



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

OCTOBER 19, 2022
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

REVISED Technical Planning Committee Meeting Agenda

Wednesday, October 19, 2022 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

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

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

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/VanHorn)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of June 15, August 17, and August 29, 2022 Meeting Minutes..... Tab 1

(1 minute/VanHorn)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

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

(5 minutes/VanHorn)

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

E. 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.

H. Committee Reports

(5 minutes/Thomason)

Staff will provide an update on OTO Committee work activities.

II. New Business

A. Presentation – Before and After Roadway Improvement Travel Speed Analysis

(10 minutes/Faucett)

Staff will present data on travel time changes.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. FY 2023-2026 TIP Amendment Two Tab 3

(2 minutes/Longpine)

Four changes are proposed to the FY 2023-2026 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2023-2026 TIP AMENDMENT TWO CHANGES TO THE BOARD OF DIRECTORS

C. Federal Functional Classification Change Request Tab 4

(5 minutes/Thomason)

Federal Functional Classification changes have been requested.

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

D. September 30, 2022 Federal Funds Balance Report Tab 5

(5 minutes/Longpine)

OTO has updated the Federal Funds Balance Report for the Federal Fiscal Year ending September 30, 2022. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. FY 2024-2028 STIP Priorities Tab 6

(10 minutes/Fields)

A Subcommittee of the Technical Planning Committee has recommended priorities for inclusion in the FY 2024-2028 Statewide Transportation Improvement Program.

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

F. Unfunded Needs List Tab 7

(5 minutes/Fields)

A Subcommittee of the Technical Planning Committee has recommended additions to the MoDOT Unfunded Needs List.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND UNFUNDED NEEDS TO THE BOARD OF DIRECTORS

- G. Unfunded Multimodal Needs List Tab 8**
(5 minutes/Thomason)
A Subcommittee of the Technical Planning Committee has recommended additions to the MoDOT Multimodal Needs List.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND MULTIMODAL NEEDS TO THE BOARD OF DIRECTORS

- H. Amendment to the OTO Technical Planning Committee Bylaws Tab 9**
(10 minutes/Fields)
Changes are proposed to the bylaws for the OTO Technical Planning Committee membership.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND OTO TECHNICAL PLANNING COMMITTEE BYLAWS CHANGES TO THE BOARD OF DIRECTORS

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, December 21, 2022 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Si usted necesita la ayuda de un traductor, por favor comuníquese con 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 10/19/2022; ITEM I.C.

June 8, August 17, and August 29, 2022 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the June 15, 2022, August 17, 2022, and August 29, 2022 Technical Planning Committee meetings. 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 June 15, 2022, August 17, 2022, and August 29, 2022 meeting minutes.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
JUNE 15, 2022**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present, and the meeting was called to order at approximately 1:35 p.m. by Vice-Chairman Jeff Roussell.

The following members were present:

Mr. Garrett Brickner (a), City of Republic	Mr. John McCart (a), City of Ozark
Ms. Paula Brookshire (a), City of Springfield	Mr. John Montgomery (a), Ozark Greenways
Mr. Peter Bryant (a), City of Willard/Strafford	Mr. Frank Miller, MoDOT
Mr. Matt Crawford, City Utilities Transit	Mr. Jeff Roussell, City of Nixa (Vice-Chair)
Mr. Martin Gugel, City of Springfield	Ms. Beth Schaller, MoDOT
Mr. Kirk Juranas, City of Springfield	Mr. David Schaumburg, Springfield-Branson Airport
Mr. Joel Keller (a), Greene County	Mr. Todd Wiesehan, Christian County

(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
Ms. Emily Denniston, Spfld Chamber of Commerce	Ms. Aishwarya Shrestha, SMOG
Mr. Adam Humphrey, Greene County	Mr. Tommy VanHorn, City of Battlefield (Chair)
Mr. John Matthews, MSU	Ms. Janet Vomund, MoDOT
Mr. Ahmad Mokhtee, FTA	Mr. Jeremy Wegner, BNSF
Ms. Britni O'Connor, MoDOT	

Others present were: Ms. Sonya Anderson, Senator Blunt's Office; Mr. Tom Dancey, City of Springfield; Ms. Stacy Reese, MoDOT; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Libby Robinson, Mr. JD Stevenson, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

Vice-Chairman Roussell welcomed everyone and requested self-introductions be made.

A quorum was present.

B. Approval of the Technical Planning Committee Meeting Agenda

Ms. Schaller made a motion to approve the Technical Planning Committee Meeting Agenda for June 15, 2022. Mr. Wiesehan seconded the motion. The motion passed.

C. Approval of the April 20, 2022 Meeting Minutes

Mr. Gugel made a motion to approve the minutes from the April 20, 2022 Technical Planning Committee Meeting. Ms. Schaller seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Vice-Chairman Roussell advised there were public comments included in the packet. Vice-Chairman Roussell asked for comments or questions.

E. Staff Report

Ms. Fields stated staff have been evaluating how to best capitalize on the Bipartisan Infrastructure Law and bring extra money to the OTO MPO area. OTO assisted the City of Republic with a RAISE Grant for Highway MM and assisted MoDOT with an INFRA/Mega Grant for I-44.

The Bridge NOFO came out Friday and staff is looking through it. Safe Streets for All is another program staff is evaluating and is on the meeting agenda to be highlighted.

Staff sent an email to member jurisdictions about the MoDOT Bridge Program, combining the all-system bridge with the bridge investment program which cities and counties are eligible for. The deadline is July 22nd and will be announced September 16th.

The Governor's Cost Share made it into the budget but has not been signed yet. The deadline for the MoDOT Cost Share Program is July 22nd. The next application deadline is October 7th.

Staff is continuing to work on the Chadwick Flyer Trail and have a consultant now for the portion along the CU property. Construction is still set for 2023. The City of Ozark has their portion just north of Highway 14 under construction and is just starting paperwork on the third piece of the trail at Tracker Marine.

TAP funding has doubled and there is Carbon Reduction funding. Staff is working to understand the new law and the changes.

F. Legislative Reports

Ms. Anderson, with Senator Blunt's Office, shared Senator Blunt has been working on appropriations and Congressionally Directed Spending (CDS) requests (also known as earmarks). Senator Blunt submitted a letter of support for the RAISE Grant OTO submitted for the MM Project. The Senator has also submitted a letter of support for the I-44 INFRA Grant.

G. MoDOT Report

Mr. Miller stated the Bridge Program, or Off System Program, information is on the MoDOT website. It also has a list of eligible bridges.

Ms. Schaller shared the James River Freeway has an estimated completion date of July 4th. MoDOT has a lot of corridor studies currently going on with the City of Springfield along with ADA discussions. Outside of the OTO MPO area, the demolition of the 174 Overpass Bridge toward Mt. Vernon is underway.

Ms. Reese stated the deadline for comments on the Draft STIP is this Friday, June 17th, with the final approval from the Highway Commission in July.

II. New Business:

A. *Destination 2045* Amendment Number 2

Ms. Longpine shared that Springfield requested a change to the Major Thoroughfare Plan. The request was to remove a proposed collector in the 1800 block of N. West Bypass, between Eldon and West Bypass. This request was approved by the Springfield City Council at their regular meeting on May 2, 2022.

Mr. Juranas made a motion to recommend the Board of Directors approve *Destination 2045* Amendment 2. Ms. Schaller seconded the motion. The motion passed unanimously.

B. Draft 2023-2027 STIP

Mr. Miller reported each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2023-2027 STIP will be adopted at the July 6, 2022 Missouri Highways and Transportation Commission meeting. The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. The projects listed in the STIP for the OTO Area (SW Urban) will be incorporated into the Draft OTO 2023-2026 Transportation Improvement Program. Mr. Miller highlighted projects included in the Draft 2023-2027 STIP.

This was informational only. No action was required.

C. Draft FY 2023-2026 Transportation Improvement Program

Ms. Longpine stated that OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process. The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP. Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance). Ms. Longpine gave a review of the TIP.

Mr. Wiesehan made a motion to recommend the Board of Directors approve the FY 2023-2026 Transportation Improvement Program. Mr. Montgomery seconded the motion. The motion passed unanimously.

D. 2024-2028 Draft STIP Prioritization Criteria

Ms. Fields shared that the STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. Ms. Fields highlighted the Draft Prioritization Glossary which will define the criteria to be used for the next round of prioritization. The 2024-2028 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee meeting and the November Board of Directors meeting. Several updates were made to the criteria in prior years and staff is not recommending any specific changes this year. Following the Board approval of the Prioritization Criteria, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects.

Mr. Gugel made a motion to recommend the Board of Directors approve the STIP Prioritization Criteria as presented. Mr. Bryant seconded the motion. The motion passed unanimously.

E. FY 2024-2028 Draft STIP Prioritization Project List

Ms. Fields stated the OTO maintains a list of projects to be prioritized for the MoDOT Statewide Transportation Improvement Program. The list is developed through input by member jurisdictions as well as requests received through public input to the OTO. During June and July, OTO staff will score the proposed list of projects for prioritization consideration by the Prioritization Subcommittee in July and August. Project scores for all projects are revised each year. Ms. Fields highlighted the list for the Board.

This was informational only. No action was required.

F. Safe Streets and Roads for All

Ms. Longpine stated the Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Ms. Longpine reviewed the program details and requirements for the Committee. OTO is considering applying to develop a comprehensive safety action plan for the region, so that members can apply for implementation grants based on the plan in future funding rounds. TPC members discussed using a regional strategy through OTO to apply for the SS4A.

This was informational only. No action was required.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Crawford shared CU has a Transit Optimization Study out for bid. The study will go out for public comment to find out if changes are needed to the network. CU is celebrating Communities in Motion week.

Mr. Roussell stated the City of Nixa is opening bids for its North/South Corridor.

B. Transportation Issues for Technical Planning Committee Member Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

Vice-Chair Roussell noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

Mr. Juranas moved to adjourn the meeting. Mr. Bryant seconded the motion. The motion passed.

The meeting adjourned at approximately 2:33 p.m.

Tommy VanHorn
Technical Planning Committee Chair

DRAFT

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
AUGUST 17, 2022**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person.

The following members were present:

Mr. Garrett Brickner (a), City of Republic	Mr. Joel Keller (a), Greene County
Ms. Paula Brookshire (a), City of Springfield	Ms. Mary Kromrey, Ozark Greenways
Mr. Peter Bryant (a), City of Willard/Strafford	Mr. Frank Miller, MoDOT
Mr. Matt Crawford, City Utilities Transit	Mr. Jeff Roussel, City of Nixa (Vice-Chair)
Ms. Dawne Gardner (a), City of Springfield	Ms. Beth Schaller, MoDOT
Mr. Martin Gugel, City of Springfield	Ms. Aishwarya Shrestha, SMOG
Mr. Kirk Juranas, City of Springfield	Mr. Tommy VanHorn, City of Battlefield (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. David Schaumburg, Springfield-Branson Airport
Ms. Emily Denniston, Spfld Chamber of Commerce	Mr. Mark Schenkelberg, FAA
Mr. Adam Humphrey, Greene County	Mr. Travis Shaw, Springfield Public Schools
Mr. John Matthews, MSU	Ms. Janet Vomund, MoDOT
Mr. Ahmad Mokhtee, FTA	Mr. Jeremy Wegner, BNSF
Ms. Britni O'Connor, MoDOT	Mr. Todd Wiesehan, Christian County
Mr. Jeremy Parsons, City of Ozark	

Others present were: Mr. Steve Prange, CMT; Mr. Neil Brady, Bartlett West; 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

B. Approval of the Technical Planning Committee Meeting Agenda

Due to a lack of a quorum, the agenda item was not brought to the committee.

C. Approval of June 15, 2022 Meeting Minutes

Due to a lack of the quorum, the agenda item will be moved to the October 19, 2022 Technical Planning Committee agenda.

D. Public Comment Period for All Agenda Items

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

E. Staff Report

Ms. Fields gave a brief staff report.

F. Legislative Report

There were no legislative representatives in attendance.

G. MoDOT Report

Mr. Miller gave updates from MoDOT.

II. New Business

A. Annual Listing of Obligated Projects

Ms. Longpine stated Ozarks Transportation Organization is required by federal law to publish Annual Listing of Obligated Projects. The OTO Program Year 2022 Annual Listing of Obligated Projects was in the agenda for member review. The Program Year 2022 includes the time period from July 1, 2021 to June 30, 2022. This is required to be published by September 28, 2022. Ms. Longpine reviewed the ALOP for those in attendance.

Due to the lack of a quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will be on the September 15, 2022 Board of Directors meeting agenda for final approval.

B. FY 2023-2026 TIP Amendment One

Ms. Longpine shared that there were two items included as part of Amendment Number One to the FY 2023-2026 Transportation Improvement Program.

1. ***REVISED* Christian County Truss Bridge Bundle (CC2304-23A1)**
Christian County is requesting to add local funds and two additional bridges to the Green Bridge project to create the Christian County Truss Bridge Bundle, with a revised total programmed amount of \$11,742,089.
2. ***New* Interstate Striping (MO2310-23A1)**
MoDOT is requesting to add a project for striping on I-44 from Route 360 to 2 miles east of Route 125, with a programmed amount of \$264,000.

Due to a lack of quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will go before the Technical Planning Committee again at a special E-meeting scheduled for August 29, 2022.

C. FY 2023 UPWP Amendment One

Ms. Parks reported OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP contains additional items from the Operational budget such as In-Kind match expenses. The UPWP budget is included in the annual contract with MoDOT for OTO operating expenses. An Amendment is proposed to the FY 2023 UPWP Budget. Ms. Parks reviewed the Amendment details.

Due to a lack of quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will go before the Technical Planning Committee again at a special E-meeting scheduled for August 29, 2022.

D. Funding Plan for Carbon Reduction and TAP Funding

Ms. Fields shared that OTO has additional funding appropriated for transportation alternatives and carbon reduction programs resulting from the IIJA (Infrastructure Investment and Jobs Act). This represents a significant amount of funding and there is a timeline for funds to be obligated. The FY 2022 funds would have to be obligated by September 2025 but ideally would be planned for obligation by September 2024.

The OTO Executive Director would like to see the Board of Directors to consider a plan that funds a partnership with MoDOT to construct sidewalks along state routes, as well as sidewalks on city streets and continued investment in trails.

Ms. Fields presented the details of the recommended funding plan in which OTO would allocate 25% of the Carbon Reduction and Transportation Alternative Funding through FY 2026 to a cost share program with MoDOT to make sidewalk improvements along state highways.

Due to the lack of a quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will be on the September 15, 2022 Board of Directors meeting agenda for final approval.

E. North 13 Transportation Study

Mr. Thomason stated the North Highway 13 Corridor Study was a partnership between OTO, Springfield, and Greene County to identify needed improvements at the interchange of MO-13 and I-44. Crawford, Murphy, and Tilly (CMT) was contracted to assist in the development of the corridor study. Mr. Thomason and Mr. Prange, with CMT, presented the findings of the study.

Due to the lack of a quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will be on the September 15, 2022 Board of Directors meeting agenda for final approval.

III. Other Business

A. Technical Planning Committee Member Review

Ms. Gardner shared news from the City of Springfield.

B. Transportation Issues for Technical Planning Committee Review

Ms. Fields suggested reviewing the TPC membership in the OTO Bylaws to possibly avoid a quorum issue. Mr. VanHorn asked about Mr. Bryant representing Willard and Strafford, and whether he has two votes.

C. Articles for Technical Planning Committee Member Information

Chairman VanHorn noted there were articles of interest included in the Agenda Packet.

IV. **Adjournment**

The meeting was adjourned at approximately 2:31 p.m.

Tommy VanHorn
Technical Planning Committee Chair

DRAFT

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
AUGUST 29, 2022**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Monday, August 29, 2022, to consider recommending approval of the FY 2023 Unified Planning Work Program (UPWP) Amendment One and FY 2023-2026 Transportation Improvement Program (TIP) Amendment One to the Board of Directors.

Chair Tommy VanHorn called the electronic meeting to order at approximately 9:00 a.m.

Mr. Todd Wiesehan moved the Technical Planning Committee recommend approval of the FY 2023 Unified Planning Work Program (UPWP) Amendment One and FY 2023-2026 Transportation Improvement Program (TIP) Amendment One to the Board of Directors. Ms. Dawne Gardner seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Garrett Brickner, Matt Crawford, Dawne Gardner, Martin Gugel, Mary Kromrey, Frank Miller, Britni O'Connor, Jeremy Parsons, Jeff Roussell, Beth Schaller, David Schaumburg, Tommy VanHorn, Todd Wiesehan

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Tommy VanHorn adjourned the electronic meeting at approximately 11:10 a.m.

Tommy VanHorn
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 10/19/2022; 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 August 18, 2022 and October 12, 2022.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Highway 13 / I-44 Interchange

City/County of concern: Springfield/Greene County

Date received: 09/03/2022

Received through: Forwarded from City of Springfield

Contact Name: Josh Linton

Contact Email/Ph #: jlinto81@gmail.com

Email

My family and I just waited in traffic 35 minutes coming into the north end of Springfield on southbound Hwy 13 and we were disgusted by the design of road/highway/ interchange system there. Anyone visiting your city from the north end instantly starts their visit on a negative note. Are there any plans to upgrade that for better traffic flow? I will take an alternate route next time and totally avoid your city. In all my travels I have not seen such a poorly designed system for entering a city. THIS NEEDS FIXED YESTERDAY! But really is anything in the works for correcting this?

Thank you
Josh Linton

Sent from my iPhone

OTO Response: Forwarded from the City of Springfield



PUBLIC COMMENT



Area of concern: Intersection Improvements

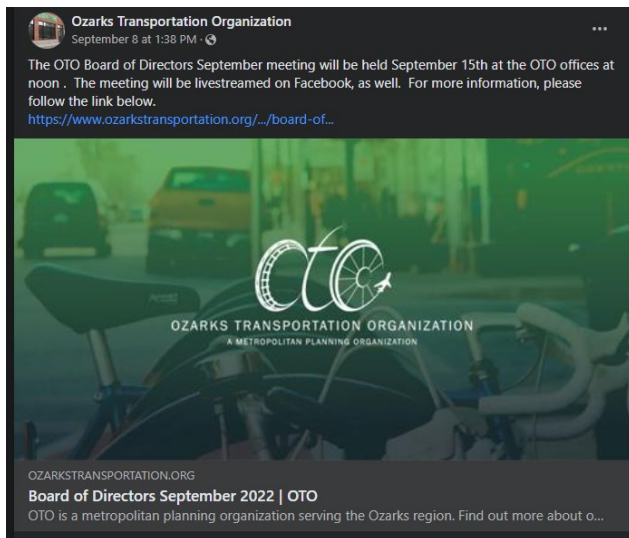
City/County of concern: Springfield/Greene County

Date received: 09/15/2022

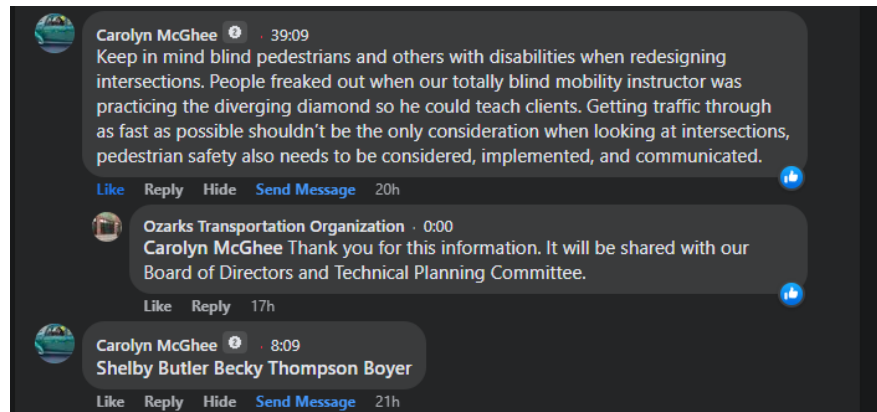
Received through: Facebook

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

OTO's Original Posting



Facebook Comment



OTO Response: See above.



PUBLIC COMMENT



Area of concern: Map information request

City/County of concern: Springfield/Greene County

Date received: 09/26/2022

Received through: Phone call

Contact Name: Cord

Contact Email/Ph #: cord@schn@gmail.com

Phone Call

Caller shared his appreciation for all that OTO does. He stated he had been through the maps on the OTO website and was looking for a map for a future trail near Rutledge Wilson Farms and Farm Road 123. Also, he stated he tried to download the Major Thoroughfare Plan map, but it was blank. He again thanked the organization for all that is done. He provided his email for a response.

OTO Response:

Good morning, Cord!

Thank you for your call this morning. Below is a link to a *Towards a Regional Trail Plan* Dashboard. The dashboard should allow you to go to your neighborhood and focus on the area of interest. There is a legend at the top of the dashboard screen (solid green lines are existing trails, and the dotted green lines are future trails). This dashboard outlines the region's goals for 45 miles of new trail by 2045.

Trail Dashboard: <https://www.ozarkstransportation.org/what-we-do/bikeped>

The Major Thoroughfare Plan map is a very large file, so it can take a while to download. I have attached the PDF to this email. Hopefully, that will work.

Let me know if these do not work or if you have any other questions.

Have a wonderful day!

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 10/19/2022; ITEM II.B.

Amendment Number Two to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are **four** items included as part of Amendment Number Two to the FY 2023-2026 Transportation Improvement Program.

1. ***Revised* Route CC Capital Improvements (OK2102-23A2)**
The City of Ozark received MoDOT Cost Share funding in June and the project has been updated to reflect current costs, funding responsibilities and construction in FY 2025. The total programmed cost is \$6,872,528 plus \$100,000 in prior funding.
2. ***Revised* Walnut Street Bridge (SP2104-23A2)**
The City of Springfield was awarded funds for the Walnut Street Bridge through the MoDOT Regional Bridge Program. These funds will replace STBG-U funding in the project, which has also increased in cost. The total programmed amount is \$2,400,338 plus \$300,000 in prior funding.
3. ***New* I-44 and Mulroy Road Improvements (SP2311-23A2)**
While privately funded at **\$6,000,000**, this project impacts the Interstate system and requires coordination with FHWA for access justification.
4. ***New* LeCompte Road Improvements (SP2312-23A2)**
The City of Springfield received EDA funding for improvements to LeCompte north of Division and at the intersection with Division. Remaining funding comes from the City of Springfield and the Erlen Group. The total programmed amount is \$4,012,020.

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 2 to the FY 2023-2026 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 2 to the FY 2023-2026 Transportation Improvement Program, with these changes...”

Project Overview

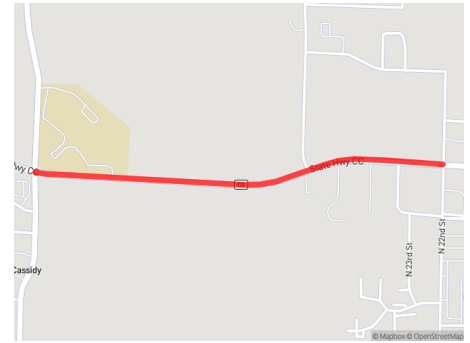
4 Projects Listed

OK2102-23A2 - ROUTE CC CAPITAL IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23A2	Cost Shares	System Improvement	MoDOT
County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	\$6,972,528
MoDoT ID	Federal ID	Project From	Project To
J8S0736D	-	Fremont Road	22nd Street
Project Considerations			
Bike/Ped Plan, Advance Construction			
Project Description			
Capital improvements on Route CC from Fremont Road to 22nd Street in Ozark.			
Funding Source Notes			
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG			

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	\$80,000	\$16,000	\$28,000	\$387,238	-	-	\$511,238
Engineering	MoDOT	\$20,000	\$4,000	\$7,000	\$96,809	-	-	\$127,809
Engineering	STBG-U (FHWA)	-	\$160,000	\$211,538	\$80,000	-	-	\$451,538
Engineering	Local	-	\$40,000	\$52,885	\$20,000	-	-	\$112,885
Total Engineering		\$100,000	\$220,000	\$299,423	\$584,047	-	-	\$1,203,470
ROW	MoDOT	-	-	\$55,455	-	-	-	\$55,455
ROW	MoDOT-AC	-	-	\$221,819	-	-	-	\$221,819
ROW	STBG-U (FHWA)	-	-	\$221,819	-	-	-	\$221,819
ROW	Local	-	-	\$55,455	-	-	-	\$55,455
Total ROW		-	-	\$554,548	-	-	-	\$554,548
Construction	MoDOT	-	-	-	\$513,989	-	-	\$513,989
Construction	STBG-U (FHWA)	-	-	-	\$2,115,654	-	-	\$2,115,654
Construction	MoDOT-AC	-	-	-	\$2,055,954	-	-	\$2,055,954
Construction	Local	-	-	-	\$528,913	-	-	\$528,913
Total Construction		-	-	-	\$5,214,510	-	-	\$5,214,510
Total Programmed		\$100,000	\$220,000	\$853,971	\$5,798,557	-	-	\$6,972,528

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000) - Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project, Programming ROW and Construction Funds. due to The City of Ozark was approved for MoDOT Cost Share funding in June 2022.
PROJECT CHANGES	<p>Description changed from "Scoping for capital improvements on Route CC from Fremont Road to 22nd Street in Ozark." to "Capital improvements on Route CC from Fremont Road to 22nd Street in Ozark."</p> <p>ID changed from "OK2102-20A9" to "OK2102-23A2"</p> <p>Plan Revision Name changed from "23Adopted" to "23A2"</p> <p>Project Type changed from "Scoping" to "System Improvement"</p> <p>Section changed from "Sponsored by MoDOT" to "Cost Shares"</p>
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FFY 2035 in CON from \$3,192,000 to \$0 - Decrease funds in FFY 2026 in ENG from \$10,000 to \$0 - Decrease funds in FFY 2023 in ENG from \$10,000 to \$4,000 - Decrease funds in FFY 2024 in ENG from \$10,000 to \$7,000 + Increase funds in FFY 2024 in ROW from \$0 to \$55,455 + Increase funds in FFY 2025 in ENG from \$10,000 to \$96,809 + Increase funds in FFY 2025 in CON from \$0 to \$513,989 <p>MoDOT-AC</p> <ul style="list-style-type: none"> - Decrease funds in FFY 2026 in ENG from \$40,000 to \$0 - Decrease funds in FFY 2023 in ENG from \$40,000 to \$16,000 - Decrease funds in FFY 2024 in ENG from \$40,000 to \$28,000 + Increase funds in FFY 2024 in ROW from \$0 to \$221,819 + Increase funds in FFY 2025 in ENG from \$40,000 to \$387,238 + Increase funds in FFY 2025 in CON from \$0 to \$2,055,954 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FFY 2023 in ENG from \$0 to \$160,000 + Increase funds in FFY 2024 in ENG from \$0 to \$211,538 + Increase funds in FFY 2024 in ROW from \$0 to \$221,819 + Increase funds in FFY 2025 in ENG from \$0 to \$80,000 + Increase funds in FFY 2025 in CON from \$0 to \$2,115,654 <p>Local</p> <ul style="list-style-type: none"> + Increase funds in FFY 2023 in ENG from \$0 to \$40,000 + Increase funds in FFY 2024 in ENG from \$0 to \$52,885 + Increase funds in FFY 2024 in ROW from \$0 to \$55,455 + Increase funds in FFY 2025 in ENG from \$0 to \$20,000 + Increase funds in FFY 2025 in CON from \$0 to \$528,913
FEDERAL PROJECT COST	Increased from \$0 to \$2,789,011 (0%)
TOTAL PROJECT COST	Increased from \$3,492,000 to \$6,972,528 (99.67%)



SP2104-23A2 - WALNUT STREET BRIDGE

Plan Revision	Section	Project Type	Lead Agency
23A2	Sponsored by Local Public Agencies	Asset Management - Bridge	City of Springfield
County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	\$2,700,338
MoDoT ID	Federal ID	Project From	Project To
-	5901819	Jordan Creek	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

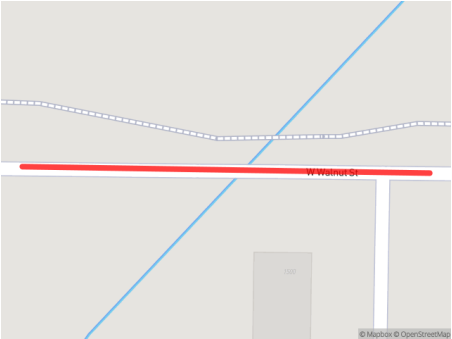
Replacement of Walnut Street Bridge over Jordan Creek and incorporate a future trail under the bridge.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
ROW	Local	\$60,000	-	-	-	-	-	\$60,000
ROW	STBG-U (FHWA)	\$240,000	-	-	-	-	-	\$240,000
Total ROW		\$300,000	-	-	-	-	-	\$300,000
Construction	Local	-	-	\$480,068	-	-	-	\$480,068
Construction	BRO (FHWA)	-	-	\$1,920,270	-	-	-	\$1,920,270
Total Construction		-	-	\$2,400,338	-	-	-	\$2,400,338
Total Programmed		\$300,000	-	\$2,400,338	-	-	-	\$2,700,338

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)
PROJECT CHANGES	ID changed from "SP2104-20A7" to "SP2104-23A2" Plan Revision Name changed from "23Adopted" to "23A2"
FUNDING CHANGES	Local + Increase funds in FFY 2021 in ROW from \$0 to \$60,000 - Decrease funds in FFY 2024 in ROW from \$60,000 to \$0 + Increase funds in FFY 2024 in CON from \$340,000 to \$480,068 STBG-U (FHWA) - Decrease funds in FFY 2024 in ROW from \$240,000 to \$0 + Increase funds in FFY 2021 in ROW from \$0 to \$240,000 - Decrease funds in FFY 2024 in CON from \$1,360,000 to \$0 BRO (FHWA) + Increase funds in FFY 2024 in CON from \$0 to \$1,920,270
FEDERAL PROJECT COST	Increased from \$1,600,000 to \$2,160,270 (35.02%)
TOTAL PROJECT COST	Increased from \$2,000,000 to \$2,700,338 (35.02%)



SP2311-23A2 - I-44 AND MULROY ROAD IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23A2	Sponsored by Local Public Agencies	System Improvement	MoDOT
County	Municipality	Status	Total Cost
Greene County	Springfield	In Progress	\$6,000,000
MoDoT ID	Federal ID	Project From	Project To
SP2104DA	-	I-44	FR 104

Project Considerations

Environmental Justice Area, Bike/Ped Plan

Project Description

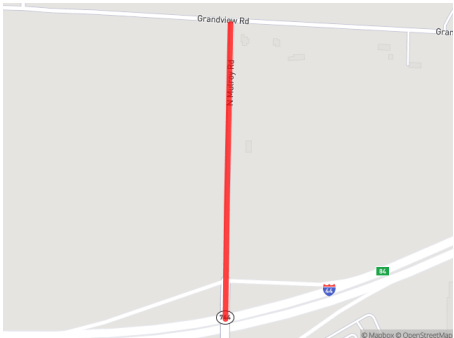
Mulroy Road Interchange ramp and roadway improvements at I-44

Funding Source Notes

Funded by Buc-ee's Springfield, LLC and Cottler's Range Community Improvement District.

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Other	-	\$6,000,000	-	-	-	-	\$6,000,000
Total Construction		-	\$6,000,000	-	-	-	-	\$6,000,000
Total Programmed		-	\$6,000,000	-	-	-	-	\$6,000,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$6,000,000



SP2312-23A2 - LECOMPTE ROAD IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23A2	Sponsored by Local Public Agencies	System Improvement	City of Springfield
County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	\$4,012,020
MoDoT ID	Federal ID	Project From	Project To
-	-	Division Street	BNSF RR

Project Considerations

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

Project Description

LeCompte Road improvements from Division Street north to the BNSF Railroad Tracks at the Springfield Underground entrance, including improvements to the intersection at Division Street.

Funding Source Notes

Non-Federal Funding Source: City of Springfield and the Erlen Group; FYI: \$1,500,000 EDA Grant, remaining funding cost share between Erlen Group and Springfield (50/50)

PHASE	FUND SOURCE	PRIOR	FFY2023	FFY2024	FFY2025	FFY2026	FUTURE	TOTAL
Construction	Other	-	\$2,756,010	-	-	-	-	\$2,756,010
Construction	Local	-	\$1,256,010	-	-	-	-	\$1,256,010
Total Construction		-	\$4,012,020	-	-	-	-	\$4,012,020
Total Programmed		-	\$4,012,020	-	-	-	-	\$4,012,020

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$4,012,020



REVENUE

Revenue Source	Carryover	2023	2024	2025	2026	Total
MoDOT State/Federal	\$19,735,000	\$113,486,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,263,007
Suballocated STBG-U	\$13,862,865	\$7,583,829	\$7,735,505	\$7,890,216	\$8,048,020	\$45,120,435
Suballocated TAP	\$1,501,239	\$863,067	\$880,328	\$897,935	\$915,894	\$5,058,463
Suballocated CRP	\$0	\$905,124	\$923,226	\$941,691	\$960,525	\$3,730,566
Aviation - FAA	\$0	\$13,212,000	\$15,075,000	\$6,255,000	\$5,031,000	\$39,573,000
FTA 5307	\$0	\$3,547,752	\$3,618,707	\$3,691,081	\$3,764,903	\$14,622,442
FTA 5310	\$580,425	\$435,799	\$444,515	\$453,405	\$462,473	\$2,376,618
FTA 5339	\$1,124,260	\$348,762	\$354,737	\$360,832	\$367,049	\$2,555,640
Transit MO HealthNet Contract	\$0	\$103,000	\$103,000	\$103,000	\$103,000	\$412,000
Transit State Operating Funding	\$0	\$43,500	\$43,500	\$43,500	\$43,500	\$174,000
CU Transit Utility Ratepayers	\$0	\$8,655,203	\$7,663,762	\$8,489,801	\$8,489,801	\$33,298,567
CU Transit Farebox and Ads	\$0	\$951,750	\$951,689	\$951,891	\$951,891	\$3,807,221
Human Service Agencies	\$100,246	\$59,922	\$61,121	\$62,343	\$63,590	\$347,222
TOTAL	\$36,904,035	\$150,195,708	\$105,782,091	\$123,353,695	\$98,103,652	\$514,339,181

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	\$15,216,048	\$15,216,048	\$15,216,048	\$15,216,048	\$60,864,192
O&M (620.35 miles * \$5,291/mile)	(\$3,282,272)	(\$3,331,506)	(\$3,381,479)	(\$3,432,201)	(\$13,427,458)
TIP Programmed Funds All Jurisdictions	(\$15,855,028)	(\$11,191,183)	(\$1,125,727)	(\$1,077,005)	(\$29,248,943)
Other Committed Funds All Jurisdictions	\$53,997,353	\$53,997,353	\$53,997,353	\$53,997,353	\$215,989,412
TOTAL	\$50,076,101	\$54,690,712	\$64,706,195	\$64,704,195	\$234,177,203

Transit Capacity	2023	2024	2025	2026	Total
Total System Operations	\$10,034,000	\$10,234,000	\$10,438,000	\$10,647,000	\$41,353,000
Total System Maintenance	\$1,144,000	\$1,166,900	\$1,190,000	\$1,214,000	\$4,714,900
Total Programmed O&M	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$35,122,392)
Additional O&M Costs	\$2,397,402	\$2,620,302	\$2,847,402	\$3,080,402	\$10,945,508

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	\$1,240,000	\$0	\$0	\$0
BRO (FHWA)	\$924,000	\$1,988,270	\$48,000	\$36,000
CRISI (FRA)	\$343,000	\$0	\$0	\$0
CRP (FHWA)	\$0	\$0	\$0	\$0
CRRSAA (FHWA)	\$2,684,230	\$0	\$0	\$0
FLAP (FHWA)	\$870,000	\$0	\$0	\$0
I/M (FHWA)	\$90,000	\$90,000	\$135,000	\$135,000
NHPP (FHWA)	\$43,063,202	\$16,161,600	\$49,382,700	\$22,444,000
SAFETY (FHWA)	\$21,365,243	\$6,519,600	\$815,100	\$27,000
STAP (FHWA)	\$644,000	\$331,000	\$0	\$0
STBG (FHWA)	\$8,894,671	\$4,351,002	\$179,200	\$19,200
STBG-U (FHWA)	\$14,731,804	\$11,081,118	\$4,450,910	\$268,018
TAP (FHWA)	\$769,593	\$0	\$374,000	\$0
Federal Subtotal	\$95,619,743	\$40,522,590	\$55,384,910	\$22,929,218
STATE				
MoDOT	\$20,456,021	\$13,042,406	\$15,021,598	\$7,509,200
MoDOT-AC	\$20,923,791	\$28,123,419	\$30,259,392	\$6,273,600
MoDOT-GCSA	\$653,000	\$0	\$0	\$0
MoDOT O&M	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654
State Subtotal	\$47,968,340	\$47,190,386	\$51,395,920	\$19,989,454
LOCAL/OTHER				
Local	\$15,855,028	\$11,191,183	\$1,125,727	\$1,077,005
Other	\$8,856,010	\$0	\$0	\$0
Local/Other Subtotal	\$24,711,038	\$11,191,183	\$1,125,727	\$1,077,005
Total	\$168,299,121	\$98,904,159	\$107,906,557	\$43,995,677

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	\$19,735,000	\$113,486,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,263,007
Federal Discretionary Funding	\$1,213,000	\$0	\$0	\$0	\$0	\$1,213,000
Available Operations and Maintenance Funding	\$0	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654	\$24,281,673
Funds from Other Sources (inc. Local)	\$0	\$24,711,038	\$11,191,183	\$1,125,727	\$1,077,005	\$38,104,953
Available Suballocated Funding	\$15,364,104	\$9,352,020	\$9,539,060	\$9,729,841	\$9,924,438	\$53,909,464
TOTAL AVAILABLE FUNDING	\$36,312,104	\$153,484,586	\$94,681,805	\$110,183,498	\$86,110,104	\$480,772,097
Carryover		\$36,312,104	\$21,497,569	\$17,275,214	\$19,552,156	--
Programmed State and Federal Funding		(\$168,299,121)	(\$98,904,159)	(\$107,906,557)	(\$43,995,677)	(\$419,105,514)
TOTAL REMAINING	\$36,312,104	\$21,497,569	\$17,275,214	\$19,552,156	\$61,666,583	\$61,666,583

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 10/19/2022; ITEM II.C.

Federal Functional Classification Change Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Pursuant to §470.105.b, 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 Ozarks Transportation Organization has requested the following changes to the federal functional classification system. The application is included.

- 1) **Roadway Name** – West Ave., US 60 to Miller Rd
Current Functional Classification – Local
Requested Functional Classification – Minor Collector
Major Thoroughfare Plan – Collector

Reasoning – This short segment of West Ave provides a connection between US 60 and Miller Road, an important east/west corridor in Republic. Residents along Charles St and Miller Road can access US 60 from West Ave. Previously, Miller Rd connected to US 60 0.17mi to the west of West Ave, but this connection was removed with the expansion of US 60. West Ave now serves as the access point to US 60.

- 2) **Roadway Name** – Miller Rd., Western Terminus to West Ave
Current Functional Classification – Major Collector
Requested Functional Classification – Local
Major Thoroughfare Plan – Collector

Reasoning – After access to US 60 from Miller Rd was removed with previous road improvements, Miller Rd no longer met the requirements of a Minor Collector. Therefore, it is requested to lower the classification to a Local Road.

Note: The City of Republic has submitted a letter of support for this reclassification.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

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

OR

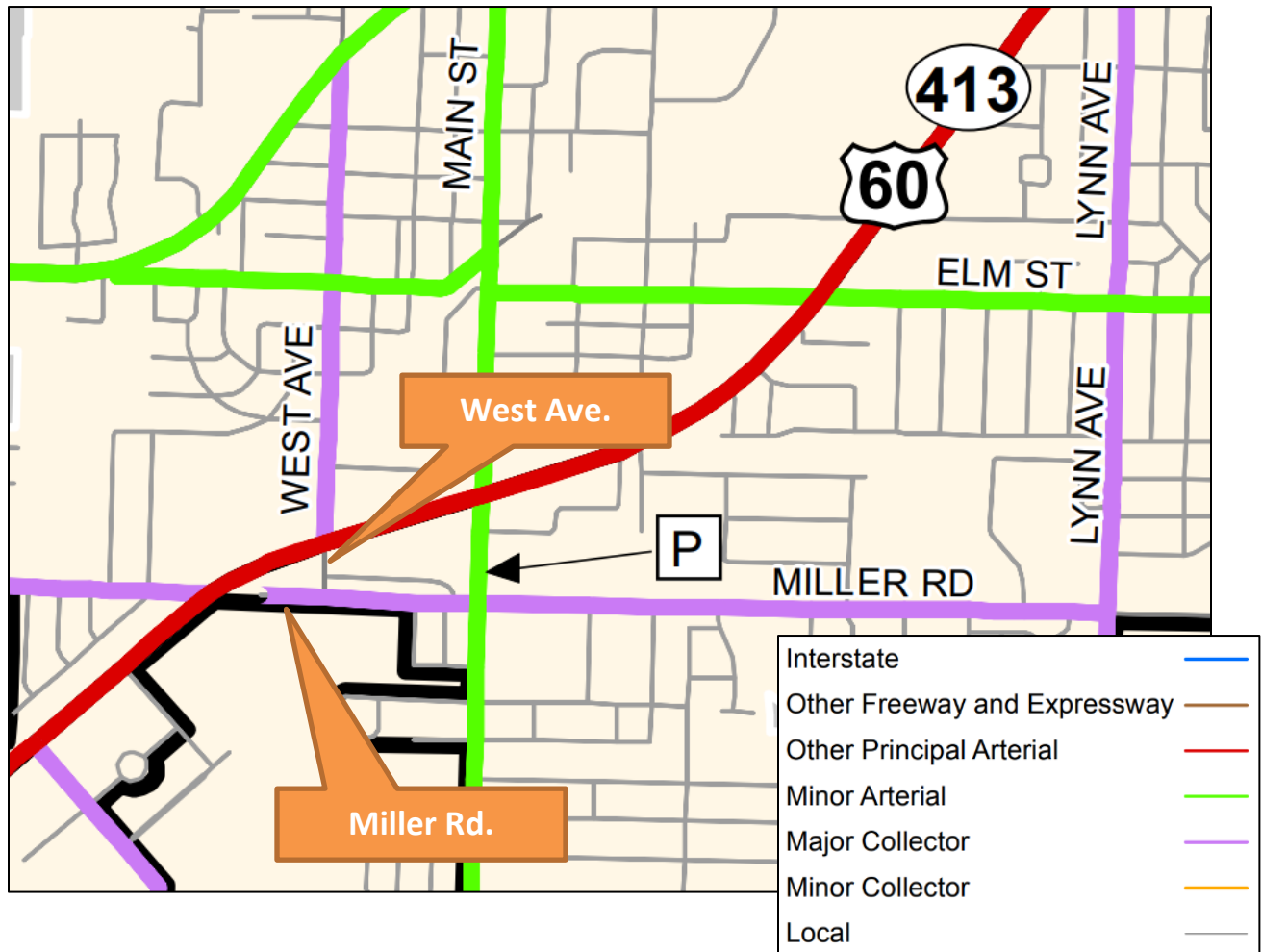
“Move to recommend that the Board of Directors approve the Functional Classification Change requests with the following changes...”

General Area

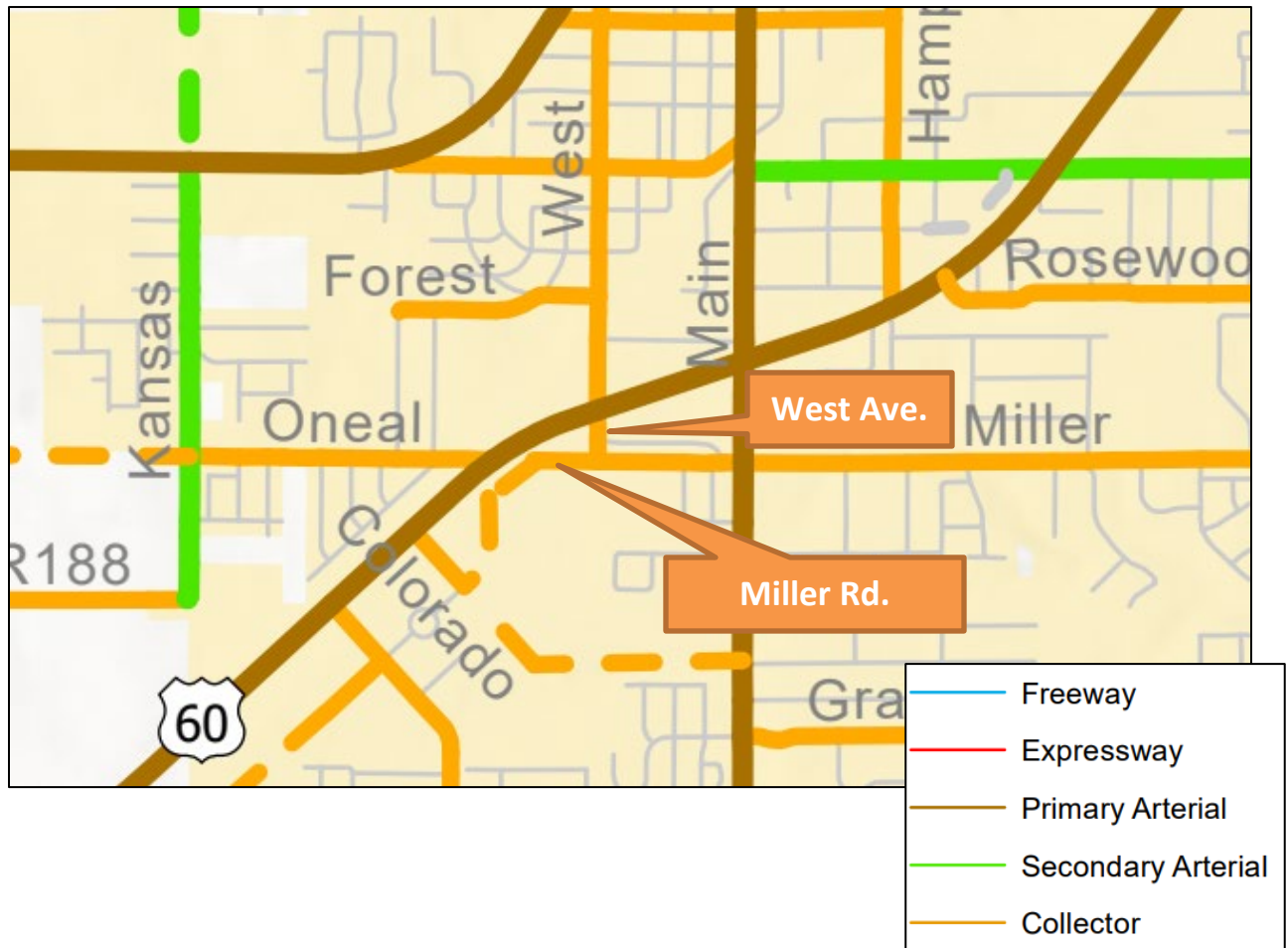
Republic



Current Federal Classification (*Current Use*)



Major Thoroughfare Plan - Proposed (Future Use)





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

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

APPLICATIONS ARE DUE FRIDAY, SEPTEMBER 30, 2022 AT 4:00pm

Functional Reclassification Process

- 1. Application.** A general call for applications will be made in September.
- 2. Technical Committee.** The request will be heard at the October 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 November. 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: _____

Contact Information

Name: Andy Thomason
Title: Senior Planner
Agency: Ozarks Transportation Organization
Street Address: 2208 W Chesterfield Blvd, Suite 101
City/State/Zip: Springfield, MO 65807
Email: athomason@ozarkstransportation.org
Phone: 417-865-3047 x107
Fax: 417-862-6013

Roadway Data

Roadway Name:	West Ave
Termini of Roadway	
From:	US 60
To:	Miller Road
Length (miles):	0.07
Number of Lanes:	2
Lane Width:	10
Traffic Volume (AADT):	167

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.

Classification Change

Type of Area:	Transitional Commercial and Residential
Current Classification:	Local
Requested Classification:	Minor Collector

Justification

Explain why the roadway classification should be revised.

This short segment of West Ave provides a connection between US 60 and Miller Road, an important east/west corridor in Republic. Residents along Charles St and Miller Road can access US 60 from West Ave.

Previously, Miller Rd connected to US 60 0.17mi to the west of West Ave, but this connection was removed with the expansion of US 60. West Ave now serves as the access point to US 60.

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?

No

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

While volumes are low, demand and the access it provides to residential areas south of US-60 is inconsistent with a Local classification.

Additional information you would like to include.

This application is submitted in conjunction with the reclassification of Miller Rd, west of West Ave.

APPLICATIONS ARE DUE FRIDAY, SEPTEMBER 30, 2022 AT 4:00pm



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

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

APPLICATIONS ARE DUE FRIDAY, SEPTEMBER 30, 2022 AT 4:00pm

Functional Reclassification Process

- 1. Application.** A general call for applications will be made in September.
- 2. Technical Committee.** The request will be heard at the October 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 November. 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: 9/27/2022

Contact Information

Name: Andy Thomason
Title: Senior Planner
Agency: Ozarks Transportation Organization
Street Address: 2208 W Chesterfield Blvd, Suite 101
City/State/Zip: Springfield, MO 65807
Email: athomason@ozarkstransportation.org
Phone: 417-865-3047 x107
Fax: 417-862-6013

Roadway Data

Roadway Name:	Miller Rd.
Termini of Roadway	
From:	Western Terminus
To:	West Ave
Length (miles):	0.17
Number of Lanes:	2
Lane Width:	10ft
Traffic Volume (AADT):	>25

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 Road.

Classification Change

Type of Area:	Transitional Commercial and Residential
Current Classification:	Minor Collector
Requested Classification:	Local

Justification

Explain why the roadway classification should be revised.

After access to US 60 from Miller Rd was removed with previous road improvements, Miller Rd no longer met the requirements of a Minor Collector. Therefore, we are applying to lower the classification to a Local Road.

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?

No

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

Since this segment is now a dead end, it no longer meets the requirements of a collector.

Additional information you would like to include.

This application is submitted in conjunction with the reclassification of West Ave, north of Miller Rd.

APPLICATIONS ARE DUE FRIDAY, SEPTEMBER 30, 2022 AT 4:00pm

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 10/19/2022; ITEM II.D.

Federal Funds Balance Report – September 30, 2022

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, 2023.

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. 2022

FUNDS BALANCE REPORT

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Surface Transportation Block Grant Funding

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

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

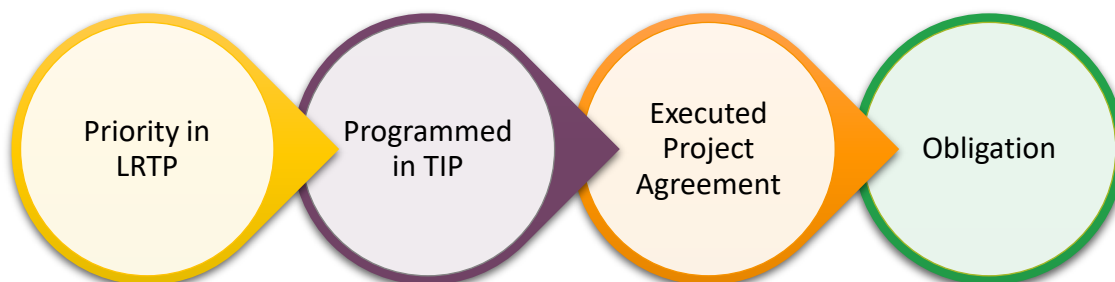
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside) and STBG-Urban funding, as well as Highway Improvement Program Funding which has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

Eligible Entities for OTO Suballocated Surface Transportation Funds

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

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

Obligating a Project



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 2022.

The report also outlines activity in other OTO funding accounts, such as the Transportation Alternatives Program (STBG Set-Aside) and the new Carbon Reduction Program (CRP). 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 2022 ending 9/30/2022

Federal Funding Category	Balance
STBG-Urban	\$10,679,859.42
Balance After Cost Shares	\$4,715,014.99
Maximum Allowed	\$21,477,891.98
 TAP Only (No HIP)	 \$2,187,688.74
Maximum Allowed	\$2,332,201.65
 FY 2018-2021 Omnibus (HIP) – Flexed for TAP	 \$1,176,440.71
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 2022, at a minimum. The second scenario, labeled "Funds Available for Programming," includes everything from the first scenario, plus all projects with STBG-Urban programmed or planned to be programmed in the FY 2023-2026 TIP, through FY 2025.

Federal Funds Balance Report

Balance Summary

Accounts	9/30/2022 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Transportation Alternatives Program (TAP) (Includes HIP)	6,048,359.45	6,048,359.45	--
TAP Only	2,187,688.74	--	2,332,201.65
STBG-U HIP Flexed to TAP	1,176,440.71	--	856,485.00
CRRSAA Funds Flexed to TAP	2,684,230.00	--	2,684,230.00
Carbon Reduction Program (CRP)	867,832.89	867,832.89	2,603,498.67
Total STBG-Urban	10,679,859.42	--	--
STBG-Urban	10,505,301.73	4,715,014.99	21,477,891.98
OTO STBG Payback	174,557.69	--	--
	17,596,051.76	11,631,207.33	29,954,307.30

Total Balance All Accounts (10/1/2002-9/30/2022)

Allocations	123,629,495.79
Obligations	(106,033,444.03)
	17,596,051.76

Ending Balance (All Funding Sources) 9/30/2022	All Accounts	Unobligated Cost Shares	Remaining Balance
Transportation Alternatives Program (TAP)	6,048,359.45	0.00	6,048,359.45
Carbon Reduction Program (CRP)	867,832.89	0.00	867,832.89
OTO Operations	88,469.42	0.00	88,469.42
Christian County	484,267.52	0.00	484,267.52
Greene County	262,228.76	0.00	262,228.76
City of Battlefield	697,794.42	0.00	697,794.42
City of Nixa	430,030.68	0.00	430,030.68
City of Ozark	553,438.32	0.00	553,438.32
City of Republic	77,026.88	(1,993,083.83)	(1,916,056.95)
City of Springfield	7,600,843.91	(3,971,760.60)	3,629,083.31
City of Strafford	291,673.18	0.00	291,673.18
City of Willard	194,086.33	0.00	194,086.33
	17,596,051.76	(5,964,844.43)	11,631,207.33

MoDOT Cost Shares	Total	Obligated	Balance
MO2301 FY 2023 TMC Staff	376,000.00	0.00	376,000.00
MO2402 FY 2024 TMC Staff	392,000.00	0.00	392,000.00
MO2502 FY 2025 TMC Staff	400,000.00	0.00	400,000.00
S602027 Campbell and Republic (1,400,800 b4 overruns)	1,877,111.73	(1,877,111.73)	0.00
1602076 Kearney/West Bypass	1,045,803.00	(965,680.60)	80,122.40
0652112 Oper/Safety/ADA Glenstone	315,434.00	(315,434.00)	0.00
0132091 Kansas ADA I-44 to 60	629,437.00	0.00	629,437.00
0132093 Kansas/Sunset	1,092,743.20	(87,600.00)	1,005,143.20
0132092 Kansas/Walnut Lawn	1,237,858.00	(148,800.00)	1,089,058.00
S602093 MM I-44 to 360	2,296,000.00	(302,916.17)	1,993,083.83
	9,662,386.93	(3,697,542.50)	5,964,844.43

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP)

Lapse Potential

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	430,497.00	4,063,937.34
CRRSAA	CRRSAA	2,684,230.00	6,748,167.34
FY 2021 Omnibus Transfer	STBG-U	384,600.00	7,132,767.34
5901811 Springfield Greenwood	STBG-U	(183,365.00)	6,949,402.34
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	6,803,304.34
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	6,723,430.11
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	6,385,223.79
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	6,400,593.49
5901814 Springfield Luster/Fassnight SW	TAP	30,737.52	6,431,331.01
5901811 Springfield Greenwood	STBG-U	32,923.48	6,464,254.49
5901812 Springfield Galloway Recon	STBG-U	32,994.00	6,497,248.49
5901815 Springfield Harvard	STBG-U	31,920.60	6,529,169.09
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	6,350,200.06
9901821 Ozark South Elementary SW	TAP	(132,594.01)	6,217,606.05
9901822 Ozark West Elementary SW	TAP	(239,439.67)	5,978,166.38
5901814 Springfield Luster/Fassnight SW	TAP	(12,070.32)	5,966,096.06
9901818 Nicholas SW Ph 1 and 2	STBG-U	8,233.20	5,974,329.26
9901820 Ozark Fremont	STBG-U	(188,028.08)	5,786,301.18
9901822 Ozark West Elementary SW	TAP	31,996.00	5,818,297.18
9901821 Ozark South Elementary SW	TAP	(7,075.63)	5,811,221.55
9901828 Trail of Tears Elm to Somerset	STBG-U	(68,459.08)	5,742,762.47
9/30/2021 Balance			5,742,762.47
FY 2022 TAP Allocation	TAP	1,471,207.65	7,213,970.12
9901816 Pine and McCabe Sidewalks	TAP	1,255.49	7,215,225.61
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(791,075.77)	6,424,149.84
9901827 Chadwick Flyer Jackson to Clay	STBG-U	157,174.06	6,581,323.90
9901817 Battlefield Third St Sidewalk	TAP	(265,666.40)	6,315,657.50
5901817 Fassnight Clay to Brookside	STBG-U	(216,461.00)	6,099,196.50
9901818 Nicholas SW Ph 1 and 2	STBG-U	14.50	6,099,211.00
9901818 Nicholas SW Ph 1 and 2	STBG-U	6,463.52	6,105,674.52
5901822 Chadwick Flyer Phase III	STBG-U	(71,419.94)	6,034,254.58
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(46,281.62)	5,987,972.96
5901817 Fassnight Clay to Brookside	STBG-U	(1,000.00)	5,986,972.96
9901817 Battlefield Third St Sidewalk	TAP	61,386.49	6,048,359.45
9/30/2022 Balance			6,048,359.45
		6,048,359.45	6,048,359.45

Remaining Balance TAP Funds (9/30/2022) 2,187,688.74
 Remaining Balance Omnibus Funds (9/30/2022) 1,176,440.71
 Remaining Balance CRRSAA Funds (9/30/2022) 2,684,230.00
Remaining Balance All Funds (9/30/2022) 6,048,359.45

September 30, 2022 Balance TAP Funds	2,187,688.74
3-Year Maximum TAP Balance Allowed (MoDOT)	2,332,201.65
Amount of TAP Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]	0.00

OTO Omnibus Funding Reasonable Progress Deadlines [‡]		Amount Remaining to Obligate
FY 2018	9/30/2020	0.00
FY 2019	9/30/2021	319,955.71
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	1,471,207.65	7,214,658.92
9901816 Pine and McCabe Sidewalks	TAP	1,255.49	7,215,914.41
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(791,075.77)	6,424,838.64
9901827 Chadwick Flyer Jackson to Clay	STBG-U	157,174.06	6,582,012.70
9901817 Battlefield Third St Sidewalk	TAP	(265,666.40)	6,316,346.30
5901817 Fassnight Clay to Brookside	STBG-U	(216,461.00)	6,099,885.30
9901818 Nicholas SW Ph 1 and 2	STBG-U	14.50	6,099,899.80
9901818 Nicholas SW Ph 1 and 2	STBG-U	6,463.52	6,106,363.32
5901822 Chadwick Flyer Phase III	STBG-U	(71,719.94)	6,034,643.38
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(46,281.62)	5,988,361.76
5901817 Fassnight Clay to Brookside	STBG-U	(1,000.00)	5,987,361.76
9901817 Battlefield Third St Sidewalk	TAP	61,386.49	6,048,748.25
9/30/2022 Balance			6,048,748.25
FY 2023 TAP Allocation*	TAP	1,534,360.00	7,583,108.25
6900813 Shuyler Creek Trail	STBG-U Programmed	(177,737.97)	7,405,370.28
6900813 Shuyler Creek Trail	TAP Programmed	(509,392.00)	6,895,978.28
5901822 Chadwick Flyer Phase III	STBG-U Programmed	(269,000.00)	6,626,978.28
5901822 Chadwick Flyer Phase III	CRRSAA Programmed	(863,750.00)	5,763,228.28
EN2204 Chadwick Flyer Phase II	STBG-U Programmed	(181,000.00)	5,582,228.28
EN2204 Chadwick Flyer Phase II	CRRSAA Programmed	(573,750.00)	5,008,478.28
EN2205 Wilson's Creek Blvd Trail	STBG-U Programmed	(169,400.00)	4,839,078.28
EN2205 Wilson's Creek Blvd Trail	CRRSAA Programmed	(1,246,730.00)	3,592,348.28
EN2301 OGI Regional Trail Planning	TAP Programmed	(260,201.00)	3,332,147.28
9/30/2023 Balance			3,332,147.28
FY 2024 TAP Allocation*	TAP	1,551,388.00	4,883,535.28
9/30/2024 Balance			4,883,535.28
FY 2025 TAP Allocation*	TAP	1,568,998.00	6,452,533.28
9/30/2025 Balance			6,452,533.28
*Estimate		6,452,533.28	6,452,533.28

Remaining Balance All Funds (9/30/2022)	6,452,533.28
Funds Immediately Available to be Programmed through 2025	6,452,533.28

Carbon Reduction Program Balance

Carbon Reduction Program (CRP)

Lapse Potential

Name	Account	Amount	Balance
FY 2022 CRP Allocation	CRP	867,832.89	867,832.89
9/30/2022 Balance			867,832.89
		867,832.89	867,832.89
Remaining Balance All Funds (9/30/2022)			867,832.89
September 30, 2022 Balance TAP Funds			867,832.89
3-Year Maximum TAP Balance Allowed (MoDOT)			2,603,498.67
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022) [†]			0.00

Carbon Reduction Program Balance

Carbon Reduction Program (CRP) Funds Available for Programming

Name	Account	Amount	Balance
FY 2022 CRP Allocation	CRP	867,832.89	867,832.89
<i>9/30/2022 Balance</i>			<i>867,832.89</i>
FY 2023 CRP Allocation*	CRP	904,761.48	1,772,594.37
<i>9/30/2023 Balance</i>			<i>1,772,594.37</i>
FY 2024 CRP Allocation*	CRP	904,761.48	2,677,355.85
<i>9/30/2024 Balance</i>			<i>2,677,355.85</i>
FY 2025 CRP Allocation*	CRP	904,761.48	3,582,117.33
<i>9/30/2025 Balance</i>			<i>3,582,117.33</i>
*Estimate		3,582,117.33	3,582,117.33
Remaining Balance All Funds (9/30/2022)			3,582,117.33
Funds Immediately Available to be Programmed through 2025			3,582,117.33

Combined STBG-U Balance

STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STBG-Urban/Small/Payback</i>	<i>18,600,901.08</i>	<i>18,600,901.08</i>
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
<i>9/30/2018 Balance</i>			<i>20,157,245.45</i>
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
<i>9/30/2019 Balance</i>			<i>21,861,939.17</i>
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
<i>9/30/2020 Balance</i>			<i>22,707,152.73</i>
FY 2021 Allocation	STBG-Urban	6,916,120.12	29,623,272.85
FY 2021 Omnibus	STBG-Urban (HIP)	384,600.00	30,007,872.85
FY 2021 CRRSAA	STBG-Urban (CRRSAA)	2,684,230.00	32,692,102.85
FY 2021 Omnibus Transfer to TAP	STBG-Urban	(3,068,830.00)	29,623,272.85
Obligations	STBG-Urban	(27,393,873.09)	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
<i>9/30/2021 Balance</i>			<i>2,062,599.76</i>
FY 2022 Allocation	STBG-Urban	7,274,284.83	9,336,884.59
Obligations	STBG-Urban	1,497,362.34	10,834,246.93
Rideshare	STBG-Urban	(10,000.00)	10,824,246.93
OTO Operations	STBG-Urban	(144,387.51)	10,679,859.42
<i>9/30/2022 Balance</i>			<i>10,679,859.42</i>
*Estimate		10,679,859.42	10,679,859.42

Remaining Balance All Funds (9/30/2022)	10,679,859.42
MoDOT STIP Programmed Cost Shares	
MO2301 FY 2023 TMC Staff	(376,000.00)
MO2402 FY 2024 TMC Staff	(382,000.00)
MO2502 FY 2025 TMC Staff	(400,000.00)
1602076 Kearney/West Bypass	(80,122.40)
0132091 Kansas ADA I-44 to 60	(629,437.00)
0132093 Kansas/Sunset	(1,005,143.20)
0132092 Kansas/Walnut Lawn	(1,089,058.00)
S602093 MM I-44 to 360	(1,993,083.83)
9/30/2022 Balance after MoDOT STIP Programmed Cost Shares	4,715,014.99
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	21,477,891.98
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)¹	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

¹Potential 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	7,287,487.03	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
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
FY 2022 Allocation*	STBG-Urban	7,274,284.83	9,336,884.59
Obligated:		1,497,362.34	10,834,246.93
SP2216 North 13 Corridor Study	STBG-Urban	(236,004.19)	
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	
5909802 Kansas Extension	STBG-Urban	4,192,964.59	
5909802 Kansas Extension	STBG-Urban	345,782.74	
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	
5909802 Kansas Extension	STBG-Urban	(72,878.43)	
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	
1601071 160 and South	STBG-Urban	(6,623.36)	
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	
0141030 South and Third	STBG-Urban	(179,962.84)	
S602093 MM I-44 to 360	STBG-Urban	(302,916.17)	
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	
0132092 Kansas/Walnut Lawn	STBG-Urban	(148,800.00)	
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	
S602027 Campbell and Republic	STBG-Urban	807,784.84	
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	
5901810 Republic Road Widening	STBG-Urban	161,828.02	
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	
Rideshare	STBG-Urban	(10,000.00)	10,824,246.93
OTO Operations	STBG-Urban	(144,387.51)	10,679,859.42
9/30/2022 Balance			10,679,859.42
FY 2023 Allocation*	STBG-Urban	7,422,294.11	18,102,153.53
Programmed:		(11,477,400.39)	6,624,753.14
00FY823 FY 2023 UPWP A1	Programmed	(50,782.00)	
OT1901-19A5 (UPWP FY 2024)	Programmed	(243,101.00)	
CC2304 Truss Bridge Bundle	Programmed	(450,000.00)	
GR2105 FR 175 Bridge Replacement	Programmed	(520,000.00)	
9901828 Trail of Tears Elm to Somerset	Programmed	(87,666.97)	
9901831 N. Main Street	Programmed	(1,873,146.00)	
NX2301 Downtown N. Main	Programmed	(247,277.00)	
5916808 ADA Improvements	Programmed	(1,288,000.00)	
SP2202 TMC Signal Replacements	Programmed	(112,000.00)	
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(376,000.00)	
SP1816 Kansas/Sunset	Programmed Cost Share	(1,005,143.20)	
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,089,058.00)	
5901810 Republic Road Widening	Programmed	(57,244.82)	
0132091 Kansas ADA I-44 to 60	Programmed Cost Share	(629,437.00)	
1602076 Kearney/West Bypass	Programmed Cost Share	(80,122.40)	
5903803 Jefferson Footbridge	Programmed	(2,560,000.00)	
ST2202 N. Old Orchard	Programmed	(481,362.00)	
WI2301 Jackson Street Resurfacing	Programmed	(327,060.00)	
9/30/2023 Balance			6,624,753.14
FY 2024 Allocation*	STBG-Urban	7,579,208.14	14,203,961.29
Programmed:		(10,356,999.83)	3,846,961.46
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	
5909802 Kansas Extension Ph. II Const.	Programmed	(6,628,660.00)	
S602093 MM I-44 to 360	Programmed	(1,993,083.83)	
SP2202 TMC Signal Replacements	Programmed	(1,088,000.00)	
MO2402 FY 2024 TMC Staff	Programmed Cost Share	(392,000.00)	
9/30/2024 Balance			3,846,961.46
FY 2025 Allocation*	STBG-Urban	7,710,715.58	11,557,677.03
Programmed:		(5,057,030.00)	6,500,647.03
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	
CC Cost Share	Approved/Not Programmed	(2,789,011.00)	
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(400,000.00)	
9/30/2025 Balance			6,500,647.03
*Estimate		6,500,647.03	6,500,647.03
Remaining Balance All Funds (9/30/2025)			6,500,647.03
Funds Available to be Programmed through 2025			6,500,647.03

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 FY 2020 UPWP	STBG-Urban	(200,000.00)	0.00
Expended	STBG-Urban	163,990.00	
9/30/2019 Balance			0.00
FY 2020 Allocation (for 2021 UPWP)	STBG-Urban	100,000.00	100,000.00
00FY821 FY 2021 UPWP	STBG-Urban	(100,000.00)	0.00
Expended	STBG-Urban	99,654.51	
9/30/2020 Balance			0.00
FY 2021 Allocation (for 2022 UPWP)	STBG-Urban	236,800.00	236,800.00
00FY822 FY 2022 UPWP	STBG-Urban	(156,800.00)	80,000.00
9/30/2021 Balance			80,000.00
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	231,525.00	311,525.00
SP2216 North 13 Corridor Study	STBG-Urban	(78,668.07)	232,856.93
00FY820 FY 2020 UPWP	STBG-Urban	36,010.00	268,866.93
00FY821 FY 2021 UPWP	STBG-Urban	345.49	269,212.42
00FY823 FY 2023 UPWP	STBG-Urban	(180,743.00)	88,469.42
9/30/2022 Balance			88,469.42
		88,469.42	88,469.42

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 FY 2020 UPWP	STBG-Urban	(200,000.00)	0.00
Expended	STBG-Urban	163,990.00	
9/30/2019 Balance			0.00
FY 2020 Allocation (for 2021 UPWP)	STBG-Urban	100,000.00	100,000.00
00FY821 FY 2021 UPWP	STBG-Urban	(100,000.00)	0.00
Expended	STBG-Urban	99,654.51	
9/30/2020 Balance			0.00
FY 2021 Allocation (for 2022 UPWP)	STBG-Urban	236,800.00	236,800.00
00FY822 FY 2022 UPWP	STBG-Urban	(156,800.00)	80,000.00
9/30/2021 Balance			80,000.00
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	231,525.00	311,525.00
SP2216 North 13 Corridor Study	STBG-Urban	(78,668.07)	232,856.93
00FY820 FY 2020 UPWP	STBG-Urban	36,010.00	268,866.93
00FY821 FY 2021 UPWP	STBG-Urban	345.49	269,212.42
00FY823 FY 2023 UPWP	STBG-Urban	(180,743.00)	88,469.42
9/30/2022 Balance			88,469.42
FY 2023 Allocation* (for 2024 UPWP)	STBG-Urban	243,101.00	331,570.42
00FY823 FY 2023 UPWP A1	Programmed	(50,782.00)	280,788.42
OT1901-19A5 (UPWP FY 2024)	Programmed	(243,101.00)	37,687.42
9/30/2022 Balance			37,687.42
FY 2024 Allocation* (for 2025 UPWP)	STBG-Urban	255,256.00	292,943.42
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	37,687.42
9/30/2023 Balance			37,687.42
FY 2025 Allocation* (for 2026 UPWP)	STBG-Urban	268,019.00	305,706.42
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	37,687.42
9/30/2025 Balance			37,687.42
*Estimate		37,687.42	37,687.42

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
FY 2022 Allocation	STBG-Urban	381,354.92	876,267.52
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	484,267.52
<i>9/30/2022 Balance</i>			484,267.52
		484,267.52	484,267.52

**Advance Agreement on File

Remaining Balance All Funds (9/30/2022)	484,267.52
September 30, 2022 Balance	484,267.52
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,106,096.81
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]	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	381,354.92	876,267.52
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	484,267.52
<i>9/30/2022 Balance</i>			484,267.52
FY 2023 Allocation*	STBG-Urban	388,616.24	872,883.76
CC2304 Truss Bridge Bundle	Programmed	(450,000.00)	422,883.76
<i>9/30/2023 Balance</i>			422,883.76
FY 2024 Allocation*	STBG-Urban	396,003.94	818,887.70
<i>9/30/2024 Balance</i>			818,887.70
FY 2025 Allocation*	STBG-Urban	403,519.61	1,222,407.31
<i>9/30/2025 Balance</i>			1,222,407.31
*Estimate		1,222,407.31	1,222,407.31
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			1,222,407.31
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			1,222,407.31

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)
FY 2022 Allocation	STBG-Urban	1,584,795.15	(4,179,840.86)
5909802 Kansas Extension	STBG-Urban	4,192,964.59	13,123.73
5909802 Kansas Extension	STBG-Urban	345,782.74	358,906.47
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	422,771.77
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	473,266.37
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	394,598.31
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	335,107.19
5909802 Kansas Extension	STBG-Urban	(72,878.43)	262,228.76
<i>9/30/2022 Balance</i>			262,228.76
		262,228.76	262,228.76
Remaining Balance All Funds (9/30/2022)			262,228.76
September 30, 2022 Balance			262,228.76
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,669,309.91
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]			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	1,584,795.15	(4,179,840.86)
5909802 Kansas Extension	STBG-Urban	4,192,964.59	13,123.73
5909802 Kansas Extension	STBG-Urban	345,782.74	358,906.47
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	422,771.77
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	473,266.37
SP2216 North 13 Corridor Study	STBG-Urban	(78,668.06)	394,598.31
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	335,107.19
5909802 Kansas Extension	STBG-Urban	(72,878.43)	262,228.76
<i>9/30/2022 Balance</i>			262,228.76
FY 2023 Allocation*	STBG-Urban	1,614,970.99	1,877,199.75
GR2105 FR 175 Bridge Replacement	Programmed	(520,000.00)	1,357,199.75
<i>9/30/2023 Balance</i>			1,357,199.75
FY 2024 Allocation*	STBG-Urban	1,645,672.05	3,002,871.80
5909802 Kansas Extension Ph. II Const.	Programmed	(6,628,660.00)	(3,625,788.20)
<i>9/30/2024 Balance</i>			(3,625,788.20)
FY 2025 Allocation*	STBG-Urban	1,676,904.90	(1,948,883.30)
<i>9/30/2025 Balance</i>			(1,948,883.30)
*Estimate		(1,948,883.30)	(1,948,883.30)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			(1,948,883.30)
Available to be Programmed through 2025 (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	118,439.16	804,516.17
<i>9/30/2019 Balance</i>			<i>804,516.17</i>
FY 2020 Allocation	STBG-Urban	129,625.42	934,141.59
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	479,619.65
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	551,327.21
<i>9/30/2020 Balance</i>			<i>551,327.21</i>
FY 2021 Allocation	STBG-Urban	120,447.92	671,775.13
<i>9/30/2021 Balance</i>			<i>671,775.13</i>
FY 2022 Allocation	STBG-Urban	122,766.67	794,541.80
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	794,960.47
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	794,961.50
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	697,794.42
<i>9/30/2022 Balance</i>			<i>697,794.42</i>
		697,794.42	697,794.42
Remaining Balance All Funds (9/30/2022)			697,794.42
September 30, 2022 Balance			697,794.42
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			372,840.01
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]			324,954.41

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	118,439.16	804,516.17
<i>9/30/2019 Balance</i>			<i>804,516.17</i>
FY 2020 Allocation	STBG-Urban	129,625.42	934,141.59
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	479,619.65
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	551,327.21
<i>9/30/2020 Balance</i>			<i>551,327.21</i>
FY 2021 Allocation	STBG-Urban	120,447.92	671,775.13
<i>9/30/2021 Balance</i>			<i>671,775.13</i>
FY 2022 Allocation	STBG-Urban	122,766.67	794,541.80
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	794,960.47
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	794,961.50
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	697,794.42
<i>9/30/2022 Balance</i>			<i>697,794.42</i>
FY 2023 Allocation*	STBG-Urban	125,104.25	822,898.67
9901828 Trail of Tears Elm to Somerset	Programmed	(87,666.97)	735,231.70
<i>9/30/2023 Balance</i>			<i>735,231.70</i>
FY 2024 Allocation*	STBG-Urban	127,482.52	862,714.22
<i>9/30/2024 Balance</i>			<i>862,714.22</i>
FY 2025 Allocation*	STBG-Urban	129,901.98	992,616.20
<i>9/30/2025 Balance</i>			<i>992,616.20</i>
*Estimate		992,616.20	992,616.20
Remaining Balance All Funds (9/30/2025)			992,616.20
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			992,616.20

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>
FY 2022 Allocation	STBG-Urban	476,657.96	1,812,191.48
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	1,928,269.65
1601071 160 and South	STBG-Urban	(6,623.36)	1,921,646.29
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	391,096.29
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	430,030.68
<i>9/30/2022 Balance</i>			<i>430,030.68</i>
		430,030.68	430,030.68
Remaining Balance All Funds (9/30/2022)			430,030.68
September 30, 2022 Balance			430,030.68
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,327,821.20
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]			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 Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		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
<i>9/30/2018 Balance</i>			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
<i>9/30/2019 Balance</i>			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
<i>9/30/2020 Balance</i>			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
<i>9/30/2021 Balance</i>			1,335,533.52
FY 2022 Allocation	STBG-Urban	476,657.96	1,812,191.48
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	1,928,269.65
1601071 160 and South	STBG-Urban	(6,623.36)	1,921,646.29
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	391,096.29
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	430,030.68
<i>9/30/2022 Balance</i>			430,030.68
FY 2023 Allocation*	STBG-Urban	485,733.93	915,764.61
9901831 N. Main Street	Programmed	(1,873,146.00)	(957,381.39) **
NX2301 Downtown N. Main	Programmed	(247,277.00)	(1,204,658.39)
<i>9/30/2023 Balance</i>			(1,204,658.39)
FY 2024 Allocation*	STBG-Urban	494,967.87	(709,690.52)
<i>9/30/2024 Balance</i>			(709,690.52)
FY 2025 Allocation*	STBG-Urban	504,361.75	(205,328.77)
<i>9/30/2025 Balance</i>			(205,328.77)
*Estimate		(205,328.77)	(205,328.77)
** Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			(205,328.77)
Available to be Programmed through 2025 (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>	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	436,220.99	733,401.16
0141030 South and Third	STBG-Urban	(179,962.84)	553,438.32
<i>9/30/2022 Balance</i>			553,438.32
		553,438.32	553,438.32

**Advance Agreement on File

Remaining Balance All Funds (9/30/2022) 553,438.32

September 30, 2022 Balance 553,438.32

3-Year Maximum STBG-Urban Balance Allowed (MoDOT) 1,233,520.14

Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†] 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	436,220.99	733,401.16
0141030 South and Third	STBG-Urban	(179,962.84)	553,438.32
<i>9/30/2022 Balance</i>			553,438.32
FY 2023 Allocation*	STBG-Urban	444,527.01	997,965.33
<i>9/30/2023 Balance</i>			997,965.33
FY 2024 Allocation*	STBG-Urban	452,977.59	1,450,942.92
<i>9/30/2024 Balance</i>			1,450,942.92
FY 2025 Allocation*	STBG-Urban	461,574.56	1,912,517.48
CC Cost Share	Approved/Not Programmed CS	(2,789,011.00)	(876,493.52) ***
<i>9/30/2025 Balance</i>			(876,493.52)
*Estimate		(876,493.52)	(876,493.52)
**Advance Agreement on File			
***Need Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			(876,493.52)
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			(876,493.52)

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>
FY 2022 Allocation	STBG-Urban	384,286.17	379,943.05
S602093 MM I-44 to 360	STBG-Urban	(302,916.17)	77,026.88
<i>9/30/2022 Balance</i>			<i>77,026.88</i>
		77,026.88	77,026.88

**Advance Agreement on File

Remaining Balance All Funds (9/30/2022)	77,026.88
September 30, 2022 Balance	77,026.88
MoDOT STIP Programmed Cost Shares	
S602093 MM I-44 to 360	(1,993,083.83)
9/30/22 Balance after MoDOT STIP Programmed Cost Shares	(1,916,056.95)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,044,363.47
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]	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	384,286.17	379,943.05
S602093 MM I-44 to 360	STBG-Urban	(302,916.17)	77,026.88
<i>9/30/2022 Balance</i>			<i>77,026.88</i>
FY 2023 Allocation*	STBG-Urban	391,971.89	468,998.77
<i>9/30/2023 Balance</i>			<i>468,998.77</i>
FY 2024 Allocation*	STBG-Urban	399,811.33	868,810.10
S602093 MM I-44 to 360	Programmed	(1,993,083.83)	(1,124,273.73) ***
<i>9/30/2024 Balance</i>			<i>(1,124,273.73)</i>
FY 2025 Allocation*	STBG-Urban	407,807.56	(716,466.17)
<i>9/30/2025 Balance</i>			<i>(716,466.17)</i>
*Estimate		(716,466.17)	(716,466.17)
**Advance Agreement on File			
***Needs Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			(716,466.17)
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			--

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
FY 2022 Allocation	STBG-Urban	3,467,303.91	8,113,095.93
FY 2022 Rideshare	All Other Cities and Counties	10,000.00	8,123,095.93
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	7,899,337.37
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	7,820,669.31
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	7,733,069.31
0132092 Kansas/Walnut Lawn	STBG-Urban	(148,800.00)	7,584,269.31
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	7,468,461.24
S602027 Campbell and Republic	STBG-Urban	807,784.84	8,276,246.08
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	10,276,246.08
5901810 Republic Road Widening	STBG-Urban	161,828.02	10,438,074.10
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	9,026,421.03
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	9,047,118.37
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	8,804,585.97
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	8,552,697.35
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	7,916,277.91
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	7,600,843.91
9/30/2022 Balance			7,600,843.91
Remaining Balance All Funds (9/30/2022)			7,600,843.91
September 30, 2022 Balance			7,600,843.91
MoDOT STIP Programmed Cost Shares			
MO2301 FY 2023 TMC Staff		(376,000.00)	
MO2402 FY 2024 TMC Staff		(392,000.00)	
MO2502 FY 2025 TMC Staff		(400,000.00)	
S602027 Campbell and Republic		0.00	
1602076 Kearney/West Bypass		(80,122.40)	
0652112 Oper/Safety/ADA Glenstone		0.00	
0132091 Kansas ADA I-44 to 60		(629,437.00)	
0132093 Kansas/Sunset		(1,005,143.20)	
0132092 Kansas/Walnut Lawn		(1,089,058.00)	
9/30/2022 Balance after MoDOT STIP Programmed Cost Shares			3,629,083.31
3-Year Maximum STBG-Urban Balance Allowed in 2022 (MoDOT)			10,604,086.78
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†			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	3,467,303.91	8,113,095.93
FY 2022 Rideshare	All Other Cities and Counties	10,000.00	8,123,095.93
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	7,899,337.37
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	7,820,669.31
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	7,733,069.31
0132092 Kansas/Walnut Lawn	STBG-Urban	(134,930.67)	7,598,138.64
0132092 Kansas/Walnut Lawn	STBG-Urban	(13,869.33)	7,584,269.31
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	7,468,461.24
S602027 Campbell and Republic	STBG-Urban	807,784.84	8,276,246.08
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	10,276,246.08
5901810 Republic Road Widening	STBG-Urban	161,828.02	10,438,074.10
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	9,026,421.03
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	9,047,118.37
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	8,804,585.97
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	8,552,697.35
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	7,916,277.91
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	7,600,843.91
9/30/2022 Balance			7,600,843.91
FY 2023 Allocation*	STBG-Urban	3,533,324.31	11,134,168.22
5916808 ADA Improvements	Programmed	(992,998.40)	10,141,169.82
SP2202 TMC Signal Replacements	Programmed	(112,000.00)	10,029,169.82
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(376,000.00)	9,653,169.82
SP1816 Kansas/Sunset	Programmed Cost Share	(1,005,143.20)	8,648,026.62
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,089,058.00)	7,558,968.62
5901810 Republic Road Widening	Programmed	(57,244.82)	7,501,723.80
0132091 Kansas ADA I-44 to 60	Programmed Cost Share	(629,437.00)	6,872,286.80
1602076 Kearney/West Bypass	Programmed Cost Share	(80,122.40)	6,792,164.40
5903803 Jefferson Footbridge	Programmed	(2,560,000.00)	4,232,164.40
9/30/2023 Balance			4,232,164.40
FY 2024 Allocation*	STBG-Urban	3,600,493.80	7,832,658.20
SP2202 TMC Signal Replacements	Programmed	(1,088,000.00)	6,744,658.20
MO2402 FY 2024 TMC Staff	Programmed Cost Share	(392,000.00)	6,352,658.20
9/30/2024 Balance			6,352,658.20
FY 2025 Allocation*	STBG-Urban	3,668,826.78	10,021,484.98
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	8,421,484.98
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(400,000.00)	8,021,484.98
9/30/2025 Balance			8,021,484.98
* Estimate		8,021,484.98	8,021,484.98
Remaining Balance All Funds (9/30/2025)			8,021,484.98
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			8,021,484.98

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>	65,112.65	65,112.65
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>			113,874.13
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>			136,808.11
FY 2020 Allocation	STBG-Urban	54,692.45	191,500.56
<i>9/30/2020 Balance</i>			191,500.56
FY 2021 Allocation	STBG-Urban	50,820.22	242,320.78
<i>9/30/2021 Balance</i>			242,320.78
FY 2022 Allocation	STBG-Urban	49,352.40	291,673.18
<i>9/30/2022 Balance</i>			291,673.18
		291,673.18	291,673.18
Remaining Balance All Funds (9/30/2022)			291,673.18
September 30, 2022 Balance			242,320.78
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			155,485.33
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]			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	49,352.40	291,673.18
<i>9/30/2022 Balance</i>			<i>291,673.18</i>
FY 2023 Allocation*	STBG-Urban	50,292.10	341,965.28
ST2202 N. Old Orchard	Programmed	(481,362.00)	(139,396.72) **
<i>9/30/2023 Balance</i>			<i>(139,396.72)</i>
FY 2024 Allocation*	STBG-Urban	51,248.17	(88,148.55)
<i>9/30/2024 Balance</i>			<i>(88,148.55)</i>
FY 2025 Allocation*	STBG-Urban	52,220.80	(35,927.75)
<i>9/30/2025 Balance</i>			<i>(35,927.75)</i>
*Estimate		(35,927.75)	(35,927.75)
** Advance Agreement Needed			
Remaining Balance All Funds (9/30/2025)			(35,927.75)
Available to be Programmed through 2025 (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
FY 2022 Allocation	STBG-Urban	130,021.66	194,086.33
<i>9/30/2022 Balance</i>			194,086.33
		194,086.33	194,086.33
Remaining Balance All Funds (9/30/2022)			194,086.33
September 30, 2022 Balance			194,086.33
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			366,663.59
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]			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	130,021.66	194,086.33
<i>9/30/2022 Balance</i>			194,086.33
FY 2023 Allocation*	STBG-Urban	132,497.39	326,583.72
W12301 Jackson Street Resurfacing	Programmed	(327,060.00)	(476.28)
<i>9/30/2023 Balance</i>			(476.28)
FY 2024 Allocation*	STBG-Urban	135,016.20	134,539.92
<i>9/30/2024 Balance</i>			134,539.92
FY 2025 Allocation*	STBG-Urban	137,578.64	272,118.56
<i>9/30/2025 Balance</i>			272,118.56
*Estimate		272,118.56	272,118.56
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			272,118.56
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			272,118.56

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
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	7,274,284.83
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	381,354.92
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	1,584,795.15
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.16	129,625.42	120,447.92	122,766.67
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	409,963.11	476,657.96
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	384,019.45	436,220.99
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.26	342,150.81	317,926.49	384,286.17
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	3,467,303.91
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,820.22	49,352.40
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	113,978.68	130,021.66
	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,274,284.83
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00

*Includes \$0.59
adjustment on 2010-
2014 allocations

Funding Allocation

OTO Population Distribution

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

OTO Special Projects

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

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

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	<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	129,625.42	2,214,152.10
	Deposit	10/01/2019	City of Nixa	441,200.13	2,655,352.23
	Deposit	10/01/2019	City of Ozark	413,279.70	3,068,631.93
	Deposit	10/01/2019	City of Republic	342,150.81	3,410,782.74
	Deposit	10/01/2019	City of Springfield	3,699,348.59	7,110,131.33
	Deposit	10/01/2019	City of Strafford	54,692.45	7,164,823.78
	Deposit	10/01/2019	City of Willard	122,663.25	7,287,487.03
Total FY 2020 Allocation				7,287,487.03	7,287,487.03
FY 2020 TAP Allocation					
	Deposit	10/01/2019	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2020 TAP Allocation				430,497.00	430,497.00
FY 2020 Omnibus Allocation					
	Deposit	02/14/2020	STBG-U (HIP)	471,885.00	471,885.00
Total FY 2020 Omnibus Allocation				471,885.00	471,885.00
FY 2021 Allocation					
	Deposit	10/01/2020	OTO Operations	236,800.00	236,800.00
	Deposit	10/01/2020	Rideshare	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)	430,497.00	430,497.00
Total FY 2021 TAP Allocation				430,497.00	430,497.00

All Allocations

	Type	Date	Account	Amount	Balance
FY 2021 Omnibus Allocation					
	Deposit	01/19/2021	STBG-U (HIP)	384,600.00	384,600.00
Total FY 2021 Omnibus Allocation				384,600.00	384,600.00
FY 2021 CRRSAA Allocation					
	Deposit	01/20/2021	STBG-U (CRRSAA)	2,684,230.00	2,684,230.00
Total FY 2021 CRRSAA Allocation				2,684,230.00	2,684,230.00
FY 2022 Allocation					
	Deposit	10/01/2021	OTO Operations	231,525.00	231,525.00
	Deposit	10/01/2021	Rideshare	10,000.00	241,525.00
	Deposit	10/01/2021	Christian County	381,354.92	622,879.92
	Deposit	10/01/2021	Greene County	1,584,795.15	2,207,675.07
	Deposit	10/01/2021	City of Battlefield	122,766.67	2,330,441.74
	Deposit	10/01/2021	City of Nixa	476,657.96	2,807,099.70
	Deposit	10/01/2021	City of Ozark	436,220.99	3,243,320.69
	Deposit	10/01/2021	City of Republic	384,286.17	3,627,606.86
	Deposit	10/01/2021	City of Springfield	3,467,303.91	7,094,910.77
	Deposit	10/01/2021	City of Strafford	49,352.40	7,144,263.17
	Deposit	10/01/2021	City of Willard	130,021.66	7,274,284.83
Total FY 2022 Allocation				7,274,284.83	7,274,284.83
FY 2022 TAP Allocation					
	Deposit	10/01/2021	Enhancements (TAP)	1,471,207.65	1,471,207.65
Total FY 2022 TAP Allocation				1,471,207.65	1,471,207.65
FY 2022 CRP Allocation					
	Deposit	10/01/2021	CO2 Reduction (CRP)	867,832.89	867,832.89
Total FY 2022 CRP Allocation				867,832.89	867,832.89
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				123,629,495.79	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
00FY820 OTO Operations/Planning			
Closed	06/26/2019	OTO Operations	(200,000.00)
	11/12/2021	OTO Operations	36,010.00
			<u><u>(163,990.00)</u></u>
00FY821 OTO Operations/Planning			
Closed	06/29/2020	OTO Operations	(100,000.00)
	01/27/2022	OTO Operations	345.49
			<u><u>(99,654.51)</u></u>
00FY822 OTO Operations/Planning			
Active	06/28/2021	OTO Operations	(156,800.00)
			<u><u>(156,800.00)</u></u>
00FY823 OTO Operations/Planning			
Active	06/14/2022	OTO Operations	(180,743.00)
			<u><u>(180,743.00)</u></u>
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u><u>(978,000.00)</u></u>
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			<u><u>(354,887.54)</u></u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u><u>(799,517.00)</u></u>
0132092 Kansas/Walnut Lawn			
Active	11/23/2021	City of Springfield	(134,930.67)
	11/23/2021	City of Springfield	(13,869.33)
			<u><u>(148,800.00)</u></u>
0132093 Kansas/Sunset			
Active	11/18/2021	City of Springfield	(87,600.00)
			<u><u>(87,600.00)</u></u>
0141014 17th Street Relocation			
Closed	04/18/2008	City of Ozark	(244,800.00)
			<u><u>(244,800.00)</u></u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u><u>(165,587.00)</u></u>
0141023 14 and 160			
Closed	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			<u><u>(1,048,107.83)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0141028 14-Fort to Ridgecrest			
Active	03/05/2021	City of Nixa	(183,547.60)
	08/10/2021	City of Nixa	14,726.40
			<u><u>(168,821.20)</u></u>
0141029 Jackson and NN			
Active	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
			<u><u>(1,286,520.09)</u></u>
0141030 South and Third			
Active	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
	12/21/2021	City of Ozark	(179,962.84)
			<u><u>(1,525,146.69)</u></u>
0141032 14 in Ozark 32nd to 22nd			
Active	02/11/2020	City of Ozark	(130,000.00)
			<u><u>(130,000.00)</u></u>
0442239 I-44 Bridge-65			
Closed	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			<u><u>(1,110,295.00)</u></u>
0602064 JRF/Glenstone			
Closed	10/02/2006	City of Springfield	(2,103,741.90)
	10/02/2006	Greene County	(500,000.00)
	10/02/2006	City of Springfield	(446,611.27)
	10/23/2007	City of Springfield	(446,611.27)
	10/23/2007	Greene County	(500,000.00)
	10/02/2009	City of Springfield	47,734.48
			<u><u>(3,949,229.96)</u></u>
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			<u><u>(100,000.00)</u></u>
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u><u>(758,009.07)</u></u>
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u><u>0.00</u></u>
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			<u><u>(1,800,000.00)</u></u>

All Obligations by Project

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

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>
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>(6,223,258.28)</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>(3,482,241.03)</u>
0652088 US65/Division Interchange			
Closed	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/2017	City of Springfield	(62,616.16)
	07/06/2021	City of Springfield	262,442.91
			<u>(1,347,640.11)</u>
0652099 Chestnut RR Utilities			
Active	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>(1,108,035.39)</u>
0652112 Oper/Safety/ADA Glenstone			
Active	09/21/2022	City of Springfield	(315,434.00)
			<u>(315,434.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
1601043 160/Hunt Road			
Closed	10/02/2012	City of Willard	(21,000.00)
			<u>(21,000.00)</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>(357,398.72)</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>(538,233.28)</u>
1601063 Tracker/Northview/160			
Closed	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
	08/01/2019	City of Nixa	(161,792.27)
	01/07/2022	City of Nixa	116,078.17
	09/05/2022	City of Nixa	38,934.39
			<u>(707,129.72)</u>
1601071 160 and South			
Closed	05/13/2019	City of Nixa	(50,000.00)
	02/10/2020	City of Nixa	(524,703.35)
	04/27/2020	City of Nixa	52,517.42
	01/07/2022	City of Nixa	(6,623.36)
			<u>(528,809.29)</u>
1602076 Kearney/West Bypass			
Active	11/25/2020	City of Springfield	(44,800.00)
	09/16/2021	City of Springfield	(805,072.53)
	01/04/2022	City of Springfield	(115,808.07)
			<u>(965,680.60)</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>(3,995,539.57)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>(214,977.98)</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>(184,209.33)</u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u>(24,992.27)</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)
	12/21/2021	Greene County	50,494.60
	06/17/2022	Greene County	(59,491.12)
			<u>(518,091.14)</u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u>(250,000.00)</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>(192,680.00)</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>(1,001,068.99)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901809 FY 2019 TMC Staff			
Closed	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
	03/11/2020	City of Springfield	7,077.00
			<u>(316,923.00)</u>
5901810 Republic Road Widening			
Active	03/18/2019	City of Springfield	(80,000.00)
	05/17/2021	City of Springfield	(1,023,962.80)
	05/17/2021	City of Springfield	33,912.00
	03/29/2022	City of Springfield	161,828.02
	08/01/2022	City of Springfield	(242,532.40)
			<u>(1,150,755.18)</u>
5901811 Springfield Greenwood			
Active	10/19/2020	Enhancements (TAP)	(183,365.00)
	01/28/2021	Enhancements (TAP)	32,923.48
			<u>(150,441.52)</u>
5901812 Galloway Reco			
Active	10/19/2020	Enhancements (TAP)	(146,098.00)
	01/28/2021	Enhancements (TAP)	32,994.00
			<u>(113,104.00)</u>
5901814 Luster/Fassnight			
Active	05/27/2020	Enhancements (TAP)	(158,078.40)
	01/21/2021	Enhancements (TAP)	30,737.52
	03/26/2021	Enhancements (TAP)	(12,070.32)
			<u>(139,411.20)</u>
5901815 SGF Harvard Sidewalks			
Active	06/15/2020	Enhancements (TAP)	(110,869.00)
	01/28/2021	Enhancements (TAP)	31,920.60
			<u>(78,948.40)</u>
5901817 Fassnight Clay Brookside			
Active	06/09/2022	Enhancements (TAP)	(216,461.00)
	09/01/2022	Enhancements (TAP)	(1,000.00)
			<u>(217,461.00)</u>
5901818 Signal Improvements			
Active	10/20/2020	City of Springfield	(640,000.00)
			<u>(640,000.00)</u>
5901819 Walnut Street Bridge			
Active	07/15/2021	City of Springfield	(240,000.00)
			<u>(240,000.00)</u>
5901821 Traffic Signal Imp.			
Active	07/06/2021	City of Springfield	(620,000.00)
			<u>(620,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901822 Chadwick Phase III			
Active	07/06/2021	Enhancements (TAP)	(71,419.94)
			<u>(71,419.94)</u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u>(459,587.00)</u>
5903803 Jefferson Footbridge			
Withdrawn	09/14/2021	City of Springfield	(2,000,000.00)
	03/17/2022	City of Springfield	2,000,000.00
			<u>0.00</u>
FY94001 Division Underground Tank			
Closed (AKA 5904810)	04/17/2007	Greene County	(64,027.15)
			<u>(64,027.15)</u>
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u>(111,340.76)</u>
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			<u>(189,540.94)</u>
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u>(227,869.98)</u>
5905809 TMC Salaries 2021			
Closed	06/26/2020	City of Springfield	(332,000.00)
	05/17/2022	City of Springfield	20,697.34
			<u>(311,302.66)</u>
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>(2,217,020.84)</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)
	12/06/2021	Greene County	345,782.74
	12/06/2021	Greene County	4,192,964.59
	12/06/2021	Greene County	63,865.30
	09/09/2022	Greene County	(72,878.43)
			<u>(18,709,913.68)</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>(250,000.00)</u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u>(240,000.00)</u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u>(14,215.22)</u>
5916807 Overlay Improvements			
Active	03/29/2021	City of Springfield	(2,160,000.00)
	10/26/2021	City of Springfield	(223,758.56)
	08/17/2022	City of Springfield	(636,419.44)
			<u>(3,020,178.00)</u>
5916808 ADA Sun., Nat'l, B.field			
Active	08/27/2021	City of Springfield	(295,001.60)
			<u>(295,001.60)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5933803 Kansas/Evergreen			
Closed	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			<u>(237,391.82)</u>
5935803 Chestnut/National			
Closed	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			<u>23,883.07</u>
5938801 FY 2011 TMC Staff			
Closed	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			<u>(266,854.57)</u>
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			<u>(260,000.00)</u>
5938804 FY 2014 TMC Staff			
Closed	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			<u>(251,031.34)</u>
5938805 FY 2015 TMC Staff			
Closed	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u>(187,782.10)</u>
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			<u>(295,361.40)</u>
5938807 FY 2020 TMC Staff			
Closed	10/24/2019	City of Springfield	(265,600.00)
	11/01/2019	City of Springfield	(66,400.00)
	11/01/2019	City of Springfield	11,731.46
			<u>(320,268.54)</u>
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u>(48,300.00)</u>

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>(924,427.29)</u>
5944804 Hunt Rd Sidewalks			
Closed	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			<u>(207,438.60)</u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u>(303,436.00)</u>
6900809 Rte 174 Trail			
Closed	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			<u>(250,000.00)</u>
6900811 Oakwood/Hines			
Closed	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			<u>(1,911,623.75)</u>
6900813 Shuyler Creek Trail			
Active	01/29/2021	Enhancements (TAP)	(178,969.03)
			<u>(178,969.03)</u>
7441012 Kearney/Packer			
Active	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u>(728,721.00)</u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u>(63,984.87)</u>

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>(78,135.08)</u>
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u>(38,029.66)</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>0.00</u>
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u>(205,706.70)</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>0.00</u>
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			<u>(1,998.24)</u>
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			<u>(795.68)</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>(296,590.47)</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>(130,011.44)</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			
Closed	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
	11/10/2021	City of Battlefield	418.67
	11/10/2021	City of Battlefield	1.03
			<u>(428,352.74)</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			
Closed	10/18/2019	Enhancements (TAP)	(32,000.34)
	03/06/2020	Enhancements (TAP)	(800.00)
	09/22/2020	Enhancements (TAP)	(220,782.07)
	09/22/2020	Enhancements (TAP)	15,369.70
	12/06/2021	Enhancements (TAP)	1,255.49
			<u>(236,957.22)</u>
9901817 Battlefield Third Street Sidewalk			
Active	10/18/2019	Enhancements (TAP)	(28,000.00)
	04/28/2022	Enhancements (TAP)	(265,666.40)
	07/06/2022	Enhancements (TAP)	61,386.49
			<u>(232,279.91)</u>
9901818 Nicholas SW Ph 1 & 2			
Closed	06/14/2019	Enhancements (TAP)	(27,326.74)
	10/22/2020	Enhancements (TAP)	(338,206.32)
	04/07/2021	Enhancements (TAP)	8,233.20
	05/31/2022	Enhancements (TAP)	14.50
	05/31/2022	Enhancements (TAP)	6,463.52
			<u>(350,821.84)</u>
9901820 Ozark N. Fremont SW			
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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>
9901827 ChadwickFlyr Jackson/Clay			
Active	10/19/2020	Enhancements (TAP)	(79,874.23)
	10/28/2021	Enhancements (TAP)	(791,075.77)
	03/03/2022	Enhancements (TAP)	157,174.06
	08/09/2022	Enhancements (TAP)	(46,281.62)
			<u>(760,057.56)</u>
9901828 Trail of Tears SmrSet			
Active	09/03/2020	Enhancements (TAP)	(33,592.92)
	09/13/2021	Enhancements (TAP)	(68,459.08)
	07/05/2022	City of Battlefield	(97,167.08)
			<u>(199,219.08)</u>
9901829 OGI Trail Plng Services			
Closed	06/26/2020	Enhancements (TAP)	(100,000.00)
			<u>(100,000.00)</u>
9901830 Nelson Mill Bridge			
Active	09/09/2022	Christian County	(392,000.00)
			<u>(392,000.00)</u>
9901832 Truman Blvd			
Active	05/12/2022	City of Nixa	(1,530,550.00)
			<u>(1,530,550.00)</u>
9901833 North St - MH to Cheyenne			
Active	06/28/2021	City of Nixa	(430,353.99)
			<u>(430,353.99)</u>
9901835 I-44/13 Study			
Active	10/27/2021	City of Springfield	(78,668.06)
	10/27/2021	City of Nixa	(78,668.06)
	10/27/2021	OTO Operations	(78,668.07)
			<u>(236,004.19)</u>
B022009 Riverside Bridge			
Closed	09/01/2109	City of Ozark	(800,000.00)
			<u>(800,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u><u>(6,804.21)</u></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><u>0.00</u></u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u><u>(2,584,800.00)</u></u>
S601055 I-44/125 Strafford			
Closed	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u><u>(185,838.68)</u></u>
S601061 M/Repmo Drive			
Active	03/22/2017	City of Republic	(100,000.00)
	08/27/2018	City of Republic	(42,800.00)
	12/03/2018	City of Republic	(778,772.93)
	03/05/2019	City of Republic	111,673.31
	03/21/2019	City of Republic	(36,000.01)
	10/29/2019	City of Republic	(53,345.03)
	10/29/2019	City of Republic	(59,881.47)
			<u><u>(959,126.13)</u></u>
S601065 14 SW Cedar Hts to Ellen			
Active	04/04/2019	City of Nixa	(100,286.00)
			<u><u>(100,286.00)</u></u>
S601071 FY 2017 TMC Staff			
Closed	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			<u><u>(272,513.12)</u></u>
S602027 Campbell and Republic			
Active	04/01/2019	City of Springfield	(240,000.00)
	07/01/2021	City of Springfield	(781,354.88)
	03/17/2022	City of Springfield	807,784.84
	03/30/2022	City of Springfield	(1,411,653.07)
	08/04/2022	City of Springfield	(251,888.62)
			<u><u>(1,877,111.73)</u></u>
S602083 Northview Rd Improvements			
Closed	03/28/2019	City of Nixa	(180,000.00)
			<u><u>(180,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S602093 MM from I-44 to 360			
Active	09/08/2022	City of Republic	(302,916.17)
			<u>(302,916.17)</u>
S603084 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>(106,033,444.03)</u>

Transportation Alternatives Program (TAP)

Springfield Urban Area

	<u>Available (OL)</u>
Balance as of September 30, 2021	\$919,505.51
Fiscal Year 2022 Apportionment (Estimated OL = 98%)	\$1,503,737.48
Adjustment for Final OL Rate	<u>-\$32,529.83</u>
Fiscal Year 2022 Apportionment (OL = 95.88%)	\$1,471,207.65
Project Obligations - October 2021:	
None	\$0.00
Balance as of October 31, 2021	<u>\$2,390,713.16</u>
Project Obligations - November 2021:	
None	\$0.00
Balance as of November 30, 2021	<u>\$2,390,713.16</u>
Project Obligations - December 2021:	
9901816	\$1,255.49
Balance as of December 31, 2021	<u>\$2,391,968.65</u>
Project Obligations - January 2022:	
None	\$0.00
Balance as of January 31, 2022	<u>\$2,391,968.65</u>
Project Obligations - February 2022:	
None	\$0.00
Balance as of February 28, 2022	<u>\$2,391,968.65</u>
Project Obligations - March 2022:	
None	\$0.00
Balance as of March 31, 2022	<u>\$2,391,968.65</u>

Transportation Alternatives Program (TAP)

Springfield Urban Area

	<u>Available (OL)</u>
Project Obligations - April 2022:	
9901817	-\$265,666.40
Balance as of April 30, 2022	\$2,126,302.25
Project Obligations - May 2022:	
None	\$0.00
Balance as of May 31, 2022	\$2,126,302.25
Project Obligations - June 2022:	
None	\$0.00
Balance as of June 30, 2022	\$2,126,302.25
Project Obligations - July 2022:	
9901817	\$61,386.49
Balance as of July 31, 2022	\$2,187,688.74
Project Obligations - August 2022:	
None	\$0.00
Balance as of August 31, 2022	\$2,187,688.74
Project Obligations - September 2022:	
None	\$0.00
Balance as of September 30, 2022	\$2,187,688.74

Highway Infrastructure Program Springfield Urban Area

	<u>2018 Funds Available¹</u>	<u>2019 Funds Available²</u>	<u>2020 Funds Available³</u>	<u>2021 Funds Available⁴</u>	<u>2021 CRRSAA Funds Available⁵</u>	<u>Total Available</u>
Apportionment	\$1,153,506.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$6,319,506.00
Project Obligations - October 2019: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of October 31, 2019	\$1,153,506.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$6,319,506.00
Project Obligations - November 2019: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of November 30, 2019	\$1,153,506.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$6,319,506.00
Project Obligations - December 2019: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of December 31, 2019	\$1,153,506.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$6,319,506.00
Project Obligations - January 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of January 31, 2020	\$1,153,506.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$6,319,506.00
Project Obligations - February 2020: 0141029	(\$1,153,506.00)	\$0.00	\$0.00	\$0.00	\$0.00	(\$1,153,506.00)
Balance as of February 29, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - March 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of March 31, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - April 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of April 30, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - May 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of May 31, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - June 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of June 30, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - July 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of July 31, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - August 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of August 31, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - September 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of September 30, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - October 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of October 31, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00

Highway Infrastructure Program Springfield Urban Area

	<u>2018 Funds Available¹</u>	<u>2019 Funds Available²</u>	<u>2020 Funds Available³</u>	<u>2021 Funds Available⁴</u>	<u>2021 CRRSAA Funds Available⁵</u>	<u>Total Available</u>
Project Obligations - November 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of November 30, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - December 2020: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of Decemeber 31, 2020	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - January 2021: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of January 31, 2021	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - February 2021: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of February 28, 2021	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - March 2021: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of March 31, 2021	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - April 2021: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of April 30, 2021	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - May 2021: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of May 31, 2021	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - June 2021: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of June 30, 2021	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - July 2021: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of July 31, 2021	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - August 2021: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of August 31, 2021	\$0.00	\$1,625,285.00	\$471,885.00	\$384,600.00	\$2,684,230.00	\$5,166,000.00
Project Obligations - September 2021: 5909802	\$0.00	(\$1,625,285.00)	(\$471,885.00)	\$0.00	\$0.00	(\$2,097,170.00)
Balance as of September 30, 2021	\$0.00	\$0.00	\$0.00	\$384,600.00	\$2,684,230.00	\$3,068,830.00
Project Obligations - October 2021: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of October 31, 2021	\$0.00	\$0.00	\$0.00	\$384,600.00	\$2,684,230.00	\$3,068,830.00
Project Obligations - November 2021: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of November 30, 2021	\$0.00	\$0.00	\$0.00	\$384,600.00	\$2,684,230.00	\$3,068,830.00

Highway Infrastructure Program Springfield Urban Area

	<u>2018 Funds Available¹</u>	<u>2019 Funds Available²</u>	<u>2020 Funds Available³</u>	<u>2021 Funds Available⁴</u>	<u>2021 CRRSAA Funds Available⁵</u>	<u>Total Available</u>
Project Obligations - December 2021: 5909802	\$0.00	\$0.00	\$63,865.30	\$0.00	\$0.00	\$63,865.30
Balance as of December 31, 2021	\$0.00	\$0.00	\$63,865.30	\$384,600.00	\$2,684,230.00	\$3,132,695.30
Project Obligations - January 2022: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of January 31, 2022	\$0.00	\$0.00	\$63,865.30	\$384,600.00	\$2,684,230.00	\$3,132,695.30
Project Obligations - February 2022: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of February 28, 2022	\$0.00	\$0.00	\$63,865.30	\$384,600.00	\$2,684,230.00	\$3,132,695.30
Project Obligations - March 2022: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of March 31, 2022	\$0.00	\$0.00	\$63,865.30	\$384,600.00	\$2,684,230.00	\$3,132,695.30
Project Obligations - April 2022: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of April 30, 2022	\$0.00	\$0.00	\$63,865.30	\$384,600.00	\$2,684,230.00	\$3,132,695.30
Project Obligations - May 2022: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of May 31, 2022	\$0.00	\$0.00	\$63,865.30	\$384,600.00	\$2,684,230.00	\$3,132,695.30
Project Obligations - June 2022: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of June 30, 2022	\$0.00	\$0.00	\$63,865.30	\$384,600.00	\$2,684,230.00	\$3,132,695.30
Project Obligations - July 2022: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of July 31, 2022	\$0.00	\$0.00	\$63,865.30	\$384,600.00	\$2,684,230.00	\$3,132,695.30
Project Obligations - August 2022: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of August 31, 2022	\$0.00	\$0.00	\$63,865.30	\$384,600.00	\$2,684,230.00	\$3,132,695.30
Project Obligations - September 2022: None	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Balance as of September 31, 2022	\$0.00	\$0.00	\$63,865.30	\$384,600.00	\$2,684,230.00	\$3,132,695.30

¹ All funds must be obligated prior to September 30, 2021.

² All funds must be obligated prior to September 30, 2022.

³ All funds must be obligated prior to September 30, 2023.

⁴ All funds must be obligated prior to September 30, 2024.

⁵ All funds must be obligated prior to September 30, 2024. Invoices must be submitted and reimbursed prior to June 30, 2029. CRRSAA is the Coronavirus Response and Relief Supplemental Appropriations Act, 2021

Carbon Reduction Program

Springfield Urban Area

	<u>Available (OL)</u>
Fiscal Year 2022 Apportionment (Estimated OL = 98%)	\$887,021.52
Adjustment for Final OL Rate	<u>-\$19,188.63</u>
Fiscal Year 2022 Apportionment (OL = 95.88%)	\$867,832.89
Project Obligations - September 2022:	
None	\$0.00
Balance as of September 30, 2022	<u>\$867,832.89</u>

Surface Transportation Program (STP-Large Urban)

Springfield Urban Area

	<u>Available (OL)</u>
Balance as of September 30, 2021	\$3,507,269.62
Fiscal Year 2022 Apportionment (Estimated OL = 98%)	\$7,435,125.74
Adjustment for Final OL Rate	-\$160,841.50
Fiscal Year 2022 Apportionment (OL = 95.88%)	7,274,284.24
Project Obligations - October 2021:	
5916807	-\$223,758.56
9901827	-\$791,075.77
9901835	-\$236,004.19
Balance as of October 31, 2021	\$9,530,715.34
Project Obligations - November 2021:	
0132092	-\$148,800.00
0132093	-\$87,600.00
00FY820	\$36,010.00
9901814	\$419.70
Balance as of November 30, 2021	\$9,330,745.04
Project Obligations - December 2021:	
0141030	-\$179,962.84
5900849	\$50,494.60
5909802	\$4,538,747.33
Balance as of December 31, 2021	\$13,740,024.13
Project Obligations - January 2022:	
1601063	\$116,078.17
1601071	-\$6,623.36
1602076	-\$115,808.07
00FY821	\$345.49
Balance as of January 31, 2022	\$13,734,016.36
Project Obligations - February 2022:	
None	\$0.00
Balance as of February 28, 2022	\$13,734,016.36

Surface Transportation Program (STP-Large Urban)

Springfield Urban Area

	<u>Available (OL)</u>
Project Obligations - March 2022:	
56022027	-\$603,868.23
5901810	\$161,828.02
9901827	\$157,174.06
5903803	\$2,000,000.00
Balance as of March 31, 2022	<hr/> \$15,449,150.21
Project Obligations - April 2022:	
None	\$0.00
Balance as of April 30, 2022	<hr/> \$15,449,150.21
Project Obligations - May 2022:	
5901822	-\$71,419.94
5905809	\$20,697.34
9901818	\$6,478.02
9901832	-\$1,530,550.00
Balance as of May 31, 2022	<hr/> \$13,874,355.63
Project Obligations - June 2022:	
00FY823	-\$180,743.00
5900849	-\$59,491.12
5901817	-\$216,461.00
Balance as of June 30, 2022	<hr/> \$13,417,660.51
Project Obligations - July 2022:	
9901828	-\$97,167.08
Balance as of July 31, 2022	<hr/> \$13,320,493.43
Project Obligations - August 2022:	
5602027	-\$251,888.62
5901810	-\$242,532.40
5916807	-\$636,419.44
9901827	-\$46,281.62
Balance as of August 31, 2022	<hr/> \$12,143,371.35

Surface Transportation Program (STP-Large Urban) Springfield Urban Area

	<u>Available (OL)</u>
Project Obligations - September 2022:	
0652112	-\$315,434.00
1601063	\$38,934.39
S602093	-\$302,916.17
5901817	-\$1,000.00
9901830	-\$392,000.00
5909802	-\$72,878.43
Balance as of September 30, 2022	<hr/> \$11,098,077.14
Payback Balance as of September 30, 2022	\$309,757.69
Total Balance as of September 30, 2022	<hr/> \$11,407,834.83

Surface Transportation Program (STP-Payback)

Springfield Urban Area

	<u>Available (OL)</u>
Balance as of September 30, 2021	\$309,757.69
Project Obligations - October 2021:	
None	\$0.00
Balance as of October 31, 2021	\$309,757.69
Project Obligations - November 2021:	
None	\$0.00
Balance as of November 30, 2021	\$309,757.69
Project Obligations - December 2021:	
None	\$0.00
Balance as of December 31, 2021	\$309,757.69
Project Obligations - January 2022:	
None	\$0.00
Balance as of January 31, 2022	\$309,757.69
Project Obligations - February 2022:	
None	\$0.00
Balance as of February 28, 2022	\$309,757.69
Project Obligations - March 2022:	
None	\$0.00
Balance as of March 31, 2022	\$309,757.69
Project Obligations - April 2022:	
None	\$0.00
Balance as of April 30, 2022	\$309,757.69

Surface Transportation Program (STP-Payback)

Springfield Urban Area

	<u>Available (OL)</u>
Project Obligations - May 2022:	
None	\$0.00
Balance as of May 31, 2022	<hr/> \$309,757.69
Project Obligations - June 2022:	
None	\$0.00
Balance as of June 30, 2022	<hr/> \$309,757.69
Project Obligations - July 2022:	
None	\$0.00
Balance as of July 31, 2022	<hr/> \$309,757.69
Project Obligations - August 2022:	
None	\$0.00
Balance as of August 31, 2022	<hr/> \$309,757.69
Project Obligations - September 2022:	
None	\$0.00
Balance as of September 30, 2022	<hr/> \$309,757.69

BRO Fund Balances as of Sep. 30, 2022

County	Annual Allocation for Federal Fiscal Year	BRO	Credit
ADAIR	0.00	-339,957.32	1,657.21
ANDREW	0.00	473,243.79	225,544.11
ATCHISON	0.00	764,656.52	2,787.87
AUDRAIN	0.00	224,580.72	3,721.32
BARRY	0.00	-406,996.89	0.00
BARTON	0.00	194,677.96	12,814.34
BATES	0.00	-324,775.82	87,987.53
BENTON	0.00	96,885.85	0.01
BOLLINGER	0.00	-12,455.45	13,862.75
BOONE	0.00	-80,234.31	466,805.82
BUCHANAN	0.00	601,703.33	1,437,093.27
BUTLER	0.00	336,685.16	128,430.19
CALDWELL	0.00	-34,275.34	49,124.28
CALLAWAY	0.00	-196,972.43	347,750.60
CAMDEN	0.00	34,650.47	46.80
CAPE GIRARDEAU	0.00	632,750.60	265,418.41
CARROLL	0.00	-275,160.43	92,093.47
CASS	0.00	439,422.11	352,612.82
CEDAR	0.00	100,154.57	237,941.14
CHARITON	0.00	561,858.71	722,012.79
CHRISTIAN	0.00	764,189.77	19,736.36
CLARK	0.00	267,127.59	94,823.62
CLAY	0.00	-176,032.12	513,865.43
CLINTON	0.00	53,904.30	182,585.25
COLE	0.00	187,386.30	0.00
COOPER	0.00	151,742.27	86,732.85
CRAWFORD	0.00	-32,289.60	666.59
DADE	0.00	-386,462.99	104,047.37
DALLAS	0.00	-45,177.95	13,262.96
DAVIESS	0.00	-40,226.79	212,026.47
DEKALB	0.00	-319,336.69	1,103.15
DENT	0.00	-15,067.34	33,869.19
DOUGLAS	0.00	-754,837.67	780.57
DUNKLIN	0.00	-66,623.33	27,943.28
FRANKLIN	0.00	907,439.76	178,643.61
GASCONADE	0.00	48,567.28	19,497.86
GENTRY	0.00	237,299.34	13,776.02
GREENE	0.00	1,627,973.34	241,413.77
GRUNDY	0.00	-280,908.07	107,251.03
HARRISON	0.00	578,900.60	92,625.31
HENRY	0.00	13,676.28	232,657.15
HICKORY	0.00	111,804.45	3,723.53

BRO Fund Balances as of Sep. 30, 2022

County	Annual Allocation for Federal Fiscal Year	BRO	Credit
HIGHWAY	0.00	0.00	0.00
HOLT	0.00	-3,158.90	127,789.67
HOWARD	0.00	-3,934.56	0.00
HOWELL	0.00	231,227.42	62,089.84
IRON	0.00	143,886.13	185,960.37
JACKSON	0.00	257,502.27	594,706.47
JASPER	0.00	3.11	0.00
JEFFERSON	0.00	445,545.37	11,266.31
JOHNSON	0.00	1,234,308.45	203,391.76
KNOX	0.00	11,746.18	234,736.98
LACLEDE	0.00	182,070.63	351,284.80
LAFAYETTE	0.00	84,105.57	165,132.59
LAWRENCE	0.00	252,791.97	0.00
LEWIS	0.00	-1,028,595.52	0.06
LINCOLN	0.00	321,340.20	444,011.04
LINN	0.00	198,618.22	288,147.23
LIVINGSTON	0.00	-441,903.18	127,004.51
MACON	0.00	235,802.04	1,886.49
MADISON	0.00	-52,213.54	57,486.43
MARIES	0.00	-145,405.57	0.00
MARION	0.00	-378,657.31	648,445.45
MCDONALD	0.00	-150,452.77	10,447.43
MERCER	0.00	-544,470.54	0.00
MILLER	0.00	196,386.52	34,954.11
MISSISSIPPI	0.00	-38,461.33	9,044.60
MONITEAU	0.00	279,095.54	15,765.06
MONROE	0.00	2,785.51	103,122.81
MONTGOMERY	0.00	183,776.72	4,939.67
MORGAN	0.00	-241,471.55	0.00
NEW MADRID	0.00	-229,289.30	143,992.39
NEWTON	0.00	-165,585.02	60,793.74
NODAWAY	0.00	-5,847.44	1,014,322.32
OREGON	0.00	-768.37	0.00
OSAGE	0.00	292,158.07	122,881.78
OZARK	0.00	-40,518.73	0.00
PEMISCOT	0.00	99,344.01	32,607.00
PERRY	0.00	366,208.29	74,998.68
PETTIS	0.00	-858,987.68	480,375.76
PHELPS	0.00	146,935.42	17,447.92
PIKE	0.00	443,216.33	253,987.13
PLATTE	0.00	-618,824.21	92,774.78
POLK	0.00	-207,790.58	3,377.96

BRO Fund Balances as of Sep. 30, 2022

County	Annual Allocation for Federal Fiscal Year	BRO	Credit
PULASKI	0.00	12,237.60	0.00
PUTNAM	0.00	31,637.94	0.00
RALLS	0.00	-153,072.34	33,998.96
RANDOLPH	0.00	83,399.47	215,168.84
RAY	0.00	396,505.44	142,840.68
REYNOLDS	0.00	44,533.10	0.01
RIPLEY	0.00	57,903.25	28,589.60
SALINE	0.00	-129,292.00	152,625.20
SCHUYLER	0.00	52,849.30	5,934.90
SCOTLAND	0.00	363,729.38	88.90
SCOTT	0.00	123,967.97	19,382.78
SHANNON	0.00	0.00	0.00
SHELBY	0.00	513,986.03	135,573.58
ST. CHARLES	0.00	155,852.59	8,366.50
ST. CLAIR	0.00	74,394.93	149,496.24
ST. FRANCOIS	0.00	225,614.05	213,333.28
ST. LOUIS	0.00	3,027,669.11	331,669.53
ST. LOUIS CITY	0.00	2,256,023.99	434,241.47
STE. GENEVIEVE	0.00	85,303.68	68,442.62
STODDARD	0.00	-99,619.36	84,377.57
STONE	0.00	11,437.18	225,847.10
SULLIVAN	0.00	74,043.92	48,030.10
TANEY	0.00	-652,847.01	1,056,460.44
TEXAS	0.00	139,939.15	66,014.20
VERNON	0.00	-232,764.43	472,581.30
WARREN	0.00	167,748.39	48,958.75
WASHINGTON	0.00	-184,134.19	0.00
WAYNE	0.00	145,091.83	62,150.62
WEBSTER	0.00	244,625.79	327,336.48
WORTH	0.00	291,635.90	250,000.00
WRIGHT	0.00	214,714.96	24,971.83
Summary	0.00	13,419,124.02	17,214,390.72

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 6

TECHNICAL PLANNING COMMITTEE AGENDA 10/19/2022; ITEM II.E.

2024-2028 STIP Priorities

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In the early 2023, MoDOT is expected to develop funding estimates for use in the 2024-2028 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the funding of the asset management plan ensuring that pavement and bridges are kept in good condition.

Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects will be considered in order. The proposed list has impacts from existing projects which might delay a project from consideration while the impacts of the improvement are assessed. Please be aware that if a top project cannot be ready, costs more than the funding available, or is being impacted by a planned construction project, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. 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.

There are many different project needs in the STIP. The first and foremost is taking care of the system. MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. This category includes pavement repair and rehabilitation, bridge repair or replacement, ITS operations, signal maintenance, ADA improvements, etc. The next set of needs are safety related. This includes guardrail and guard cable maintenance, site distance issues, and possibly intersection improvements at which accidents are very high. Finally, any remaining funding would go to fund the projects that are being prioritized.

FUTURE STEPS

1. OTO Board makes recommendation to MoDOT SW District (November)
2. MoDOT refines project cost estimates and proposes projects for programming in the STIP (February)
3. OTO TPC and Board review the proposed STIP and make recommendation for approval to MoDOT
4. Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program (July)
5. OTO adopts the Transportation Improvement Program incorporating approved STIP projects (July)
6. FHWA and FTA authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the presented list of priorities to the Board of Directors for consideration by MoDOT for inclusion in the 2024-2028 STIP.”

OR

“Move to recommend the list of priorities as revised to the Board of Directors for consideration by MoDOT for inclusion in the 2024-2028 STIP.”

Roadway	Project Description	Total Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi-Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
I-44	Route 125 to 360												
	Pavement rebuild at various locations from Rte. 13 (Kansas Expressway) to Rte. 65	51	6	14	0	14	5	4	1	2	3	0	2
	I-44 Auxilliary lanes from Glenstone to Kansas Expwy with Ped Underpass	50	6	12	0	14	5	4	2	2	3	0	2
	Widen to six lanes from Route 160 (West Bypass) to Route 13 (Kansas Expressway)	49	6	12	0	14	5	2	1	2	3	0	4
	Auxiliary lanes from Rte. H (Glenstone) to Rte. 65	49	6	14	0	14	5	4	1	2	3	0	0
	Auxiliary lanes from Rte. 13 (Kansas Expressway) to Rte. H (Glenstone)	49	6	12	0	14	5	4	1	2	3	0	2
	Auxiliary lanes from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway)	49	6	12	0	14	5	2	1	2	3	0	4
	Capacity/Operational Improvements from 125 to 65	48	6	14	0	11	5	0	1	2	3	4	2
MO 13 (Kansas Expwy)	Phase II interchange improvements at Interstate 44	52	4	14	0	14	5	4	1	2	3	4	2
SGF Arterials	Springfield- Arterial Safety, Operations and Pedestrian Connectivity												
	Kansas- Phase II	60	4	14	0	14	5	4	2	1	0	14	2
	Kearney- Phase II	65	5	18	0	14	5	4	1	0	2	14	2
	Sunshine- Phase II	52	4	16	0	11	5	0	2	0	0	14	0
	Glenstone- Phase II	49	5	10	0	14	5	4	1	0	0	10	0
	Chestnut-Phase II	47	5	10	0	14	5	2	1	0	0	10	0
US 60	From James River Freeway to Main Street- Capacity and Intersection Improvements Phase II	53	4	16	0	14	5	2	1	1	0	10	0
US65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks)	51	3	10	0	11	5	4	2	2	2	10	2
US 160	Six-Lane from Plainview to AA	49	6	14	0	7	5	2	1	0	0	14	0
Rte CC & Fremont	Intersection Improvement	47	3	10	0	14	5	0	1	0	0	14	0
US 160	Six lane from CC to 14	44	4	12	0	7	5	0	1	0	1	14	0
US 60	Upgrade to freeway from Routes NN/J to west of Route 125	44	4	16	0	14	5	0	1	2	2	0	0
US 60/US 65	Phase II interchange improvements at Rte. 65	41	6	10	0	14	5	0	1	2	1	0	2
Rte 14	NN to 3rd Bridge widening	41	3	10	0	14	5	2	1	0	0	4	2

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 10/19/2022; ITEM II.F.

Unfunded Needs List

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

AGENDA DESCRIPTION:

MoDOT has requested a list of unfunded needs that can be used in planning for different scenarios. The request proposed specific funding for three tiers of projects. Projects should not be removed from the list until 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 11. Projects were added to the list that communities were planning to cost share. Projects were also added for some regional distribution.

The Southwest Unfunded Needs List is attached for member review and recommendation.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the presented list of unfunded needs to the Board of Directors for consideration by MoDOT.”

OR

“Move to recommend the list of unfunded needs as revised to the Board of Directors for consideration by MoDOT.”

OTO Unfunded Needs Tier 1

Available Funds	\$ 29,481
Total Funds - Selected Projects	\$ 27,721
Balance	\$ 1,760

OTO Score	ROUTE	COUNTY NAME	PROJECT DESCRIPTION	ENG COST	RW CONST COST	TOTAL FUNDS NEEDED	FUNDING COMMENTS
	RT CC W	CHRISTIAN	CAPITAL IMPROVEMENTS FROM FREMONT ROAD TO RTE. 65 IN OZARK.	\$ 1,100	\$ 4,400	\$ 5,500	HIGH LEVEL ESTIMATE, SOME LIMITED SCOPING. BALLPARK ROW AND UTILITY
45	MO 13 S	GREENE	PHASE II KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS FROM RTE 413 (SUNSHINE STREET) TO GRAND STREET.	\$ 1,000	\$ 4,000	\$ 5,000	POTENTIAL SIX-LANING. RESURFACING IN 2023. COORDINATE WITH INTERSECTION IMPROVEMENT COST SHARE PROJECTS. WILL BE PHASED, BUT TRAFFIC ANALYSIS NEEDED TO DETERMINED PHASING.
41	MO 14 W	CHRISTIAN	WESTBOUND JACKSON STREET OPERATIONAL IMPROVEMENTS AND BRIDGE WIDENING FROM RTE. NN TO THIRD STREET.	\$ 650	\$ 2,705	\$ 3,355	ADD WESTBOUND RIGHT TURN LANE AND WIDEN BRIDGE. POTENTIAL COST SHARE WITH OZARK.
34	MO 14 E	CHRISTIAN	SOUTH STREET CAPITAL IMPROVEMENTS FROM 14TH AVENUE TO RTE. W IN OZARK.	\$ 1,396	\$ 7,395	\$ 8,791	
22	US 60 E	GREENE	DESIGN AND ENVIRONMENTAL STUDY FOR EXTENSION TO RTES. 60/MM IN REPUBLIC.	\$ 1,500	\$ -	\$ 1,500	
47	US 60 E	GREENE	EXTEND OZARKSTRAFFIC INTELLIGENT TRANSPORTATION SYSTEM FROM SPRINGFIELD TO ROGERSVILLE	\$ 100	\$ 975	\$ 1,075	MAY REQUIRE PARTIAL FUNDING FROM SOUTHWEST RURAL
25	MO FF S	GREENE	INTERSECTION IMPROVEMENTS AT WEAVER ROAD IN BATTLEFIELD			\$ 2,500	

Total Cost of Tier	\$ 27,721
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OTO Unfunded Needs Tier 2

Available Funds	\$ 117,923
Total Funds - Selected Projects	\$ 119,435
Balance	\$ (1,512)

OTO Score	ROUTE	COUNTY NAME	PROJECT DESCRIPTION	ENG COST	RW CONST COST	TOTAL FUNDS NEEDED	FUNDING COMMENTS
	RT CC E	CHRISTIAN	EXTEND RTE. CC FROM MAIN STREET TO RTE. 160 (MASSEY BOULEVARD).	\$ 1,100	\$ 5,650	\$ 6,750	
	IS 44 E	GREENE	CAPITAL IMPROVEMENTS FROM RTE. 160 (WEST BYPASS) TO RTE. 13 (KANSAS EXPRESSWAY).	\$ 2,310	\$ 11,584	\$ 13,894	POTENTIAL SIX-LANING. RESURFACING IN 2023. COORDINATE WITH INTERSECTION
	MO 13 S	GREENE	PHASE III KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS FROM BENNETT STREET TO RTE. 60 (JAMES RIVER FREEWAY)	\$ 2,200	\$ 9,737	\$ 11,937	
	RP IS44E TO MO125 E	GREENE	RAMP IMPROVEMENTS AT RTE. 125 IN STRAFFORD.	\$ 330	\$ 1,921	\$ 2,251	
	RT ZZ S	GREENE	EXTEND RTE. ZZ TO NEW RTE. 60/RTE. MM INTERSECTION.	\$ 4,869	\$ 24,418	\$ 29,287	
	US 65 S	GREENE	INTERCHANGE IMPROVEMENTS AT RTE. 744 (KEARNEY STREET). CORRIDOR IMPROVEMENTS FROM FARM ROAD 123 TO AZAELEA TERRACE IN BATTLEFIELD.	\$ 2,873	\$ 14,410	\$ 17,283	
	RT FF S	GREENE	SAFETY AND OPERATIONAL IMPROVEMENTS ON SPRINGFIELD ARTERIALS	\$ 1,100	\$ 5,650	\$ 6,750	
	VARIOUS	GREENE				\$ 15,000	
53	MO 13 S	GREENE	PHASE II INTERCHANGE IMPROVEMENTS AT I-44			\$ 3,400	
52	US 60 E	GREENE	INTERSECTION AND CAPITAL IMPROVEMENTS FROM ROUTE P (MAIN ST) TO ROUTE MM			\$ 14,000	
24	RT ZZ S	GREENE	INTERSECTION IMPROVEMENTS AT HINES ST. IN REPUBLIC			\$ 2,170	
30	RT 174	GREENE	INTERSECTION IMPROVEMENTS AT MAIN ST			\$ 2,000	
47	RT CC E	CHRISTIAN	INTERSECTION IMPROVEMENTS AT FREMONT ROAD			\$ 2,000	
44	US 65 S	GREENE	INTERCHANGE IMPROVEMENTS AND MULTIUSE PATH AT RTE. YY (DIVISION ST) AND CAPITAL IMPROVEMENTS ON DIVISION ST			\$ 17,000	
44	US 60 E	GREENE	CAPITAL IMPROVEMENTS ON JAMES RIVER FREEWAY FROM RTE. 160 (WEST BYPASS) TO RTE. 13 (KANSAS EXPRESSWAY)			\$ 16,000	
32	RT MM S	GREENE	CAPITAL IMPROVEMENTS FROM RTE. 360 (JAMES RIVER FREEWAY) TO FARM ROAD 160 IN REPUBLIC			\$ 12,457	
31	RT 14 E	CHRISTIAN	CAPITAL IMPROVEMENTS FROM CHEYENNE ROAD IN NIXA TO FREMONT ROAD IN OZARK			\$ 11,375	
						\$ -	
			Total Cost of Tier			\$ 119,435	

OTO Unfunded Needs Tier 3

Available Funds	\$ 117,923
Total Funds - Selected Projects	\$ 118,141
Balance	\$ (218)

OTO Score	ROUTE	COUNTY NAME	PROJECT DESCRIPTION	ENG COST	RW CONST COST	TOTAL FUNDS NEEDED	FUNDING COMMENTS
49	US 160 E	GREENE	CAPITAL IMPROVEMENTS FROM PLAINVIEW ROAD TO ROUTE 14 (MT. VERNON ST) IN NIXA			\$ 58,726	
41	US 60 E	GREENE	PHASE II INTERCHANGE IMPROVEMENT AT ROUTE 65			\$ 3,000	
	I 44 E	GREENE	WB RAMP IMPROVEMENT AT ROUTE 160 (WEST BYPASS)			\$ 3,000	
	I 44 E	GREENE	PHASE II INTERCHANGE IMPROVEMENTS AT ROUTE 65			\$ 22,500	
39	US 65 S	CHRISTIAN	ADD INTERCHANGE AT LONGVIEW ROAD IN OZARK			\$ 24,915	
20	RT CC E	CHRISTIAN	INTERSECTION IMPROVEMENTS AT OLD CASTLE ROAD IN NIXA			\$ 4,000	
	RT AB S	GREENE	CAPITAL IMPROVEMENTS SOUTH OF ROUTE 160 IN WILLARD			\$ 2,000	
						\$ -	
Total Cost of Tier						\$ 118,141	

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 10/19/2022; ITEM II.G.

Unfunded Multimodal Needs List

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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. This list is now being considered for final adoption by the Technical Planning Committee and Board of Directors.

MoDOT has not stipulated 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
- Local Sidewalks and Trails

Needs Identification

Staff solicited needs from aviation and transit partners and sought input from members regarding rail needs. Regional Trail needs were identified in consultation with the Bicycle and Pedestrian Advisory Committee. Local sidewalk and trail funds were allocated to member jurisdictions. Communities, in consultation with OTO staff, selected projects that fit within the established financial constraints.

STIP PRIORITIZATION SUBCOMMITTEE ACTION TAKEN:

The STIP Prioritization Subcommittee provided input at its September 29, 2022 meeting.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The Bicycle and Pedestrian Advisory Committee provided input at its October 6, 2022 meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the Multimodal Unfunded Needs List to the OTO Board of Directors.”

OR

“Move to ask staff to revisit the needs list to make these changes...”

MoDOT Multimodal Unfunded Needs List, 2022

The list below represents a fiscally constrained set of projects and may not reflect the complete cost of the specified need.

MODOT ARTERIAL SIDEWALK NEEDS (SIDEWALK COST SHARE PROGRAM)	\$7,731
LOCAL BATTLEFIELD SIDEWALK NEEDS	\$329
LOCAL GREENE COUNTY SIDEWALK NEEDS	\$329
LOCAL NIXA SIDEWALK NEEDS	\$526
LOCAL OZARK SIDEWALK NEEDS	\$526
LOCAL REPUBLIC SIDEWALK NEEDS	\$526
LOCAL SPRINGFIELD SIDEWALK NEEDS	\$1,051
LOCAL STRAFFORD SIDEWALK NEEDS	\$329
LOCAL WILLARD SIDEWALK NEEDS	\$329
TRAIL IMPROVEMENTS AT VARIOUS LOCATIONS ON THE CHADWICK FLYER CORRIDOR FROM SPRINGFIELD TO OZARK	\$6,520
TRAIL IMPROVEMENTS AT VARIOUS LOCATIONS ON THE RTE. 66 TRAIL CORRIDOR IN SPRINGFIELD AND STRAFFORD	\$1,689
TRAIL IMPROVEMENTS FROM DOLING PARK TO NORTON ROAD AND TRAIL UNDERPASS AT I-44 ON THE PEA RIDGE CORRIDOR IN SPRINGFIELD	\$2,248
TRAIL IMPROVEMENTS ALONG RT MM/FM RD 103 FROM DALE TO RT M IN REPUBLIC	\$840
INCREASE TRANSIT FREQUENCY IN SPRINGFIELD	\$8,920
REPLACE VEHICLES FOR OATS TRANSIT	\$2,260
CONSTRUCT T-HANGER TAXIWAY AT SPRINGFIELD-BRANSON	\$1,350
REHABILITATE RUNWAY 14-32 AT SPRINGFIELD-BRANSON AIRPORT	\$900
AIRLINE TERMINAL APRON EXPANSION AT SPRINGFIELD-BRANSON AIRPORT	\$6,298
RECONSTRUCT AIR CARGO APRON AT SPRINGFIELD-BRANSON AIRPORT	\$3,152
GRADE SEPARATION OVER BNSF WEST OF US 65 IN SPRINGFIELD	\$7,179
REALIGN RAIL TRACK IN WEST MEADOWS YARD IN SPRINGFIELD	\$6,524

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 10/19/2022; ITEM II.H.

Amendment to the OTO Technical Planning Committee Bylaws

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO staff is proposing a bylaw amendment to reduce the number of Technical Planning Committee voting members, facilitating a quorum at the bimonthly meetings.

The proposal moves some voting members to non-voting members, reduces the number of MoDOT representatives, allows for two alternates per representative, and prohibits individuals from representing more than one voting seat.

PROPOSED BYLAW AMENDMENT

Section 7.1: Membership

The Technical Planning Committee shall be composed of people involved in planning, engineering, public policy, or related fields and whose experience and expertise is valuable for supporting the Organization.

A. Technical Planning Committee - Voting Members shall include the following representatives:

1. MoDOT ~~(Jeff City), Urban Planning Engineer~~ SW District Office Representative
2. MoDOT SW District 8 Office, ~~District Engineer~~ Transportation Planning Manager
3. Springfield/ Branson Airport, ~~Director of Aviation~~ Representative
4. Greene County Highway Department, ~~Administrator~~ Representative
5. City of Springfield Department of Public Works, ~~Traffic Engineer~~ Representative
6. City Utilities of Springfield, Director of Transit Services
7. Greene County Planning Department, ~~Director~~ Representative
- ~~8. MoDot (Jeff City), Assistant Administrator of Transit~~
- ~~9. MoDot District 8 Office, Transportation Planning Manager~~
- ~~10. Representative of the Springfield Area Chamber of Commerce~~
- ~~11. 8~~ Transit representative of Missouri State University
- ~~12. 9~~ Representative of Ozark Greenways
- ~~13. 10.~~ Greene County Highway Department, ~~Chief Engineer~~ Representative
- ~~14. 11.~~ City of Springfield, ~~Director of~~ Public Works Representative
- ~~15. 12.~~ City of Springfield, ~~Director of~~ Planning and Development Representative
- ~~16. 13.~~ Representative from the City of Willard
- ~~17. 14~~ Representative from the City of Strafford
- ~~18. 15.~~ Representative from the City of Republic
- ~~19. Representative of Burlington-Northern Railroad~~
- ~~20. Representative of the Trucking Industry~~
- ~~21. Representative of Private Transportation/Transit Provider~~
- ~~22. Representative of the School District of Springfield R-12~~
- ~~1-~~ 16. Representative from Christian County

- ~~2.~~ 17. Representative from the City of Nixa
- ~~3.~~ 18. Representative from the City of Ozark
- ~~4.~~ 19. Representative from the City of Battlefield

B. Technical Committee - Non-Voting Members shall include the following representatives:

1. Federal Transit Administration Representative
2. Federal Aviation Administration Representative
3. Federal Highway Administration Representative
4. Southwest Missouri Council of Governments Staff Member
5. Representative of the Springfield Area Chamber of Commerce
6. Representative of Burlington-Northern Railroad
7. Representative of the Trucking Industry
8. Representative of Private Transportation/Transit Provider
- 4-9. Representative of the School District of Springfield R-12

C. Terms of Appointments

The members of the Technical Planning Committee shall serve as long as determined by the voting member's jurisdiction except as otherwise specified. No individual, whether elected, appointed, or designated as an alternate, may serve on both the Board of Directors and Technical Planning Committee. No individual, whether elected, appointed, or designated as an alternate, may represent more than one voting seat.

1-D. Appointment of Alternates

Each representative may name ~~one-two~~ (12) members of their staff or ~~a~~ s representatives of their jurisdiction as ~~an~~ s alternates, in writing, who may exercise full member powers during their absence. The alternate's term shall also correspond with the primary representative's term. No individual, whether elected, appointed, or designated as an alternate, may serve on both the Board of Directors and Technical Committee.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on October 12, 2022, the Executive Committee recommended the Board of Directors approve the proposed Technical Planning Committee Bylaws Amendment.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend that the Board of Directors approve the proposed Technical Planning Committee Bylaws Amendment."

OR

"Move to recommend the Board of Directors approve Amendment 2 to the FY 2023-2026 Transportation Improvement Program, with these changes..."

TAB 10

Gardner named new Kimberling City City Administrator

By AJ Fahr
Oct 7, 2022



Kimberling City City Administrator Dawne Gardner in her new office at city hall.

AJ Fahr

The city of Kimberling City has filled the city administrator position, which has been empty since Jerry Harman resigned in May.

Dawne Gardner started her first day on the job on Monday, Oct. 3. Kimberling City Mayor Bob Fritz said Gardner's qualifications and resume made her stand out against multiple other candidates..



"She started on Monday and she was hired a few weeks ago. She has quite the resume," Fritz told Branson Tri-Lakes News. "She has an outstanding resume and that's why we are excited to bring her to the city. The board overwhelmingly liked her and with her background in public service, it was decided she would be the best for our city."

Gardner has a Masters Degree in Public Administration. She is a certified city planner with The American Institute of Certified Planners, who has years of experience in planning and project management.

"This is actually my first job as a city administrator. It's been a life goal. I spent my career working to get to this point," Gardner said. "I worked for about 19 years at MoDOT in the Springfield district, where I worked a lot with federal funds, transportation, administering grants, and writing grants also. Then I went to the city of Springfield, working in their transportation planning. And again, I spent a lot of time managing projects, including capital improvement projects. I was basically the grant writer for any type of transportation project. I do have a master's degree in public administration and my bachelor degree in public administration. I got my bachelor's in 1990 then went back for my masters. I finished that in 2002. I then got my certification for city planning from the AICP."





The American Institute of Certified Planners is the only nationwide organization to provide an independent verification of planners' qualifications. Certified planners pledge to uphold high standards of practice, ethics, and professional conduct, and to keep their skills sharp and up to date by continuously pursuing advanced professional education, according to the AICP website. Members of the AICP who become certified have gone through rigorous classes and an examination, which focuses on all areas of city planning including financial, planning and zoning, environmental, transportation, rural planning and more.

"The certification gives a city planner or administrator more validation. I've gone to the level of expertise in helping city planning and zoning, environmental and so many different fields in planning," Gardner said. "A certified planner gives you the credentials and it helps cities feel more comfortable and confident in your abilities. Having a planning background as a city administrator is the key for a successful city. It is the foundation. It gives people in communities who hire you more confidence that you are an ethical person with an understanding of the environment, the transportation, the city, the rural planning and the planning law. I take my job seriously enough, I want to be certified to make sure that people are confident in my skills."



"I knew from the get go in college that I wanted to work in government. I don't know why, I was just drawn to that. I love public service," Gardner said. "I love every job I have had. My goal in everything is to have a purpose and to make a difference. And if I'm not doing that, I'm not happy. I've loved every job I have had with my whole heart. And I feel that every job has prepared me for this."

Gardner said after finally achieving her career goal she is ready to jump in and help guide Kimberling City into the future with transparency and lots of public input.

"The city is already in a good place. The city staff and Jerry (Harman) have set me up well. Hopefully I can take it from here and move the city where they want to be," Gardner said. "I'm passionate about public engagement. I really feel like that if you go straight to the public and give them the information instead of them hearing bits and pieces as people start talking about things that might get misinterpreted. I really truly want to get out into the public and start meeting people. I want to do open houses and public meetings, so I can get the correct information, correct facts to the people. I think that brings in more community involvement to our community. Change is hard. But change is what keeps you a community so you don't die out. It's a planned change and is inevitable for growth. When people hear growth I think they get scared about what kind of changes. We're not Branson, we don't want to be a Branson. We want to be Kimberling City. We want to be known for our recreation, we want to be known for our friendliness. We want people to come here and enjoy the lake. We want people to come for events, like our Fireburst celebration for the Fourth of July."

Generating revenue and providing services for residents and visitors alike are some of the areas Gardner wants to focus on first.



“We would like to focus definitely on some additional revenue sources. I think that’s a really big need for this area being more of a residential area with a big population of people that come in on the weekends or who have second homes here. We still need to provide the services to our visitors even though our daily population is small, we still need to provide and be able to get services to a wide range of people,” Gardner said. “Creating outdoor recreational spaces are important for the future. Our Park Board has been working on a park plan for Hilltop Park and the design presented to the Board of Aldermen Monday looks incredible and I truly believe a good park in this community is going to be a destination for people. Parks bring communities together. It’s a place to gather. Even people that come in on the weekends will ask, ‘Where’s the park?’ So I think that’s going to be huge to move the city forward.”

Gardner said the city should build on its strengths, being Table Rock Lake and the outdoors living it encourages.

“We want to have our own brand. We want to be our own city, known for our strengths,” Gardner said. “We want to build on those strengths. We have Table Rock Lake and that’s our draw, but we need a little more to go with that. The city has a comprehensive plan to do that, it is my plan to come up with strategies to get the plan in motion.”

For more information contact Kimberling City City Hall at 417-739-4903.

Springfield News-Leader

OZARKS

How often are horse-drawn buggies hit by vehicles in Missouri? More than you think



Ryan Collingwood

Springfield News-Leader

Published 5:30 a.m. CT Sept. 26, 2022 | Updated 1:21 p.m. CT Sept. 28, 2022

SEYMOUR - Higher than the frequency of traffic along U.S. Highway 60 is often the pace of the vehicles zipping down the busy Missouri throughway.

With a commonly exceeded 60 mph speed limit, steady stream of shipping trucks, and multiple lanes of openness on its most rural stretches, the east-west road resembles an interstate freeway.

Stop lights and intersections in Rogersville and Seymour affirm its highway status, as do the horse-drawn buggies braving the shoulder of the road.

Most Missourians, who live in one of the most populated Amish and Mennonite states in the country, have seen this archaic mode of transportation.

In the era of the distracted driver, horse-drawn travel near the flow of much larger and faster motor vehicles seems especially precarious.

Related Horse-drawn buggy rear-ended by pickup results in serious injuries for Texas County man

Inattentive driving is among the most common reasons for buggy vs. vehicle accidents, according to Missouri State Highway Patrol.

They're not rare, often leading to significant bodily injury or death.

Many of the of the accidents reported in Missouri involve a vehicle slamming into the back of a slower-moving buggy.

Hartshorn resident Shetler E. Alvin was driving his buggy on Highway KK near Summerville when it was hit by a teenager in 1998 Chevy Silverado on Aug. 25. Shetler was airlifted to a Springfield hospital for serious injuries. A concrete cause of the accident was not immediately determined.

Nearly a year ago, an 18-year-old Amish woman from Eldorado Springs was seriously injured on Highway 97 in Cedar County after an unknown vehicle struck her buggy in a hit-and-run.

On U.S. 60 near Seymour, the state's largest Amish settlement, these types of accidents are rare, according to mayor Alicia Hagen.

More: Two dead after pursuit with law enforcement in Christian County

Hagen says drivers in town and along the busy highway have grown to expect buggies traversing on the shoulder of the busy highway and throughout the Webster County town of roughly 2,000 residents.

"They're very mindful of the Amish," Hagen said. "And the (Amish) are aware of the fact that the drivers might not be mindful of them."

At nearby two-lane state highways, where buggies are often on the road or tighter shoulders, accidents appear to be much more common, despite a significantly lighter traffic flow.

A history of accidents

According to Missouri State Highway Patrol data provided to the News-Leader, there have been at least 20 animal-drawn vehicle injury accidents - at least 40 incidents resulting in property damage - in Missouri since January 2020. Two resulted in death.

Six people were injured last month when a 71-year-old man reportedly struck the back of a buggy in Johnson County near Holden, southwest of Kansas City.

While there have been several serious accidents in Southwest Missouri in Webster and Texas Counties, there have been a series of fatalities over the past few years.

■ A woman struck a buggy on Shafer Road near Licking in 2017, leading to the death of a 29-year-old pregnant Amish woman. The driver, 83, hit another buggy with her vehicle near Licking less than a year later.

■ An elderly Amish couple was killed in 2015 on U.S. Highway 60 and Highway A five miles east of Seymour after pulling in front of a pickup driven by a 39-year-old man.

■ A 14-year-old boy in a buggy was killed on Highway C in 2014 near Licking after being rear-ended by a pickup.

■ A 77-year-old man succumbed to his injuries in 2014 after his buggy was struck by a 17-year-old in a Ford Mustang at the Intersection of Center Point and Chestnut roads north of Diggins. The teen reportedly crossed the center of the roadway.

Some state highways have narrow shoulders

Webster County Sheriff Royce Cole grew up in Rogersville and became more familiar with Amish and Mennonite culture throughout his adult years, as each population grew.

Working in Marshfield, the county seat, he's steadily developed relationships with the insular, socially-isolated communities over the years.

More: Missouri asks judge to throw out voter ID challenge as groups request immediate trial

Cole is focused on stopping crime in his home county, but he knows the highways and backroads like the back of his hand.

Some are more accommodating to buggy travel than others, he says.

"Those state highways have very little shoulder," said Cole, who noted Highway C and Highway A getting regular buggy travel, despite steady vehicle traffic.

Hagen, the mayor in Seymour, points to the wider shoulder for safety on U.S. Highway 60 to why there's likely fewer accidents.

Some of the highways have stretches of gravel shoulders for buggy travel, but they're often sharing the roads with the vehicles.

That could spell trouble if a driver isn't paying attention, Cole said.

"If they're looking at their cell phone or not paying attention, they could hit a buggy going at a much slower speed," Cole said.

More: Feds allege Springfield restaurant owner fraudulently used PPP funds for home improvements

Cole and Hagen mentioned gravel roads throughout the state highways in their county would make a difference.

There's a confluence of inattentive drivers and a markedly increased Amish population. Nearly 400 people have died in Missouri from 2017-2021 due to distracted driving, according to Coalition of Missouri Roadway Safety.

Missouri has the seventh-highest Amish population in the country, according to The Young Center. In 2021, the Show Me State had 15,520 Amish residents, nearly twice its 2010 figure (9,475).

MSHP said there are often horse-drawn vehicle signs for drivers on state highways with higher volumes of Amish and Mennonite populations.

"They may be used to alert road users to locations where unexpected entries into the roadway might occur," the Missouri State Department of Transportation said in an email.

Working together

The Amish are willfully disconnected from much of modern society and its conveniences. They aim to live simple, look plain and adhere to traditional Christian beliefs.

Known for self-sufficiency and large families, they often stay clear of their respective area's politics and avoid the public eye. Attempts to interview members of a local Amish community were unsuccessful.

While there's often a cultural divide between the Amish and their non-Amish neighbors, Hagen says there's mostly a mutual respect in Seymour, where the local McDonald's parking lot has a hitch post for their horses. They've been known to eat at the corporate chain.

The J.A. County Store north of Seymour sells Amish goods and monitors its cash-only transactions with paper and a pencil.

"They're good neighbors and hard workers," Hagen said. "They're peaceful and contribute to our community."

While the Amish settlement in the Licking area has grown exponentially in Texas County over the last decade, Seymour has long been an Amish enclave, making up a good chunk of Webster County's overall population of more than 39,000.

There come times when leaders of the Amish communities and city and county governments discuss issues in regard to land and travel, often evoking their leader, a bishop.

This was among the points of Missouri State professor Krista Evans' 2021 study on "Common Ground: An Examination of Rural Planning and the Growing Amish Presence in Missouri," where she cited several experts, including engineer and transportation project manager Steve Prange.

Prange also wants safer roads.

"We are trying our best to separate the modes of transportation in Webster County to increase safety for everyone," he said in an email.

Hagen noted that buggies must adhere to local regulations. They're required by law to have a reflective triangle on the back, and the left side a orange luminated orange lens. After dark, a luminated red lens is also mandated.

The Amish are not required to carry insurance on horse-drawn carts or buggies because they are not considered a motor vehicle.

October 12, 2022

7:15 am » Six State DOTs Sign 'Equity in Infrastructure' Pledge

[\(https://aashtojournal.org/\)](https://aashtojournal.org/)

The National Highway Traffic Safety Administration projected a 4.9 percent decline in motor vehicle crash fatalities for the second quarter of 2022 compared to the same quarter in 2021. However, the agency noted that its early estimates indicated traffic fatalities for the first six months of 2022 increased 0.5 percent compared to the same period in 2021.

[Above photo by the Kansas DOT]

NHTSA noted that decline in traffic fatalities during the second quarter of 2022 is the first quarterly decline after seven consecutive quarters of year-to-year increases in fatalities that began in the third quarter of 2020.

The agency added that preliminary data reported by the Federal Highway Administration indicates vehicle miles traveled or VMT during the first half of 2022 increased by about 43.2 billion miles, or about 2.8 percent. That means the fatality rate for the first half of 2022 decreased to 1.27 fatalities[^]

per 100 million VMT, down from the projected rate of 1.30 fatalities per 100 million VMT in the first half of 2021.

“Although it is heartening to see a projected decline in roadway deaths in recent months, the number of people dying on roads in this country remains a crisis,” stressed Ann Carlson, NHTSA’s acting administrator, in a statement (<https://www.nhtsa.gov/press-releases/early-estimates-traffic-fatalities-first-half-2022>).

The agency also noted that, during the COVID-19 pandemic, a marked increase in fatalities and in the fatality rate began in 2020 and did not let up until the second quarter of 2022.

Research indicated that speeding became a key factor driving that two-year spike in fatalities.



Ann Carlson

According to a study (<https://www.iihs.org/news/detail/pandemic-lockdowns-made-rush-hour-speeding-risky-driving-the-new-normal>) issued by the Insurance Institute for Highway Safety in July (<https://aashtojournal.org/2022/07/08/study-covid-19-pandemic-sparked-speeding-epidemic/>), speeding by motorists increased during the morning and afternoon commuting hours in the early months of the COVID-19 pandemic and never slowed down.

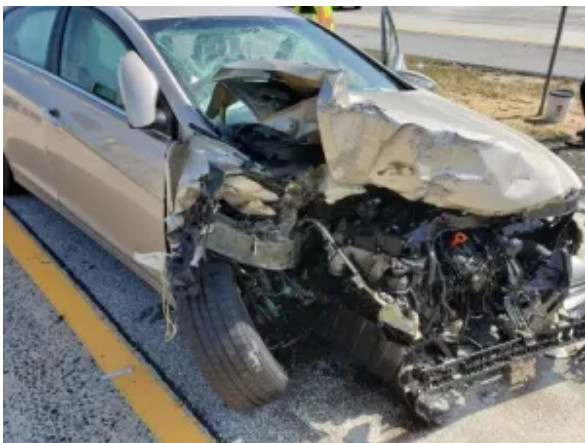


Photo by the Delaware DOT

Those findings dovetailed with a report issued by national transportation research nonprofit TRIP in late June (<https://aashtojournal.org/2022/07/01/trip-report-analyzes-recent-spike-in-traffic-fatalities/>), which noted that traffic fatalities in the U.S. surged by 19 percent from 2019 to 2021, even as vehicle travel rates plummeted due to the COVID-19 pandemic.

TRIP’s report – entitled “Addressing America’s Traffic Safety Crisis: Examining the Causes of Increasing U.S. Traffic Fatalities and Identifying Solutions to Improve Road User Safety

(<https://tripnet.org/reports/addressing-americas-traffic-safety-crisis-trip-report-june-2022>)” – said that spike in traffic fatalities is largely related to higher rates of “risky driving” behaviors, such as speeding and impairment due to alcohol and/or drug use.

State departments of transportation all over the country (<https://aashtojournal.org/2020/04/24/state-dots-initiate-efforts-to-combat-covid-19-speeding-increase/>) recognized the negative safety implications of the speeding spiked early on in the COVID-19 pandemic and have sought ways to reverse it over the last two years.

A recent example is the “It’s Not a Game” a multimedia safety campaign launched in June (<https://aashtojournal.org/2022/06/10/illinois-dot-launches-new-multimedia-safety-campaign/>) by the Illinois Department of Transportation.

That campaign seeks to reduce injuries and fatalities associated with motorcycles, bicycles, pedestrians, work zones, as well as boost seatbelt usage and reduce impaired and distracted driving.



Meanwhile, Maryland’s Motor Vehicle Administration – a division of the Maryland Department of Transportation – participated in a pilot test of a combination of enforcement, engineering, and public outreach efforts to reduce speeding.

That project (<https://aashtojournal.org/2022/06/17/maryland-serves-as-test-site-for-anti-speeding-project/>) – spearheaded by IIHS – reduced average speeds by 9 percent, alongside a 78 percent reduction in the odds that a vehicle exceeded the speed limit by any amount and an 80 percent reduction in the odds of a driver going more than 10 mph over the limit.

092322 ([HTTPS://AASHTOJOURNAL.ORG/TAG/092322/](https://aashtojournal.org/tag/092322/))

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October 12, 2022

1:21 pm » USDOT Increases TIFIA Lending Limit for Transit Projects

[\(https://aashtojournal.org/\)](https://aashtojournal.org/)

A growing shortage of small buses is creating a “burgeoning crisis” in the small bus industry that threatens the ongoing operations of rural, small-city, paratransit and nonemergency medical transportation providers across the nation.

[Above photo by TxDOT]

That’s the warning delivered by the Community Transportation Association of America, the American Public Transportation Association, and the American Association of State Highway and Transportation Officials in an October 3 letter (<https://mtap.transportation.org/wp-content/uploads/sites/42/2022/10/2022.10.03-BusCrisis-Sign-on-Letter-CTAA-APTA-and-AASHTO.pdf>) sent to the U.S. Department of Transportation.

“Today, the demand for small buses, particularly body-on-chassis vehicles, far outstrips supply with estimates of 20,000 small bus purchases currently backlogged,” the groups said in their letter. “We need your assistance in securing more chassis for the small bus marketplace so the trips [provided by] these types of buses can safely continue.”

The letter highlighted recent dialogue among transit agencies, state departments of transportation, bus dealers, and bus manufacturers regarding the current challenging state of the small bus marketplace:



Photo by the Colorado DOT

A survey of state DOTs last month revealed that three quarters of them feel an “unprecedented level of concern” regarding standard vehicle replacements and maintaining a state of good repair, with more than one-half of agencies having had a small bus purchasing contract or agreement terminated in 2022.

Bus dealers predict the small bus backlog to eclipse 20,000 nationwide in 2023, and expect full recovery of the market to take between five to seven years.

The largest small bus manufacturer currently has one of seven manufacturing facilities up-and-running, and can only meet 25 percent of demand.

Prices for these vehicles are running 30 percent to 70 percent above pre-pandemic levels.

CTAA, APTA, and AASHTO jointly developed several potential solutions for USDOT to consider that would help alleviate the small bus shortage:

Encourage chassis manufacturers to set aside units for vital public transportation and for small buses.

Streamline current procurement regulations, with an emphasis on flexibility, because of the unprecedented nature of current small bus crisis. Use the vehicle backlog, nationally, to determine the timeframe for these procurement process changes.

Expand the Federal Transit Administration’s proposed “Buy America” waiver to include passenger vans (<https://aashtojournal.org/2022/08/05/aashto-comments-on-ftas-buy-america-waiver-proposal/>), while waiving “Buy America” requirements for small buses and vans when manufacturers are not able to guarantee delivery within 12 months or less of an order. Use this temporary waiver to incentivize manufacturers to locate production facilities in the United States.

Offer clear guidance to FTA grantees on how to amend bus procurements or reprogram funds if vehicle delivery cannot be completed under the terms of the original procurement agreement.

“In summary, we strongly encourage USDOT to help the public transit industry secure additional chassis for the small bus market,” they said.

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October 12, 2022

1:23 pm » Transportation Groups Warn USDOT of Small Bus Shortage

[\(https://aashtojournal.org/\)](https://aashtojournal.org/)

The Federal Highway Administration has issued final approvals for the remaining electric vehicle or EV infrastructure deployment plans submitted by all 50 states, the District of Columbia, and Puerto Rico. The agency initially approved 35 of those plans in mid-September (<https://aashtojournal.org/2022/09/16/hwa-approves-35-state-ev-charging-infrastructure-plans/>).

[Above photo by the Arizona DOT]

Those plan approvals allow the transportation departments in all 50 states, the District of Columbia, and Puerto Rico to unlock more than \$900 million in fiscal year 2022 and 2023 funding available through the National Electric Vehicle Infrastructure or NEVI formula program (<https://aashtojournal.org/2022/02/11/usdot-doe-launch-ev-infrastructure-formula-program/>), FHWA said.

The agency noted that the \$1.2 trillion Infrastructure Investment and Jobs Act or IIJA, enacted in November 2021 (<https://aashtojournal.org/2021/11/19/biden-signs-infrastructure-bill-outlines-implementation-priorities/>), provides \$5 billion in funds for the NEVI program over the next five years to help build EV chargers covering approximately 75,000 miles of highway across the country.



Photo by the Arizona DOT

In addition, since all those plans received approval, FHWA said each state, territory, or district could now deploy NEVI funding to a cover a wide range of EV charging infrastructure and related investments, including:

Upgrade of existing and construction of new EV charging infrastructure;

Operation and maintenance costs of these charging stations;

Installation of on-site electrical service equipment;

Community and stakeholder engagement;

Workforce development activities;

EV charging station signage;

Data sharing activities; and

Related mapping analysis and activities.

“With this greenlight, states, the District of Columbia, and Puerto Rico can ramp up their work to build out EV charging networks that will make driving an EV more convenient and affordable for their residents and will serve as the backbone of our national EV charging network,” noted Stephanie Pollack, FHWA’s acting administrator, in a statement (<https://highways.dot.gov/newsroom/historic-step-all-fifty-states-plus-dc-and-puerto-rico-greenlit-move-ev-charging-networks>).

FHWA is also working on related efforts to establish “ground rules” for EV charging infrastructure investment via a notice of proposed rulemaking (<https://www.federalregister.gov/documents/2022/06/22/2022-12704/national-electric-vehicle-infrastructure-formula-program>) issued in June (<https://aashtojournal.org/2022/06/10/fhwa-issues-proposed-rulemaking-for-ev-infrastructure/>) that would establish “minimum standards and requirements” for NEVI-funded projects.

[Editor's note: The American Association of State Highway and Transportation Officials sent a 13-page letter (<https://policy.transportation.org/wp-content/uploads/sites/59/2022/08/AASHTO-Comments-to-FHWA-on-NEVI-NPRM-2022-08-20-FINAL.pdf>) to FHWA on August 20 (<https://aashtojournal.org/2022/08/26/aashto-responds-to-proposed-nevi-program-rulemaking/>) providing feedback on the agency's proposed NEVI program rulemaking.]

FHWA also proposed a “Buy America” waiver that would allow for a shorter ramp up period for the domestic manufacturing of EV charging materials, which AASHTO commented on as well

(<https://aashtojournal.org/2022/08/19/aashto-provides-feedback-on-buy-america-waivers/>).



Photo by the Connecticut DOT



Gabe Klein. Photo by the District of Columbia DOT.

In a related announcement, the U.S. Departments of Transportation and Energy named Gabe Klein – former commissioner of the Chicago Department of Transportation and director of the District of Columbia Department of Transportation – executive director of the Joint Office of Energy and Transportation on September 20

(<https://www.transportation.gov/briefing-room/doe-and-dot-announce-gabe-klein-lead-joint-office-energy-and-transportation>).

He will oversee efforts to build out a national EV charging network, with a focus on filling gaps in rural and disadvantaged communities and hard-to-reach locations, as well as other vehicle electrification programs within USDOT and DOE.

The Joint Office provides technical assistance, analysis, and support to states and localities to help electrify the nation's transportation system. In February (<https://aashtojournal.org/2022/02/25/mou-seeks-to-expand-national-ev-charging-network/>), AASHTO, the National Association of State Energy

Officials, USDOT and DOE signed a memorandum of understanding (<https://aashtonews.wpengine.com/wp-content/uploads/2022/02/NASEO-AASHTO-JOET-NEVI-MOU-Signed-Final.pdf>) to coordinate nationwide investment in EV charging station infrastructure.

“The focus on electric vehicle charging infrastructure across our national transportation network is a huge step to reducing greenhouse gas emissions, and we applauded the administration’s focus on this issue,” Jim Tymon, AASHTO’s executive director, said at the time.

“Many state DOTs have found success in their own EV charging infrastructure programs and know first-hand that collaboration between state energy offices and other agencies is instrumental to success,” he noted. “This is a massive undertaking and this partnership will ensure all stakeholders are on the same page when it comes to challenges, concerns, best practices, and lessons learned.”



Jim Tymon. Photo by AASHTO.

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