES TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM

E. Statement of Priorities on Pedestrian and Bicycle Infrastructure Tab 7

(5 minutes/Thomason)

A companion to *Towards a Regional Trail System* has been produced outlining bicycle and pedestrian infrastructure priorities.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE STATEMENT OF PRIORITIES

F. September 30, 2021 Federal Funds Balance Report Tab 8

(5 Minutes/Longpine)

OTO has updated the Federal Funds Balance Report for the Federal Fiscal Year ending September 30, 2021. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. 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)

IV. 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 17, 2022 at 12:00 P.M. in person and via Zoom.

Attachments

Si usted necesita la ayuda de un traductor, por favor comuníquese con Andy Thomason 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 Andy Thomason 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 01/20/2022; ITEM I.C.

November 18, 2021 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 18, 2021 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 18, 2021 meeting minutes.”

OR

“Move to approve the Board of Directors November 18, 2021 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
NOVEMBER 18, 2021**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in person and using the Zoom video conferencing platform. The meeting was also livestreamed on Facebook for public participation.

The following members were present:

Mr. David Cameron, City of Republic (a)	Mr. Rusty MacLachlan, Greene County
Mr. Steve Childers, City of Ozark (a)	Mr. James O'Neal, Citizen-at-Large
Mr. Travis Cossey, City of Nixa (a)	Ms. Stacy Reese, MoDOT (a)
Mr. Brad Gray, City of Willard (a)	Mr. John Russell, Greene County (Vice-Chair)
Ms. Debra Hickey, City of Battlefield	Mr. Dan Smith, City of Springfield (a)
Mr. Skip Jansen, City Utilities Transit	Ms. Martha Smartt, City of Strafford (a)
Mr. Andrew Lear, City of Springfield	Mr. Richard Walker, Springfield Citizen-at-Large

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Bradley McMahon, FHWA
Mr. Chuck Branch, Citizen-at-Large	Mr. Lynn Morris, Christian County
Mr. Steve Campbell, MoDOT	Mr. Mike Schilling, City of Springfield
Mr. Jerry Compton, Citizen-at-Large	Mr. Brian Weiler, Springfield-Branson Airport (a)

Others Present: Ms. Mary Kromrey, Ozark Greenways; Mr. Frank Miller, MoDOT; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Neil Brady and Mr. Derrick Estell, Bartlett & West; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Mr. JD Stevenson, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chairman Lear called the meeting to order at approximately 12:02 p.m.

I. Administration

A. Welcome and Roll Call

Member	Vote	Member	Vote
Mr. Chuck Branch	Absent	Mr. Rusty MacLachlan via Zoom	Present
Mr. David Cameron	Present	Mr. Lynn Morris	Absent
Mr. Steve Childers	Present	Mr. James O'Neal	Present
Mr. Jerry Compton	Absent	Mr. John Russell via Zoom	Present
Mr. Travis Cossey	Present	Mr. Mike Schilling	Absent
Mr. Brad Gray via Zoom	Present	Ms. Martha Smartt	Present
Ms. Debra Hickey	Present	Mr. Dan Smith	Present
Mr. Skip Jansen	Present	Mr. Richard Walker	Present
Mr. Andrew Lear via Zoom	Present	Mr. Brian Weiler	Absent

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Mr. Cameron moved to approve the November 18, 2021 agenda. Ms. Hickey seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Andrew Lear	Aye
Mr. Rusty MacLachlan	Aye
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

C. Public Comment Period for All Agenda Items

Chairman Lear advised there were public comments included in the packet. Chairman Lear asked for comments or questions.

D. Adoption of the Consent Agenda

Mr. Childers moved to adopt the Consent Agenda which included the September 16, 2021 minutes, 1st Quarter Financial Statements for FY 2021-2022 budget year, FY 2022-2025 TIP Amendment Two and the Safety Targets. Mr. Cameron seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Andrew Lear	Aye
Mr. Rusty MacLachlan	Aye
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

E. Informational Items

OTO staff highlighted the following for the Board of Directors:

- FY 2021-2022 UPWP Administrative Modification One
- FY 2022-2025 TIP Administrative Modification One
- Board of Directors 2022 Meeting Schedule

This was informational only. No action was required.

F. Executive Director's Report

Ms. Fields reported that OTO is fully staffed with 7 staff members. Mr. Stevenson, Project Manager, introduced himself. Mr. Stevenson has been working on developing an RFQ for engineering for the Chadwick Flyer Trail Project at the James River Power Plant, City Utilities property. The RFQ should

go out in the next couple of months. Project construction will hopefully start the end of 2022 or early 2023. This project was funded by the CRRSAA funds (COVID Relief funds) that were allocated to the OTO MPO region.

Staff has been working on the North Kansas/Highway 13 study. Mr. Thomason is serving as the Project Manager for this study. Mr. Thomason, along with CMT, has been focused on public input. A Public Official meeting and a public open house has been held. A website has been developed for this study, North13Study.com. This website includes a survey and a comment card along with information regarding the study. OTO has requested 5 concepts for the project from CMT to help decide what the final project would be.

Staff has also been working to get the Chadwick Flyer Overpass Study under contract as well as the FF Corridor Study.

The Infrastructure Bill passed. Only general numbers of a 30% increase in funding have been shared. OTO staff are paying close attention to the discretionary grants with current areas of focus being I-44 and MM. Ms. Fields shared she is currently serving on the AMPO Policy Committee. They are looking at working with the USDOT on implementation of a lot of these programs, hoping to provide advice as they work to write implementation guidance.

The Legislative Breakfast was held earlier in November. It went well. This will be followed up with a mailing of the 2022 Legislative Priorities to the local delegates.

The audit was completed with a final report of no findings. The auditor will present a report to the Executive Committee in December.

G. MoDOT Update

Ms. Reese stated MoDOT held the Unfunded Needs meetings this week, one in Joplin and one in Springfield. Director McKenna covered the current and potential funding scenarios, highlighting the increase from the gas tax and the federal Infrastructure Bill. Mr. Miller then went over MoDOT's prioritization and planning process in the development of the Unfunded Needs List. A copy of the presentation and the list can be found on MoDOT's website and is open to comments.

The Southwest District is currently updating their estimates for the development of the FY 2023-2027 STIP. MoDOT has a new system that they are transitioning to. One change that may be noticed is how the projects are numbered. There will be a new system for numbering.

MoDOT is getting ready to go through the Statewide Asset Management Review.

MoDOT's November bid opening is approximately \$256 million.

MoDOT continues to see a high trend in turnovers. They are working on recruitment and monitoring the FY 2023 budget request as it progresses through the legislature to assist in adjusting the salary structure to be more competitive with the private sector.

H. Legislative Reports

Mr. Wadlington with Senator Blunt's Office shared that the Infrastructure Bill was approved and signed. This included a reauthorization of the Highway Bill which means 5 more years of guaranteed

funding. Congress will now be focusing on keeping the government open, extending the debt ceiling, and complete the National Defense Authorization Bill.

I. Ozark Greenways Update

Ms. Kromrey, Executive Director of Ozark Greenways, presented an update.

III. New Business

A. 2023-2027 STIP Priorities

Ms. Field shared in early 2022, MoDOT is expected to develop funding estimates for use in the 2023-2027 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the funding of the asset management plan ensuring that pavement and bridges are kept in good condition.

Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects will be considered in order. If a top project cannot be ready, costs more than the funding available, or is being impacted by a planned construction project, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. This list serves as OTO's request, not a final expected listing of projects.

Mr. O'Neal made a motion to approve the proposed 2023-2027 STIP Project Priorities. Mr. Jansen seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Andrew Lear	Aye
Mr. Rusty MacLachlan	Aye
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

B. Unfunded Needs

MoDOT has requested a list of unfunded needs that can be used in planning for different scenarios. The request proposed specific funding for three tiers of projects. Projects should not be removed from the list until the project is programmed in the STIP. It was noted that the cost estimates provided were educated estimates and, in some cases, once a final project is determined, the estimate would be revised. The list includes the OTO priority list through the Top 12. Projects were added to the list that communities were planning to cost share. Projects were also added for some regional distribution. Mr. Miller reviewed the Southwest Unfunded Needs List for the Board.

Mr. Smith made a motion to approve the MoDOT Unfunded Needs List. Mr. Walker seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Andrew Lear	Aye
Mr. Rusty MacLachlan	Aye
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

C. Unfunded Multimodal Needs

Mr. Thomason stated a multimodal unfunded needs list has been developed and shared with MoDOT. This list has been incorporated into a statewide list identifying \$1 billion in unfunded multimodal needs. The Bicycle and Pedestrian Advisory Committee and the STIP Priorities Subcommittee participated in the creation of the OTO's list.

The OTO was asked to identify \$52.98 million in unfunded multimodal needs. MoDOT did not stipulate what modes needed to be included or how the funds should be allocated. The OTO chose to include the following modes. (Each mode was allocated a relatively equal amount of funding.)

- Aviation \$10,400*
- Transit \$10,000*
- Railroad \$9,580*
- Regional Trails \$12,600*
- Local Sidewalks and Trails \$10,379*

*Values in Thousands

Mr. Jansen made a motion to approve the MoDOT Multimodal Unfunded Needs List. Mr. Childers seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Andrew Lear	Aye
Mr. Rusty MacLachlan	Aye
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

D. 2020 State of Transportation Report

Ms. Longpine reported that as another step to inform the public of transportation concerns in the region, OTO has produced a State of Transportation Report, which includes achievements and statistics from 2020. This report is produced annually and made available at public events and on the OTO website. Over the next year, OTO will be developing a new set of performance measures based on *Destination 2045*. Ms. Longpine highlighted the 2020 State of Transportation Report.

This was informational only. No action was required.

E. FY 2022 Operational Budget Amendment Two

Ms. Parks shared that the OTO maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. An amendment is proposed to the OTO Operational Budget for FY 2022. There are two additional projects proposed in the amended budget and one proposed funding increase. The operational budget includes only revenues that are deposited in the OTO's bank accounts and expenditures that are paid by OTO.

Discretionary Grant Application Assistance

The OTO has been presented with the possibility to assist with an Infrastructure for Rebuilding America (INFRA) Discretionary Grant for I-44. The OTO would like to increase the Operational Budget to include the expense up to \$85,000 for this grant assistance.

Chadwick Flyer Crossing Study

The OTO is amending the Chadwick Flyer/US 65 Study contract with the City of Ozark for additional scope in the amount of \$23,750. The scope will now include some preliminary scoping to site the Longview Interchange. This is included to ensure the pedestrian facility proposal will not conflict with the future interchange.

OTO would like to utilize an additional \$80,000 in Surface Transportation Block Grant (STBG) funding:

- \$61,000 additional will be allocated to OTO in STBG funding. This is an increase in funds taken off the top prior to suballocating to members. The total STBG funding to OTO for FY 2022 is proposed to be \$236,800. This includes \$156,800 after this proposed amendment plus \$80,000 for the North 13 Corridor Study.
- \$19,000 additional will come from the City of Ozark's STBG funds.

There was an Administrative Modification to the FY 2022 UPWP to show the reallocation of the \$80,000 STBG funds to the discretionary grant assistance and Chadwick Flyer study. There will also be a TIP amendment for the additional federal funds.

Chadwick Flyer Phase III

The OTO Board of Directors approved federal funds for three trail projects. OTO staff is proposing that OTO manage the construction of the Chadwick Flyer Phase III on City Utilities property at James River Power Station. The FHWA CRRSAA funds that are programmed in the FY 2022-2025 TIP are proposed to be added to the OTO Operational Budget in the amount of \$1,132,750. Local match will be provided by Ozarks Greenways in the amount of \$67,250.

Revenue

- Increasing the Surface Trans Block Grant Revenue line by \$80,000 to \$156,800.
- Adding CRRSAA Funds in the amount of \$1,132,750 for the trail construction of the Chadwick Flyer Phase III.
- Increasing the Local Jurisdiction Match Funds by \$72,000, \$67,250 for the CRRSAA Match requirement, and \$4,750 for the Chadwick Flyer Crossing Study.

Expense

- Increasing the Trans Consult/Model Services Expense line by \$100,000 for a total of \$496,000.
- Adding an expense line for Trail Construction in the amount of \$1,200,000.

Mr. Cameron made a motion to approve the OTO FY 2022 Operational Budget Amendment Two. Mr. Smith seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Andrew Lear	Aye
Mr. Rusty MacLachlan	Aye
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

F. OTO Bylaw Amendment

Ms. Fields stated that OTO staff is proposing a change to the OTO bylaws to reflect additional staffing capacity and the ability to better segregate duties to relieve the burden placed on the Treasurer position in terms of time. The proposal will still allow for general oversight while not requiring oversight of day to day expenditures.

The intent is to remove the treasurer from the requirements to review purchases made by check or purchasing card. Instead, the treasurer will be provided any records upon request. At a minimum, the treasurer will be provided monthly bank reconciliations and financial reports.

The proposed bylaw amendment:

Section 5.03: Contracts, Checks, Deposits and Funds

- B. All checks, drafts or orders for the payment of money, notes or other evidences of indebtedness issued in the name of the Organization, shall be signed by such officer or officers, agent or agents of the Organization or managing employee or employees and in such manner from time to time be determined by resolution of the Board of Directors. In the absence of such determination of the Board of Directors, the Treasurer shall sign such documents.

Section 6.5: Officers

- C. ~~The Board of Directors shall elect a Treasurer. The Treasurer shall be in charge of funds in the Organization and approve payments and expenses as authorized by the Board of Directors. The Treasurer shall be responsible to coordinate with the audit committee for financial reporting as may be desired.~~

TO BE REPLACED WITH:

- C. The Board of Directors shall elect a Treasurer. The Treasurer shall be charged with the general Financial oversight of the OTO. The Treasurer will be an authorized signer on the OTO bank account and will be provided monthly bank reconciliations. All financial records of the organization will be made available to the OTO Treasurer upon request. The Treasurer, or treasurer designee, will present financial records to the Board. The Treasurer will coordinate with the audit committee.

Mr. Cameron made a motion to approve the Bylaw Amendment as outlined. Mr. Cossey seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Andrew Lear	Aye
Mr. Rusty MacLachlan	Aye
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

G. OTO Resolution #2021-1

Ms. Fields shared OTO staff is requesting the OTO Board of Directors approve OTO Resolution #2021-1 to authorize payment of expenses of the organization. The resolution would authorize the Executive Director, Sara Fields, to approve all checks, drafts and orders for the payment of money, notes, or other evidences of indebtedness on behalf of the OTO. In the event the Executive Director is unavailable, any officer of the organization is authorized to approve all checks, drafts and orders for the payment of money, notes, or other evidences of indebtedness on behalf of the OTO. The resolution shall be in effect from and after passage.

Mr. Jansen made a motion to approve Resolution #2021-1 as outlined. Mr. Cameron seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Andrew Lear	Aye
Mr. Rusty MacLachlan	Aye
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

H. Appointment of 2022 OTO Officers

Mr. Jansen stated pursuant to OTO By-Laws, the OTO Board of Directors is required to appoint the Chairman, Vice-Chairman, Secretary, and Treasurer for the 2022 OTO Board of Directors and to appoint the remaining members of the Executive Committee.

The 2021 Nominating Committee was made up of the following three OTO Board Members:

- Travis Cossey, Assistant Director of Nixa Utilities and Public Works, City of Nixa
- Skip Jansen, City Utilities Transit Representative
- Dan Smith, Public Works Director, City of Springfield

The Nominating Committee presented the following slate of officers. The Chair and Vice-Chair is prescribed in the bylaws as a rotation between Greene County, Christian County, Nixa, Ozark and the City of Springfield. Nominations from the floor may also be made prior to the vote.

2022 Slate of Officers/Executive Committee

Chairman – John Russell, Greene County
Vice-Chairman – Steve Childers, City of Ozark
Secretary – David Cameron, City of Republic
Treasurer – Travis Cossey, City of Nixa
Past Chairman – Andrew Lear, City of Springfield
Executive Committee – Brian Weiler, Springfield-Branson National Airport
Executive Committee – Brady Gray, City of Willard

Mr. O’Neal made a motion to appoint the 2022 OTO Officers and Executive Committee as presented. Mr. Walker seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Andrew Lear	Aye
Mr. Rusty MacLachlan	Aye
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

III. Other Business

A. Board of Directors Member Announcements

Mr. Cameron shared that the City of Republic was granted a \$6 million Cost Share Award from the Governor’s Cost Share Program. They are also partnering with Greene County on \$1.5 million of that work and the City of Republic is picking up the remainder of that cost to widen MM to 5-lanes. Mr. Cameron thanked Ms. Fields, MoDOT, the Missouri Highway Commission, and everyone that participated in helping the City of Republic with that application. This allowed the project to be taken out of the STIP which freed up more funding for the region.

B. Transportation Issues for Board of Directors Member Review

Mr. O’Neal stated he was asked to mention the need of a pedestrian crossing across Chestnut Expressway between Chestnut and West Bypass, all the way west to the new truck stops near I-44 for future consideration. Bus stops are along only one side of the street opposite of the Revive 66 Campground and motels. There have been 2 pedestrian accidents along that corridor. Ms. Fields shared she received an email as well and forwarded it to MoDOT. Ms. Reese shared MoDOT has been looking at that area. One of the last conversations MoDOT had with the campground, the campground mentioned putting in some sidewalks themselves along their property which could be completed quicker than getting a project funded and scheduled. There are some opportunities in projects scheduled for FY 2024 or FY 2025 that MoDOT is looking at ADA along Chestnut Expressway. Their traffic department is completing a study as well to determine where a good location for a crossing could be. More conversations need to be held with the City of Springfield and City Utilities.

Additional signage has been installed to alert drivers there is a heavier pedestrian crossing area present. As of now, switching the bus stop to the other side of the street would not be a simple change.

C. Articles for Board of Directors Member Information

Chairman Lear 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, Mr. Smith made a motion to adjourn the meeting. Mr. Walker seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. David Cameron	Aye
Mr. Brad Gray	Aye
Mr. Tommy VanHorn	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously. The meeting adjourned at 1:06 p.m.

Steve Childers
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 01/20/2022; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Board member review are Public Comments for the time frame between November 18, 2021 and January 12, 2022. Any additional public comment received by January 19, 2022 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

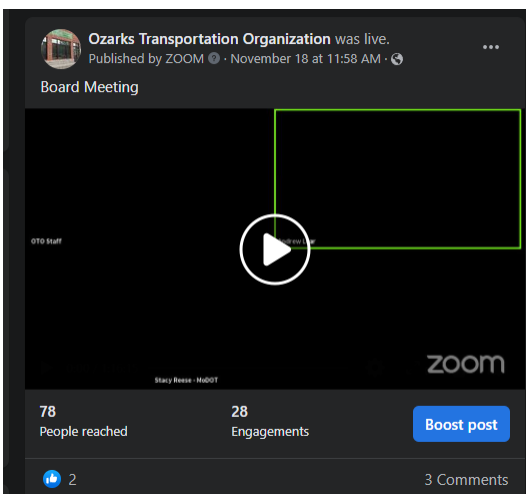
City/County of concern: Springfield/Greene County

Date received: 11/18/2021

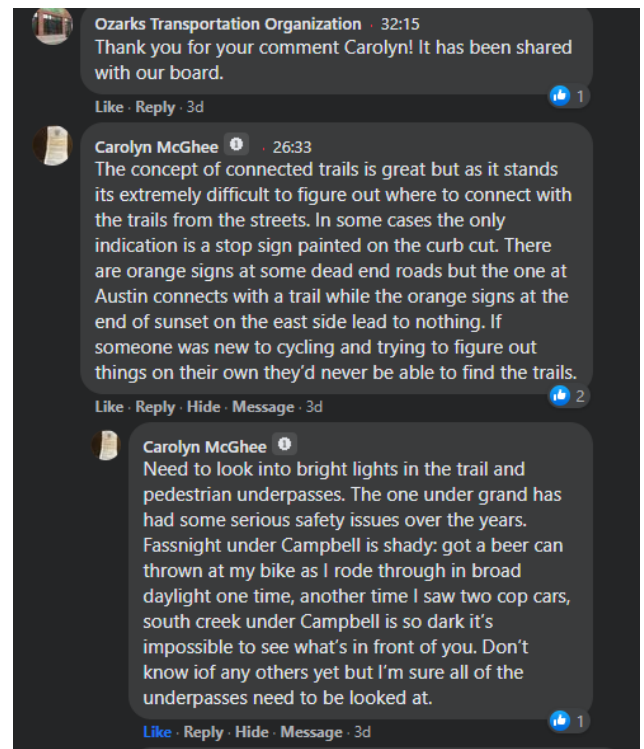
Received through: Facebook

Contact Name: Carolyn McGhee **Contact Email/Ph #:** not available

OTO's Original Posting



Facebook Comment



OTO Response: Liked the comments



PUBLIC COMMENT



Area of concern: Highway 13, I-44 and Norton Road

City/County of concern: Springfield/Greene County

Date received: 12/01/2021

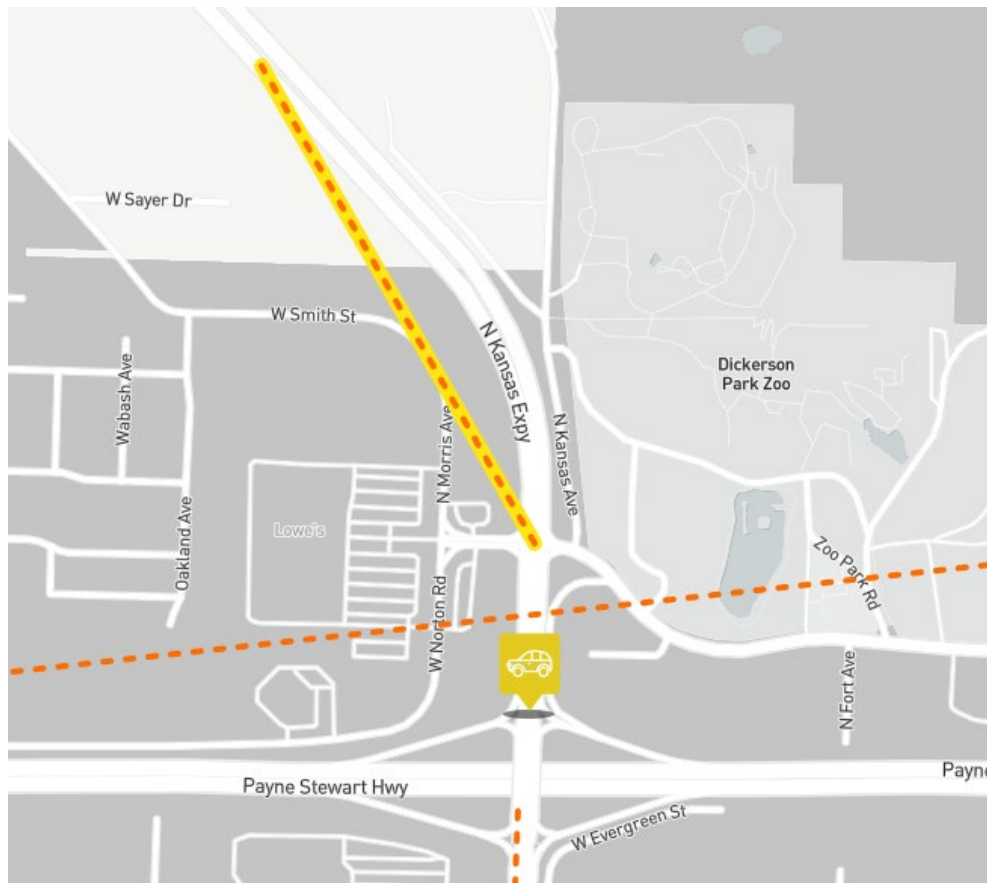
Received through: Map-A-Concern (OTO website)

Contact Name: Micah M Wellnitz

Contact Email/Ph #:

Comment: Why can't we add more lanes and move the Norton road stoplight? There needs to be a turn lane on 13 for traffic that is going west on 44. Or maybe flyovers for both east and west bound traffic trying to get on 44. It's hard to say what could change because 13 is a very busy highway.

Map



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



PUBLIC COMMENT



Area of concern: North Highway 13 Trash

City/County of concern: Greene County

Date received: 12/04/2021

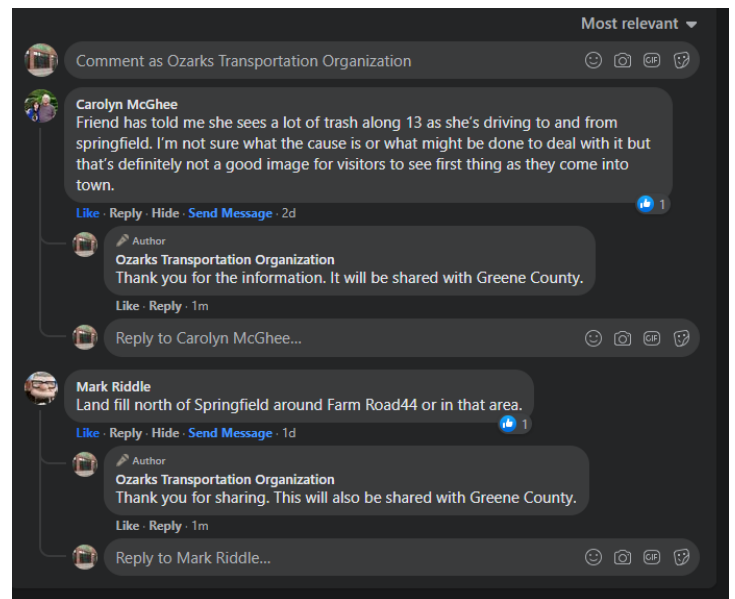
Received through: Facebook

Contact Name: Carolyn McGhee and Mark Riddle **Contact Email/Ph #:** not available

OTO's Original Posting



Facebook Comment



OTO Response: See above.



PUBLIC COMMENT



Area of concern: Highway 60 and S Farm Road 189

City/County of concern: Greene County

Date received: 12/09/2021

Received through: Email

Contact Name: Jay Haynes

Contact Email/Ph #: jhaynes@courageouschurch.cc

Email



December 9, 2021

Sara Fields,

I am writing this letter to you with the utmost sense of urgency. I was recently first on the scene of a fatal, multi vehicle accident at our south campus highway access point. This intersection of Highway 60 and S Farm Rd 189 in Rogersville, Mo is EXTREMELY dangerous. Our church runs around 1,000 people on Sundays and therefore generates a large amount of traffic. I am imploring you to install a light at our intersection in order to save lives! The intersection as it sits is dangerous to both incoming and outgoing traffic. Incoming traffic has to slow down for a turn on the Highway and risks getting rear ended by fast moving vehicles. Outgoing traffic has to turn and then quickly accelerate in order to catch up to the speed of moving traffic.

There is no sense in such a reckless endangerment of human lives. I am putting this request in writing to you and will continue to take every possible step I have at my disposal for an immediate resolution to this public safety hazard.

Please act with haste,

Jay Haynes
Executive Director of Operations

OTO Response:



PUBLIC COMMENT



Area of concern: MO-13/I-44 Interchange

City/County of concern: Springfield/Greene County

Date received: 12/10/2021

Received through: Facebook

Contact Name: Steve Wilks

Contact Email/Ph #: not available

OTO's Original Posting

Ozarks Transportation Organization
December 2 at 3:13 PM · 🌐

We need citizens to complete our survey on travel behaviors along the MO-13 corridor in north Springfield. In this survey, you will be asked to provide information on your trips taken along MO-13, or trips where travel on MO-13 was avoided. Questions will focus on trip origins (where it starts), destinations (where it ends), and roads traveled. There will also be questions about whether residents travel with a cell phone.

**Help Us Improve the
MO-13/I-44
Interchange**

Please Take Our Survey!
www.North13Study.com

QUESTIONPRO.COM
North Highway 13 Travel Survey | Travel Survey - Online Survey Software

Learn more

Facebook Comment

Steve Wilks
Take out the diverging diamond and put in a sweep like Sunshine and 65. That will move the backups to Kansas (mo-13) and Kearney. Then put a flyover for north and south bound on Kansas so they move along without stopping for cross traffic on Kearney.
The only other solution is to create more bridges across I-44 and diffuse traffic before it gets to I-44.
The 20% more traffic that is supposed to be handled by the diverging diamond is not enough capacity for the number of vehicles traveling through that corridor.

Like · Reply · Hide · Send Message · 2d

Author
Ozarks Transportation Organization
Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors. If you have time, please fill out the survey mentioned in the post above.

Like · Reply · 1m

OTO Response: See above



PUBLIC COMMENT



Area of concern: MO-13/I-44 Interchange

City/County of concern: Springfield/Greene County

Date received: 12/12/2021

Received through: Facebook

Contact Name: Christopher Carsten

Contact Email/Ph #: not available

OTO's Original Posting

Ozarks Transportation Organization
December 2 at 3:13 PM · 🌐

We need citizens to complete our survey on travel behaviors along the MO-13 corridor in north Springfield. In this survey, you will be asked to provide information on your trips taken along MO-13, or trips where travel on MO-13 was avoided. Questions will focus on trip origins (where it starts), destinations (where it ends), and roads traveled. There will also be questions about whether residents travel with a cell phone.

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North 13 Corridor Study

Facebook Comment

Christopher Carsten
At a minimum the bridge over I-44 needs to be 3 lanes north and south with dual lefts and rights for each off ramp like National/James River
[Like](#) · [Reply](#) · [Hide](#) · [Send Message](#) · 13h

Ozarks Transportation Organization
Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors. If you have time, please fill out the survey mentioned in the post above.
[Like](#) · [Reply](#) · 1m

OTO Response: See above



PUBLIC COMMENT



Area of concern: Highway 13/I-44 Interchange

City/County of concern: Springfield/Greene County

Date received: 12/13/2021

Received through: Facebook

Contact Name: JL Anderson

Contact Email/Ph #: not available

OTO's Original Posting

Ozarks Transportation Organization
December 2 at 3:13 PM · 🌐

We need citizens to complete our survey on travel behaviors along the MO-13 corridor in north Springfield. In this survey, you will be asked to provide information on your trips taken along MO-13, or trips where travel on MO-13 was avoided. Questions will focus on trip origins (where it starts), destinations (where it ends), and roads traveled. There will also be questions about whether residents travel with a cell phone.

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North 13 Corridor Study

QUESTIONPRO.COM
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Facebook Comment

JL Anderson
Ramps to 44 on Grant Avenue would remove local traffic and Fairgrounds and zoo traffic from the 13-44 intersection. Moving the intersection of 44-13 to the west would remove the thru traffic from 13 to 44, which is a very large amount of that traffic. Moving the Norton Road intersection to the North would help too, along with ramped outer roads for the commercial businesses, both current and future.

Like · Reply · Hide · Send Message · 12h · Edited

Author
Ozarks Transportation Organization
Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors. If you have time, please fill out the survey mentioned in the post above.

Like · Reply · 1m

OTO Response: See above



PUBLIC COMMENT



Area of concern: Highway 60 and S Farm Road 189

City/County of concern: Greene County

Date received: 12/13/2021

Received through: Email

Contact Name: Teresa Davis

Contact Email/Ph #: dri_inc@yahoo.com/417-849-6572

Email

Dear Ms. Fields:

Please be advised that the intersection of Farm Road 189 and U.S. Highway 60 is a very dangerous intersection.

My husband and I are the owners of the brick office building behind Citizens Bank of Rogersville at the intersection of Farm Road 189 and U.S. Highway 60. In July 2012, an employee was involved in an accident while slowing down in the East bound lane to make a left turn from Highway 60 onto Farm Road 189. Our employee had cars in front of her that were slowing in the left lane of Highway 60, and the car behind her did not notice the cars in front of him slowing down and rear ended our employee's car at a very high speed. Our employee missed several days of work as a result of this accident, underwent months of physical therapy, and to this day suffers back pain caused by the accident.

After the accident in July of 2012, I inquired about plans to improve this dangerous intersection and was told that nothing would be done in the immediate future because in TWO OR THREE YEARS all of Highway 60 would be improved and an outer road would service Farm Road 189. However, it has now been NINE and ONE-HALF years since the accident and nothing has been done to make an outer road or to improve the intersection. Other employees have had close calls at this intersection, and I have not used the intersection several times because other cars were waiting to turn, and the traffic behind me was too close and too fast to trust that they would slow down.

If you observe traffic going West at the same intersection, there is no lane to slow in to make a right turn and I have seen accidents in the West bound lane of Highway 60 and Farm Road 189 while I have been at the office. If you can obtain the accident history of Highway 60 and Farm Road 189 I am sure there is a higher percentage of accidents at this intersection than other intersections, and please remember that the accident history does not record the many "almost accidents" that were prevented by alert drivers at that intersection.

Traffic has only gotten worse on Highway 60, and this letter is being written to you in the hopes that you can make U.S. 60 and Farm Road 189 a safer intersection. It is my hope that you will not tell me to wait just 2 or 3 years for all of U.S. 60 to be improved. Please remember that NINE and ONE-HALF YEARS AGO we were told the intersection of Farm Road 189 and U.S. Highway 60 would be improved "IN 2 OR 3 YEARS," AND WE ARE STILL WAITING.

Please help save lives by improving the intersection of Highway U.S. 60 and Farm Road 189. Please feel free to contact me at the below numbers or by return email if you need any further information. Thank you for your help in making your community safer.

Best Regards,
Teresa Davis
Phone: 417-753-9072
Cell: 417-849-6572



PUBLIC COMMENT



Area of concern: MO-13/I-44 Interchange

City/County of concern: Springfield/Greene County

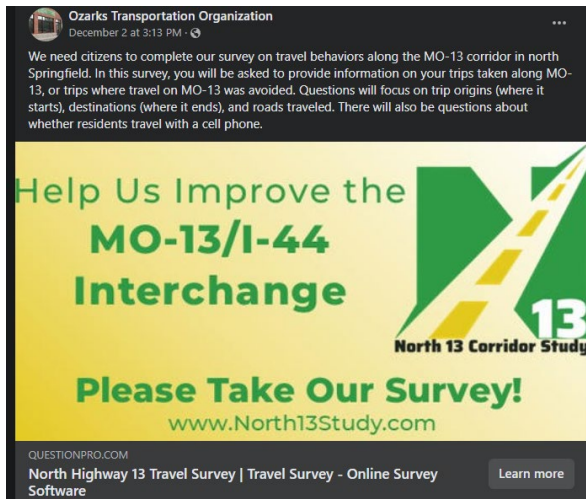
Date received: 12/15/2021

Received through: Facebook

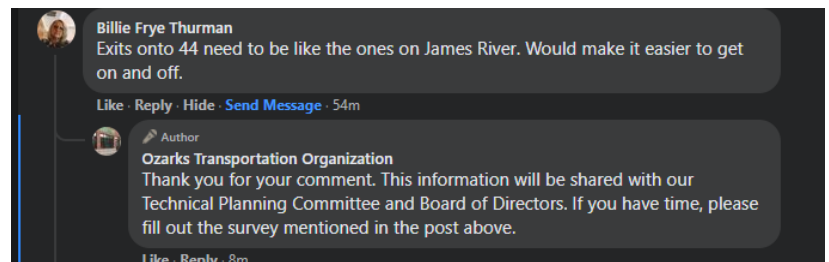
Contact Name: Billie Frye Thurman

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment



OTO Response: See above



PUBLIC COMMENT



Area of concern: MO-13/I-44 Interchange

City/County of concern: Springfield/Greene County

Date received: 12/15/2021

Received through: Facebook

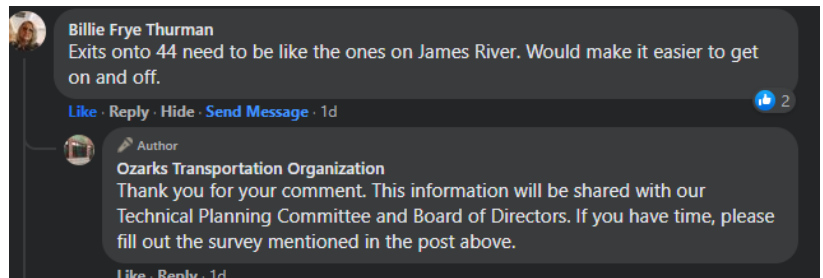
Contact Name: Billie Frye Thurman

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment



OTO Response: See above



PUBLIC COMMENT



Area of concern: MO-13/I-44 Interchange

City/County of concern: Springfield/Greene County

Date received: 12/15/2021

Received through: Facebook

Contact Name: Cindi Runowski

Contact Email/Ph #: not available

OTO's Original Posting

Ozarks Transportation Organization
December 2 at 3:13 PM · 🌐

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Facebook Comment

Cindi Runowski
I used to travel 13 almost every weekend from before it was improved (2006-2011), and it is vastly better than when I started in 2006. And the Diamond was a blessing. It really sped up the crossing over 44. When husband did reverse trip, coming home on Fridays, 44 used to back up for more than a mile. The diamond eliminated that backup. That area needs wider roads as you go north, from Kearney to 44.

[Like](#) · [Reply](#) · [Hide](#) · [Send Message](#) · 7h

Author
Ozarks Transportation Organization
Cindi Runowski Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors. If you have time, please fill out the survey mentioned in the post above.

[Like](#) · [Reply](#) · 3m

OTO Response: See above



PUBLIC COMMENT



Area of concern: Glenstone & I-44

City/County of concern: Springfield/Greene County

Date received: 12/15/2021

Received through: Facebook

Contact Name: Brad Heath

Contact Email/Ph #: not available

OTO's Original Posting

Ozarks Transportation Organization
December 2 at 3:13 PM · 🌐

We need citizens to complete our survey on travel behaviors along the MO-13 corridor in north Springfield. In this survey, you will be asked to provide information on your trips taken along MO-13, or trips where travel on MO-13 was avoided. Questions will focus on trip origins (where it starts), destinations (where it ends), and roads traveled. There will also be questions about whether residents travel with a cell phone.

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Learn more

Facebook Comment

Brad Heath
Why your at it fixing that problem. Keep heading East to N. Glenstone & I44 that's still a nightmare.

Like · Reply · Hide · Send Message · 13h

Author
Ozarks Transportation Organization
Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors. If you have time, please fill out the survey mentioned in the post above.

OTO Response: See above



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Christian County

Date received: 12/22/2021

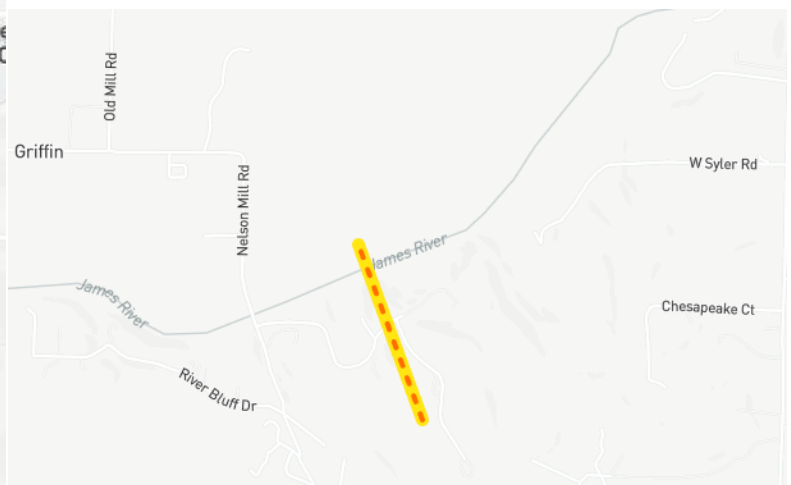
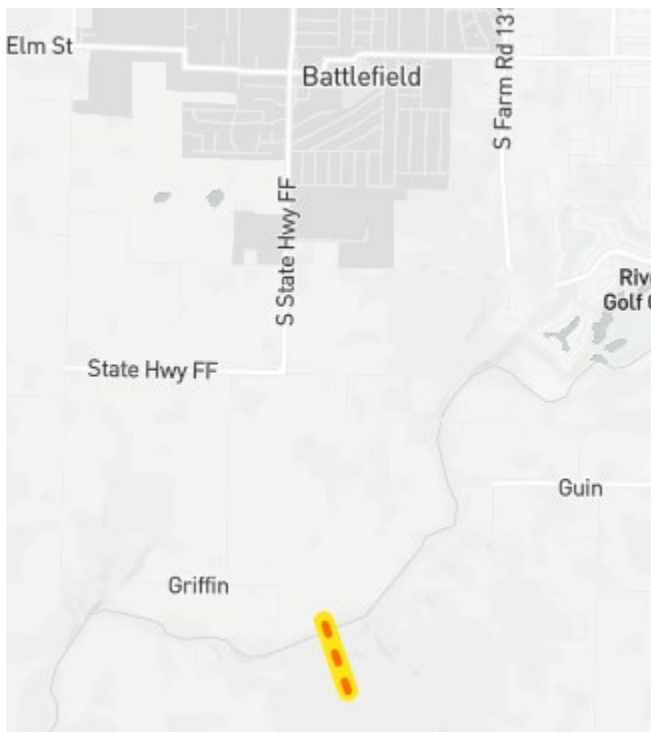
Received through: Map-A-Concern (OTO website)

Contact Name: none given

Contact Email/Ph #:

Comment: The proposed expressway will be going right through the middle of the Misty River subdivision. The owners of these properties in this gated community have purchased and built here specifically for its natural beauty and surroundings. But this plan proposes to make an expressway straight through the middle of it?!? This is alarming! Another route should be chosen, since there is still ample farmland and unsettled land in the surrounding area that would be far less disruptive. Please!

Map



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



PUBLIC COMMENT



Area of concern: Highway 60 and S Farm Road 189

City/County of concern: Greene County

Date received: 01/04/2022

Received through: US Mail

Contact Name: Richard E Stirts, Jr.

Contact Email/Ph #:

Letter

Logan-Rogersville Fire Protection District

1675 N. Missouri Blvd

Rogersville, MO 65742

(417) 753-4265

Chief: Richard Stirts

Deputy Chief: Travis Trent Assistant Chiefs: Russ Lafferty, Tim Clarkson and Grant Peters

December 27, 2021

Ozark Transportation Organization
2208 W. Chesterfield St., Ste 101
Springfield, MO 65807

Dear Ozark Transportation Organization:

I am writing this letter in support of improving the intersection of U. S. Highway 60 and Farm Road 189. Most intersections along U.S. Highway 60 between Rogersville and Springfield are very dangerous.

The traffic continues to increase on U.S. Highway 60 as the communities East of Springfield are growing each year.

Most intersections have a good line of site for distance, but at Farm Road 189 and U.S. Highway 60 the West bound lanes do not. The turn off the highway is difficult; therefore, the vehicle turns at a slower speed. Often the vehicle following behind them is speeding and the closing distance between vehicles happens more quickly than anticipated. Also, larger vehicles like a fire engine, take longer to make those tight turns and they need a larger turning radius.

Any improvement would be beneficial to all and greatly appreciated. As you are aware, there are several businesses there and a large congregation attends Courageous Church located there also.

Cordially,

Richard E. Stirts, Jr.
Fire Chief



PUBLIC COMMENT



Area of concern: Cairo St between Kentwood and Glenstone

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

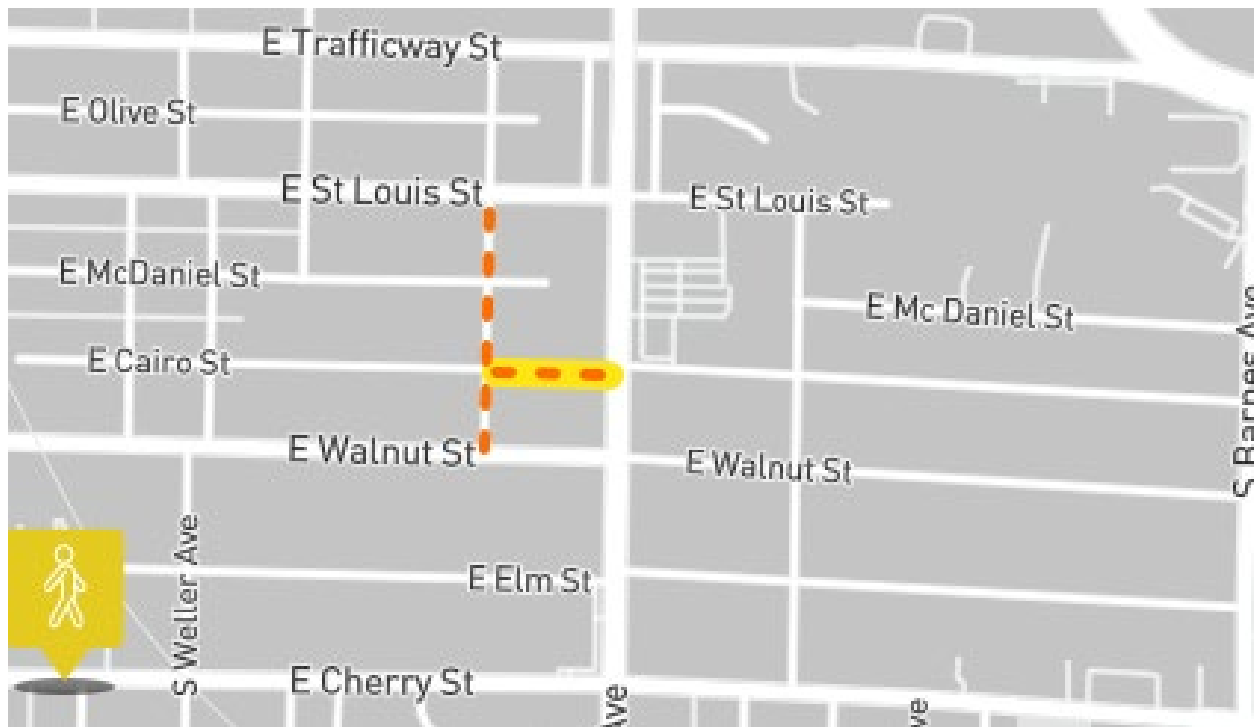
Received through: Map-A-Concern (OTO website)

Contact Name: Steve Finn

Contact Email/Ph #: steve@sfinn.com

Comment: No sidewalk on either side of street on Cairo St between Kentwood and Glenstone in Springfield.

Map



OTO Response: Thank you for your comments “No sidewalk on either side of street on Cairo St between Kentwood and Glenstone in Springfield” and “No sidewalk on either side of Kentwood St between Walnut St and St Louis St in Springfield”. Public input is vital to our planning process. These comments will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Glenstone and JRF bike lane

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

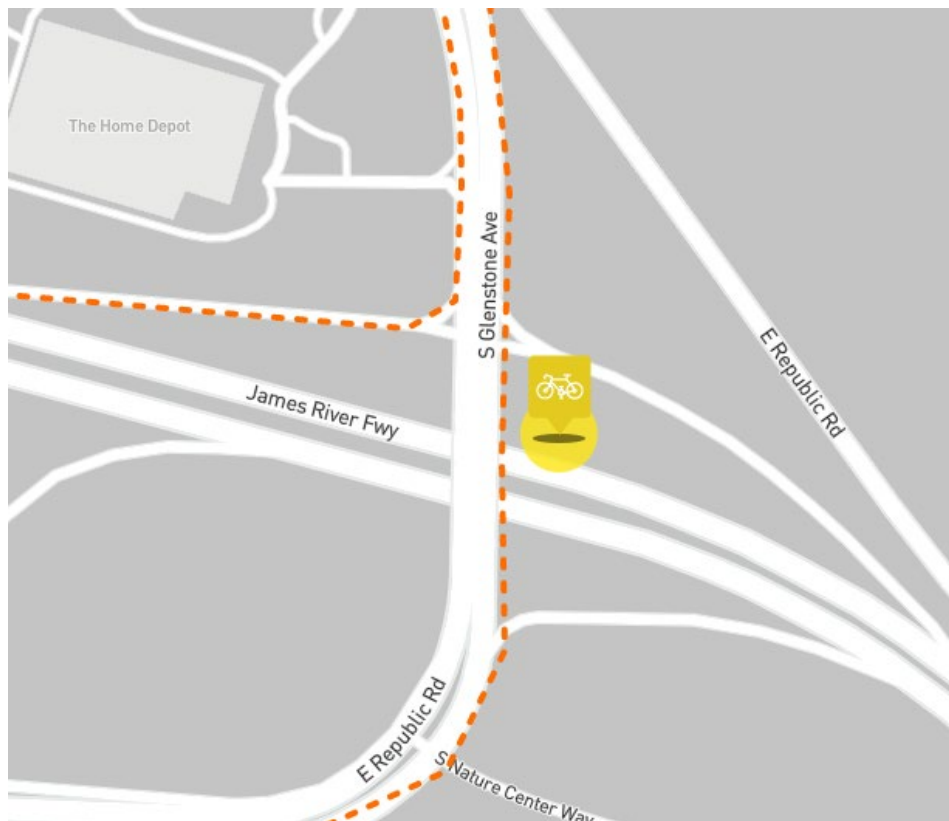
Received through: Map-A-Concern (OTO website)

Contact Name: Evan M

Contact Email/Ph #:

Comment: With the new roundabout, is there going to be a bike lane? Going over James River Freeway on Glenstone is currently the best way to get to Sequiota from Farmer's park. Or Can a bike path be added by the Nature Center to connect to the existing trails without having to ride on the busy road?

Map



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



PUBLIC COMMENT



Area of concern: James River at Republic Road

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

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

Contact Name: Evan M

Contact Email/Ph #:

Comment: Agreed. The walking/cycling round for this path is down Republic to Fremont, then back over Independence, behind the motels, and then up a frontage road....at 3+ miles...rather than a means to just cross over the freeway to that area. Pretty awful.

Comment made in response to previous comment:

"Adding a feasible path for bikers and pedestrians to cross James River at Republic could add accessibility for a large residential area. - Daniel Hellman"

Map



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



PUBLIC COMMENT



Area of concern: Kentwood between Walnut St and St Louis St

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

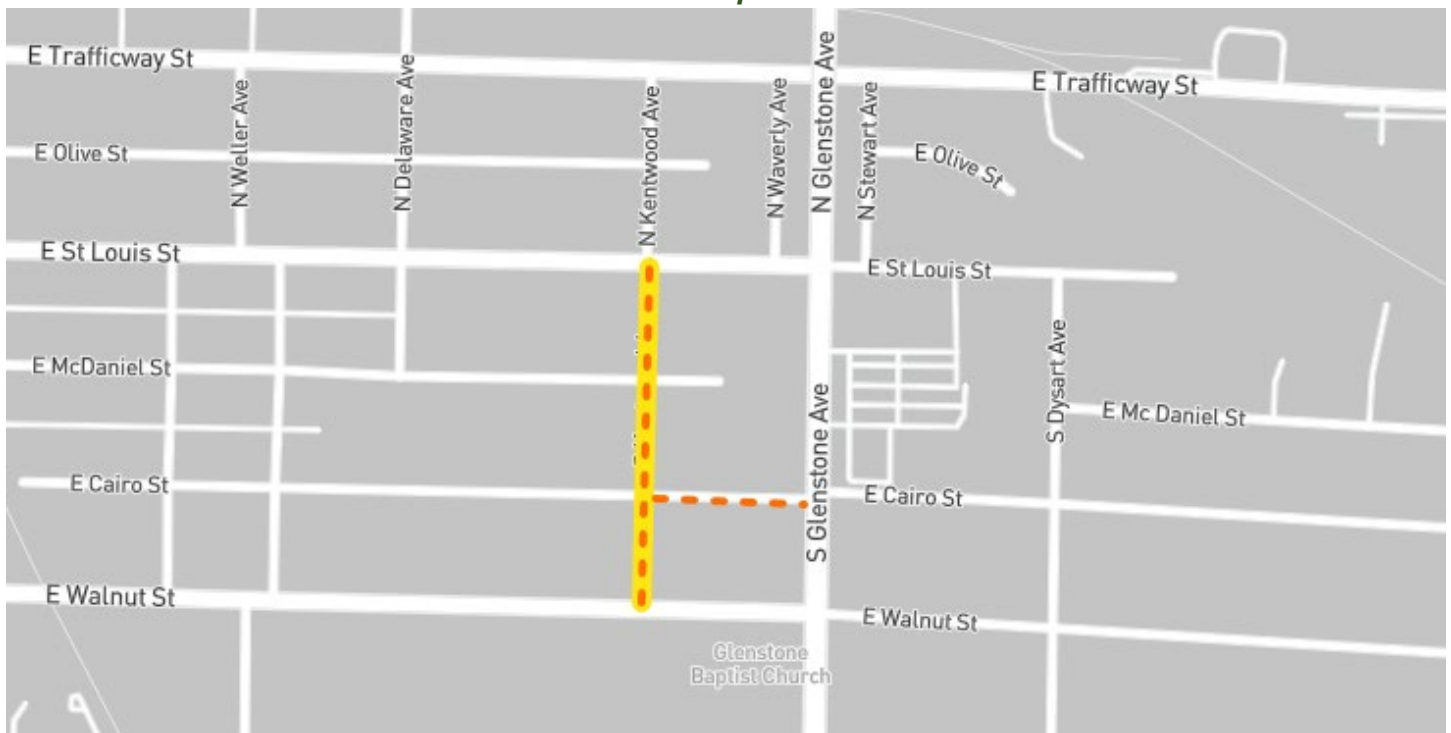
Received through: Map-A-Concern (OTO website)

Contact Name: Steve Finn

Contact Email/Ph #: steve@sfinn.com

Comment: No sidewalk on either side of Kentwood St between Walnut St and St Louis St in Springfield.

Map



OTO Response: Thank you for your comments “No sidewalk on either side of street on Cairo St between Kentwood and Glenstone in Springfield” and “No sidewalk on either side of Kentwood St between Walnut St and St Louis St in Springfield”. Public input is vital to our planning process. These comments will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Synchronize traffic lights and more right turns

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

Received through: Website

Contact Name: Drew

Contact Email/Ph #:

Website comment

Let's prioritize getting the streets in Springfield "up to date" (i.e. more right turn lanes), synchronize the traffic lights to avoid clogging intersections, etc.) Instead of concentrating on the minority of people who use bike lanes and sidewalks, focus on the majority who have to drive to get to work, school, shopping, etc.

OTO Response: Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Luster and Glenstone

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

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

Contact Name: Evan M

Contact Email/Ph #:

Comment: This rightmost left-turn-lane off of Luster turns into the exit-lane for Hwy 60 (unmarked on Luster). So, most of the people turning here have to then immediately figure out how to get out of this lane to continue on Glenstone.

Photo submitted by commentor:



Map



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



PUBLIC COMMENT



Area of concern: National at Primrose

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

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

Contact Name: Evan M

Contact Email/Ph #:

Comment: This lane's signage states that it is "National" in the far right lane, but in reality it is a very long exit lane for Primrose with a solid line in the road once the sign for Primrose is actually visible.

Photo submitted by commentor:



Map



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



PUBLIC COMMENT



Area of concern: Nature Center Way and Galloway Trail

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

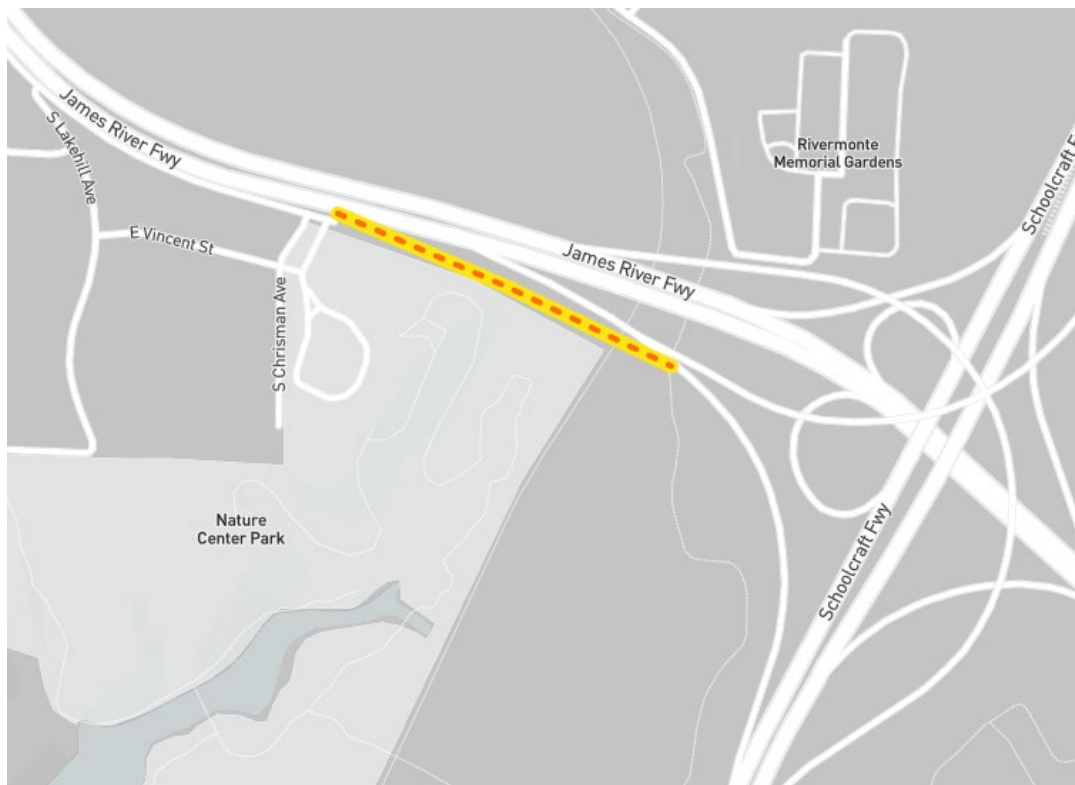
Received through: Map-A-Concern (OTO website)

Contact Name: Mike

Contact Email/Ph #:

Comment: Adding a spur to connect the Galloway trail to Nature Center Way would open this trail to the weekly farmers market and provide Ravenwood, Spring Creek and Old Southern Hills residents bicycle access to this growing trail. I would think that MDC would be an easier than average partner to negotiate Right-of-way access.

Map



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



PUBLIC COMMENT



Area of concern: Sidewalk and Trails – Bicycle/Pedestrian Safety

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

Received through: Email

Contact Name: Evan Marshall

Contact Email/Ph #:

Website comment

I agree with and echo other peoples concerns that sidewalks built directly next to a street without a strip of grass or a barrier in-between still carries quite a safety concern, especially on high-speed roads.

Additionally, the on-street bicycle lanes are an extremely poor and unsafe idea, especially in this area where motorists drive dangerously in general, many of which seem to actively put cyclists in danger.

Pedestrians and cyclists need multi-purpose hard paths created not merely for the purpose of recreation/health, but also prioritizing actual point-to-point travel. Perhaps on this note it would also be prudent to allow cyclists to use pedestrian sidewalks and paths just because the roads are so unsafe.

Additionally, it seems that many locations just have unreasonable distances between destinations even with existing sidewalks and paths. For example in south-east Springfield if you are at the Farmer's Park area and want to go to Chick-fil-A....that is a 3-mile trip taking you all the way down Republic to Fremont and then back Independence, behind the motels, and then up a frontage road. The new roundabout being constructed doesn't fix this at all.

Area cities need to commit to all new construction and renovations (like the Glenstone/Republic roundabout) requiring large multi-purpose sidewalks and paths as part of their designs with the goal of making the around functional for not just recreation but as an actual travel option so people can walk/cycle to a store, shopping center, or work. Today that is not really practical for the citizens of the area, and it doesn't seem that this initiative really addresses this kind of goal very well.

OTO Response: Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Solaira Street and South 9th Street

City/County of concern: Ozark/Christian County

Date received: 1/07/2022

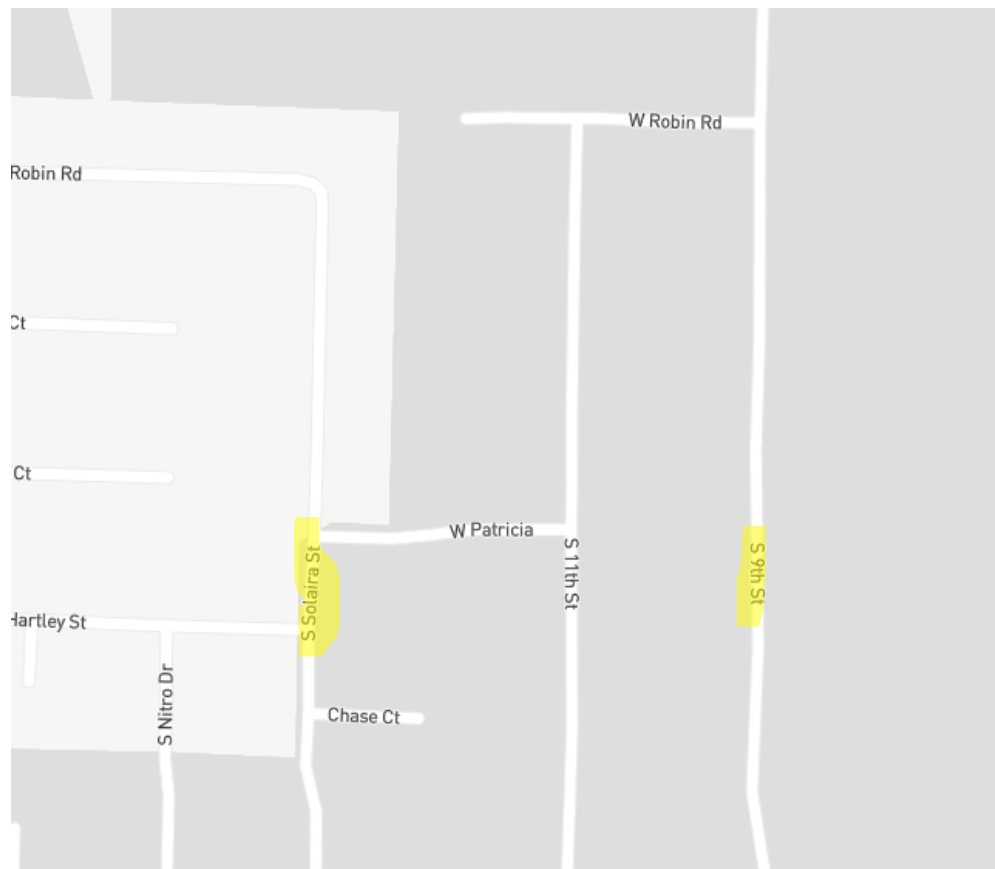
Received through: Map-A-Concern (OTO website)

Contact Name: Ouellette Elizabeth

Contact Email/Ph #:

Comment: There is no sidewalk connecting to main road. people walk and bike to work and the store on this road and they have to walk in the unkept grass in order not to be hit by cars. Neighbors say they would walk to the store more if there was a sidewalk

Map



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



PUBLIC COMMENT



Area of concern: Talmage and Livingston

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

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

Contact Name: Charles Parrott

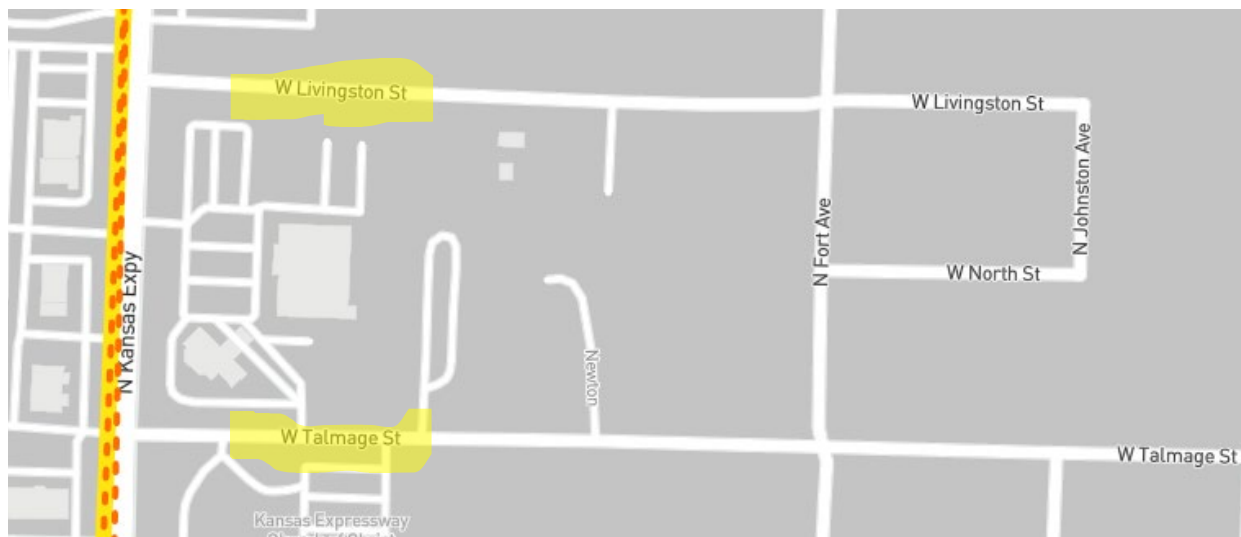
Contact Email/Ph #:

Comment: With a foot bridge somewhere between Talmage and livingston. And sidewalks. Of course it would be nice to just have the pot holes on the city's side streets repaired.

Comment made in response to previous comment:

"Kansas Expressway needs to be widened to three lanes in both directions the entirety of the corridor. - Edd"

Map



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



PUBLIC COMMENT



Area of concern: Traffic congestion and bicycle lanes

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

Received through: Email

Contact Name: Kcrich49

Contact Email/Ph #:

Website comment

Many of the streets and highways in our area are overly congested hours a day. Please do not further disrupt traffic by adding bicycle lanes on existing roads or decrease lane widths on future roads to make seldom used bike lanes. There are thousands of cars using the roads daily and practically NO bikes.

OTO Response: Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Area between Lone Pine Ave and Saratoga Avenue

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

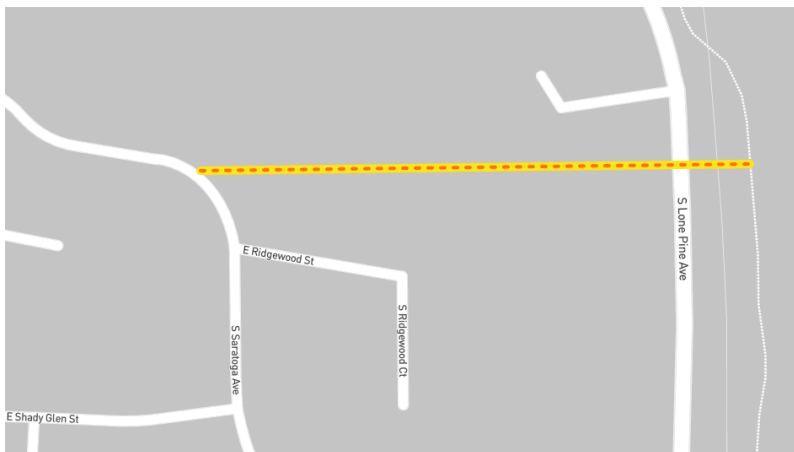
Received through: Map-A-Concern (OTO website)

Contact Name: Matt Wegenka

Contact Email/Ph #:

Comment: There is already a right of way with overhead utility lines in this area. This would connect a good size residential area to the greenways trail north of Sequiota Park. As it stands now to access the trails a pedestrian has to cross Battlefield road at Chambery Ave which is dangerous to access a sidewalk that goes down the hill toward Lone Pine then cross Lone Pine to access trail. Be much safer and would allow better access to the trail if walkway was installed at my suggested area.

Map



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



PUBLIC COMMENT



Area of concern: Bike trail Springfield to Nixa

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

Date received: 01/07/2022

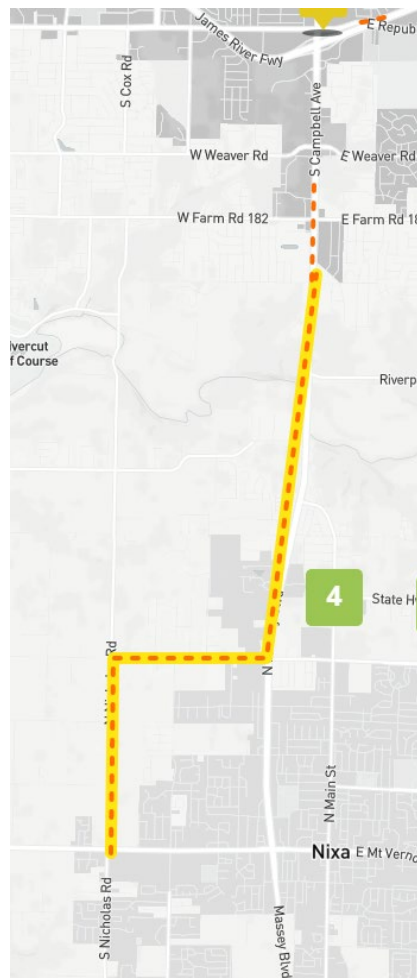
Received through: Map-A-Concern (OTO website)

Contact Name: Evan Fusco

Contact Email/Ph #:

Comment: There is currently no safe or practical way to cycle (or walk) from Nixa to Springfield. While the Ozark Chadwick Flyer is great, it's a long way from Nixa's population centers.

Map



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



PUBLIC COMMENT



Area of concern: South Campbell at Plainview Road

City/County of concern: Nixa/Christian County

Date received: 01/07/2022

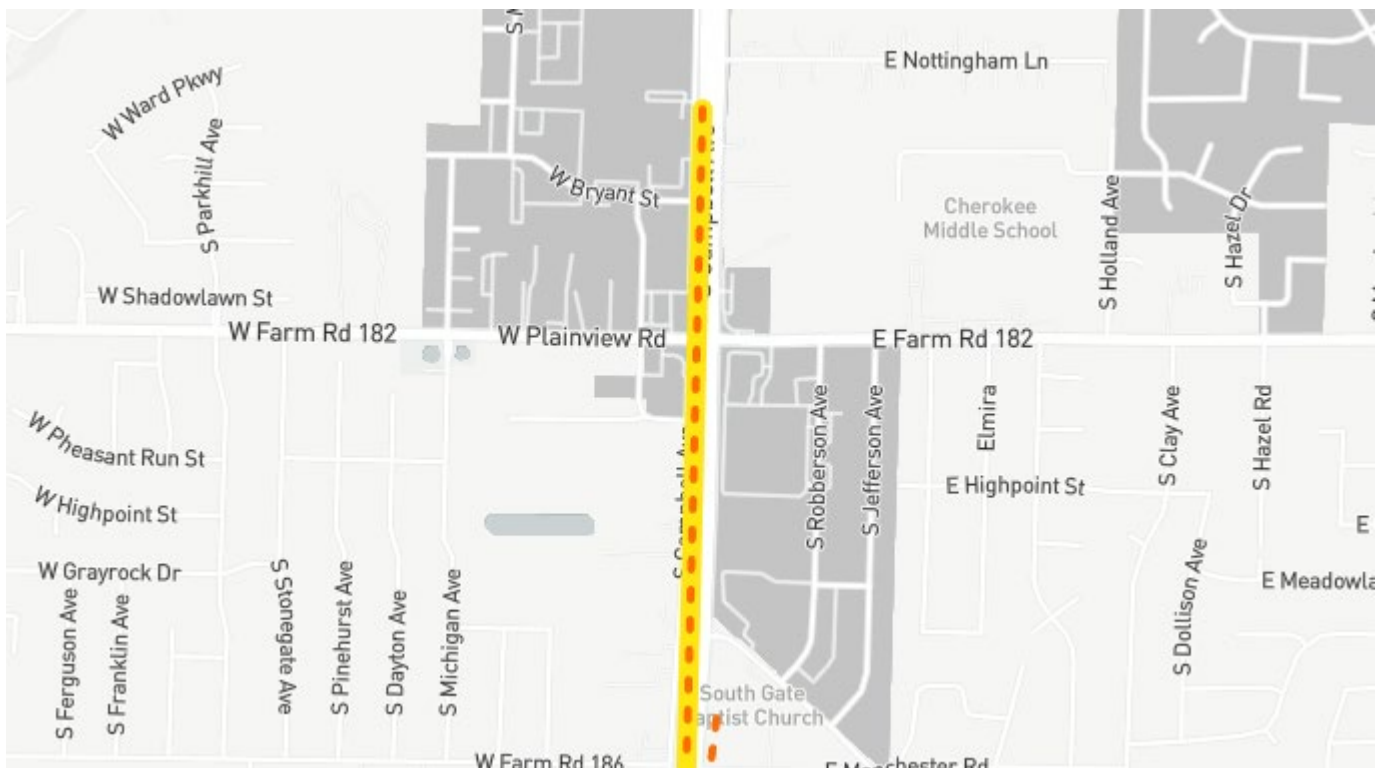
Received through: Map-A-Concern (OTO website)

Contact Name: Evan M

Contact Email/Ph #:

Comment: There is not signage showing what the lanes do here. The leftmost lane becomes a left-turn lane after Plainview, causing traffic to try to merge from that lane. Tons of slowdowns and near accidents here. Straight-on lanes should never become turn-lanes, especially without signs in advance.

Map



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



PUBLIC COMMENT



Area of concern: North – South Routes on west side of Springfield

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

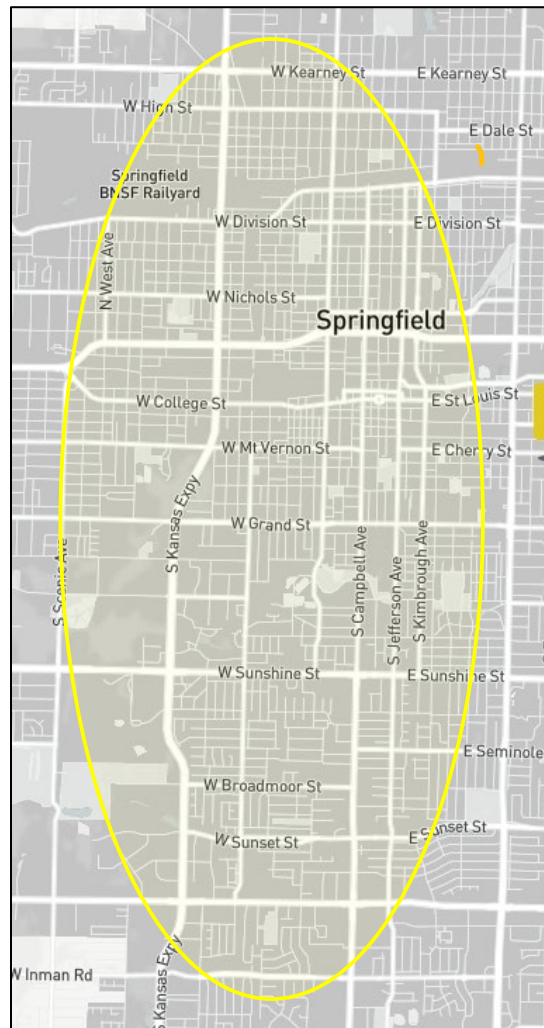
Received through: Map-A-Concern (OTO website)

Contact Name: Evan M

Contact Email/Ph #:

Comment: There should be additional arteries created for traffic going north-south on that side of the city, rather than just Kansas Expressway and Campbell.

Map



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



PUBLIC COMMENT



Area of concern: Bike path from Farmer's Park to the Sequiota Trails

City/County of concern: Springfield/Greene County

Date received: 01/08/2022

Received through: Website

Contact Name: Drew

Contact Email/Ph #: none

Website comment

Is there a way to created a bike path that gets you from Farmer's park area to the Sequiota trails and out to Rogersville/Ozark without having to ride on Glenstone across James River Freeway? I know with that roundabout being constrcuted, that path is going to change, but will there be a Bike lane or can a path be put down Nature Center way past the Nature Center to connect to an already great pathway?

OTO Response: Thank you for your questions. These questions will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Trail placement

City/County of concern: Republic/Greene County

Date received: 01/08/2022

Received through: Website

Contact Name: Susan P.

Contact Email/Ph #: none

Website comment

While the whole concept of creating bike trails for rider and pedestrian safety is good, some of the existing plans are not well thought out. The proposed trail from Republic toward State Hwy ZZ needs to be rerouted. The current plans have it going through several rural front yards—basically cutting them in half—and seriously hindering the safety and privacy of the homeowners. It also takes valuable farmland. If this pathway was rerouted over one street to Hines St., there is ample space along side the road for it, and that would also allow it to avoid the dangerous traffic circle proposed for the intersection of ZZ highway and Farm Rd 182.

If the goal is to provide a safe route between two points, there is absolutely no need to be taking farmland for this or disrupting rural homeowners by putting a bike trail practically in their front door!

OTO Response: Thank you for this information. It will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Trail placement

City/County of concern: OTO MPO Region

Date received: 01/08/2022

Received through: Website

Contact Name: Lisa Roller

Contact Email/Ph #: none

Website comment

we are all about bringing community's together but to come and try to take farm land our birth right and take mature trees and to put a trail at my front door for something that is a want in my opinion not a need or that could be re- routed to the next rd over where there is a park and children that would actually benefit from it and save grant money that they have accepted and have plan to put sidewalks in on this said rd they could just put the bike trail in and wouldn't have to take away all the farmers property and our privacy and would still be able to connect community's

OTO Response: Thank you for this information. It will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Bicyclists and Pedestrian safety

City/County of concern: Nixa/Ozark/Springfield/Greene & Christian Counties

Date received: 01/09/2022

Received through: Website

Contact Name: Jeff Snelling

Contact Email/Ph #: none

Website comment

I am an avid cyclist and safe roads for cyclists here in Southwest MO are pretty few and far between. One of the greatest needs IMHO is to improved roads with shoulders and make designated safe routes for cyclists and pedestrians. I think having these two things would not only improve road safety for motorists, but also help increase the number of people who would choose to ride and walk, improving their overall health and happiness.

Since I live in Nixa, I would especially like to see safe routes / trails developed connecting Nixa and Ozark to the Springfield area. I believe this would be a huge benefit not only for cyclists and pedestrians, but also for the business community, bring more people out to enjoy the great outdoors here in the Ozarks.

OTO Response: Thank you for this information. It will be shared with our Technical Planning Committee and Board of Directors.

TAB 3

BOARD OF DIRECTORS AGENDA 01/20/2022; ITEM II.A.

Independent Financial Statement Audit Report for FY 2021

**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, 2021.

The Audit for FY 2021, which ran from July 1, 2020 to June 30, 2021 is included for Board of Directors 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.

The ending fund balance for June 2021 was \$454,838. This was a decrease from the prior year balance of \$489,275 by \$34,437.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regular scheduled meeting on December 8, 2021, the Executive Committee recommended the Board of Directors accept the Fiscal Year 2021 Independent Financial Statement Audit report.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors make one of the following motions:

"Move to accept the Fiscal Year 2021 Independent Financial Statement Audit report."

OR

"Move to reject the Fiscal Year 2021 Independent Financial Statement Audit in consideration of the following...."

**OZARKS TRANSPORTATION
ORGANIZATION**

FINANCIAL STATEMENTS AND
SUPPLEMENTARY DATA WITH
INDEPENDENT AUDITOR'S REPORT

JUNE 30, 2021

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

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, 2021, and the related notes to financial statements which collectively comprise the Organization's financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with the modified cash basis of accounting as described in Note A. This includes determining that the modified cash basis of accounting is an acceptable basis for the preparation of the financial statements in the circumstances. Management is also responsible 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.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

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 the Ozarks Transportation Organization, as of June 30, 2021, and the respective changes in financial position thereof for the year then ended in accordance with the modified cash basis of accounting as described in Note A.

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 opinion is not modified with respect to that matter.

Other Matters

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Ozarks Transportation Organization's financial statements. The budgetary comparison schedule, which is the responsibility of management, is presented for purposes of additional analysis and is not a required part of the financial statements. The budgetary comparison schedule has not been subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

Cinda L. Rodgers, CPA, PC

Springfield, Missouri

October 25, 2021

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF NET POSITION AND GOVERNMENTAL FUND ASSETS, LIABILITIES
AND FUND BALANCE - MODIFIED CASH BASIS
JUNE 30, 2021

	<u>General Fund</u>	<u>Adjustments (Note D)</u>	<u>Statement of Net Position</u>
ASSETS			
Cash	\$ 469,550	\$ -	\$ 469,550
Employee Health FSA Receivable	<u>1,242</u>	<u>-</u>	<u>1,242</u>
Total Assets	<u><u>470,792</u></u>	<u><u>-</u></u>	<u><u>470,792</u></u>
LIABILITIES			
Current Liabilities			
Credit card payable	<u>15,954</u>	<u>-</u>	<u>15,954</u>
Total Liabilities	<u>15,954</u>	<u>-</u>	<u>15,954</u>
FUND BALANCE/NET ASSETS			
Fund Balance:			
Unassigned	<u>454,838</u>	<u>(454,838)</u>	<u>-</u>
Total Liabilities and Fund Balance	<u><u>\$ 470,792</u></u>		
Net Position:			
Unrestricted		<u>454,838</u>	<u>454,838</u>
Total Net Position		<u><u>\$ 454,838</u></u>	<u><u>\$ 454,838</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, 2021

	<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	\$ 78,719	\$ -	\$ 78,719
Commodities	5,367	-	5,367
In-kind match expense	67,508	-	67,508
Information technology	34,559	-	34,559
Insurance	9,258	-	9,258
Equipment lease	2,825	-	2,825
Dues and memberships	6,536	-	6,536
Education/training/travel	1,985	-	1,985
Food/meeting expense	1,282	-	1,282
Legal/bid notices	545	-	545
Postage	312	-	312
Printing/mapping services	9,113	-	9,113
Public relations	50	-	50
Staff mileage	605	-	605
Telephone/internet	4,574	-	4,574
Training	-	-	-
Personnel	476,770	-	476,770
Miscellaneous	22	-	22
Services	83,152	-	83,152
	<u>783,182</u>	<u>-</u>	<u>783,182</u>
Total Expenditures	<u>783,182</u>	<u>-</u>	<u>783,182</u>
PROGRAM REVENUES			
Operating grants	589,414	-	589,414
In-kind match income	67,508	-	67,508
	<u>67,508</u>	<u>-</u>	<u>67,508</u>
NET PROGRAM EXPENSES	126,260	-	126,260
GENERAL REVENUES			
Local jurisdiction match funds	88,506	-	88,506
Interest income	3,087	-	3,087
Miscellaneous	230	-	230
	<u>91,823</u>	<u>-</u>	<u>91,823</u>
Total General Revenues	<u>91,823</u>	<u>-</u>	<u>91,823</u>
REVENUES OVER (UNDER) EXPENDITURES	(34,437)	-	(34,437)
OTHER FINANCING SOURCES (USES)	<u>-</u>	<u>-</u>	<u>-</u>
EXCESS OF REVENUES AND OTHER FINANCING			
SOURCES OVER EXPENDITURES AND OTHER			
FINANCING USES	(34,437)	34,437	-
INCREASE IN NET POSITION	-	(34,437)	(34,437)
FUND BALANCE/NET POSITION:			
Beginning of Year	489,275	-	489,275
	<u>489,275</u>	<u>-</u>	<u>489,275</u>
End of Year	\$ 454,838	\$ -	\$ 454,838
	<u>\$ 454,838</u>	<u>\$ -</u>	<u>\$ 454,838</u>

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2021

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.

As discussed below, these financial statements are presented on a modified cash basis of accounting. This modified cash basis of accounting differs from accounting principles generally accepted in the United States of America (GAAP). Generally accepted accounting principles include all relevant Governmental Accounting Standards Board (GASB) pronouncements. In the government-wide financial statements and the fund financial statements for proprietary funds, if any, Financial Accounting Standards Board (FASB) pronouncements and Accounting Principles Board (APB) opinions issued on or before November 30, 1989, have been applied, to the extent they are applicable to the modified cash basis of accounting, unless those pronouncements conflict with or contradict GASB pronouncements, in which case GASB prevails.

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

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

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.

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.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Measurement Focus (continued)

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 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.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Balance Classification

Beginning with fiscal year 2011, the Organization implemented 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.

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, 2021.

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.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Net Position Classifications

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

Invested in Capital Assets, Net of Related Debt: consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes or other borrowings that are attributable to the acquisition, construction, or improvements of those assets.

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 definitions above.

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, 2021:

	<u>Book Balance</u>	<u>Bank Balance</u>
Checking, Money Market, ICS (interest bearing)	\$469,550	\$479,836

As of June 30, 2021, 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.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2021

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, 2021, the date the financial statements were available to be issued.

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 \$4,290 plus additional amounts for estimated taxes, insurance and common area maintenance expenses. Future minimum rental payments are as follows:

Year ended June 30,

2022	\$ 51,480
2023	51,480
2024	51,480
2025	51,480
2026	38,610

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.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE G – DEFINED BENEFIT PENSION PLAN (continued)

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>2021 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.

Employees covered by benefit terms: At June 30, 2021, 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	0
Active employees	5

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 11.6% 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, 2021, the Organization recognized pension expense of \$36,371.

NOTE H – ECONOMIC DEPENDENCY

Approximately 79% of total revenue was received from the Missouri Department of Transportation.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2021

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 \$1,290 for the fiscal year ended June 30, 2021.

NOTE J – RISKS AND UNCERTAINTIES

The COVID-19 pandemic has severely impacted many local economies around the globe. In many countries, businesses are being forced to cease or limit operations for long or indefinite periods of time. Measures taken to contain the spread of the virus, including travel bans, quarantines, social distancing, and closures of non-essential services have triggered significant disruptions to businesses worldwide, resulting in economic slowdown. Global stock markets have also experienced great volatility and a significant weakening. Governments and central banks have responded with monetary and fiscal interventions in an effort to stabilize economic conditions. The duration and impact of the COVID-19 pandemic, as well as the effectiveness of government and central bank responses, remains unclear at this time. It is not possible to reliably estimate the duration and severity of these consequences, as well as their impact on the financial position and results of operations of the Organization for future periods.

OZARKS TRANSPORTATION ORGANIZATION
BUDGETARY COMPARISON SCHEDULE - MODIFIED CASH BASIS
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2021

	Budgeted Amounts		General	Variance with
	Original	Final	Fund	Final Budget
				Pos (Neg)
BEGINNING BUDGETARY FUND BALANCE	\$ 489,275	\$ 489,275	\$ 489,275	\$ -
RESOURCES (INFLOWS)				
Operating grants	754,352	754,352	589,414	(164,938)
In-kind match income - direct cost	59,724	59,724	67,508	7,784
Local jurisdiction match funds	156,191	156,191	88,506	(67,685)
Interest income	6,000	6,000	3,087	(2,913)
Miscellaneous	-	-	230	230
Amounts Available for Appropriation	1,465,542	1,465,542	1,238,020	(227,522)
CHARGES TO APPROPRIATIONS (OUTFLOWS)				
Building expenses	87,125	87,125	78,719	8,406
Commodities	15,000	15,000	5,367	9,633
In-kind match expense	59,724	59,724	67,508	(7,784)
Information technology	37,100	37,100	34,559	2,541
Insurance	10,400	10,400	9,258	1,142
Equipment lease	5,700	5,700	2,825	2,875
Dues and memberships	8,000	8,000	6,536	1,464
Education/training/travel	23,000	23,000	1,985	21,015
Food/meeting expense	4,300	4,300	1,282	3,018
Legal/bid notices	2,000	2,000	545	1,455
Postage	1,800	1,800	312	1,488
Printing/mapping services	14,000	14,000	9,113	4,887
Public relations	1,500	1,500	50	1,450
Staff mileage	3,500	3,500	605	2,895
Telephone/internet	5,000	5,000	4,574	426
Personnel	537,051	537,051	476,770	60,281
Miscellaneous	30	30	22	8
Services	139,240	139,240	83,152	56,088
Total Charges to Appropriations	954,470	954,470	783,182	171,288
OTHER FINANCING SOURCES	-	-	-	-
ENDING BUDGETARY FUND BALANCE	\$ 511,072	\$ 511,072	\$ 454,838	\$ (56,234)

**OZARKS TRANSPORTATION ORGANIZATION
NOTES TO SUPPLEMENTARY INFORMATION
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

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 schedule of revenue, expenditures, and changes in fund balance - budget and actual 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.

TAB 4

BOARD OF DIRECTORS AGENDA 01/20/2022; ITEM II.B.

Administrative Modifications 2, 3, and 4 to the FY 2022-2025 Transportation Improvement Program

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

AGENDA DESCRIPTION:

Administrative Modification 2:

There is 1 item included as part of Administrative Modification 2 to the FY 2022-2025 Transportation Improvement Program.

Chadwick Flyer Crossing Study (OK2206-22AM2)

Increasing the programmed amount from \$35,000 to \$43,750 and clarifying the scope as Phase 1.

Basis for Administrative Modification

- *Changes in a project's programmed amount less than 25% (up to \$2,000,000).*
- *Minor changes to the scope of a project.*

Administrative Modification 3:

There is 1 item included as part of Administrative Modification 3 to the FY 2022-2025 Transportation Improvement Program.

Shuyler Creek Trail (EN2010-22AM3)

Adding TAP funding in place of STBG-U funding in the amount of \$450,000.

Basis for Administrative Modification

Minor changes to funding sources between federal funding categories or between state and local sources.

Administrative Modification 4:

There are two items included as part of Administrative Modification 4 to the FY 2022-2025 Transportation Improvement Program.

1. Campbell and Republic Road Intersection (SP1818-22AM4)

Changing Project Sponsor from City of Springfield to MoDOT.

2. Republic Road Lane Widening (SP1902-22AM4)

Changing Project Sponsor from City of Springfield to MoDOT.

Basis for Administrative Modification

Changing a project's lead agency when agreed upon by the two agencies affected.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

15 October 2021

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Two to the OTO FY 2022-2025 Transportation Improvement Program (TIP) on October 15, 2021. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure



Administrative Modification 2 to the FY 2022-2025 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is 1 item included as part of Administrative Modification 2 to the FY 2022-2025 Transportation Improvement Program.

Chadwick Flyer Crossing Study (OK2206-22AM2)

Increasing the programmed amount from \$35,000 to \$43,750 and clarifying the scope as Phase 1.

Basis for Administrative Modification

- *Changes in a project's programmed amount less than 25% (up to \$2,000,000).*
- *Minor changes to the scope of a project.*



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by OTO Section

TIP # OK2206-22AM2 CHADWICK FLYER HIGHWAY CROSSING STUDY

Route Chadwick Flyer across US 65

From

To

Location City of Ozark

Federal Agency FHWA

Project Sponsor Ozarks Transportation Organization

Federal Funding Category STBG-U

MoDOT Funding Category None

Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID #

Project Description

Phase 1: Pedestrian Crossing location study to determine the best location and cost estimate for the Chadwick Flyer Trail to cross US65 (Phase 2 will include US 65 interchange general concept and siting).



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$35,000	\$0	\$0	\$0	\$35,000
LOCAL	Local	PLAN	\$8,750	\$0	\$0	\$0	\$8,750
Totals			\$43,750	\$0	\$0	\$0	\$43,750

Notes

Non-Federal Funding Source: City of Ozark

FYI: Listed as Task 7.2 in FY 2022 UPWP

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$43,750



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by OTO Section

TIP # OK2206-22 **CHADWICK FLYER HIGHWAY CROSSING STUDY**

Route Chadwick Flyer across US 65

From

To

Location City of Ozark

Federal Agency FHWA

Project Sponsor Ozarks Transportation Organization

Federal Funding Category STBG-U

MoDOT Funding Category None

Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID #

Project Description

Pedestrian Crossing location study to determine the best location and cost estimate for the Chadwick Flyer Trail to cross US65.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$28,000	\$0	\$0	\$0	\$28,000
LOCAL	Local	PLAN	\$7,000	\$0	\$0	\$0	\$7,000
Totals			\$35,000	\$0	\$0	\$0	\$35,000

Notes

Non-Federal Funding Source: City of Ozark

FYI: Listed as Task 7.2 in FY 2022 UPWP

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$35,000

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRIS)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
2022																			
BA2201-22	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$448,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2101-20A5	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$249,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,200	\$0	\$316,800	\$396,000
CC2103-20A7	\$368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$0	\$0	\$0	\$0	\$0	\$460,000
EN1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$0	\$0	\$0	\$3,200,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$407,200	\$0	\$0	\$0	\$0	\$0	\$0	\$101,800	\$0	\$0	\$509,000
EN1904-20AM6	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$0	\$0	\$0	\$0	\$0	\$61,000	\$0	\$0	\$0	\$0	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$446,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$1,074,400	\$1,343,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$229,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$0	\$314,400	\$393,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
EN2008-20AM6	\$792,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$0	\$271,826
EN2010-20AM6	\$727,979	\$0	\$0	\$0	\$0	\$59,392	\$0	\$0	\$0	\$0	\$0	\$0	\$196,843	\$0	\$0	\$0	\$0	\$0	\$984,214
EN2011-20A3	\$253,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,321	\$0	\$0	\$0	\$0	\$0	\$346,604
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$44,000	\$55,000
EN2203-22AM1	\$269,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$863,750	\$0	\$0	\$67,250	\$0	\$0	\$0	\$0	\$0	\$1,200,000
EN2204-22AM1	\$181,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$573,750	\$0	\$0	\$45,250	\$0	\$0	\$0	\$0	\$0	\$800,000
EN2205-22AM1	\$384,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,246,730	\$0	\$96,150	\$0	\$0	\$0	\$0	\$0	\$1,727,480
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1901-20AM6	\$14,735,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,264,411	\$0	\$0	\$0	\$0	\$0	\$22,000,000
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1912-19	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
GR2209-22	\$0	\$0	\$0	\$0	\$0	\$264,800	\$0	\$0	\$0	\$0	\$0	\$0	\$96,200	\$0	\$0	\$0	\$0	\$0	\$331,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$0	\$0	\$0	\$30,400	\$0	\$0	\$152,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,200	\$0	\$0	\$373,500	\$0	\$0	\$0	\$11,800	\$373,500	\$0	\$806,000
GR2101-20	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$300,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$700,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
GR2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,800	\$0	\$231,200	\$289,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1725	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
MO2008-20	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
MO2104-20AM10	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$541,600	\$0	\$0	\$0	\$90,000	\$0	\$0	\$135,400	\$0	\$0	\$1,127,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$807,200	\$1,009,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,200	\$0	\$94,800	\$116,000
MO2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,600	\$0	\$218,400	\$273,000
MO2203-22	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
MO2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,800	\$0	\$394,200	\$438,000
MO2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$6,000	\$0	\$24,000	\$30,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$192,000	\$240,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111,000	\$0	\$444,000	\$555,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MS2201-20A10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,536,748	\$0	\$0	\$0	\$0	\$0	\$3,536,748
NX1704	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2101-20AM7	\$1,873,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$468,286	\$0	\$0	\$0	\$0	\$0	\$2,341,432
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$546,882
NX2201-20A8	\$1,530,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382,638	\$0	\$0	\$0	\$0	\$0	\$1,913,188
NX2																			

Section E

[illegible]

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (IM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal					FRA (CRISI)	Local		Other	State			TOTAL	
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)		LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC		
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$8,000	\$10,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$257,580	\$0
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000	\$25,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000	\$100,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$15,000	\$15,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	\$10,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406	\$0
RG0901-20A9	\$0	\$15,918,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,768,700	\$0	\$0	\$17,687,000	\$17,687,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	\$5,000
RP1703-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$20,000	\$0	\$0	\$350,000	\$350,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$600,000	\$600,000
RP2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000	\$0	\$392,000	\$490,000	\$490,000
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$267,000	\$267,000
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,400	\$0	\$185,600	\$232,000	\$232,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$636,000	\$795,000	\$795,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000	\$100,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000	\$1,000,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	\$2,000
SP1816-20A6	\$805,575	\$0	\$0	\$0	\$0	\$0	\$909,153	\$0	\$0	\$0	\$0	\$0	\$201,394	\$0	\$0	\$227,288	\$0	\$0	\$2,143,410	\$2,143,410
SP1817-20A6	\$1,002,464	\$0	\$0	\$0	\$0	\$0	\$1,115,752	\$0	\$0	\$0	\$0	\$0	\$250,616	\$0	\$0	\$278,938	\$0	\$0	\$2,647,770	\$2,647,770
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,400	\$0	\$1,041,600	\$1,302,000	\$1,302,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$3,752,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$938,200	\$0	\$0	\$4,691,000	\$4,691,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$226,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,800	\$0	\$0	\$300,000	\$300,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$197,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,400	\$0	\$0	\$247,000	\$247,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000	\$7,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287,200	\$0	\$1,148,800	\$1,436,000	\$1,436,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	\$2,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$0	\$206,000	\$206,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000	\$30,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$320,000	\$400,000	\$400,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$204,000	\$254,800	\$254,800
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$144,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$180,000	\$180,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$34,000	\$34,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	\$50,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	\$2,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$0	\$112,000	\$140,000	\$140,000
SUBTOTAL	\$2,589,628	\$16,255,800	\$90,000	\$0	\$16,000	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$4,702,407	\$200,000	\$970,000	\$11,501,326	\$0	\$18,705,400	\$73,815,156	\$73,815,156
2024																				
CC1901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000	\$4,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$777,600	\$1,287,000	\$1,287,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$79,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400	\$0	\$22,600	\$127,000	\$127,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000
GR1801-18	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	\$2,000
GR2003-20	\$0	\$0	\$5,796,000	\$0	\$0	\$0	\$1,250,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$312,600	\$0	\$0	\$1,563,000	\$1,563,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$484,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,800	\$0	\$0	\$6,334,000	\$6,334,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,400	\$0	\$241,600	\$302,000	\$302,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,800	\$187,200	\$0	\$234,000	\$234,000
GR2207-22	\$0																			

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA(BUILD)	FHWA(CRRSSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$0	\$1,285,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,600	\$0	\$0	\$428,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,916,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,229,000	\$0	\$0	\$11,145,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,000	\$0	\$0	\$2,215,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,600	\$0	\$0	\$1,488,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,578,400	\$1,973,000
SUBTOTAL	\$243,101	\$2,211,300	\$5,886,000	\$0	\$68,000	\$78,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$118,775	\$160,000	\$0	\$7,710,700	\$0	\$9,662,400	\$47,770,676
2025																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$60,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,400	\$0	\$1,057,600	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$494,600	\$0	\$1,936,400	\$2,431,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,855,256	\$10,800	\$135,000	\$0	\$48,000	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$1,476,614	\$0	\$0	\$6,116,800	\$0	\$23,057,600	\$32,677,070
GRAND TOTAL	\$42,008,291	\$22,907,900	\$6,246,000	\$1,240,000	\$164,000	\$382,392	\$60,625,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$32,154,106	\$560,000	\$970,000	\$37,953,612	\$683,500	\$56,992,400	\$296,498,505

FINANCIAL CONSTRAINT

Section E

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	I/M	130	TAP	NHPP	STAP	STBG	BUILD	CRRSSA	CRISI	TOTAL Federal Funds					
2022 Funds Programmed	\$37,320,306	\$4,430,000	\$135,000	\$1,240,000	\$303,392	\$23,624,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$97,293,997	\$26,056,110	\$18,855,286	\$0	\$5,276,891	\$147,482,284
2023 Funds Programmed	\$2,589,628	\$16,255,800	\$90,000	\$0	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$37,518,033	\$4,902,407	\$30,206,726	\$970,000	\$5,356,044	\$78,953,210
2024 Funds Programmed	\$243,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$30,031,001	\$278,775	\$17,393,100	\$0	\$5,436,385	\$53,139,261
2025 Funds Programmed	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$2,177,856	\$1,476,814	\$29,174,400	\$0	\$5,517,931	\$38,347,001
Total	\$42,008,291	\$22,907,900	\$6,246,000	\$1,240,000	\$382,392	\$60,525,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$167,020,887	\$32,714,106	\$95,629,512	\$970,000	\$21,587,251	\$317,921,756

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	\$8,729,000	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000
Federal Discretionary Funding	\$19,278,422	\$0	\$0	\$0	\$0	\$19,278,422
Available Operations and Maintenance Funding		\$5,276,891	\$5,356,044	\$5,436,385	\$5,617,931	\$21,587,251
Funds from Other Sources (inc. Local)		\$26,056,110	\$5,872,407	\$278,775	\$1,476,814	\$33,684,106
Available Suballocated Funding	\$30,925,857	\$7,324,197	\$7,470,681	\$7,620,095	\$7,772,496	\$61,113,326
TOTAL AVAILABLE FUNDING	\$58,933,279	\$82,408,198	\$87,044,132	\$60,651,255	\$44,292,241	\$343,329,105
Prior Year Funding		\$58,933,279	\$3,859,193	\$11,950,115	\$19,462,108	-
Programmed State and Federal Funding		(\$147,482,284)	(\$78,953,210)	(\$53,139,261)	(\$38,347,001)	(\$317,921,756)
TOTAL REMAINING	\$58,933,279	\$3,859,193	\$11,950,115	\$19,462,108	\$25,407,349	\$25,407,349

See Table G.9 for details on Local Share Financial Capacity.

Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan.

STATE AND FEDERAL

Table G.1 Summary	2022	2023	2024	2025	Total
MoDOT State/Federal Funding	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000

*Includes Engineering and Rail funding

Table G.2	Non-Transit Suballocated*	Transit 5307	Transit 5310	Transit 5339
Estimated Carryover Balance through FY2021	\$30,925,857	\$3,633,199	\$384,592	\$0
Anticipated Allocation FY2022	\$7,324,197	\$2,755,075	\$307,843	\$292,904
Anticipated Allocation FY2023	\$7,470,681	\$2,872,825	\$314,000	\$298,762
Anticipated Allocation FY2024	\$7,620,095	\$2,866,486	\$320,280	\$304,738
Anticipated Allocation FY2025	\$7,772,496	\$2,923,816	\$326,686	\$310,832
Total Anticipated Allocation	\$30,187,469	\$11,418,202	\$1,268,809	\$1,207,236
Programmed through FY2025	(\$45,074,913)	(\$14,988,753)	(\$1,126,474)	(\$781,756)
Estimated Carryover Balance Through FY 2025	\$16,038,413	\$62,648	\$526,927	\$425,480

* Includes STBG-U, TAP, Omnibus , and COVID funding

Table G.9 Local Share Financial Capacity	2022	2023	2024	2025
City of Battlefield				
Total Available Revenue	\$371,722.16	\$371,722.16	\$371,722.16	\$371,722.16
Carryover Balance from Prior Year	--	\$204,703.20	\$541,206.93	\$877,182.38
Estimated Operations and Maintenance Expenditures	(\$34,697.96)	(\$35,218.43)	(\$35,746.71)	(\$36,282.91)
Estimated TIP Project Expenditures	(\$132,321.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$204,703.20	\$541,206.93	\$877,182.38	\$1,212,621.64
City of Nixa				
Total Available Revenue	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00
Carryover Balance from Prior Year	--	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63
Estimated Operations and Maintenance Expenditures	(\$128,194.26)	(\$130,117.17)	(\$132,068.93)	(\$134,049.97)
Estimated TIP Project Expenditures	(\$960,300.00)	(\$51,516.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63	\$7,247,053.67
City of Ozark				
Total Available Revenue	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00
Carryover Balance from Prior Year	--	\$1,526,744.84	\$3,423,038.58	\$5,318,874.46
Estimated Operations and Maintenance Expenditures	(\$30,073.16)	(\$30,524.26)	(\$30,982.12)	(\$31,446.86)
Estimated TIP Project Expenditures	(\$370,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,526,744.84	\$3,423,038.58	\$5,318,874.46	\$7,214,245.60
City of Republic				
Total Available Revenue	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23
Carryover Balance from Prior Year	--	\$1,490,739.41	\$3,175,426.70	\$4,907,175.42
Estimated Operations and Maintenance Expenditures	(\$193,008.82)	(\$195,903.95)	(\$198,842.51)	(\$201,825.15)
Estimated TIP Project Expenditures	(\$446,843.00)	(\$250,000.00)	(\$200,000.00)	\$0.00
Amount Available for Local Projects	\$1,490,739.41	\$3,175,426.70	\$4,907,175.42	\$6,835,941.50
City of Springfield				
Total Available Revenue	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83
Carryover Balance from Prior Year	--	\$11,270,140.65	\$33,571,294.92	\$56,372,334.41
Estimated Operations and Maintenance Expenditures	(\$2,504,091.18)	(\$2,541,652.55)	(\$2,579,777.34)	(\$2,618,474.00)
Estimated TIP Project Expenditures	(\$11,606,585.00)	(\$538,010.00)	\$0.00	(\$400,000.00)
Amount Available for Local Projects	\$11,270,140.65	\$33,571,294.92	\$56,372,334.41	\$78,734,677.24

Table G.9 Local Share Financial Capacity cont.	2022	2023	2024	2025
City of Strafford				
Total Available Revenue	\$115,552.47	\$115,552.47	\$115,552.47	\$115,552.47
Carryover Balance from Prior Year	\$186,494.00	\$111,846.12	\$223,636.64	\$335,370.73
Estimated Operations and Maintenance Expenditures	(\$3,706.35)	(\$3,761.95)	(\$3,818.38)	(\$3,875.65)
Estimated TIP Project Expenditures	(\$186,494.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$111,846.12	\$223,636.64	\$335,370.73	\$447,047.55
City of Willard				
Total Available Revenue	\$510,614.88	\$510,614.88	\$510,614.88	\$510,614.88
Carryover Balance from Prior Year	--	\$450,679.48	\$900,459.93	\$1,349,327.86
Estimated Operations and Maintenance Expenditures	(\$59,935.40)	(\$60,834.43)	(\$61,746.95)	(\$62,673.15)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$450,679.48	\$900,459.93	\$1,349,327.86	\$1,797,269.59
Christian County				
Total Available Revenue	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50
Carryover Balance from Prior Year	--	\$6,614,030.35	\$13,318,837.33	\$20,022,402.58
Estimated Operations and Maintenance Expenditures	(\$81,558.15)	(\$82,781.52)	(\$84,023.25)	(\$85,283.59)
Estimated TIP Project Expenditures	(\$92,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$6,614,030.35	\$13,318,837.33	\$20,022,402.58	\$26,724,707.49
Greene County				
Total Available Revenue	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00
Carryover Balance from Prior Year	--	\$15,344,968.08	\$35,481,603.12	\$59,594,819.15
Estimated Operations and Maintenance Expenditures	(\$684,335.92)	(\$694,600.96)	(\$705,019.97)	(\$715,595.27)
Estimated TIP Project Expenditures	(\$8,806,932.00)	(\$4,005,000.00)	(\$18,000.00)	(\$1,013,000.00)
Amount Available for Local Projects	\$15,344,968.08	\$35,481,603.12	\$59,594,819.15	\$82,702,459.88
City Utilities				
Total Available Revenue	\$6,946,500.00	\$7,146,500.00	\$7,146,500.00	\$9,646,500.00
Estimated Operations and Maintenance Expenditures	(\$6,181,692.00)	(\$6,181,692.00)	(\$6,181,692.00)	(\$6,181,692.00)
Available for TIP Project Expenditures	\$764,808.00	\$964,808.00	\$964,808.00	\$3,464,808.00
Carryover from Prior Year	--	\$440,592.00	\$1,166,200.00	\$1,778,184.00
Estimated TIP Project Expenditures	(\$324,216.00)	(\$239,200.00)	(\$352,824.00)	(\$239,000.00)
Amount Available for Local Projects	\$440,592.00	\$1,166,200.00	\$1,778,184.00	\$5,003,992.00



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

3 December 2021

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Three to the OTO FY 2022-2025 Transportation Improvement Program (TIP) on December 3, 2021. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure



Administrative Modification 3 to the FY 2022-2025 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is 1 item included as part of Administrative Modification 3 to the FY 2022-2025 Transportation Improvement Program.

Shuyler Creek Trail (EN2010-22AM3)

Adding TAP funding in place of STBG-U funding in the amount of \$450,000.

Basis for Administrative Modification

- *Minor changes to funding sources between federal funding categories or between state and local sources.*



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by Local Public Agencies

TIP # EN2010-22AM3 SHUYLER CREEK TRAIL

Route Shuyler Creek Trail

From

To

Location City of Republic

Federal Agency FHWA

Project Sponsor City of Republic

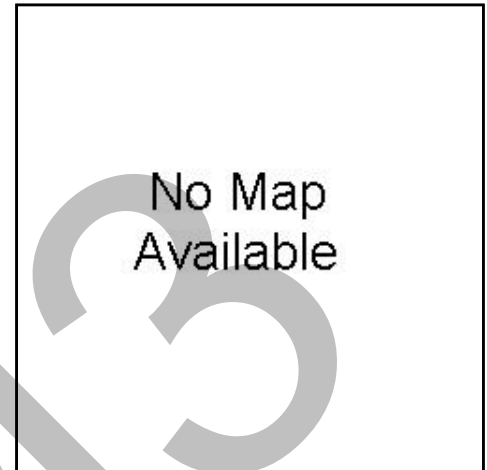
Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID # 6900813



Project Description

Design, right-of-way acquisition, and construction for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Road 182 and along Farm Road 182 to the entrance of Wilson Creek Battlefield, east of Republic.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ROW	\$277,979	\$0	\$0	\$0	\$277,979
FHWA (TAP)	Federal	ROW	\$37,507	\$0	\$0	\$0	\$37,507
LOCAL	Local	ROW	\$78,872	\$0	\$0	\$0	\$78,872
FHWA (TAP)	Federal	CON	\$471,885	\$0	\$0	\$0	\$471,885
LOCAL	Local	CON	\$117,971	\$0	\$0	\$0	\$117,971
Totals			\$984,214	\$0	\$0	\$0	\$984,214

Notes

Non-Federal Funding Source: City of Republic Capital Investment Sales Tax Fund

Prior Cost	\$98,410
Future Cost	\$0
Total Cost	\$1,082,624



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by Local Public Agencies

TIP # EN2010-20AM6 **SHUYLER CREEK TRAIL**

Route Shuyler Creek Trail

From

To

Location

Federal Agency

Project Sponsor City of Republic

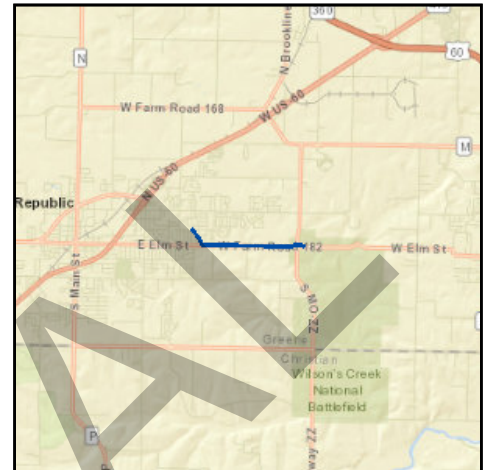
Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID # 6900813



Project Description

Design, right-of-way acquisition, and construction for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Road 182 and along Farm Road 182 to the entrance of Wilson Creek Battlefield, east of Republic.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ROW	\$315,486	\$0	\$0	\$0	\$315,486
LOCAL	Local	ROW	\$78,872	\$0	\$0	\$0	\$78,872
FHWA (STBG-U)	Federal	CON	\$412,493	\$0	\$0	\$0	\$412,493
FHWA (TAP)	Federal	CON	\$59,392	\$0	\$0	\$0	\$59,392
LOCAL	Local	CON	\$117,971	\$0	\$0	\$0	\$117,971
Totals			\$984,214	\$0	\$0	\$0	\$984,214

Notes

Non-Federal Funding Source: City of Republic Capital Investment Sales Tax Fund

Prior Cost	\$98,410
Future Cost	\$0
Total Cost	\$1,082,624

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRIS)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
2022																			
BA2201-22	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
CC1901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$448,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2101-20A5	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$249,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,200	\$0	\$316,800	\$396,000
CC2103-20A7	\$368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$0	\$0	\$0	\$0	\$0	\$460,000
EN1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$0	\$0	\$0	\$3,200,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$407,200	\$0	\$0	\$0	\$0	\$0	\$0	\$101,800	\$0	\$0	\$509,000
EN1904-20AM6	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$0	\$0	\$0	\$0	\$0	\$61,000	\$0	\$0	\$0	\$0	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$446,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,400	\$0	\$1,074,400	\$1,343,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$229,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$0	\$314,400	\$393,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
EN2008-20AM6	\$792,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$0	\$271,826
EN2010-20A3	\$277,919	\$0	\$0	\$0	\$0	\$599,392	\$0	\$0	\$0	\$0	\$0	\$0	\$100,823	\$0	\$0	\$0	\$0	\$0	\$878,111
EN2011-20A3	\$253,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,321	\$0	\$0	\$0	\$0	\$0	\$316,604
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$44,000	\$55,000
EN2203-22AM1	\$269,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$863,750	\$0	\$67,250	\$0	\$0	\$0	\$0	\$0	\$1,200,000
EN2204-22AM1	\$181,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$573,750	\$0	\$45,250	\$0	\$0	\$0	\$0	\$0	\$800,000
EN2205-22AM1	\$384,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,246,730	\$0	\$96,150	\$0	\$0	\$0	\$0	\$0	\$1,727,480
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-19	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1901-20AM6	\$14,735,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,264,411	\$0	\$0	\$0	\$0	\$0	\$22,000,000
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1912-19	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
GR2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$264,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$0	\$0	\$0	\$30,400	\$0	\$0	\$152,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,200	\$0	\$0	\$373,500	\$0	\$0	\$0	\$11,800	\$373,500	\$0	\$806,000
GR2101-20	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$300,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$700,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
GR2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,800	\$0	\$231,200	\$289,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
MO2008-20	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
MO2104-20AM10	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$541,600	\$0	\$0	\$0	\$90,000	\$0	\$0	\$135,400	\$0	\$0	\$1,127,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$807,200	\$1,009,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,200	\$0	\$94,800	\$116,000
MO2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,600	\$0	\$218,400	\$273,000
MO2203-22	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
MO2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,800	\$0	\$394,200	\$438,000
MO2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$24,000	\$30,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$192,000	\$240,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111,000	\$0	\$444,000	\$555,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MS2201-20A10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,536,748	\$0	\$0	\$0	\$0	\$0	\$3,536,748
NX1704	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2101-20AM7	\$1,873,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$468,286	\$0	\$0	\$0	\$0	\$0	\$2,341,432
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$546,882
NX2201-20A8	\$1,530,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382,638	\$0	\$0	\$0	\$0	\$0	\$1,913,188
NX2202-22																			

Section E

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal	FHWA (STAP)	FHWA (STBO)	FHWA(BUILD)	FHWA(CRSSA)	FRA (CRIS)	Local	LOCAL-AC	Other	MoDOT	State		TOTAL
							FHWA (NHPPI)						LOCAL	OTHER	MoDOT-GCSA		MoDOT-AC		
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$4,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$938,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,600	\$0	\$1,173,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$2,000
SP1815-20A5	\$965,346	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$0	\$0	\$0	\$241,337	\$0	\$0	\$184,063	\$0	\$0	\$2,127,000
SP1816-20A6	\$1,005,572	\$0	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$69,557	\$0	\$0	\$4,681,000
SP1817-20A6	\$183,735	\$0	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$0	\$0	\$0	\$45,934	\$0	\$0	\$68,666	\$0	\$0	\$873,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$4,088,000
SP1802-20AM5	\$129,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,487	\$0	\$0	\$0	\$0	\$0	\$162,436
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$697,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,400	\$0	\$0	\$872,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$293,800	\$0	\$0	\$1,469,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$754,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
SP2003-20A7	\$677,000	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$0	\$67,500	\$0	\$0	\$1,628,300	\$0	\$0	\$8,479,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000	\$0	\$0	\$1,685,000
SP2009-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$911,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,800	\$0	\$0	\$764,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,27									

Section E

PROJECT	Federal										Local		Other	State			TOTAL	
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (IM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRSSA)	FRA (CRIS)	LOCAL	LOCAL-AC	OTHER	MoDOT		MoDOT-GCSA
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$297,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000	\$0	\$16,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000
OT1901-22A2	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$299,406
RG0901-20A9	\$0	\$15,918,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,768,700	\$0	\$0	\$1,768,700	\$0	\$0	\$17,687,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$5,000
RP1703-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$0	\$0	\$350,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000
RP2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000	\$0	\$392,000
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,400	\$0	\$185,600
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$63,000	\$0	\$0	\$786,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$100,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$2,000
SP1816-20A6	\$805,575	\$0	\$0	\$0	\$0	\$0	\$909,153	\$0	\$0	\$0	\$0	\$227,394	\$201,394	\$0	\$0	\$227,288	\$0	\$84,410
SP1817-20A6	\$1,002,464	\$0	\$0	\$0	\$0													

Ozarks Transportation Organization	G-3	2022-2025 Transportation Improvement Program
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FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$0	\$1,285,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$342,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,600	\$0	\$0	\$428,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$8,916,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,229,000	\$0	\$0	\$11,145,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,000	\$0	\$0	\$2,215,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,600	\$0	\$0	\$1,488,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,578,400	\$1,973,000
SUBTOTAL	\$243,101	\$2,211,300	\$5,886,000	\$0	\$68,000	\$78,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$118,775	\$160,000	\$0	\$7,710,700	\$0	\$9,662,400	\$47,770,676
2025																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$60,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,400	\$0	\$1,057,600	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$494,600	\$0	\$1,938,400	\$2,422,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-22A2	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,855,256	\$10,600	\$135,000	\$0	\$48,000	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$1,476,614	\$0	\$0	\$6,116,800	\$0	\$23,057,600	\$32,677,070
GRAND TOTAL	\$41,655,291	\$22,907,900	\$6,246,000	\$1,240,000	\$164,000	\$832,392	\$60,625,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$32,178,356	\$560,000	\$970,000	\$37,953,612	\$683,500	\$56,992,400	\$296,619,755

FINANCIAL CONSTRAINT

Section E

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	I/M	130	TAP	NHPP	STAP	STBG	BUILD	CRRSSA	CRISI	TOTAL Federal Funds					
2022 Funds Programmed	\$36,967,306	\$4,430,000	\$135,000	\$1,240,000	\$753,392	\$23,624,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$97,390,997	\$26,080,360	\$18,855,286	\$0	\$5,276,891	\$147,603,534
2023 Funds Programmed	\$2,589,628	\$16,255,800	\$90,000	\$0	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$37,518,033	\$4,902,407	\$30,206,726	\$970,000	\$5,356,044	\$78,953,210
2024 Funds Programmed	\$243,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$30,031,001	\$278,775	\$17,393,100	\$0	\$5,436,385	\$53,139,261
2025 Funds Programmed	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$2,177,856	\$1,476,814	\$29,174,400	\$0	\$5,517,931	\$38,347,001
Total	\$41,655,291	\$22,907,900	\$6,246,000	\$1,240,000	\$832,392	\$60,525,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$167,117,887	\$32,738,356	\$95,629,512	\$970,000	\$21,587,251	\$318,043,006

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	\$8,729,000	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000
Federal Discretionary Funding	\$19,278,422	\$0	\$0	\$0	\$0	\$19,278,422
Available Operations and Maintenance Funding		\$5,276,891	\$5,356,044	\$5,436,385	\$5,617,931	\$21,587,251
Funds from Other Sources (inc. Local)		\$26,080,360	\$5,872,407	\$278,775	\$1,476,814	\$33,708,356
Available Suballocated Funding	\$30,925,857	\$7,324,197	\$7,470,681	\$7,620,095	\$7,772,496	\$61,113,326
TOTAL AVAILABLE FUNDING	\$58,933,279	\$92,432,448	\$87,044,132	\$60,651,255	\$44,292,241	\$343,353,355
Prior Year Funding		\$58,933,279	\$3,762,193	\$11,853,115	\$19,365,108	-
Programmed State and Federal Funding		(\$147,603,534)	(\$78,953,210)	(\$53,139,261)	(\$38,347,001)	(\$318,043,006)
TOTAL REMAINING	\$58,933,279	\$3,762,193	\$11,853,115	\$19,365,108	\$25,310,349	\$25,310,349

See Table G.9 for details on Local Share Financial Capacity.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

7 December 2021

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2022-2025 Transportation Improvement Program (TIP) on December 7, 2021. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure



Administrative Modification 4 to the FY 2022-2025 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There are two items included as part of Administrative Modification 4 to the FY 2022-2025 Transportation Improvement Program.

Basis for Administrative Modification

Changing a project's lead agency when agreed upon by the two agencies affected.

1. Campbell and Republic Road Intersection (SP1818-22AM4)
Changing Project Sponsor from City of Springfield to MoDOT.
2. Republic Road Lane Widening (SP1902-22AM4)
Changing Project Sponsor from City of Springfield to MoDOT.



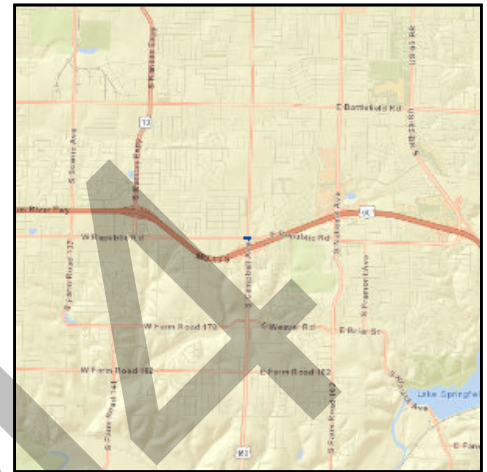
Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Cost Shares Section

TIP # SP1818-22AM4 CAMPBELL AND REPUBLIC ROAD INTERSECTION

Route Campbell Avenue
From Campbell Avenue
To Republic Road
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P3087C
Federal ID # S602027



Project Description

Add lanes, replace sidewalk, replace signal at Campbell Avenue and Republic Road.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
LOCAL	Local	ENG	\$343,000	\$0	\$0	\$0	\$343,000
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
FHWA (NHPP)	Federal	CON	\$1,875,200	\$0	\$0	\$0	\$1,875,200
FHWA (STBG-U)	Federal	CON	\$1,160,800	\$0	\$0	\$0	\$1,160,800
LOCAL	Local	CON	\$230,200	\$0	\$0	\$0	\$230,200
MoDOT	State	CON	\$468,800	\$0	\$0	\$0	\$468,800
Totals			\$4,088,000	\$0	\$0	\$0	\$4,088,000

Notes

Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax

Prior Cost	\$880,000
Future Cost	\$0
Total Cost	\$4,968,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Cost Shares Section

TIP # SP1818-20AM5 **CAMPBELL AND REPUBLIC ROAD INTERSECTION**

Route Campbell Avenue

From Campbell Avenue

To Republic Road

Location

Federal Agency

Project Sponsor City of Springfield

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8P3087C

Federal ID # S602027



Project Description

Add lanes, replace sidewalk, replace signal at Campbell Avenue and Republic Road.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
LOCAL	Local	ENG	\$343,000	\$0	\$0	\$0	\$343,000
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
FHWA (NHPP)	Federal	CON	\$1,875,200	\$0	\$0	\$0	\$1,875,200
FHWA (STBG-U)	Federal	CON	\$1,160,800	\$0	\$0	\$0	\$1,160,800
LOCAL	Local	CON	\$230,200	\$0	\$0	\$0	\$230,200
MoDOT	State	CON	\$468,800	\$0	\$0	\$0	\$468,800
Totals			\$4,088,000	\$0	\$0	\$0	\$4,088,000

Notes

Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax

Prior Cost	\$880,000
Future Cost	\$0
Total Cost	\$4,968,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by MoDOT Section

TIP # SP1902-22AM4 **REPUBLIC ROAD LANE WIDENING**

Route Republic Road

From Campbell

To Chase

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG-U

MoDOT Funding Category N/A

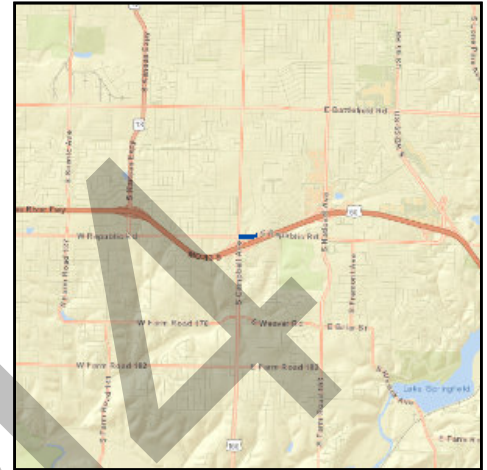
Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID # 5901810

Project Description

Widen to five lanes, add curb and gutter, sidewalks, and access control as needed.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	CON	\$129,949	\$0	\$0	\$0	\$129,949
LOCAL	Local	CON	\$32,487	\$0	\$0	\$0	\$32,487
Totals			\$162,436	\$0	\$0	\$0	\$162,436

Notes

Non-Federal Funding Source: City of Springfield Sales Tax

Prior Cost	\$1,337,564
Future Cost	\$0
Total Cost	\$1,500,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by Local Public Agencies

TIP # SP1902-20AM5 **REPUBLIC ROAD LANE WIDENING**

Route Republic Road

From Campbell

To Chase

Location

Federal Agency

Project Sponsor City of Springfield

Federal Funding Category STBG-U

MoDOT Funding Category N/A

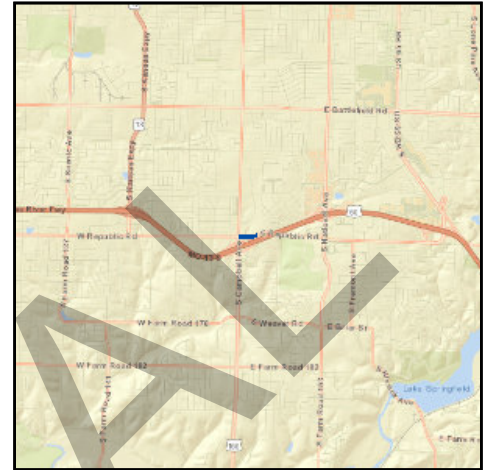
Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID # 5901810

Project Description

Widen to five lanes, add curb and gutter, sidewalks, and access control as needed.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	CON	\$129,949	\$0	\$0	\$0	\$129,949
LOCAL	Local	CON	\$32,487	\$0	\$0	\$0	\$32,487
Totals			\$162,436	\$0	\$0	\$0	\$162,436

Notes

Non-Federal Funding Source: City of Springfield Sales Tax

Prior Cost	\$1,337,564
Future Cost	\$0
Total Cost	\$1,500,000

TAB 5

BOARD OF DIRECTORS AGENDA 01/20/2022; ITEM II.C.

Amendment Number Three to the FY 2022-2025 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are seven items included as part of Amendment Number Three to the FY 2022-2025 Transportation Improvement Program.

1. ***New*** Route FF Corridor Improvements Scoping (BA2202-22A3)
Scoping for corridor improvements from Route M to Farm Road 194 in Battlefield for a total programmed amount of \$150,000.
2. ***New*** ITS Scoping at Various Locations (MO2214-22A3)
Scoping for ITS improvements at various locations in the SW Urban District for a total programmed amount of \$100,000.
3. ***Revised*** Interchange Improvements at Route 60 and Route 125 (RG0901-22A3)
Updating project programming to reflect final cost estimate and local participation by Greene County and the City of Rogersville, for a total programmed amount of \$23,293,155 (50% is from rural Southwest District).
4. ***Revised*** Route MM Improvements – 1-44 to Route 360 (RP1703-22A3)
Updating project to reflect construction and the City of Republic Cost Share award for a total programmed amount of \$10,038,698.
5. ***New*** Glenstone Safety Improvements Scoping (SP2218-22A3)
Scoping for safety improvements on Glenstone from McClernon Street to Republic Court in Springfield for a total programmed amount of \$20,000.
6. ***New*** James River Freeway Interchange Improvements Scoping (SP2219-22A3)
Scoping for interchange improvements at Kansas Expressway (Route 13) in Springfield for a total programmed amount of \$150,000.
7. ***New*** US 60 and US 65 Interchange Improvements Scoping (SP2220-22A3)
Scoping for interchange operational improvements at Route 60 (James River Freeway) and Route 65 in Springfield for a total programmed amount of \$150,000.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on December 15, 2021, the Technical Planning Committee recommended the Board of Directors approve Amendment 3 to the FY 2022-2025 Transportation Improvement Program.

Since the Technical Planning Committee Meeting, MoDOT revised BA2202 and MO2214 to show Advance Construction for the STBG funding that was previously shown. This revised version was included in the packet for public involvement.

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 3 to the FY 2022-2025 Transportation Improvement Program.”

OR

“Move to approve Amendment 3 to the FY 2022-2025 Transportation Improvement Program, with these changes...”



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # BA2202-22A3 **ROUTE FF CORRIDOR IMPROVEMENTS SCOPING**

Route Rte. FF

From Rte. M

To Farm Road 194

Location City of Battlefield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Flexible and Other

Bike/Ped Plan? Yes **EJ?** Yes

STIP # SU0004

Federal ID #

Project Description

Scoping for corridor improvements from Route M to Farm Road 194 in Battlefield.

No Map
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$0	\$30,000
MoDOT-AC	State	ENG	\$40,000	\$40,000	\$40,000	\$0	\$120,000
Totals			\$50,000	\$50,000	\$50,000	\$0	\$150,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)
Conversion - STBG

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$150,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # MO2214-22A3 ITS SCOPING AT VARIOUS LOCATIONS

Route Various

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP # SU0009

Federal ID #

Project Description

Scoping for Intelligent Transportation System improvements at various locations in the Southwest Urban district.

No Map
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$10,000	\$10,000	\$0	\$0	\$20,000
MoDOT-AC	State	ENG	\$40,000	\$40,000	\$0	\$0	\$80,000
Totals			\$50,000	\$50,000	\$0	\$0	\$100,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)
Conversion - STBG; Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$100,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # RG0901-22A3 **INTERCHANGE IMPROVEMENTS AT ROUTE 60 & ROUTE 125**

Route US 60 and Route 125

From Farm Road 213

To Farm Road 247

Location City of Rogersville

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Safety

MoDOT Funding Category Flexible and Other

Bike/Ped Plan? **EJ?** Yes

STIP # 8P0683E

Federal ID # 0602093

No Map
Available

Project Description

Add interchange at Route 125 in Rogersville.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$374,400	\$1,196,945	\$0	\$0	\$1,571,345
MoDOT	State	ENG	\$41,600	\$132,994	\$0	\$0	\$174,594
FHWA (SAFETY)	Federal	ROW	\$1,082,751	\$0	\$0	\$0	\$1,082,751
MoDOT	State	ROW	\$120,306	\$0	\$0	\$0	\$120,306
FHWA (SAFETY)	Federal	CON	\$0	\$16,509,743	\$0	\$0	\$16,509,743
LOCAL	Local	CON	\$0	\$2,000,000	\$0	\$0	\$2,000,000
MoDOT	State	CON	\$0	\$1,834,416	\$0	\$0	\$1,834,416
Totals			\$1,619,057	\$21,674,098	\$0	\$0	\$23,293,155

Notes

Federal Revenue Source: Open Container Funds
Non-Federal Funding Source: State Transportation Revenues; \$1 million local from Greene County and \$1 million from City of Rogersville
FYI: \$4,008,000 Open Container Funds; 50% funding from rural Southwest District

Prior Cost \$1,850,000
Future Cost \$0
Total Cost \$25,143,155



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by MoDOT Section

TIP # RG0901-20A9 **INTERCHANGE IMPROVEMENTS AT ROUTE 60 & ROUTE 125**

Route US 60 and Route 125

From Farm Road 213

To Farm Road 247

Location

Federal Agency

Project Sponsor MoDOT

Federal Funding Category Safety

MoDOT Funding Category Flexible and Other

Bike/Ped Plan? **EJ?** Yes

STIP # 8P0683E

Federal ID # 0602093

Project Description

Add interchange at Route 125 in Rogersville.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$180,000	\$679,500	\$0	\$0	\$859,500
MoDOT	State	ENG	\$20,000	\$75,500	\$0	\$0	\$95,500
FHWA (SAFETY)	Federal	ROW	\$3,056,400	\$0	\$0	\$0	\$3,056,400
MoDOT	State	ROW	\$339,600	\$0	\$0	\$0	\$339,600
FHWA (SAFETY)	Federal	CON	\$0	\$15,238,800	\$0	\$0	\$15,238,800
MoDOT	State	CON	\$0	\$1,693,200	\$0	\$0	\$1,693,200
Totals			\$3,596,000	\$17,687,000	\$0	\$0	\$21,283,000

Notes

Federal Revenue Source: Open Container Funds
Non-Federal Funding Source: State Transportation Revenues

FYI: \$4,008,000 Open Container Funds; 50% funding from rural Southwest District

Prior Cost \$1,850,000
Future Cost \$0
Total Cost \$23,133,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # RP1703-22A3 ROUTE MM IMPROVEMENTS - I-44 TO ROUTE 360

Route Rte. MM

From I-44

To Route 360

Location City of Republic

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? **EJ?** Yes

STIP # 8S0836B

Federal ID # S602093

No Map
Available

Project Description

Roadway improvements on Brookline Avenue from I-44 to Route 360 (James River Freeway) in Republic.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$252,735	\$252,735	\$308,716	\$0	\$814,186
LOCAL	Local	ENG	\$184,562	\$184,562	\$181,413	\$0	\$550,537
MoDOT	State	ENG	\$63,184	\$63,184	\$77,179	\$0	\$203,547
FHWA (STBG)	Federal	ROW	\$0	\$552,390	\$0	\$0	\$552,390
LOCAL	Local	ROW	\$0	\$445,790	\$0	\$0	\$445,790
MoDOT	State	ROW	\$0	\$138,098	\$0	\$0	\$138,098
FHWA (STBG)	Federal	CON	\$0	\$0	\$3,565,424	\$0	\$3,565,424
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$2,296,000	\$0	\$2,296,000
LOCAL	Local	CON	\$0	\$0	\$581,370	\$0	\$581,370
MoDOT	State	CON	\$0	\$0	\$891,356	\$0	\$891,356
Totals			\$500,481	\$1,636,759	\$7,901,458	\$0	\$10,038,698

Notes

Non-Federal Funding Source: State Transportation Revenues, City of Republic

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)
Conversion - Discretionary/STBG; \$6 million from MoDOT Cost Share Program
for Economic Development

Prior Cost	\$10,000
Future Cost	\$0
Total Cost	\$10,048,698



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by MoDOT Section

TIP # RP1703-22A1 **ROUTE MM IMPROVEMENTS - I-44 TO ROUTE 360**

Route MM
From I-44
To Route 360
Location City of Republic
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? **EJ?** **Yes**
STIP # 8S0836B
Federal ID # S602093



Project Description

Scoping for roadway improvements on Brookline Avenue (Route MM) from I-44 to Route 360.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$80,000	\$80,000	\$0	\$0	\$160,000
LOCAL	Local	ENG	\$50,000	\$50,000	\$40,000	\$0	\$140,000
LOCAL-AC	Local	ENG	\$200,000	\$200,000	\$160,000	\$0	\$560,000
MoDOT	State	ENG	\$20,000	\$20,000	\$0	\$0	\$40,000
Totals			\$350,000	\$350,000	\$200,000	\$0	\$900,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)
 Conversion - Discretionary

Prior Cost \$10,000
Future Cost \$0
Total Cost \$910,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2218-22A3 **GLENSTONE SAFETY IMPROVEMENTS SCOPING**

Route Glenstone Avenue (RT H, LP 44, BU 65)

From McClernon Street

To Republic Court

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Safety

MoDOT Funding Category Safety

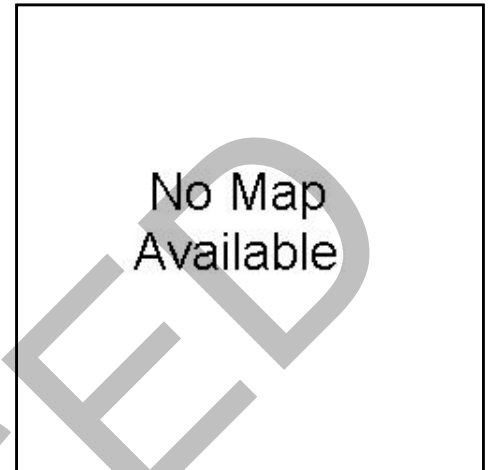
Bike/Ped Plan? Yes **EJ?** Yes

STIP # SU0003

Federal ID #

Project Description

Scoping for safety improvements on Glenstone Avenue from McClernon Street to Republic Court in Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$9,000	\$9,000	\$0	\$0	\$18,000
MoDOT	State	ENG	\$1,000	\$1,000	\$0	\$0	\$2,000
Totals			\$10,000	\$10,000	\$0	\$0	\$20,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$20,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2219-22A3 **JAMES RIVER FREEWAY INTERCHANGE IMPROVEMENTS SCOPING**

Route James River Freeway (Rte. 60)

From at Kansas Expressway (Rte. 13)

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? Yes **EJ?** Yes

STIP # SU0005

Federal ID #

Project Description

Scoping for interchange improvements at Kansas Expressway (Route 13) in Springfield.

No Map
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$40,000	\$40,000	\$0	\$120,000
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$0	\$30,000
Totals			\$50,000	\$50,000	\$50,000	\$0	\$150,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$150,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2220-22A3 **US 60 & US 65 INTERCHANGE IMPROVEMENTS SCOPING**

Route Rte. 60/Rte. 65

From

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

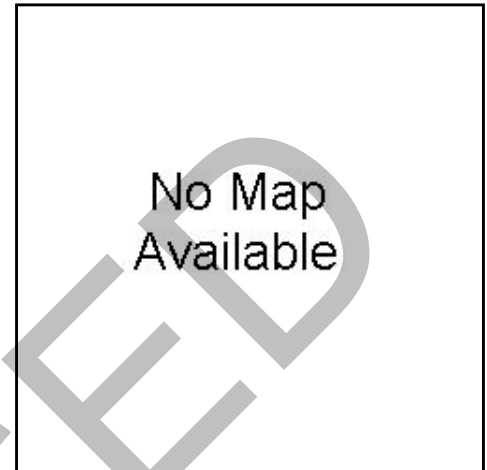
Bike/Ped Plan? **EJ?**

STIP # SU0006

Federal ID #

Project Description

Scoping for interchange operational improvements at Route 60 (James River Freeway) in Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$40,000	\$40,000	\$0	\$120,000
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$0	\$30,000
Totals			\$50,000	\$50,000	\$50,000	\$0	\$150,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$150,000

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRIS)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
2022																			
BA2201-22	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
BA2202-22A3																\$10,000	\$0	\$40,000	\$10,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,600	\$0	\$0	\$448,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2101-20A5	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$249,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,200	\$0	\$316,800	\$396,000
CC2103-20A7	\$368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$0	\$0	\$45,800	\$0	\$0	\$460,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$0	\$0	\$0	\$3,200,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$407,200	\$0	\$0	\$0	\$0	\$0	\$0	\$101,800	\$0	\$0	\$509,000
EN1904-20AM6	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$0	\$0	\$0	\$0	\$0	\$61,000	\$0	\$0	\$0	\$0	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$448,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$1,074,400	\$1,343,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$229,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$0	\$314,400	\$393,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
EN2008-20AM6	\$792,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$0	\$271,826
EN2010-22AM3	\$277,978	\$0	\$0	\$0	\$0	\$509,302	\$0	\$0	\$0	\$0	\$0	\$0	\$196,843	\$0	\$0	\$0	\$0	\$0	\$984,214
EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$0	\$0	\$0	\$316,604
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$44,000	\$55,000
EN2203-22AM1	\$269,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$863,750	\$0	\$0	\$67,250	\$0	\$0	\$0	\$0	\$0	\$1,200,000
EN2204-22AM1	\$181,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$573,750	\$0	\$0	\$45,250	\$0	\$0	\$0	\$0	\$0	\$800,000
EN2205-22AM1	\$384,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,246,730	\$0	\$0	\$96,150	\$0	\$0	\$0	\$0	\$0	\$1,727,480
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1901-20AM6	\$14,735,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,264,411	\$0	\$0	\$0	\$0	\$0	\$22,000,000
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$1,600	\$2,000
GR1912-19	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
GR2209-22	\$0	\$0	\$0	\$0	\$0	\$264,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,200	\$0	\$0	\$331,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$0	\$0	\$0	\$30,400	\$0	\$0	\$152,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,200	\$0	\$0	\$373,500	\$0	\$0	\$0	\$11,800	\$373,500	\$0	\$886,000
GR2101-20	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$300,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$700,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$5,000	\$0	\$0	\$50,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$0	\$0	\$17,600	\$0	\$22,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
GR2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,800	\$0	\$231,200	\$289,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$4,000	\$0	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
MO2008-20	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
MO2104-20AM10	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$541,600	\$0	\$0	\$0	\$90,000	\$0	\$0	\$135,400	\$0	\$0	\$1,127,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$807,200	\$1,009,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,200	\$0	\$84,800	\$106,000
MO2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,600	\$0	\$218,400	\$273,000
MO2203-22	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
MO2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,800	\$0	\$394,200	\$438,000
MO2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$24,000	\$30,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$192,000	\$240,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111,000	\$0	\$444,000	\$555,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MS2201-22A3																\$10,000	\$0	\$40,000	\$10,000
MS2201-20A10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,536,748	\$0	\$0	\$0	\$0	\$0	\$3,536,748
NX1704	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2101-20AM7	\$1,873,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,296	\$0	\$0	\$0	\$0	\$0	\$2,341,432
NX2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100									

Section E

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	FHWA (NHPPI)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRSSSA)	FRA (CRISI)	LOCAL	LOCAL-AC	OTHER	ModOT	ModOT-GCSA	ModOT-AC	TOTAL
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$267,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$938,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,600	\$0	\$0	\$1,173,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1815-20A5	\$965,346	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$0	\$0	\$0	\$241,337	\$0	\$0	\$184,063	\$0	\$0	\$2,127,000
SP1816-20A6	\$106,572	\$0	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$0	\$26,643	\$0	\$0	\$69,557	\$0	\$0	\$481,000
SP1817-20A6	\$183,735	\$0	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$0	\$0	\$45,934	\$0	\$0	\$68,666	\$0	\$0	\$573,000	
SP1816-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,683,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$4,088,000	
SP1902-20AM5	\$129,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,487	\$0	\$0	\$0	\$0	\$0	\$162,436
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$697,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,400	\$0	\$0	\$872,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$293,800	\$0	\$0	\$1,469,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$754,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$0	\$67,500	\$0	\$0	\$1,628,300	\$0	\$0	\$8,479,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000	\$0	\$0	\$1,685,000
SP2009-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$611,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,800	\$0	\$0	\$764,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000</																		

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FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL	
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,200	\$0	\$164,800	\$206,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$113,000	\$0	\$452,000	\$565,000
MO2214-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$154,200	\$0	\$616,800	\$1,201,000
MO2302-22	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000	
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$80,000	\$100,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$15,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-22A2	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$0	\$289,406
RP1701	\$0	\$17,706,611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$1,967,210	\$0	\$0	\$2,000,000	
RP1703-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$805,125	\$0	\$0	\$0	\$630,352	\$0	\$0	\$201,282	\$0	\$0	\$1,636,759	
RP2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$600,000
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000	\$0	\$392,000	\$490,000
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,000	\$267,000
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,400	\$0	\$185,600	\$232,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1415-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158,000	\$0	\$636,000	\$794,000
SP1418-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$0,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1816-20A6	\$805,575	\$0	\$0	\$0	\$0	\$0	\$909,153	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,288	\$0	\$0	\$2,143,410
SP1817-20A6	\$1,002,464	\$0	\$0	\$0	\$0	\$0	\$1,115,752	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$278,938	\$0	\$0	\$2,647,770
SP1908-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,400	\$0	\$1,041,600	\$1,302,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$3,752,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$938,200	\$0	\$0	\$4,691,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$295,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,800	\$0	\$0	\$369,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$197,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,400	\$0	\$0	\$247,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287,200	\$0	\$1,148,800	\$1,436,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$0	\$206,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$320,000	\$400,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$203,200	\$254,000
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$144,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$180,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$34,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2218-22A3	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2220-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$112,000	\$140,000
SUBTOTAL	\$2,589,028	\$18,053,188	\$90,000	\$0	\$16,000	\$0	\$15,475,205	\$329,000	\$3,583,525	\$0	\$0	\$0	\$7,282,759	\$0	\$970,000	\$11,912,318	\$0	\$18,745,400	\$70,047,023	
2024																				
BA2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
CD0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$777,600	\$1,287,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$78,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400	\$0	\$22,600	\$127,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$312,600	\$0	\$0	\$1,563,000
GR2201-22	\$0	\$5,796,000	\$0	\$0	\$0	\$0	\$484,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,800	\$0	\$0	\$6,334,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,400	\$0	\$241,600	\$302,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,800	\$0	\$187,200	\$234,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,800	\$0	\$243,200	\$304,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO11																				

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRIS)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
RP1703-22A3	\$2,296,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,874,140	\$0	\$0	\$0	\$762,783	\$0	\$0	\$968,535	\$0	\$0	\$7,901,468
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$392,200	\$0	\$3,200,800	\$4,057,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,943,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,800	\$0	\$0	\$2,429,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,693,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,000	\$0	\$0	\$2,775,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$0	\$1,285,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$342,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,600	\$0	\$0	\$428,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$8,916,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,229,000	\$0	\$0	\$11,145,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,000	\$0	\$0	\$2,215,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,600	\$0	\$0	\$1,488,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2222-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,578,400	\$1,973,000
SUBTOTAL	\$2,539,101	\$2,211,300	\$5,886,000	\$0	\$68,000	\$79,000	\$21,420,400	\$252,000	\$3,893,340	\$0	\$0	\$0	\$841,558	\$0	\$0	\$8,698,235	\$0	\$9,662,400	\$55,572,334
2025																			
CC1901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$60,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,400	\$0	\$1,057,000	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,600	\$0	\$1,938,400	\$2,423,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-22A2	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,655,256	\$10,800	\$135,000	\$0	\$48,000	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$1,476,814	\$0	\$0	\$6,116,800	\$0	\$23,057,600	\$32,877,070
GRAND TOTAL	\$43,951,291	\$22,935,039	\$6,246,000	\$1,240,000	\$164,000	\$832,392	\$60,765,752	\$896,000	\$15,250,400	\$19,278,422	\$2,684,230	\$373,500	\$35,616,053	\$0	\$970,000	\$39,239,629	\$683,500	\$57,112,400	\$308,238,608

FINANCIAL CONSTRAINT

Section E

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	I/M	130	TAP	NHPP	STAP	STBG	BUILD	CRRSSA	CRISI	TOTAL Federal Funds					
2022 Funds Programmed	\$36,967,306	\$2,659,751	\$135,000	\$1,240,000	\$753,392	\$23,704,547	\$315,000	\$7,762,335	\$19,278,422	\$2,684,230	\$373,500	\$95,873,483	\$26,014,922	\$18,821,776	\$0	\$5,276,891	\$145,987,072
2023 Funds Programmed	\$2,589,628	\$18,053,188	\$90,000	\$0	\$0	\$15,475,205	\$329,000	\$3,583,525	\$0	\$0	\$0	\$40,120,546	\$7,282,759	\$30,657,718	\$970,000	\$5,356,044	\$84,387,067
2024 Funds Programmed	\$2,539,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,420,400	\$252,000	\$3,893,340	\$0	\$0	\$0	\$36,281,141	\$841,558	\$18,381,635	\$0	\$5,436,385	\$60,940,719
2025 Funds Programmed	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$2,177,856	\$1,476,814	\$29,174,400	\$0	\$5,517,931	\$38,347,001
Total	\$43,951,291	\$22,935,039	\$6,246,000	\$1,240,000	\$832,392	\$60,765,752	\$896,000	\$15,250,400	\$19,278,422	\$2,684,230	\$373,500	\$174,453,026	\$35,616,053	\$97,035,529	\$970,000	\$21,587,251	\$329,661,859

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	\$8,729,000	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000
Federal Discretionary Funding	\$19,278,422	\$0	\$0	\$0	\$0	\$19,278,422
Available Operations and Maintenance Funding	\$5,276,891	\$5,356,044	\$5,436,385	\$5,617,931	\$5,617,931	\$21,587,251
Funds from Other Sources (inc. Local)	\$26,014,922	\$8,252,759	\$841,558	\$1,476,814	\$1,476,814	\$36,586,053
Available Suballocated Funding	\$30,925,857	\$7,324,197	\$7,470,681	\$7,620,095	\$7,772,496	\$61,113,326
TOTAL AVAILABLE FUNDING	\$58,933,279	\$82,367,010	\$89,424,484	\$61,214,038	\$44,292,241	\$346,231,052
Prior Year Funding	\$58,933,279	\$5,313,217	\$10,350,634	\$10,623,952	\$10,623,952	-
Programmed State and Federal Funding		(\$145,987,072)	(\$84,387,067)	(\$60,940,719)	(\$38,347,001)	(\$329,661,859)
TOTAL REMAINING	\$58,933,279	\$5,313,217	\$10,350,634	\$10,623,952	\$16,569,193	\$16,569,193

See Table G.9 for details on Local Share Financial Capacity.

Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan.

STATE AND FEDERAL

Table G.1 Summary	2022	2023	2024	2025	Total
MoDOT State/Federal Funding	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000

*Includes Engineering and Rail funding

Table G.2	Non-Transit Suballocated*	Transit 5307	Transit 5310	Transit 5339
Estimated Carryover Balance through FY2021	\$30,925,857	\$3,633,199	\$384,592	\$0
Anticipated Allocation FY2022	\$7,324,197	\$2,755,075	\$307,843	\$292,904
Anticipated Allocation FY2023	\$7,470,681	\$2,872,825	\$314,000	\$298,762
Anticipated Allocation FY2024	\$7,620,095	\$2,866,486	\$320,280	\$304,738
Anticipated Allocation FY2025	\$7,772,496	\$2,923,816	\$326,686	\$310,832
Total Anticipated Allocation	\$30,187,469	\$11,418,202	\$1,268,809	\$1,207,236
Programmed through FY2025	(\$47,467,913)	(\$14,988,753)	(\$1,126,474)	(\$781,756)
Estimated Carryover Balance Through FY 2025	\$13,645,413	\$62,648	\$526,927	\$425,480

* Includes STBG-U, TAP, Omnibus , and COVID funding

Table G.9 Local Share Financial Capacity	2022	2023	2024	2025
City of Battlefield				
Total Available Revenue	\$371,722.16	\$371,722.16	\$371,722.16	\$371,722.16
Carryover Balance from Prior Year	--	\$204,703.20	\$541,206.93	\$877,182.38
Estimated Operations and Maintenance Expenditures	(\$34,697.96)	(\$35,218.43)	(\$35,746.71)	(\$36,282.91)
Estimated TIP Project Expenditures	(\$132,321.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$204,703.20	\$541,206.93	\$877,182.38	\$1,212,621.64
City of Nixa				
Total Available Revenue	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00
Carryover Balance from Prior Year	--	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63
Estimated Operations and Maintenance Expenditures	(\$128,194.26)	(\$130,117.17)	(\$132,068.93)	(\$134,049.97)
Estimated TIP Project Expenditures	(\$960,300.00)	(\$51,516.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63	\$7,247,053.67
City of Ozark				
Total Available Revenue	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00
Carryover Balance from Prior Year	--	\$1,521,694.84	\$3,417,988.58	\$5,313,824.46
Estimated Operations and Maintenance Expenditures	(\$30,073.16)	(\$30,524.26)	(\$30,982.12)	(\$31,446.86)
Estimated TIP Project Expenditures	(\$375,050.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,521,694.84	\$3,417,988.58	\$5,313,824.46	\$7,209,195.60
City of Republic				
Total Available Revenue	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23
Carryover Balance from Prior Year	--	\$1,556,177.41	\$2,860,512.70	\$4,029,478.42
Estimated Operations and Maintenance Expenditures	(\$193,008.82)	(\$195,903.95)	(\$198,842.51)	(\$201,825.15)
Estimated TIP Project Expenditures	(\$381,405.00)	(\$630,352.00)	(\$762,783.00)	\$0.00
Amount Available for Local Projects	\$1,556,177.41	\$2,860,512.70	\$4,029,478.42	\$5,958,244.50
City of Springfield				
Total Available Revenue	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83
Carryover Balance from Prior Year	--	\$11,270,140.65	\$33,571,294.92	\$56,372,334.41
Estimated Operations and Maintenance Expenditures	(\$2,504,091.18)	(\$2,541,652.55)	(\$2,579,777.34)	(\$2,618,474.00)
Estimated TIP Project Expenditures	(\$11,606,585.00)	(\$538,010.00)	\$0.00	(\$400,000.00)
Amount Available for Local Projects	\$11,270,140.65	\$33,571,294.92	\$56,372,334.41	\$78,734,677.24

Table G.9 Local Share Financial Capacity cont.	2022	2023	2024	2025
City of Strafford				
Total Available Revenue	\$115,552.47	\$115,552.47	\$115,552.47	\$115,552.47
Carryover Balance from Prior Year	\$186,494.00	\$111,846.12	\$223,636.64	\$335,370.73
Estimated Operations and Maintenance Expenditures	(\$3,706.35)	(\$3,761.95)	(\$3,818.38)	(\$3,875.65)
Estimated TIP Project Expenditures	(\$186,494.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$111,846.12	\$223,636.64	\$335,370.73	\$447,047.55
City of Willard				
Total Available Revenue	\$510,614.88	\$510,614.88	\$510,614.88	\$510,614.88
Carryover Balance from Prior Year	--	\$450,679.48	\$900,459.93	\$1,349,327.86
Estimated Operations and Maintenance Expenditures	(\$59,935.40)	(\$60,834.43)	(\$61,746.95)	(\$62,673.15)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$450,679.48	\$900,459.93	\$1,349,327.86	\$1,797,269.59
Christian County				
Total Available Revenue	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50
Carryover Balance from Prior Year	--	\$6,614,030.35	\$13,318,837.33	\$20,022,402.58
Estimated Operations and Maintenance Expenditures	(\$81,558.15)	(\$82,781.52)	(\$84,023.25)	(\$85,283.59)
Estimated TIP Project Expenditures	(\$92,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$6,614,030.35	\$13,318,837.33	\$20,022,402.58	\$26,724,707.49
Greene County				
Total Available Revenue	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00
Carryover Balance from Prior Year	--	\$15,344,968.08	\$34,481,603.12	\$58,594,819.15
Estimated Operations and Maintenance Expenditures	(\$684,335.92)	(\$694,600.96)	(\$705,019.97)	(\$715,595.27)
Estimated TIP Project Expenditures	(\$8,806,932.00)	(\$5,005,000.00)	(\$18,000.00)	(\$1,013,000.00)
Amount Available for Local Projects	\$15,344,968.08	\$34,481,603.12	\$58,594,819.15	\$81,702,459.88
City Utilities				
Total Available Revenue	\$6,946,500.00	\$7,146,500.00	\$7,146,500.00	\$9,646,500.00
Estimated Operations and Maintenance Expenditures	(\$6,181,692.00)	(\$6,181,692.00)	(\$6,181,692.00)	(\$6,181,692.00)
Available for TIP Project Expenditures	\$764,808.00	\$964,808.00	\$964,808.00	\$3,464,808.00
Carryover from Prior Year	--	\$440,592.00	\$1,166,200.00	\$1,778,184.00
Estimated TIP Project Expenditures	(\$324,216.00)	(\$239,200.00)	(\$352,824.00)	(\$239,000.00)
Amount Available for Local Projects	\$440,592.00	\$1,166,200.00	\$1,778,184.00	\$5,003,992.00

TAB 6

BOARD OF DIRECTORS AGENDA 01/20/2021; ITEM II.D.

Federal Functional Classification Change Request

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

AGENDA DESCRIPTION: Pursuant to §470.105.b listed below, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e., those eligible for federal funding.

The following information is a summary of the submitted application materials.

The City of Springfield has requested the following changes to the federal functional classification system. The application is included.

- 1) **Roadway Name** – Kansas Avenue, Walnut Lawn to Battlefield
Current Functional Classification – Local
Requested Functional Classification – Major Collector
Major Thoroughfare Plan – Collector

Reasoning – The roadway does not currently function as a local road. It functions as a collector roadway bringing vehicles from an arterial roadway and residential areas to commercial developments. Existing demand is inconsistent with current classification.

- 2) **Roadway Name** – El Camino Alto Drive, Buena Vista Street to Monastery Street
Current Functional Classification – Local
Requested Functional Classification – Minor Collector
Major Thoroughfare Plan – Collector

Reasoning – The roadway does not currently function as a local road. It functions as a collector roadway bringing vehicles from an arterial roadway to commercial developments. There are new apartment buildings and new commercial development planned along the corridor.

- 3) **Roadway Name** - Monastery Street
Current Functional Classification – Local
Requested Functional Classification – Major Collector
Major Thoroughfare Plan – Collector

Reasoning – The roadway does not currently function as a local road. It functions as a collector roadway bringing vehicles from an arterial roadway and residential areas to commercial developments. Existing demand is inconsistent with current classification.

- 4) **Roadway Name** - Lakewood
Current Functional Classification – New Road, El Camino Alto Drive to Republic Rd.
Requested Functional Classification – Minor Collector - All
Major Thoroughfare Plan – Collector - All

Reasoning – These roadways collect traffic from local roads and distributes traffic to Highway 125 and should be reclassified as Minor Collectors. Additionally, these roadways provide access from the northern residential areas of the City to the schools, shops, parks, and businesses in the City.

The City of Willard has requested the following changes to the federal functional classification system. The application is included.

- 1) **Roadway Name** - New Melville Road, Rt AB to Farm Road 103
Current Functional Classification – Local
Requested Functional Classification – Minor Collector
Major Thoroughfare Plan – Collector

Reasoning – New Melville Road connects and augments the City’s principal collector/arterial system. This roadway collects traffic from local roads and distributes traffic to Major Collectors (i.e. Hwy AB, Miller Road, and Farm Road 103) and Arterial Roadway Hwy 160. The daily traffic along this section of New Melville Road was recently counted at 1,425 vehicles per day. New Melville Road is very similar in nature to other roadways which have federal classifications as Minor Collectors.

- 2) **Roadway Name** – Knight St. – *from Rt. AB to Miller Rd.*
Current Functional Classification – Local
Requested Functional Classification – Minor Collector
Major Thoroughfare Plan – Local*

Reasoning – Knight Street connects and augments the City’s principal collector/arterial system. This roadway collects traffic from local roads and distributes traffic to Major Collectors (i.e. Hwy AB, and Miller Road). The daily traffic along this section of Knight Street was recently counted at 1,029 vehicles per day. Knight Street is very similar in nature to other roadways which have federal classifications.

***Staff Comments:** Knight St in Willard is not currently shown as a collector on the OTO’s Major Thoroughfare Plan. Staff believes Knight St meets the requirements of a collector and will address the MTP inconsistency as it updates the entire MTP in the coming months.

TECHNICAL COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on December 15, 2021, the Technical Planning Committee moved to recommend the Board of Directors approve the Functional Classification Change requests.

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 Functional Classification Change requests.”

OR

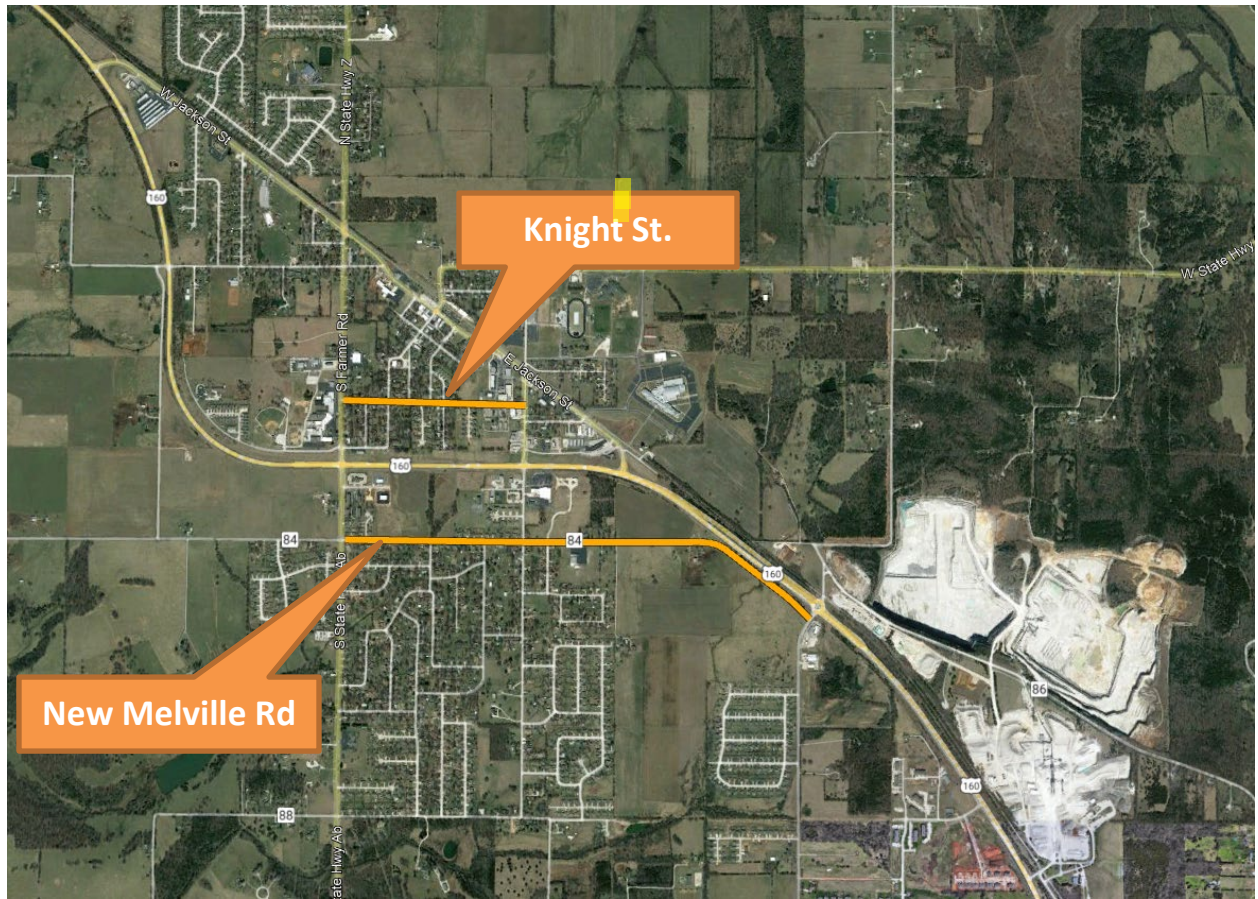
“Move to approve the Functional Classification Change requests with the following changes...”

General Area

Springfield

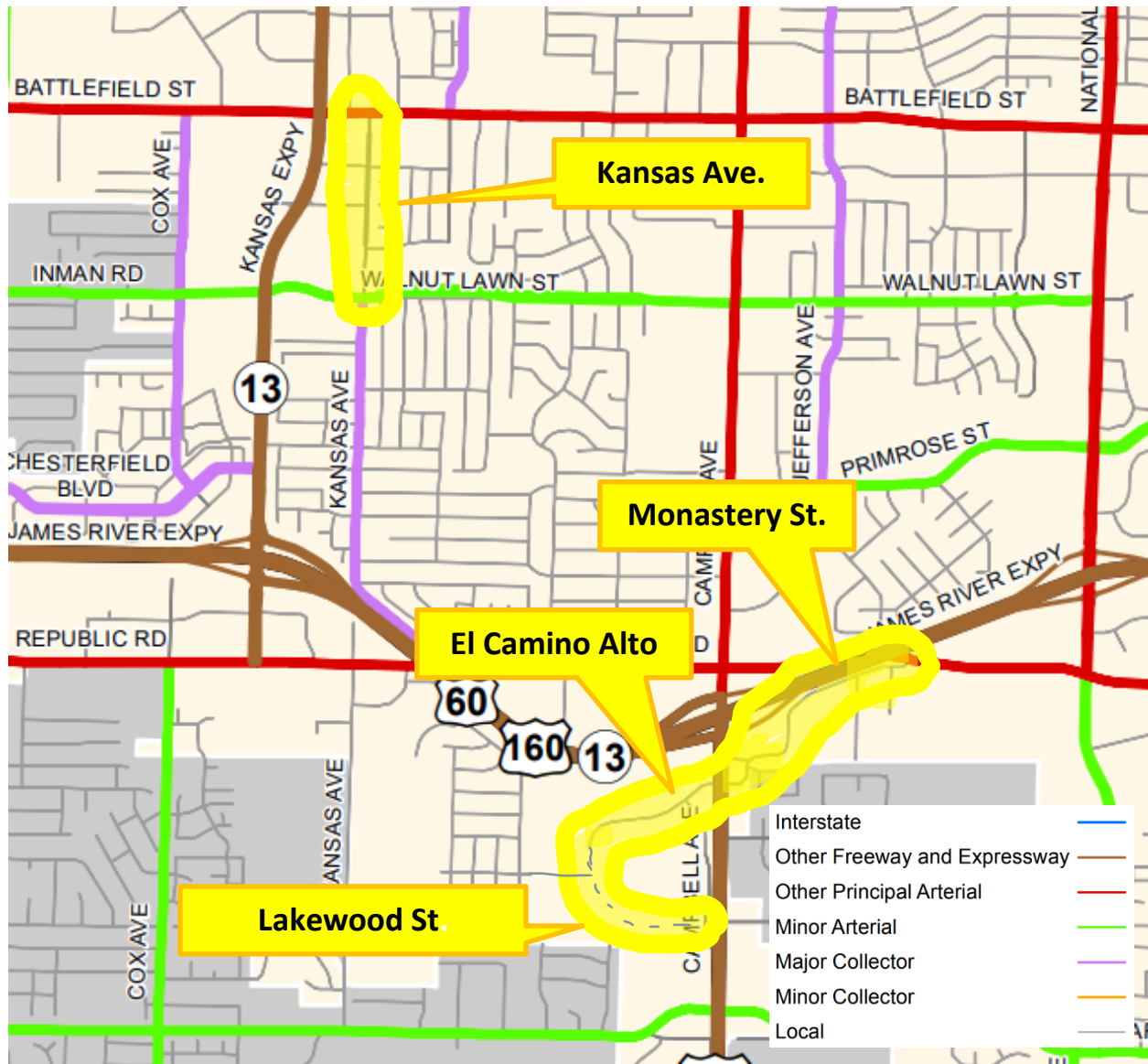


Willard

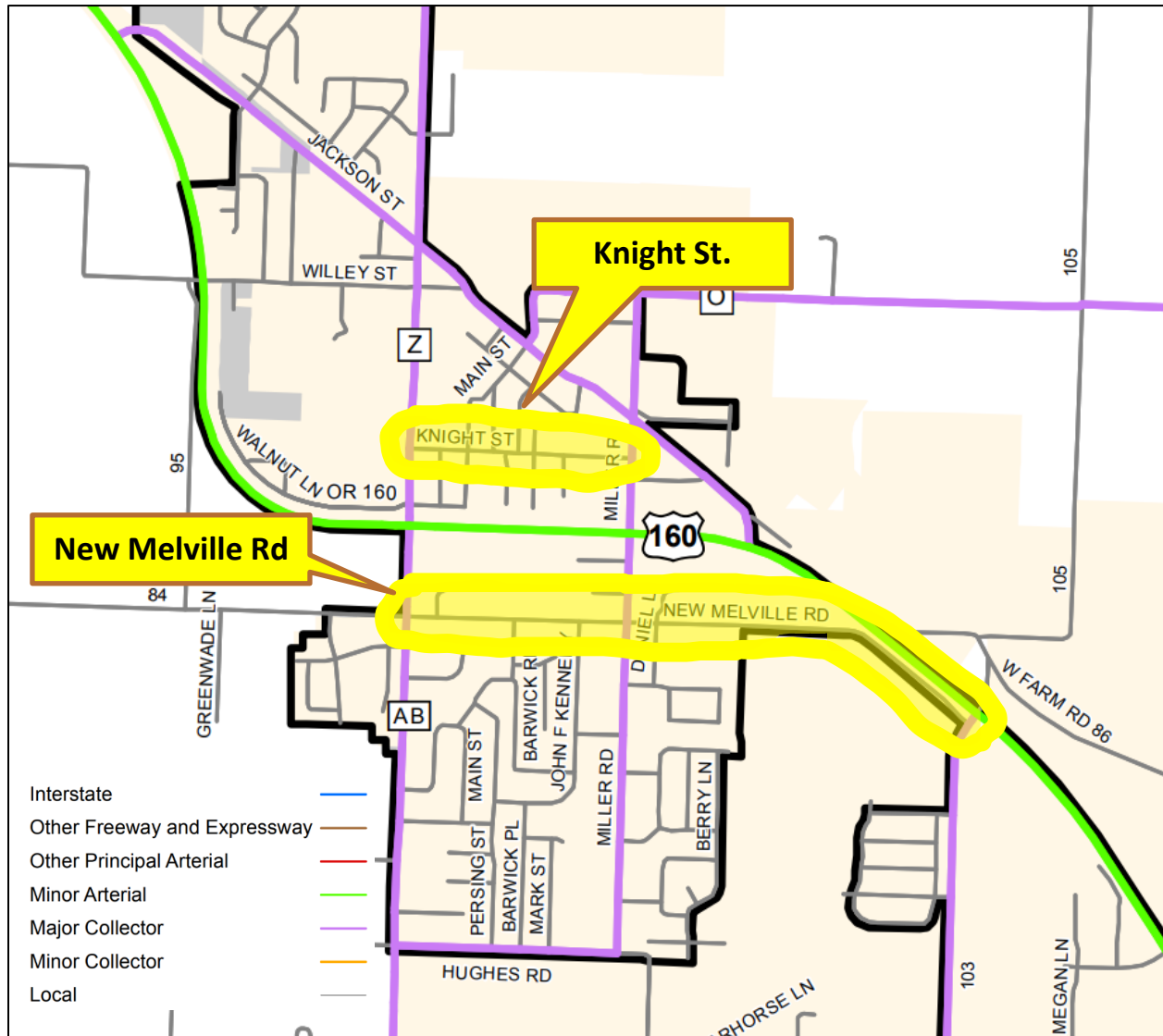


Current Federal Classification (*Current Use*)

Springfield

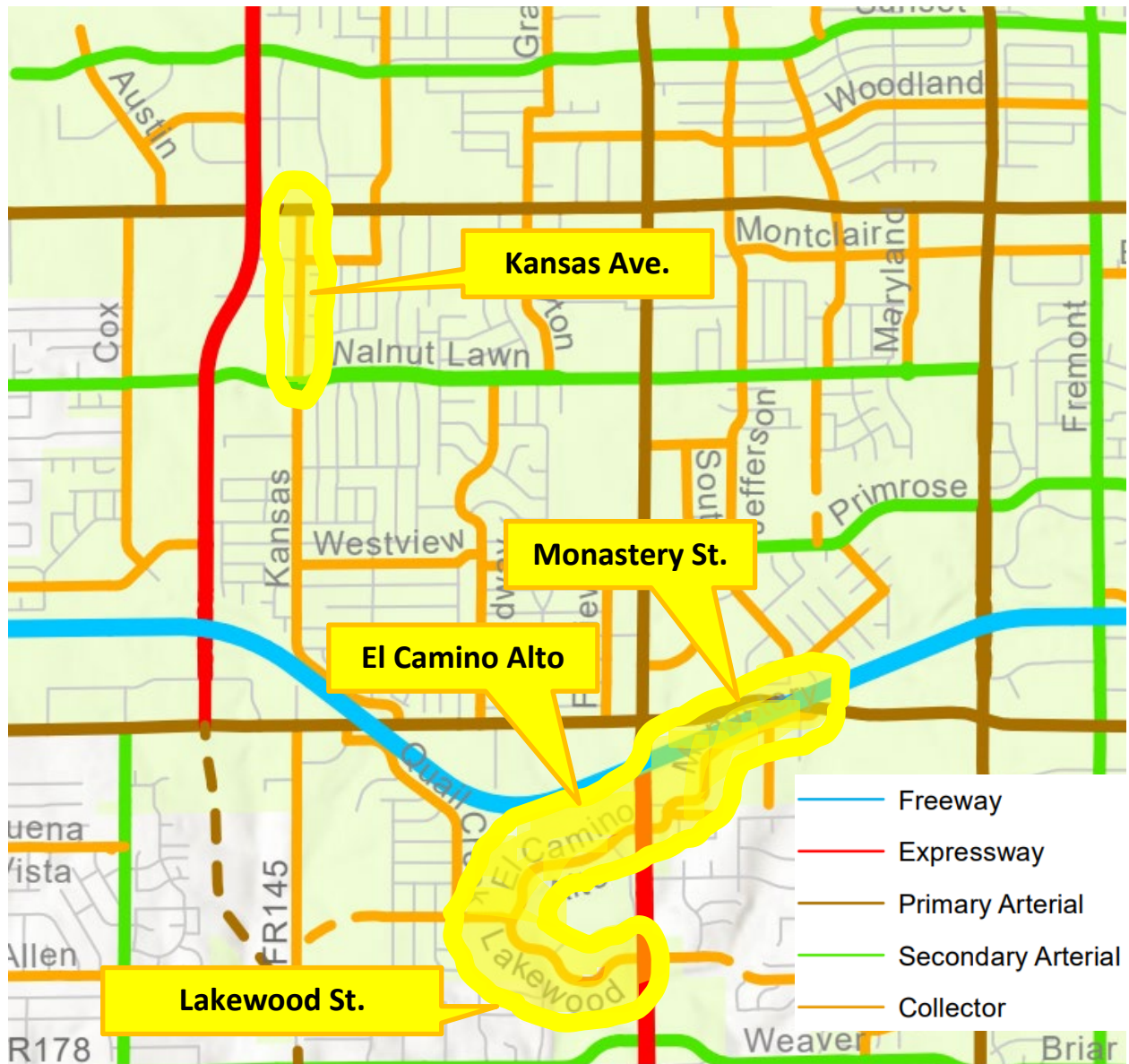


Willard



Major Thoroughfare Plan - Proposed (Future Use)

Springfield



Willard





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

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APPLICATIONS ARE DUE FRIDAY, NOVEMBER 19, 2021 AT 4:00pm

Functional Reclassification Process

- 1. Application.** A general call for applications will be made in December.
- 2. Technical Committee.** The request will be heard at the December Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in January. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: 11-12-21

Contact Information

Name:	Dawne Gardner
Title:	Transportation Planner
Agency:	City of Springfield
Street Address:	P.O. Box 8368 840 Boonville Ave
City/State/Zip:	Springfield, MO 65801
Email:	dgardner@springfieldmo.gov
Phone:	417-864-1863
Fax:	417-864-1983

Roadway Data

Roadway Name:	Kansas Avenue
Termini of Roadway	
From:	Walnut Lawn
To:	Battlefield
Length (miles):	.5
Number of Lanes:	2
Lane Width:	12
Traffic Volume (AADT):	7,346

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Existing

Classification Change

Type of Area:	Commercial
Current Classification:	Local
Requested Classification:	Major Collector

Justification

Explain why the roadway classification should be revised.

The roadway does not currently function as a local road. It functions as a collector roadway bringing vehicles from an arterial roadway and residential areas to commercial developments.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

No

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

Yes. Shopping centers.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

Existing demand is inconsistent with current classification.

Additional information you would like to include.

[Click [here](#) and type additional information]

APPLICATIONS ARE DUE FRIDAY, NOVEMBER 19, 2021 AT 4:00pm



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Application Information

Date: 11-12-21

Contact Information

Name:	Dawne Gardner
Title:	Transportation Planner
Agency:	City of Springfield
Street Address:	P.O. Box 8368 840 Boonville Ave
City/State/Zip:	Springfield, MO 65801
Email:	dgardner@springfieldmo.gov
Phone:	417-864-1863
Fax:	417-864-1983

Roadway Data

Roadway Name:	El Camino Alto Drive
Termini of Roadway	
From:	Buena Vista Street
To:	Monastery Street
Length (miles):	.8
Number of Lanes:	2
Lane Width:	14
Traffic Volume (AADT):	9,828

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Existing

Classification Change

Type of Area:	Commercial
Current Classification:	Local
Requested Classification:	Minor Collector

Justification

Explain why the roadway classification should be revised.

The roadway does not currently function as a local road. It functions as a collector roadway bringing vehicles from an arterial roadway and residential areas to commercial developments.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

There are new apartment buildings and new commercial development along the corridor

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

Yes. Shopping centers.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

Existing demand is inconsistent with current classification.

Additional information you would like to include.

[Click [here](#) and type additional information]

APPLICATIONS ARE DUE FRIDAY, NOVEMBER 19, 2021 AT 4:00pm



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Application Information

Date: 11-12-21

Contact Information

Name:	Dawne Gardner
Title:	Transportation Planner
Agency:	City of Springfield
Street Address:	P.O. Box 8368 840 Boonville Ave
City/State/Zip:	Springfield, MO 65801
Email:	dgardner@springfieldmo.gov
Phone:	417-864-1863
Fax:	417-864-1983

Roadway Data

Roadway Name:	Monastery Street
Termini of Roadway	
From:	El Camino Alto Drive
To:	Republic Road
Length (miles):	.5
Number of Lanes:	2
Lane Width:	14
Traffic Volume (AADT):	4,743

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Existing

Classification Change

Type of Area:	Commercial
Current Classification:	Local
Requested Classification:	Major Collector

Justification

Explain why the roadway classification should be revised.

The roadway does not currently function as a local road. It functions as a collector roadway bringing vehicles from an arterial roadway and residential areas to commercial developments.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

There are new apartment buildings along the corridor

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

Yes. Shopping centers.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

Existing demand is inconsistent with current classification.

Additional information you would like to include.

[Click [here](#) and type additional information]

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Functional Reclassification Process

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- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in January. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: November 11, 2021

Contact Information

Name: Randy Brown
Title: Director of Development
Agency: City of Willard
Street Address: PO Box 187
224 W. Jackson
City/State/Zip: Willard, MO 65781
Email: develop@cityofwillard.org
Phone: 417-742-5308
Fax: Mobile: 417-343-0285

Roadway Data

Roadway Name:	New Melville Road
Termini of Roadway	
From:	Hwy AB
To:	Farm Road 103
Length (miles):	1.37 miles
Number of Lanes:	2
Lane Width:	10'
Traffic Volume (AADT):	1,425

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

New Melville Road is an existing roadway.

Classification Change

Type of Area:	Residential
Current Classification:	Local
Requested Classification:	Minor Collector

Justification

Explain why the roadway classification should be revised.

New Melville Road connects and augments the City's principal collector/arterial system. This roadway collects traffic from local roads and distributes traffic to Major Collectors (i.e. Hwy AB, Miller Road, and Farm Road 103) and Arterial Roadway Hwy 160. The daily traffic along this section of New Melville Road was recently counted at 1,425 vehicles per day.

New Melville Road is very similar in nature to other roadways which have federal classifications as Minor Collectors.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

No.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

New Melville Road is a major east-west collector through the City of Willard and is experiencing increased traffic flow. This road will experience more congestion as the build out of Citizens Memorial Hospital property continues. Daniel Lane comes off of New Melville to the rear entrance of CMH clinic and the Prairie View Shopping Center. In addition, multiple commercial lots were recently purchased on Daniel Lane. New Melville also intersects Miller Road which is the primary north to south route for access to the Prairie View Shopping Center and Highway 160. Also, a large tract of commercial property is expected to be developed bordering New Melville on the western end toward AB highway. It is expected New Melville will access to the development, similar to how Daniel Lane provides access to CMH and the Prairie View Shopping Center.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

This existing demand is inconsistent with its current classification.

Additional information you would like to include.

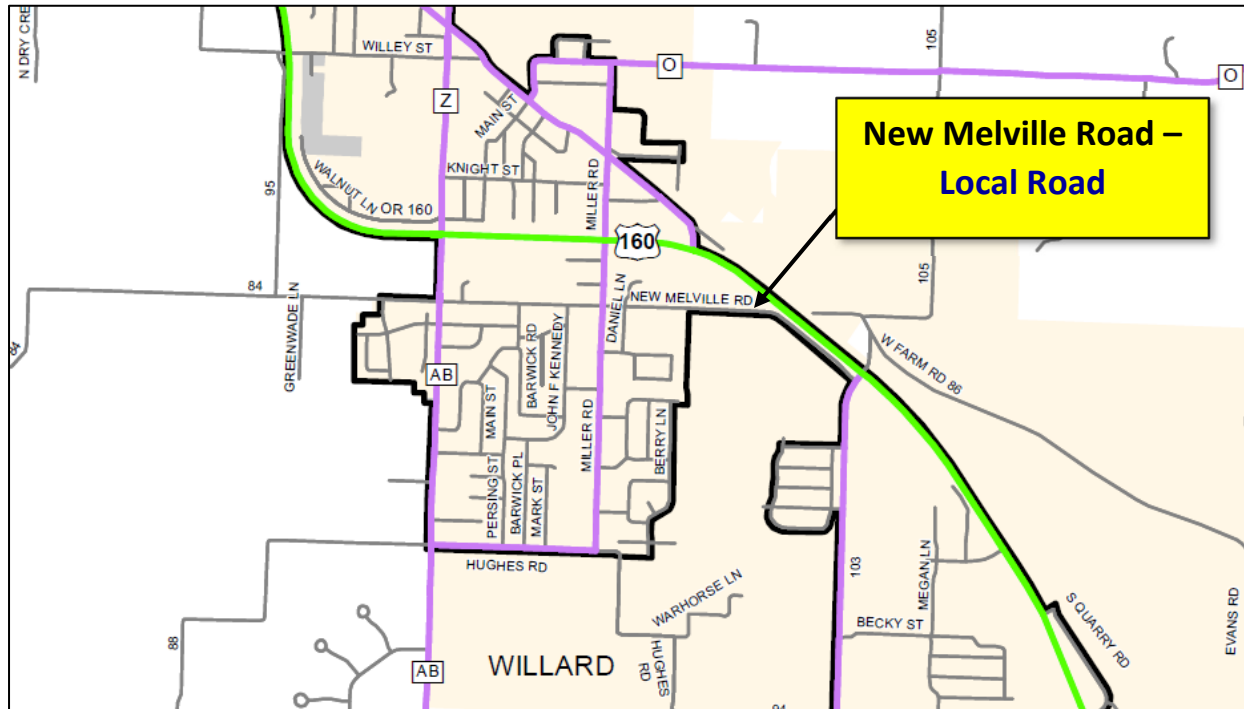
See attached maps and traffic counts.

APPLICATIONS ARE DUE FRIDAY, NOVEMBER 19, 2021 AT 4:00pm

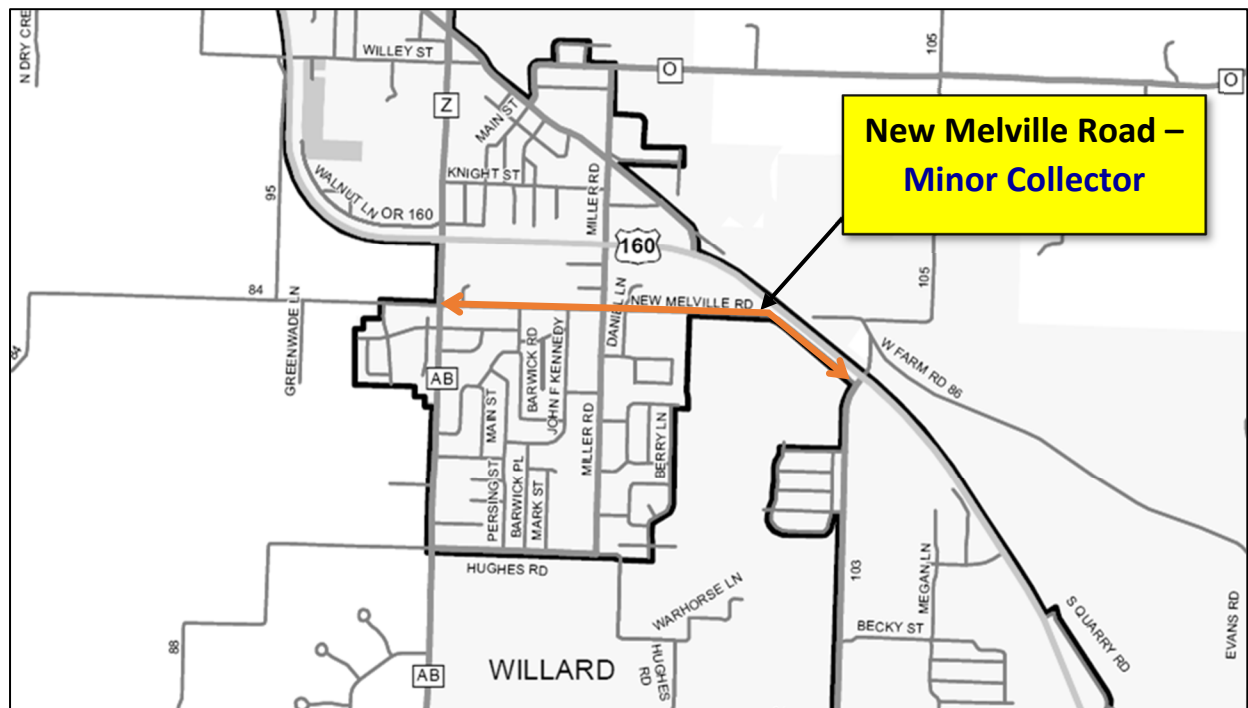
CITY OF WILLARD

New Melville Road – Hwy AB to Farm Road 103

Existing Federal Functional Classification



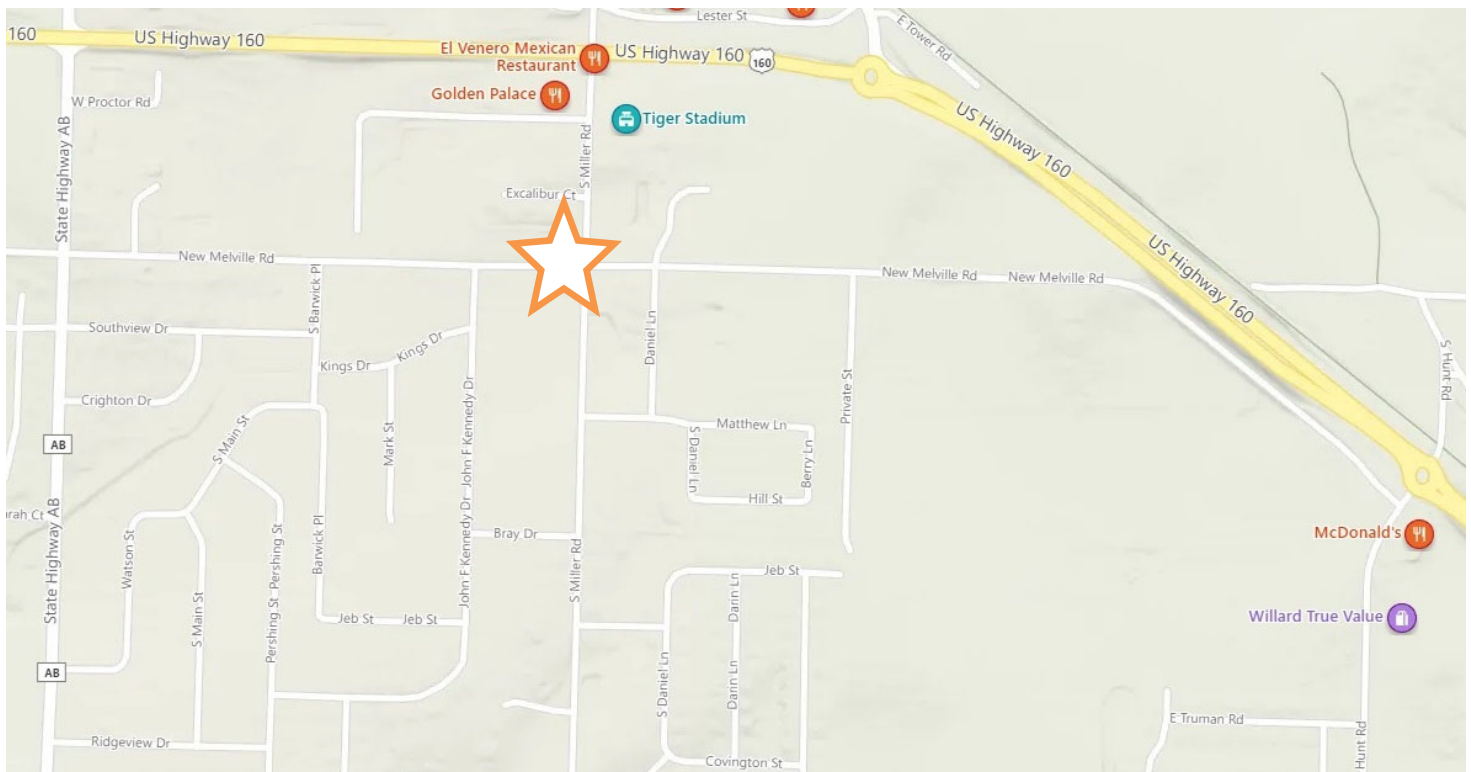
Proposed Federal Functional Classification



NEW MELVILLE ROAD TRAFFIC COUNT REPORT

WILLARD, MO

ADT = 1,425



Location Map

Not to Scale



- Civil Engineering
- Land Surveying
- Architecture
- Site Development
- General Consulting
- Master Planning

737 Rudder Road, Fenton, MO 63026

NOVEMBER, 2021

New Melville Road

Willard, MO

ADT = 1,425

Site Code: 00000001
Station ID:

Latitude: 0' 0.000 South

Start Time	08-Nov-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	1	2	*	*	*	*	*	*	*	*	*	*	1	2
01:00	*	*	0	1	*	*	*	*	*	*	*	*	*	*	0	1
02:00	*	*	0	0	*	*	*	*	*	*	*	*	*	*	0	0
03:00	*	*	2	0	*	*	*	*	*	*	*	*	*	*	2	0
04:00	*	*	5	2	*	*	*	*	*	*	*	*	*	*	5	2
05:00	*	*	15	5	*	*	*	*	*	*	*	*	*	*	15	5
06:00	*	*	51	6	*	*	*	*	*	*	*	*	*	*	51	6
07:00	*	*	88	38	*	*	*	*	*	*	*	*	*	*	88	38
08:00	*	*	42	26	*	*	*	*	*	*	*	*	*	*	42	26
09:00	*	*	38	25	*	*	*	*	*	*	*	*	*	*	38	25
10:00	*	*	31	31	*	*	*	*	*	*	*	*	*	*	31	31
11:00	*	*	30	45	*	*	*	*	*	*	*	*	*	*	30	45
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02:00	*	*	32	58	*	*	*	*	*	*	*	*	*	*	32	58
03:00	*	*	45	60	*	*	*	*	*	*	*	*	*	*	45	60
04:00	*	*	51	80	*	*	*	*	*	*	*	*	*	*	51	80
05:00	*	*	62	118	*	*	*	*	*	*	*	*	*	*	62	118
06:00	*	*	35	57	*	*	*	*	*	*	*	*	*	*	35	57
07:00	*	*	28	46	*	*	*	*	*	*	*	*	*	*	28	46
08:00	*	*	18	44	*	*	*	*	*	*	*	*	*	*	18	44
09:00	*	*	16	19	*	*	*	*	*	*	*	*	*	*	16	19
10:00	*	*	7	12	*	*	*	*	*	*	*	*	*	*	7	12
11:00	*	*	3	10	*	*	*	*	*	*	*	*	*	*	3	10
Lane	0	0	675	750	0	0	0	0	0	0	0	0	0	0	675	750
Day	0		1425		0		0		0		0		0		1425	
AM Peak			07:00	11:00											07:00	11:00
Vol.			88	45											88	45
PM Peak			17:00	17:00											17:00	17:00
Vol.			62	118											62	118

Comb. Total	0	1425	0	0	0	0	0	1425
ADT	ADT 1,425	AADT 1,425						



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to athomason@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact Andy Thomason at 865-3047 x 107 or athomason@ozarkstransportation.org.

APPLICATIONS ARE DUE FRIDAY, NOVEMBER 19, 2021 AT 4:00pm

Functional Reclassification Process

- 1. Application.** A general call for applications will be made in December.
- 2. Technical Committee.** The request will be heard at the December Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in January. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: November 11, 2021

Contact Information

Name: Randy Brown
Title: Director of Development
Agency: City of Willard
Street Address: PO Box 187
224 W. Jackson
City/State/Zip: Willard, MO 65781
Email: develop@cityofwillard.org
Phone: 417-742-5308
Fax: Mobile: 417-343-0285

Roadway Data

Roadway Name:	Knight Street
Termini of Roadway	
From:	Hwy AB
To:	Miller Road
Length (miles):	0.5 miles
Number of Lanes:	2
Lane Width:	10'
Traffic Volume (AADT):	1,029

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Knight Street is an existing roadway.

Classification Change

Type of Area:	Residential
Current Classification:	Local
Requested Classification:	Minor Collector

Justification

Explain why the roadway classification should be revised.

Knight Street connects and augments the City's principal collector/arterial system. This roadway collects traffic from local roads and distributes traffic to Major Collectors (i.e. Hwy AB, and Miller Road). The daily traffic along this section of Knight Street was recently counted at 1,029 vehicles per day.

Knight Street is very similar in nature to other roadways which have federal classifications as Minor Collectors.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

No.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

Knight Street is experiencing increased traffic as more and more traffic moves through the City of Willard. Miller Road traffic exits onto Knight Street for rear entry into the East Shopping Center. The intersection of Miller and Jackson is also shut down daily for heavy traffic volume to allow police the ability to direct traffic for the school at Miller and Jackson. During this heavy traffic time, cars turn off of Miller Street onto Knight Street to avoid congestion. Knight Street is also heavily used during school hours from the school on AB Highway (Farmer Road).

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

This existing demand is inconsistent with its current classification.

Additional information you would like to include.

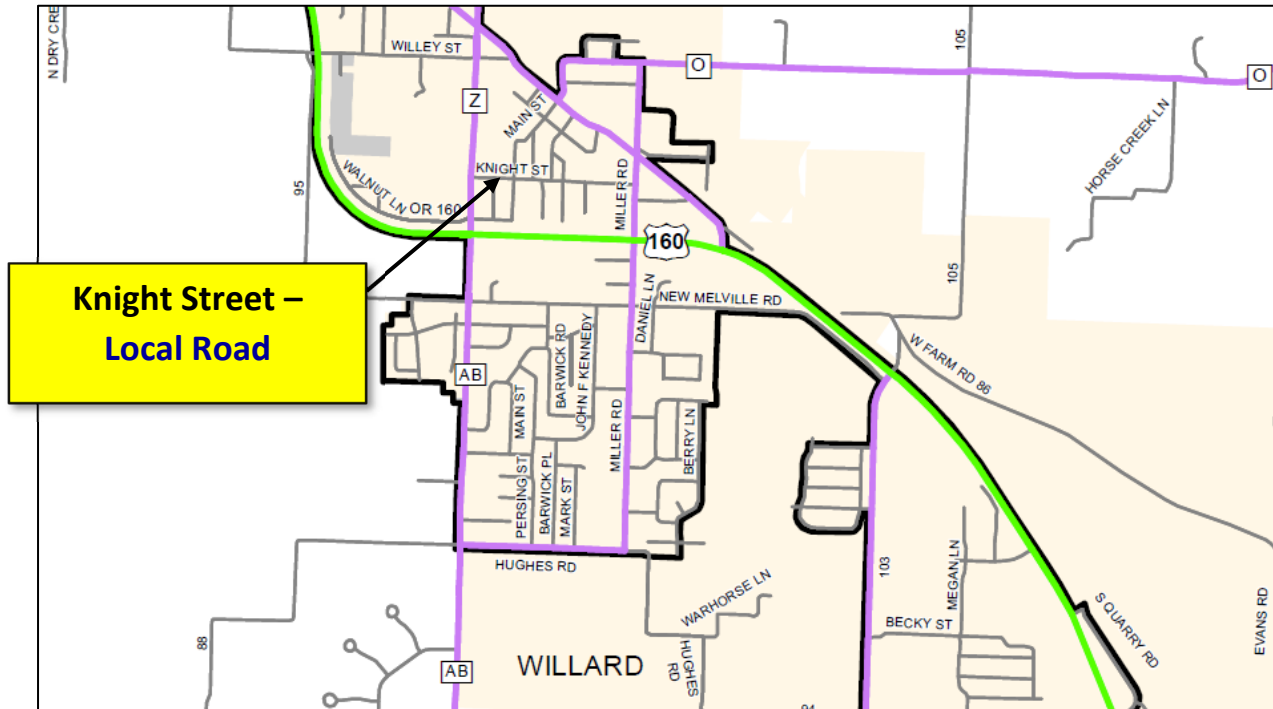
See attached maps and traffic counts.

APPLICATIONS ARE DUE FRIDAY, NOVEMBER 19, 2021 AT 4:00pm

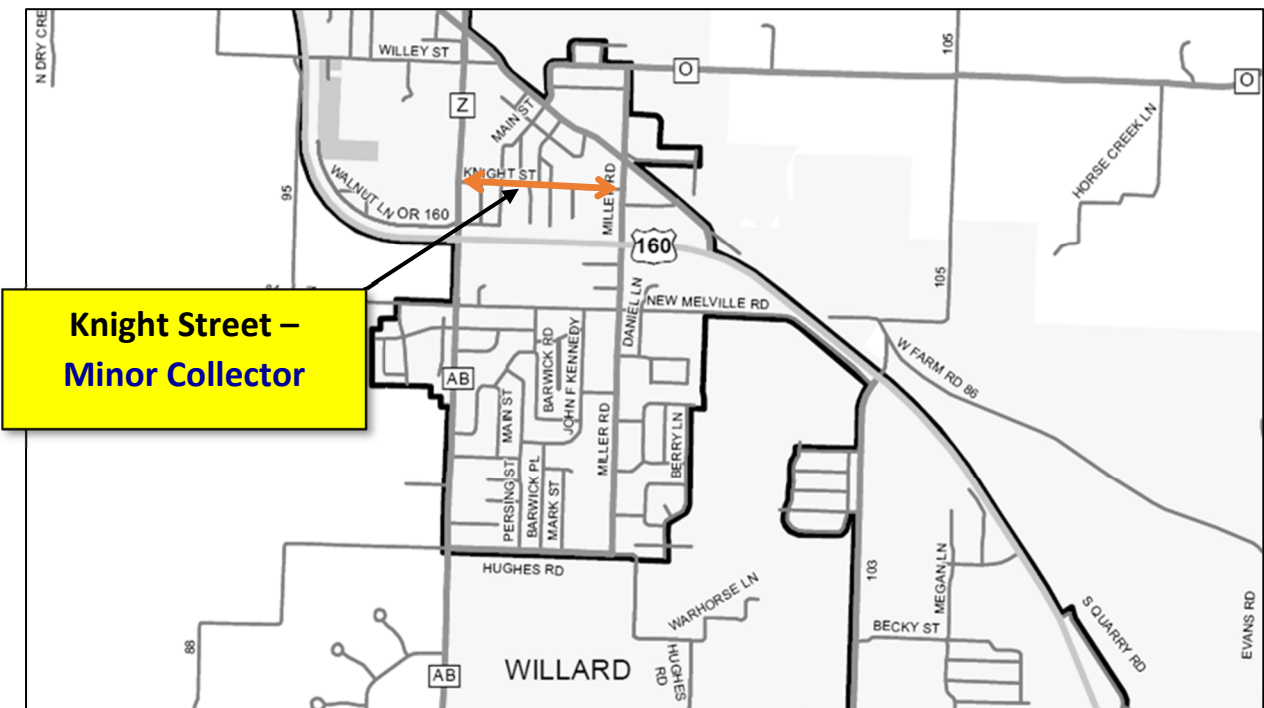
CITY OF WILLARD

Knight Street – Hwy AB to Miller Road

Existing Federal Functional Classification



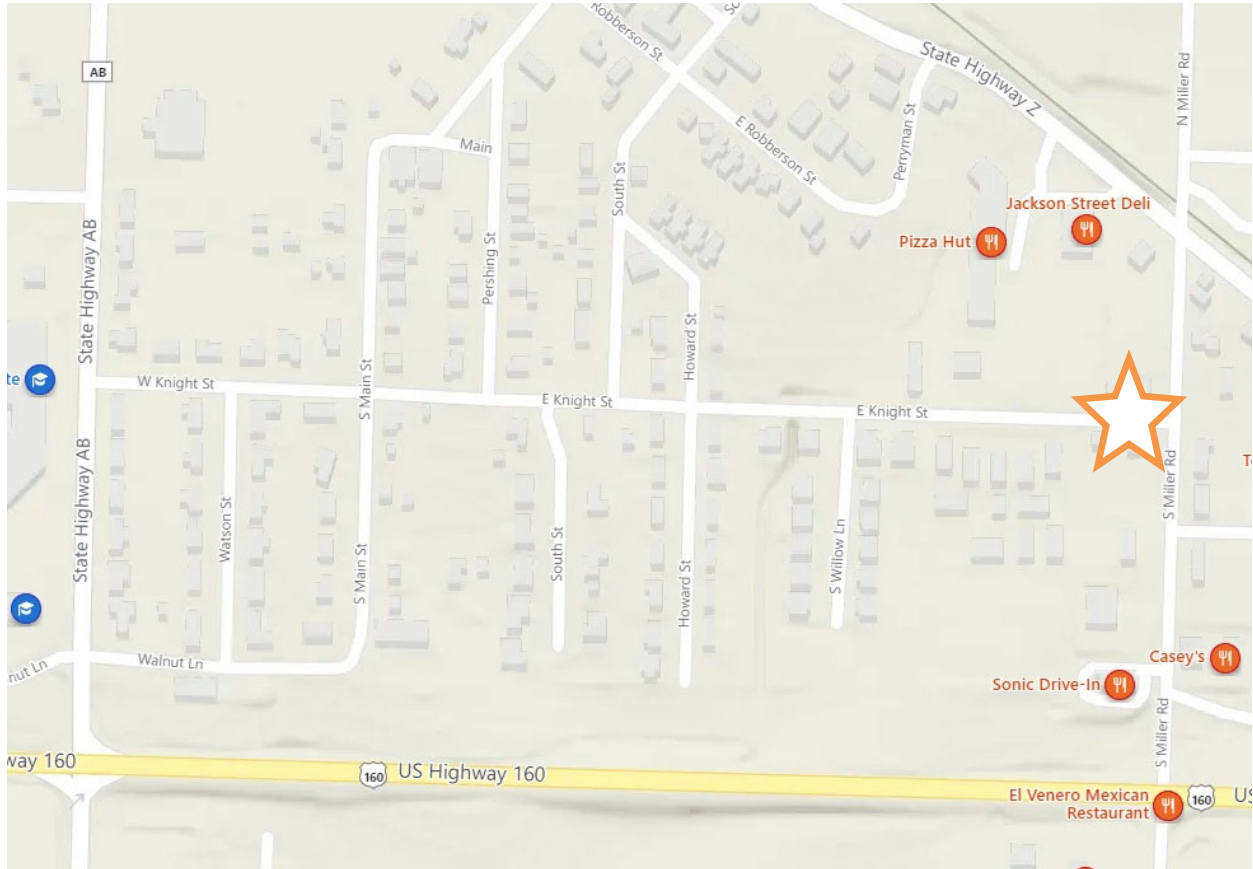
Proposed Federal Functional Classification



KNIGHT STREET TRAFFIC COUNT REPORT

WILLARD, MO

ADT = 1,029



Location Map

Not to Scale



- Civil Engineering
- Land Surveying
- Architecture
- Site Development
- General Consulting
- Master Planning

737 Rudder Road, Fenton, MO 63026

NOVEMBER, 2021

Knight Street
Willard, MO
ADT = 1,029

Site Code: 00000737

Station ID:

Latitude: 0' 0.000 South

Start	08-Nov-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average			
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction		
12:00 AM	*	*	1	1	2	3	*	*	*	*	*	*	*	*	2	2		
01:00	*	*	3	1	1	0	*	*	*	*	*	*	*	*	2	0		
02:00	*	*	0	2	0	0	*	*	*	*	*	*	*	*	0	1		
03:00	*	*	1	0	1	1	*	*	*	*	*	*	*	*	1	0		
04:00	*	*	7	1	5	2	*	*	*	*	*	*	*	*	6	2		
05:00	*	*	8	3	9	4	*	*	*	*	*	*	*	*	8	4		
06:00	*	*	32	8	33	10	*	*	*	*	*	*	*	*	32	9		
07:00	*	*	52	26	47	25	*	*	*	*	*	*	*	*	50	26		
08:00	*	*	30	19	33	30	*	*	*	*	*	*	*	*	32	24		
09:00	*	*	39	24	39	23	*	*	*	*	*	*	*	*	39	24		
10:00	*	*	28	28	25	27	*	*	*	*	*	*	*	*	26	28		
11:00	*	*	43	23	8	4	*	*	*	*	*	*	*	*	26	14		
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06:00	24	30	27	36	*	*	*	*	*	*	*	*	*	*	26	33		
07:00	16	26	20	24	*	*	*	*	*	*	*	*	*	*	18	25		
08:00	19	20	14	11	*	*	*	*	*	*	*	*	*	*	16	16		
09:00	13	14	9	10	*	*	*	*	*	*	*	*	*	*	11	12		
10:00	5	5	5	5	*	*	*	*	*	*	*	*	*	*	5	5		
11:00	2	5	3	3	*	*	*	*	*	*	*	*	*	*	2	4		
Lane	335	361	585	445	203	129	0	0	0	0	0	0	0	0	562	470		
Day	696		1030		332		0	0	0	0	0	0	0	0	1032			
AM Peak			07:00	10:00	07:00	08:00											07:00	10:00
Vol.			52	28	47	30											50	28
PM Peak	14:00	14:00	15:00	15:00													14:00	16:00
Vol.	53	53	54	47													52	49
Comb. Total	696		1030		332		0	0	0	0	0	0	0	0	1032			
ADT	ADT 1,029		AADT 1,029															



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

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- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in January. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: 11-12-21

Contact Information

Name:	Dawne Gardner
Title:	Transportation Planner
Agency:	City of Springfield
Street Address:	P.O. Box 8368 840 Boonville Ave
City/State/Zip:	Springfield, MO 65801
Email:	dgardner@springfieldmo.gov
Phone:	417-864-1863
Fax:	417-864-1983

Roadway Data

Roadway Name:	Lakewood Street
Termini of Roadway	
From:	Buena Vista Street
To:	Campbell Avenue
Length (miles):	.5
Number of Lanes:	2
Lane Width:	14
Traffic Volume (AADT):	N/A

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Existing. New Construction in 2021.

Classification Change

Type of Area:	Commercial
Current Classification:	N/A
Requested Classification:	Major Collector

Justification

Explain why the roadway classification should be revised.

The roadway is new and opened to traffic in 2021.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

The property along this corridor is zoned for commercial, office and multi-family residential

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

Yes. Shopping centers, multi-family residential, office

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

New roadway

Additional information you would like to include.

[Click [here](#) and type additional information]

APPLICATIONS ARE DUE FRIDAY, NOVEMBER 19, 2021 AT 4:00pm

TAB 7

BOARD OF DIRECTORS 01/20/2021; ITEM II.E.

**Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure
&
On the Path to Connected Pedestrian and Bicycle Networks**

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

AGENDA DESCRIPTION:

This *Statement of Priorities* is the companion document to the OTO's regional trail plan *Towards a Regional Trail System*. The regional trail plan describes our implementation strategies for connecting communities with trails and allowing people to travel throughout the region without a car. This *Statement of Priorities* describes the local bicycle and pedestrian infrastructure that will allow people to safely travel within a community without a car once they arrive. Together, these two documents describe a future where intercity bicycle and pedestrian travel is feasible, safe, and as efficient as possible.

The included priorities are divided into three categories. The first category describes key features of a comprehensive network of local sidewalks and on-street facilities. The second category describes the ways a comprehensive local network integrates with the regional trail system. Finally, the third category describes key local commitments related funding and maintenance.

This Statement of Priorities is supplemented by a brief report, entitled *On the Path to Connected Pedestrian and Bicycle Networks*, providing local examples of each priority. This report further describes the ideal network of sidewalks and on-street facilities and highlights the many places where elements of the ideal exist within the Ozarks. This is an informative report rather than a report focused on planning or implementation.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The Statement of Priorities and its accompanying report were developed by the Bicycle and Pedestrian Advisory Committee. It was discussed during four separate meetings. A quorum was not present when the BPAC agreed to submit this report to the Technical Planning Committee.

TECHNICAL COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on December 15, 2021, the Technical Planning Committee moved to recommend the Board of Directors approve the Statement of Priorities and accompanying report.

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 Statement of Priorities and accompanying report."

OR

"Move approve the Statement of Priorities and accompanying report with the following changes..."



Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure

The following statements outline the Ozarks Transportation Organization's priorities for the development and maintenance of sidewalk and on-street pedestrian infrastructure in the region's seven cities and two counties:

Structure of Local Bicycle and Pedestrian Networks

- Urban Expressways and Primary & Secondary Arterials should include bicycle and pedestrian infrastructure, such as sidewalks on both sides, multi-use sidepaths, and/or bicycle accommodations consistent with established best practices
- Freeway corridors should include a parallel network of continuous sidewalks, bike lanes, bike boulevards, and/or other industry standard low-stress accommodations along outer roads or other parallel minor streets to facilitate bicycle and pedestrian movement along the freeway corridor
- Local bicycle and pedestrian networks should facilitate safe movement between neighborhoods, local institutions, schools, and commercial areas, and be built according to established best practices

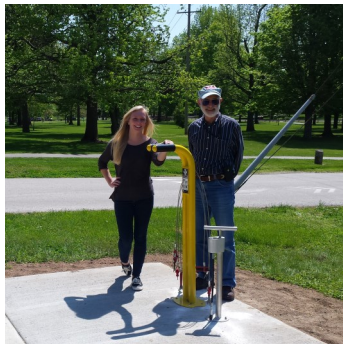
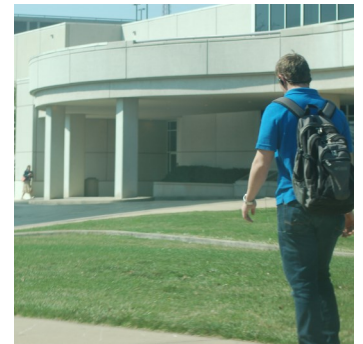
Integration of Local Bicycle and Pedestrian Networks and the Regional Hard Surface Trail Network

- The region's Hard Surface Trail Network should be integrated into the fabric of each community through numerous neighborhood-level sidewalk and bicycle connections
- Local bicycle and pedestrian networks should be identified and constructed to facilitate movement between trails included in the region's Hard Surface Trail Network
- Local bicycle and pedestrian networks should be identified and constructed to facilitate movement between local institutions, schools, commercial areas and the region's Hard Surface Trail Network

Funding

- Local jurisdictions should prioritize the construction and long-term maintenance of their local bicycle and pedestrian network in their annual budgets and capital improvement programs
- Local jurisdictions and MoDOT should negotiate in good faith to find opportunities for cost sharing and beneficial long-term maintenance agreements

On the Path to Connected Pedestrian and Bicycle Networks



Winter
2022



Destination 2045



Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure

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Funding

- Local jurisdictions should prioritize the construction and long-term maintenance of their local bicycle and pedestrian network in their annual budgets and capital improvement programs
- Local jurisdictions and MoDOT should negotiate in good faith to find opportunities for cost sharing and beneficial long-term maintenance agreements

Planning for the future of bicycle and pedestrian transportation requires the consideration of regional trails and local bicycle and pedestrian networks. Together regional trails and local systems allow residents to freely move through out their communities and the broader region. To see the full benefits of these connected systems, the Ozarks Transportation Organization (OTO) has prioritized key characteristics of successful local bicycle and pedestrian systems, outlined here, and has identified regional trail construction goals, outlined in *Towards a Regional Trail System*.

Throughout *On the Path to Connected Pedestrian and Bicycle Networks*, the OTO outlines how the overall structure of local bicycle and pedestrian systems impact residents and outlines how to best integrate each community's system with the regional trail network. Finally, key funding considerations are discussed. As the OTO travels the path toward 2045, the region's seven cities and two counties will collaborate on the planning and development of connected pedestrian and bicycle networks.



I. Structure of Local Bicycle and Pedestrian Networks

Sidewalks, Bike Lanes, and Multi-use Paths make their biggest impact when they connect to form a continuous network. This integrated structure makes it possible to move from home to work to play to shopping and to any other destination. A walker or cyclist can safely travel out of their neighborhood and to major commercial corridors. They can also travel from one activity center to another along the commercial corridors.

The following three priorities describes the structure of local bicycle and pedestrian networks prioritized by the OTO.

1.1. Urban Expressways and Primary & Secondary Arterials should include bicycle and pedestrian infrastructure, such as sidewalks on both sides, multi-use sidepaths, and/or bicycle accommodations consistent with established best practices

An integrated bicycle and pedestrian network should be available across the road hierarchy. Cyclists and pedestrians should be able to move from their neighborhoods to

nearby commercial centers using sidewalks and other bike/ped infrastructure. An example of connected sidewalks along the hierarchy of roads exists along S Cox Rd, Republic Rd, and Kansas Expressway in southern Springfield.

Residents can leave one of the many neighborhoods



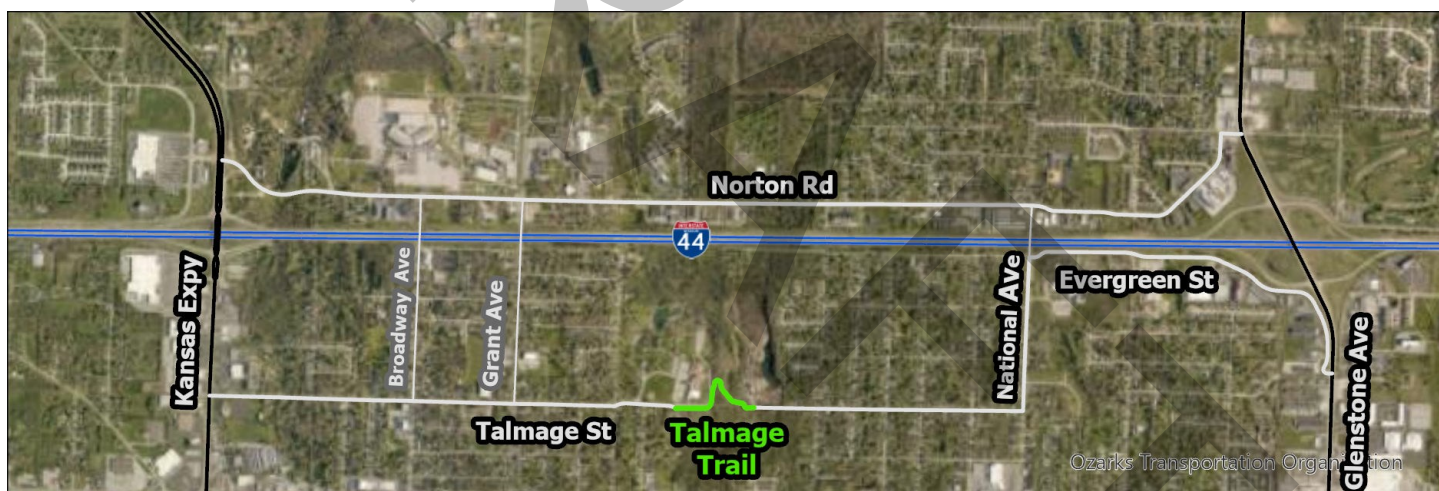
Upper: Pedestrian accommodations through the diverging diamond along Kansas Expressway.

Right: Twin Sidewalks serving neighborhoods along Cox Rd.

Lower: Sidewalk and eastbound bike lane available Republic Rd east of Cox Rd.

along either side of S Cox Rd and travel north along a sidewalk to the jobs and businesses along Republic Rd. Once they reach Republic Rd., their options expand to also include bike paths along Republic Rd. They can safely access restaurants, churches, local businesses, and a grocery store. If residents wish to travel even further, they can travel east to Kansas Expressway and access Chesterfield Village north of James River Freeway. The connected network of sidewalks in this area allows residents to move along ever busier roads to access a wide variety of destinations .

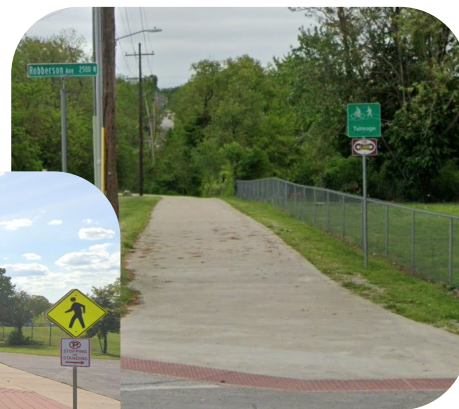
1.2. Freeway corridors should include a parallel network of continuous sidewalks, bike lanes, bike boulevards, and/or other industry standard low-stress accommodations along outer roads or other parallel minor streets to facilitate bicycle and pedestrian movement along the freeway corridor



Norton Rd and Talmage St form a parallel network of low stress bicycle and pedestrian infrastructure along i-44 between Kansas Expressway and Glenstone Ave.

Whether residents want access to the many businesses that exist at either Exit 77 or Exit 80, residents who live along I-44 between Kansas and Glenstone have parallel, low-stress roads to move between these significant I-44 interchanges. Many of jobs and entertainment opportunities exist in each area. While the networks of sidewalks are not yet complete, northern residents can travel along Norton Rd and Kentwood Ave and those living to the south can travel along Talmage

St and Evergreen St. These parallel routes are also connected by sidewalks along Broadway Ave, Grant Ave, and National Ave. As these important east/west corridors continue to be improved, residents will find it ever easier to access the range of commercial activity that exists along the region's freeways



Left: Pedestrian improvements in front of the Ozark Empire Fair Grounds at Broadway Ave and Norton Rd.

Right: The Talmage Trail provides a pedestrian connection across an existing gap along Talmage St.

1.3 Local bicycle and pedestrian networks should facilitate safe movement between neighborhoods, local institutions, schools, commercial areas, and be built according to established best practices

The City of Strafford has developed a network of sidewalks that safely connect the many destinations that exist between Route 66 and I-44. They have used funding available through the OTO to connect their schools, historic downtown, and library along MO 125 to the residential neighborhoods in



The many interconnected sidewalks in Strafford, MO

this part of Strafford. City leaders have worked hard to make it safe to walk to many destinations.

2. Integration of Local Bicycle and Pedestrian Networks and the Regional Hard Surface Trail Network

It is critically important that users of the regional trail network can seamlessly transition to a community's local bicycle and pedestrian network. A seamless transition allows users to move from community to community, neighborhood to neighborhood, and destination to destination on a continuous network of trails, sidewalks, bike paths, and other dedicated systems.

2.1. The region's Hard Surface Trail Network should be integrated into the fabric of each community through numerous neighborhood-level sidewalk and bicycle connections

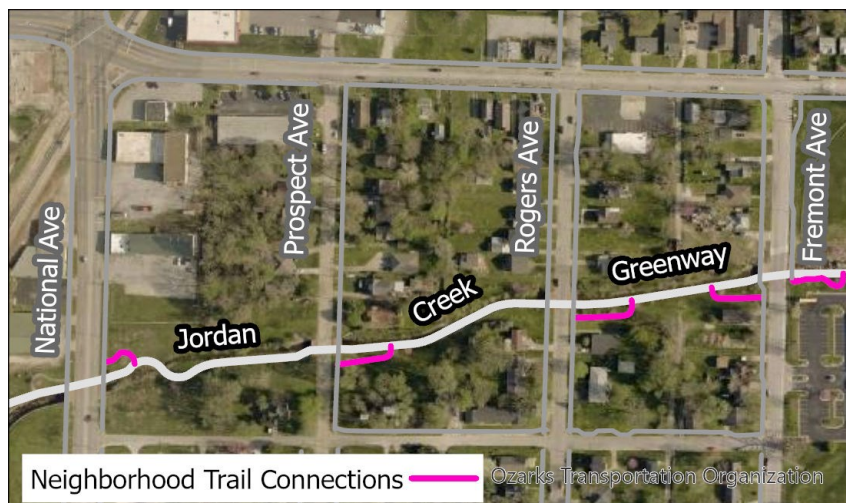
The regional trail system should be connected to adjacent neighborhoods and commercial centers whenever possible. Two examples of integration include the new pedestrian underpass at US 160 and Hunt Rd in Willard and the numerous street-level connections that exist along the Jordan Creek Greenway between National and Fremont. The underpass at Hunt Rd in Willard connects the many neighborhoods south of US 160 to the Frisco Highline Trail north of the highway. The underpass also allows trail users to safely access the convenience store and fast food restaurant on the south side of the highway. In Springfield, residents along Prospect Ave, Rogers Ave, and Fremont Ave have access to the Jordan Creek Greenway that passes under the streets at creek

level. These connections weren't strictly



The new pedestrian underpass beneath US 160 near Hunt Rd.

necessary,
but they
allow easy
access to the trail by
local residents. Both the



The many neighborhood trail connections along the Jordan Valley Greenway

Hunt Rd and Jordan Creek connections demonstrate ways to integrate the regional trails into the fabric of a community.

2.2. Local bicycle and pedestrian networks should be identified and constructed to facilitate movement between trails included in the region's Hard Surface Trail Network

The Link in Springfield is a great example of how a local bicycle and pedestrian network can facilitate movement between regional trails. The Link connects segments of the Jordan Creek, Fassnight Creek, South Creek, and Ward Branch Greenways. It also

connects to the short Talmage Greenway near Doling Park. A community does not need to create a brand and market their local connections the same way Springfield has, but The Link is a great example of how to connect regional trails.



2.3. Local bicycle and pedestrian networks should be identified and constructed to facilitate movement between local institutions, schools, and commercial areas and the region's Hard Surface Trail Network

Thanks to recent investments by the City of Ozark, MoDOT, and the OTO, sidewalks along Jackson St/ MO 14 will connect the southern terminus of the Chadwick Flyer Rail Trail to the city's junior high, high school, career center, community center, and historic downtown, along with OTC's Richwood Valley Campus and the B&B movie



theater west of town. This systematic expansion of pedestrian infrastructure will make it easier for future users of completed Chadwick Flyer Rail Trail to explore Ozark and it makes it easier for Ozark residents to access the region via the Chadwick Flyer.

3. Funding

To stay on the path towards connected bicycle and pedestrian networks, the region must fully address funding needs. Maintenance and construction funds make it possible to both expand and refresh local bicycle and pedestrian networks.



3.1. Local jurisdictions should prioritize the construction and long-term maintenance of their local bicycle and pedestrian network in their annual budgets and capital improvement programs

The Springfield/Greene County Park Board has a long history of budgeting funds for routine maintenance along many of the region's trails. A two man crew is dedicated to mowing, clearing brush, and keeping the trail surface clear. While these funds aren't expended along the region's sidewalks, it is a good example of a local jurisdiction prioritizing funding for pedestrian infrastructure.

3.2 Local jurisdictions and MoDOT should negotiate in good faith to find opportunities for cost sharing and beneficial long-term maintenance agreements

Nixa, Ozark, and MoDOT have partnered to ensure expanded segments of MO 14 in Christian County include pedestrian infrastructure on at least one side of the street. Various state, local, and federal funding mechanisms have been used to construct new facilities and local funds will be used to maintain them. These partnerships have allowed Ozark to connect so many of its local institutions and destinations to the planned Chadwick Flyer Rail Trail and have allowed Nixa to add pedestrian connections to MO 14 creating access to schools. While each community is responsible for designing and building its own bicycle and pedestrian networks, the region must work together to ensure the cumulative impact of these local investments result in a regional network that can be called *CONNECTED*.

TAB 8

BOARD OF DIRECTORS AGENDA 01/20/2021; ITEM II.F.

Federal Funds Balance Report – September 30, 2021

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

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. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2022.

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.

Congress continues to propose rescissions as part of the annual budgeting process. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. OTO commends those who have taken action to plan for the use of available funds. While the current balance is now much below the allowed amount due to the recent obligations of several projects, members should be aware that balances accrue quickly and should continue to be monitored.

BOARD OF DIRECTORS ACTION REQUESTED:

No official action 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. 2021

FUNDS BALANCE REPORT

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Surface Transportation Block Grant Funding

The federal surface transportation authorization legislation, FAST (Fixing America’s Surface Transportation) Act, reauthorizes federal highway, transit, and other surface transportation programs through September 30, 2020. The FAST Act is a continuation of prior surface transportation authorization legislation including MAP-21, SAFETEA-LU, TEA-21, ISTEA, and others dating back to the first Federal Aid Highway Act of 1956.

The FAST Act renamed the Surface Transportation Program to reflect the nature of funding it provides. It is now known as the 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.

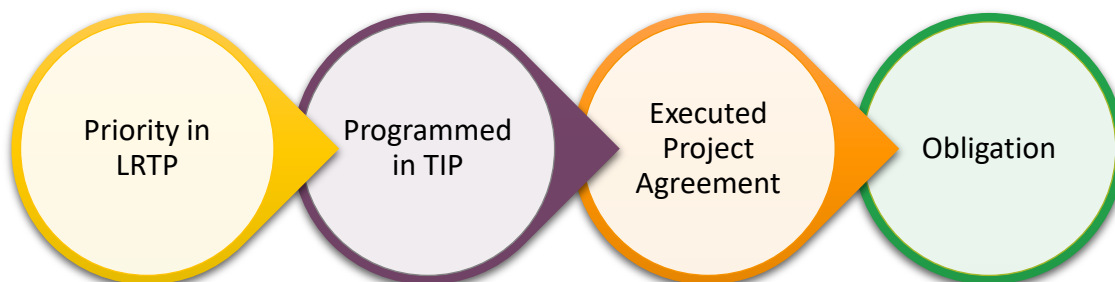
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside) and STBG-Urban funding, as well as Highway Improvement Program Funding which has been suballocated through two omnibus appropriations bills. 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



To ensure each jurisdiction has access to STBG funding, OTO monitors how each OTO member utilizes available funding. Also, MoDOT has a statewide policy regarding the accumulation of STBG funds, which is limited to a three-year accrual. Committed cost share funds are allowed to count against that balance. Any unobligated funding, however, is subject to rescission by Congress. The following report highlights the amount of funding which needs to be obligated to meet MoDOT’s accrual policy, as well as the amount of funding subject to rescission by Congress.

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. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2022.

This report documents the balance allowed, the balance obligated, and the balance available to be programmed. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2021.

The report also outlines activity in other OTO funding accounts, such as the Transportation Alternatives Program (STBG Set-Aside). These accounts are subject to the same rescission policy.

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 Transportation Alternatives Program projects. All of this funding has specific obligation deadlines and OTO is monitoring the use of this funding to ensure its timely obligation.

FY 2021 To Date (3/31/2021)

Federal Funding Category	Balance
STBG-Urban	\$2,062,599.76
Balance After Cost Shares	(1,231,021.56)
Maximum Allowed	\$20,971,699.55
 TAP Only (No HIP)	 \$920,194.31
Maximum Allowed	\$1,296,829.17
 FY 2018-2020 Omnibus (HIP) – Flexed for TAP	 \$2,139,026.96
FY 2021 CRRSAA – Flexed for TAP	\$2,684,230.00

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 2021, at a minimum. The second scenario, labeled "Funds Available for Programming," includes everything from the first scenario, plus all projects with STBG-Urban programmed in the FY 2022-2025 TIP, through FY 2024.

Federal Funds Balance Report

Balance Summary

Accounts	9/30/2021 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Transportation Alternatives Program (TAP) (Includes HIP)	5,743,451.27	5,743,451.27	--
TAP Only	920,194.31	--	1,296,829.17
STBG-U HIP Flexed to TAP	2,139,026.96	--	2,097,170.00
CRRSAA Funds Flexed to TAP	2,684,230.00		
Total STBG-Urban	2,062,599.76		--
STBG-Urban	1,888,042.07	(1,231,021.56)	20,971,699.55
OTO STBG Payback	174,557.69	--	--
	7,806,051.03	4,512,429.71	24,365,698.72

Total Balance All Accounts (10/1/2002-9/30/2021)

Allocations	114,016,859.20
Obligations	(106,210,808.19)
	7,806,051.01

Ending Balance (All Funding Sources) 9/30/2021	All Accounts	Unobligated Cost Shares	Remaining Balance
Transportation Alternatives Program (TAP)	5,743,451.27	0.00	5,743,451.27
OTO Operations	36,355.49	0.00	36,355.49
Christian County	494,912.60	0.00	494,912.60
Greene County	(5,764,636.01)	0.00	(5,764,636.01)
City of Battlefield	671,775.11	0.00	671,775.11
City of Nixa	1,335,533.52	0.00	1,335,533.52
City of Ozark	297,180.17	0.00	297,180.17
City of Republic	(4,343.12)	0.00	(4,343.12)
City of Springfield	4,645,792.02	(3,249,976.79)	1,395,815.23
City of Strafford	242,320.78	0.00	242,320.78
City of Willard	64,064.67	0.00	64,064.67
	7,762,406.50	(3,249,976.79)	4,512,429.71

MoDOT Cost Shares

	Total	Obligated	Balance
S602027 Campbell and Republic	1,400,800.00	(1,021,354.88)	379,445.12
SP1815 Kearney/West Bypass	1,045,803.00	(849,872.53)	195,930.47
MO2104 FY 2022 TMC Staff	360,000.00	(360,000.00)	0.00
MO2301 FY 2023 TMC Staff	344,000.00	0.00	344,000.00
SP1816 Kansas/Sunset	1,092,743.20	0.00	1,092,743.20
SP1817 Kansas/Walnut Lawn	1,237,858.00	0.00	1,237,858.00
	5,481,204.20	(2,231,227.41)	3,249,976.79

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP)

Lapse Potential

Name	Account	Amount	Balance
<i>FY 2013-2018 TAP Balance</i>	<i>TAP</i>	<i>624,281.24</i>	<i>624,281.24</i>
FY 2019 TAP Allocation	Estimated	435,146.37	1,059,427.61
FY 2018 Omnibus Transfer	STBG-U	1,153,506.00	2,212,933.61
9901811 Finley R. Park Connection	TAP	0.02	2,212,933.63
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,184,933.63
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,157,606.89
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,140,074.97
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,112,335.03
<i>9/30/2019 Balance</i>			<i>2,112,335.03</i>
FY 2020 TAP Allocation	TAP	430,497.00	2,542,832.03
FY 2019 Omnibus Transfer	STBG-U	1,625,285.00	4,168,117.03
FY 2020 Omnibus Transfer	STBG-U	471,885.00	4,640,002.03
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,608,001.69
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,580,001.69
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,567,001.33
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	4,437,001.33
5944804 Hunt Road SW Connections	TAP	(800.00)	4,436,201.33
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	4,435,401.33
5944804 Hunt Road SW Connections	TAP	(178,638.60)	4,256,762.73
5901814 Springfield Luster/Fassnight Sidewalks	TAP	(158,078.40)	4,098,684.33
9901829 OGI Trail Planning Services	STBG-U	(100,000.00)	3,998,684.33
5901815 Springfield Harvard	STBG-U	(110,869.00)	3,887,815.33
9901828 Trail of Tears Elm to Somerset	STBG-U	(33,592.92)	3,854,222.41
9901816 Pine and McCabe Sidewalks	TAP	(220,782.07)	3,633,440.34
<i>9/30/2020 Balance</i>			<i>3,633,440.34</i>
FY 2021 TAP Allocation	TAP	431,185.80	4,064,626.14
CRRSAA	CRRSAA	2,684,230.00	6,748,856.14
FY 2021 Omnibus Transfer	STBG-U	384,600.00	7,133,456.14
5901811 Springfield Greenwood	STBG-U	(183,365.00)	6,950,091.14
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	6,803,993.14
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	6,724,118.91
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	6,385,912.59
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	6,401,282.29
5901814 Springfield Luster/Fassnight SW	TAP	30,737.52	6,432,019.81
5901811 Springfield Greenwood	STBG-U	32,923.48	6,464,943.29
5901812 Springfield Galloway Recon	STBG-U	32,994.00	6,497,937.29
5901815 Springfield Harvard	STBG-U	31,920.60	6,529,857.89
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	6,350,888.86
9901821 Ozark South Elementary SW	TAP	(132,594.01)	6,218,294.85
9901822 Ozark West Elementary SW	TAP	(239,439.67)	5,978,855.18
5901814 Springfield Luster/Fassnight SW	TAP	(12,070.32)	5,966,784.86
9901818 Nicholas SW Ph 1 and 2	STBG-U	8,233.20	5,975,018.06
9901820 Ozark Fremont	STBG-U	(188,028.08)	5,786,989.98
9901822 Ozark West Elementary SW	TAP	31,996.00	5,818,985.98
9901821 Ozark South Elementary SW	TAP	(7,075.63)	5,811,910.35
9901828 Trail of Tears Elm to Somerset	STBG-U	(68,459.08)	5,743,451.27
<i>9/30/2021 Balance</i>			<i>5,743,451.27</i>
		5,743,451.27	5,743,451.27

Remaining Balance TAP Funds (9/30/2021)	920,194.31
Remaining Balance Omnibus Funds (9/30/2021)	2,139,026.96
Remaining Balance CRRSAA Funds (9/30/2021)	2,684,230.00
Remaining Balance All Funds (9/30/2021)	5,743,451.27

September 30, 2021 Balance TAP Funds	920,194.31
3-Year Maximum TAP Balance Allowed (MoDOT)	1,296,829.17
Amount of TAP Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]	0.00

OTO Omnibus Funding Reasonable Progress Deadlines [‡]		Amount Remaining to Obligate
FY 2018	9/30/2020	118,152.22
FY 2019	9/30/2021	1,164,389.74
FY 2020	9/30/2022	471,885.00
FY 2021	9/30/2023	384,600.00
FY 2021 CRRSAA	9/30/2023	2,684,230.00

Note:

[†]Potential Lapse amount should OTO Regional Balance be rescinded

[‡]Reasonable Progress Deadline is 1 Year Prior to Funding Lapse Deadline

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP) Funds Available for Programming

Name	Account	Amount	Balance
FY 2013-2018 TAP Balance	TAP	624,281.24	624,281.24
FY 2019 TAP Allocation	Estimated	435,146.37	1,059,427.61
FY 2018 Omnibus Transfer	STBG-U	1,153,506.00	2,212,933.61
9901811 Finley R. Park Connection	TAP	0.02	2,212,933.63
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,184,933.63
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,157,606.89
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,140,074.97
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,112,335.03
9/30/2019 Balance			2,112,335.03
FY 2020 TAP Allocation	TAP	430,497.00	2,542,832.03
FY 2019 Omnibus Transfer	STBG-U	1,625,285.00	4,168,117.03
FY 2020 Omnibus Transfer	STBG-U	471,885.00	4,640,002.03
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,608,001.69
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,580,001.69
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,567,001.33
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	4,437,001.33
5944804 Hunt Road SW Connections	TAP	(800.00)	4,436,201.33
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	4,435,401.33
5944804 Hunt Road SW Connections	TAP	(178,638.60)	4,256,762.73
5901814 Springfield Luster/Fassnight Sidewalks	TAP	(158,078.40)	4,098,684.33
9901829 OGI Trail Planning Services	STBG-U	(100,000.00)	3,998,684.33
5901815 Springfield Harvard	STBG-U	(110,869.00)	3,887,815.33
9901828 Trail of Tears Elm to Somerset	STBG-U	(33,592.92)	3,854,222.41
9901816 Pine and McCabe Sidewalks	TAP	(220,782.07)	3,633,440.34
9/30/2020 Balance			3,633,440.34
FY 2021 TAP Allocation	TAP	431,185.80	4,064,626.14
CRRSAA	CRRSAA	2,684,230.00	6,748,856.14
FY 2021 Omnibus Transfer	STBG-U	384,600.00	7,133,456.14
5901811 Springfield Greenwood	STBG-U	(183,365.00)	6,950,091.14
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	6,803,993.14
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	6,724,118.91
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	6,385,912.59
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	6,401,282.29
5901814 Luster/Fassnight Sidewalks	TAP	30,737.52	6,432,019.81
5901811 Springfield Greenwood	STBG-U	32,923.48	6,464,943.29
5901812 Springfield Galloway Recon	STBG-U	32,994.00	6,497,937.29
5901815 Springfield Harvard	STBG-U	31,920.60	6,529,857.89
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	6,350,888.86
9901821 Ozark South Elementary SW	TAP	(132,594.01)	6,218,294.85
9901822 Ozark West Elementary SW	TAP	(239,439.67)	5,978,855.18
5901814 Luster/Fassnight Sidewalks	TAP	(12,070.32)	5,966,784.86
9901818 Nicholas SW Ph 1 and 2	STBG-U	8,233.20	5,975,018.06
9901820 Ozark Fremont	STBG-U	(188,028.08)	5,786,989.98
9901822 Ozark West Elementary SW	TAP	31,996.00	5,818,985.98
9901821 Ozark South Elementary SW	TAP	(7,075.63)	5,811,910.35
9901828 Trail of Tears Elm to Somerset	STBG-U	(68,459.08)	5,743,451.27
9/30/2021 Balance			5,743,451.27
FY 2022 TAP Allocation*	TAP	430,000.00	6,173,451.27
9901817 Battlefield Third St Sidewalk	TAP Programmed	(244,000.00)	5,929,451.27
5901814 Luster/Fassnight Sidewalks	TAP Programmed	(19,207.80)	5,910,243.47
9901822 Ozark West Elementary SW	TAP Programmed	(89,675.39)	5,820,568.08
9901827 Chadwick Flyer Jackson to Clay	STBG-U Programmed	(791,074.77)	5,029,493.31
5901817 Fassnight Clay to Brookside	STBG-U Programmed	(217,461.00)	4,812,032.31
6900813 Shuyler Creek Trail	STBG-U Programmed	(627,737.97)	4,184,294.34
6900813 Shuyler Creek Construction	TAP Programmed	(59,392.00)	4,124,902.34
EN2203 Chadwick Flyer Phase III	TAP Programmed	(269,000.00)	3,855,902.34
EN2203 Chadwick Flyer Phase III	CRRSAA Programmed	(863,750.00)	2,992,152.34
EN2204 Chadwick Flyer Phase II	TAP Programmed	(181,000.00)	2,811,152.34
EN2204 Chadwick Flyer Phase II	CRRSAA Programmed	(573,750.00)	2,237,402.34
EN2205 Wilson's Creek Blvd Trail	STBG-U Programmed	(384,600.00)	1,852,802.34
EN2205 Wilson's Creek Blvd Trail	CRRSAA Programmed	(1,246,730.00)	606,072.34
		606,072.34	606,072.34
Remaining Balance All Funds (9/30/2021)			5,743,451.27
Funds Immediately Available to be Programmed through 2021			5,743,451.27

Combined STBG-U Balance

STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance	STBG-Urban/Small/Payback	18,600,901.08	18,600,901.08
FY 2018 Allocation	STBG-Urban	6,409,144.05	25,010,045.13
FY 2018 Omnibus	STBG-Urban (HIP)	1,153,506.00	26,163,551.13
FY 2018 Omnibus Transfer to TAP	STBG-Urban	(1,153,506.00)	25,010,045.13
Obligations	STBG-Urban	(4,852,799.68)	20,157,245.45
9/30/2018 Balance			20,157,245.45
FY 2019 Allocation	STBG-Urban	6,768,092.40	26,925,337.85
FY 2019 Omnibus	STBG-Urban (HIP)	1,625,285.00	28,550,622.85
FY 2019 Omnibus Transfer to TAP	STBG-Urban	(1,625,285.00)	26,925,337.85
Obligations	STBG-Urban	(4,853,398.68)	22,071,939.17
OTO Operations	STBG-Urban	(200,000.00)	21,871,939.17
Rideshare	STBG-Urban	(10,000.00)	21,861,939.17
9/30/2019 Balance			21,861,939.17
FY 2020 Allocation	STBG-Urban	7,287,487.03	29,149,426.20
FY 2020 Omnibus	STBG-Urban (HIP)	471,885.00	29,621,311.20
FY 2020 Omnibus Transfer to TAP	STBG-Urban	(471,885.00)	29,149,426.20
Obligations	STBG-Urban	(6,332,273.47)	22,817,152.73
Rideshare	STBG-Urban	(10,000.00)	22,807,152.73
OTO Operations	STBG-Urban	(100,000.00)	22,707,152.73
9/30/2020 Balance			22,707,152.73
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	(27,393,873.09)	2,229,399.76
Rideshare	STBG-Urban	(10,000.00)	2,219,399.76
OTO Operations	STBG-Urban	(156,800.00)	2,062,599.76
9/30/2021 Balance			2,062,599.76
*Estimate		2,062,599.76	2,062,599.76

Remaining Balance All Funds (9/30/2021)	2,062,599.76
MoDOT STIP Programmed Cost Shares	
SP1818-18A4 Campbell and Republic	(379,445.12)
SP1815-18A2 Kearney/West Bypass	(195,930.47)
MO2104-19 FY 2022 TMC Staff	0.00
MO2301-20 FY 2023 TMC Staff	(344,000.00)
SP1816 Kansas/Sunset	(1,092,743.20)
SP1817 Kansas/Walnut Lawn	(1,237,858.00)
9/30/2021 Balance after MoDOT STIP Programmed Cost Shares	(1,187,377.03)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	20,971,699.55
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021) [†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Combined STBG-U Balance

STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2019 Balance	STBG-Urban	21,861,939.17	21,861,939.17
FY 2020 Allocation	STBG-Urban	7,287,487.02	29,149,426.19
Obligations	STBG-Urban	(6,332,273.47)	22,817,152.72
Rideshare	STBG-Urban	(10,000.00)	22,807,152.72
OTO Operations	STBG-Urban	(100,000.00)	22,707,152.72
9/30/2020 Balance			22,707,152.72
FY 2021 Allocation	STBG-Urban	6,916,120.12	29,623,272.84
Obligations:		(27,393,873.09)	2,229,399.75
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	
9901826 FR 169 Bridge	STBG-Urban	37,475.60	
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	
5909802 Kansas Extension	STBG-Urban	(345,782.74)	
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	
5909802 Kansas Extension	STBG-Urban	(352,977.68)	
5909802 Kansas Extension	STBG-Urban	(41,436.78)	
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	
FY 2021 Rideshare	All Other Cities and Countie	10,000.00	
5901818 Signal Improvements	STBG-Urban	(640,000.00)	
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	
0652079 Eastgate Relocation	STBG-Urban	178.21	
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	
5901810 Republic Road Widening	STBG-Urban	33,912.00	
5901810 Republic Road Widening	STBG-Urban	(1,023,962.80)	
S603084 FY 2022 TMC Staff	STBG-Urban	(360,000.00)	
S602027 Campbell and Republic	STBG-Urban	(781,354.88)	
0652088 US65/Division Interchange	STBG-Urban	262,442.91	
5901821 Traffic Signal System Imp.	STBG-Urban	(620,000.00)	
5901819 Walnut Street Bridge	STBG-Urban	(240,000.00)	
5916808 ADA Improvements	STBG-Urban	(295,001.60)	
5903803 Jefferson Footbridge	STBG-Urban	(2,000,000.00)	
1602076 Kearney/West Bypass	STBG-Urban	(805,072.53)	
Rideshare	STBG-Urban	(10,000.00)	2,219,399.75
OTO Operations	STBG-Urban	(156,800.00)	2,062,599.75
9/30/2021 Balance			2,062,599.75
FY 2022 Allocation*	STBG-Urban	7,054,442.52	9,117,042.27
Programmed:		(11,914,174.05)	(2,797,131.78)
OT1901-19A5 (UPWP FY 2022)	Programmed	(80,000.00)	
OT1901-19A5 (UPWP FY 2023)	Programmed	(231,525.00)	
SP2216 North 13 Corridor Study	Programmed	(160,000.00)	
9901830 Nelson Mill Bridge	Programmed	(368,000.00)	
5909802 Kansas Extension Ph. II Const.	Programmed	(808,620.62)	
GR2105 FR 175 Bridge Replacement	Programmed	(480,000.00)	
GR2106 FR 135/102 Mill/Fill and ADA	Programmed	(50,905.38)	
9901828 Trail of Tears Elm to Somers	Programmed	(184,834.05)	
0141028 14 from Fort to Ridgecrest	Programmed	(33,448.80)	
9901832 Truman Heather Pembroke	Programmed	(1,530,550.00)	
9901833 North MH to Cheyenne	Programmed	(7,152.01)	
9901831 N. Main Street	Programmed	(1,873,146.00)	
5916807 Overlay Improvements	Programmed	(232,000.00)	
5903803 Jefferson Footbridge	Programmed	(560,000.00)	
5901821 Traffic Signal System Imp.	Programmed	(140,000.00)	
S602027 Campbell and Republic	Programmed Cost Share	(379,445.12)	
5901810 Republic Road Widening	Programmed	(129,949.20)	
5916808 ADA Improvements	Programmed	(992,998.40)	
1602076 Kearney/West Bypass	Programmed Cost Share	(195,930.47)	
SP2202 TMC Signal Replacements	Programmed	(1,344,000.00)	
0132093 Kansas/Sunset	Programmed Cost Share	(106,572.00)	
0132092 Kansas/Walnut Lawn	Programmed Cost Share	(183,735.00)	
5901819 Walnut Street Bridge	Programmed	(1,360,000.00)	
ST2202 N. Old Orchard	Programmed	(481,362.00)	
Rideshare	STBG-Urban	(10,000.00)	(2,807,131.78)
9/30/2022 Balance			(2,807,131.78)
FY 2023 Allocation*	STBG-Urban	7,192,276.87	4,385,145.09
Programmed:		(2,833,459.20)	1,551,685.89
OT1901-19A5	Programmed	(243,101.00)	
NX2301 Downtown N. Main	Programmed	(206,064.00)	
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,054,123.00)	
SP1816 Kansas/Sunset	Programmed Cost Share	(986,171.20)	
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(344,000.00)	
9/30/2023 Balance			1,551,685.89
FY 2024 Allocation*	STBG-Urban	7,343,415.39	8,895,101.28
Programmed:		(255,256.00)	8,639,845.28
OT1901-19A5	Programmed	(255,256.00)	
9/30/2024 Balance			8,639,845.28
*Estimate		8,639,845.28	8,639,845.28
Remaining Balance All Funds (9/30/2024)			8,639,845.28

Funds Balance by Jurisdiction

OTO

Lapse Potential

Name	Account	Transactions	Balance
FY 2019 Allocation (for 2020 UPWP)	STBG-Urban	200,000.00	200,000.00
00FY820	STBG-Urban	(200,000.00)	0.00
<i>Expended</i>	<i>STBG-Urban</i>	<i>163,990.00</i>	
9/30/2019 Balance*			0.00
FY 2020 Allocation (for 2021 UPWP)	STBG-Urban	100,000.00	100,000.00
00FY821	STBG-Urban	(100,000.00)	0.00
<i>Expended</i>	<i>STBG-Urban</i>	<i>99,654.51</i>	
9/30/2020 Balance*			0.00
FY 2021 Allocation (for 2022 UPWP)	STBG-Urban	236,800.00	236,800.00
00FY822	STBG-Urban	(156,800.00)	80,000.00
SP2216 North 13 Corridor Study	STBG-Urban	(80,000.00)	0.00
<i>Pending Deobligation</i>	<i>STBG-Urban</i>	<i>36,355.49</i>	36,355.49
9/30/2021 Balance*			36,355.49
*Awaiting Final Closeout for Obligations to Match Expenditures		36,355.49	36,355.49

Funds Balance by Jurisdiction

OTO

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2019 Allocation (for 2020 UPWP)	STBG-Urban	200,000.00	200,000.00
00FY820	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	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	STBG-Urban	(156,800.00)	80,000.00
SP2216 North 13 Corridor Study	STBG-Urban	(80,000.00)	0.00
Pending Deobligation	STBG-Urban	36,355.49	36,355.49
9/30/2021 Balance*			36,355.49
FY 2022 Allocation***	STBG-Urban	231,525.00	267,880.49
OT1901-19A5 (UPWP FY 2023)	Programmed	(231,525.00)	36,355.49
9/30/2022 Balance			36,355.49
FY 2023 Allocation**	STBG-Urban	243,101.00	279,456.49
OT1901-19A5 (UPWP FY 2024)	Programmed	(243,101.00)	36,355.49
9/30/2023 Balance			36,355.49
FY 2024 Allocation**	STBG-Urban	255,256.00	291,611.49
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	36,355.49
9/30/2024 Balance			36,355.49
*Awaiting Final Closeout for Obligations to Match Expenditures		36,355.49	36,355.49

**Estimate

Funds Balance by Jurisdiction

Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	STBG-Urban	65,866.34	65,866.34
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45)
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			(573,079.85)
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			(229,829.29) **
FY 2020 Allocation	STBG-Urban	375,669.67	145,840.38
<i>9/30/2020 Balance</i>			145,840.38
FY 2021 Allocation	STBG-Urban	349,072.22	494,912.60
<i>9/30/2021 Balance</i>			494,912.60
*Estimate		494,912.60	494,912.60
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2021)			494,912.60
September 30, 2021 Balance			494,912.60
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,067,992.45
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

**Advance Agreement on File

Funds Balance by Jurisdiction

Christian County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	STBG-Urban	65,866.34	65,866.34
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45) **
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			(573,079.85)
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			(229,829.29)
FY 2020 Allocation	STBG-Urban	375,669.67	145,840.38
<i>9/30/2020 Balance</i>			145,840.38
FY 2021 Allocation	STBG-Urban	349,072.22	494,912.60
<i>9/30/2021 Balance</i>			494,912.60
FY 2022 Allocation*	STBG-Urban	369,433.85	864,346.45
9901830 Nelson Mill Bridge	Programmed	(368,000.00)	496,346.45
<i>9/30/2022 Balance</i>			496,346.45
FY 2023 Allocation*	STBG-Urban	376,822.53	873,168.98
<i>9/30/2023 Balance</i>			873,168.98
FY 2024 Allocation*	STBG-Urban	384,358.98	1,257,527.95
<i>9/30/2024 Balance</i>			1,257,527.95
*Estimate		1,257,527.95	1,257,527.95
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			1,257,527.95
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			1,257,527.95

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		6,953,543.64	6,953,543.64
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,381,244.57
Transfer	City of Republic	(100,000.00)	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			8,279,016.97
FY 2019 Allocation	STBG-Urban	1,460,880.66	9,739,897.63
5909802 Kansas Extension	STBG-Urban	(180,118.70)	9,559,778.93
5909802 Kansas Extension	STBG-Urban	(1,448,152.50)	8,111,626.43
<i>9/30/2019 Balance</i>			8,111,626.43
FY 2020 Allocation	STBG-Urban	1,598,857.01	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(348,000.00)	9,362,483.44
5909802 Kansas Extension	STBG-Urban	348,000.00	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(3,657,888.00)	6,052,595.44
<i>9/30/2020 Balance</i>			6,052,595.44
FY 2021 Allocation	STBG-Urban	1,485,657.75	7,538,253.19
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	7,100,430.39
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	9,180,430.39
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	11,880,430.39
9901826 FR 169 Bridge	STBG-Urban	37,475.60	11,917,905.99
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	11,655,463.08
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	11,634,154.86
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	11,408,811.37
5909802 Kansas Extension	STBG-Urban	(345,782.74)	11,063,028.63
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	(949,696.51)
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	(3,273,051.55)
5909802 Kansas Extension	STBG-Urban	(352,977.68)	(3,626,029.23)
5909802 Kansas Extension	STBG-Urban	(41,436.78)	(3,667,466.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	(5,292,751.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	(5,764,636.01)
<i>9/30/2021 Balance</i>			(5,764,636.01)
*Estimate		(5,764,636.01)	(5,764,636.01)
Remaining Balance All Funds (9/30/2021)			(5,764,636.01)
September 30, 2021 Balance			(5,764,636.01)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,545,395.42
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		6,953,543.64	6,953,543.64
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,381,244.57
Transfer	City of Republic	(100,000.00)	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			8,279,016.97
FY 2019 Allocation	STBG-Urban	1,460,880.66	9,739,897.63
5909802 Kansas Extension Eng.	STBG-Urban	(180,118.70)	9,559,778.93
5909802 Kansas Extension	STBG-Urban	(1,448,152.50)	8,111,626.43
<i>9/30/2019 Balance</i>			8,111,626.43
FY 2020 Allocation	STBG-Urban	1,598,857.01	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(348,000.00)	9,362,483.44
5909802 Kansas Extension	STBG-Urban	348,000.00	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(3,657,888.00)	6,052,595.44
<i>9/30/2020 Balance</i>			6,052,595.44
FY 2021 Allocation	STBG-Urban	1,485,657.75	7,538,253.19
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	7,100,430.39
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	9,180,430.39
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	11,880,430.39
9901826 FR 169 Bridge	STBG-Urban	37,475.60	11,917,905.99
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	11,655,463.08
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	11,634,154.86
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	11,408,811.37
5909802 Kansas Extension	STBG-Urban	(345,782.74)	11,063,028.63
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	(949,696.51) **
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	(3,273,051.55)
5909802 Kansas Extension	STBG-Urban	(352,977.68)	(3,626,029.23)
5909802 Kansas Extension	STBG-Urban	(41,436.78)	(3,667,466.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	(5,292,751.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	(5,764,636.01)
<i>9/30/2021 Balance</i>			(5,764,636.01)
FY 2022 Allocation*	STBG-Urban	1,535,254.86	(4,229,381.15)
SP2216 North 13 Corridor Study	Programmed	(80,000.00)	(4,309,381.15)
GR2105 FR 175 Bridge Replacement	Programmed	(480,000.00)	(4,789,381.15)
GR2106 FR 135/102 Mill/Fill and ADA	Programmed	(3,687,834.95)	(8,477,216.10)
5909802 Kansas Extension Ph. II Const.	Programmed	(808,620.62)	(9,285,836.72)
<i>9/30/2022 Balance</i>			(9,285,836.72)
FY 2023 Allocation*	STBG-Urban	1,565,959.96	(7,719,876.76)
<i>9/30/2023 Balance</i>			(7,719,876.76)
FY 2024 Allocation*	STBG-Urban	1,597,279.16	(6,122,597.61)
<i>9/30/2024 Balance</i>			(6,122,597.61)
*Estimate		(6,122,597.61)	(6,122,597.61)
** Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			(6,122,597.61)
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>570,508.47</i>	<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	118,439.15	804,516.16
<i>9/30/2019 Balance</i>			<i>804,516.16</i>
FY 2020 Allocation	STBG-Urban	129,625.41	934,141.57
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	479,619.63
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	551,327.19
<i>9/30/2020 Balance</i>			<i>551,327.19</i>
FY 2021 Allocation	STBG-Urban	120,447.92	671,775.11
<i>9/30/2021 Balance</i>			<i>671,775.11</i>
*Estimate		671,775.11	671,775.11
Remaining Balance All Funds (9/30/2021)			671,775.11
September 30, 2021 Balance			671,775.11
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			368,512.48
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			303,262.63

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>570,508.47</i>	<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	118,439.15	804,516.16
<i>9/30/2019 Balance</i>			<i>804,516.16</i>
FY 2020 Allocation	STBG-Urban	129,625.41	934,141.57
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	479,619.63
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	551,327.19
<i>9/30/2020 Balance</i>			<i>551,327.19</i>
FY 2021 Allocation	STBG-Urban	120,447.92	671,775.11
<i>9/30/2021 Balance</i>			<i>671,775.11</i>
FY 2022 Allocation*	STBG-Urban	118,929.01	790,704.12
9901828 Trail of Tears Elm to Somerset	Programmed	(184,834.05)	605,870.07
<i>9/30/2022 Balance</i>			<i>605,870.07</i>
FY 2023 Allocation*	STBG-Urban	121,307.59	727,177.66
<i>9/30/2023 Balance</i>			<i>727,177.66</i>
FY 2024 Allocation*	STBG-Urban	123,733.74	850,911.40
<i>9/30/2024 Balance</i>			<i>850,911.40</i>
*Estimate		850,911.40	850,911.40
Remaining Balance All Funds (9/30/2024)			850,911.40
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			850,911.40

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		<i>1,196,517.29</i>	<i>1,196,517.29</i>
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	STBG-Urban	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			<i>1,857,035.60</i>
FY 2019 Allocation	STBG-Urban	403,125.94	2,260,161.54
9900859 Main Street	STBG-Urban	46,654.94	2,306,816.48
9900854 CC Realignment	STBG-Urban	233,631.58	2,540,448.06
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,360,448.06
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,718,654.20
0141023 160/14	STBG-Urban	149,155.47	1,867,809.67
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,767,523.67
1601071 160 and South	STBG-Urban	(50,000.00)	1,717,523.67
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,555,731.40
<i>9/30/2019 Balance</i>			<i>1,555,731.40</i>
FY 2020 Allocation	STBG-Urban	441,200.13	1,996,931.53
1601071 160 and South	STBG-Urban	(524,703.35)	1,472,228.18
1601071 160 and South	STBG-Urban	52,517.42	1,524,745.60
<i>9/30/2020 Balance</i>			<i>1,524,745.60</i>
FY 2021 Allocation	STBG-Urban	409,963.11	1,934,708.71
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	1,751,161.11
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	1,320,807.12
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	1,335,533.52
<i>9/30/2021 Balance</i>			<i>1,335,533.52</i>
*Estimate		1,335,533.52	1,335,533.52
Remaining Balance All Funds (9/30/2021)			1,335,533.52
September 30, 2021 Balance			1,335,533.52
9/30/2021 Balance after MoDOT STIP Programmed Cost Shares			1,335,533.52
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,254,289.18
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			81,244.34

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		1,196,517.29	1,196,517.29
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	Cost Share	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
9/30/2018 Balance			1,857,035.60
FY 2019 Allocation	STBG-Urban	403,125.94	2,260,161.54
9900859 Main Street	STBG-Urban	46,654.94	2,306,816.48
9900854 CC Realignment	STBG-Urban	233,631.58	2,540,448.06
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,360,448.06
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,718,654.20
0141023 160/14	STBG-Urban	149,155.47	1,867,809.67
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,767,523.67
1601071 160 and South	STBG-Urban	(50,000.00)	1,717,523.67
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,555,731.40
9/30/2019 Balance			1,555,731.40
FY 2020 Allocation	STBG-Urban	441,200.13	1,996,931.53
1601071 160 and South	STBG-Urban	(524,703.35)	1,472,228.18
1601071 160 and South	STBG-Urban	52,517.42	1,524,745.60
9/30/2020 Balance			1,524,745.60
FY 2021 Allocation	STBG-Urban	409,963.11	1,934,708.71
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	1,751,161.11
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	1,320,807.12
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	1,335,533.52
9/30/2021 Balance			1,335,533.52
FY 2022 Allocation*	STBG-Urban	461,757.75	1,797,291.27
0141028 14 from Fort to Ridgecrest	Programmed	(33,448.80)	1,763,842.47
9901832 Truman Heather Pembroke	Programmed	(1,530,550.00)	233,292.47
9901833 North MH to Cheyenne	Programmed	(7,152.01)	226,140.46
9901831 N. Main Street	Programmed	(1,873,146.00)	(1,647,005.54) **
9/30/2022 Balance			(1,647,005.54)
FY 2023 Allocation*	STBG-Urban	470,992.91	(1,176,012.64)
NX2301 Downtown N. Main	Programmed	(206,064.00)	(1,382,076.64)
9/30/2023 Balance			(1,382,076.64)
FY 2024 Allocation*	STBG-Urban	480,412.76	(901,663.87)
9/30/2024 Balance			(901,663.87)
*Estimate		(901,663.87)	(901,663.87)
** Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			(901,663.87)
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STBG-Urban</i>	<i>2,185,507.29</i>	<i>2,185,507.29</i>
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	377,614.96	1,519,046.84
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			<i>653,387.02</i>
FY 2020 Allocation	STBG-Urban	413,279.70	1,066,666.72
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(86,839.28) **
<i>9/30/2020 Balance</i>			<i>(86,839.28)</i>
FY 2021 Allocation	STBG-Urban	384,019.45	297,180.17
<i>9/30/2021 Balance</i>			<i>297,180.17</i>
*Estimate		297,180.17	297,180.17

**Advance Agreement on File

Remaining Balance All Funds (9/30/2021)	297,180.17
September 30, 2021 Balance	(86,839.28)
9/30/2021 Balance after MoDOT STIP Programmed Cost Shares	(86,839.28)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,174,914.11
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	STBG-Urban	2,185,507.29	2,185,507.29
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			1,141,431.88
FY 2019 Allocation	STBG-Urban	377,614.96	1,519,046.84
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			653,387.02
FY 2020 Allocation	STBG-Urban	413,279.70	1,066,666.72
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(86,839.28) **
<i>9/30/2020 Balance</i>			(86,839.28)
FY 2021 Allocation	STBG-Urban	384,019.45	297,180.17
<i>9/30/2021 Balance</i>			297,180.17
FY 2022 Allocation*	STBG-Urban	422,584.84	719,765.01
<i>9/30/2022 Balance</i>			719,765.01
FY 2023 Allocation*	STBG-Urban	431,036.54	1,150,801.55
<i>9/30/2023 Balance</i>			1,150,801.55
FY 2024 Allocation*	STBG-Urban	439,657.27	1,590,458.81
<i>9/30/2024 Balance</i>			1,590,458.81
*Estimate		1,590,458.81	1,590,458.81
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			1,590,458.81
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			1,590,458.81

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2017 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>1,043,605.95</i>	<i>1,043,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,349,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,348,653.15
S601061 M/Repmo Drive	Greene County	100,000.00	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.26	151,905.71
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(626,867.22)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(515,193.91)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(551,193.92)
<i>9/30/2019 Balance</i>			<i>(551,193.92)</i>
FY 2020 Allocation	STBG-Urban	342,150.81	(209,043.11)
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	(262,388.14)
<i>9/30/2020 Balance</i>			<i>(262,388.14)</i>
FY 2021 Allocation	STBG-Urban	317,926.49	55,538.35
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	(4,343.12)
<i>9/30/2021 Balance</i>			<i>(4,343.12)</i>
*Estimate		(4,343.12)	(4,343.12)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2021)			(4,343.12)
September 30, 2021 Balance			(262,388.14)
9/30/21 Balance after MoDOT STIP Programmed Cost Shares			(262,388.14)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			972,701.56
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2017 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>1,043,605.95</i>	<i>1,043,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,349,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,348,653.15
S601061 M/Repmo Drive	Greene County	100,000.00	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.26	151,905.71
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(626,867.22)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(515,193.91)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(551,193.92)
<i>9/30/2019 Balance</i>			<i>(551,193.92)</i>
FY 2020 Allocation	STBG-Urban	342,150.81	(209,043.11)
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	(262,388.14)
<i>9/30/2020 Balance</i>			<i>(262,388.14)</i>
FY 2021 Allocation	STBG-Urban	317,926.49	55,538.35
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	(4,343.12)
<i>9/30/2021 Balance</i>			<i>(4,343.12)</i>
FY 2022 Allocation*	STBG-Urban	372,273.48	367,930.36
<i>9/30/2022 Balance</i>			<i>367,930.36</i>
FY 2023 Allocation*	STBG-Urban	379,718.95	747,649.31
<i>9/30/2023 Balance</i>			<i>747,649.31</i>
FY 2024 Allocation*	STBG-Urban	387,313.33	1,134,962.64
<i>9/30/2024 Balance</i>			<i>1,134,962.64</i>
*Estimate		1,134,962.64	1,134,962.64
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			1,134,962.64
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			1,134,962.64

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		6,142,338.50	6,142,338.50
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
9/30/2018 Balance			8,466,345.94
FY 2019 Allocation	STBG-Urban	3,380,106.40	11,846,452.34
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,856,452.34
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,776,452.34
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	11,818,939.22
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	11,578,939.22
9/30/2019 Balance			11,578,939.22
FY 2020 Allocation	STBG-Urban	3,699,348.59	15,278,287.81
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	15,288,287.81
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	15,022,687.81
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	14,956,287.81
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	14,963,364.81
5905809 FY2021 TMC Staff	STBG-Urban	(332,000.00)	14,631,364.81
0652079 Eastgate Relocation	STBG-Urban	8,920.16	14,640,284.97
9/30/2020 Balance			14,640,284.97
FY 2021 Allocation	STBG-Urban	3,437,434.28	18,077,719.25
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	18,087,719.25
5901818 Signal Improvements	STBG-Urban	(640,000.00)	17,447,719.25
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	17,402,919.25
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	17,414,650.71
0652079 Eastgate Relocation	STBG-Urban	178.21	17,414,828.92
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	15,254,828.92
5909802 Kansas Extension ROW	Transfer to Greene County	(2,080,000.00)	13,174,828.92
5909802 Kansas Extension CON	Transfer to Greene County	(2,700,000.00)	10,474,828.92
5901810 Republic Road Widening	STBG-Urban	33,912.00	10,508,740.92
5901810 Republic Road Widening	STBG-Urban	(1,023,962.80)	9,484,778.12
S603084 FY 2022 TMC Staff	STBG-Urban	(360,000.00)	9,124,778.12
S602027 Campbell and Republic	STBG-Urban	(781,354.88)	8,343,423.24
0652088 US65/Division Interchange	STBG-Urban	262,442.91	8,605,866.15
5901821 Traffic Signal System Imp.	STBG-Urban	(620,000.00)	7,985,866.15
5901819 Walnut Street Bridge	STBG-Urban	(240,000.00)	7,745,866.15
5916808 ADA Improvements	STBG-Urban	(295,001.60)	7,450,864.55
5903803 Jefferson Footbridge	STBG-Urban	(2,000,000.00)	5,450,864.55
1602076 Kearney/West Bypass	STBG-Urban	(805,072.53)	4,645,792.02
9/30/2021 Balance			4,645,792.02
*Estimate		4,645,792.02	4,645,792.02

Remaining Balance All Funds (9/30/2021)	4,645,792.02
September 30, 2021 Balance	4,645,792.02
MoDOT STIP Programmed Cost Shares	
S602027 Campbell and Republic	(379,445.12)
SP1815 Kearney/West Bypass	(195,930.47)
MO2104 FY 2022 TMC Staff	0.00
MO2301 FY 2023 TMC Staff	(344,000.00)
SP1816 Kansas/Sunset	(1,092,743.20)
SP1817 Kansas/Walnut Lawn	(1,237,858.00)
9/30/2021 Balance after MoDOT STIP Programmed Cost Shares	1,395,815.23
3-Year Maximum STBG-Urban Balance Allowed in 2021 (MoDOT)	10,516,889.27
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		6,142,338.50	6,142,338.50
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
9/30/2018 Balance			8,466,345.94
FY 2019 Allocation	STBG-Urban	3,380,106.40	11,846,452.34
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,856,452.34
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,776,452.34
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	11,536,452.34
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	11,578,939.22
9/30/2019 Balance			11,578,939.22
FY 2020 Allocation	STBG-Urban	3,699,348.59	15,278,287.81
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	15,288,287.81
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	15,022,687.81
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	14,956,287.81
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	14,963,364.81
5905809 FY2021 TMC Staff	STBG-Urban	(332,000.00)	14,631,364.81
0652079 Eastgate Relocation	STBG-Urban	8,920.16	14,640,284.97
9/30/2020 Balance			14,640,284.97
FY 2021 Allocation	STBG-Urban	3,437,434.28	18,077,719.25
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	18,087,719.25
5901818 Signal Improvements	STBG-Urban	(640,000.00)	17,447,719.25
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	17,402,919.25
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	17,414,650.71
0652079 Eastgate Relocation	STBG-Urban	178.21	17,414,828.92
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	15,254,828.92
5909802 Kansas Extension ROW	Transfer to Greene County	(2,080,000.00)	13,174,828.92
5909802 Kansas Extension CON	Transfer to Greene County	(2,700,000.00)	10,474,828.92
5901810 Republic Road Widening	STBG-Urban	33,912.00	10,508,740.92
5901810 Republic Road Widening	STBG-Urban	(1,023,962.80)	9,484,778.12
S603084 FY 2022 TMC Staff	STBG-Urban	(360,000.00)	9,124,778.12
S602027 Campbell and Republic	STBG-Urban	(781,354.88)	8,343,423.24
0652088 US65/Division Interchange	STBG-Urban	262,442.91	8,605,866.15
5901821 Traffic Signal System Imp.	STBG-Urban	(620,000.00)	7,985,866.15
5901819 Walnut Street Bridge	STBG-Urban	(240,000.00)	7,745,866.15
5916808 ADA Improvements	STBG-Urban	(295,001.60)	7,450,864.55
5903803 Jefferson Footbridge	STBG-Urban	(2,000,000.00)	5,450,864.55
1602076 Kearney/West Bypass	STBG-Urban	(805,072.53)	4,645,792.02
9/30/2021 Balance			4,645,792.02
FY 2022 Allocation*	STBG-Urban	3,358,916.86	8,004,708.88
5916807 Overlay Improvements	Programmed	(232,000.00)	7,772,708.88
SP2216 North 13 Corridor Study	Programmed	(80,000.00)	7,692,708.88
5903803 Jefferson Footbridge	Programmed	(560,000.00)	7,132,708.88
5901821 Traffic Signal System Imp.	Programmed	(140,000.00)	6,992,708.88
S602027 Campbell and Republic	Programmed Cost Share	(379,445.12)	6,613,263.76
5901810 Republic Road Widening	Programmed	(129,949.20)	6,483,314.56
5916808 ADA Improvements	Programmed	(992,998.40)	5,490,316.16
1602076 Kearney/West Bypass	Programmed Cost Share	(195,930.47)	5,294,385.69
SP2202 TMC Signal Replacements	Programmed	(1,344,000.00)	3,950,385.69
0132093 Kansas/Sunset	Programmed Cost Share	(106,572.00)	3,843,813.69
0132092 Kansas/Walnut Lawn	Programmed Cost Share	(183,735.00)	3,660,078.69
5901819 Walnut Street Bridge	Programmed	(1,360,000.00)	2,300,078.69
9/30/2022 Balance			2,300,078.69
FY 2023 Allocation*	STBG-Urban	3,426,095.20	5,726,173.89
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,054,123.00)	4,672,050.89
SP1816 Kansas/Sunset	Programmed Cost Share	(986,171.20)	3,685,879.69
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(344,000.00)	3,341,879.69
9/30/2023 Balance			3,341,879.69
FY 2024 Allocation*	STBG-Urban	3,494,617.10	6,836,496.79
9/30/2024 Balance			6,836,496.79
* Estimate		6,836,496.79	6,836,496.79
Remaining Balance All Funds (9/30/2024)			6,836,496.79
Funds Immediately Available to be Programmed through 2024			6,836,496.79

Note: Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>65,112.65</i>	<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	54,692.45	191,500.56
<i>9/30/2020 Balance</i>			<i>191,500.56</i>
FY 2021 Allocation	STBG-Urban	50,820.22	242,320.78
<i>9/30/2021 Balance</i>			<i>242,320.78</i>
*Estimate		242,320.78	242,320.78
Remaining Balance All Funds (9/30/2021)			242,320.78
September 30, 2021 Balance			242,320.78
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			155,485.33
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			86,835.45

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>65,112.65</i>	<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	<i>(76.20)</i>	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	<i>(27,038.68)</i>	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	54,692.45	191,500.56
<i>9/30/2020 Balance</i>			<i>191,500.56</i>
FY 2021 Allocation	STBG-Urban	50,820.22	242,320.78
<i>9/30/2021 Balance</i>			<i>242,320.78</i>
FY 2022 Allocation*	STBG-Urban	47,809.65	290,130.43
ST2202 N. Old Orchard	Programmed	<i>(481,362.00)</i>	(191,231.57) **
<i>9/30/2022 Balance</i>			<i>(191,231.57)</i>
FY 2023 Allocation*	STBG-Urban	48,765.84	(142,465.73)
<i>9/30/2023 Balance</i>			<i>(142,465.73)</i>
FY 2024 Allocation*	STBG-Urban	49,741.16	(92,724.57)
<i>9/30/2024 Balance</i>			<i>(92,724.57)</i>
*Estimate		<i>(92,724.57)</i>	<i>(92,724.57)</i>
** Advance Agreement Needed			
Remaining Balance All Funds (9/30/2024)			(92,724.57)
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		377,900.95	377,900.95
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			347,262.32
FY 2019 Allocation	STBG-Urban	112,077.80	459,340.12
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
<i>9/30/2019 Balance</i>			(198,045.97)
FY 2020 Allocation	STBG-Urban	122,663.25	(75,382.72)
5944803 Miller Road Widening	STBG-Urban	25,468.71	(49,914.01)
<i>9/30/2020 Balance</i>			(49,914.01)
FY 2021 Allocation	STBG-Urban	113,978.68	64,064.67
<i>9/30/2021 Balance</i>			64,064.67
*Estimate		64,064.67	64,064.67

Remaining Balance All Funds (9/30/2021) **64,064.67**

September 30, 2021 Balance	64,064.67
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	344,273.32
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

**Advance Agreement on File

Funds Balance by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		377,900.95	377,900.95
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			347,262.32
FY 2019 Allocation	STBG-Urban	112,077.80	459,340.12
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
<i>9/30/2019 Balance</i>			(198,045.97)
FY 2020 Allocation	STBG-Urban	122,663.25	(75,382.72)
5944803 Miller Road Widening	Programmed	25,468.71	(49,914.01)
<i>9/30/2020 Balance</i>			(49,914.01)
FY 2021 Allocation	STBG-Urban	113,978.68	64,064.67
<i>9/30/2021 Balance</i>			64,064.67
FY 2022 Allocation*	STBG-Urban	125,957.22	190,021.89
<i>9/30/2022 Balance</i>			190,021.89
FY 2023 Allocation*	STBG-Urban	128,476.36	318,498.25
<i>9/30/2023 Balance</i>			318,498.25
FY 2024 Allocation*	STBG-Urban	131,045.89	449,544.15
<i>9/30/2024 Balance</i>			449,544.15
*Estimate		449,544.15	449,544.15
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			449,544.15
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			449,544.15

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022 Estimate
Republic Small Urban Allocation	453,222.55	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	7,054,442.52
STP/BG-Urban Distribution							
OTO Operations	N/A	N/A	N/A	200,000.00	100,000.00	236,800.00	231,525.00
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00	10,000.00	10,000.00
Christian County	3,337,442.89	317,405.64	335,454.60	343,250.56	375,669.67	349,072.22	369,433.85
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,598,857.01	1,485,657.75	1,535,254.86
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.15	129,625.41	120,447.92	118,929.01
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	409,963.11	461,757.75
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	384,019.45	422,584.84
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.26	342,150.81	317,926.49	372,273.48
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,699,348.59	3,437,434.28	3,358,916.86
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,820.22	47,809.65
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	113,978.68	125,957.22
	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.39	7,287,487.02	6,916,120.12	7,054,442.52
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00

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	Rideshare	FY 2019 OTO Operations	FY 2020 OTO Operations	FY 2021 OTO Operations
Springfield Area Small Urban	(184,224.00)	14.67				
STBG-Urban			(10,000.00)	(200,000.00)	(100,000.00)	(236,800.00)
Distribution						
Christian County	(10,182.16)	0.81	(523.40)	(10,468.00)	(5,234.00)	(12,394.11)
Greene County	(40,844.89)	3.25	(2,227.60)	(44,552.00)	(22,276.00)	(52,749.57)
City of Battlefield	(1,851.03)	0.15	(180.60)	(3,612.00)	(1,806.00)	(4,276.61)
City of Nixa	(9,203.80)	0.73	(614.70)	(12,294.00)	(6,147.00)	(14,556.10)
City of Ozark	(7,530.18)	0.60	(575.80)	(11,516.00)	(5,758.00)	(13,634.94)
City of Republic	N/A	N/A	(476.70)	(9,534.00)	(4,767.00)	(11,288.26)
City of Springfield	(114,611.94)	9.13	(5,154.10)	(103,082.00)	(51,541.00)	(122,049.09)
City of Strafford	N/A	N/A	(76.20)	(1,524.00)	(762.00)	(1,804.41)
City of Willard	N/A	N/A	(170.90)	(3,418.00)	(1,709.00)	(4,046.91)
	(184,224.00)	14.67	(10,000.00)	(200,000.00)	(100,000.00)	(236,800.00)

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 17 and beyond

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
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

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
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

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
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

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
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	118,439.15	2,132,570.37
	Deposit	10/01/2018	City of Nixa	403,125.94	2,535,696.31
	Deposit	10/01/2018	City of Ozark	377,614.96	2,913,311.27
	Deposit	10/01/2018	City of Republic	312,624.26	3,225,935.53
	Deposit	10/01/2018	City of Springfield	3,380,106.40	6,606,041.93
	Deposit	10/01/2018	City of Strafford	49,972.66	6,656,014.59
	Deposit	10/01/2018	City of Willard	112,077.80	6,768,092.39
Total FY 2019 Allocation				6,768,092.39	6,768,092.39
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

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
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	129,625.41	2,214,152.09
	Deposit	10/01/2019	City of Nixa	441,200.13	2,655,352.22
	Deposit	10/01/2019	City of Ozark	413,279.70	3,068,631.92
	Deposit	10/01/2019	City of Republic	342,150.81	3,410,782.73
	Deposit	10/01/2019	City of Springfield	3,699,348.59	7,110,131.32
	Deposit	10/01/2019	City of Strafford	54,692.45	7,164,823.77
	Deposit	10/01/2019	City of Willard	122,663.25	7,287,487.02
Total FY 2020 Allocation				7,287,487.02	7,287,487.02
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	10,000.00	246,800.00
	Deposit	10/01/2020	Christian County	349,072.22	595,872.22
	Deposit	10/01/2020	Greene County	1,485,657.75	2,081,529.97
	Deposit	10/01/2020	City of Battlefield	120,447.92	2,201,977.89
	Deposit	10/01/2020	City of Nixa	409,963.11	2,611,941.00
	Deposit	10/01/2020	City of Ozark	384,019.45	2,995,960.45
	Deposit	10/01/2020	City of Republic	317,926.49	3,313,886.94
	Deposit	10/01/2020	City of Springfield	3,437,434.28	6,751,321.22
	Deposit	10/01/2020	City of Strafford	50,820.22	6,802,141.44
	Deposit	10/01/2020	City of Willard	113,978.68	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)	431,185.80	431,185.80
Total FY 2021 TAP Allocation				431,185.80	431,185.80

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
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				114,016,859.20	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
00FY820 OTO Operations/Planning			
Active	06/26/2019	OTO Operations	(200,000.00)
			<u>(200,000.00)</u>
00FY821 OTO Operations/Planning			
Active	06/29/2020	OTO Operations	(100,000.00)
			<u>(100,000.00)</u>
00FY822 OTO Operations/Planning			
Active	06/28/2021	OTO Operations	(156,800.00)
			<u>(156,800.00)</u>
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u>(978,000.00)</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>(354,887.54)</u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u>(799,517.00)</u>
0141014 17th Street Relocation			
Closed	04/18/2008	City of Ozark	(244,800.00)
			<u>(244,800.00)</u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u>(165,587.00)</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>(1,048,107.83)</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>(168,821.20)</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>(1,286,520.09)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0141030 South and Third			
Active	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
			<u>(1,345,183.85)</u>
0141032 14 in Ozark 32nd to 22nd			
Active	02/11/2020	City of Ozark	(130,000.00)
			<u>(130,000.00)</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>(1,110,295.00)</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>(3,949,229.96)</u>
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			<u>(100,000.00)</u>
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u>(758,009.07)</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>0.00</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>(1,800,000.00)</u>
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u>(223,050.00)</u>
0651056 65/CC/J			
Closed	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u>(2,300,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u>(1,000,000.00)</u>
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			<u>(74,000.00)</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>(432,597.22)</u>
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u>0.00</u>
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u>(1,061,000.00)</u>
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u>(106,000.00)</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>(4,541,168.92)</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>(1,450,562.09)</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>(146,718.63)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>
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)
	06/20/207	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			
	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>
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			
Active	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)
			<u><u>(862,142.28)</u></u>
1601071 160 and South			
Active	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
			<u><u>(522,185.93)</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)
			<u><u>(849,872.53)</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			
Active	09/14/2021	Greene County	(262,442.91)
	09/14/2021	Greene County	(225,343.49)
	09/14/2021	Greene County	(21,308.22)
			<u><u>(509,094.62)</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>
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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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
			<u>(1,070,050.80)</u>
5901811 Springfield Greenwood			
Active	10/19/2020	Enhancements (TAP)	(183,365.00)
	01/28/2021	Enhancements (TAP)	32,923.48
			<u>(150,441.52)</u>
5901812 Galloway Reco			
Active	10/19/2020	Enhancements (TAP)	(146,098.00)
	01/28/2021	Enhancements (TAP)	32,994.00
			<u>(113,104.00)</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)
			<u>(139,411.20)</u>
5901815 SGF Harvard Sidewalks			
Active	06/15/2020	Enhancements (TAP)	(110,869.00)
	01/28/2021	Enhancements (TAP)	31,920.60
			<u>(78,948.40)</u>
5901818 Signal Improvements			
Active	10/20/2020	City of Springfield	(640,000.00)
			<u>(640,000.00)</u>
5901819 Walnut Street Bridge			
Active	07/15/2021	City of Springfield	(240,000.00)
			<u>(240,000.00)</u>
5901821 Traffic Signal Imp.			
Active	07/06/2021	City of Springfield	(620,000.00)
			<u>(620,000.00)</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			
Active	09/14/2021	City of Springfield	(2,000,000.00)
			<u>(2,000,000.00)</u>
FY94001 Division Underground Tank			
Closed (AKA 5904810)	04/17/2007	Greene County	(64,027.15)
			<u>(64,027.15)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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><u>(111,340.76)</u></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><u>(189,540.94)</u></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><u>(227,869.98)</u></u>
5905809 TMC Salaries 2021			
Active	06/26/2020	City of Springfield	(332,000.00)
			<u><u>(332,000.00)</u></u>
5907801 Campbell/Weaver			
Active	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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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)
			<u><u>(23,239,647.88)</u></u>
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><u>(250,000.00)</u></u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u><u>(240,000.00)</u></u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u><u>(14,215.22)</u></u>
5916807 Overlay Improvements			
Active	03/29/2021	City of Springfield	(2,160,000.00)
			<u><u>(2,160,000.00)</u></u>
5916808 ADA Sun., Nat'l, B.field			
Active	08/27/2021	City of Springfield	(295,001.60)
			<u><u>(295,001.60)</u></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><u>(237,391.82)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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><u>23,883.07</u></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><u>(266,854.57)</u></u>
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			<u><u>(260,000.00)</u></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><u>(251,031.34)</u></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><u>(187,782.10)</u></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><u>(295,361.40)</u></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><u>(320,268.54)</u></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><u>(48,300.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5944803 Miller Road Widening			
Active	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
			<u><u>(924,427.29)</u></u>
5944804 Hunt Rd Sidewalks			
Active	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			<u><u>(207,438.60)</u></u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u><u>(303,436.00)</u></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><u>(250,000.00)</u></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><u>(1,911,623.75)</u></u>
6900813 Shuyler Creek Trail			
Active	01/29/2021	Enhancements (TAP)	(178,969.03)
			<u><u>(178,969.03)</u></u>
7441012 Kearney/Packer			
Active	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u><u>(728,721.00)</u></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><u>(63,984.87)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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><u>(1,078,283.68)</u></u>
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u><u>(27,759.89)</u></u>
9900843 Strafford Sidewalks 2014			
Closed	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u><u>(250,000.00)</u></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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>
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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			<u>(500,000.00)</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>(978,676.98)</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>(190,670.54)</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>(196,697.22)</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>(117,203.90)</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>(110,912.36)</u>
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u>(40,034.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901814 FF SW Weaver to Rose			
Active	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
			<u>(428,772.44)</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>(312,653.87)</u>
9901816 Pine and McCabe Sidewalks			
Active	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
			<u>(238,212.71)</u>
9901817 Battlefield Third Street Sidewalk			
Active	10/18/2019	Enhancements (TAP)	(28,000.00)
			<u>(28,000.00)</u>
9901818 Nicholas SW Ph 1 & 2			
Active	06/14/2019	Enhancements (TAP)	(27,326.74)
	10/22/2020	Enhancements (TAP)	(338,206.32)
	04/07/2021	Enhancements (TAP)	8,233.20
			<u>(357,299.86)</u>
9901820 Ozark N. Fremont SW			
Active	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			
Active	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			
Active	08/23/2019	Enhancements (TAP)	(27,739.94)
	03/11/2021	Enhancements (TAP)	(239,439.67)
	06/15/2021	Enhancements (TAP)	31,996.00
			<u>(235,183.61)</u>
9901826 FR 169 Bridge			
Active	02/09/2021	Greene County	(437,822.80)
	04/16/2021	Greene County	37,475.60
			<u>(400,347.20)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901827 ChadwickFlyr Jackson/Clay			
Active	10/19/2020	Enhancements (TAP)	(79,874.23)
			<u>(79,874.23)</u>
9901828 Trail of Tears SmrSet			
Active	09/03/2020	City of Battlefield	(33,592.92)
	09/13/2021	City of Battlefield	(68,459.08)
			<u>(102,052.00)</u>
9901829 OGI Trail Plng Services			
Active	06/26/2020	Enhancements (TAP)	(100,000.00)
			<u>(100,000.00)</u>
9901833 North St - MH to Cheyenne			
Active	06/28/2021	City of Nixa	(430,353.99)
			<u>(430,353.99)</u>
B022009 Riverside Bridge			
Active	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>
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>(185,838.68)</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>(959,126.13)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S601065 14 SW Cedar Hts to Ellen			
Active	04/04/2019	City of Nixa	(100,286.00)
			<u>(100,286.00)</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>(272,513.12)</u>
S602027 Campbell and Republic			
Active	04/01/2019	City of Springfield	(240,000.00)
	07/01/2021	City of Springfield	(781,354.88)
			<u>(1,021,354.88)</u>
S602083 Northview Rd Improvements			
Active	03/28/2019	City of Nixa	(180,000.00)
			<u>(180,000.00)</u>
S602084 TMC Staff 2022			
Active	06/01/2021	City of Springfield	(360,000.00)
			<u>(360,000.00)</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>(2,700,000.00)</u>
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			<u>(198,465.00)</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>(30,868.56)</u>
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			<u>(0.43)</u>
TOTAL OBLIGATIONS			<u>(106,210,808.19)</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 9

Phase I of Kansas Expressway extension ready to go



BY: SBJ STAFF | sbj@sbj.net (<mailto:sbj@sbj.net>)

Posted online December 21, 2021 | 10:38 am

A decadeslong vision to extend Kansas Expressway beyond Republic Road is coming to fruition.

The Greene County Commission signed a contract allowing site development and highway construction company Emery Sapp & Sons Inc. to begin work, according to a news release. The contractor can start mobilizing equipment for Phase I on Dec. 22.

The Missouri Department of Transportation approved the lowest bid for Phase I of \$15.7 million from Emery Sapp & Sons. The bid is nearly \$6 million under the engineer's cost estimate for the first phase.

Phase I calls on the extension of Kansas Expressway from Republic Road to Plainview Road. Construction is slated for completion by Nov. 1, 2023, according to the release.

Phase II construction, which would connect Kansas Expressway to Farm Road 190, near the James River crossing, is scheduled to start in winter 2023 and wrap in spring 2025.

"The new roadway will provide motorists with an alternative connection in southern Greene County and provide traffic congestion relief along parallel routes at Cox Road and Campbell Avenue," officials said in the release.

Emery Sapp & Sons is on board to build a two-lane road with turning lanes at major intersections, conduct stormwater improvements, and develop a pedestrian and bicycle path along the corridor. The project will be financed

with 80% of federal transportation funds and 20% of county funds; the city of Springfield is a cost-share partner as the northern portion of the extension is within city limits.

Officials began planning the Kansas Expressway extension nearly four decades ago, according to the release. Feasibility studies, environmental assessments and right-of-way plans have been finalized to prepare the route for construction in 2022, according to the release.

MORE FROM SBJ DAILY UPDATE

**Hardinger hired as
CoxHealth's first
diversity director
(/stories/hardinger-
hired-as-
coxhealths-first-
diversity-
director,77377)**

**Phase I of Kansas
Expressway extension ready
to go (/stories/phase-i-of-
kansas-expressway-
extension-ready-to-
go,77376)**

Central Missouri lawmaker files legislation to repeal fuel tax increase



(KY3)

By KY3 Staff

Published: Dec. 1, 2021 at 12:16 PM CST

JEFFERSON CITY, Mo. (KY3) - State Rep. Sara Walsh says she is leading an effort to repeal Missouri's recent gas tax increase.

For the 2022 legislative session, she will sponsor legislation repealing the tax the legislature approved in the 2021 session.

"I was opposed to the fuel tax increase because it silenced the voice of the people on an issue where they should have been heard," said Rep. Walsh. "The legislature moved forward with a plan that increases the tax burden on Missourians who can't afford it, and I think it's clear this increase never would have passed if the people had been allowed to vote."

The tax pays for road and bridge improvements across the state. Rep. Walsh supported an amendment during the debate to place the fuel tax on a statewide ballot. The proposal raised the tax by 2.5 cents a year through 2025. The first hike happened in October.

"I know many of my colleagues agree with me that we need to right this wrong and remove this increased burden placed on Missouri families and businesses," said Rep. Walsh. "It is never a good time to raise taxes on Missouri families or businesses. It is an outrage that Missourians are being asked to pay more at a time when the state has an \$8 billion surplus."

Walsh said her bill is meant to help the many Missourians who are struggling to make ends meet and cannot afford a tax increase. Missourians may apply for a refund on July 1, 2022, with proper receipts. The receipts must be kept for three years.

To report a correction or typo, please email digitalnews@ky3.com

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Missouri agencies unite to combat human trafficking

Public asked to be alert for signs of human trafficking in January and throughout the year

JEFFERSON CITY—January is National Human Trafficking Prevention Month, marking the anniversary of the passage of the Trafficking Victims Protection Act of 2000. The Missouri Department of Transportation has joined forces with the Missouri State Highway Patrol and local law enforcement to combat the crime of human trafficking in the Show-Me State.

“Human trafficking remains a growing concern in Missouri, particularly along the interstate corridors,” said MoDOT Director Patrick McKenna. “That makes uniting the efforts of everyone in the transportation sector of vital importance in combatting this rapidly expanding criminal enterprise.”

In 2018, Director McKenna signed the Transportation Leaders Against Human Trafficking pledge, committing MoDOT to providing specialized training to employees about the common indicators of human trafficking and how to report potential cases while raising public awareness of human trafficking issues impacting our state and nation.

“Education and public awareness are just two things we do to help eliminate human trafficking,” McKenna said. “Because our jobs carry us to all four corners of the state, MoDOT, the Highway Patrol and our commercial trucker allies serve as the eyes to recognize and the voice to report suspicious activity along one of the busiest transportation hubs in the country.”

MoDOT has provided public information about human trafficking and continues to train employees about the common indicators of human trafficking and how to report potential cases.

If you suspect someone is being forced to engage in any activity from which they can’t leave—whether it is commercial sex, housework, farm work or other activity—call the National Human Trafficking Resource Center hotline at 1-888-373-7888 or text BeFree (233733). Information is available online at humantraffickinghotline.org.

For more information about MoDOT’s efforts to “Put the Brakes on Human Trafficking,” go to modot.org/fighthumantrafficking or contact the MoDOT Human Resources office at 573-526-7644.

###

For more information, call MoDOT at 888-ASK-MODOT (275-6636) or visit www.modot.org. To receive the latest statewide news and text alerts, signup for [e-updates](#).

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Districts Involved

STATEWIDE

Published On: Fri, 01/07/2022 - 07:00

Missouri Department of Transportation

105 W. Capitol Avenue
Jefferson City, MO 65102
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1-866-831-6277 (Motor Carrier Services)

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City of Republic, Mo. explains plans to grow with more street funds

By [Liam Garrity](#)

Published: Dec. 19, 2021 at 9:23 PM CST

REPUBLIC, Mo. (KY3) - Republic city officials say more money to their street fund is already paying dividends with more projects in motion.

Phyllis Julien, who lives in Republic, said she remembers the town before the boom.

“I remember Republic when it was just a little horse town,” said Julien.

Republic has changed significantly over the past few years. And city officials said opening the streets is a way for growth.

Andrew Nelson, Republic’s public works director, explains their growth.

“Growth and development follow infrastructure,” said Nelson. “We talk about that a lot in Republic and transportation being the key.”

This past August, Republic voters passed the public safety tax which created a new fund for firefighters and police officers, which was a part of their street fund.

Nelson said this opens new opportunities for the city.

“It’s a big deal for the street fund,” said Nelson. “The state motor fuel sales tax annually is about \$600,000. So when, you know before we had a program of about \$200,000 to \$300,000.”

Nelson said more money for streets gives them leg room for projects, like expanding U.S. 60, making streets safer, roundabouts, and so on.

Julien agrees with having safer roadways.

“It is a good thing,” said Julien. “I think that will enable them to prevent a lot of traffic injuries.”

Nelson said the changes to make the street fund its fund will be in 2022, but they are already seeing results in changing their roadways.

“The more you invest in transportation, the more you’re going to see development along with those intensities of infrastructure,” said Nelson.

Nelson also said trust the process when seeing road changes.

“We hope that people understand that we’re planning for the growth that we’re seeing it in the interim,” said Nelson. “It takes a long time to deliver transportation projects just in general, but, we’re working on it.”

To report a correction or typo, please email digitalnews@ky3.com

More than 1,000 People Killed in Missouri Traffic Crashes in 2021

Preliminary data shows highest fatality count in 15 years

JEFFERSON CITY – For the first time since 2006, Missouri’s traffic fatalities surpassed 1,000. According to preliminary data, 1,007 people were killed in Missouri traffic crashes in 2021, a 2% increase over 2020 and marking the second straight year of growing fatality totals after nearly a decade of steady decline.

“These fatalities are unacceptable, alarming and preventable,” said MoDOT Director Patrick McKenna. “There are simple things we can all do to make a real impact on our roadways. Wearing your seat belt is your best line of defense in a crash and avoiding distractions can prevent those crashes in the first place. Buckle up, phone down.”

Lack of seat belt use continues to be a common denominator in fatal crashes. Approximately two-thirds of vehicle occupants killed were not wearing a seat belt. Preliminary data shows drivers using a cellphone were involved in more than 2,200 crashes in Missouri in 2021, although distracted driving remains widely underreported. And 41% of the fatal crashes on the year involved speeding or driving too fast for the conditions.

“The Missouri State Patrol is dedicated to promoting safety upon our highways and working to reduce the number and severity of traffic crashes,” said superintendent of the Missouri State Highway Patrol Colonel Eric Olson. “Every motorist who uses Missouri roadways plays an important role in reducing traffic fatalities. The public can help us prevent fatalities by paying attention to the full-time job of driving, obeying all traffic laws, and wearing a seat belt.”

Missouri’s strategic highway safety plan, Show-Me Zero, focuses on four ways every Missourian can help eliminate traffic deaths – buckle up, phone down, slow down and drive sober. For more information on the Show-Me Zero plan and to learn how all Missourians can help make the roadways safer, visit www.savemolives.com.

#

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STATEWIDE

Published On: Tue, 01/04/2022 - 07:54

Missouri Department of Transportation

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<https://www.newstribune.com/news/2021/dec/04/MoDOT-suing-state-over-ability-to-use-funds-for-em/>

MoDOT suing state over ability to use funds for employee raises

by [Ryan Pivoney](#) | December 4, 2021 at 5:30 a.m. | Updated December 5, 2021 at 11:35 a.m.

The Missouri Highways and Transportation Commission is asking a Cole County judge to rule on whether it can use the State Road Fund to give employees a raise. On Thursday, MHTC filed a lawsuit against Ken Zellers, acting commissioner of the Office of Administration, over his refusal to commit funds from the State Road Fund to implement the Missouri Department of Transportation's new market pay plan. The state agency is asking for declaratory judgment on whether it has authority to use almost \$60 million from the State Road Fund to increase employee pay. The case has been assigned to Cole County Judge Cotton Walker.

MHTC is the governing body over MoDOT and has authority over the state highway system and "sole discretion" to use money in the State Road Fund, according to the state Constitution.

As acting commissioner, Zellers oversees certain withdrawals from the state treasury. MHTC is arguing the Missouri Constitution grants it "broad access" to the State Road Fund to fulfill its duties of designing, constructing and maintaining state highways, which would include hiring and retaining employees.

In its petition to the court, MHTC said MoDOT has urgent workforce needs. Approximately 600 MoDOT employees have left the department every year since 2016 and recent turnover has been greater. The department is expecting to lose more than 800 employees this year.

While many have left for high paying jobs at private companies or with city and county transportation departments, nearly 600 MoDOT employees have a second job. With state appropriations, MHTC said the department hasn't been able to offer a competitive wage for the past 25 years. MoDOT has received sporadic pay increases from the Legislature over the past few years, including a \$708 annual raise for employees making less than \$70,000 and 1 percent raise for everyone else in fiscal year 2019 and cost of living increases totaling 5 percent over multiple years.

In past years, the Legislature has marked appropriations to allow MoDOT the flexibility to spend what is required to fulfill its mission amid changing conditions, like weather or emergency conditions.

The General Assembly ended that system in fiscal year 2018, requiring MoDOT to spend only the amount appropriated in legislation each year.

Last session, MoDOT asked the Legislature for \$276,179,950 for salaries and wages, \$273,711,319 of which would come from the State Road Fund. It also requested \$243,842,904 for employee benefits, \$242,380,061 of which would come from the State Road Fund. Instead, state lawmakers appropriated \$267,540,631 for salaries and wages, \$265,571,910 of which came from the State Road Fund. It granted \$238,715,397 for employee benefits, \$237,249,839 of which came from the State Road Fund.

To implement its new market pay plan, MoDOT would need an additional \$37,043,472 from the State Road Fund for salaries and wages and \$22,370,405 for employee benefits. With enough money in the fund to implement pay increases without obstructing other department operations, the only holdup is authorization from Zellers and the Office of Administration.

The acting commissioner could face two to five years in prison for knowingly certifying payments not authorized by law, and he cannot pre-approve payments unless the funds have been previously appropriated by law.

Print Headline: MoDOT suing state over ability to use funds for employee raises