



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

DECEMBER 15, 2021
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

Meeting Agenda

Wednesday, December 15, 2021 1:30 p.m.

The TPC will convene at the OTO offices and via Zoom (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](https://www.ozarkstransportation.org)

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Wiesehan)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of October 20, 2021 Meeting Minutes..... Tab 1

(1 minute/Wiesehan)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period for All Agenda Items..... Tab 2

(15 minutes/Wiesehan)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on December 14th to comment@ozarkstransportation.org or at <https://www.ozarkstransportation.org/give-us-your-input#comments>. These comments will be provided to the Technical Planning Committee prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

E. Staff Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(10 minutes/Miller)

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

II. New Business

A. FY 2022-2025 TIP Administrative Modifications Two, Three, and Four Tab 3
(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 REQUESTED – INFORMATIONAL ONLY

B. FY 2022-2025 TIP Amendment Three Tab 4
(5 minutes/Longpine)

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2022-2025 TIP AMENDMENT THREE TO THE BOARD OF DIRECTORS

C. Federal Functional Class Change Request..... Tab 5
(5 minutes/Thomason)

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF CHANGES TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM TO THE BOARD OF DIRECTORS

D. Statement of Priorities on Pedestrian and Bicycle Infrastructure Tab 6
(5 minutes/Thomason)

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE STATEMENT OF PRIORITIES TO THE BOARD OF DIRECTORS

E. September 30, 2021 Federal Funds Balance Report..... Tab 7
(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 REQUESTED – INFORMATIONAL ONLY

F. 2022 Chair Rotation Tab 8
(5 minutes/Fields)

A chair rotation was adopted in 2003 to provide every jurisdiction the opportunity to serve as chair. A chairman-elect for 2022 to serve as chair for 2023 is needed at this time.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO ELECT THE TECHNICAL PLANNING COMMITTEE CHAIRMAN-ELECT FOR 2022

- G. TPC 2022 Meeting Schedule Tab 9**
(1 minute/Fields)

NO ACTION REQUESTED – INFORMATIONAL ONLY

III. Other Business

- A. Technical Planning Committee Member Announcements**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.
- B. Transportation Issues for Technical Planning Committee Member Review**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.
- C. Articles for Technical Planning Committee Member Information..... Tab 10**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, February 16, 2022 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101 and via Zoom.

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

TECHNICAL PLANNING COMMITTEE AGENDA 12/15/2021; ITEM I.C.

October 20, 2021 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the Technical Planning Committee October 20, 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.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee October 20, 2021 Meeting.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
OCTOBER 20, 2021**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person and via Zoom video conferencing. A quorum was declared present, and the meeting was called to order at approximately 1:40 p.m. by Chair Todd Wiesehan.

The following members were present:

Mr. Randy Brown, City of Willard	Mr. Andrew Nelson, City of Republic
Mr. Matt Crawford, City Utilities Transit	Ms. Britni O'Connor, MoDOT
Ms. Dawne Gardner (a), City of Springfield	Mr. Jeremy Parsons, City of Ozark
Mr. Ezekiel Hall, MoDOT	Mr. Cole Pruitt, MSU
Mr. Adam Humphrey, Greene County	Mr. Jeff Roussell, City of Nixa
Mr. Kirk Juranas, City of Springfield	Mr. David Schaumburg, Airport
Mr. Joel Keller (a), Greene County	Ms. Aishwarya Shrestha, SMCOG
Mr. Frank Miller, MoDOT	Mr. Todd Wiesehan, Christian County (Chair)

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

The following members were not present:

Mr. Rick Artman, Greene County	Mr. Mark Schenkelberg, FAA
Mr. Chris Boone, City of Strafford	Mr. Travis Shaw, Springfield Public Schools
Mr. John Caufield, BNSF	Mr. Tommy VanHorn, City of Battlefield
Mr. Martin Gugel, City of Springfield	Ms. Janette Vomund, MoDOT
Ms. Mary Kromrey, Ozarks Greenways	Mr. Alex Woodson, Springfield Chamber of Commerce
Mr. Bradley McMahon, FHWA	
Mr. Ahmad Mokhtee, FTA	

Others present were: Ms. Stacy Reese, MoDOT; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Mr. JD Stevenson, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Todd Wiesehan welcomed everyone and requested introductions by a roll call.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Present
Boone, Chris	Absent	Nelson, Andrew	Present
Brown, Randy	Present	O'Connor, Britni	Present
Caufield, John	Absent	Parsons, Jeremy	Present
Crawford, Matt	Present	Pruitt, Cole	Present

Gardner, Dawne	Present	Roussell, Jeff	Present
Gugel, Martin	Absent	Schaumburg, David	Present
Hall, Ezekiel	Present	Shaw, Travis	Absent
Humphrey, Adam	Present	VanHorn, Tommy	Absent
Juranas, Kirk	Present	Vomund, Janette	Absent
Keller, Joel	Present	Wiesehan, Todd	Present
Kromrey, Mary	Absent	Woodson, Alex	Absent

A quorum was present.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for October 20, 2021. Mr. Juranas seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	--
Brown, Randy	Aye	O'Connor, Britni	--
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Absent	Schaumburg, David	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Absent
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	Absent	Woodson, Alex	Absent

The motion passed.

C. Approval of the August 18, 2021 and September 8, 2021 Meeting Minutes

Mr. Juranas made a motion to approve the minutes from the August 18, 2021 Technical Planning Committee Meeting and September 8, 2021 Technical Planning Committee E-Meeting. Mr. Parsons seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	--
Brown, Randy	Aye	O'Connor, Britni	--
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Absent	Schaumburg, David	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent

Humphrey, Adam	Aye	VanHorn, Tommy	Absent
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	Absent	Woodson, Alex	Absent

The motion passed.

D. Public Comment Period for All Agenda Items

There were no speakers to address the committee.

E. Staff Report

Ms. Fields reported the OTO Long Range Plan was adopted by the Board of Directors last month which is good for 5 years. This Plan is essential to ensure Federal Funds are available for use in the OTO MPO area. To implement the Long Range Plan, Ms. Longpine will be working on the Major Thoroughfare Plan and the Street Typology Idea.

OTO had a Federal Certification review in which OTO did not have any corrective actions. OTO received some commendations and a few recommendations. Most of the recommendations centered around environmental justice analysis. OTO passed the review which means federal funds will continue to be received for the next 4 years to be spent in the OTO MPO area.

There have been two new staff members added to OTO. Ms. Parks is the Grants Administrator and Mr. Stevenson is the Project Manager.

OTO has a few studies underway. Mr. Thomason is working on an FF Corridor Study as well as a Highway 13 North Corridor Study. There is also a study on a Chadwick Flyer Trail Overpass.

OTO is waiting on MoDOT's financial projections for the fuel tax and what funding would be available for projects. MoDOT will work on these projections after the first of the year.

F. Legislative Reports

There were no Legislative reports.

G. MoDOT Report

Mr. Miller shared that MoDOT has been working on getting some of their major planning work products completed which includes the Unfunded Needs List, specifically the Tier 3 and unfunded multimodal lists. There were 101 needs from the OTO area that were submitted into the draft list which is currently under review. There will be a public meeting for the Unfunded Needs List this fall. MoDOT is also working on the Asset Management Plan. This plan sets the stage as to how MoDOT programs their construction projects. Mr. Miller encouraged everyone to take the Buckle Up, Phone Down pledge.

II. New Business:

A. 2023-2027 STIP Priorities

Ms. Fields reported that 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 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. The proposed list has impacts from existing projects which might delay a project from consideration while the impacts of the improvement are assessed. 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 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 needs. There are cases where projects can be constructed together and therefore should be advanced. This list serves as OTO's request, not a final expected listing of projects.

Mr. Pruitt made a motion to recommend approval of the proposed 2023-2027 STIP Project Priorities to the Board of Directors. Mr. Nelson seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brown, Randy	Aye	O'Connor, Britni	Aye
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Absent	Schaumburg, David	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Absent
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	Absent	Woodson, Alex	Absent

The motion passed.

B. Unfunded Needs

Ms. Fields stated MoDOT has requested a list of unfunded needs that can be used in planning 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 should be noted that the cost estimates provided are educated estimates and, in some cases, once a final project is determined, the estimate will 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.

Ms. Gardner made a motion to recommend the Board of Directors approve the MoDOT Unfunded Needs List. Mr. Schaumburg seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brown, Randy	Aye	O'Connor, Britni	Aye
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Absent	Schaumburg, David	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Absent
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	Absent	Woodson, Alex	Absent

The motion passed.

C. Unfunded Multimodal Needs

Mr. Thomason shared that 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: aviation, transit, railroad, regional trails, and local sidewalks and trails. Mr. Thomason highlighted the list.

Mr. Parsons made a motion to recommend approval of the Multimodal Unfunded Needs List to the Board of Directors. Mr. Brown seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brown, Randy	Aye	O'Connor, Britni	--
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Absent	Schaumburg, David	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Absent
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	Absent	Woodson, Alex	Absent

The motion passed.

D. FY 2022-2025 TIP Administrative Modification One

Ms. Longpine reported there were 3 items included as part of Administrative Modification 1 to the FY 2022-2025 Transportation Improvement Program.

1. Chadwick Flyer Phase III (EN2203-22AM1)
Changing project sponsor from Ozark Greenways to Ozarks Transportation Organization and changing TAP funding to STBG-U funding, with no changes in the programmed amount.
2. Chadwick Flyer Phase II (EN2204-22AM1)
Changing TAP funding to STBG-U funding, with no changes in the programmed amount.
3. Wilson's Creek Boulevard Trail (EN2205-22AM1)
Changing project sponsor from Ozarks Transportation Organization to MoDOT.

This was informational only. No action was required.

E. FY 2022-2025 TIP Amendment Two

Ms. Longpine stated there were two items included as part of Amendment Number Two to the FY 2022-2025 Transportation Improvement Program.

1. *Revised* Chadwick Flyer Highway Crossing Study (OK2206-22A2)
Changing the scope to include siting a new interchange with US 65 and increasing the programmed amount to accommodate that change to \$69,000.
2. *Revised* OTO Operations and Planning (OT1901-22A2)
Increasing the programmed amount to match changes made in the OTO UPWP and Operating budget.

Ms. Gardner made a motion to recommend approval of Amendment 2 to the FY 2022-2025 Transportation Improvement Program to the Board of Directors. Mr. Juranas seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brown, Randy	Aye	O'Connor, Britni	--
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Absent	Schaumburg, David	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Absent

Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	Absent	Woodson, Alex	Absent

The motion passed.

F. Safety Targets

Ms. Longpine shared that MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. This year, only Safety performance targets will be reviewed.

Updated Safety Targets are required to be set by the end of February 2021.

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

Mr. Parsons made a motion to recommend support of the statewide targets by the Board of Directors. Mr. Pruitt seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brown, Randy	Aye	O'Connor, Britni	--
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Absent	Schaumburg, David	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Absent
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	Absent	Woodson, Alex	Absent

The motion passed.

G. 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. Accompanying the report is an infographic showing progress on the

performance measures from the long range transportation plan, *Transportation Plan 2040*. Over the next year, OTO will be developing a new set of performance measures based on *Destination 2045*. Ms. Longpine provided an overview of the report.

This was informational only. No action was required.

H. OTO FY 2022 UPWP Administrative Modification One

Ms. Fields stated an administrative modification to the UPWP was processed to reflect a change allowing for the North 13 Corridor Study to use funding that was not programmed as part of the planning grant with MoDOT, but instead use STBG funding that is allocated to the region. This change left the \$100,000 that was planned to be used for other studies.

Staff is repurposing the funding for discretionary grants and additions to the Chadwick Flyer overpass study. The City of Ozark will be using STBG suballocated to the City of Ozark and local match to cover the additional expense.

Official approval of the repurposing of funds comes with the operating budget and TIP amendment approvals.

This was informational only. No action was required.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Crawford shared that City Utilities is finalizing testing on their electric buses. They may start testing the buses on routes the beginning of November.

Mr. Parsons stated the City of Ozark will be hosting a ribbon cutting on November 4th for the downtown pedestrian improvements that have been made.

B. Transportation Issues for Technical Planning Committee Member Review

Ms. Gardner shared the City of Springfield is collecting survey data on e-scooters on their website.

C. Articles for Technical Planning Committee Member Information

Chair Wiesehan noted there were articles of interest included in the Agenda Packet. There was no discussion.

IV. Adjournment

With no additional business to come before the Committee, Chair Wiesehan adjourned the meeting. The meeting adjourned at approximately 2:33 p.m.

Todd Wiesehan
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 12/15/2021; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between October 20, 2021 and December 8, 2021.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: E-Scooters

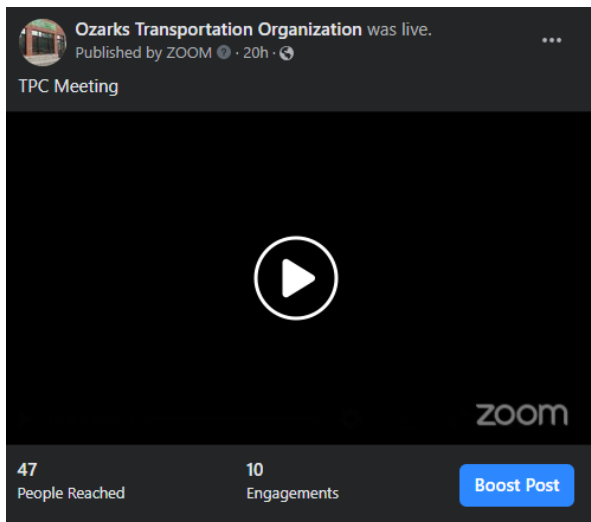
City/County of concern: Springfield/Greene County

Date received: 10/20/2021

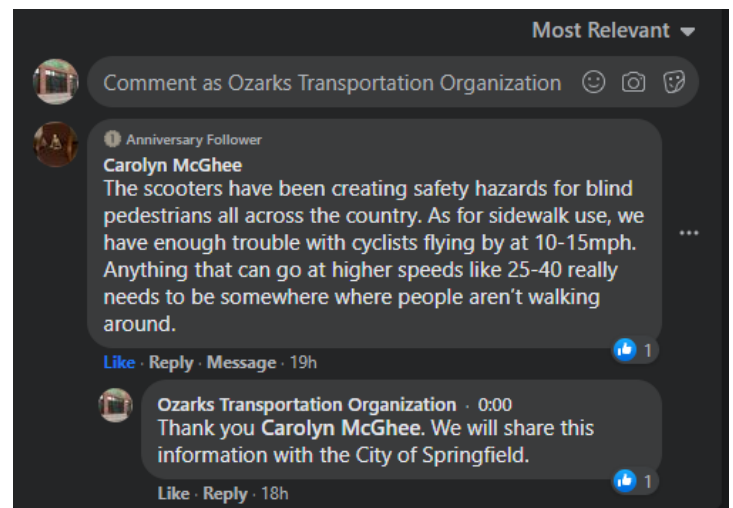
Received through: Facebook

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

OTO's Original Posting



Facebook Comment



OTO Response: See response above



PUBLIC COMMENT



Area of concern: Phone/Technology usage

City/County of concern:

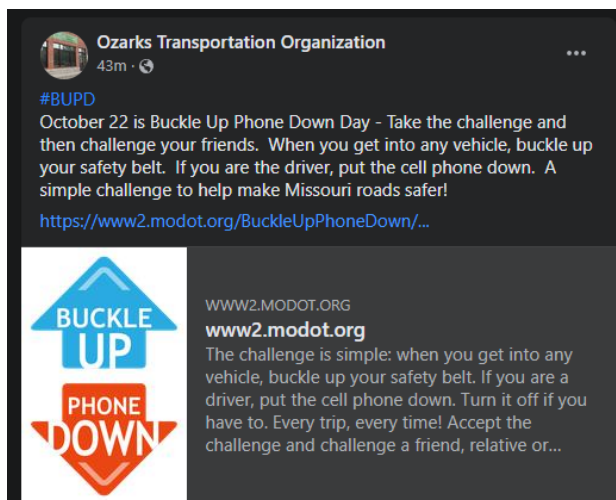
Date received: 10/21/2021

Received through: Facebook

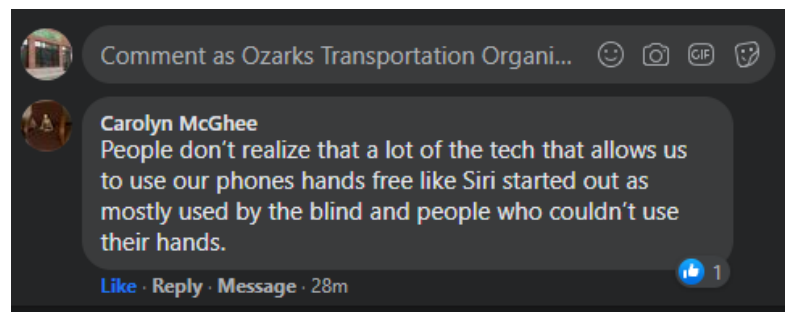
Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment



OTO Response: Liked the comment



PUBLIC COMMENT



Area of concern: Massey Blvd and Rosedale Road

City/County of concern: Nixa/Christian County

Date received: 10/26/2021

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

Contact Name: Travis Garland

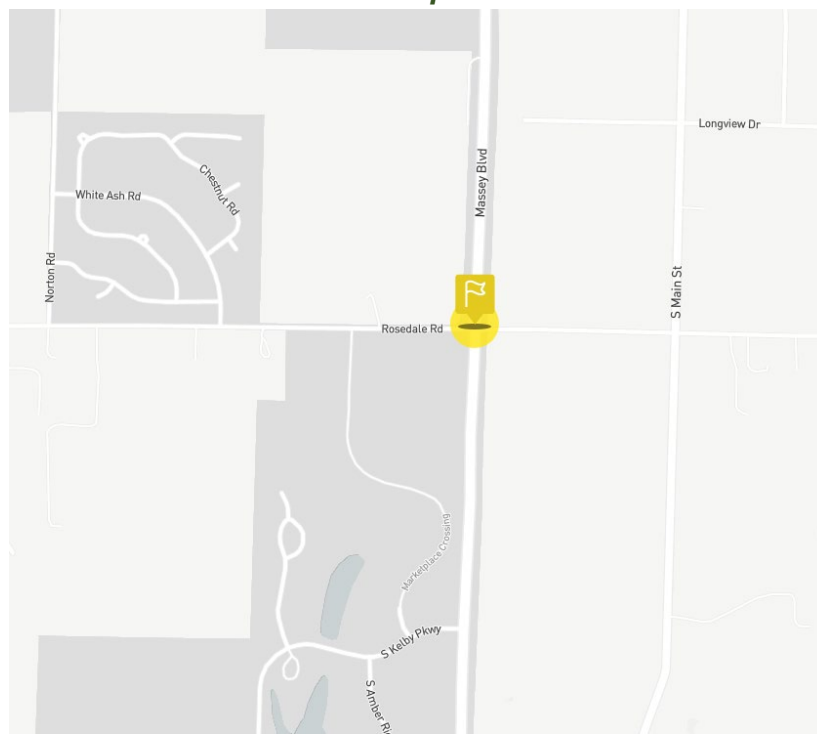
Contact Email/Ph #:

Map-A-Concern Comment: Needs to be a traffic signal here

Email received:

There needs to be a traffic light at Rosedale and 160 there has been to many accidents there how many people have to get hurt/die before you guys do something?

Map



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



PUBLIC COMMENT



Area of concern: State Highway CC and Main Street

City/County of concern: Nixa/Christian County

Date received: 11/13/2021

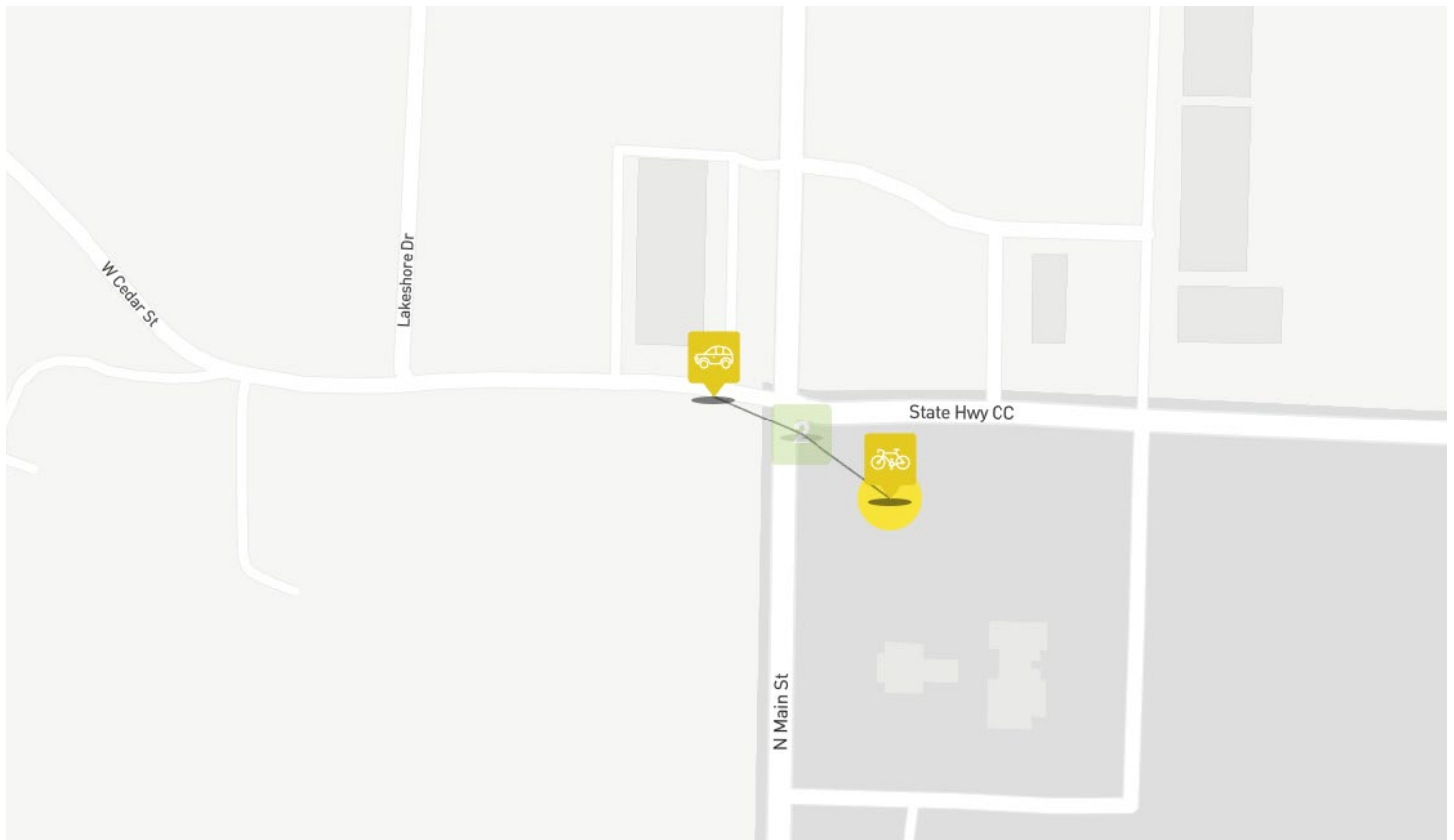
Received through: Map-A-Concern (OTO website)

Contact Name: Wade Thomas

Contact Email/Ph #:

Comment: CC intersection needs to be improved and bicycle Lanes be connected and also they need to be protected by protected

Map



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



PUBLIC COMMENT



Area of concern: Main Street and Tracker Road

City/County of concern: Nixa/Christian County

Date received: 11/13/2021

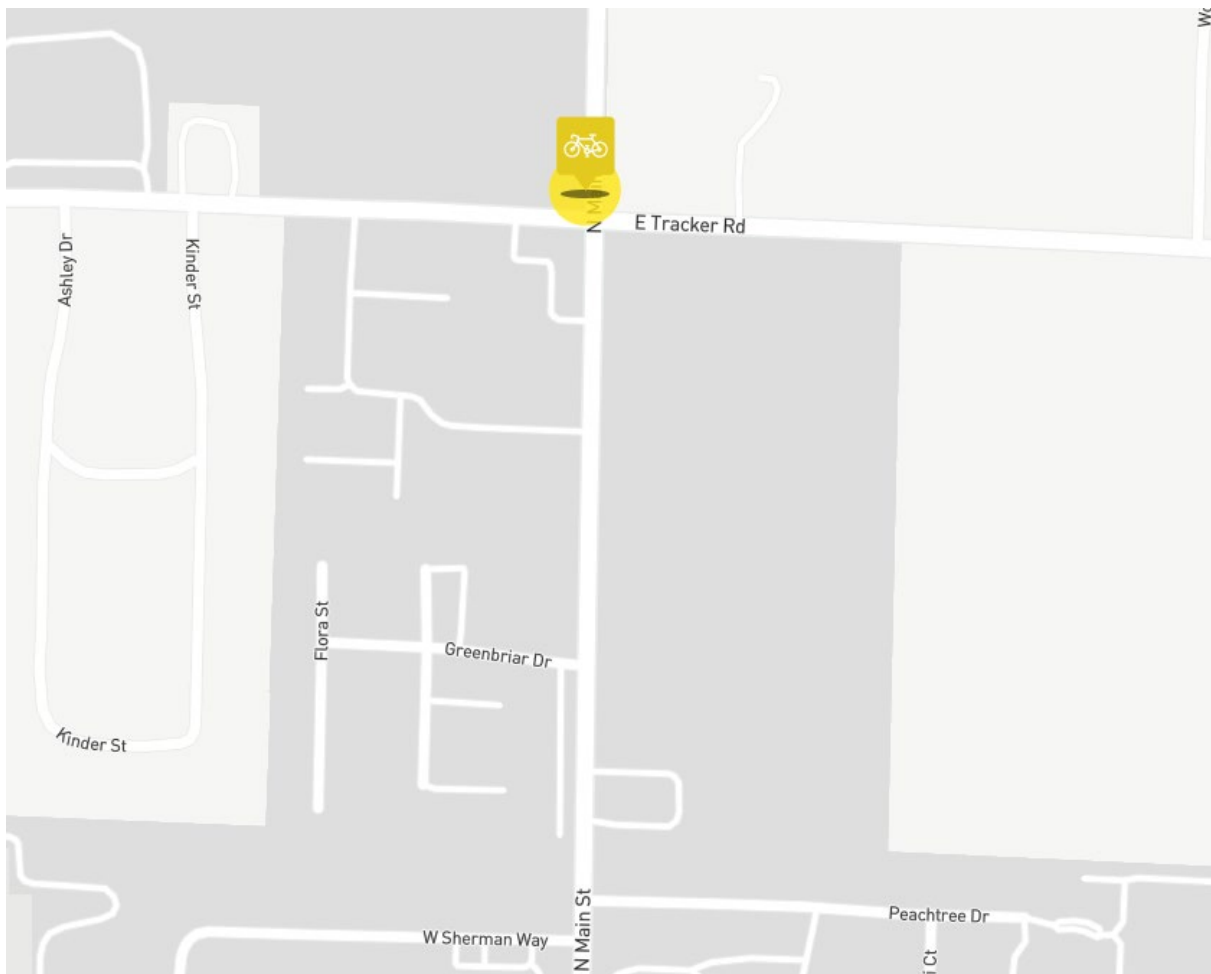
Received through: Map-A-Concern (OTO website)

Contact Name: Wade Thomas

Contact Email/Ph #:

Comment: Recently I seen semis who turning right don't use the turn lane when they turn they cross over the bike lane then if I was using it they would have got hurt

Map



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



PUBLIC COMMENT



Area of concern: Sycamore St/Lindbergh Rd and Main Street

City/County of concern: Nixa/Christian County

Date received: 11/13/2021

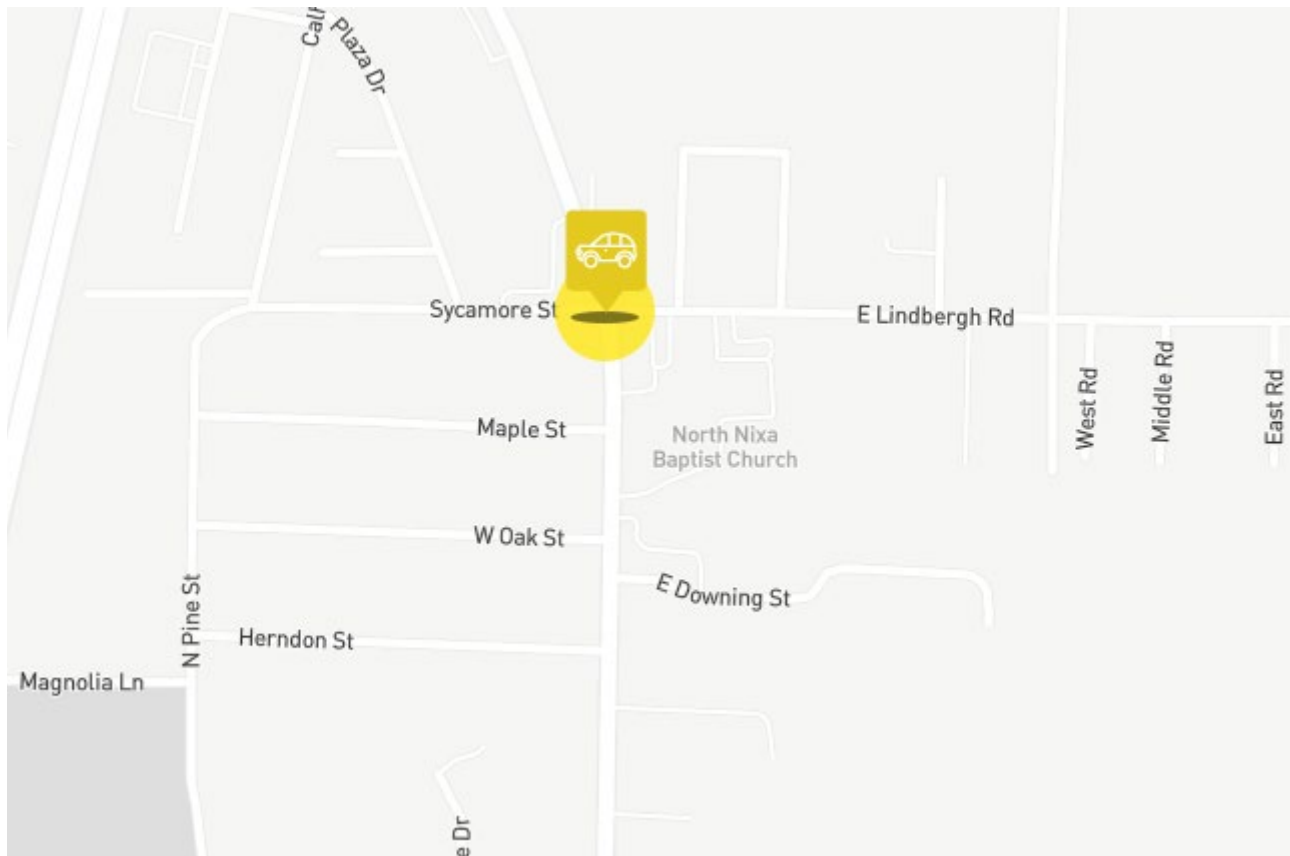
Received through: Map-A-Concern (OTO website)

Contact Name: Wade Thomas

Contact Email/Ph #:

Comment: This place needs a turn lane badly I from any turn either or direction people most run you over

Map



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



PUBLIC COMMENT



Area of concern: Trails

City/County of concern: Springfield/Greene County

Date received: 11/18/2021

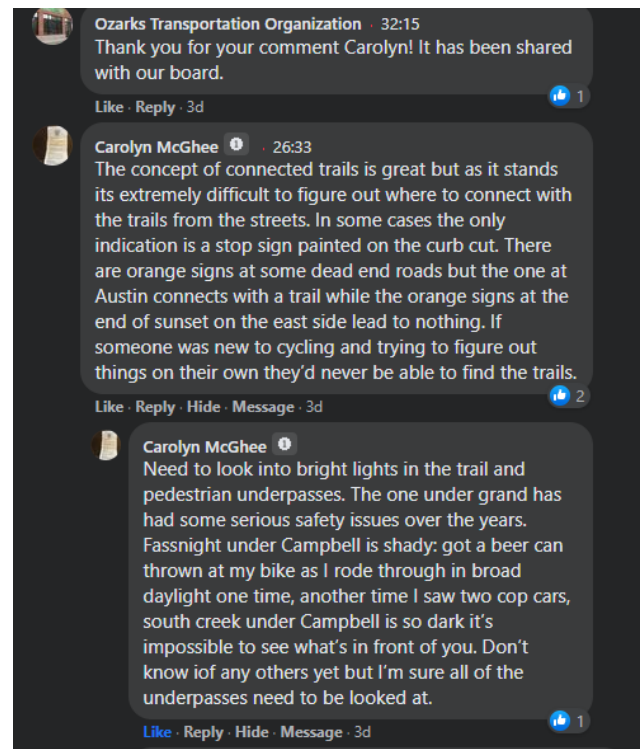
Received through: Facebook

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

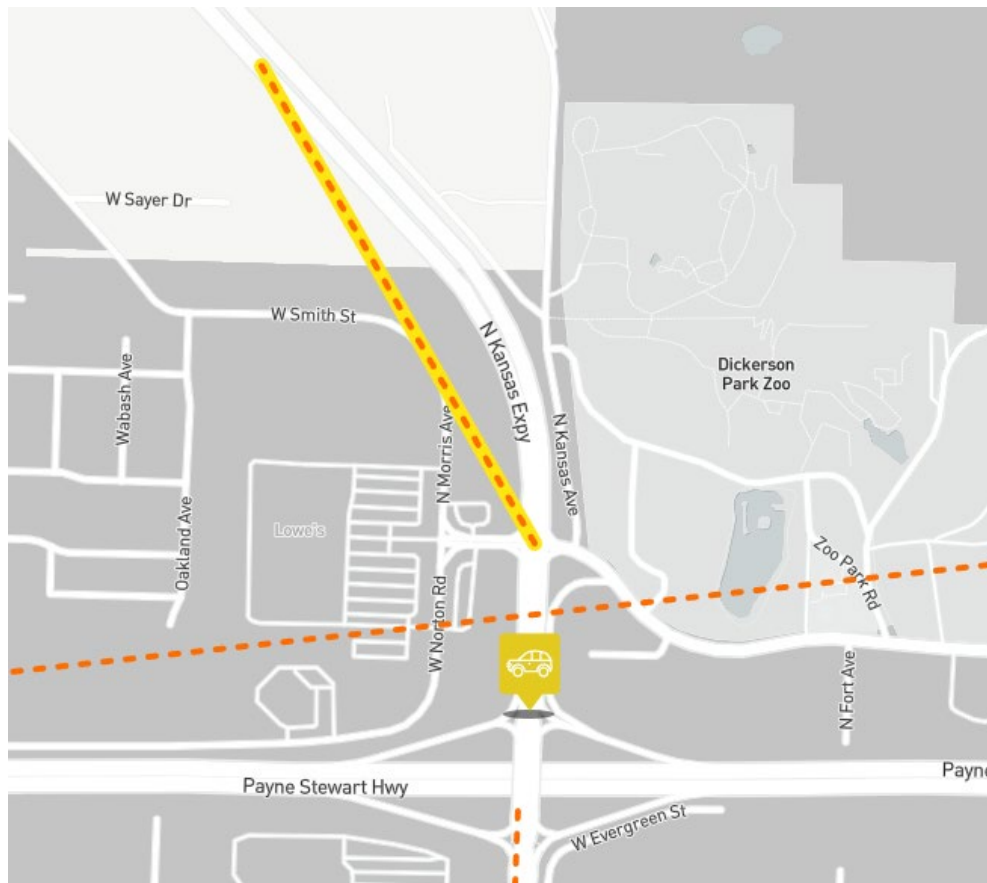
Received through: Map-A-Concern (OTO website)

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

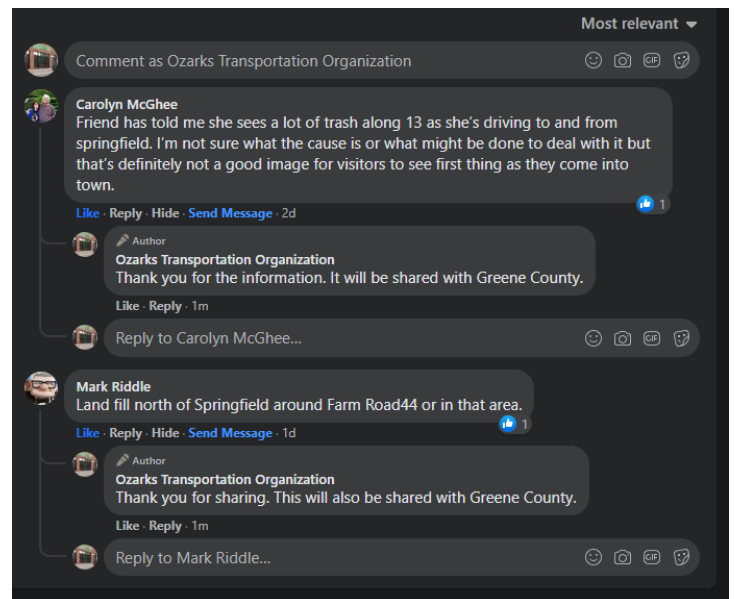
Date received: 12/04/2021

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: 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

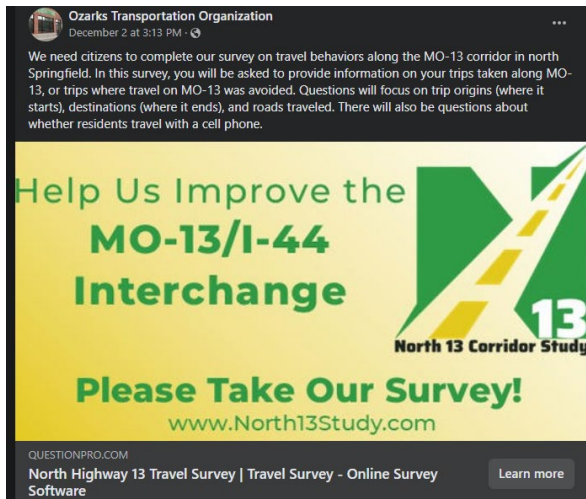
Date received: 12/12/2021

Received through: Facebook

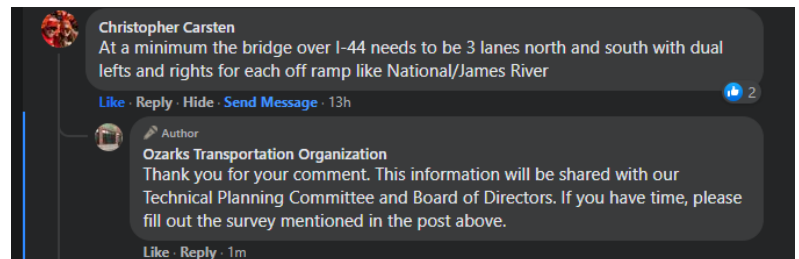
Contact Name: Christopher Carsten

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment



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.

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

Please Take Our Survey!
www.North13Study.com

North 13 Corridor Study

QUESTIONPRO.COM
North Highway 13 Travel Survey | Travel Survey - Online Survey Software [Learn more](#)

Facebook Comment

J.L. 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: 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 · 🌐

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

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: MO-13/I-44 Interchange

City/County of concern: Springfield/Greene County

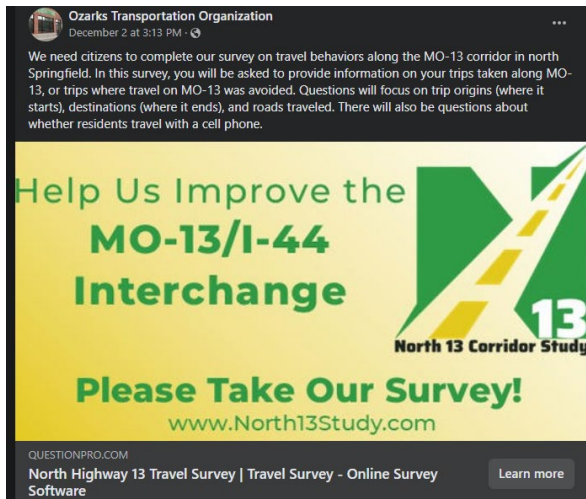
Date received: 12/15/2021

Received through: Facebook

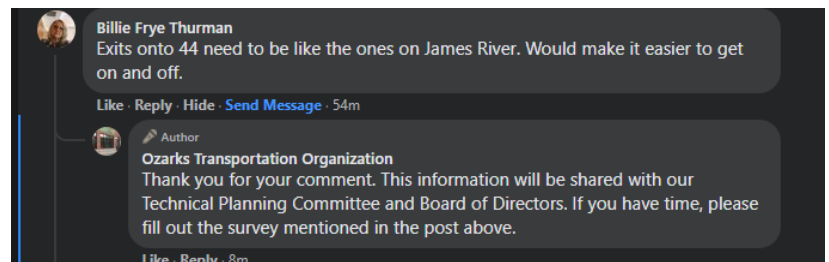
Contact Name: Billie Frye Thurman

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment



OTO Response: See above



PUBLIC COMMENT



Area of concern: 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: 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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 12/15/2021; ITEM II.A.

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.

TECHNICAL PLANNING COMMITTEE 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





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
GR1801-19	\$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	\$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
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	\$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	\$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
NX2202-																			

Section E

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal				LOCAL	Local		OTHER	State			TOTAL
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)		FHWA (CRSSSA)	FRA (CRIS)		LOCAL-AC	MoDOT	MoDOT-GCOSA	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$800	\$0	\$0	\$4,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$938,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,600	\$0	\$0	\$1,173,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$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	\$241,337	\$0	\$0	\$184,063	\$0	\$0	\$2,127,000
SP1816-20A5	\$108,572	\$0	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$26,943	\$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
SP1818-20A5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$4,008,000
SP1902-20A5	\$129,949	\$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	\$174,400	\$0	\$0	\$0	\$0	\$0	\$872,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$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	\$400	\$0	\$1,600	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$0	\$0	\$0	\$754,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$20,000	\$0	\$0	\$100,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$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	\$1,800	\$0	\$0	\$9,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$67,500	\$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	\$600	\$0	\$2,400	\$3,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000	\$0	\$0	\$1,685,000
SP2009-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$611,200	\$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	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$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	\$19,278,422	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20A6	\$760,000	\$0	\$0	\$0	\$0	\$												

[illegible]

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal					FRA (CRISI)	Local		Other	State			TOTAL	
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA(BUILD)	FHWA(CRRSSA)		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	\$10,000	
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$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	
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	\$10,000	\$0	\$40,000	\$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	
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$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	
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	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406	
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	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
RP1703-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$20,000	\$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	\$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	
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$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	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$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	
SP1419-18A1	\$0	\$0	\$90,000	\$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	\$200,000	\$0	\$0	\$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	
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	
SP1816-20A6	\$805,575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,394	\$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	\$250,816	\$0	\$0	\$278,038	\$0	\$0	\$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	
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	
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	\$295,200	\$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	\$49,400	\$0	\$0	\$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	
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	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$41,200	\$0	\$0	\$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	
SP2208-22	\$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	\$50,800	\$0	\$204,000	\$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	
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$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	\$10,000	\$0	\$0	\$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	
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	\$23,000	\$0	\$112,000	\$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	\$970,000	\$11,501,326	\$0	\$18,705,400	\$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	
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	
EN2002-20A5	\$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	\$79,000	\$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	\$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	\$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	\$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	\$53,800	\$0	\$0	\$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	
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,800	\$0	\$167,200	\$214,000	
GR2207-22	\$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	\$1,000	\$0	\$4,000	\$5,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$295,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000	
MO1905-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$0	\$85,000	
MO2203-22	\$0	\$1,1																		

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	\$1,938,400	\$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
OT1901-19A5	\$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
<i>Anticipated Allocation FY2022</i>	<i>\$7,324,197</i>	<i>\$2,755,075</i>	<i>\$307,843</i>	<i>\$292,904</i>
<i>Anticipated Allocation FY2023</i>	<i>\$7,470,681</i>	<i>\$2,872,825</i>	<i>\$314,000</i>	<i>\$298,762</i>
<i>Anticipated Allocation FY2024</i>	<i>\$7,620,095</i>	<i>\$2,866,486</i>	<i>\$320,280</i>	<i>\$304,738</i>
<i>Anticipated Allocation FY2025</i>	<i>\$7,772,496</i>	<i>\$2,923,816</i>	<i>\$326,686</i>	<i>\$310,832</i>
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





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

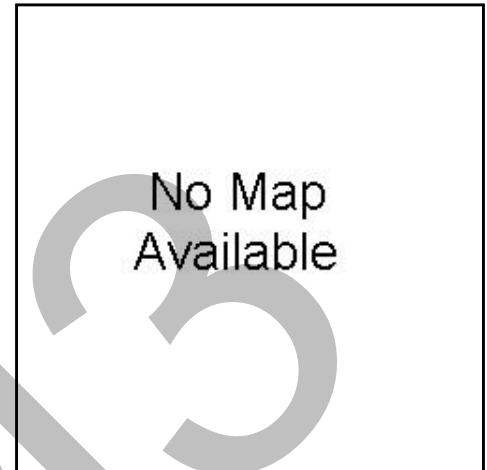
Federal Funding Category STBG-U

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

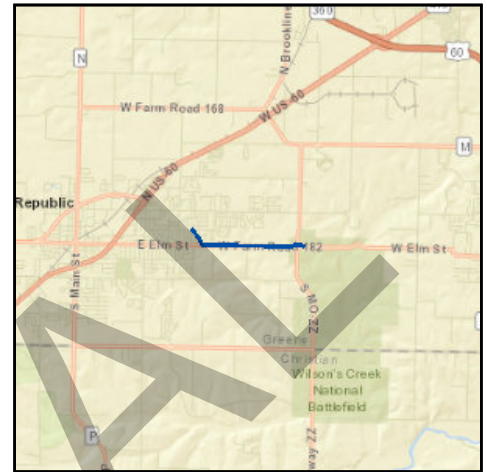
Federal Funding Category STBG-U

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
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	\$640,000	\$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	\$277,719	\$0	\$0	\$0	\$0	\$599,392	\$0	\$0	\$0	\$0	\$0	\$0	\$100,823	\$0	\$0	\$0	\$0	\$0	\$878,511
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	\$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
GR1801-19	\$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	\$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	\$95,200	\$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
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	\$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	\$8,000	\$0	\$32,000	\$40,000
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

Section E

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal				FRA (CRISI)	Local			OTHER	State			TOTAL
							FHWA (NHPF)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)		FHWA (CRSSA)	LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$800	\$0	\$4,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$938,400	\$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	\$400	\$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	
SP1815-20A5	\$965,346	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$0	\$0	\$241,337	\$0	\$0	\$0	\$184,063	\$0	\$2,127,000	
SP1816-20A6	\$1,005,572	\$0	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$0	\$69,557	\$0	\$4,681,000	
SP1817-20A6	\$183,735	\$0	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$0	\$0	\$45,934	\$0	\$0	\$0	\$68,666	\$0	\$873,000	
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$0	\$470,800	\$0	\$4,088,000	
SP1802-20AM5	\$129,949	\$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	\$872,000	
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$293,800	\$0	\$1,469,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$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	\$754,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$150,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$100,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$100,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$9,000	
SP2003-20A7	\$677,000	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$0	\$0	\$67,500	\$0	\$1,628,300	\$0	\$8,479,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$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	\$1,685,000	
SP2009-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$911,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,800	\$0	\$764,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000	
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$24,098,028	
SP2016-20AM6	\$760,000	\$0	\$0	\$0															

Section E

YEARLY SUMMARY														Local		Other	State			TOTAL
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (IIM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPF)	FHWA (STAP)	FHWA (STBG)	FHWA(BUILD)	FHWA(CRRSSAI)	FRA (CRISI)	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL	
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	
NX2201-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$287,580	\$50,000	
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	\$10,000	\$0	\$40,000	\$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	
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$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	
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	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$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	\$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	
RP1703-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$20,000	\$0	\$350,000	\$600,000	
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$600,000	
RP2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000	\$0	\$392,000	\$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	
RP2203-22	\$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	\$10,000	\$0	\$50,000	\$60,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$636,000	\$795,000	
SP1419-18A1	\$0	\$0	\$90,000	\$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	\$200,000	\$0	\$0	\$1,000,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80	\$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	
SP1816-20A6	\$805,575	\$0	\$0	\$0	\$0	\$0	\$909,153	\$0	\$0	\$0	\$0	\$0	\$201,384	\$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	\$250,616	\$0	\$0	\$278,938	\$0	\$0	\$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	
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	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$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	\$73,800	\$0	\$0	\$369,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$197,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,400	\$0	\$0	\$247,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$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	\$287,200	\$1,148,800	\$0	\$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	
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$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	\$6,000	\$0	\$0	\$30,000	
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$320,000	\$0	\$400,000	
SP2209-22	\$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	\$38,000	\$0	\$0	\$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	
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$400	\$0	\$0	\$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	
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$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	\$28,000	\$112,000	\$0	\$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	\$73,613,166	
2024																				
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	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$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	
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	
EN2007-20	\$0	\$0	\$0	\$0	\$78,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400	\$0	\$22,600	\$48,000	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$2,000	
GR1801-18	\$0	\$1,800	\$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	\$312,600	\$0	\$0	\$0	\$0	\$1,563,000	\$1,563,000	
GR2201-22	\$0	\$0	\$5,796,000	\$0	\$0	\$0	\$484,200	\$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	\$60,400	\$0	\$241,600	\$302,000	
GR2204-22	\$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	\$90,800	\$0	\$243,200	\$334,000	
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	
MO1906-22A1	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$0	\$0	\$85,000	
MO2203-22	\$0	\$1,162,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,200	\$0	\$0	\$1,292,000	
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$949,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,400	\$0	\$0	\$1,187,000	
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395,800	\$1,583,200	\$0	\$1,979,000	
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$8,000	\$0	\$0	\$10,000	
MO2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$201,600	\$252,000	
MO2401-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,200	\$0	\$415,800	\$462,000	
MO2402-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154,200	\$0	\$0	\$154,200	\$0	\$616,800	\$771,000	
MO2403-22	\$0	\$855,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,000	\$0	\$0	\$950,000	
MO2404-22	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000	
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	\$2,000	\$0	\$0	\$8,000	\$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	
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$50,000	\$60,000	
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$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(CRRSA)	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
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	\$1,057,600	\$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	\$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	\$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





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

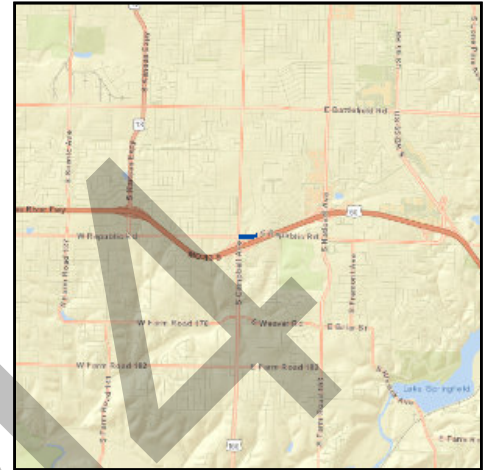
Bike/Ped Plan? Yes **EJ?** Yes

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

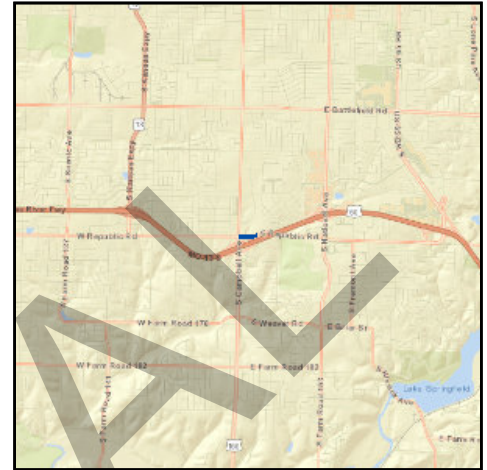
Bike/Ped Plan? Yes **EJ?** Yes

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 4

TECHNICAL PLANNING COMMITTEE AGENDA 12/15/2021; ITEM II.B.

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 REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment 3 to the FY 2022-2025 Transportation Improvement Program.”

OR

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



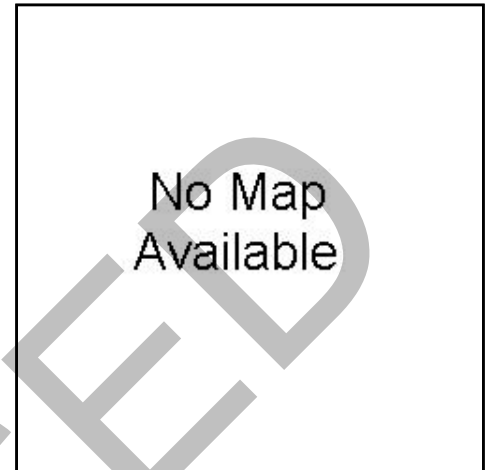
Transportation Improvement Program - FY 2022-2025

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 County Road 194
Location City of Battlefield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG
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.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	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 # MO2214-22A3 ITS SCOPING AT VARIOUS LOCATIONS

Route Various

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

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
FHWA (STBG)	Federal	ENG	\$40,000	\$40,000	\$0	\$0	\$80,000
MoDOT	State	ENG	\$10,000	\$10,000	\$0	\$0	\$20,000
Totals			\$50,000	\$50,000	\$0	\$0	\$100,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: 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

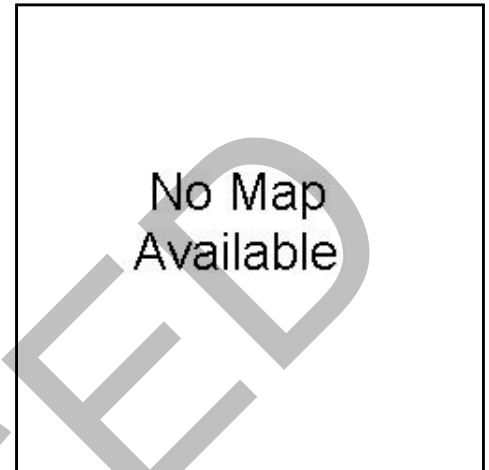
Bike/Ped Plan? Yes **EJ?** Yes

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

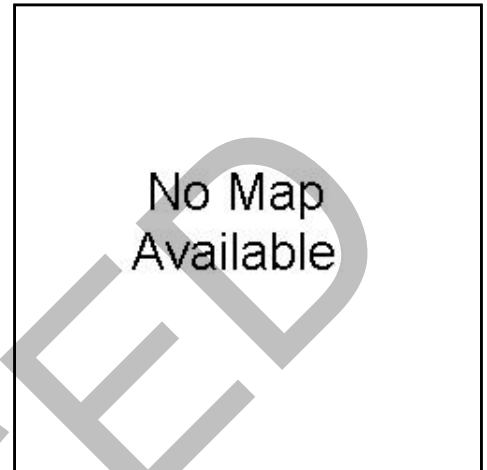
Bike/Ped Plan? **EJ?**

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

Section E

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal			FHWA (STAP)	FHWA (STBG)	FHWA(BUILD)	FHWA(CRSSSA)	FRA (CRIS)	Local		Other	State			TOTAL
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)						LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC	
BA2201-22	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
EN2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
CC0001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$448,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$10,000
CC2101-20A5	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$249,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,200	\$316,800	\$396,000
CC2103-20A7	\$368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$0	\$0	\$0	\$0	\$0	\$460,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$4,000
EN1803-20A6	\$2,560,000	\$0	\$0	\$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	\$0	\$407,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,800	\$0	\$509,000
EN1904-20AM6	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$0	\$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	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,600	\$0	\$448,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$1,074,400	\$1,343,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$229,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$314,400	\$393,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000
EN2008-20AM6	\$792,949	\$0	\$0	\$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	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$0	\$271,826
EN2010-22AM3	\$277,979	\$0	\$0	\$0	\$0	\$509,392	\$0	\$0	\$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	\$0	\$0	\$63,321	\$0	\$0	\$0	\$0	\$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 (CRRSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State 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	\$0	\$213,600
SP1413-19A1	\$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	\$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	\$1,600	\$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	\$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	\$0	\$45,934	\$0	\$0	\$69,666	\$0	\$0	\$573,000
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
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	\$0	\$2,400	\$0	\$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	\$1,600	\$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	\$19,278,422	\$0	\$0	\$0	\$4,819,600	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$341,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$0	\$159,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576,000	\$0	\$0	\$576,000
SP2104-20A7	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,500,000	\$0	\$0	\$5,000,000
SP2201-20	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000
SP2202-20A5	\$1,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$336,000	\$0	\$0	\$0	\$0	\$0	\$1,680,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$323,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,800	\$0	\$0	\$404,000
SP2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$5,475,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,368,800	\$0	\$0	\$6,844,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$7,818,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,054,600	\$0	\$0	\$9,773,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$123,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,800	\$0	\$0	\$154,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0	\$0	\$0	\$6,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$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
SP2216-22	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$300,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2218-22A3	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2220-22A3	\$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	\$24,000	\$0	\$0	\$96,000
ST2202-20A10	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,494	\$0	\$0	\$0	\$0	\$0	\$667,856
SUBTOTAL	\$36,967,306	\$2,659,751	\$135,000	\$1,240,000	\$32,000	\$753,362	\$23,704,547	\$315,000	\$7,842,335	\$19,278,422	\$2,684,230	\$373,500	\$26,014,922	\$0	\$0	\$12,511,276	\$683,500	\$5,547,000	\$140,742,181
2023																			
EA2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$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	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$889,400	\$0	\$0	\$4,347,000
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
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,038,000	\$0	\$4,152,000	\$5,190,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,503,200	\$0	\$0	\$0	\$0	\$0	\$0	\$375,800	\$0	\$0	\$1,879,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200	\$0	\$40,800	\$51,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$329,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$722,200	\$0	\$2,559,800	\$3,611,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,093,600	\$0	\$0	\$0	\$0	\$0	\$0	\$273,400	\$0	\$0	\$1,367,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$354,600	\$0	\$1,418,400	\$1,773,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
EN2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$22,100	\$77,500
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
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$368,800	\$0	\$1,475,200	\$1,844,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,428,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$357,0			

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 (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	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$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	\$10,000	\$0	\$40,000	\$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	
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$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	
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	\$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	\$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	\$120,000	\$0	\$480,000	\$600,000	
RP2202-22	\$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	\$53,400	\$0	\$213,000	\$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	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$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	\$10,000	\$0	\$0	\$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	
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	\$0,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$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	\$200	\$0	\$0	\$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	
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	
SP1908-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,400	\$0	\$1,041,600	\$1,302,000	
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	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$295,200	\$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	\$40,400	\$0	\$0	\$0	\$0	\$0	\$247,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$0	\$0	\$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	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$41,200	\$0	\$0	\$0	\$0	\$0	\$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	
SP2208-22	\$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	\$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	\$36,000	\$0	\$0	\$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	
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$400	\$0	\$0	\$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	
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	
SP2218-22A3	\$0	\$9,000	\$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	\$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	\$0	\$0	\$80,000	
ST2201-22	\$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	\$3,623,525	\$0	\$0	\$0	\$7,282,759	\$0	\$970,000	\$11,912,318	\$0	\$18,705,400	\$70,047,023	
2024																				
BA2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
CD0901	\$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	
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	
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	
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$78,000	\$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	\$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	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,400	\$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	\$53,800	\$0	\$0	\$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	
GR2204-22	\$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	\$60,800	\$0	\$243,200	\$304,000	
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	\$68,000	\$0	\$0	\$0	\$0											

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal					FRA (CRISI)	Local		Other	State			TOTAL	
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)		LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSEA	MoDOT-AC		
2022																				
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$856,200	\$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	\$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	\$0	\$10,000	\$0	\$0	\$100,000
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	\$9,000	\$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	\$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	\$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	\$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	\$0	\$82,000	\$0	\$0	\$2,755,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$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	\$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	\$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	\$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	\$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	\$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	\$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
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	\$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	\$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	\$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	\$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	\$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	\$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	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$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	\$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	\$0	\$60,000
MO2210-22	\$0	\$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	\$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
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	\$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	\$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	\$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	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$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	\$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	\$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	\$0	\$15,000	\$0	\$0	\$150,000
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	\$9,000	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$15,370,400	\$19,278,422	\$2,684,230	\$373,500	\$35,616,053	\$0	\$970,000	\$39,239,629	\$683,500	\$56,992,400	\$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	\$7,842,335	\$19,278,422	\$2,684,230	\$373,500	\$95,953,483	\$26,014,922	\$18,741,776	\$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	\$3,623,525	\$0	\$0	\$0	\$40,160,546	\$7,282,759	\$30,617,718	\$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	\$16,370,400	\$19,278,422	\$2,684,230	\$373,500	\$174,573,026	\$35,616,053	\$96,915,529	\$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	\$21,587,251
Funds from Other Sources (inc. Local)		\$26,014,922	\$8,252,759	\$841,558	\$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	-
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 5

TECHNICAL PLANNING COMMITTEE AGENDA 12/15/2021; ITEM II.C.

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 REQUESTED:

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

“Move to recommend that the Board of Directors approve the Functional Classification Change requests.”

OR

“Move to recommend that the Board of Directors approve the Functional Classification Change requests with the following changes...”

General Area

Springfield

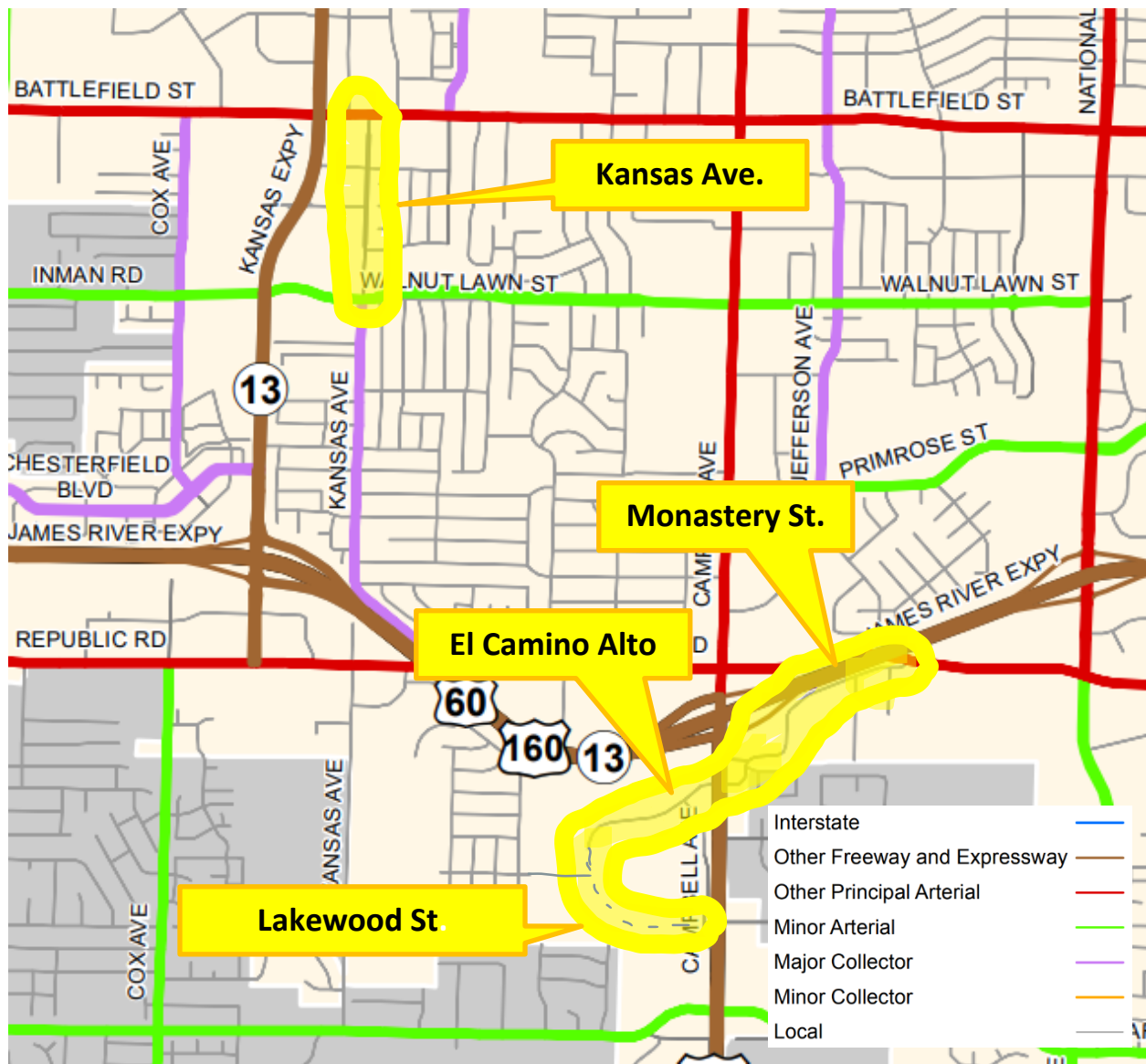


Willard

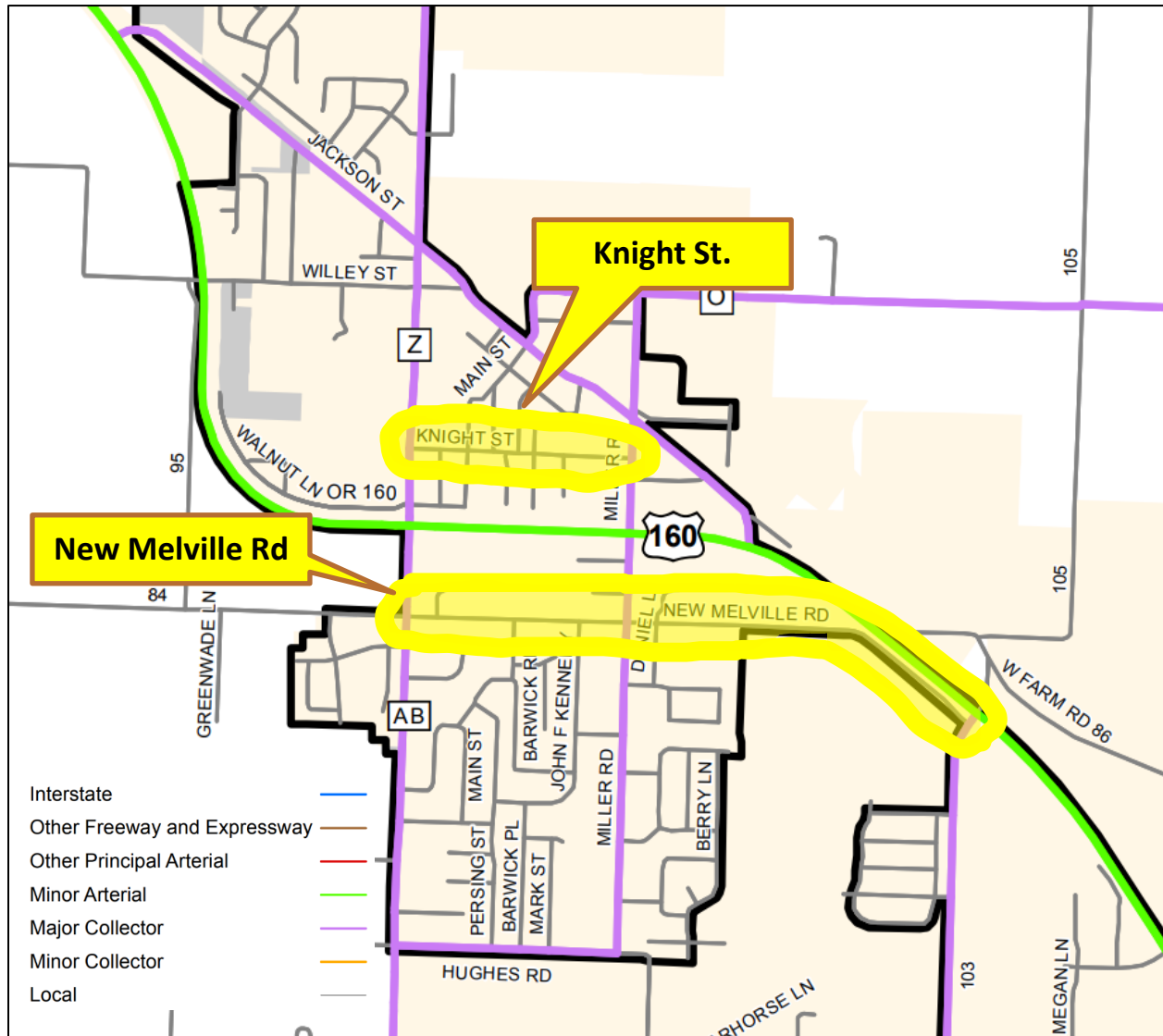


Current Federal Classification (*Current Use*)

Springfield

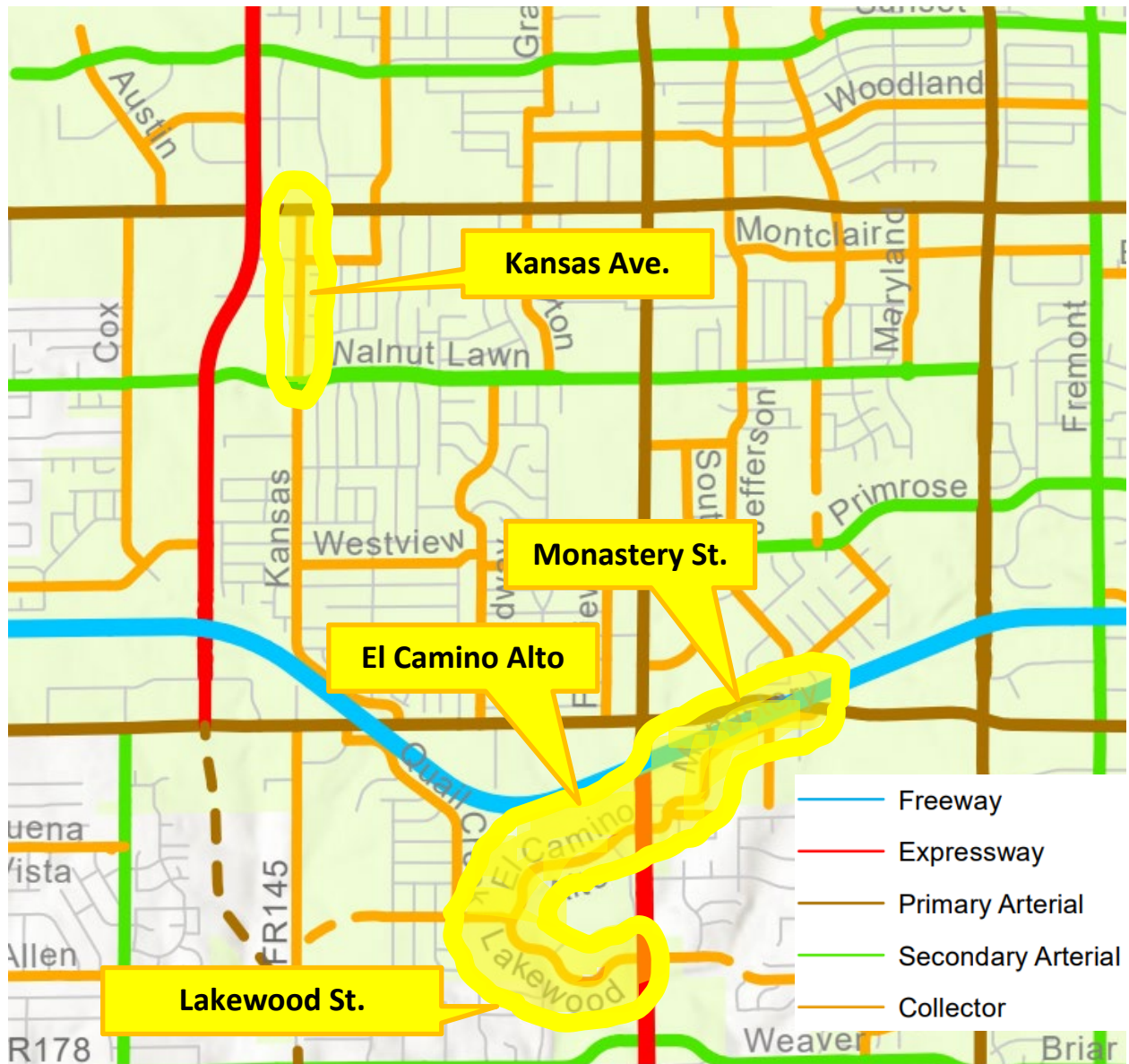


Willard



Major Thoroughfare Plan - Proposed (Future Use)

Springfield



Willard





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

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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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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.

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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.

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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.

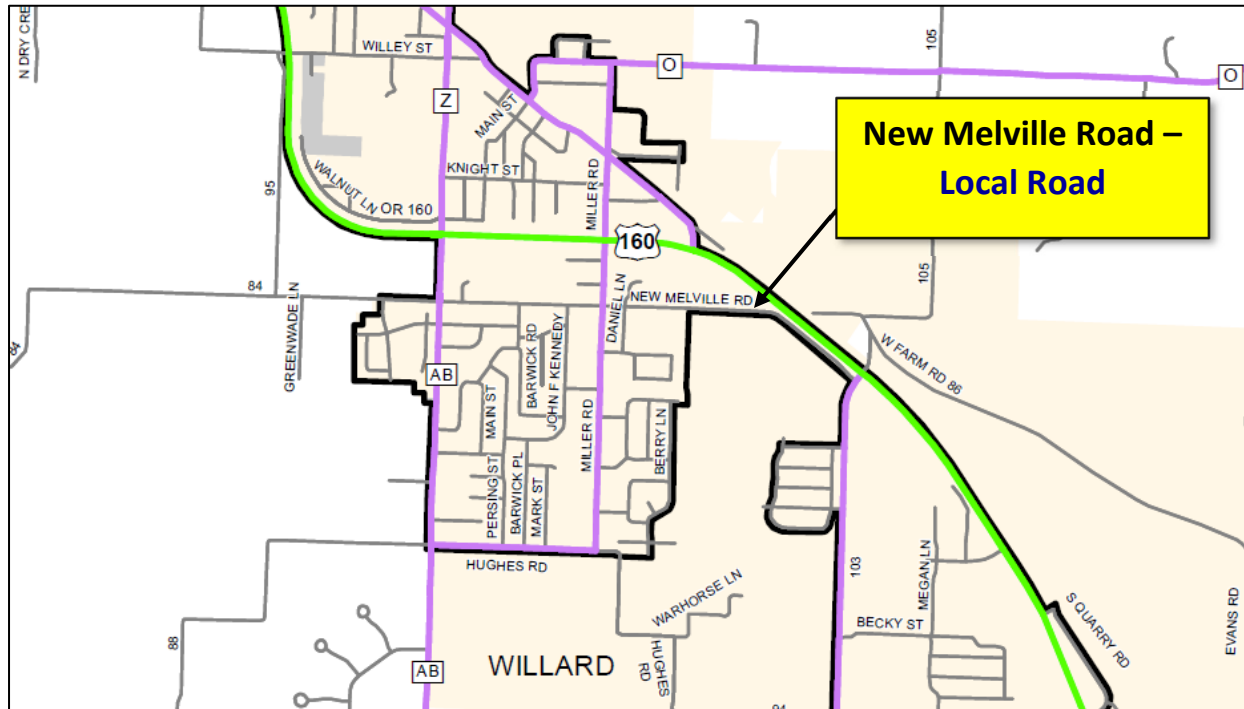
Additional information you would like to include.

See attached maps and traffic counts.

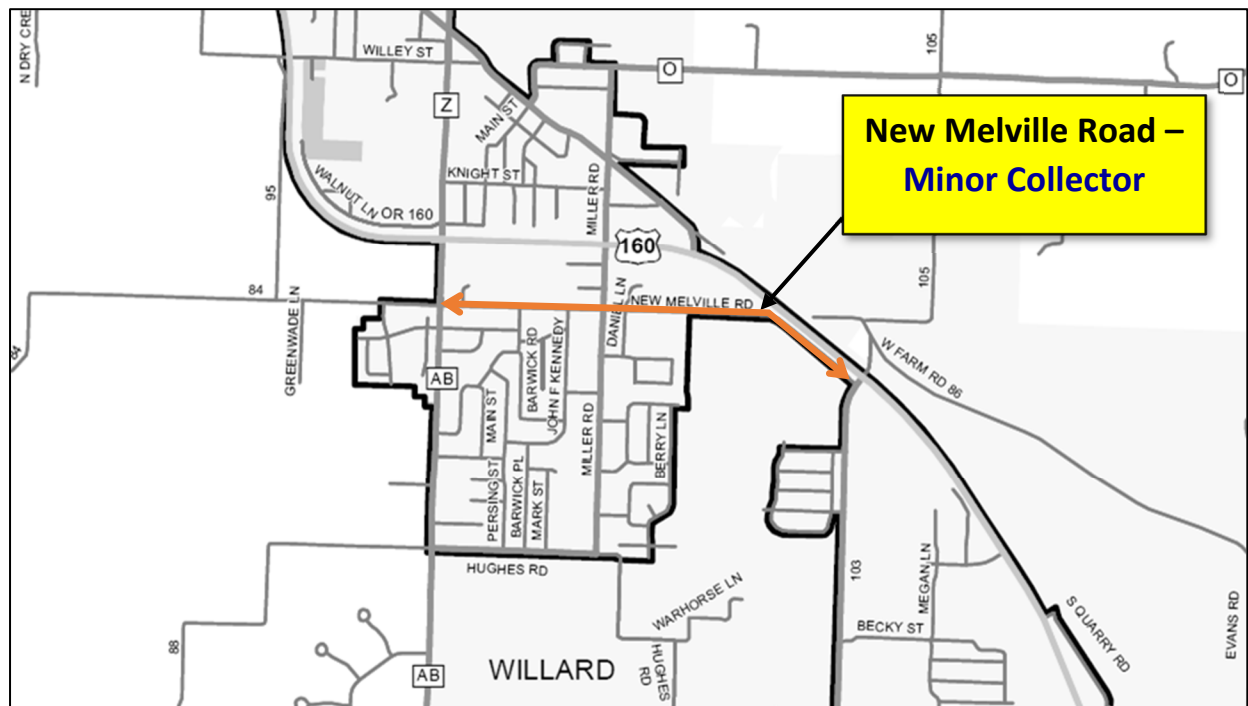
CITY OF WILLARD

New Melville Road – Hwy AB to Farm Road 103

Existing Federal Functional Classification



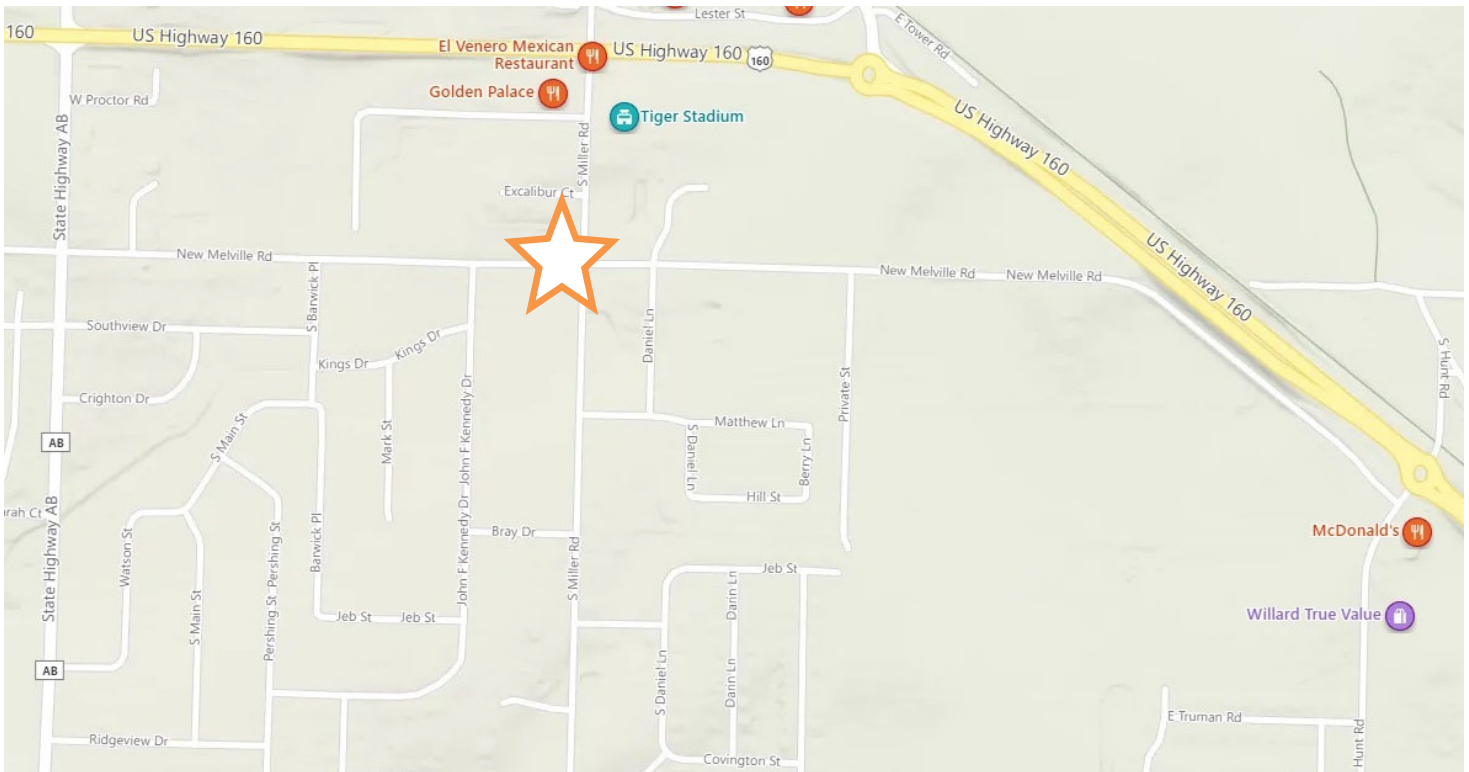
Proposed Federal Functional Classification



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
12:00 PM	*	*	34	33	*	*	*	*	*	*	*	*	*	*	34	33
01:00	*	*	41	32	*	*	*	*	*	*	*	*	*	*	41	32
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

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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.

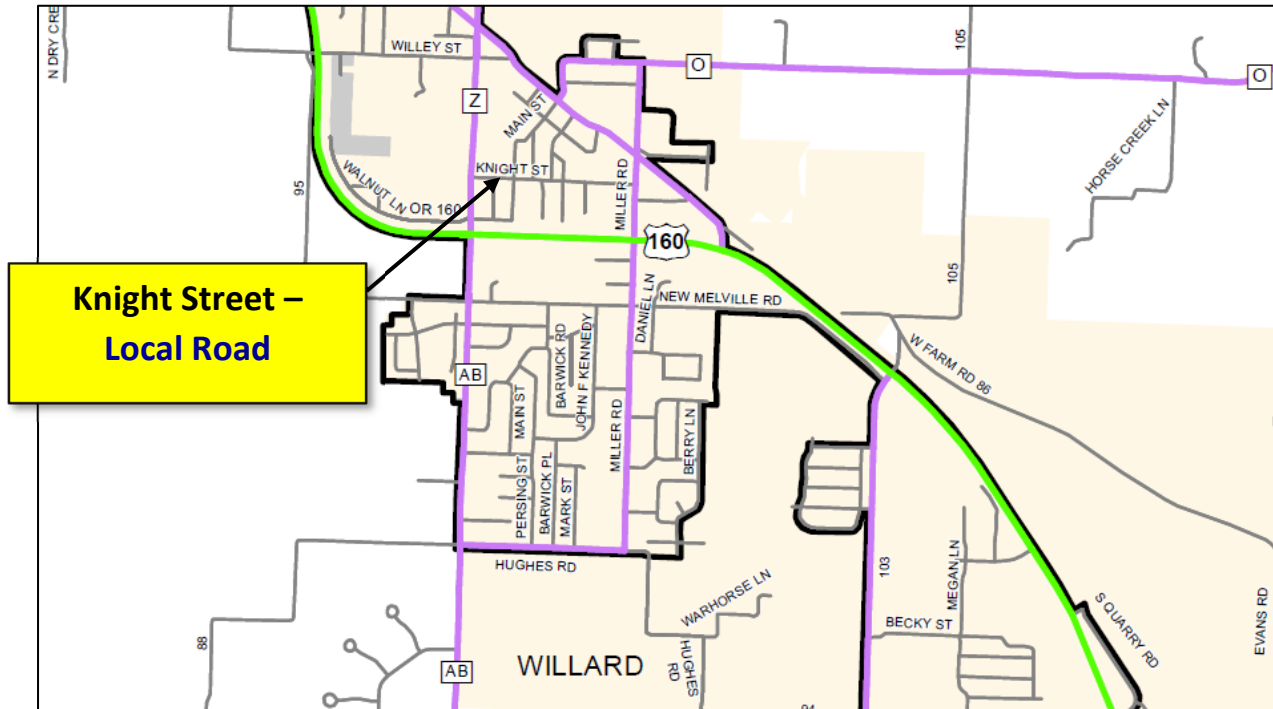
See attached maps and traffic counts.

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

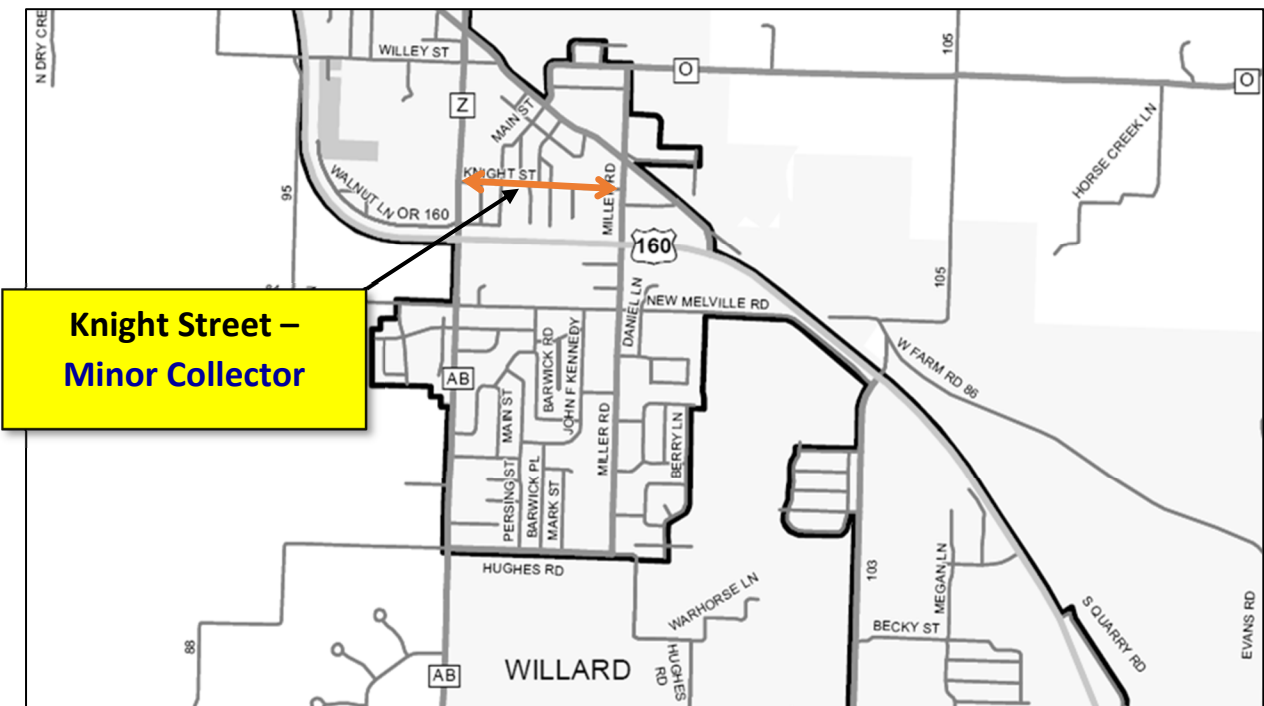
CITY OF WILLARD

Knight Street – Hwy AB to Miller Road

Existing Federal Functional Classification



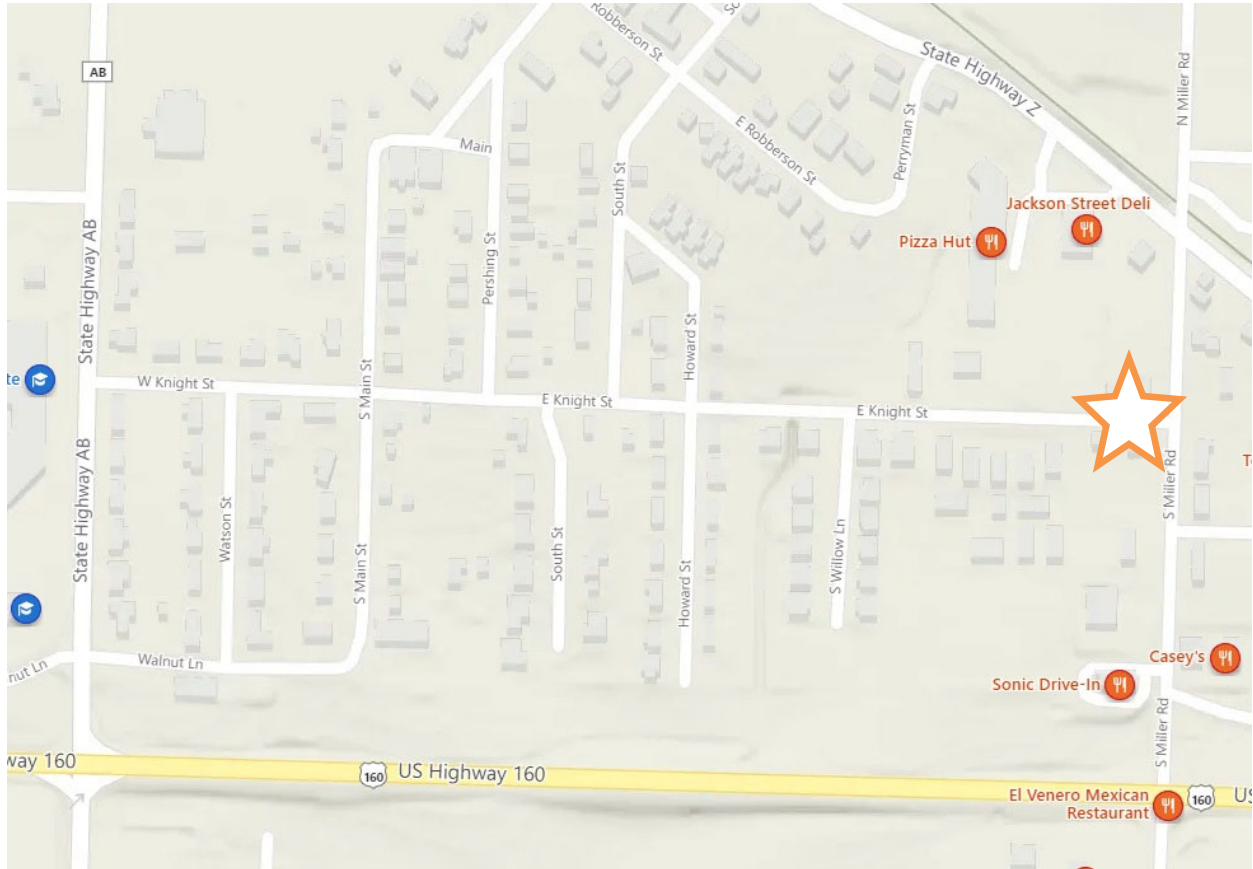
Proposed Federal Functional Classification



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: 0000737
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		
12:00 PM	32	30	31	20	*	*	*	*	*	*	*	*	*	*	32	25		
01:00	39	36	40	31	*	*	*	*	*	*	*	*	*	*	40	34		
02:00	53	53	51	43	*	*	*	*	*	*	*	*	*	*	52	48		
03:00	44	43	54	47	*	*	*	*	*	*	*	*	*	*	49	45		
04:00	43	52	42	46	*	*	*	*	*	*	*	*	*	*	42	49		
05:00	45	47	45	33	*	*	*	*	*	*	*	*	*	*	45	40		
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															

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 12/15/2021; ITEM II.D.

**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 REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:
"Move to recommend that the Board of Directors approve the Statement of Priorities and accompanying report."

OR

"Move to recommend that the Board of Directors 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

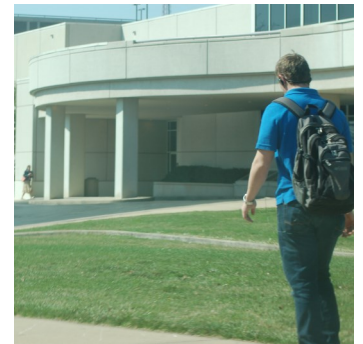
Integration of Local Bicycle and Pedestrian Networks and the Regional Hard Surface Trail Network

- 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

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:

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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



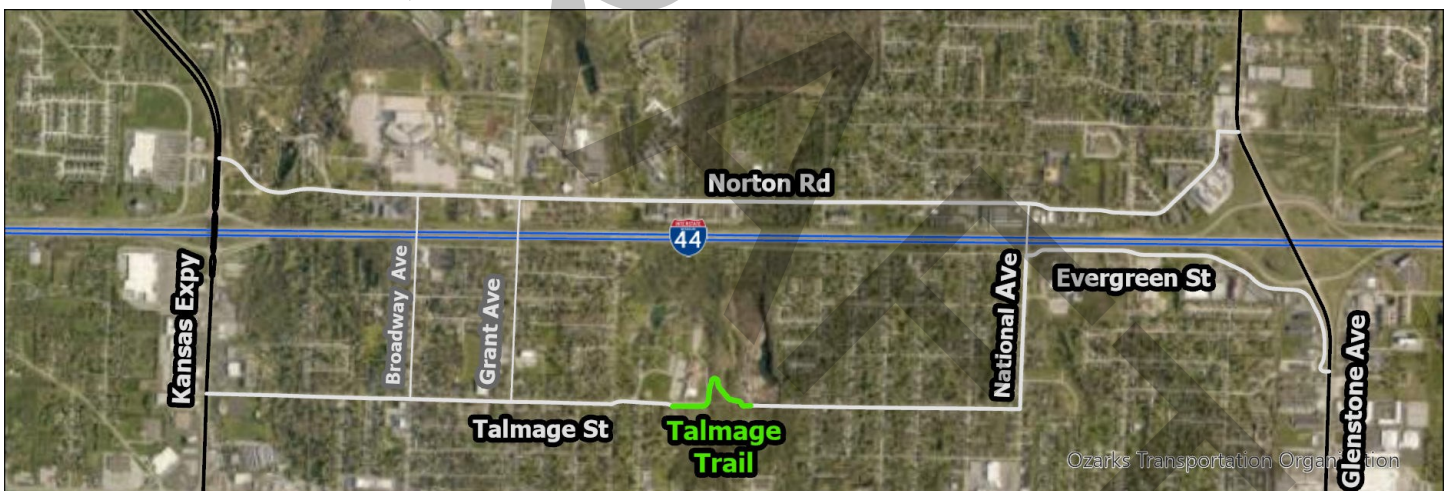
Upper: Pedestrian accommodations through the diverging diamond along Kansas Expressway.

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 .

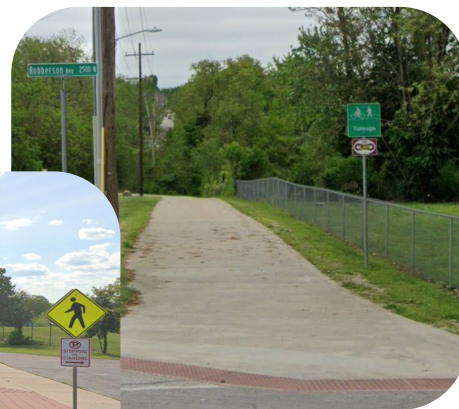
1.2. Freeway corridors should include a parallel network of continuous sidewalks, bike lanes, bike boulevards, and/or other industry standard low-stress accommodations along outer roads or other parallel minor streets to facilitate bicycle and pedestrian movement along the freeway corridor



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.

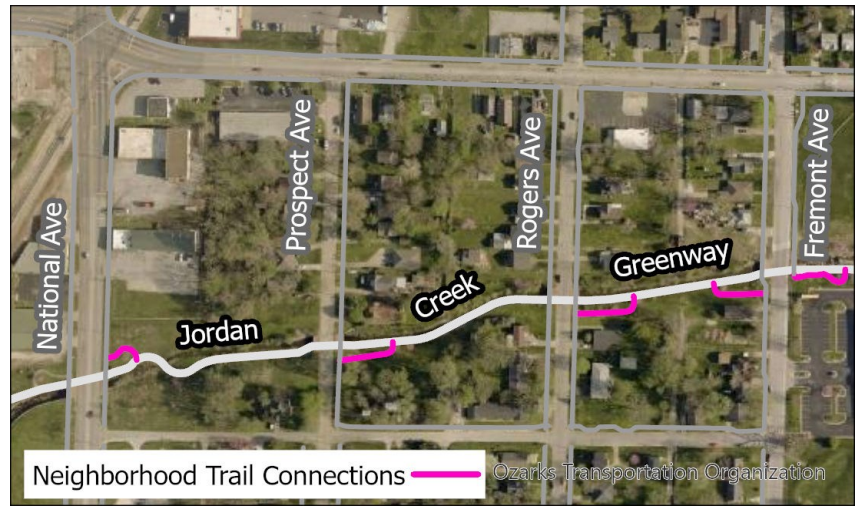
necessary,
but they
allow easy
access to the trail by
local residents. Both the

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, Fassnacht 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.



The many neighborhood trail connections along the Jordan Valley Greenway



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 7

TECHNICAL PLANNING COMMITTEE AGENDA 12/15/2021; ITEM II.E.

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.

TECHNICAL PLANNING COMMITTEE 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.

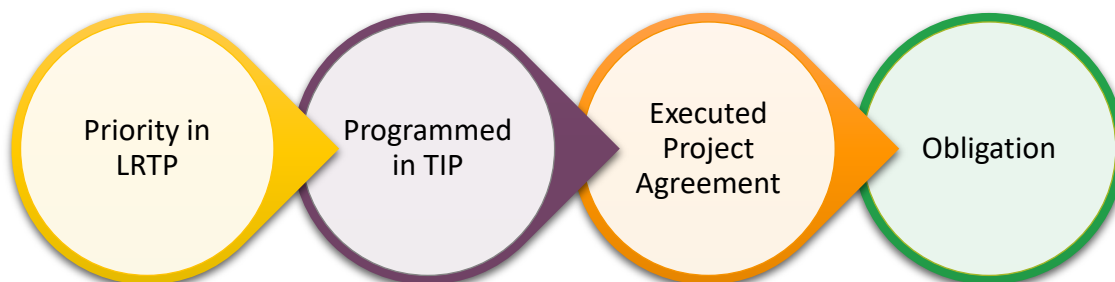
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside) and STBG-Urban funding, as well as Highway Improvement Program Funding which has 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
<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
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	(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>
FY 2022 Allocation*	STBG-Urban	47,809.65	290,130.43
ST2202 N. Old Orchard	Programmed	(481,362.00)	(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		(92,724.57)	(92,724.57)
** 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

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

All Allocations

	<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><u>(1,070,050.80)</u></u>
5901811 Springfield Greenwood			
Active	10/19/2020	Enhancements (TAP)	(183,365.00)
	01/28/2021	Enhancements (TAP)	32,923.48
			<u><u>(150,441.52)</u></u>
5901812 Galloway Reco			
Active	10/19/2020	Enhancements (TAP)	(146,098.00)
	01/28/2021	Enhancements (TAP)	32,994.00
			<u><u>(113,104.00)</u></u>
5901814 Luster/Fassnight			
Active	05/27/2020	Enhancements (TAP)	(158,078.40)
	01/21/2021	Enhancements (TAP)	30,737.52
	03/26/2021	Enhancements (TAP)	(12,070.32)
			<u><u>(139,411.20)</u></u>
5901815 SGF Harvard Sidewalks			
Active	06/15/2020	Enhancements (TAP)	(110,869.00)
	01/28/2021	Enhancements (TAP)	31,920.60
			<u><u>(78,948.40)</u></u>
5901818 Signal Improvements			
Active	10/20/2020	City of Springfield	(640,000.00)
			<u><u>(640,000.00)</u></u>
5901819 Walnut Street Bridge			
Active	07/15/2021	City of Springfield	(240,000.00)
			<u><u>(240,000.00)</u></u>
5901821 Traffic Signal Imp.			
Active	07/06/2021	City of Springfield	(620,000.00)
			<u><u>(620,000.00)</u></u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u><u>(459,587.00)</u></u>
5903803 Jefferson Footbridge			
Active	09/14/2021	City of Springfield	(2,000,000.00)
			<u><u>(2,000,000.00)</u></u>
FY94001 Division Underground Tank			
Closed (AKA 5904810)	04/17/2007	Greene County	(64,027.15)
			<u><u>(64,027.15)</u></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 8

TECHNICAL PLANNING COMMITTEE AGENDA 12/15/2021; ITEM II.F.

Technical Planning Committee Chair Rotation

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In 2003, the Technical Planning Committee voted to establish a rotation schedule for the chairmanship of the Technical Committee. This rotation, as shown below, has been followed since. The Chairman-Elect serves as the Chair in absence of the Chairman.

Tommy Van Horn of Battlefield will be serving as Chair in 2022. The chairman-elect will be Jeff Roussell of Nixa.

TECHNICAL PLANNING COMMITTEE CHAIR ROTATION SCHEDULE

Year	Jurisdiction	
2012	Christian County	Todd Wiesehan
2013	Battlefield	Rick Hess
2014	Nixa	Travis Cossey
2015	Greene County	Adam Humphrey
2016	Ozark	Larry Martin
Fall 2016-2017	Strafford	King Coltrin
2018	Springfield	Kirk Juranas
2019	Willard	Dave O'Connor
2020	Republic	Andrew Nelson
2021	Christian County	Todd Wiesehan
2022	Battlefield	Tommy Van Horn, Chairman
2023	Nixa	Jeff Roussell, Chairman-Elect

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to elect the Chairman-Elect position for 2022 for the Technical Planning Committee as shown above.”

OR

“Move to elect the Chairman-Elect position for 2022 for the Technical Planning Committee with the following changes...”

TAB 9



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee 2022 Meeting Schedule

Meetings are held every other month on the third Wednesday from 1:30 to 3:30 pm in the Ozarks Transportation Organization's Conference room:
2208 W. Chesterfield Blvd. Suite 101, Springfield, MO

February 16, 2022

April 20, 2022

June 15, 2022

August 17, 2022

October 19, 2022

December 21, 2022

Please provide requests for agenda items 2 weeks prior to meeting date.

TAB 10

CFO launches transportation fund for workers facing barriers



BY: KAREN CRAIGO, REPORTER | kcraigo@sbj.net

Posted online December 8, 2021 | 12:26 pm

You think you've found what you've been looking for: an experienced floor manager who's available to work second shift. But when you invite her to an in-person interview, she declines.

Turns out the battery in her car is dead, and she's been stranded at her rural home for days because she doesn't have money to buy a new one. She wants the job, she has the skills, but she doesn't have a way to get there.

Community Foundation of the Ozarks Inc. has a solution, announced today during an event at Penmac Staffing Services Inc.

CFO has established the Let's Get to Work Fund to support workers and job seekers who face transportation barriers that affect their ability to get hired or to maintain their current jobs.

The fund opens with a \$375,000 commitment from the CFO, donors David and Stacey O'Reilly, and the O'Reilly Charity Golf Classic Fund, plus another \$25,000 in anticipated commitments.

According to CFO officials, the funds can be used for transportation needs like car repairs, new tires, gas cards, licensing fees or taxes, bus passes, ride-sharing services or taxis, the purchase or repair of bikes or e-bikes, or vehicle purchase down payments.

There are two ways the fund can provide support for both employed and unemployed people with transportation needs that impede their ability to get or keep jobs: Case managers working for nonprofit agencies can apply through CFO, or businesses can access funds through a partnership with United Way of the Ozarks and the Springfield Business Development Corp., a nonprofit subsidiary of the Springfield Area Chamber of Commerce.

CFO President Brian Fogle said many workers cite the three biggest barriers to employment as workplace flexibility, which only employers can address; child care; and transportation issues.

"One thing we can focus on to make a difference is the transportation barrier," he said.

He noted the Let's Get to Work Fund looks at all options for transportation, from fixing a car to paying for a trip via Uber or Lyft to buying a bicycle or scooter.

This is a prime opportunity to seize the moment, Fogle said.

"The ultimate goal is to get people back into this tremendous opportunity because of the workforce and demand for labor right now," he said. "Wages are rising. I think it's a once-in-a-generation opportunity to get people back to work at good wages where they can improve their economic situation. We need to take advantage of this opportunity."

Unemployment is at a near-historic low of 2.4% in the five-county metro of Greene, Christian, Webster, Polk and Dallas counties with an estimated 4,000-person net reduction in the local workforce since July. The Indeed online job search website currently lists about 11,500 current job openings in Greene County.

Fogle noted that as a philanthropic agency, CFO is able to do a lot of things that government organizations cannot to help workers and employers find each other.

“Lots of times our money is a lot more flexible and easier to access,” he said. “We want this to be easy, simple, accessible and responsive. I think we’ve accomplished that.”

Sally Payne, Springfield’s director of Workforce Development, said clients of the Missouri Job Center are already lined up to benefit from the fund.

“This is a game-changer for some of our clients,” she said. “As someone who works with clients on a daily basis, I can tell you that transportation is a barrier to many. This could change people’s lives.”

Payne commended the community for bringing the fund to fruition.

“Transportation is one of those issues and barriers to employment – and, frankly, quality of life – that no one entity will be able to resolve,” she said. “It’s impressive for a whole community to come together and really look at this issue and try to move the needle in a positive way.”

Payne said many people don’t understand the ramifications of generational poverty. She spoke to Springfield Business Journal from a youth conference, where a teen talked about seeing her mother put 50 cents’ worth of gas in her car while all around, others were filling their tanks.

“It sounds very simple – well, what’s the problem; can’t you put \$5 in? For some people, they can’t,” she said.

“For some people, it’s making a choice between food and gas. That’s what a lot of people deal with, and sometimes I don’t think we realize how deep that goes.”

Residential eligibility for this funding will cover the 14-county area of southwest Missouri where the service areas of the CFO and United Way of the Ozarks overlap: Barry, Christian, Dallas, Douglas, Greene, Hickory, Laclede, Lawrence, Polk, Stone, Taney, Texas, Webster and Wright counties.



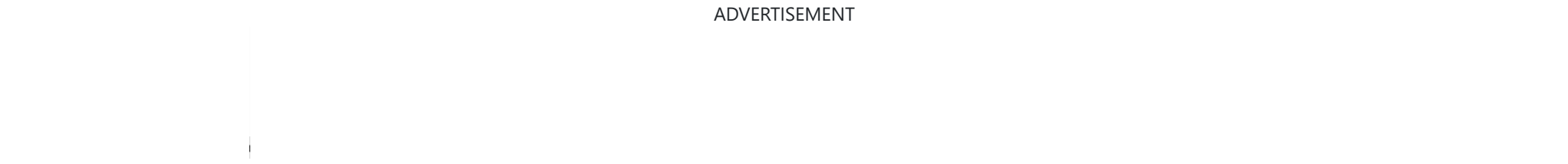




ADVERTISEMENT

He says he’s battled the growing traffic in Springfield for the past 30 years.

The area he travels the most is North Highway 13.



“Every day is about the same. You get stopped at lights. There are a million cars. They get moving but it’s slow getting through here,” he said.

The route in the northern part of town is not limited to local travel. It also sees a lot of tourism.

“Well, we’ve got a lot of different things going on between the fairgrounds, the Dickerson Park Zoo, and Fantastic Caverns. We’ve got a lot of event traffic that adds to the mix,” said Andy Thomasson with Ozarks Transportation Organization.

He says local and state engineers are putting a plan together to keep people moving.

“It’s not just how many cars are driving on the road today. It’s how many cars are out there plus all the ones that are avoiding the intersection. We’ll have to figure out what that true demand is and then project that forward,” he said.

Ozarks Transportation Organization has launched an online survey to gather your thoughts and ideas on plans.

“There’s a lot we’ve got to balance and figure out how we can keep it safe for people to move but yet still get all the cars through as well. We don’t want to be back in this area for a while. We want to be able to get it fixed correctly,” said Thomasson.

Skillingstad says he has a few ideas of his own.

“Well if they can widen the road and add one more lane it would be a lot better but they probably can’t do that,” he said.

He says he will just wait out traffic with the rest of us until changes are made.

“Honk the horn. Tell them to move it,” said Skillingstad.

Engineers are planning to finish a concept design in February 2022.

Final recommendations are expected in May 2022.

Construction on changes to the area is scheduled for completion by June 2022.

If you’d like to share your thoughts click [here](#).

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State Rep. Sara Walsh (R-Ashland) speaks on the Missouri House floor in Jefferson City on September 15, 2021 (file photo courtesy of Tim Bommel at House Communications)

LEGISLATION TO REPEAL MISSOURI'S GAS TAX INCREASE FILED BY MID-MISSOURI LAWMAKER

👤 Brian Hauswirth ⌚ 5 days ago 📁 Mid-Missouri News

An Ashland state lawmaker who serves as the GOP caucus chair has pre-filed legislation to repeal Missouri's gasoline tax increase.

State Rep. Sara Walsh (R-Ashland) says it's an outrage that Missourians are being asked to pay more at the pump, when the state currently has an \$8-billion surplus. She says her bill is aimed at helping the many Missourians who are struggling to make ends meet.

Missouri lawmakers approved the bipartisan gasoline tax increase in May: it increases the state's gas tax by 2.5 cents per gallon for five years, for a total of 12 cents.

It was the first gas tax increase in 25 years in Missouri. The bill was a top priority for Senate President Pro Tem Dave Schatz (R-Sullivan) and for business groups as well.



State Rep. Sara Walsh (R-Ashland) speaks on the Missouri House floor in Jefferson City on September 15, 2021 (file photo courtesy of Tim Bommel at House Communications)



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Air travelers make their way past a sign mandating face masks for all during the outbreak of the coronavirus disease (COVID-19) at Phoenix international airport in Phoenix, Arizona, U.S. September 24, 2021. REUTERS/Mike Blake

WASHINGTON, Dec 1 (Reuters) - President Joe Biden's administration will extend requirements for travelers to wear masks on airplanes, trains and buses and at airports and train stations through mid-March, sources briefed on the matter told Reuters, amid concerns about a new COVID-19 variant.

A formal announcement extending the requirements through March 18 is expected on Thursday, the sources said. The White House and the Transportation Security Administration (TSA) declined to comment. The TSA in August extended the transportation mask order through Jan. 18.

Biden plans to discuss the U.S. strategy for fighting COVID-19 this winter on Thursday and the transit mask extension is expected to be part of his remarks.

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The White House also plans to announce stricter testing rules for international visitors. The U.S. Centers for Disease Control and Prevention (CDC) confirmed late on Tuesday it is working to impose stricter COVID-19 testing rules for air travelers entering the United States amid concerns about the Omicron variant. [read more](#)

The first known U.S. case of the Omicron variant was confirmed on Wednesday - a fully vaccinated person in California who returned to the United States from South Africa on Nov. 22 and tested positive seven days later. [read more](#)

On Monday, the United States barred most foreign nationals who have been in eight southern African countries. The CDC told airlines late on Tuesday it would require them to turn over passenger contact information for all travelers who have been in those countries - and will forward that to state and public health agencies.

The current CDC order, which has been in place since soon after Biden took office in January, requires masks to be worn by all travelers on airplanes, ships, trains, subways, buses, taxis and ride-shares and at transportation hubs such as airports, bus or ferry terminals, train and subway stations, and seaports.

His predecessor, Donald Trump, rejected requests from U.S. public health agencies to impose the requirements in transit - even though airlines and some other transportation modes had required masks.

Government agencies briefed industry officials about the change late on Wednesday, sources told Reuters.

CAUSE OF FRICTION

The mask requirements have been the source of friction, especially aboard U.S. airlines, where some travelers have refused to wear masks.

The Federal Aviation Administration, which has instituted a "zero tolerance" enforcement effort on unruly passengers, said on Tuesday that since Jan. 1, it had received reports from airlines of 3,923 passengers refusing to wear masks.

In some U.S. states, transportation hubs are among the only places where masks are still required.

The White House has been debating a number of changes to strengthen international testing.

Currently, vaccinated international air travelers can present a negative test result obtained within three days from their point of departure. Nearly all foreign nationals must be vaccinated to enter the United States. Unvaccinated travelers currently must get a negative COVID-19 test within one day of arrival.

The CDC plans to announce a new one-day testing requirement that would apply equally to U.S. citizens as well as foreign nationals and could take effect as early as next week.

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Help with Implementation of Infrastructure Bill Available

Passage of the Infrastructure Investment & Jobs Act might have seemed like a long and daunting process, but now the actual hard work of distributing funds and completing the projects begins

December 2, 2021 | By [Jessica Lombardo](#)



Infrastructure Investment & Jobs Act (IIJA) in to law, that's by design. The IIJA was crafted to deliver generational transportation investments but nearly 90 percent of the resources for roads and bridges will distributed by formula directly to the states, putting them in control of the projects to work on.

States, perhaps are busy dusting off those much-needed projects for which they had no funding, and figuring out how apply for their cut of the \$550 billion in total new spending. The Federal Highway Administration (FHWA) knows that implementing this law will be no easy task and has designed a website to help manage the new bill.

“FHWA is committed to providing easily accessible information on the Bipartisan Infrastructure Law as the first of many steps we’re taking to deliver the largest transportation investment in generations,” said Deputy Federal Highway Administrator Stephanie Pollack. “As this website is expanded and updated it will be a great asset for states, counties, cities, towns and Tribes seeking funding from both formula and grant programs to modernize their infrastructure, improve safety and create good paying jobs.”

The new website, at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law>, will serve as a one-stop shop online for transportation agencies and others interested in learning more about new and existing FHWA programs as well as how to apply for grants and other discretionary funding opportunities available under the Bipartisan Infrastructure Law.

Highway Highlights

It's not secret our roads are in desperate need of attention and the IIJA was designed to help. The bill:

- Funds highway programs for five years (FY 22-26)
- Gives \$350.8 B (FY 22-26) for highway programs
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - \$47.3 B in advance appropriations from the General Fund (GF)
- \$90 B transfer from the General Fund to the HTF to keep the HTF Highway Account solvent for years

The bill also features more than a dozen new highway programs, including:

and reconnecting communities

What this means is there are more opportunities for local governments and other non-traditional entities to access new funding through these programs. To help get the most out of these programs, the FHWA is also issuing a Request for Information (RFI) to solicit suggestions from the public and stakeholders on how best to facilitate FHWA's implementation of the Bipartisan Infrastructure Law. As the RFI states, "In order to make the most of the BIL's historic investment and opportunities, FHWA is seeking your input on the FHWA-related sections" of the Bipartisan Infrastructure Law.

"The Bipartisan Infrastructure Law can improve infrastructure, the environment, equity and the quality of life for millions of Americans, but to realize its full potential we need to hear from the public, especially on how FHWA should address the opportunities and challenges associated with both changes to existing programs and the creation of new programs," Pollack added.

The RFI, slated to be published in the Federal Register on December 1, can be viewed at [2021-26145.pdf \(federalregister.gov\)](#). Specifics on Bipartisan Infrastructure Law programs and funds being made available by the USDOT to each state and the District of Columbia can be found at <https://www.transportation.gov/briefing-room/usdot-releases-state-state-fact-sheets-highlighting-benefits-bipartisan>

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Eugene Mulero | Senior Reporter

December 2, 2021 3:30 PM, EST

House Transportation Committee Chairman DeFazio Won't Seek Re-Election



Rep. Peter DeFazio, D-Ore., chairman of the House Transportation and Infrastructure Committee, gavels during a panel in September. (J. Scott Applewhite/Associated Press)

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Soon after Rep. Peter DeFazio announced he would not seek another term in Congress, stakeholders representing nearly every sector in the transportation industry reflected on the longtime congressman's contributions.

On Dec. 1, DeFazio, a Democrat from Oregon and chairman of the Transportation and Infrastructure Committee, announced he would retire from elected office at the end of his term next year. He was first elected to Congress in 1986.

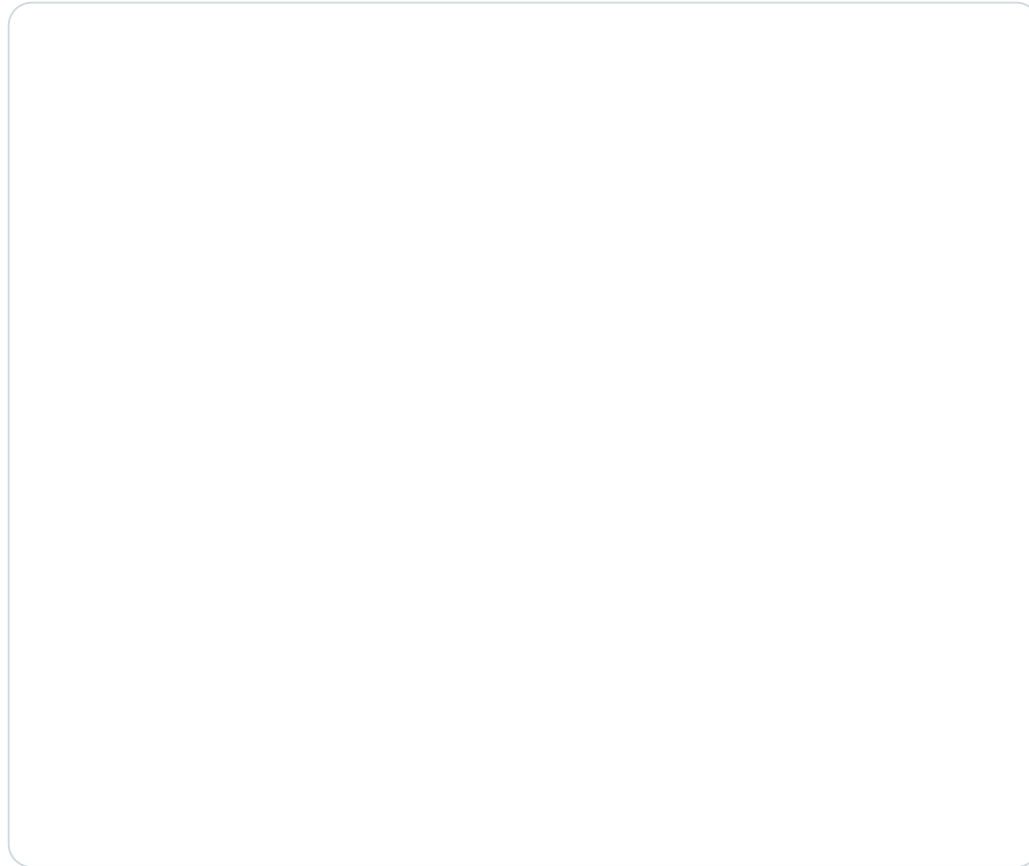
Most recently, the transportation leader played a key role in the passage of the recently enacted \$1 trillion Infrastructure Investment and Jobs Act, a pillar of President Joe Biden's domestic policy agenda.



Rep Peter DeFazio 
@RepPeterDeFazio



With humility and gratitude I am announcing that I will not seek re-election next year. Read my full statement here: defazio.house.gov/media-center/p...



12:37 PM · Dec 1, 2021



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“For 36 years, I have fought corporate greed and special interests to benefit Oregon’s working families, from delivering affordable health care under the Affordable Care Act, to preventing the privatization and destruction of the Social Security safety net, to protecting our natural treasures for future generations, to fighting trade policies that undermine American workers, to holding industry and regulators accountable to improve aviation safety, to asserting congressional war powers authority to stop endless wars, to making historic job-creating investments in our roads, bridges, ports and more under the Infrastructure Investment and Jobs Act,” DeFazio said Dec. 1.

“It’s time for me to pass the baton to the next generation so I can focus on my health and well-being,” he continued. “This was a tough decision at a challenging time for our republic with the very pillars of our democracy under threat, but I am bolstered by the passion and principles of my colleagues in Congress and the ingenuity and determination of young Americans who are civically engaged and working for change.”

American Trucking Associations was among the stakeholders that reflected on DeFazio’s tenure.

ATA President Chris Spear said, “Chairman Peter DeFazio is without question a gifted legislator and leader who, over the span of four decades, has made a difference in the lives of all Americans. His absence will come at a time when we need more elected officials willing to put the nation’s interest ahead of themselves.”

Spear emphasized, “Few legislators have been more instrumental in driving national infrastructure policy than Chairman DeFazio. He’ll leave the House having cemented a lasting legacy that his constituents and all Americans will see, feel and use for decades to come. We thank him for his service and partnership.”



Spear

Todd Spencer, president of the Owner-Operator Independent Drivers Association, observed, “Since his arrival in Congress, Chairman DeFazio has been a leading voice on trucking issues. He has displayed a seldom-matched knowledge and understanding of transportation policy that professional drivers have always respected throughout his decades of service.



Spencer

“OOIDA has genuinely appreciated the chairman’s thorough comprehension of the various concerns raised by small-business truckers. While we have not always agreed about how to best improve the trucking industry, we have valued the informed dialogue with the chairman and his staff over the years.”

The American Public Transportation Association focused on DeFazio’s advocacy for rehabilitating transit systems around the country. His calls for additional funding for transit are reflected in the \$1 trillion infrastructure law and the nearly \$2 trillion social infrastructure budget, formally known as the Build Back Better Act, being debated in the Senate.

“He has been an indefatigable advocate for access to affordable and reliable public transportation for all, and most recently has been instrumental in our efforts to secure both COVID-19 emergency relief as well as once-in-a-generation investments in public transportation in the bipartisan infrastructure law,” APTA CEO Paul Skoutelas said.

“He also continues to work tirelessly on behalf of public transit and high-speed rail investment included in the Build Back Better Act,” he added.

In 2019, DeFazio stepped into the role of transportation chairman. Among his priorities was advancing a long-term infrastructure funding package. That policy vision was realized in the form of the \$1 trillion Build Back Better infrastructure plan, which Biden enacted Nov. 15.

From DeFazio’s perspective, the infrastructure law pursues an ambitious response to climate change, promotes electric and autonomous technologies across mobility corridors and seeks to expedite the movement of freight across supply chains. The infrastructure package also included a five-year update of the country’s highway policies. DeFazio, a proponent of funding certainty for surface transportation programs, did not garner Republican backing during his most recent push for highway policy legislation.

DeFazio’s career is not limited to transportation policy. His résumé includes legislative achievements in health care, the environment, financial services, education and social welfare. A fierce debater, he occasionally clashed with colleagues.

DeFazio at a Glance

Congressional Career: Elected to U.S. House of Representatives in 1986, announced he will not seek re-election Dec. 1, 2021

Party affiliation: Democrat

Represents: Oregon’s 4th congressional district

Chairman: House Transportation and Infrastructure Committee

Notable: Co-founded Congressional Progressive Caucus in 1991

Source: Wikipedia

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Fishers to launch autonomous shuttle service later this month

POSTED BY: THE REPORTER DECEMBER 2, 2021

Indiana Economic Development Corporation (IEDC) and the City of Fishers have joined with **May Mobility**, a leader in autonomous vehicle (AV) technology and shuttle operations, to inaugurate a free, **public autonomous shuttle service** on Dec. 20 to serve the area surrounding the Nickel Plate Cultural District in Fishers.

The AV shuttle service is part of the Together in Motion Indiana initiative announced earlier this year by TMF and ESN that previously provided a similar autonomous shuttle service in **downtown Indianapolis** for six months.

May Mobility will manage a fleet of autonomous, shared vehicles that will operate along a three-mile fixed-route loop with nine designated stops to service the live, work, and play districts of downtown Fishers. The hop-on, hop-off service connects the residential area at Pullman Pointe and South Pointe Village apartments to the commercial district along Commercial Drive and Fishers Corner Boulevard, Municipal Drive and 116th Street, including a stop along the new Nickel Plate Trail.

Each route stop is identifiable by a sign with route information and a QR code with more information about May Mobility's technology.

"With the launch in Fishers, we'll be adding a new public transportation service in a community that primarily relies on personal vehicle ownership," said May Mobility CEO Edwin Olson. "This is an amazing opportunity to partner with Fishers to challenge the status quo of transit and engage a wider audience in the future of transportation."

"With our commitment to innovation, technology, and entrepreneurship, it was a natural fit for Fishers to serve as the first suburban site for May Mobility's autonomous vehicle fleet," said Fishers Mayor Scott Fadness. "Our Nickel Plate Cultural District is the perfect test site for this technology as our partners identify the nuances of a suburban environment for autonomous technology."

In support of a low carbon future, the free service will feature five hybrid Lexus RX 450h vehicles and one wheelchair-accessible Polaris GEM fully electric vehicle and is available Monday through Friday from 8 a.m. to 8 p.m., with shuttles arriving every 10 to 15 minutes on a rotating



Fadness

loop. Riders can see live updates of the shuttle's locations on the [Together in Motion Indiana website](#).

“The Nickel Plate Cultural District in Fishers represents an ideal location to deploy an autonomous shuttle service through May Mobility,” said Ryan Klem, Director of Programs for the Toyota Mobility Foundation. “We are excited to learn how the community utilizes the service as this experience will go far in providing valuable insights that will inform the future of mobility in cities all across the U.S. and further propel Toyota’s mission of Mobility for All.”

Aiming to foster innovation through industry partnerships and propel research and development in advanced mobility technologies in Indiana, Together in Motion Indiana supports the deployments of various mobility solutions that are developed with local community input. With this human-centered approach, the initiative aims to better serve the transportation needs of the local communities, to understand the changing ecosystems surrounding these needs, to potentially expand such initiatives into other communities, and to establish networks for the sharing and leveraging of key learnings.

“Indiana continues to be a place for advancing autonomous transportation solutions and partnering with the City of Fishers as our next city to deploy the May Mobility autonomous shuttle service is a perfect fit,” said Paul Mitchell, President and CEO of Energy Systems Network. “Public-private partnerships like this one only strengthen the goal of providing mobility options for all residents.”

May Mobility established its regional office in Fishers in early 2021. Fishers will be its ninth shuttle deployment since the company began operations. May Mobility recently completed shuttle operations in Indianapolis, providing Hoosiers with more than 3,400 rides to school and work from June to November 2021. May Mobility conducts shuttle services in Grand Rapids, Mich.; Arlington, Texas; Hiroshima, Japan; and Ann Arbor, Mich., as well.

“Indiana is excited to continue the deep partnership with May Mobility and the Toyota Mobility Foundation to bring the future of mobility to another community in Indiana,” said David Roberts, EVP of Entrepreneurship and Innovation for the Indiana Economic Development Corporation. “This service is an important component to the vibrant ecosystem of innovation, when combined with the autonomous on-highway work being supported by INDOT and the milestone event of the Indy Autonomous Challenge.”