



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS MEETING AGENDA

DECEMBER 17, 2020  
12:00 - 1:30 PM

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



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Board of Directors Meeting Agenda

December 17, 2020

12:00 – 1:30 p.m.

The Board of Directors will convene with a web meeting via Zoom (details to be emailed separately).

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

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

**and the full agenda will be made available on the OTO website: [ozarkstransportation.org](http://ozarkstransportation.org)**

Call to Order .....NOON

#### I. Administration

##### A. Introductions

##### B. Approval of Board of Directors Meeting Agenda

(2 minutes/Cossey)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA**

##### C. Approval of October 15, 2020 Minutes ..... Tab 1

(2 minutes/Cossey)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES**

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

(5 minutes/Cossey)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on

December 16<sup>th</sup> to [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org) or at

<https://www.ozarkstransportation.org/give-us-your-input#comments>. These comments will

be provided to the Board prior to the meeting. Any public comment received since the last

meeting has been included in the agenda packet.

##### E. Executive Director's Report

(5 minutes/Fields)

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

##### F. MoDOT Update

(5 minutes/MoDOT)

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

##### G. Legislative Reports

(5 minutes/Cossey)

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

## **II. New Business**

### **A. FY 2020 Independent Financial Statement Audit Report..... Tab 3 (10 minutes/Cameron)**

The OTO Treasurer will provide an overview of the FY 2020 Independent Financial Audit Report.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FY 2020 INDEPENDENT SINGLE AUDIT REPORT**

### **B. Financial Statements for 1<sup>st</sup> Quarter 2020-2021 Budget Year ..... Tab 4 (5 minutes/Cameron)**

The OTO Treasurer will present the first quarter financial statements.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FIRST QUARTER FINANCIAL STATEMENTS**

### **C. 2021 Legislative Priorities..... Tab 5 (5 minutes/Fields)**

OTO Legislative Priorities for the 2021 Legislative Session are included for review and approval.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE DRAFT 2021 LEGISLATIVE PRIORITIES.**

### **D. Annual Listing of Obligated Projects ..... Tab 6 (2 minutes/Longpine)**

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.334.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE ANNUAL LISTING OF OBLIGATED PROJECTS**

### **E. FY 2020-2023 TIP Administrative Modification Numbers Six and Seven ..... Tab 7 (2 minutes/Longpine)**

Included for member review are changes made to the FY 2020-2023 Transportation Improvement Program as part of Administrative Modifications Numbers Six and Seven.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

### **F. Amendment Number Seven to the FY 2020-2023 TIP ..... Tab 8 (5 minutes/Longpine)**

MoDOT and OTO member jurisdictions are requesting to amend the FY 2020-2023 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NUMBER SEVEN**

### **G. September 30, 2020 Federal Funds Balance Report..... Tab 9**

(5 minutes/Longpine)

OTO has updated the Federal Funds Balance Report for the Federal Fiscal Year ending September 30, 2020. Members are requested to review the report and advise staff of any discrepancies.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**H. Safety, System Condition, System Performance, and Transit Safety Targets..... Tab 10**  
(10 minutes/Longpine)

The OTO must adopt performance measures relating to safety, bridge and pavement condition, system performance, and transit safety. The proposed measures are included for review.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE PROPOSED TARGETS**

**I. Appointment of 2021 OTO Officers..... Tab 11**  
(5 minutes/Nominating Committee)

The OTO Board of Directors Nominating Committee will present the 2021 Slate of Officers and the Executive Committee members (1-year term).

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPOINT THE OFFICERS AND THE EXECUTIVE COMMITTEE MEMBERS**

**J. Welcome to New Chairman and Vice-Chairman**  
(2 Minutes/Cossey)

**NO ACTION REQUIRED**

**K. Board of Directors 2021 Meeting Schedule ..... Tab 12**  
(2 minutes/Fields)

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**III. Other Business**

**A. Board of Directors Member Announcements**

(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

**B. Transportation Issues for Board of Directors Member Review**

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

**C. Articles for Board of Directors Member Information ..... Tab 13**  
(Articles attached)

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



The next Board of Directors regular meeting is scheduled for Thursday, January 21, 2021 at 12:00 P.M. as a web meeting via Zoom.

#### Attachments

Pc: Ken McClure, Mayor, City of Springfield  
Matt Morrow, President, Springfield Area Chamber of Commerce  
Joelle Cannon, Senator Blunt's Office  
Dan Wadlington, Senator Blunt's Office  
David Stokely, Senator McCaskill's Office  
Jeremy Pruett, Congressman Long's Office  
Area News Media

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 Debbie Parks 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](http://www.ozarkstransportation.org) or call (417) 865-3042.

**TAB 1**

**BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM I.C.**

**October 15, 2020 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are the minutes from the Board of Directors October 15, 2020 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the Board of Directors October 15, 2020 meeting minutes.”

OR

“Move to approve the Board of Directors October 15, 2020 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
October 15, 2020**

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

The following members were present:

Mr. Chuck Branch, Citizen-at-Large  
Mr. Jerry Compton, Citizen-at-Large  
Mr. Brad Gray, City of Willard (a)  
Mr. Skip Jansen, City Utilities  
Mr. Andrew Lear, City of Springfield  
Mr. James O'Neal, Citizen-at-Large

Mr. Ralph Phillips, Christian County  
Mr. Mike Schilling, City of Springfield  
Ms. Martha Smartt, City of Strafford (a)  
Mr. Dan Smith, City of Springfield (a)  
Mr. Richard Walker, Citizen-at-Large  
Mr. Brian Weiler, Airport Board (a)

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

Others Present: Mr. Steve Campbell and Mr. Frank Miller, MoDOT; Ms. Joelle Cannon and Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

Vice-Chair Lear called the meeting to order at approximately 12:03 p.m.

**I. Administration**

**A. Welcome and Roll Call**

Self-introductions were not made due to the challenges associated with video conferencing.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Present
Mr. Chuck Branch	Present	Mr. Andrew Lear	Present
Mr. David Cameron	Absent	Mr. James O'Neal	Present
Mr. Steve Childers	Absent	Mr. Ralph Phillips	Present
Mr. Jerry Compton	Present	Mr. Mike Schilling	Present
Mr. Travis Cossey	Absent	Ms. Martha Smartt	Present
Mr. Bob Dixon	Absent	Mr. Dan Smith	Present
Ms. Jan Fisk	Absent	Mr. Richard Walker	Present
Mr. Brad Gray	Present	Mr. Brian Weiler	Present
Ms. Debra Hickey	Absent		

A quorum was present.

**B. Approval of Board of Directors Meeting Agenda**

Mr. Weiler moved to approve the October 15, 2020 agenda. Mr. Jansen seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	Absent	Mr. James O'Neal	Aye
Mr. Steve Childers	Absent	Mr. Ralph Phillips	Aye
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Absent	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Absent	Mr. Dan Smith	Aye
Ms. Jan Fisk	Absent	Mr. Richard Walker	Aye
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

**C. Approval of August 20, 2020 Meeting Minutes**

Mr. Jansen moved to approve the minutes from the August 20, 2020 meeting. Mr. O'Neal seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	Absent	Mr. James O'Neal	Aye
Mr. Steve Childers	Absent	Mr. Ralph Phillips	--
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Absent	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Absent	Mr. Dan Smith	Aye
Ms. Jan Fisk	Absent	Mr. Richard Walker	Aye
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

**D. Public Comment Period for All Agenda Items**

Mr. Lear advised there were public comments included in the packet. Mr. Lear asked for comments or questions. There were none.

**E. Executive Director's Report**

Ms. Fields reported there are no new projects in terms of funding given the COVID delay of the STIP. Ms. Fields advised the first Cost Share deadline is in March 2021, if anyone was interested in applying. She shared the website with the Board that details the deadlines and program details.

Ms. Fields stated OTO is still conducting meetings through Zoom. There has been a delay in work on the Long Range Transportation Plan that was scheduled over the summer. Meetings are beginning again with the Technical Planning Committee for the purpose of drafting the L RTP to have it completed by next year.

OTO staff is continuing training on-line which has reduced costs associated with travel to the trainings.

#### **F. MoDOT Update**

Mr. Miller reported the number of bridges categorized as poor condition has ballooned since 2015. The Governor's Focus on Bridges program will provide some much needed relief. There will be 33 structures replaced or rehabilitated through this program. He stated the I-44 Project Bridge Rebuild, the design-build between Joplin and Springfield, will include another 19 structures which will cut into the 33 structures. They are having conversations to follow with another bridge bundle that would make further improvements on Interstate 44. This would include a perimeter/parallel corridor to I-44 to capture some rural bridges into that program. He stated MoDOT has been averaging 20-25 structures per year in the STIP for replacement or rehabilitation. In the last 5-year period, they are averaging about 35 structures per year that age or deteriorate into the poor condition category, which is challenging. Their Asset Management Program and Forecasting Model indicates 2022 will be the trough of poor condition bridges within the Southwest District and see a turnaround in this area.

Mr. Miller stated their current focus is readying for winter operations, how to prioritize and be strategic in ensuring they can provide a continued level of service through the Springfield area. They have been advertising several jobs throughout the district. Their goal is to have just over 2 drivers per snowplow. They struggle to fill these positions around the Springfield area.

Mr. Miller said MoDOT's major projects continue to remain on schedule. They received a new revenue report for the month of September. The fuel tax came through slightly above projections. This is the first time that has happened in the last 270 days. There will be conversations regarding opening and confirming some letting schedules for the next 3-4 months.

Mr. Lear asked why the Springfield area was difficult to hire for their winter operations. Mr. Miller stated due to the competing industries and availability of jobs with competitive starting pay.

#### **G. Legislative Reports**

Mr. Wadlington with Senator Blunt's Office reported they negotiated an extension to the fiscal year for funding avoiding a government shutdown. This included an extension of the Highway Bill. Details of an infrastructure program will not be known until after the election.

Ms. Fields stated, with the 1-year extension of the Highway Bill, OTO will be getting an annual allocation for the STBG-Urban, TAP, and BRO funds that go to the counties.

## **II. New Business**

### **A. FY 2021 UPWP/Operational Budget Amendment One**

Ms. Fields stated there is an amendment to the 2021 Unified Planning Work Program, with the following proposed changes; to add the purchase of aerial photos, to decrease the salary/fringe line, to decrease the transportation consultant line, and to remove the 2021-2024 TIP. The total budget amount will remain the same.

Mr. Weiler made a motion to approve the FY 2021 UPWP Amendment One and Operating Budget Amendment One. Mr. Schilling seconded the motion. A roll call vote was taken.

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	Absent	Mr. James O'Neal	Aye
Mr. Steve Childers	Absent	Mr. Ralph Phillips	Aye
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Absent	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Absent	Mr. Dan Smith	Aye
Ms. Jan Fisk	Absent	Mr. Richard Walker	Aye
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

### **B. Chesterfield Lofts Lease Renewal**

Ms. Fields reported the OTO relocated to the current location in Chesterfield Village in 2016. At the time, OTO entered a five-year lease with two five-year lease renewal options. Each renewal includes a one-time five percent increase in rent that is fixed for the term of the lease. The new rent will be \$4,505. The renewal option must be exercised by the end of October. The term of the renewal will be April 1, 2021 through March 30, 2026.

The current space includes a large conference room, five offices, a small conference area, copy area, and front desk reception area. OTO currently has five employees and has space for two additional employees. In addition, the small conference area could be converted to an additional working space. The current space should serve the OTO needs over the next five years.

Mr. Lear asked for clarification that the rent was a fixed amount with no escalation over the next 5 years. Ms. Fields confirmed it is a fixed amount with no escalation.

Mr. Jansen made a motion to approve the Chesterfield Lofts, LLC lease renewal for five years expiring March 30, 2026. Mr. Schilling seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	Absent	Mr. James O'Neal	Aye
Mr. Steve Childers	Absent	Mr. Ralph Phillips	Aye
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Absent	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Absent	Mr. Dan Smith	Aye
Ms. Jan Fisk	Absent	Mr. Richard Walker	--
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

#### C. 2019 State of Transportation Report

Ms. Longpine stated as another step to inform the public of transportation concerns in the region, OTO has produced a State of Transportation Report, which includes achievements and statistics from 2019. This report is produced annually and made available at public events and on the OTO website. Accompanying the report is an infographic showing progress on the performance measures from the long range transportation plan, *Transportation Plan 2040*.

Mr. Schilling asked if there was data on speeding and if it was taken into account in any way, if it is related to congestion, and if it is reflected in any accident figures. Ms. Longpine stated that data has not been looked at during this current year, but it could be reviewed. Speed is tracked along the corridors with the travel time software, but if the rest of the traffic is moving slow, an overall change in speed may not occur.

Ms. Longpine advised this agenda item was informational only.

#### D. Amendment Number Six to the FY 2020-2023 TIP

Ms. Longpine said there are 16 items requested by MoDOT and OTO members included as part of Amendment Number Six to the FY 2020-2023 Transportation Improvement Program. Ms. Longpine highlighted the 16 items.

Mr. Smith made a motion to approve Amendment 6 to the FY 2020-2023 TIP. Mr. Compton seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye



Mr. David Cameron	Absent	Mr. James O'Neal	Aye
Mr. Steve Childers	Absent	Mr. Ralph Phillips	Aye
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Absent	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Absent	Mr. Dan Smith	Aye
Ms. Jan Fisk	Absent	Mr. Richard Walker	Aye
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

**E. Federal Functional Classification Change Request**

Mr. Thomason reported 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 City of Strafford has requested the following changes to the federal functional classification system.

- 1) **Roadway Name-** N. Orchard Drive --- from Stan Harriman Blvd to E. Evergreen Street  
Stan Harriman Blvd --- from N. Orchard Drive to Hwy 125  
E. Evergreen Street --- from N. Orchard Drive to Hwy 125

**Current Functional Classification** – Local – All

**Requested Functional Classification** – Minor Collector – All

**Major Thoroughfare Plan** – Collector – All

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

Mr. Schilling made a motion to approve the Federal Functional Class Change. Mr. O'Neal seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	Absent	Mr. James O'Neal	Aye
Mr. Steve Childers	Absent	Mr. Ralph Phillips	Aye
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Absent	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Absent	Mr. Dan Smith	Aye
Ms. Jan Fisk	Absent	Mr. Richard Walker	--

Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

**F. STIP Prioritization Update**

Ms. Fields reported, at the end of 2019, OTO worked to prioritize projects for the region. This prioritization is used by MoDOT to program new projects in the STIP. After working with MoDOT through the winter, the Technical Planning Committee agreed to a list of projects that could be added with the available funding. A Draft STIP was developed and submitted to MoDOT leadership for final approval in March. The Draft STIP was never approved due to the funding challenges associated with COVID.

The projects proposed in various years between FY 2021 and FY 2025 include:

- James River Freeway widening from National to Kansas Expressway
- I-44 widening from US65 to Glenstone
- CC/22<sup>nd</sup> Intersection
- ITS Improvements

OTO typically reprioritizes every year, however, OTO staff is not planning a new round of prioritizations as there were no projects officially funded resulting from the last prioritization. In addition, travel time data is not reliable given the changing travel patterns from the pandemic.

Ms. Fields stated this was informational only.

**III. Other Business**

**A. Board of Directors Member Announcements**

There were no member announcements.

**B. Transportation Issues for Board of Directors Member Review**

Ms. Cannon from Senator Blunt's Office reported the Continuing Resolution that was just passed included a 1-year extension to the FAST Act. She reported the Senate is doing the confirmation hearings. An update on a deal involving CARES Act funding or more relief for COVID probably will not happen until after the election.

**C. Articles for Board of Directors Member Information**

Ms. Fields noted the Governor appointed a new member to the Highway Commission. The new appointee was not from this area.

**IV. Adjourn meeting**

Mr. Weiler made a motion the meeting be adjourned at 12:53 P.M. Mr. Schilling seconded the motion. A roll call vote was taken.

<b>Member</b>	<b>Vote</b>	<b>Member</b>	<b>Vote</b>
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	Absent	Mr. James O'Neal	Aye
Mr. Steve Childers	Absent	Mr. Ralph Phillips	Aye
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Absent	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Absent	Mr. Dan Smith	Aye
Ms. Jan Fisk	Absent	Mr. Richard Walker	--
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

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Steve Childers  
OTO Secretary

**TAB 2**

**BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM I.D.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are Public Comments for the time frame between October 15, 2020 and December 16, 2020.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.

**Concerning: I-44 EB Off-Ramp visibility to turn right onto N Glenstone**

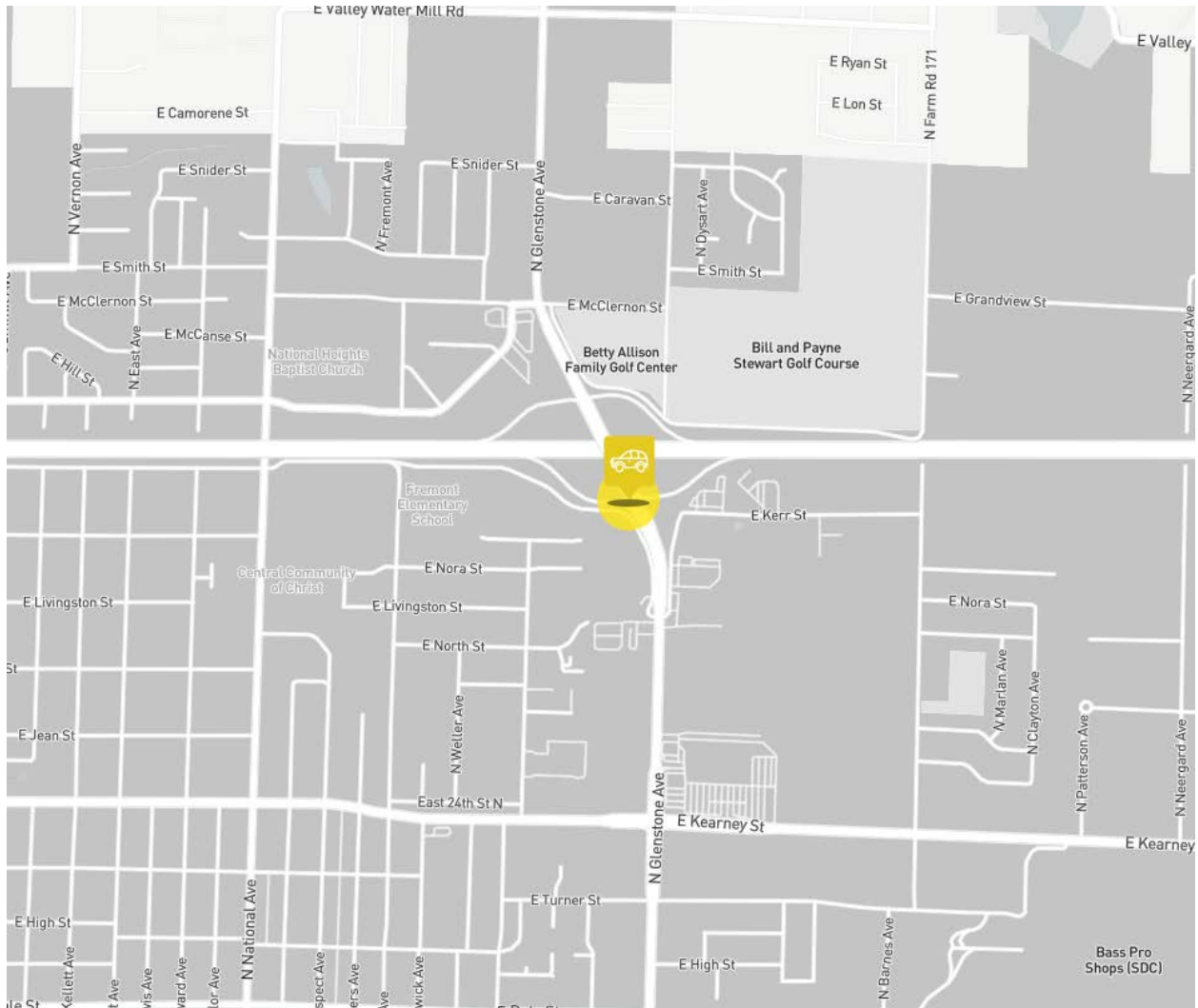
**Name:** Matt

**Type:** Point

**Coordinates:** [-93.2619148492813,37.24890582733389]

**Category:** motor-point

**Comment:** For the EB I-44 off ramp, the stop bar for the left turn lane to go N on Glenstone is so close to intersection that it's nearly impossible to see to turn right on red (as allowed to by sign) without pulling forward so far you feel like you're already in the middle of Glenstone. Moving it back even 5 ft would make a huge difference for visibility turning right.



**Concerning: I-44 EB On-ramp at Chestnut Expressway**

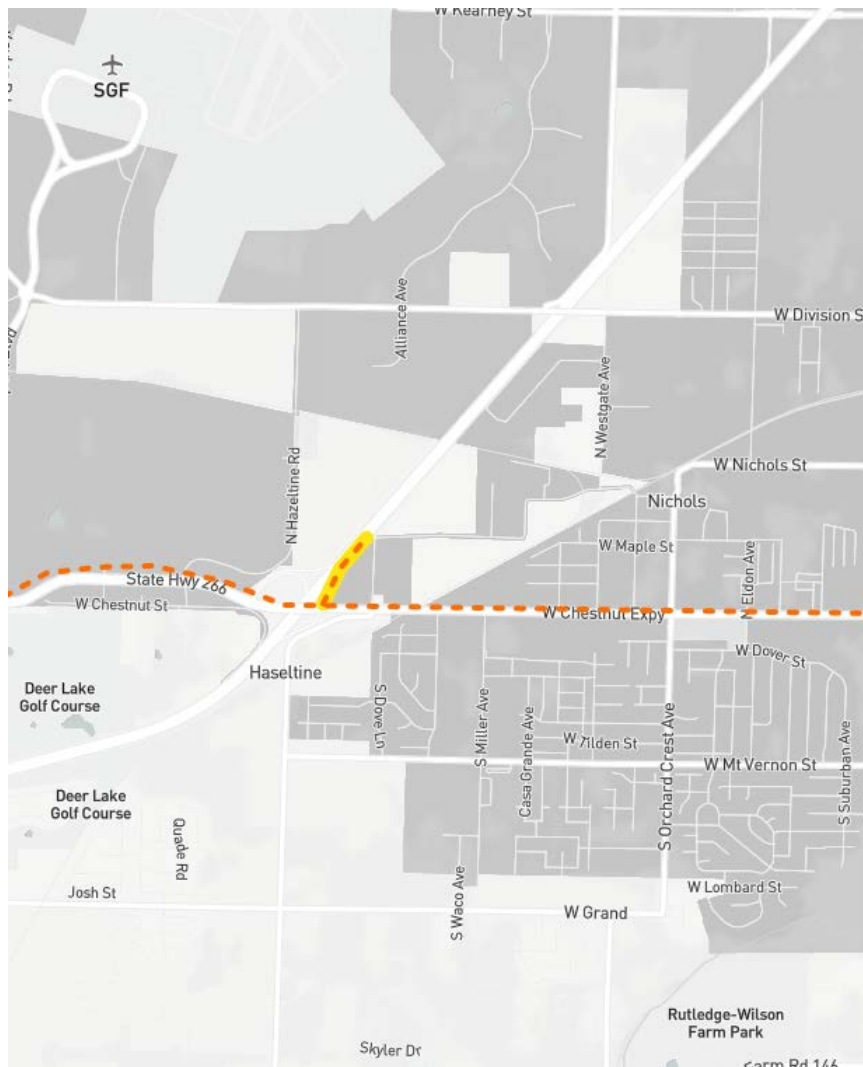
**Name:** Matt

**Type:** LineString

**Coordinates:** [[-93.3837890625,37.21286569199217],[-93.38280200958252,37.21452328391539],[-93.38117122650146,37.21602704714352]]

**Category:** motor-route

**Comment:** The on-ramp to I-44 EB at Chestnut is insanely short. Lots of trucks from truck stop go really slow down ramp and cars have to accelerate really fast once on 44 and/or traffic on 44 has to get over quickly or decelerate quickly to avoid slow trucks.



**Concerning: Parking lot/access to James River recreation**

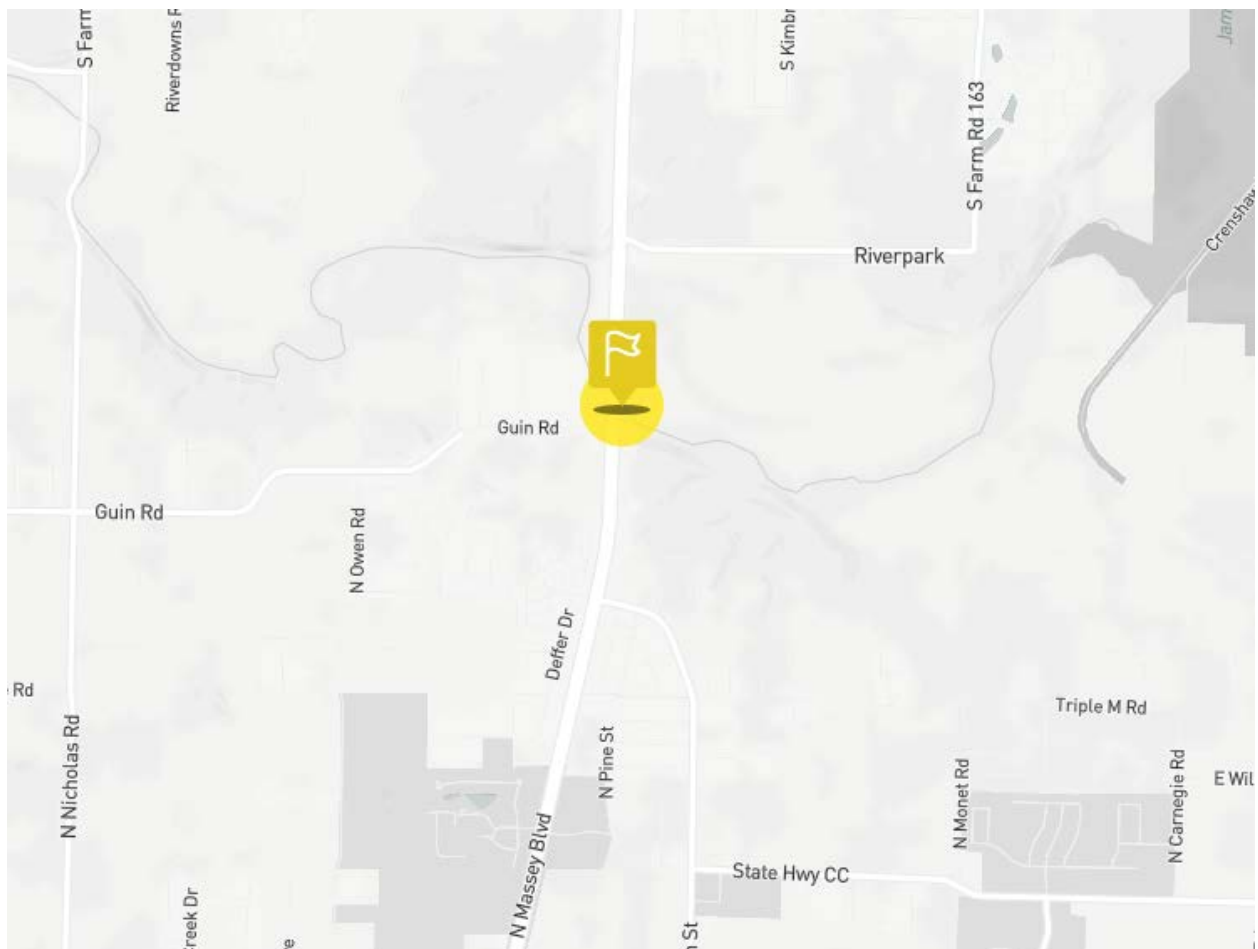
**Name:** Sam Kucera

**Type:** Point

**Coordinates:** [-93.29742729663847,37.091737481941465]

**Category:** other-point

**Comment:** Add a parking lot/access area for James River recreation.





**Concerning: In Nixa, adding sidewalks & crosswalks for access to Walmart**

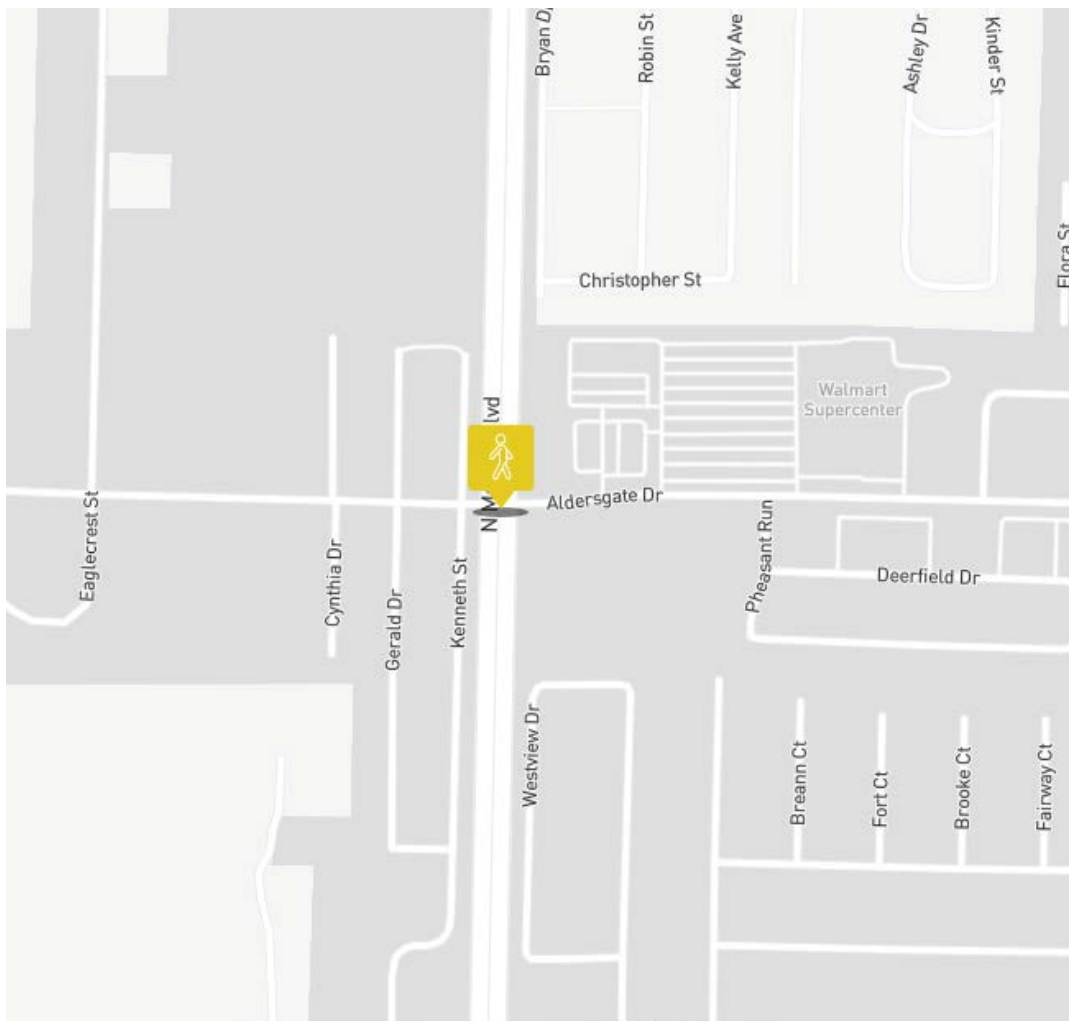
**Name:** Sam Kucera

**Type:** Point

**Coordinates:** [-93.30345690250397,37.06008309293465]

**Category:** pedestrian-point

**Comment:** Add crosswalks and sidewalks so that residents can walk to Walmart.



**Concerning: South Campbell & Farm Road 157 – request for turn lane**

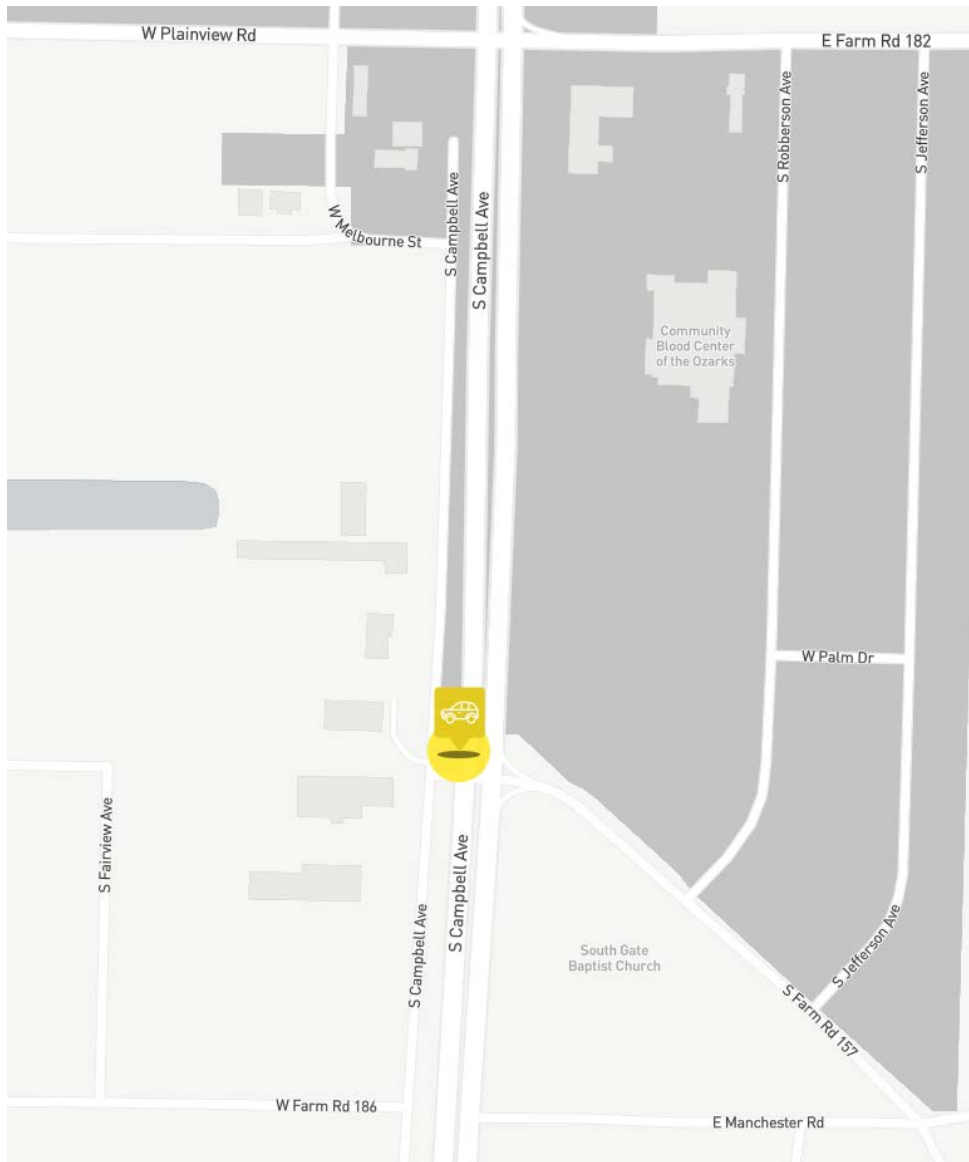
**Name:** Sam Kucera

**Type:** Point

**Coordinates:** [-93.29702496528625,37.111414232444886]

**Category:** motor-point

**Comment:** Add a right turn lane to the South-bound shoulder.



**Concerning: South Campbell at James River**

**Name:** Sam Kucera

**Type:** LineString

**Coordinates:** [[-93.29617738723753,37.13816794963766],[-93.29626321792603,37.135105973054024]]

**Category:** motor-route

**Comment:** This intersection is a mess during the morning and evening commutes. Lights aren't timed properly and there isn't sufficient capacity.



**Concerning: Tracker Road & N. Massey light timing**

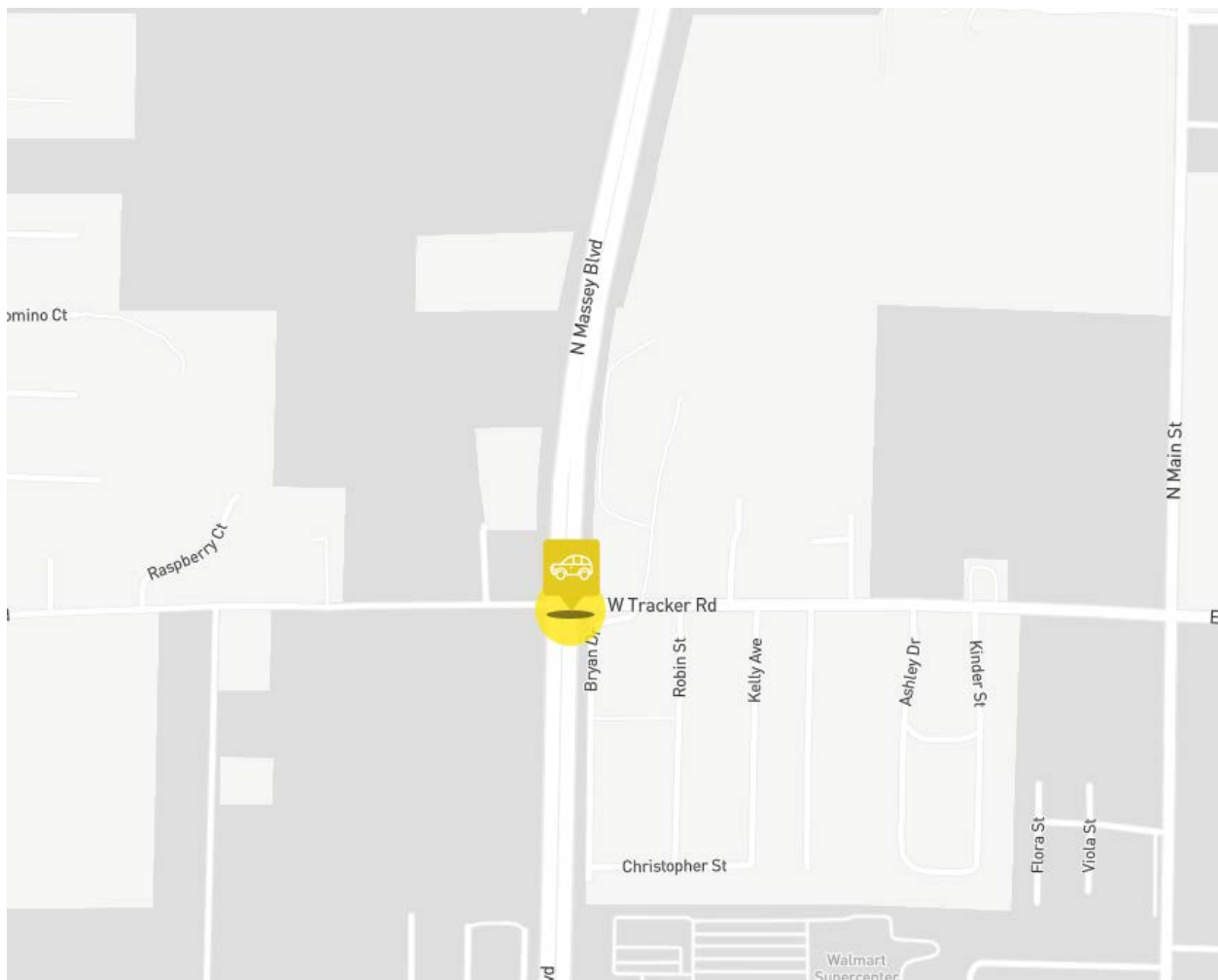
**Name:** Sam Kucera

**Type:** Point

**Coordinates:** [-93.30321550369263,37.06556235353338]

**Category:** motor-point

**Comment:** Properly time the north-bound light at Tracker with the other lights on Massey so that traffic doesn't have to stop on the way to Springfield in the morning.



Facebook direct message – November 30, 2020 – Highway 160 Willard



**Ken Scott**

12:01 PM

I wanted to say thank you for the 160 highway project to Willard. I have been outspoken in the past about 160 highway being dangerous for northwest Greene county citizens and students to navigate and the OTO addressed the issue. As someone with 30 years experience in the fire service and having worked many wrecks along this highway, I wanted to say thank you. Your attention has not gone unnoticed and I truly appreciate the new highway. You have made a difference for generations to come. Thank you. Ken Scott Fire Chief Willard Fire Protection District.





Ozarks Transportation Organization

October 8 at 3:48 PM · 🌐

A great guide to the new Rectangular Rapid Flashing Beacons (RRFBs).

[City of Springfield, MO - Connect with SGF](#)



69

People Reached

5

Engagements

Boost Post

1

3 Comments 1 Share

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Comment

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Most Relevant



Comment as Ozarks Transportation Organization



Carolyn McGhee

Still not sure how well this will work for blind pedestrians. I know it's got an audible signal on it but you don't have parallel traffic helping.

Like · Reply · Message · 23h

1



Author

Ozarks Transportation Organization

Thank you Carolyn McGhee for your comment!

Like · Reply · 16h

1



Carolyn McGhee

One way the audible signals help at traffic lights is by audibly counting down with beeps. I wish every traffic light in Springfield had an audible signal. There's no way to really time stop sign or mid block crossings like that. I usually have to wait for an all clear: no traffic anywhere and run because I have no clue when the next car will pop up. This doesn't really change that aspect

Like · Reply · Message · 16h



Reply as Ozarks Transportation Organization







Ozarks Transportation Organization

Yesterday at 1:24 PM · 🌐

Springfield's new 3 foot rule. See details below.

City of Springfield, MO - [Connect with SGF](#)



For more information and safety tips, visit [springfieldmo.gov/sgfyields](http://springfieldmo.gov/sgfyields).



City of Springfield, MO - [Connect with SGF](#)

Yesterday at 9:35 AM · 🌐

The City of Springfield is now one of the few cities in the country where a driver is required to yield to pedestrians approaching or waiting within three feet of an unsignalized crosswalk. The change is designed to protect vulnerable pedestrians such as children and the elderly by allowing them to remain in the safety of the sidewalk.

#SGFyields #stop4me

Learn more: <https://www.springfieldmo.gov/civicalerts.aspx?AID=7557> or visit [www.springfieldmo.gov/sgfyields](http://www.springfieldmo.gov/sgfyields)

43

People Reached

11

Engagements

Boost Unavailable

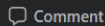


1

5 Comments



Like



Comment



Share



Most Relevant ▾



Comment as Ozarks Transportation Organization



Carolyn McGhee

At least 75% of drivers and cyclists really should be off the roads. They're aggressive, don't watch, and I swear the blind are more aware of surroundings than they are. They think it's funny after a rainstorm to speed up and soak pedestrians or people waiting at bus stops with water from the street. Unfortunately, according to one of our council members here in Springfield our legislature doesn't think it's important for people to know how to drive safely even though we have similar issues in other big cities.

Like · Reply · Message · 5h



Author

Ozarks Transportation Organization

Thank you! We appreciate the feedback, Carolyn McGhee!

Like · Reply · 4h



1



Carolyn McGhee

The ones who actually did lose their license are riding bikes on sidewalks now and not doing any better. Worse, some of them have found high speed motorized bikes and scooters and are trying to ride those on the sidewalks.

Like · Reply · Message · 3h



1



Carolyn McGhee

I can't hear them coming, they have no bells or horns, and don't call out when approaching a pedestrian.

Like · Reply · Message · 3h



1



Carolyn McGhee

Abs which trumps which: right on red or a pedestrian in the crosswalk? That's how I got cut off crossing division and scared a few bus drivers, car was going south on Booneville, turned west abs cut me off. Unfortunately this has happened so much I've learned to expect it.

Like · Reply · Message · 3h



1




## New message from OTO - Destination 2045 Survey



On behalf of Alma S Staffer <noreply@ozarkstransportation.org>

To Comment Comment

 You forwarded this message on 12/7/2020 8:39 AM.

- **Name:** Alma S Staffer
- **Email:** [sasaki33@att.net](mailto:sasaki33@att.net)

Hi,

I just completed the survey and it was in a difficult format. I had to roll up and down to read text, questions, and to fill in answers. Surveys should be more simple and visible. I did not like how the information was shadowed. I think these issues should be addressed in future surveys by your organization. I complete surveys quite often and have never encountered this design. Thank you for considering my feedback.

Best wishes,

Alma Staffer

**TAB 3**

**BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM II.A**

**Independent Financial Statement Audit Report for FY 2020**

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

**AGENDA DESCRIPTION:**

Ozarks Transportation Organization requested an independent financial statement audit be conducted for each of the twelve years of operation as an independent organization. All twelve audits have had no significant findings.

The Audit for FY 2020, which ran from July 1, 2019 to June 30, 2020 is included for Board of Directors review and acceptance. The auditor's opinion states that the financial statements are presented fairly in all material aspects. There are no findings included as part of this audit.

The ending fund balance for June 2020 was \$493,260.00. This was an increase from the prior year balance of \$406,045.00 by \$87,215.00

**EXECUTIVE COMMITTEE ACTION TAKEN:**

At its November 4, 2020 meeting, the Executive Committee unanimously moved to recommend the Board of Directors accept the Fiscal Year 2020 Independent Financial Statement Audit report.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

"Move to approve the Fiscal Year 2020 Independent Financial Statement Audit report."

OR

"Move to reject the Fiscal Year 2020 Independent Financial Statement Audit in consideration of the following..."

September 10, 2020

To the Board of Directors  
Ozarks Transportation Organization  
Springfield, Missouri

Dear Members of the Board:

We have audited the financial statements of Ozarks Transportation Organization as of and for the period ended June 30, 2020, and have issued our report thereon dated September 10, 2020. Professional standards require that we advise you of the following matters relating to our audit.

### **Our Responsibility under U.S. Generally Accepted Auditing Standards**

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

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

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

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

### **Significant Accounting Policies**

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

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

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

of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There were no significant sensitive estimates affecting the financial statements for the period ended June 30, 2020.

The disclosures in the financial statements are neutral, consistent, and clear. Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. There were no significant sensitive disclosures in the financial statements for the period ended June 30, 2020.

### **Material Corrected and Uncorrected Misstatements**

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

### **Other Information in Documents Containing Audited Financial Statements**

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

### **Other Issues**

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

We have requested certain representations from management that are included in the management representation letter dated September 10, 2020.

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

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

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

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

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

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

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

*Cinda L. Rodgers, CPA, PC*

**OZARKS TRANSPORTATION  
ORGANIZATION**

**FINANCIAL STATEMENTS AND  
SUPPLEMENTARY DATA WITH  
INDEPENDENT AUDITOR'S REPORT**

**JUNE 30, 2020**

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Directors  
Ozarks Transportation Organization  
Springfield, Missouri

We have audited the accompanying financial statements of the governmental activities and the major fund of Ozarks Transportation Organization, as of and for the year ended June 30, 2020, and the related notes to financial statements which collectively comprise the Organization's financial statements as listed in the table of contents.

### Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with the modified cash basis of accounting as described in Note A. This includes determining that the modified cash basis of accounting is an acceptable basis for the preparation of the financial statements in the circumstances. Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

### Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of the Ozarks Transportation Organization, as of June 30, 2020, and the respective changes in financial position thereof for the year then ended in accordance with the modified cash basis of accounting as described in Note A.

### Basis of Accounting

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

## **Other Matters**

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Ozarks Transportation Organization's financial statements. The budgetary comparison schedule, which is the responsibility of management, is presented for purposes of additional analysis and is not a required part of the financial statements.

The budgetary comparison schedule has not been subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

## **Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated September 10, 2020 on our consideration of the Ozarks Transportation Organization's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Ozarks Transportation Organization's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Ozarks Transportation Organization's internal control over financial reporting and compliance.

*Cinda L. Rodgers, CPA, PC*

Springfield, Missouri  
September 10, 2020

**OZARKS TRANSPORTATION ORGANIZATION**  
**STATEMENT OF NET POSITION AND GOVERNMENTAL FUND ASSETS, LIABILITIES**  
**AND FUND BALANCE - MODIFIED CASH BASIS**  
**JUNE 30, 2020**

	<u>General Fund</u>	<u>Adjustments (Note E )</u>	<u>Statement of Net Position</u>
<b>ASSETS</b>			
Cash	\$ 493,260	\$ -	\$ 493,260
Employee Health FSA Receivable	<u>169</u>	<u>-</u>	<u>169</u>
Total Assets	<u><u>493,429</u></u>	<u><u>-</u></u>	<u><u>493,429</u></u>
<b>LIABILITIES</b>			
Current Liabilities			
Credit card payable	<u>4,154</u>	<u>-</u>	<u>4,154</u>
Total Liabilities	<u><u>4,154</u></u>	<u><u>-</u></u>	<u><u>4,154</u></u>
<b>FUND BALANCE/NET ASSETS</b>			
Fund Balance:			
Unassigned	<u>489,275</u>	<u>(489,275)</u>	<u>-</u>
Total Liabilities and Fund Balance	<u><u>\$ 493,429</u></u>		
Net Position:			
Unrestricted		<u>489,275</u>	<u>489,275</u>
Total Net Position		<u><u>\$ 489,275</u></u>	<u><u>\$ 489,275</u></u>

See accompanying notes to financial statements.

**OZARKS TRANSPORTATION ORGANIZATION**  
**STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND REVENUES, EXPENDITURES, AND CHANGES**  
**IN FUND BALANCE - MODIFIED CASH BASIS**  
**FOR THE YEAR ENDED JUNE 30, 2020**

	<u>Governmental Fund</u>		<u>Statement</u>
	<u>General</u>	<u>Adjustments</u>	<u>of Activities</u>
	<u>Fund</u>	<u>(Note E)</u>	
<b>EXPENDITURES</b>			
Building expenses	\$ 75,168	\$ -	\$ 75,168
Commodities	8,088	-	8,088
In-kind match expense	65,859	-	65,859
Information technology	33,692	-	33,692
Insurance	9,098	-	9,098
Equipment lease	4,656	-	4,656
Dues and memberships	8,085	-	8,085
Education/training/travel	9,752	-	9,752
Food/meeting expense	3,709	-	3,709
Legal/bid notices	475	-	475
Postage	644	-	644
Printing/mapping services	1,368	-	1,368
Staff mileage	2,387	-	2,387
Telephone/internet	4,659	-	4,659
Personnel	491,032	-	491,032
Miscellaneous	21	-	21
Services	83,867	-	83,867
	<u>802,560</u>	<u>-</u>	<u>802,560</u>
<b>Total Expenditures</b>	<u>802,560</u>	<u>-</u>	<u>802,560</u>
<b>PROGRAM REVENUES</b>			
Operating grants	654,316	-	654,316
In-kind match income	65,859	-	65,859
	<u>65,859</u>	<u>-</u>	<u>65,859</u>
<b>NET PROGRAM EXPENSES</b>	82,385	-	82,385
<b>GENERAL REVENUES</b>			
Local jurisdiction match funds	160,539	-	160,539
Interest income	7,320	-	7,320
Miscellaneous +	1,963	-	1,963
	<u>1,963</u>	<u>-</u>	<u>1,963</u>
<b>Total General Revenues</b>	<u>169,822</u>	<u>-</u>	<u>169,822</u>
<b>REVENUES OVER (UNDER) EXPENDITURES</b>	87,437	-	87,437
<b>OTHER FINANCING SOURCES (USES)</b>	<u>-</u>	<u>-</u>	<u>-</u>
<b>EXCESS OF REVENUES AND OTHER FINANCING</b>			
<b>SOURCES OVER EXPENDITURES AND OTHER</b>			
<b>FINANCING USES</b>	87,437	(87,437)	-
<b>INCREASE IN NET POSITION</b>	-	87,437	87,437
<b>FUND BALANCE/NET POSITION:</b>			
Beginning of Year	401,838	-	401,838
	<u>401,838</u>	<u>-</u>	<u>401,838</u>
End of Year	\$ 489,275	\$ -	\$ 489,275
	<u>\$ 489,275</u>	<u>\$ -</u>	<u>\$ 489,275</u>

See accompanying notes to financial statements.

**OZARKS TRANSPORTATION ORGANIZATION**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

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

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

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

**The Reporting Entity**

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

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

**Basis of Presentation**

Government-Wide Statements

The Organization’s financial statements include both government-wide (reporting the Organization as a whole) and fund financial statements (reporting the Organization’s major fund). Both the government-wide and fund financial statements categorize primary activities as either governmental or business type. The Organization’s activity for transportation planning is classified as a governmental activity. The government-wide Statement of Activities reports both

**OZARKS TRANSPORTATION ORGANIZATION**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

gross and net cost of the Organization's function. The function is supported by general governmental revenues. The Statement of Activities reduces gross expenses by related program revenues, operating and capital grants. Program revenues must be directly associated with the function and include grants and in-kind match income.

The net costs (by function) are normally covered by general revenue.

The Organization does not allocate indirect costs.

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

**Fund Financial Statements**

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

**Measurement Focus and Basis of Accounting**

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

**Measurement Focus**

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

**OZARKS TRANSPORTATION ORGANIZATION**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

Measurement Focus (continued)

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

Basis of Accounting

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

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

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

**Use of Restricted Funds**

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

**Cash and Cash Equivalents**

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

**OZARKS TRANSPORTATION ORGANIZATION**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

**Fund Balance Classification**

Beginning with fiscal year 2011, the Organization implemented GASB Statement No. 54, "Fund Balance Reporting and Governmental Fund Type Definitions." This Statement provides more clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balances more transparent. The following classifications describe the relative strength of the spending constraints:

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

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

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

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

Unassigned: This classification includes the residual fund balance for the General Fund. The Unassigned classification also includes negative residual fund balance of any other governmental fund that cannot be eliminated by the offsetting of Assigned fund balance amounts. The Organization's total fund balance was classified as Unassigned as of June 30, 2020.

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



**OZARKS TRANSPORTATION ORGANIZATION**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

**Net Position Classifications**

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

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

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

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

**Use of Estimates**

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

**NOTE B – CASH**

The Organization's deposits are comprised of the following as of June 30, 2020:

	<u>Book Balance</u>	<u>Bank Balance</u>
Checking, Money Market, ICS (interest bearing)	\$493,260	\$499,187

As of June 30, 2020, cash accounts were adequately insured or collateralized.

**NOTE C – RISK MANAGEMENT**

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

**OZARKS TRANSPORTATION ORGANIZATION**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**NOTE D – ADJUSTMENTS**

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

**NOTE E – MANAGEMENT REVIEW**

Management has evaluated potential subsequent events through September 10, 2020, the date the financial statements were available to be issued.

**NOTE F – LEASE**

The Organization entered into a five-year lease for office space effective October 12, 2015. The lease was amended on December 21, 2015, extending the lease until March 30, 2021. The lease provides for monthly payments of \$4,290 plus additional amounts for estimated taxes, insurance and common area maintenance expenses. Future minimum rental payments are as follows:

Year ended June 30,	
2020	\$34,320

**NOTE G – ECONOMIC DEPENDENCY**

Approximately 74% of total revenue was received from the Missouri Department of Transportation.

**NOTE H – DEFINED BENEFIT PENSION PLAN**

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

**OZARKS TRANSPORTATION ORGANIZATION**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**NOTE I – DEFINED BENEFIT PENSION PLAN (continued)**

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

	<u>2019 Valuation</u>
Benefit Multiplier	2%
Final Average Salary	5 Years
Member Contributions	0%

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

Employees covered by benefit terms: At June 30, 2020, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	0
Inactive employees entitled to but not yet receiving benefits	0
Active employees	4

Contributions: The employer is required to contribute amounts at least equal to the actuarially determined rate, as established by LAGERS. The actuarially determined rate is the estimated amount necessary to finance the cost of benefits earned by employees during the year, with an additional amount to finance an unfunded accrued liability. Full-time employees of the employer do not contribute to the pension plan. Employer contribution rates are 11.2% of annual covered payroll.

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

Pension Expense. For the year ended June 30, 2020, the Organization recognized pension expense of \$39,484.

**OZARKS TRANSPORTATION ORGANIZATION**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**NOTE J – DEFERRED COMPENSATION**

During the fiscal year ended June 30, 2020, the Organization implemented a 457 deferred compensation plan. Under the plan, the Organization will match up to \$10 per pay period of employees' contributions to the plan. The Organization's contributions totaled \$820 for the fiscal year ended June 30, 2020.

**NOTE K – RISKS AND UNCERTAINTIES**

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

**OZARKS TRANSPORTATION ORGANIZATION**  
**BUDGETARY COMPARISON SCHEDULE - MODIFIED CASH BASIS**  
**GENERAL FUND**  
**FOR THE YEAR ENDED JUNE 30, 2020**

	Budgeted Amounts		General	Variance with
	Original	Final	Fund	Final Budget
				Pos (Neg)
BEGINNING BUDGETARY FUND BALANCE	\$ 401,838	\$ 401,838	\$ 401,838	\$ -
RESOURCES (INFLOWS)				
Consolidated planning grant	758,554	758,554	654,316	(104,238)
In-kind match income - direct cost	-	-	65,859	65,859
Local jurisdiction match funds	135,025	135,025	160,539	25,514
Interest income	3,200	3,200	7,320	4,120
Miscellaneous	-	-	1,963	1,963
Amounts Available for Appropriation	1,298,617	1,298,617	1,291,835	(6,782)
CHARGES TO APPROPRIATIONS (OUTFLOWS)				
Building expenses	89,300	89,300	75,168	14,132
Commodities	14,300	14,300	8,088	6,212
In-kind match expense	-	-	65,859	(65,859)
Information technology	43,100	43,100	33,692	9,408
Insurance	10,400	10,400	9,098	1,302
Equipment lease	5,700	5,700	4,656	1,044
Dues and memberships	5,500	5,500	8,085	(2,585)
Education/training/travel	23,000	23,000	9,752	13,248
Food/meeting expense	4,300	4,300	3,709	591
Legal/bid notices	2,500	2,500	475	2,025
Postage	1,800	1,800	644	1,156
Printing/mapping services	2,500	2,500	1,368	1,132
Public relations	1,500	1,500	-	1,500
Staff mileage	3,500	3,500	2,387	1,113
Telephone/internet	5,000	5,000	4,659	341
Personnel	534,092	534,092	491,032	43,060
Miscellaneous	30	30	21	9
Services	163,200	163,200	83,867	79,333
Total Charges to Appropriations	909,722	909,722	802,560	107,162
OTHER FINANCING SOURCES	-	-	-	-
ENDING BUDGETARY FUND BALANCE	\$ 388,895	\$ 388,895	\$ 489,275	\$ 100,380

**OZARKS TRANSPORTATION ORGANIZATION  
NOTES TO SUPPLEMENTARY INFORMATION  
BUDGETARY COMPARISON SCHEDULE  
FOR THE FISCAL YEAR ENDED JUNE 30, 2020**

**Budgetary Accounting**

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

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

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

To the Board of Directors  
Ozarks Transportation Organization  
Springfield, Missouri

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the major fund of Ozarks Transportation Organization, as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise Ozarks Transportation Organization's financial statements, and have issued our report thereon dated September 10, 2020.

**Internal Control over Financial Reporting**

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

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

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

**Compliance and Other Matters**

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

**Purpose of this Report**

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

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

*Cinda L. Rodgers, CPA, PC*

Springfield, Missouri

September 10, 2020



**TAB 4**

## BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM II.B

### Financial Statements for the First Quarter 2020-2021 Budget Year

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

##### **AGENDA DESCRIPTION:**

Included for consideration are the first quarter financial statements for the 2020-2021 Budget Year. This period includes July 1, 2020 through September 30, 2021. The first quarter expenses were 20.8 percent of budget. The revenue was 19.5 percent of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

##### Section One – OTO Operational Financial Statements

- *Balance Sheet*  
The current outstanding liabilities are \$1,065.92 which represents the OTO purchasing card for the month of September which is paid in full monthly and the Health FSA accounts for employees.
- *Profit and Loss Statement*  
The OTO completed the following budgeted projects for the first quarter:
  - Board of Directors Insurance – \$2,338
  - Liability Insurance – \$2,720
  - Workmen's Compensation Insurance – \$1,232
  - TIP Tool Maintenance – \$9,600
- *Budget vs. Actual*  
The OTO budgeted expenses in the amount of \$942,940.00 for the budget year. Actual expenses at the end of the first quarter are \$196,050.71. This is 20.8 percent of budgeted expenses. During this period, expenses exceeded revenues in the amount of \$1,672.43.

##### Section Two – OTO UPWP Financial Statements

- *UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet*  
The UPWP Financial statements have been included in this agenda so that board members can see the amount of in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The In-kind and MoDOT direct-cost revenue and expense are shown in the UPWP Financial statements. The OTO UPWP budgeted expenses are \$942,940.00 once the in-kind expense is included.
- *Operating Fund Balance Report* which shows a fund balance of \$488,668.73. The balance meets our goal of 3-6 months expenses in reserve.
- *Unified Planning Work Program Progress Report – 1st Quarter*  
This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

The OTO utilized \$15,260.80 of in-kind match income during the first quarter. Staff would like to thank board and committee members as well as MoDOT for helping with the in-kind match.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to accept the OTO Operational First Quarter Financial Statements for the 2020-2021 Budget Year.”

OR

“Move to return to staff the OTO Operational First Quarter Financial Statements for the 2020-2021 Budget Year in order to...”

**Ozarks Transportation Organization**  
**Balance Sheet**  
As of September 30, 2020

	Sep 30, 20
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	338,224.60
Southern Bank--Money Market	150,567.72
Southern Bank-Sm Bus Checking	-123.59
Total Checking/Savings	488,668.73
Total Current Assets	488,668.73
<b>TOTAL ASSETS</b>	<b>488,668.73</b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	2,643.46
Total Credit Cards	2,643.46
Other Current Liabilities	
Dependent FSA - Employee 015	661.55
Health FSA - Employee 003	-493.52
Health FSA - Employee 004	-506.35
Health FSA - Employee 015	-647.53
Health FSA - Employee 016	-1,000.00
Health FSA - Employee 019	-96.69
ICMA-RC 457 - Employee 003	200.00
ICMA-RC 457 - Employee 004	220.00
ICMA-RC 457 - Employee 015	30.00
ICMA-RC 457 - Employee 022	10.00
ICMA-RC 457Roth - Employee 015	20.00
ICMA-RC 457Roth - Employee 016	25.00
Total Other Current Liabilities	-1,577.54
Total Current Liabilities	1,065.92
<b>Total Liabilities</b>	1,065.92
Equity	
Unrestricted Net Assets	489,275.24
Net Income	-1,672.43
Total Equity	487,602.81
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>488,668.73</b>

# OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
July 2020 through September 2020

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	Jul - Sep 20
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Other Types of Income	
Interest Income	1,781.85
Miscellaneous Revenue	76.07
<b>Total Other Types of Income</b>	1,857.92
OTO Revenue	
Consolidated Planning Grant CPG	89,503.86
Local Jurisdiction Match Funds	88,505.70
<b>Total OTO Revenue</b>	178,009.56
<b>Total Income</b>	179,867.48
<b>Gross Profit</b>	179,867.48
<b>Expense</b>	
<b>Building</b>	
Building Lease	12,870.00
Common Area Main Exp	4,035.00
Maintenance	628.10
Office Cleaning	987.00
Utilities	514.17
<b>Total Building</b>	19,034.27
<b>Commodities</b>	
Office Supplies/Furniture	649.26
OTO Promotional Items	750.00
Publications	69.00
<b>Total Commodities</b>	1,468.26
<b>Information Technology</b>	
Data Storage/Backup	1,252.00
IT Maintenance Contract	2,262.00
Software	762.59
Webhosting	1,408.68
<b>Total Information Technology</b>	5,685.27
<b>Insurance</b>	
Directors & Officers	2,338.00
Professional Liability	2,720.00
Workers Compensation	1,232.00
<b>Total Insurance</b>	6,290.00
<b>Operating</b>	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	135.25
Maintenance for Copier	156.00
Toner & Overages	84.00
Copy Machine Lease - Other	270.50
<b>Total Copy Machine Lease</b>	693.75
Dues/Memberships	583.00
Education/Training/Travel	
Hotel	0.00
Training	125.00
Education/Training/Travel - Other	640.00
<b>Total Education/Training/Travel</b>	765.00

**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
July 2020 through September 2020

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	Jul - Sep 20
Food/Meeting Expense	442.95
Legal/Bid Notices	194.97
Postage/Postal Services	-35.46
Printing/Mapping Services	26.00
Public Input Event Registration	50.00
Staff Mileage Reimbursement	56.35
Telephone/Internet	1,143.06
<b>Total Operating</b>	<b>3,919.62</b>
<b>Personnel</b>	
Mobile Data Plans	630.00
Payroll Services	724.99
Salaries	122,953.33
<b>Total Personnel</b>	<b>124,308.32</b>
<b>Services</b>	
Professional Services (Legal & TIP Tool Maintenance)	11,234.17
	9,600.00
<b>Total Services</b>	<b>20,834.17</b>
<b>Total Expense</b>	<b>181,539.91</b>
<b>Net Ordinary Income</b>	<b>-1,672.43</b>
<b>Net Income</b>	<b>-1,672.43</b>

**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July through September 2020

	Jul - Sep 20	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
Interest Income	1,781.85	6,000.00	-4,218.15	29.7%
Miscellaneous Revenue	76.07			
<b>Total Other Types of Income</b>	1,857.92	6,000.00	-4,142.08	31.0%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	89,503.86	654,352.00	-564,848.14	13.7%
Local Jurisdiction Match Funds	88,505.70	156,191.00	-67,685.30	56.7%
Surface Trans Block Grant	0.00	100,000.00	-100,000.00	0.0%
<b>Total OTO Revenue</b>	178,009.56	910,543.00	-732,533.44	19.5%
<b>Total Income</b>	179,867.48	916,543.00	-736,675.52	19.6%
<b>Gross Profit</b>	179,867.48	916,543.00	-736,675.52	19.6%
<b>Expense</b>				
Bank Fees	0.00	30.00	-30.00	0.0%
<b>Building</b>				
Building Lease	12,870.00	52,125.00	-39,255.00	24.7%
Common Area Main Exp	4,035.00	19,950.00	-15,915.00	20.2%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	628.10	4,000.00	-3,371.90	15.7%
Office Cleaning	987.00	5,550.00	-4,563.00	17.8%
Utilities	514.17	3,500.00	-2,985.83	14.7%
<b>Total Building</b>	19,034.27	87,125.00	-68,090.73	21.8%
<b>Commodities</b>				
Office Supplies/Furniture	649.26	7,000.00	-6,350.74	9.3%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	750.00	2,000.00	-1,250.00	37.5%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	69.00	1,000.00	-931.00	6.9%
<b>Total Commodities</b>	1,468.26	15,000.00	-13,531.74	9.8%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	0.00	8,000.00	-8,000.00	0.0%
Data Storage/Backup	1,252.00	4,400.00	-3,148.00	28.5%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	2,262.00	12,000.00	-9,738.00	18.9%
Software	762.59	4,900.00	-4,137.41	15.6%
Webhosting	1,408.68	2,300.00	-891.32	61.2%
<b>Total Information Technology</b>	5,685.27	37,100.00	-31,414.73	15.3%
<b>Insurance</b>				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,720.00	2,700.00	20.00	100.7%
Workers Compensation	1,232.00	1,700.00	-468.00	72.5%
<b>Total Insurance</b>	6,290.00	10,400.00	-4,110.00	60.5%



**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July through September 2020

	Jul - Sep 20	Budget	\$ Over Budget	% of Budget
<b>Operating</b>				
Copy Machine Lease				
Lease Interest Expense	48.00	1,650.00	-1,602.00	2.9%
Lease Principal Expense	135.25	200.00	-64.75	67.6%
Maintenance for Copier	156.00	650.00	-494.00	24.0%
Toner & Overages	84.00	3,200.00	-3,116.00	2.6%
Copy Machine Lease - Other	270.50			
<b>Total Copy Machine Lease</b>	<b>693.75</b>	<b>5,700.00</b>	<b>-5,006.25</b>	<b>12.2%</b>
Dues/Memberships	583.00	8,000.00	-7,417.00	7.3%
Education/Training/Travel				
Training	125.00			
Education/Training/Travel - Other	640.00	23,000.00	-22,360.00	2.8%
<b>Total Education/Training/Travel</b>	<b>765.00</b>	<b>23,000.00</b>	<b>-22,235.00</b>	<b>3.3%</b>
Food/Meeting Expense	442.95	4,300.00	-3,857.05	10.3%
Legal/Bid Notices	194.97	2,000.00	-1,805.03	9.7%
Postage/Postal Services	-35.46	1,800.00	-1,835.46	-2.0%
Printing/Mapping Services	26.00	14,000.00	-13,974.00	0.2%
Public Input Event Registration	50.00	1,500.00	-1,450.00	3.3%
Staff Mileage Reimbursement	56.35	3,500.00	-3,443.65	1.6%
Telephone/Internet	1,143.06	5,000.00	-3,856.94	22.9%
<b>Total Operating</b>	<b>3,919.62</b>	<b>68,800.00</b>	<b>-64,880.38</b>	<b>5.7%</b>
<b>Personnel</b>				
Mobile Data Plans	630.00	3,240.00	-2,610.00	19.4%
Payroll Services	724.99	4,000.00	-3,275.01	18.1%
Salaries	122,953.33	529,811.00	-406,857.67	23.2%
<b>Total Personnel</b>	<b>124,308.32</b>	<b>537,051.00</b>	<b>-412,742.68</b>	<b>23.1%</b>
<b>Services</b>				
Aerial Photos	0.00	25,000.00	-25,000.00	0.0%
Audit	0.00	4,640.00	-4,640.00	0.0%
Legislative Education	0.00	7,000.00	-7,000.00	0.0%
Long Range Plan Update	0.00	5,000.00	-5,000.00	0.0%
Professional Services (Legal & TIP Tool Maintenance	11,234.17	50,000.00	-38,765.83	22.5%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	0.00	20,000.00	-20,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	15,000.00	-15,000.00	0.0%
	0.00	3,000.00	-3,000.00	0.0%
<b>Total Services</b>	<b>20,834.17</b>	<b>139,240.00</b>	<b>-118,405.83</b>	<b>15.0%</b>
<b>Total Expense</b>	<b>181,539.91</b>	<b>894,746.00</b>	<b>-713,206.09</b>	<b>20.3%</b>
<b>Net Ordinary Income</b>	<b>-1,672.43</b>	<b>21,797.00</b>	<b>-23,469.43</b>	<b>-7.7%</b>
<b>Net Income</b>	<b>-1,672.43</b>	<b>21,797.00</b>	<b>-23,469.43</b>	<b>-7.7%</b>

# OTO UPWP Financial Reports

Same as OTO Operational Financial Reports but includes In-Kind Income/Expense to match Unified Planning Work Program (OTO Consolidated Planning Grant) Budget.

**Ozarks Transportation Organization**  
**UPWP Profit & Loss**  
 July through September 2020

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	Jul - Sep 20
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Other Types of Income	
In-Kind Match, Donated Direct C	15,260.80
Interest Income	1,781.85
Miscellaneous Revenue	76.07
<b>Total Other Types of Income</b>	17,118.72
OTO Revenue	
Consolidated Planning Grant CPG	89,503.86
Local Jurisdiction Match Funds	88,505.70
<b>Total OTO Revenue</b>	178,009.56
<b>Total Income</b>	195,128.28
<b>Gross Profit</b>	195,128.28
<b>Expense</b>	
Building	
Building Lease	12,870.00
Common Area Main Exp	4,035.00
Maintenance	628.10
Office Cleaning	987.00
Utilities	514.17
<b>Total Building</b>	19,034.27
Commodities	
Office Supplies/Furniture	649.26
Publications	69.00
<b>Total Commodities</b>	718.26
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	12,021.06
Member Attendance at Meetings	3,239.74
<b>Total In-Kind Match Expense</b>	15,260.80
Information Technology	
Data Storage/Backup	1,252.00
IT Maintenance Contract	2,262.00
Software	762.59
Webhosting	1,408.68
<b>Total Information Technology</b>	5,685.27
Insurance	
Directors & Officers	2,338.00
Professional Liability	2,720.00
Workers Compensation	1,232.00
<b>Total Insurance</b>	6,290.00
Operating	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	135.25
Maintenance for Copier	156.00
Toner & Overages	84.00
Copy Machine Lease - Other	270.50
<b>Total Copy Machine Lease</b>	693.75
Dues/Memberships	583.00

# Ozarks Transportation Organization

## UPWP Profit & Loss

July through September 2020

	Jul - Sep 20
Education/Training/Travel	
Hotel	0.00
Training	125.00
Education/Training/Travel - Other	640.00
Total Education/Training/Travel	765.00
Food/Meeting Expense	442.95
Legal/Bid Notices	194.97
Postage/Postal Services	-35.46
Printing/Mapping Services	26.00
Public Input Event Registration	50.00
Staff Mileage Reimbursement	56.35
Telephone/Internet	1,143.06
Total Operating	3,919.62
Personnel	
Mobile Data Plans	630.00
Payroll Services	724.99
Salaries	122,953.33
Total Personnel	124,308.32
Services	
Professional Services (Legal & TIP Tool Maintenance	11,234.17
	9,600.00
Total Services	20,834.17
Total Expense	196,050.71
Net Ordinary Income	-922.43
Net Income	-922.43

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
July through September 2020

	Jul - Sep 20	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
In-Kind Match, Donated Direct C	15,260.80	59,724.00	-44,463.20	25.6%
Interest Income	1,781.85	6,000.00	-4,218.15	29.7%
Miscellaneous Revenue	76.07			
<b>Total Other Types of Income</b>	17,118.72	65,724.00	-48,605.28	26.0%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	89,503.86	654,352.00	-564,848.14	13.7%
Local Jurisdiction Match Funds	88,505.70	156,191.00	-67,685.30	56.7%
Surface Trans Block Grant	0.00	100,000.00	-100,000.00	0.0%
<b>Total OTO Revenue</b>	178,009.56	910,543.00	-732,533.44	19.5%
<b>Total Income</b>	195,128.28	976,267.00	-781,138.72	20.0%
<b>Gross Profit</b>	195,128.28	976,267.00	-781,138.72	20.0%
<b>Expense</b>				
<b>Building</b>				
Building Lease	12,870.00	52,125.00	-39,255.00	24.7%
Common Area Main Exp	4,035.00	19,950.00	-15,915.00	20.2%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	628.10	4,000.00	-3,371.90	15.7%
Office Cleaning	987.00	5,550.00	-4,563.00	17.8%
Utilities	514.17	3,500.00	-2,985.83	14.7%
<b>Total Building</b>	19,034.27	87,125.00	-68,090.73	21.8%
<b>Commodities</b>				
Office Supplies/Furniture	649.26	7,000.00	-6,350.74	9.3%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	69.00	1,000.00	-931.00	6.9%
<b>Total Commodities</b>	718.26	10,500.00	-9,781.74	6.8%
<b>In-Kind Match Expense</b>				
Direct Cost - MoDOT Salaries	12,021.06	23,724.00	-11,702.94	50.7%
Member Attendance at Meetings	3,239.74	36,000.00	-32,760.26	9.0%
<b>Total In-Kind Match Expense</b>	15,260.80	59,724.00	-44,463.20	25.6%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	0.00	8,000.00	-8,000.00	0.0%
Data Storage/Backup	1,252.00	4,400.00	-3,148.00	28.5%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	2,262.00	12,000.00	-9,738.00	18.9%
Software	762.59	4,900.00	-4,137.41	15.6%
Webhosting	1,408.68	2,300.00	-891.32	61.2%
<b>Total Information Technology</b>	5,685.27	37,100.00	-31,414.73	15.3%

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
July through September 2020

	Jul - Sep 20	Budget	\$ Over Budget	% of Budget	
<b>Insurance</b>					
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%	
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%	
Professional Liability	2,720.00	2,700.00	20.00	100.7%	
Workers Compensation	1,232.00	1,700.00	-468.00	72.5%	
<b>Total Insurance</b>	<b>6,290.00</b>	<b>10,400.00</b>	<b>-4,110.00</b>		<b>60.5%</b>
<b>Operating</b>					
Copy Machine Lease					
Lease Interest Expense	48.00	1,650.00	-1,602.00	2.9%	
Lease Principal Expense	135.25	200.00	-64.75	67.6%	
Maintenance for Copier	156.00	650.00	-494.00	24.0%	
Toner & Overages	84.00	3,200.00	-3,116.00	2.6%	
Copy Machine Lease - Other	270.50				
<b>Total Copy Machine Lease</b>	<b>693.75</b>	<b>5,700.00</b>	<b>-5,006.25</b>	<b>12.2%</b>	
Dues/Memberships	583.00	8,000.00	-7,417.00	7.3%	
Education/Training/Travel					
Training	125.00				
Education/Training/Travel - Other	640.00	23,000.00	-22,360.00	2.8%	
<b>Total Education/Training/Travel</b>	<b>765.00</b>	<b>23,000.00</b>	<b>-22,235.00</b>	<b>3.3%</b>	
Food/Meeting Expense	442.95	4,300.00	-3,857.05	10.3%	
Legal/Bid Notices	194.97	2,000.00	-1,805.03	9.7%	
Postage/Postal Services	-35.46	1,800.00	-1,835.46	-2.0%	
Printing/Mapping Services	26.00	14,000.00	-13,974.00	0.2%	
Public Input Event Registration	50.00	1,500.00	-1,450.00	3.3%	
Staff Mileage Reimbursement	56.35	3,500.00	-3,443.65	1.6%	
Telephone/Internet	1,143.06	5,000.00	-3,856.94	22.9%	
<b>Total Operating</b>	<b>3,919.62</b>	<b>68,800.00</b>	<b>-64,880.38</b>	<b>5.7%</b>	
<b>Personnel</b>					
Mobile Data Plans	630.00	3,240.00	-2,610.00	19.4%	
Payroll Services	724.99	4,000.00	-3,275.01	18.1%	
Salaries	122,953.33	529,811.00	-406,857.67	23.2%	
<b>Total Personnel</b>	<b>124,308.32</b>	<b>537,051.00</b>	<b>-412,742.68</b>	<b>23.1%</b>	
<b>Services</b>					
Aerial Photos	0.00	25,000.00	-25,000.00	0.0%	
Audit	0.00	4,640.00	-4,640.00	0.0%	
Long Range Plan Update	0.00	5,000.00	-5,000.00	0.0%	
Professional Services (Legal & TIP Tool Maintenance	11,234.17	50,000.00	-38,765.83	22.5%	
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%	
	0.00	20,000.00	-20,000.00	0.0%	

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
 July through September 2020

	Jul - Sep 20	Budget	\$ Over Budget	% of Budget
Travel Demand Model Update	0.00	15,000.00	-15,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	3,000.00	-3,000.00	0.0%
<b>Total Services</b>	20,834.17	132,240.00	-111,405.83	15.8%
<b>Total Expense</b>	196,050.71	942,940.00	-746,889.29	20.8%
<b>Net Ordinary Income</b>	-922.43	33,327.00	-34,249.43	-2.8%
<b>Net Income</b>	<b>-922.43</b>	<b>33,327.00</b>	<b>-34,249.43</b>	<b>-2.8%</b>

Ozarks Transportation Organization  
Operating Fund Balance Report  
**FY 2021**

**Monthly Ending Balance**

Date	ICS Balance	Money Market Balance	Checking Balance	Total Balance
7/31/2020	\$337,236.95	\$180,490.55	\$65,183.83	\$582,911.33
8/31/2020	\$337,738.50	\$150,536.79	\$78,977.52	\$567,252.81
9/30/2020	\$338,224.60	\$150,567.72	\$6,849.66	\$495,641.98
10/31/2020				\$0.00
11/30/2020				\$0.00
12/31/2020				\$0.00
1/31/2021				\$0.00
2/28/2021				\$0.00
3/31/2021				\$0.00
4/30/2021				\$0.00
5/31/2021				\$0.00
6/30/2021				\$0.00

**Balance After Liabilities**

Southern Bank & ICS Balances 09/30/2020	\$488,668.73
Outstanding Withdrawals Southern Bank	-\$6,973.26
Total available Balance 09/30/2020	<b>\$481,695.47</b>

<b>FY 2020 UPWP Budget</b>	<b>\$942,940.00</b>
<b>3 months of expenses</b>	<b>\$235,735.00</b>
<b>6 months of expenses</b>	<b>\$471,470.00</b>



**Ozarks Transportation Organization**  
**Unified Planning Work Program 1st Quarter Progress Report**  
**Period July 1, 2020 to September 30, 2020**

**Task 1 OTO General Administration 32% Complete**

**1.1 Financial Management**

OTO prepared and presented the FY 2020 quarterly and year-end financial reports. An accounting firm was hired to prepare and submitted the monthly reimbursement requests for June, July, and August. Biweekly payrolls were prepared and processed. A new online payroll system was implemented. The OTO accountant maintained the monthly budget and accounting functions. All remaining outstanding dues were received.

**1.2 Financial Audit**

The OTO worked with the Independent Auditor, Cinda Rodgers, CPA, to conduct a Financial Statement Audit of the FY 2020 Financial Statements. The Audit will be presented by the Auditor to the Executive Committee and is expected to be approved in December by the Board of Directors. There are no findings or action items expected for the OTO as a result of the Audit.

**1.3 Unified Planning Work Program (UPWP)**

Staff prepared the FY 2020 UPWP year-End Completion Report and submitted to MoDOT for Review. OTO prepared and presented FY 2021 UPWP Amendment 1 to the TPC in September for recommendation to the Board in October.

**1.4 Travel and Training**

Staff attended the following training during the 1<sup>st</sup> Quarter:

Transportation and General Planning

Speeding Up Slow Street Projects – July 1

Ethics for Planners – July 23

Webinar: Advancing Surface Transportation in an Election Year – July 30

Corridor Urbanism: Principles and Practice – July 31

Transit Pandemic Response and Recovery – August 7

Webinar – Perspectives on Resiliency Planning – August 14

OCITE Technical Conference – August 14, 21

MoDOT State Freight & Rail Plan - Steering Committee Meeting – Aug 17

Talking TIM Webinar – August 26

Advanced Air Mobility: Integrating the 3rd Dimension into Metro Planning Systems - Aug 28

Census Data Today: A Comprehensive Overview Webinar – Sept 9

Missouri Highway Safety Conference – Sept 29 - October 1

OCITE Chapter Meetings

APA Board Meetings

MPTA Meetings

AMPO Nominating Committee

### GIS

2020 Esri User Conference (Virtual) - July 13 thru 16  
Esri Training MOOC – Do It Yourself Geo Apps – July 29 thru Aug 26  
August 2020 NPMRDS Quarterly Technical Assistance Webinar – Aug 6  
GOTUG Quarterly Webinar: Crash and Incident Data - Sept 16  
AMPO GIS Working Group Quarterly Webinar - Sept 16

### Other

OTO Website Administration – July 21  
LAGERS Disability and Survivor Benefits – July 22  
Project Dox – July 28  
Using the Nextiva App to Work from Home – Sept 15  
COVID-10 Federal Relief Update – Sept 16  
Families First Coronavirus Response Act (FFCRA) Training - Sept 24  
Virtual Estate Planning Webinar – Sept 29

## **1.4 General Administration and Contract Management**

Continued to track and monitor contracts and payments.

## **1.5 Electronic Support for OTO Operations**

Staff continued to maintain the [www.ozarkstransportation.org](http://www.ozarkstransportation.org), [www.giveusyourinput.org](http://www.giveusyourinput.org), [www.ototrailstudy.com](http://www.ototrailstudy.com) websites and maintained the Twitter and Facebook accounts with online updates. Staff coordinated with IT company to address security concerns and other IT support.

## **Task 2 OTO Committee Support 25% Complete**

### **2.1 OTO Committee Support**

One Board of Directors and two Technical Planning Committee meetings were conducted. Agendas, minutes, and press releases were prepared for all meetings. Staff members attend these meetings to assist in the function of the meetings and present relevant items.

The following items were approved:

- Amendment 12 to *Transportation Plan 2040*
- Federal Functional Classification Change Request for McCracken Road in Ozark
- Amendment Five to the FY 2020-2023 TIP
- Major Thoroughfare Plan Variance Request
- Reasonable Progress Extension Requests
- OTO 2020 Public Participation Plan
- Year-End Financial Statements
- OTO Sunshine Law Custodian of Records

The following items were reviewed:

- Administrative Modification Five to the FY 2020-2023 TIP
- 2019 State of Transportation Report

- Amendment Number Six to the FY 2020-2023 TIP
- FY 2021 UPWP/Operational Budget Amendment One
- STIP Prioritization
- Federal Functional Classification Change Request for the City of Strafford

Two meetings of the Executive Committee were held. The August meeting was a closed session for a performance review. September discussed 2021 legislative education priorities, an update on STIP prioritization, and UPWP Amendment One.

Two Bicycle and Pedestrian meetings were held. The July meeting discussed the future trail network and how to determine investment levels. The September meeting continued discussion on these topics, as well as reviewed maintenance costs and a draft of the trail plan portion of the long-range transportation plan.

The Local Coordinating Board for Transit held a meeting in August and reviewed the status of 5310 vehicle orders, service provided by OATS for the Department of Mental Health, and then COVID-19 impacts.

MoDOT Coordination Meetings continued to be held between OTO staff and MoDOT Southwest District staff to discuss projects and issues in the region. OTO staff also participated on statewide Planning Partner calls with MoDOT leadership.

## **2.2 Community Committee Participation**

- Southwest Regional Missouri Coalition for Roadway Safety
- Transit Advisory Board
- Southwest Missouri Council of Governments Board
- SMCOG Transportation Advisory Committee
- Springfield TAB Operations Committee
- Springfield Traffic Advisory Board Bicycle and Pedestrian Committee
- Republic Comprehensive Planning Committee
- Ozarks Clean Air Alliance
- Let's Go Smart Transportation Collaborative
- Community Partnership Council of Collaboratives
- Missouri Highways and Transportation Commission
- Springfield Walkability Team
- Springfield Chamber Good Morning Springfield
- Springfield Chamber Transportation Committee
- Nixa Chamber
- Republic Chamber

## **2.3 OTO Policy and Administrative Documents**

The Procurement Manual was shared with MoDOT for review. OTO worked with the HR consultant to conduct an HR audit. OTO worked with dues paying members to modify the Articles of Incorporation to modify the distribution of assets in the event of dissolution.

## **2.4 Public Involvement**

Monitored and updated OTO social media and media outlets. Continued to post incoming public comments to the Public Comment Database. Implemented the Public Participation Plan by sending out meeting notices and press releases.

- Transportation Plan 2040 Amendment 12
- TIP Amendment 5
- Federal Functional Class Change – W McCracken Rd & 3rd, Rt. NN to Jackson - City of Ozark
- MTP Variance Request
- Federal Functional Class Change – N Orchard Drive – City of Strafford
- TIP Amendment 6
- FY 2021 UPWP/Operational Budget Amendment One

Provided all public comments to the OTO Board of Directors and Technical Committee for informational purposes. Responded to public comment as appropriate.

Shared the Final Board of Directors approved 2020 OTO Public Participation Plan with MoDOT and Federal Partners.

## **2.5 Member Attendance at OTO Meetings**

Meeting attendance was documented for In-Kind Match reporting. A total of 70.42 committee member hours were reported.

## **Task 3 General Planning and Plan Implementation 20% Complete**

### **3.1 OTO Long-Range Transportation Plan (LRTP), *Transportation Plan 2040***

Amendment 12 was processed and approved in August by the Board of Directors. This amendment included changes to the fiscally constrained project list and the major thoroughfare plan.

### **3.2 Performance Measures**

OTO continued to participate on the MoDOT FAST Act Performance Measures Coordination calls. Feedback was provided on MoDOT Bridge and Freight Federal Targets to MoDOT. The State of Transportation report, which outlines locally determined performance targets from *Transportation Plan 2040*, was produced, along with an infographic summarizing target progress. This report was shared with the Technical Planning Committee in September.

### **3.3 Congestion Management Process Implementation**

Presented the CMP to the TAB Operations committee on September 22. Congested roadways and intersections were incorporated into the State of Transportation Report.

### **3.4 Federal Functional Classification Maintenance and Updates**

Processed a Federal Functional Classification Change request for McCracken Road in Ozark and prepared a request for the City of Strafford, which will be presented at the October Board meeting.

### **3.5 Bicycle and Pedestrian Plan Implementation**

Monitored and processed reasonable progress extension requests for 2018 grant projects. Two BPAC meetings were held, which discussed trail investment strategies and maintenance costs, as well as the draft trail plan for inclusion in *Destination 2045*.

### **3.6 Freight Planning**

Participated in four Heartland Freight Technology Plan meetings and provided feedback on consultant deliverables.

### **3.7 Traffic Incident Management Planning**

August meeting postponed until the 2020 FHWA TIM Self-Assessment was made available in September. The assessment was shared in late September and a meeting was scheduled for early October.

### **3.8 Air Quality Planning**

The 2020/1 Clean Air Action Plan draft was finalized, incorporating updated emissions and activities. Held initial discussions on how OCAA could help Clean Cities St. Louis promote EVs around the state of Missouri. Monitored grant opportunities through DNR and the VW Trust Settlement. Monitored air quality readings as reported weekly by MDNR. Attended monthly OCAA meetings.

### **3.9 Hazard Environmental Assessment**

Maintained GIS files associated with the Hazard Environmental Assessment Database.

### **3.10 Demographics and Future Projections**

Reported 2018 OTO Employment numbers to MoDOT. Provided traffic model projections to MoDOT for Hwy MM in Republic.

### **3.11 Geographic Information Systems (GIS)**

Updated the TIP database. Retrieved files updated with revised 2019 AADT traffic volumes. Prepared volume-to-capacity and safety scores for project prioritization. Retrieved bridge condition table for MoDOT SW District. Edited non-residential building footprints with number of floors for square footage calculations. Updated crash data from MoDOT datazone use in ArcGIS Online. Updated Base Map Vector Tiles with new sidewalk files and Major Thoroughfare Plan amendments for ArcGIS Online mapping applications. Enriched hexagon features with attributes from Esri's demographics for use in 3D mapping and web applications. Created and implemented python scripts to cull a representative sample of 10,000 addresses for a postcard mailing for the Destination 2045 Plan update.

### **3.12 Mapping and Graphics Support for OTO Operations**

Prepared an ArcGIS Online Experience with graphics and map applications to use in conjunction with the long-range plan update. Created a buffer map for Fremont Road. Prepared MTP amendment maps. Prepared a map of AMPO board membership and proposed board member locations in the United States for the Executive Director. Prepared a web map depicting the change in traffic volumes from 2016 to 2019 for Greene and Christian Counties. Prepared 2D and 3D web maps of housing unit density, employment and jobs, Household transportation spending, and non-residential square footage for integration into the OTO Experience. Developed maps for regional trail planning scenarios.

### **3.13 Support for Jurisdictions' Plans**

Provided the City of Republic with MoDOT traffic Volumes for 2012-2019 along Route MM. Met with MARC staff to consult on Transit Accessibility Analysis project in Kansas City. Participated in kickoff meeting for the Republic Comprehensive Plan update. Met with SMOG to discuss the City of Battlefield's Comprehensive Plan. Presented to the City of Nixa Master Plan Committee transportation information needed for the new plan update.

### **3.14 Studies of Parking, Land Use, and Traffic Circulation**

Staff reviewed a traffic study and attended meetings in which required transportation improvements were discussed for a large development in Republic.

### **3.15 Transportation Consultant/Modeling Services**

### **3.16 Civil Rights Compliance**

### **3.17 Travel Demand Model Update**

Final model scenarios will be developed once a list of projects is developed for the Destination 2045 LRTP.

### **3.18 *Transportation Plan 2045 (now known as Destination 2045)***

Continued to seek public involvement, including the use of Facebook Ads to encourage survey completion. The timeline was reassessed based on delays due to COVID-19. Discussed regional trail component at BPAC meetings in July and September. Socioeconomic and demographic information was collected using ESRI enrichment tools.

### **3.19 Aerial Photography**

Initial online access to the aerial photography flown in February was reviewed. We are still awaiting the final product.

## **Task 4 Project Selection and Programming 30% Complete**

### **~~4.1 FY 2021-2024 Transportation Improvement Program (TIP)~~**

### **4.2 FY 2022-2025 Transportation Improvement Program (TIP)**

The timeline was discussed and adjusted to account for the adjustment of the TIP fiscal year. Started to update the contact list for initial public input, which will begin in the second quarter.

### **4.3 Project Programming**

Staff processed FY 2020-2023 Administrative Modifications Five and Six. FY 2020-2023 Amendment Five was approved and Amendment Six was prepared for Board consideration in October. Monitored projects for potential amendments congruent with the changing Federal Fiscal Year.

#### **4.4 Federal Funds Tracking**

Continued to monitor obligations and reasonable progress. Began reviewing obligations for use in Federal Funds Balance Report and Annual Listing of Obligated Projects.

#### **4.5 Online TIP Tool Maintenance**

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program. The annual contract was paid in full for the Online TIP Tool.

#### **4.6 STIP Project Prioritization and Scenarios**

The STIP priorities were reviewed and in light of the delayed STIP update, new priorities were not selected.

### **Task 5 OTO Transit Planning 15% Complete**

#### **5.1 Operational Planning**

Maintained a list of transit operators.

#### **5.2 Transit Coordination Plan Implementation**

Participated in a webinar on Transit Vehicle specifications and procurement on July 21. Held LCBT meeting on August 13, discussing status of 5310 vehicle purchases, mental health service provided by OATS, and COVID-19 impacts.

#### **5.3 Program Management Plan Implementation**

Reported on current award status at LCBT meeting on August 13.

#### **5.4 Data Collection and Analysis**

#### **5.5 Community Support**

Attended Transit Advisory Board meeting on August 11.

#### **5.6 ADA/Title VI Appeal Process**

OTO remains available as the appeal board for City Utilities paratransit ADA complaints. No appeals were received.

### **Task 6 City Utilities Transit Planning (FTA 5307 Funding for City Utilities) 25% Complete**

#### **6.1 Operational Planning**

*CU's Open FTA Grants:*

CU's FY 2019 Section 5307 grant, MO-2019-006; As of September 30, 2020, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100% complete. CU has completed first 1% security project – bullet resistant glass at the Transit Center customer service window. However, the final cost on this project was lower than anticipated, so a second 1% security project will be started in the spring of 2021.

CU's FY 2020 Section 5307 grant, MO-2020-011; As of September 30, 2020, CU's short-range transit planning and preventive maintenance is 100% complete. Currently have \$1.4 million remaining in operating assistance, due to some operating expenditures being paid at 100% through the CARES grant MO-2020-011. Have not requested reimbursement for 1% security requirement due to the purchasing department's focus being on pandemic response. Hope to start the bid process for the security project in spring 2021 – this project will involve security lighting at highly used bus stops without shelters.

CU's FY2020 Section 5307 CARES grant, MO-2020-012; As of September 30, 2020, City Utilities has utilized \$2,000,000 of CARES Act Funding. This is consistent with budgeted plan of requesting \$2,000,000 reimbursement annually until the grant is complete. City Utilities is following FTA guidance and utilizing this funding for operating expenses such as fuel, admin labor and operations labor, however, any expense normally eligible under the Section 5307 programs is eligible.

CU's FY 2019 Section 5339 grant – CU executed grant application to FTA for the purchase of two, 35-foot fixed route buses. This grant was be combined with MODOT's Section 5339 funding transferred to CU. However, this grant was deleted in September 2019 due to a 5339 Low or No Emissions grant award in July 2019. The FY 2019 Section 5339 grant is anticipated to be utilized for bus training simulators and small fleet vehicles, however, the funds have not yet been re-obligated. The TIP was voted to be amended September 18th, 2019 to revise the document for the changes to planned expenditures for the FY 2018 Section 5339 grant.

CU's FY2019 Section 5339 (c) Low or No Emissions Grant, MO-2020-001 – This competitive grant was awarded to CU on July 26th, 2019. This grant will allow CU to purchase two, 35-foot electric Gillig fixed route buses and two chargers. This grant will be combined with a VW Trust award from the Missouri Department of Natural Resources. The electric buses are anticipated to be delivered towards the end of May 2021.

CU's FY 2018/2019/2020 Section 5310 grants, MO-2019-010 - CU executed FY 2019 FTA Section 5310 grant on June 3, 2019. This grant combined Section 5310 funds from 2018, 2019 and 2020 for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP will be issued by the end of the year. We anticipate construction will start in February 2021.

CU's FY 2017 Section 5310 grant, MO-2017-012; The application for the purchase of 19 bus shelters and new bus route signage was completed by September 30, 2017. However, there was an unexpected cost savings that allowed the purchase of additional shelters. Since the original requisition didn't include any options to purchase additional shelters, a new RFP was completed to replace remaining (4) Phase I shelters and to order spare shelters. The shelters were received April 20, 2020 but were unable to be installed due to the concrete contract with FTA language expiring around that time. This was also at the onset on the COVID pandemic, so CU's purchasing department was working on pandemic response rather than "unessential" projects. As of September 30, 2020, it has been decided to use a concrete



contract that does not include FTA language as CU will not be requesting FTA reimbursement for the concrete work. It is anticipated for the Phase 1 replacement shelters to be installed by the end of the year.

Appropriations for FY2021 have not yet been made.

## **6.2 ADA Accessibility**

FTA Grant MO-2017-012 for replacement of Phase 1 shelters is still in progress. All shelters have been received from the vendor but need to be installed. Due to COVID-19, it has taken longer than anticipated for installation due to a temporary hold being put on “non-essential” projects.

CU’s FY 2018/2019/2020 Section 5310 grant, MO-2019-010, has been awarded by FTA. This grant is for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield’s storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP will be issued by the end of the year. CU anticipates construction will start in February 2021.

## **6.3 Transit Fixed Route and Regional Service Analysis Implementation**

No permanent route modifications have been made in this quarter. All fixed routes are consistently evaluated to make improvements as needed.

## **6.4 Service Planning**

Data collection for on-time performance by bus route is posted each week for all the bus operators to monitor how each route and bus operator are performing.

CU is active in OTO and community committees involving discussions on Transit.

## **6.5 Financial Planning**

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually.

CU is active in OTO and community committees involving discussions on Transit.

## **6.6 Competitive Contract Planning**

City Utilities Purchasing department ensures that CU Transit awards bids to the most competitive contracts and that all FTA guidelines and requirements are followed. In the future, CU is considering studying opportunities for transit cost reductions using third-party and private sector providers for a portion of the paratransit bus service.

## **6.7 Safety, Security and Drug and Alcohol Control Planning**

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly.

The City Utilities Board of Public Utilities approved Transit's PTASP plan on June 25th, 2020 and anticipate updating Certifications and Assurances prior to December 31st to meet the extended deadline established by FTA.

#### **6.8 Transit Coordination Plan Implementation**

CU has implemented the Transit Coordination Plan due to receiving Section 5310 grant funding. The OTO provides annual training for applicants, including CU each fiscal year and provides the media outreach.

#### **6.9 Program Management Plan**

CU does not have to do a Program Management Plan for Section 5339 grant funding. The OTO does do a Program Management Plan for the Section 5310 grant program.

#### **6.10 Data Collection and Analysis**

- CU collects and analyzes ridership data monthly for transit planning purposes.
- CU is preparing for the annual Single Audit of the federal grants to be completed by external auditors in October and November 2020.
- CU is gathering data for the annual National Transit Database report that is due January 31, 2020.

#### **Task 7 Special Studies and Projects 10% Complete**

##### **7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems**

Received information relating to volumes in terms of comparing to pre-Covid-19 levels.

##### **7.2 Grant Applications**

Requested information from members interested in a BUILD or INFRA grant.

##### **7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan**

##### **7.4 Travel Sensing & Travel Time Service Project**

COVID-19 delayed the collection of travel time data for 2020.

#### **Task 8 Transportation Demand Management 0% Complete**

##### **8.1 Coordinate Employer Outreach Activities**

Member and Employer Outreach paused during COVID-19 pandemic.

##### **8.2 Collect and Analyze Data to Determine Potential Demand**

#### **Task 9 MoDOT Transportation Studies & Data Collection 30% Complete**

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 260 staff hours were completed.

**TAB 5**

**BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM II.C.**

**2021 Legislative Priorities**

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

**AGENDA DESCRIPTION:**

Annually, the OTO establishes a list of Legislative Priorities for use when communicating with area legislators. It proves to be very valuable and is well received.

Included for member review and input is a draft list of priorities for 2021.

**EXECUTIVE COMMITTEE ACTION:**

At its meeting on November 4, 2020, the Executive Committee recommended adoption of the 2021 Legislative Priorities by the Board of Directors.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to adopt the 2021 Legislative Priorities.”

OR

“Move to adopt the 2021 Legislative Priorities with the following changes...”

## **OTO 2021 Federal Legislative Priorities**

### **Short Term Priorities**

OTO supports the timely passage of long-term transportation reauthorization legislation that includes increased funding levels for roads, bridges, transit, bicycling and pedestrian infrastructure and transportation planning.

OTO supports partnerships between local, state, and federal entities that will maximize available dollars through collaborative efforts.

OTO requests additional transportation infrastructure funding to support the OTO Priorities which include safety and congestion relieving projects, as well as bicycle and pedestrian infrastructure to support the continued development of a healthy region.

OTO supports an increase in the FAA Passenger Facility Charge to assist funding airport facilities.

OTO supports the streamlining of environmental review processes including one federal decision and reductions in authorization decision timelines to extend to Environmental Assessments as well Environment Impact Statements.

### **Longer Term Priorities**

OTO supports long term sustainable funding for transportation in order to strengthen the United States Highway Trust Fund program and ensure funding is available for the country's critical transportation infrastructure projects.

OTO supports more direct allocations to state, regional, and local governments with less federal oversight and streamlined regulations.

## **OTO 2020 State Legislative Priorities**

### **Funding**

OTO supports alternative sources of funding for transportation infrastructure to ensure increased investment in the statewide system; such funding should not negatively impact the state's limited general revenue budget.

OTO supports the MoDOT Miles Per Gallon Equitable Motor Vehicle Registration Model.

OTO supports a 10-cent motor fuel tax increase to include two cents per year for five years to replace lost revenue due to inflation and increased vehicle fuel efficiency.

OTO supports increasing auto license and registration fees in order to fund transportation infrastructure improvements.

OTO supports partnerships between MoDOT, local governments and the private sector including the cost share program.

OTO supports Increased funding for multimodal transportation to improve port, rail, aviation, and a dedicated source of state transit funding for Missouri's public transit providers.

OTO supports legislation that provides states, cities, and counties the right to collect sales and use taxes from internet sales regardless of the location of the business providing the good or service.

OTO opposes the transfer of state-owned roadways to local ownership and maintenance with or without funding to offset the cost.

### **Safety**

OTO supports the passage of a primary seatbelt law to allow law enforcement to stop a driver for not wearing a safety belt.

OTO supports the prohibition of hand-held texting while driving for all drivers.

# MoDOT's 2021 LEGISLATIVE AGENDA

*Safety. Service. Stability*

## Safety

### **Prohibit Hand-Held Cell Phone and Other Electronic Wireless Communication Device Use While Driving**

Missouri's current law, passed in 2009, prohibits drivers 21 years of age and under from using a handheld cell phone or other electronic communication device for text messaging and certain other forms of electronic messaging while driving. The proposed legislation would expand the law to all drivers and strengthen it by prohibiting all hand-held use of an electronic wireless communication device.

The proposal would allow drivers age 18 and above to use hands-free technology while driving. Hand-held cell phone use while driving is currently banned in 19 states and the District of Columbia.

48 states prohibit texting while driving for all drivers. Missouri and Montana are the only two states that do not prohibit texting while driving for all drivers.

### **Primary Safety Belt**

Missouri has a secondary enforcement law regarding wearing a seat belt. A law enforcement officer must have stopped a driver for some other violation in order to also cite the driver for not wearing their seat belt. The proposed legislation would allow a law enforcement officer to stop a driver solely for failure to wear their seat belt if the violation is clearly visible to the officer.

## Service/Stability

### **Miles Per Gallon (MPG) Equitable Motor Vehicle Registration Model**

In its *Final Report* dated January 1, 2018, the 21<sup>st</sup> Century Missouri Transportation System Task Force determined that Missouri should both address immediate transportation funding needs and prepare for long term sustainability and diversification of transportation revenue streams.

This proposal is to modernize Missouri's motor vehicle registration fee structure. The change in law would replace Missouri's current motor vehicle registration fee model based on taxable horsepower with a motor vehicle registration fee based on a motor vehicle's MPG rating. This MPG model is a responsible step toward responding to the future fuel-efficient fleet and its impact on the primary source of revenues required to operate a safe and reliable transportation infrastructure.

### **10-Cent Fuel Tax Increase; 2-cents a year for 5 Years**

Missouri's current fuel tax rate of 17-cent per gallon has been in effect since April 1, 1996. Since that time, inflation has eroded the purchasing power of this revenue source and has limited MoDOT's ability to address the state's growing road and bridge needs.

This initiative aligns with the American Association of State Highways and Transportation (AASHTO) core policy principle for increasing the federal fuel tax for the next reauthorization act.

(updated: Aug. 17, 2020)



### Multimodal

The Chamber supports federal operating assistance for the Springfield area's transit systems including capital funds for bus replacement and multimodal infrastructure, and investment in new rail lines to ease congestion on the nation's highway system.

### Springfield-Branson National Airport

The Chamber advocates for increased funding for airports, including the FAA Passenger Facility Charge, to maintain airfield infrastructure and keep up with strong growth in airline passengers, air cargo, general aviation, and flight training.



For more information, please contact:

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**Springfield Area Chamber of Commerce**  
202 S. John Q. Hammons Parkway | Springfield, MO 65806  
Phone: (417) 862-5567

[www.springfieldchamber.com](http://www.springfieldchamber.com)

### UNITED STATES SENATE

#### U.S. Senator Roy Blunt

**Springfield**  
2740-B East Sunshine  
Springfield, MO 65804  
Phone: (417) 877-7814

**Washington, DC**  
260 Russell Senate Office Building  
Washington, DC 20510  
Phone: (202) 224-5721  
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#### U.S. Senator Josh Hawley

**Springfield**  
901 E. St. Louis St., Suite 1604  
Springfield, MO 65806  
Phone: (417) 869-4433

**Washington, DC**  
B40A Dirksen Senate Office Building  
Washington, DC 20510  
Phone: (202) 224-6154  
[www.hawley.senate.gov](http://www.hawley.senate.gov)

### UNITED STATES HOUSE OF REPRESENTATIVES

#### U.S. Congressman Billy Long 7th District

**Springfield**  
3232 E. Ridgeview St.  
Springfield, MO 65804  
Phone: (417) 889-1800

**Washington, DC**  
2454 Rayburn House Office Building  
Washington, DC 20515  
Phone: (202) 225-6536  
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# FEDERAL 2020 AGENDA



**Springfield**  
Area Chamber of Commerce

[www.springfieldchamber.com](http://www.springfieldchamber.com)



# 2020 Legislative Priorities

**The Springfield Area Chamber of Commerce, located in Missouri’s third largest city, represents over 1,500 business and professional organizations. With a focus on economic development and advocacy, the Chamber’s goals are to assist existing businesses, create new jobs and improve our region’s quality of life. Economic growth is critical to our nation’s fiscal health, and public policy must be focused on removing the threat of fiscal instability, improving certainty, and creating a sustainable foundation for economic and job growth.**

## BUSINESS AND ECONOMIC DEVELOPMENT

A strong business climate is critical to the economic success of Missouri and the United States. Business growth supports infrastructure, encourages education and creates jobs that support communities, families and individuals.

### Agribusiness

The Chamber supports policies that will strengthen domestic agriculture and food production, promote exports and ensure a safe and stable food supply.

### Entrepreneurial Support & Innovation

The Chamber supports programs that incentivize capital investment, small business assistance and access to early stage capital and support.

The Chamber encourages funding for IDEA Commons including the Roy Blunt Jordan Valley Innovation Center (JVIC) and the Missouri State University efactory, to support private sector-led research and development and job creation.

### International Trade

The Chamber supports international trade policies that encourage economic development, reduce trade barriers, protect U.S. intellectual property, eliminate unfair trade practices, and protect national security. The Chamber also supports the U.S. Export-Import Bank and the ratification of the United States–Mexico–Canada Agreement.

## BUSINESS CLIMATE

### Labor Relations

The Chamber supports the right of workers to voluntarily join unions under fair and democratic rules but opposes legislation that would impose new and costly regulations on businesses or stifle productivity and economic growth.

### Minimum Wage

The Chamber opposes an increase of the minimum wage.

### Prevailing Wage & Employee Classification

The Chamber supports modifications to the existing Davis-Bacon Act in order to remove barriers for small business owners and contractors competing for federally funded projects.

The Chamber supports legislation that protects the legitimate use of independent contractors.

### Fiscal Responsibility & Governance

The Chamber supports a balanced federal budget and a reduced national debt.

### Banking and Financial Regulatory Reform

The Chamber supports measures that reduce regulatory burdens, particularly on community banks.

### Unfunded Mandates

The Chamber opposes unfunded and underfunded federal legislative mandates.

### ADA Reform

The Chamber supports reform to the Americans with Disabilities Act by requiring prior written notice, from the claimant to the respondent, of the nature and location of any claimed violation and a reasonable opportunity to correct the violation before a claim for attorney fees can be made.

## EDUCATION

The Chamber supports federal funding for facility construction, program development, and implementation of the Center for Advanced Manufacturing at Ozarks Technical Community College.

The Chamber supports continued investment in all levels of public education and workforce training. The Chamber supports modifying Pell Grants to allow funding for regionally accredited public two-year colleges to offer short-term workforce training.

The Chamber supports making Second Chance Pell Experiment permanent. This program allows incarcerated individuals to receive Pell Grants to pursue degrees or credentials in order to increase employability and meet workforce needs.

## ENERGY & ENVIRONMENT

The Chamber supports balanced energy and environmental policies that are equitable to all regions and industries, foster innovation and economic growth, encourage energy sustainability, and consider quality of life.

Environmental regulatory reform should focus on reducing administrative requirements, the economic burden of regulatory compliance, and should address conflicting compliance requirements between state and federal regulatory bodies.

## FORT LEONARD WOOD

The Chamber supports Fort Leonard Wood and the critical role it provides in the training and development of military personnel and for the economic development impact it has on the state. The Chamber encourages policies to expand the base while protecting it from funding and personnel reductions.

The Chamber supports Ozarks Technical Community College’s request to expand training programs offered at Fort Leonard Wood.

## HEALTHCARE REFORM

The Chamber supports reduced federal mandates and the passage of professional liability and tort reform legislation that will lower the cost of patient care. The Chamber opposes placing an undue or uncertain amount of the cost of care on business and opposes health insurance mandates that undermine the ability of employers to provide competitive health insurance at an affordable cost.

Due to the costs and administrative burdens created by the Patient Protection and Affordable Care Act (PPACA) the Chamber encourages government officials to address the problems resulting from its implementation.

## IMMIGRATION REFORM

The Chamber supports comprehensive immigration reform and a talent-oriented immigration policy that establishes an accurate employment eligibility confirmation system that provides a good faith “safe harbor” to employers, includes an efficient guest worker program, expands H-1B and H-2B visa issuance and employment-based green cards, addresses undocumented workers filling legitimate employment needs, and strengthens national security.

The Chamber supports the reauthorization of the Conrad J1 Visa Waiver to extend the program to 2021 and to allow states to increase the number of physician waivers per fiscal year.

## PUBLIC SAFETY

The Chamber supports funding for the Assistance to Firefighters Grant Program to assist the Springfield Fire Department and surrounding departments in meeting critical staffing, equipment and resource needs.

## REGULATORY REFORM

The Chamber supports revising the regulatory process to require Congress to vote on new rules and regulations before they can take effect, raising the regulators’ burden of proof in court, and requiring independent review of major rules to verify necessity and potential for effective implementation.

## TAXATION

### E-Fairness Tax Policy

The Chamber supports policies that level the playing field for all retailers and provide much-needed revenue to states.

### Tax Reform

Any proposed tax reform should increase certainty to the business community, encourage capital investment, simplify the tax code and be fiscally responsible.

## TRANSPORTATION & INFRASTRUCTURE

The Chamber supports long term sustainable funding for critical transportation and infrastructure projects.

The Chamber encourages continued support of partnerships between local, state, and federal entities that will maximize available dollars through collaborative efforts.

The Chamber supports funding for rural broadband improvements.

**TAB 6**

**BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM II.D.**

**Annual Listing of Obligated Projects (ALOP)**

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

**AGENDA DESCRIPTION:**

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

**§ 450.334 Annual listing of obligated projects.**

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

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

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

The Ozarks Transportation Organization Federal Fiscal Year 2019 Annual Listing of Obligated Projects is available in the Agenda for member review. Please note that Federal Fiscal Year 2020 includes the time period from October 1, 2019 to September 30, 2020.

Please note that this is required to be published by December 30, 2020.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on November 18, 2020, the Technical Planning Committee recommended that the Board of Directors accept of the Annual Listing of Obligated Projects.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to accept of the Annual Listing of Obligated Projects.”

OR

“Move to accept of the Annual Listing of Obligated Projects with the following corrections...”

# FY 2020 Annual Listing of Obligated Projects



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Introduction

Each year, the Ozarks Transportation Organization develops a list of all funding obligated during the preceding federal fiscal year, October 1, 2019 through September 30, 2020. This is known as the Annual Listing of Obligated Projects (ALOP). An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. Obligation is a key step in financing and obligated funds are considered "used" even though no cash is transferred.

## Annual Listing of Obligated Projects (ALOP)

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

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

## TIP (Transportation Improvement Program)

The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of *Transportation 2040*, the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation needs of the community and to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP. The TIP is developed through a collaborative process in which each jurisdiction or federal recipient of transportation funds is given the opportunity to submit projects to be considered for placement in the TIP. No project can receive federal funds unless it appears in the TIP.

## Ozarks Transportation Organization (OTO)

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

## The Report

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

### PROJECT NO

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

### JOB NO

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

### PROJECT DESCRIPTION

Contains a brief description of the project.

### COUNTY

County where project is to take place.

### SPONSOR

This references the agency responsible for implementing the project.

### TIP NUMBER

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

### TIP YEARS

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

### PROGRAMMED YEAR

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

### PREVIOUSLY PROGRAMMED FEDERAL FUNDS

These are the funds that were scheduled to be obligated during or prior to federal fiscal year 2020.

### FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after federal fiscal year 2020.

## PROGRAM CODE

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

## TRANSACTION DATE

This is the date that funding was obligated during the 2020 federal fiscal year.

## FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2020 federal fiscal year. Values shown in the positive are obligations and values shown in the (negative) are de-obligations. Funding is often de-obligated at the end of a project if costs were less than expected. Zero values may be shown for projects that were newly created or closed out in FY 2020, even if funding itself was not obligated.

## PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2020 federal fiscal year. Current and past funding changes are shown by Program Code.

## REMAINING FUTURE FEDERAL FUNDS

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

# FY 2020 Annual Listing of Obligated Projects

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0005615	N/A	RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES, CROSSING #669 819E ON FARM RD 97 NEAR ELWOOD IN GREENE COUNTY, MO	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Z550	5/14/2020	\$111,265.20	\$0.00	N/A
00FY819	N/A	2019 ANNUAL CPG AGREEMENT FOR OTO	CHRISTIAN/ GREENE	OTO	N/A	N/A	N/A	N/A	N/A	M77D Z450 Z77D	9/22/2020 9/9/2020 9/22/2020 9/9/2020 9/22/2020 9/9/2020	<del>\$34,594.90</del> \$139,646.07 <del>(\$139,646.07)</del> \$11,953.90 <del>(\$11,953.90)</del>	\$152,072.55 \$613,856.20 \$52,546.25	N/A
00FY821	N/A	2021 OBLIGATION FOR OTO 2021 ANNUAL CPG AGREEMENT (ONLY Z230 PROGRAMMED IN TIP, Z0MP SHOWN IN UPWP)	CHRISTIAN/ GREENE	OTO	OT1901	2019-2022, 2020-2023	2020	\$210,000.00	\$0.00	Z0MP Z230	6/29/2020 6/29/2020	\$654,352.00 \$100,000.00	\$0.00 \$0.00	\$110,000.00
0132088	J8P30678	GREENE CO, MO 13, BRIDGE REHABILITATION OVER LITTLE SAC RIVER.	GREENE	MODOT	GR2002	2020-2023	2020	\$848,000.00	\$0.00	Z001 Z530	4/27/2020 2/7/2020 4/27/2020 2/7/2020	\$66,716.88 \$999,254.24 <del>\$1,521.86</del> \$9,886.04	\$24,000.00 \$0.00	\$0.00
0132089	J8P3118	GREENE CO, MO 13, PAVEMENT RESURFACING FROM RT VVW IN GREENE CO TO .1 MI NORTH OF NORTON RD IN SPRINGFIELD.	GREENE	MODOT	GR1903	2019-2022, 2020-2023	2019, 2020, 2021	\$31,200.00	\$2,290,000.00	Z001	9/14/2020 12/12/2019	\$1,254,535.60 \$32,800.00	\$0.00	\$1,033,864.40
0132090	J8S3165	GREENE CO, MO 13 S, PAVEMENT RESURFACING ON KANSAS EXPRESSWAY FROM N OF I-44 TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	GR2007	2020-2023	2020, 2021, 2022, 2023	\$8,000.00	\$2,005,600.00	Z001	9/21/2020	\$32,800.00	\$0.00	\$1,980,800.00
0141023	J8P2219	MO 14, CHRISTIAN CO: INTERSECTION IMPROVEMENTS AT THE RT 160 (MASSEY BLVD) & RT 14 (MOUNT VERNON ST) INTERSECTION IN NIXA. .649 MI	CHRISTIAN	MODOT	NX0906	2014-2017, 2015-2018 AM5	2014, 2015, 2015 (AC), 2016 (AC), 2017 (AC), 2018 (AC)	\$2,727,001.00	\$0.00	M0E1 M230 M001 M24E	9/22/2020 -- -- --	<del>(\$2,091.67)</del> \$0.00 \$0.00 \$0.00	\$1,225,589.25 \$1,048,107.83 \$0.00 \$0.00	COMPLETE
0141026	J8P3093	MO 14, CHRISTIAN CO, ADD LANES, TURN LANES AND DRAINAGE FROM WESTMINSTER DR TO ESTES ST AND ADD FIBER OPTIC CONNECTION FROM RT M (NICHOLAS RD) TO RD	CHRISTIAN	MODOT	NX1702	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$6,544,000.00	\$0.00	M2E1 Z231 Z001	-- 1/2/2020 11/1/2019 --	\$0.00 \$91,581.97 \$14,171.58 \$0.00	\$48,000.00 \$6,063,715.14 \$0.00	\$326,531.31
0141027	J8P3096	MO 14, CHRISTIAN CO, SAFETY & CAPACITY IMPROVEMENTS ON JACKSON ST FROM 16TH ST TO .2 MI E OF RT NN IN OZARK	CHRISTIAN	MODOT	OK1701	2017-2020, 2018-2021, 2019-2022, 2020-2023 A2	2017, 2018, 2019, 2020	\$3,316,570.00	\$0.00	Z001 Z232 Z230 Z531 Z240	-- 4/27/2020 2/20/2020 4/27/2020 2/20/2020 4/27/2020 2/20/2020 --	\$0.00 \$13,500.82 \$1,904,213.99 \$3,814.35 \$56,286.00 <del>(\$60,100.35)</del> \$835,000.00 \$0.00	\$0.00 \$344,394.95 \$0.00 \$0.00 \$0.00	\$219,460.24
0141029	J8P3015	MO 14, CHRISTIAN CO; ADD LANES & SIDEWALK, REPLACE SIGNAL ON JACKSON ST AT RTE NN IN OZARK	CHRISTIAN	MODOT	OK1401	2014-2017, 2015-2018 A11, 2017-2020 A2, 2018-2021 AM4, 2019-2022, 2020-2023	2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020	\$3,807,990.00	\$0.00	Z240 Z530 Z005 M230	4/27/2020 2/20/2020 10/18/2019 4/27/2020 2/20/2020 2/20/2020 --	<del>\$21,136.20</del> \$1,076,649.08 \$23,948.70 \$1,112.00 \$11,650.00 \$1,153,506.00 \$0.00	\$638,185.91 \$0.00 \$0.00 \$133,014.09	\$748,788.02
0141030	J8P3088C	MO 14, CHRISTIAN CO; INTERSECTION IMPROVEMENTS ON SOUTH ST @ RTE 14 (THIRD ST) IN OZARK	CHRISTIAN	MODOT	OK1801	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$3,435,200.00	\$0.00	Z240 M23E	8/13/2020 --	\$157,652.73 \$0.00	\$1,329,555.79 \$1,345,183.85	\$602,807.63
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$2,968,000.00	\$0.00	Z001 Z230	6/26/2020 4/27/2020 2/11/2020 11/26/2019 2/11/2020	<del>\$52,556.47</del> \$464,010.18 \$2,269,708.38 <del>\$226,343.71</del> \$130,000.00	\$328,190.64 \$0.00	\$0.00
0141033	J8P3115	CHRISTIAN CO, MO 14, PAVEMENT RESURFACING FROM TIFFANY BLVD NEAR NIXA TO 32NS RD IN OZARK, FROM MCCracken RD TO HARTLEY ST IN OZARK, & FROM 6TH AVE	CHRISTIAN	MODOT	NX1901	2019-2022, 2020-2023	2019, 2020	\$458,400.00	\$0.00	Z001	4/27/2020 2/7/2020	\$8,661.83 \$419,348.33	\$14,400.00	\$15,989.84



PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0141034	J8P3115B	CHRISTIAN CO, MO 14, PAVEMENT RESURFACING FROM EAST OF TIFFANY BLVD IN NIXA TO 32ND ST IN OZARK	CHRISTIAN	MODOT	CC2001	2020-2023	2020, 2021	\$6,400.00	\$476,000.00	Z001	1/6/2020	\$8,000.00	\$0.00	\$474,400.00
0441109	J0I3006O	IS 44, GREENE CO; JOC FOR PAVEMENT REPAIR IN THE OTO AREA	GREENE	MODOT	MO2001	2020-2023	2020 (AC)	\$197,100.00	\$0.00	Z001	3/24/2020 1/6/2020	\$266,310.00 \$0.00	\$0.00	\$0.00
0442239	J8P2293	RTE 44, GREENE CO, REHAB RTE 65 BRIDGE OVER I-44 IN SPRINGFIELD, 0.006 MI	GREENE	MODOT	SP1112	2015-2018 AS, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$3,357,227.00	\$0.00	L010 HY10 ZS30 M230 Z001	— — 12/12/2019 8/31/2020 12/12/2019	\$0.00 \$0.00 (\$19,839.26) \$82,855.29 \$19,839.26	\$0.00 \$74,547.50 \$1,130,134.26 \$1,583,728.56	\$319,826.97
0442296	J8I3109	IS 44, GREENE CO, REHABILITATE BRIDGES OVER RT 744 (KEARNEY ST) IN SPRINGFIELD	GREENE	MODOT	SP1806	2018-2021	2018	\$851,400.00	\$0.00	Z001	11/26/2019	\$6,578.89	\$807,344.24	COMPLETE
0442299	J8I3136	IS 44, GREENE CO; JOC FOR BR REPAIR FROM E/O RT 360 TO 2 MI E/O RT 125, RT 65 FROM I-44 TO RT 60, RT 360 FROM E/O I-44 TO RT 60, RT 60 FROM RT 360 TO RT 65	GREENE	MODOT	MO1807	2018-2021	2018 (AC)	\$103,500.00	\$0.00	Z001	2/26/2020	(\$2,152.85)	\$150,235.56	COMPLETE
0442303	J0I3004O	IS 44, GREENE CO; JOC FOR PVMT REPAIR IN THE OTO AREA	GREENE	MODOT	MO1808	2018-2021	2018 (AC)	\$197,100.00	\$0.00	Z001	9/14/2020	(\$108,424.80)	\$108,424.80	WITHDRAWN
0442305	J8I3044	GREENE CO, IS 44, SCOPING FOR ROADWAY IMPROVEMENTS FROM RT 360 N OF REPUBLIC TO RT 125 IN STRAFFORD.	GREENE	MODOT	SP1419	2017-2020, 2018-2021 A1, 2019-2022, 2020-2023	2017, 2018, 2019, 2020, 2021	\$191,000.00	\$9,000.00	Z001	6/26/2020	\$33,481.63	\$459,975.41	\$0.00
0442308	J8I3120	IS 44, GREENE CO, PAVEMENT IMPROVEMENTS FROM EAST OF RT 360 TO .6 MI W OF RT 266	GREENE	MODOT	SP1805	2018-2021, 2019-2022 AM4, 2020-2023	2018, 2019, 2020	\$1,491,300.00	\$0.00	Z001 ZS30	5/26/2020 11/26/2019 5/26/2020 11/26/2019	\$169,738.90 (\$63,733.88) \$0.00 \$0.00	\$1,349,275.75 \$0.00	\$36,018.23
0442324	J8S3167	GREENE CO, LP 44, PAVE RESURFACING ON CHESTNUT EXPRESS FROM .1 MI W OF BUS 65(GLENSTONE AVE) TO BELCREST AVE & ON GLENSTONE AVE FROM TURNER ST TO BUS	GREENE	MODOT	SP2002	2020-2023	2020, 2021, 2022, 2023	\$1,600.00	\$5,600.00	Z001	11/26/2019	\$8,800.00	\$0.00	\$0.00
0602093	J8P0683E	US 60, GREENE CO, INTERCHANGE IMPROVE AT RT 125 & OUTER ROADS FROM FARM RD 213 TO FARM RD 247 IN ROGERSVILLE	GREENE	MODOT	RG0901	2015-2018 AM5, 2018-2021 A1, 2019-2022, 2020-2023	2015, 2016, 2017, 2018, 2019, 2021, 2022	\$1,192,500.00	\$14,813,100.00	Z001	10/18/2019	\$77,778.67	\$352,369.60	\$15,575,451.73
0602094	J8P0683G	US 60, GREENE CO, FREEWAY IMPROVMENTS FROM .2 MI W OF HIGHLAND SPRINGS RD TO .3 MI E OF CO RD 213	GREENE	MODOT	GR1403	2014-2017, 2015-2018, 2017-2020, 2018-2021 A1, 2019-2022, 2020-2023	2014, 2015, 2015 (AC), 2016, 2016 (AC), 2017, 2018, 2019, 2020, 2021	\$95,200.00	\$16,000.00	Z001	3/11/2020	\$3,793.00	\$211,924.02	\$0.00
0602095	J8P3032	US 60, GREENE CO, CAPACITY IMPROVEMENTS ON JAMES RIVER FREEWAY FROM RT 13(KANSAS EXPRESSWAY) TO RT 65	GREENE	MODOT	SP1405	2015-2018 AM5, 2018-2021 A1, 2019-2022, 2020-2023	2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024	\$206,400.00	\$6,400.00	Z001	6/29/2020	\$22,214.40	\$347,941.53	\$0.00
0602099	J8P3113	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM RT 174 IN REPUBLIC TO RT 413	GREENE	MODOT	RP1802	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$1,258,400.00	\$0.00	Z001 ZS30	6/26/2020 3/25/2020 6/26/2020 3/25/2020	(\$60,743.73) \$1,100,646.95 (\$1,292.14) \$41,026.00	\$31,200.00 \$0.00	\$147,562.92
0602100	J8P3127	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .3 MI WEST OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	RP1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020, 2020 (AC)	\$695,200.00	\$0.00	Z001	7/23/2020	\$625,628.84	\$0.00	\$69,571.16
0602105	J8P3122	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .7 MI E OF BUS 65 (GLENSTONE AVE) TO RT 125	GREENE	MODOT	GR1804	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$606,400.00	\$0.00	Z001 ZS30	3/27/2020 3/27/2020	\$299,684.01 \$57,121.00	\$46,400.00 \$0.00	\$203,194.99
0602106	J8P3129	US 60, GREENE CO, ADA TRANSITION PLAN IMPROVEMENTS AT VARIOUS LOCATIONS FROM .3 MI W OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	EN1801	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020, 2021	\$130,400.00	\$784,800.00	Z001	3/25/2020	\$143,790.40	\$121,600.00	\$649,809.60
0602107	J8P3132	US 60, GREENE CO; GUARDRAIL IMPROVEMENTS AT THE RT 65 INTERCHANGE IN SPRINGFIELD	GREENE	MODOT	SP1808	2018-2021 AM2	2018	\$52,800.00	\$0.00	Z001 ZS30 \$640	3/6/2020 3/6/2020 —	(\$12,737.67) (\$9,695.40) \$0.00	\$68,448.66 \$115,819.15 \$5,855.59	COMPLETE

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0602109	J8P30328	GREENE CO, US 60, ADD LANES ON JAMES RIVER FREEWAY, IMPROVE RAMPS FROM NATIONAL AVE TO RT 65, & RECONFIGURE INTERCHANGE AT BUS 65 (GLENSTONE AVE)	GREENE	MODOT	SP1907	2019-2022, 2020-2023	2019, 2020	\$18,980,800.00	\$0.00	2001	9/22/2020	\$13,871,300.23	\$1,370,559.90	\$3,738,939.87
										Z530	9/22/2020	\$0.00	\$0.00	
										Z531	9/22/2020	\$0.00	\$0.00	
0602111	J8S31598	GREENE CO, US 60, REALIGNMENT OF THROUGH LANES & ADD TURN LANES AT RT 174 IN REPUBLIC	GREENE	MODOT	RP1901	2019-2022 A5, 2020-2023	2019, 2020	\$1,476,800.00	\$0.00	2001	7/27/2020 3/27/2020	(\$1,532,154.61) \$2,986,388.69	\$194,400.00	\$0.00
0602112	J8P30688	GREENE CO, US 60, BRIDGE DECK SEALING ON MULTIPLE BRIDGES AT RT 65/60 INTERCHANGE IN SPRINGFIELD	GREENE	MODOT	SP2004	2020-2023	2020	\$1,221,600.00	\$0.00	2001	4/27/2020 2/7/2020 11/26/2019	\$13,182.00 \$1,030,538.10 \$31,200.00	\$0.00	\$146,679.90
0602113	J8P3197	GREENE CO,US 60 E,RR CROSS SAFETY IMPROVE AT VARI LOCAT CO RD 194 W OF REPUBLIC TO O'NEAL ST&BNSF RR ON MAIN ST,HAMPTON AVE,HINES ST&RT 274 IN REPUBLIC	GREENE	MODOT	GR2011	2020-2023 A5	2020, 2021, 2022	\$10,000.00	\$587,500.00	LS4R	9/9/2020	\$113,155.16	\$0.00	\$375,762.47
										2001	4/17/2020	\$108,582.37	\$0.00	
0651056	J8P2356	US65, CHRISTIAN CO; INTERCHANGE IMPROVEMENTS AT RTES, CC & J IN OZARK; 1.97 MI	CHRISTIAN	MODOT	CC1110	2011-2014, 2012-2015, 2013-2016, 2014-2017, 2015-2018	2011, 2012, 2013, 2014, 2015, 2015 (AC)	\$6,193,356.00	\$0.00	MOE1 M001 Z001 M230 L23E	-- -- -- -- --	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$3,912,614.70 \$6,500.00 \$7,768.03 \$2,072,000.00 \$228,000.00	COMPLETE
0651079	J8P3116	CHRISTIAN CO, US 65 S, PAVEMENT RESURFACING FROM RT CC TO 1 MI SOUTH OF RT F IN OZARK	CHRISTIAN	MODOT	OK1901	2019-2022, 2020-2023	2019, 2020, 2021	\$27,200.00	\$1,637,600.00	2001	9/17/2020 8/13/2020	\$1,804,475.51 \$31,200.00	\$0.00	\$0.00
0652073	J8O2397	RTE 65, GREENE CO, BRIDGE IMPROVEMENTS OVER RTE 65 ON EVANS RD INTERCHANGE, 0.015 MI	GREENE	MODOT	SP1204	2012-2015, 2013-2016, 2014-2017, 2015-2018, 2017-2020, 2018-2021	2011, 2013, 2014, 2015, 2015 (AC), 2016, 2017, 2018	\$1,039,200.00	\$0.00	2001	8/14/2020	(\$54,794.77)	\$1,248,795.57	COMPLETE
										L050	--	\$0.00	\$0.00	
0652079	J8P08508	OR 65, GREENE CO; RELOCATE EASTGATE AVE (EAST OUTER RD) INTERSECTION EAST OF RTE 65	GREENE	MODOT	SP1106	2015-2018 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$438,607.00	\$0.00	L23R	9/9/2020	(\$8,920.16)	\$155,817.00	\$98,701.16
										Z240	9/9/2020	\$47,526.38	\$145,482.62	
0652094	J8P2158	US 65, GREENE CO, BRIDGE IMPROVEMENTS ON NORTHBOUND BRIDGE OVER LAKE SPRINGFIELD .6 MI S OF RT 60 .16 MI	GREENE	MODOT	SP1018	2011-2014, 2012-2015, 2013-2016, 2014-2017	2011, 2012, 2013, 2014, 2015, 2015, 2016	\$5,134,400.00	\$0.00	MOE1	--	\$0.00	\$4,100,090.53	COMPLETE
										M001	--	\$0.00	\$0.00	
0652102	J8P30798	US 65, GREENE CO, UPGRADE GUARDRAIL FROM .3 MI N OF RT D(SUNSHINE ST) TO RT 60	GREENE	MODOT	SP1704	2017-2020, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$564,800.00	\$0.00	2001	5/26/2020	\$339,656.50	\$215,690.78	\$9,452.72
										Z530	5/26/2020	\$0.00	\$0.00	
0652104	J8P3130	US 65, GREENE CO, PAVE IMPROVE FROM .6 MI S OF RT 60 TO S TO RT CC	GREENE	MODOT	GR1803	2018-2021	2018	\$988,800.00	\$0.00	2001	--	\$0.00	\$884,331.52	COMPLETE
0652105	J8P30808	US 65, GREENE CO, PAVEMENT REPLACEMENT FROM .1 MI N OF VALLEY WATER MILL RD TO RT 744	GREENE	MODOT	SP1813	2018-2021 AM1	2018	\$1,747,200.00	\$0.00	2001	2/26/2020	(\$25,759.73)	\$1,135,848.35	COMPLETE
0652106	J8P3079C	US 65, GREENE CO; GUARDRAIL IMPROVEMENTS FROM 0.1 MI N/O VALLEY WATER MILL RD TO RTE 744 (KEARNEY ST)	GREENE	MODOT	SP1814	2018-2021 AM1	2018	\$212,000.00	\$0.00	2001	2/26/2020	\$113,468.40	\$93,544.60	\$0.00
										Z530	--	\$0.00	\$116,387.50	
0652109	J8P30698	US 65, GREENE CO; ADD SAFETY SIGNAGE FOR WRONG-WAY COUNTERMEASURES AT VARIOUS RAMP LOCATIONS FROM 0.8 MI N/O I-44 TO RT F, ON RT 60 FROM RT 125 TO WC	GREENE	MODOT	MO2002-20	2020-2023	2020	\$775,800.00	\$0.00	Z530	11/26/2019	\$40,025.10	\$147,740.18	\$588,034.72
0652110	J8P3068C	GREENE CO, US 65, BRIDGE DECK SEALING ON SOUTHBOUND BRIDGE OVER SUNSHINE ST & ON RT 160 WB BRIDGE OVER I-44 SPRINGFIELD	GREENE	MODOT	SP2005	2020-2023 A3	2020	\$807,200.00	\$0.00	2001	4/27/2020	\$22,222.01	\$0.00	\$343,887.34
											2/7/2020	\$420,390.65		
											11/26/2019	\$20,800.00		
0652111	J8P3182	GREENE CO, US 65, PAVEMENT REPAIR AT VARIOUS LOCATIONS ON I-44, RT 60, RT 65 & RT 360 IN THE URBAN SOUTHWEST DISTRICT	GREENE	MODOT	MO2003	2020-2023	2020	\$356,800.00	\$0.00	2001	4/27/2020	(\$37,700.67)	\$0.00	\$0.00
											2/7/2020	\$724,900.64		
											11/26/2019	\$8,000.00		
0652112	J8S3160	GREENE CO,BUS 65 S,OPERATION&SAFETY IMPROVE&UPGRADE SIDE TO COMPLY W/ADA TRANS PLAN ON GLENSTONE AVE-VALLEY WATER MILL RD TO RT TO RT60 IN SPRINGFIELD	GREENE	MODOT	SP2003	2020-2023 AM2	2020, 2021	\$837,600.00	\$4,487,200.00	2001	3/25/2020	\$717,600.00	\$0.00	\$4,607,200.00
0652114	J8P3164	GREENE CO, US 65, PAVEMENT RESURFACING ON NORTHBOUND LANES FROM NORTH OF I-44 TO RT KK	GREENE	MODOT	GR2003	2020-2023	2020, 2021, 2022, 2023	\$3,200.00	\$161,600.00	2001	10/18/2019	\$27,200.00	\$0.00	\$137,600.00

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0653105	J8P0605H	US 65, CHRISTIAN CO, ROADWAY & BRIDGE IMPROVEMENTS FROM .7 MI S OF EVANS RD TO RT CC IN OZARK	CHRISTIAN	MODOT	OK1703	2017-2020, 2018-2021	2017, 2018	\$6,021,600.00	\$0.00	2001	8/21/2020	(\$316,496.73)	\$6,069,796.61	COMPLETE
1601062	J8P3033	US 160, GREENE CO, CAPACITY IMPROVE FROM PLAINVIEW RD IN SPRINGFIELD TO SOUTH OF SOUTH ST IN NIXA	GREENE	MODOT	NX1704	2017-2020, 2018-2021, 2019-2022, 2020-2023	2017, 2018, 2019, 2020, 2021, 2022, 2023	\$6,400.00	\$4,800.00	2001	6/26/2020	\$144.73	\$116,672.63	\$0.00
1601065	J8P3051B	US 160, GREENE CO; PVMT IMPROVEMENTS ON VARIOUS SECTIONS FROM RTE 60 (JAMES RIVER FRWY) TO N/O PLAINVIEW RD	GREENE	MODOT	SP1701	2017-2020, 2018-2021	2017, 2018	\$316,800.00	\$0.00	2001 Z530	-- --	\$0.00 \$0.00	\$223,417.21 \$32,864.59	COMPLETE
1601070	J8P3051E	CHRISTIAN CO, US 160, PAVEMENT RESURFACING FROM RT 14 TO SOUTH OF SOUTH ST IN NIXA	CHRISTIAN	MODOT	NX1902	2019-2022, 2020-2023	2019, 2020	\$77,600.00	\$0.00	2001	3/12/2020	(\$1,804.01)	\$8,000.00	COMPLETE
1601071	J8P3087B	CHRISTIAN CO, US 160, ADD TURN LANES & SIDEWALKS ON MASSEY BLVD AT SOUTH STREET IN NIXA	CHRISTIAN	MODOT	NX1803	2018-2021 A2, 2019-2022, 2020-2023	2018, 2019, 2020	\$1,168,000.00	\$0.00	2001 Z230 Z530	4/27/2020 2/10/2020 4/27/2020 2/10/2020 4/27/2020 2/10/2020	(\$53,681.29) \$238,630.46 (\$52,517.42) \$524,703.35 (\$572.50) \$55,375.00	\$312,400.00 \$50,000.00 \$0.00	\$93,662.40
1601072	J8Q3180	GREENE CO, US 160, ADD ITS FOR OZARKS TRAFFIC ON MASSEY BLVD FROM CO RD 192 IN SPRINGFIELD TO S ST IN NIXA	GREENE	MODOT	NX2001	2020-2023	2020 (AC)	\$480,000.00	\$0.00	2001 Z240	8/14/2020 4/7/2020 2/7/2020 8/14/2020 4/7/2020 11/26/2019	\$355,318.62 \$0.00 \$0.00 \$49,583.57 \$0.00 \$0.00	\$0.00 \$0.00	\$75,097.81
1601073	J8S3168	GREENE CO, US 160, PAVEMENT RESURFACING ON WEST BYPASS FROM RT 413 (SUNSHINE ST) TO N OF RT 60 (JAMES RIVER FREEWAY).	GREENE	MODOT	SP2009	2020-2023 AM5	2020, 2021, 2022	\$3,200.00	\$785,600.00	2001	10/18/2019	\$10,400.00	\$0.00	\$778,400.00
1601074	J8P3170	GREENE CO, US 160 E, PAVEMENT RESURFACING FROM I-44 TO RT 143 (SUNSHINE ST)	GREENE	MODOT	SP2008	2020-2023	2020, 2021, 2022	\$8,000.00	\$1,434,400.00	2001	3/25/2020	\$24,000.00	\$0.00	\$1,418,400.00
2661017	J8S3188	GREENE CO, MO 266, PAVEMENT RESURFACING & ADD SHOULDERS FROM RT AB TO I-44 IN SPRINGFIELD.	GREENE	MODOT	GR2008	2020-2023	2020 (AC), 2021 (AC)	\$44,800.00	\$708,000.00	Z231 Z240 Z530	8/28/2020 8/28/2020 12/12/2019 8/28/2020	\$663,296.49 \$0.00 \$0.00 \$95,633.66	\$0.00 \$0.00 \$0.00	\$0.00
3601004	J8P3102	MO 360, GREENE CO, PAVE & OPERATIONAL IMPROVE ON RAMP AT VARIOUS LOCATIONS ON RT 60(JAMES RIVER FREEWAY)FROM .2 MI W OF RT MM TO RT 65. 12.477 MI	GREENE	MODOT	SP1702	2017-2020	2017	\$3,353,600.00	\$0.00	2001 Z530	8/25/2020 8/25/2020	(\$49,284.06) (\$15,784.42)	\$1,876,101.72 \$404,613.30	COMPLETE
3601005	J8P3067C	GREENE CO, MO 360, BRIDGE REHABILITATION AT VARIOUS LOCATION SON & OVER JAMES RIVER FREEWAY IN SPRINGFIELD	GREENE	MODOT	SP2010	2020-2023	2020	\$2,373,600.00	\$0.00	2001 Z530	1/6/2020 1/6/2020	(\$155,533.36) \$51,667.00	\$1,591,896.40 \$0.00	\$885,569.96
4131007	J8S3114	MO 413, GREENE CO, PAVE IMPROVE FROM RT 360 TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD	GREENE	MODOT	SP1809	2018-2021, 2019-2022 AM4, 2020-2023	2018, 2019, 2020	\$1,471,200.00	\$0.00	2001 Z530	5/26/2020 11/1/2019 5/26/2020 11/1/2019	\$45,600.40 (\$238,411.12) \$0.00 \$0.00	\$1,287,011.20 \$0.00	\$376,999.52
4131008	J8S3159	GREENE CO, MO 413, SCOPING FOR ROADWAY & OPERATIONAL IMPROVE ON WEST SUNSHINE ST FROM RT 160 (WEST BYPASS) IN SPRINGFIELD TO HINES ST IN REPUBLIC	GREENE	MODOT	SP1909	2019-2022 A2, 2020-2023	2019, 2020, 2021, 2022, 2023	\$240,000.00	\$4,800.00	2001	10/18/2019	\$210,159.04	\$240,000.00	\$0.00
5901809	J8Q3073	CITY OF SPRINGFIELD, OPERATIONS & MANAGEMENT OF OZARKS TRAFFIC ITS IN OTO AREA	CHRISTIAN/ GREENE	MODOT/ SPRINGFIELD	MO1717	2017-2020, 2018-2021 A5, 2019-2022	2017, 2018, 2019	\$840,800.00	\$0.00	L23R	3/11/2020	(\$7,077.00)	\$324,000.00	COMPLETE
5901814	N/A	CITY OF SPRINGFIELD, TRAIL&SIDEWALK CONNECTIONS ALONG BENNETT ST FROM JEFFERSON ST TO PHELPS GROVE PARK, & ALONG LUSTER AVE FROM SEMINOLE ST TO SUNSET	GREENE	SPRINGFIELD	EN1911/ EN1912	2019-2022 A3, 2020-2023	2020	\$158,619.00	\$0.00	Z301	5/27/2020	\$158,078.40	\$0.00	\$540.60
5901815	N/A	GREENE CO, CITY OF SPRINGFIELD, SIDEWALK CONNECTIONS IN SPRINGFIELD ALONG HARVARD AVE FROM SWALLOW ST TO ALADDIN COURT.	GREENE	SPRINGFIELD	EN1913	2019-2022 A3, 2020-2023	2020	\$110,869.00	\$0.00	Z230	6/15/2020	\$110,869.00	\$0.00	\$0.00
5901816	N/A	BUILD GRANT, GREENE CO, CITY OF SPRINGFIELD, RECONSTRUCT MULTI-USE PATH ALONG GRANT AVE. PARKWAY FROM DOWNTOWN TO SUNSHINE ST.	GREENE	SPRINGFIELD	SP2015	2020-2023 A5	2020, 2020 (AC), 2021	\$1,682,400.00	\$18,168,422.00	Z240	4/13/2020	\$0.00	\$0.00	\$19,850,822.00

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5905808	N/A	GREENE CO, MISSOURI STATE UNIVERSITY, PEDESTRIAN & TRANSIT IMPROVE ON MSU CAMPUS TO SUPPOER THE SHUTTLE SYSTEM CHERRY STREET EAST OF KIMBROUGH AVE	GREENE	MISSOURI STATE UNIVERSITY	SP2001	2019-2022 A6, 2020-2023	2020	\$125,978.00	\$0.00	RPS2	7/27/2020 5/21/2020	(\$8,017.91) \$122,138.91	\$0.00	\$11,857.00
5905809	N/A	CITY OF SPRINGFIELD, OPERATIONS & MANAGEMENT OF OZARKS TRAFFIC ITS IN THE OTO AREA	CHRISTIAN/GREENE	MODOT/SPRINGFIELD	MO2101	2018-2021, 2019-2022, 2020-2023	2020 (AC), 2021	\$800.00	\$904,800.00	Z230	6/26/2020	\$332,000.00	\$0.00	\$573,600.00
5909802	N/A	GREENE CO; FINAL DESIGN & ENVIRONMENTAL WORK FOR THE EXTENSION OF KASAS EXP FROM REPUBLIC RD TO THE FUTURE E/W ARTERIAL	GREENE	GREENE	GR1501	2015-2018 A1, 2017-2020, 2018-2021, 2019-2022, 2020-2023	2016, 2017, 2018, 2019, 2020	\$2,416,000.00	\$0.00	Z230 L23R HY10 LY10 M230	8/28/2020 4/27/2020 1/30/2020 — — —	\$3,657,888.00 (\$348,000.00) \$348,000.00 — — —	\$1,628,271.20 \$59,968.80 \$273,751.00 \$1,166,089.00 \$720,072.50	\$0.00
5938807	J8Q3107	CITY OF SPRINGFIELD, OPERATION & MANAGEMENT OF OZARKS TRAFFIC ITS IN THE OTO AREA FOR TMC EMPLOYEE SALARIES (FY20)	CHRISTIAN/GREENE	MODOT/SPRINGFIELD	MO1804	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$848,800.00	\$0.00	Z230	11/1/2019 10/24/2019	\$66,400.00 \$265,600.00	\$0.00	\$516,800.00
5944803	N/A	CITY OF WILLARD, GREENE CO, RELOCATE UTILITIES & WIDEN MILLER RD BETWEEN JACKSON ST & US 160	GREENE	WILLARD	WI1701	2017-2020 AM1, 2018-2021, 2019-2022 AM3	2017, 2018, 2019	\$1,059,980.00	\$0.00	M23E L23R Z230	— — 7/27/2020	\$0.00 \$0.00 (\$25,468.71)	\$152,509.91 \$140,000.00 \$657,386.09	\$135,552.71
5944804	N/A	CITY OF WILLARD, NEW SIDEWALK STARTING S OF US 160, ON THE E SIDE OF HUNT RD, ENDING AT THE MILLER FARM PARK N OF FARM RD 94	GREENE	WILLARD	EN1903	2019-2022 A2, 2020-2023	2019, 2020	\$207,439.00	\$0.00	Z302	5/4/2020 3/6/2020	\$178,638.60 \$800.00	\$28,000.00	\$0.40
7441016	J8S3162	GREENE CO, MO 744, PAVEMENT RESURFACING FROM E OF LOOP 44 (GLENSTONE AVE) TO MULROY RD, & ON MULROY RD FROM RT OO TO I-44	GREENE	MODOT	GR2004	2020-2023	2020, 2021, 2022	\$8,000.00	\$1,320,000.00	Z001	10/18/2019	\$22,400.00	\$0.00	\$1,305,600.00
7441017	J8S3172	GREENE CO,MO744E, UPGRADE PED FACIL COMPLY W/ADA TRANS PLAN VARIOUS LOCATIONS KEARNEY ST FROM E OF LOOP 44(GLENSTONEAVE)MULROY RD&MULROY RD FROM RT OO	GREENE	MODOT	EN2005	2020-2023	2020, 2021, 2022	\$24,000.00	\$827,200.00	Z001	5/4/2020	\$75,200.00	\$0.00	\$776,000.00
7441018	J8S3190	GREENE CO,MO744W,UPGRADE PED FAC COMPLY W/ ADA TRANS PLAN KEARNEY ST FROM RT 160(W BYPASS)TO RT 13(KANSAS EXPRESSWAY) IN SPRINGFIELD.	GREENE	MODOT	EN2006	2020-2023	2020 (AC), 2021 (AC), 2022 (AC)	\$40,000.00	\$1,241,400.00	Z001	5/4/2020	\$104,000.00	\$0.00	\$1,177,400.00
7441019	J8S3149	GREENE CO,MO744E, UPGRADE PED FAC COMPLY W/ADA TRANS PLAN KEARNEY ST VARIOUS LOCATIONS BETWEEN RT13(KANSAS EXPRESSWAY)&LOOP44(GLENSTONE AVE) IN SPRING	GREENE	MODOT	EN1901	2019-2022, 2020-2023	2019, 2020, 2021, 2022	\$105,600.00	\$1,459,200.00	Z001	5/4/2020	\$108,800.00	\$0.00	\$1,456,000.00
9901814	N/A	CITY OF BATTLEFIELD, INSTALL APPROX 7 175 LINEAL FT OF 5 FT WIDE SIDEWALK ALONG ST RT FF, FROM N OF WEAVER RD/FARM RD 178 TO ROSE TERRACE,	GREENE	BATTLEFIELD	EN1513	2018-2021, 2019-2022 AM1, 2020-2023	2018, 2020	\$534,452.00	\$0.00	Z230 M23E	3/9/2020 11/26/2019 —	(\$71,707.56) \$454,521.94 \$0.00	\$0.00 \$45,958.06	\$105,679.56
9901816	N/A	CITY OF STRAFFORD, NEW SIDEWALK CONNECTION ALONG PINE ST BETWEEN RT 125 & MADISON AVE & CONNECTION ALONG MCCABE/PINECREST FROM N OF BLACK OAK ST TO W	GREENE	STRAFFORD	EN1902	2019-2022 A3, 2020-2023	2019, 2020	\$265,075.00	\$0.00	Z303	9/22/2020 3/6/2020 10/18/2019	\$220,782.07 \$800.00 \$32,000.34	\$0.00	\$11,492.59
9901817	N/A	CITY OF BATTLEFIELD, SIDEWALK CONNECTIONS IN BATTLEFIELD ALONG 3RD ST/CLAIRBORNE ST/4TH ST/ELM ST INTO CHEROKEE TRAIL OF TEARS PARK FROM RT FF TO BATT	GREENE	BATTLEFIELD	EN1904	2019-2022 A3, 2020-2023 AM6	2019, 2020, 2021	\$56,000.00	\$244,000.00	Z301	10/18/2019	\$28,000.00	\$0.00	\$272,000.00
9901818	N/A	CITY OF NIXA, SIDEWALK CONNECTION ALONG RT M/NICHOLAS RD BETWEEN MO 14 & VERNA LN, INCLUDING A SMALL SEGMENT ALONG VERNA LANE	CHRISTIAN	NIXA	EN1905	2019-2022 A3, 2020-2023 AM6	2019, 2020, 2021	\$53,600.00	\$324,014.00	M23E	6/14/2019	\$27,326.74	\$0.00	\$350,287.26

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
9901821	N/A	CITY OF OZARK, SIDEWALK CONNECTION IN OZARK ALONG EASTERN EDGE OF SOUTH ELEMENTARY SCHOOL PROPERTY FROM NORTHERN TERMINUS OF EXISTING SIDEWALK ALONG 1	CHRISTIAN	OZARK	EN1907	2019-2022 A3, 2020-2023 AM6	2019, 2021	\$13,049.00	\$139,621.00	Z301	10/18/2019	\$13,000.36	\$0.00	\$139,669.64
9901828	N/A	CITY OF BATTLEFIELD, CONSTRUCT TRAIL CONNECTING ELM ST & SOMERSET ST THROUGH TRAIL OF TEARS PARK, INCLUDING WIDENING PARTS OF TRAIL.	GREENE	BATTLEFIELD	EN2011	2020-2023 A3	2020, 2021	\$33,603.00	\$253,283.00	Z230	9/3/2020	\$33,592.92	\$0.00	\$253,293.08
9901829	N/A	GREENE CO, OZARK GREENWAYS, 2021 SALARIES FOR REGIONAL TRAIL, PLANNING SERVICE TO REFINE EXISTING TRAIL ALIGN, ENGAGE W/LANDOWNERS, ENGAGE W/OTO MUNICIP	CHRISTIAN/ GREENE	OZARK GREENWAYS	EN2012	2020-2023 A3	2020	\$100,000.00	\$0.00	Z230	6/26/2020	\$100,000.00	\$0.00	\$0.00
B022009	N/A	CHRISTIAN COUNTY--BRIDGE REPLACEMENT ON RIVERSIDE ROAD OVER FINLEY RIVER	CHRISTIAN	OZARK	OK1802	2017-2020 A5, 2018-2021, 2019-2022, 2020-2023	2017, 2018, 2019, 2020	\$2,274,918.00	\$0.00	Z233 Z230 L11E	12/13/2019 -- --	(\$67,215.63) -- \$0.00	\$1,777,447.06 \$800,000.00 \$76,534.17	\$0.00
B039036	N/A	GREENE CO, REPLACE EXISTING BRIDGE & APPROACHES ON FARM RD 167 OVER FARMERS BRANCH	GREENE	GREENE	GR1601	2017-2020, 2018-2021 A2	2018	\$320,000.00	\$0.00	Z233	--	\$0.00	\$367,156.15	COMPLETE
S601031	J8S3077	RT CC, CHRISTIAN CO, ADA TRANSITION PLAN IMPROVE ON RT CC AT FREMONT RD IN FREMONT HILLS & ON RT M FROM TORI DR TO BUTTERFIELD DR IN NIXA	CHRISTIAN	MODOT	EN1704	2017-2020, 2018-2021	2017, 2018	\$296,000.00	\$0.00	Z240 Z231	-- --	\$0.00 \$0.00	\$78,000.00 \$113,829.04	COMPLETE
S601053	J8P0601B	US 160, GREENE CO, ROADWAY IMPROVEMENTS FROM .3 MI W OF COUNTY RD 94 TO .4 MI W OF I-44	GREENE	MODOT	GR1701	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$8,240,000.00	\$0.00	Z240 Z530	9/21/2020 --	\$8,315.01 \$0.00	\$9,476,026.32 \$198,897.50	\$0.00
S601061	J8P3088D	RT M, GREENE CO, INTERSECTION IMPROVEMENTS ON REPUBLIC RD AT CO RD 103 & REPMO DR IN REPUBLIC	GREENE	MODOT	RP1801	2017-2020 A2, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$1,985,600.00	\$0.00	M230 Z530	10/29/2019 10/29/2019	\$53,345.03 \$60,002.12	\$845,899.63 \$991,387.93	\$34,965.29
S601075	J8S3083	RT Z, GREENE CO, PAVEMENT & SAFETY IMPROVEMENTS FROM FARM RD 60 TO RT 160	GREENE	MODOT	GR1705	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$224,800.00	\$0.00	Z240 Z530	6/11/2020 6/11/2020	(\$24,227.71) (\$2,282.45)	\$196,970.52 \$15,985.67	COMPLETE
S601099	J8I3098	RT B, GREENE CO, SAFETY IMPROVEMENTS AT I-44 & RT MM	GREENE	MODOT	GR1706	2017-2020, 2018-2021	2017, 2018	\$416,800.00	\$0.00	Z240 Z530	2/13/2020 2/13/2020	(\$9,840.98) \$51,613.17	\$26,400.00 \$378,964.66	COMPLETE
S602001	J8P0601C	US 160, GREENE CO, ROADWAY IMPROVE FROM .3 MI W OF RT AB TO CO RD 94 IN WILLARD	GREENE	MODOT	WI1801	2018-2021, 2019-2022	2018, 2019	\$6,873,600.00	\$0.00	Z232 Z240 Z530	-- 9/21/2020 --	\$0.00 \$7,192.14 \$0.00	\$773,479.74 \$6,385,021.53 \$80,670.00	\$0.00
S602006	J8S3061	LP 44, GREENE CO, PAVE IMPROVE ON DISCONNECTED SECTIONS OF GLENSTONE AVE FROM I-44 TO LOMBARD ST IN SPRINGFIELD	GREENE	MODOT	MO1616	2015-2018 A8, 2017-2020, 2018-2021	2016, 2017, 2018	\$3,248,800.00	\$0.00	Z001 Z530	2/26/2020 --	(\$44,037.17) \$0.00	\$2,095,988.94 \$12,029.50	COMPLETE
S602048	J8S3082	GREENE CO, RT YY, PAVE RESURFACING, ADD SHOULDERS & RUMBLESTRIPES FROM .2 MI E OF RT 65 TO RT 125	GREENE	MODOT	GR1704	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$643,200.00	\$0.00	Z240 Z530	3/6/2020 3/6/2020	(\$51,529.19) (\$28,633.25)	\$399,463.59 \$253,529.44	COMPLETE
S602049	J8S3085	GREENE CO, OR 65, PAVEMENT RESURFACING & GUARDRAIL IMPROVE ON DISCONNECTED SECTIONS OF EASTGATE AVE FROM DIVISION ST (RT YY) TO SUNSHINE ST (RT D) & ON INGRAM MILL RD FROM CATALPA ST TO SUNSHINE ST	GREENE	MODOT	SP1707	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$450,400.00	\$0.00	Z240 Z530	2/26/2020 2/26/2020	(\$29,775.11) (\$14,383.98)	\$250,096.71 \$211,876.09	COMPLETE
S602050	J8S3121	GREENE CO, RT FF, PAVEMENT RESURFACING FROM .2 MI S OR RT 60 (JAMES RIVER FREEWAY) TO SOUTH OF WEAVER RD IN BATTLEFIELD	GREENE	MODOT	BA1801	2018-2021, 2019-2022 A7, 2020-2023	2018, 2019, 2020	\$422,400.00	\$0.00	Z001	11/1/2019	(\$6,015.27)	\$424,500.39	\$3,914.88
S602051	J8S3124	GREENE CO, RT EE, PAVEMENT RESURFACING FROM FARM RD 97 TO RT AB	GREENE	MODOT	GR1805	2018-2021, 2019-2022 AM 2	2018, 2019 (AC)	\$60,000.00	\$0.00	Z240	8/14/2020 10/18/2019	\$32,294.06 \$0.00	\$0.00	\$27,705.94
S602057	J8S3123	GREENE CO, RT O, PAVEMENT RESURFACING FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1910	2019-2022, 2020-2023	2019, 2020, 2021	\$40,800.00	\$534,400.00	Z240 Z231 Z530	8/12/2020 8/12/2020 8/12/2020	\$6,052.07 \$567,349.51 \$85,557.17	\$8,000.00 \$0.00 \$0.00	\$0.00
S602074	J8S3152	GREENE CO, RT D, BRIDGE REHABILITATION OVER JAMES RIVER 3.2 MI E OF SPRINGFIELD	GREENE	MODOT	GR1909	2019-2022, 2020-2023	2019, 2020, 2021	\$87,200.00	\$1,144,800.00	Z002 Z001	-- 9/23/2020	\$0.00 \$906,268.30	\$121,600.00 \$0.00	\$204,131.70

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
S603019	J8S3092	RT H, GREENE CO; PAVEMENT RESURFACING FROM RTE WW TO NORTH OF STONERIDGE STREET	GREENE	MODOT	GR1703	2017-2020, 2018-2021, 2019-2022, 2020-2023	2017, 2019, 2020, 2021	\$44,160.00	\$565,600.00	Z240 Z530	7/14/2020 7/14/2020	\$587,556.90 \$5,042.93	\$0.00 \$0.00	\$17,160.17
S603020	J8S3176	MO 125, GREENE CO; PVMT PRESERVATION TREATMENT AT VARIOUS LOCATIONS IN THE URBAN SW DIST	GREENE	MODOT	GR2001	2020-2023	2020 (AC)	\$513,600.00	\$0.00	Z240	2/19/2020 11/27/2019	\$504,317.37 \$0.00	\$0.00	\$9,282.63
S603021	J8S3185	GREENE CO, RT KK, PAVEMENT RESURFACING FROM .3 MI E OF RT H TO RT 65	GREENE	MODOT	GR2006	2020-2023	2020 (AC), 2021 (AC)	\$8,000.00	\$328,800.00	Z240	9/22/2020 7/14/2020 10/18/2019	\$276,648.59 \$0.00 \$0.00	\$0.00	\$60,151.41
S603022	J8S3186	GREENE CO, RT AA, PAVEMENT RESURFACING FROM RT H TO RT 65.	GREENE	MODOT	GR2005	2020-2023	2020 (AC), 2021 (AC)	\$35,200.00	\$559,200.00	Z240 Z530	9/22/2020 7/14/2020 11/27/2019 9/22/2020 7/14/2020	\$462,700.63 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00 \$0.00	\$131,699.37
S603023	J8S3187	GREENE CO, RT MM, PAVEMENT RESURFACING FROM .1 MI S OF I-44 TO CARNAHAN ST IN SPRINGFIELD.	GREENE	MODOT	SP2007	2020-2023 A5	2020 (AC), 2021 (AC)	\$32,000.00	\$520,000.00	Z231 Z240 Z530	9/1/2020 9/1/2020 12/12/2019 9/1/2020	\$432,848.56 \$0.00 \$0.00 \$128,329.89	\$0.00 \$0.00 \$0.00	\$0.00
S603024	J8S3193	GREENE CO, RT NN, HIGH FRICTION SURFACE TREATMENT AT VARIOUS LOCATIONS IN THE URBAN SOUTHWEST DISTRICT	GREENE	MODOT	MO2004	2020-2023	2020, 2021	\$7,200.00	\$457,200.00	Z530	9/18/2020 12/12/2019	\$400,468.11 \$9,000.00	\$0.00	\$54,931.89
S603036	J8S3161	MO 125, GREENE CO; DITCH GRADING & REPLACE CULVERTS FROM 0.2 MI E/O RT OWEST JNCT TO 0.1 MI E/O OLD ORCHARD DR IN STRAFFORD	GREENE	MODOT	ST1901	2019-2022 AM2, 2020-2023	2019 (AC), 2020 (AC)	\$55,200.00	\$0.00	Z232	2/19/2020 11/27/2019	\$51,696.48 \$0.00	\$0.00	\$3,503.52
S603060	J8S3205	RT NN, GREENE CO; PAVEMENT RESURFACING FROM 0.1 MI S/O FARRM RD 197 AND 0.1 MI E/O RT J IN CHRITIAN CO	GREENE	MODOT	OK2101	2020-2023 A5	2021 (AC)	\$0.00	\$448,000.00	Z231	9/1/2020	\$440,736.60	\$0.00	\$7,263.40
S603061	J8S3216	RT B, GREENE CO; PAVEMENT RESURFACING ROM RT 266 TO I-44 IN SPRINGFIELD	GREENE	MODOT	GR2102	2020-2023 A5	2021 (AC)	\$0.00	\$158,400.00	Z231	9/1/2020	\$91,942.15	\$0.00	\$66,457.85
S603063	J8S3204	RT ZZ, GREENE CO; PVMT PRESERVATION TREATMENT ON WILSON CREEK BLVD FROM RT M TO FARM RD 194 (COUNTY LINE RD) IN REPUBLIC	GREENE	MODOT	RP2001	2020-2023 A5	2020, 2021 (AC)	\$0.00	\$81,600.00	Z231	9/18/2020	\$42,438.39	\$0.00	\$39,161.61
S603067	J8S3153	GREENE CO, RT D E, UPGRADE PEDESTRIAN FACILITIES TO COMPLY W/ ADA TRANSITION PLAN ON SUNSHINE ST FROM BUS 65(GLENSTONE AVE) TO BLACKMAN RD IN SPRINGFI	GREENE	MODOT	SP1413	2014-2017 A1, 2019-2022, 2020-2023	2014, 2015, 2019, 2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC)	\$362,400.00	\$708,000.00	Z001	9/1/2020	\$65,600.00	\$0.00	\$1,004,800.00
S603070	J8S3171	GREENE CO, LP 44 E, UPGRADE PED FACILITY COMPLY W/ ADA TRANSITION PLAN AT CARIOUS LOCATIONS ON CHESTNUT EXPRESSWAY .1 MI W OF BUS 65 TO BELCREST AVE	GREENE	MODOT	EN2007	2020-2023	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC)	\$1,600.00	\$11,200.00	Z001	9/22/2020	\$12,800.00	\$0.00	\$0.00
MO16X074	N/A	5310 PROJECTS - TRADITIONAL	CHRISTIAN/ GREENE	OATS ADMIN ADMIN	MO1910 MO1901	2020-2023 2019-2022, 2020-2023	2020 2019, 2020, 2021, 2022, 2023	\$141,768.00 \$28,106.00	\$0.00 \$44,303.00	CAPITAL ADMIN ADMIN	7/22/2020 7/22/2020 7/22/2020	\$161,959.00 \$962.00 \$16,926.00	\$0.00 \$20,784.00	\$0.00 \$33,737.00
MO90X355	N/A	OPERATING ASSISTANCE	GREENE	CITY UTILITIES	N/A - CARES	N/A	2020, 2021, 2022, 2023	\$2,000,000.00	\$5,633,199.00	OPERATING	5/4/2020	\$7,633,199.00	\$0.00	\$0.00
MO90X354	N/A	BUS - STATION/STOPS/TERMINALS, OTHER CAPITAL ITEMS (BUS), OPERATING ASSISTANCE, METROPOLITAN PLANNING	GREENE	CITY UTILITIES	CU2005 CU2001 CU2000 CU2004	2020-2023 2020-2023 2020-2023 2020-2023	2020 2020 2020 2020	\$26,907.00 \$775,200.00 \$1,744,193.00 \$171,360.00	\$0.00 \$0.00 \$0.00 \$0.00	CAPITAL CAPITAL OPERATING PLANNING	5/1/2020 5/1/2020 5/1/2020 5/1/2020	\$21,567.00 \$760,000.00 \$1,750,572.00 \$4,213.00 \$163,788.00	\$0.00 \$0.00 \$0.00 \$0.00	\$5,340.00 \$15,200.00 \$0.00 \$3,359.00
MO340029	N/A	BUS - ROLLING STOCK, ELECTRIFICATION/POWER DIST (BUS), OTHER CAPITAL ITEMS (BUS)	GREENE	CITY UTILITIES	CU2111	2020-2023 A1	2021	\$0.00	\$1,496,329.00	CAPITAL CAPITAL CAPITAL	1/22/2020 1/22/2020 1/22/2020	\$1,387,460.00 \$88,869.00 \$20,000.00	\$0.00 \$0.00 \$0.00	\$0.00
MO16X066	N/A	5310 PROJECTS	GREENE	CITY UTILITIES	CU1808	2017-2020 A5, 2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$334,061.00	\$0.00	CAPITAL	5/1/2020	\$106,098.00	\$215,215.00	\$12,748.00

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



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

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

## Ozarks Transportation Organization

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

**TAB 7**



**BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM II.E.**

**Administrative Modifications 6 and 7 to the FY 2020-2023 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

**Administrative Modification 6**

There are 14 items included as part of Administrative Modification 6 to the FY 2020-2023 Transportation Improvement Program.

**Basis for Administrative Modification - Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP.**

1. Battlefield Third Street Sidewalk Connection (EN1904-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
2. Nicholas Sidewalks Phase 1 and Phase 2 (EN1905-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
3. Ozark North Fremont Sidewalks (EN1906-20AM6)  
Moving engineering and construction funds from FY 2020 to FY 2021.
4. Ozark South Elementary Sidewalks (EN1907-20AM6)  
Moving engineering and construction funds from FY 2020 to FY 2021.
5. Ozark West Elementary Sidewalks (EN1908-20AM6)  
Moving engineering and construction funds from FY 2020 to FY 2021.
6. Springfield Greenwood Galloway Trail Connection (EN1909-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
7. Galloway Trail Reconstruction (EN1910-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
8. Chadwick Flyer Jackson to Clay (EN2008-20AM6)  
Moving engineering and ROW funds from FY 2020 to FY 2021.
9. Shuyler Creek Trail (EN2010-20AM6)  
Moving engineering and ROW funds from FY 2020 to FY 2021.
10. Kansas Extension Phase I (GR1901-20AM6)  
Moving remaining ROW funds and construction funds from FY 2020 to FY 2021.
11. Kansas Extension Phase II (GR1902-20AM6)  
Moving remaining ROW funds and construction funds from FY 2020 to FY 2021.

12. Replace Bridge #1690225 on Farm Road 169 (GR2009-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
13. Traffic Signal System Improvements – Battery Backup (SP2011-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
14. Traffic Signal System Improvements (SP2016-20AM6)  
Moving construction funds from FY 2020 to FY 2021.

**Administrative Modification 7**

There are 2 items included as part of Administrative Modification 7 to the FY 2020-2023 Transportation Improvement Program.

**Basis for Administrative Modification - Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP.**

1. N. Main Street (NX2101-20AM7)  
Moving funds from FY 2021 to FY 2022.
2. Truman from Heather Glenn to Pembroke/Norton (NX2201-20AM7)  
Moving funds from FY 2022 to FY 2021.

TIP administrative modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications are provided to the Technical Planning Committee, Board of Directors, MoDOT, and ONEDOT. TIP administrative modifications require no public comment period. OTO staff ensures fiscal constraint is maintained.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

30 September 2020

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Six to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on September 30, 2020. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner

Enclosures



## **Administrative Modification 6 to the FY 2020-2023 Transportation Improvement Program**

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

#### **DESCRIPTION:**

There are 14 items included as part of Administrative Modification 6 to the FY 2020-2023 Transportation Improvement Program.

#### **Basis for Administrative Modification - Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP.**

1. Battlefield Third Street Sidewalk Connection (EN1904-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
2. Nicholas Sidewalks Phase 1 and Phase 2 (EN1905-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
3. Ozark North Fremont Sidewalks (EN1906-20AM6)  
Moving engineering and construction funds from FY 2020 to FY 2021.
4. Ozark South Elementary Sidewalks (EN1907-20AM6)  
Moving engineering and construction funds from FY 2020 to FY 2021.
5. Ozark West Elementary Sidewalks (EN1908-20AM6)  
Moving engineering and construction funds from FY 2020 to FY 2021.
6. Springfield Greenwood Galloway Trail Connection (EN1909-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
7. Galloway Trail Reconstruction (EN1910-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
8. Chadwick Flyer Jackson to Clay (EN2008-20AM6)  
Moving engineering and ROW funds from FY 2020 to FY 2021.
9. Shuyler Creek Trail (EN2010-20AM6)  
Moving engineering and ROW funds from FY 2020 to FY 2021.
10. Kansas Extension Phase I (GR1901-20AM6)  
Moving remaining ROW funds and construction funds from FY 2020 to FY 2021.
11. Kansas Extension Phase II (GR1902-20AM6)  
Moving remaining ROW funds and construction funds from FY 2020 to FY 2021.
12. Replace Bridge #1690225 on Farm Road 169 (GR2009-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
13. Traffic Signal System Improvements – Battery Backup (SP2011-20AM6)  
Moving construction funds from FY 2020 to FY 2021.
14. Traffic Signal System Improvements (SP2016-20AM6)  
Moving construction funds from FY 2020 to FY 2021.



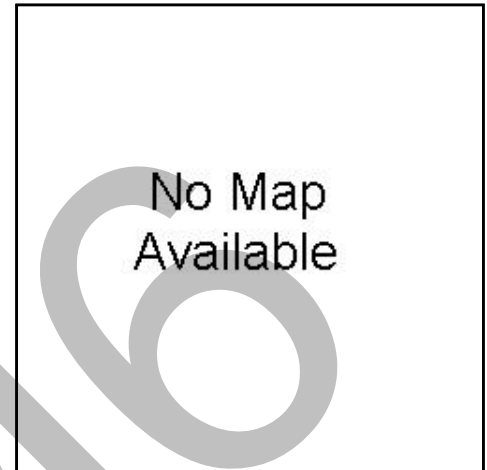
## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP # EN1904-20AM6** BATTLEFIELD THIRD ST. SIDEWALK CONNECTION

**Route** Third Street  
**From** Route FF  
**To** Battlefield City Hall  
**Location** City of Battlefield  
**Federal Agency** FHWA  
**Project Sponsor** City of Battlefield  
**Federal Funding Category** TAP  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #**  
**Federal ID #** 9901817



#### Project Description

Sidewalk connections in Battlefield along Third St./Clairborne St./Fourth St./Elm St. into Cherokee Trail of Tears Park from Route FF to Battlefield City Hall.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$28,000	\$0	\$0	\$0	\$28,000
LOCAL	Local	ENG	\$7,000	\$0	\$0	\$0	\$7,000
FHWA (TAP)	Federal	CON	\$0	\$244,000	\$0	\$0	\$244,000
LOCAL	Local	CON	\$0	\$61,000	\$0	\$0	\$61,000
<b>Totals</b>			<b>\$35,000</b>	<b>\$305,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$340,000</b>

#### Notes

Non-Federal Funding Source: City of Battlefield

<b>Prior Cost</b>	\$35,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$375,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP # EN1904-19A3** BATTLEFIELD THIRD ST. SIDEWALK CONNECTION

**Route** Third Street  
**From** Route FF  
**To** Battlefield City Hall  
**Location** City of Battlefield  
**Federal Agency** FHWA  
**Project Sponsor** City of Battlefield  
**Federal Funding Category** TAP  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #**  
**Federal ID #** 9901817



### Project Description

Sidewalk connections in Battlefield along Third St./Clairborne St./Fourth St./Elm St. into Cherokee Trail of Tears Park from Route FF to Battlefield City Hall.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$28,000	\$0	\$0	\$0	\$28,000
LOCAL	Local	ENG	\$7,000	\$0	\$0	\$0	\$7,000
FHWA (TAP)	Federal	CON	\$244,000	\$0	\$0	\$0	\$244,000
LOCAL	Local	CON	\$61,000	\$0	\$0	\$0	\$61,000
<b>Totals</b>			<b>\$340,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$340,000</b>

### Notes

Non-Federal Funding Source: City of Battlefield

**Prior Cost** \$35,000  
**Future Cost** \$0  
**Total Cost** \$375,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN1905-20AM6      **NICHOLAS SIDEWALKS PH 1 AND PH 2**

**Route** Nicholas

**From** Route 14

**To** Verna Lane

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

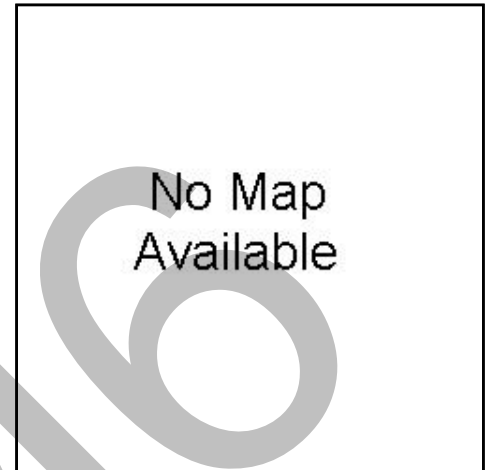
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901818



#### Project Description

Sidewalk connection along Route M/Nicholas Road between MO 14 and Verna Lane, including a small segment along Verna Lane.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$324,014	\$0	\$0	\$324,014
LOCAL	Local	CON	\$0	\$81,004	\$0	\$0	\$81,004
<b>Totals</b>			<b>\$0</b>	<b>\$405,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$405,018</b>

#### Notes

Non-Federal Funding Source: City of Nixa General Funds, Nixa Public Schools (\$5000), Christian County Commission (\$15,000)

<b>Prior Cost</b>	\$67,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$472,018



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN1905-19A3 **NICHOLAS SIDEWALKS PH 1 AND PH 2**

**Route** Nicholas

**From** Route 14

**To** Verna Lane

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

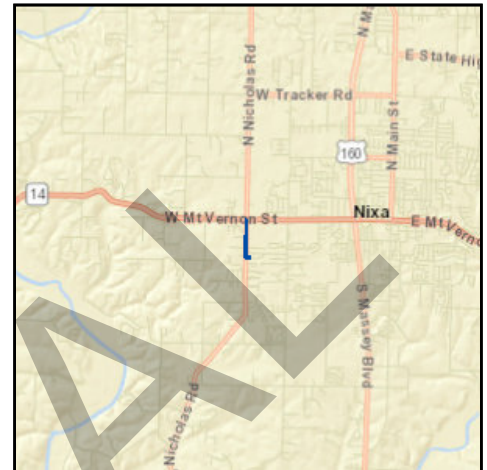
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901818



### Project Description

Sidewalk connection along Route M/Nicholas Road between MO 14 and Verna Lane, including a small segment along Verna Lane.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$324,014	\$0	\$0	\$0	\$324,014
LOCAL	Local	CON	\$81,004	\$0	\$0	\$0	\$81,004
<b>Totals</b>			<b>\$405,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$405,018</b>

### Notes

Non-Federal Funding Source: City of Nixa General Funds, Nixa Public Schools (\$5000), Christian County Commission (\$15,000)

<b>Prior Cost</b>	\$67,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$472,018





# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN1906-20AM6 **OZARK N. FREMONT SIDEWALKS**

**Route** Fremont Road

**From** Route 14

**To** OTC Richwood Valley Trail

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** City of Ozark

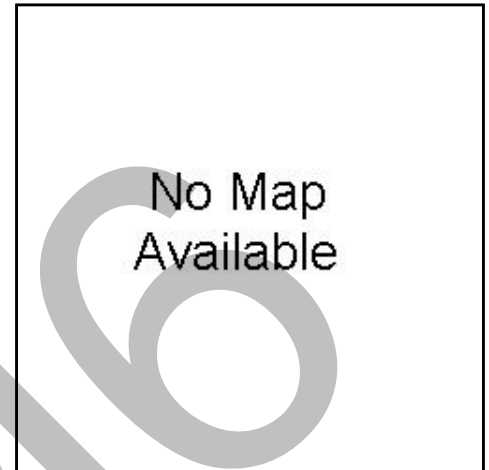
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901820



### Project Description

Sidewalk connections in Ozark along Fremont Road from MO 14 to the OTC Richwood Valley Trail west of Fremont.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$12,298	\$0	\$0	\$12,298
LOCAL	Local	ENG	\$0	\$3,075	\$0	\$0	\$3,075
FHWA (STBG-U)	Federal	CON	\$0	\$175,692	\$0	\$0	\$175,692
LOCAL	Local	CON	\$0	\$43,923	\$0	\$0	\$43,923
<b>Totals</b>			<b>\$0</b>	<b>\$234,988</b>	<b>\$0</b>	<b>\$0</b>	<b>\$234,988</b>

### Notes

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

<b>Prior Cost</b>	\$21,962
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$256,950



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN1906-19A3 **OZARK N. FREMONT SIDEWALKS**

**Route** Fremont Road

**From** Route 14

**To** OTC Richwood Valley Trail

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** City of Ozark

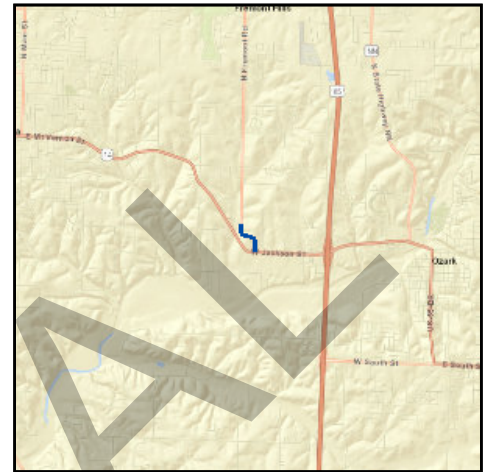
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901820



#### Project Description

Sidewalk connections in Ozark along Fremont Road from MO 14 to the OTC Richwood Valley Trail west of Fremont.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$12,298	\$0	\$0	\$0	\$12,298
LOCAL	Local	ENG	\$3,075	\$0	\$0	\$0	\$3,075
FHWA (STBG-U)	Federal	CON	\$175,692	\$0	\$0	\$0	\$175,692
LOCAL	Local	CON	\$43,923	\$0	\$0	\$0	\$43,923
<b>Totals</b>			<b>\$234,988</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$234,988</b>

#### Notes

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

<b>Prior Cost</b>	\$21,962
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$256,950



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP # EN1907-20AM6** OZARK SOUTH ELEM SIDEWALKS

**Route** Ozark South Elementary

**From** 13th Street

**To** Route 14

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** City of Ozark

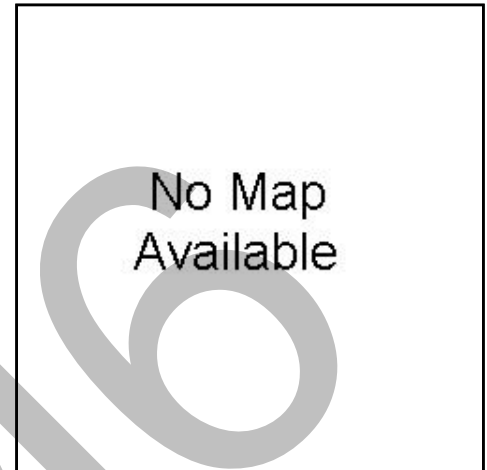
**Federal Funding Category** TAP

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901821



#### Project Description

Sidewalk connection in Ozark along the eastern edge of the South Elementary School property from the northern terminus of the existing sidewalk along 13th Street, just south of the school property, to MO 14.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$0	\$9,134	\$0	\$0	\$9,134
LOCAL	Local	ENG	\$0	\$2,284	\$0	\$0	\$2,284
FHWA (TAP)	Federal	CON	\$0	\$130,487	\$0	\$0	\$130,487
LOCAL	Local	CON	\$0	\$32,622	\$0	\$0	\$32,622
<b>Totals</b>			<b>\$0</b>	<b>\$174,527</b>	<b>\$0</b>	<b>\$0</b>	<b>\$174,527</b>

#### Notes

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

<b>Prior Cost</b>	\$16,311
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$190,838



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN1907-19A3 **OZARK SOUTH ELEM SIDEWALKS**

**Route** Ozark South Elementary

**From** 13th Street

**To** Route 14

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** City of Ozark

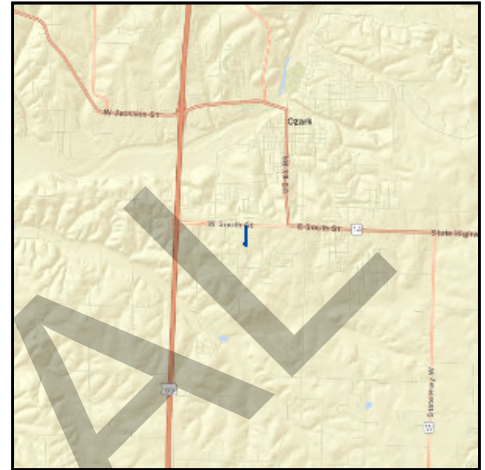
**Federal Funding Category** TAP

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901821



#### Project Description

Sidewalk connection in Ozark along the eastern edge of the South Elementary School property from the northern terminus of the existing sidewalk along 13th Street, just south of the school property, to MO 14.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$9,134	\$0	\$0	\$0	\$9,134
LOCAL	Local	ENG	\$2,284	\$0	\$0	\$0	\$2,284
FHWA (TAP)	Federal	CON	\$130,487	\$0	\$0	\$0	\$130,487
LOCAL	Local	CON	\$32,622	\$0	\$0	\$0	\$32,622
<b>Totals</b>			<b>\$174,527</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$174,527</b>

#### Notes

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

<b>Prior Cost</b>	\$16,311
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$190,838



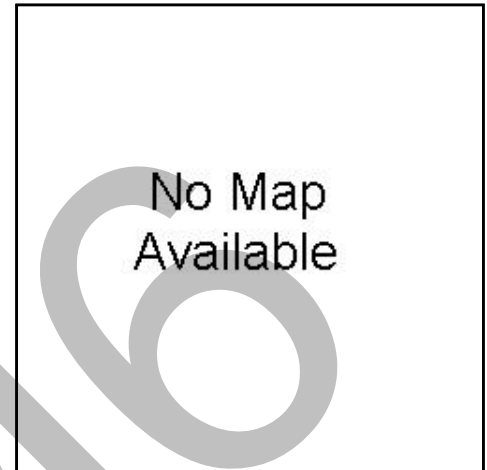
## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN1908-20AM6      **OZARK WEST ELEM SIDEWALKS**

**Route** Fremont  
**From** North of Route CC  
**To** South of Route CC  
**Location** City of Ozark  
**Federal Agency** FHWA  
**Project Sponsor** City of Ozark  
**Federal Funding Category** TAP  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes      **EJ?**  
**STIP #**  
**Federal ID #** 9901822



#### Project Description

Sidewalk connections in Ozark along Fremont extending north and south of Route CC and intersection improvements at Fremont and Route CC.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$0	\$19,436	\$0	\$0	\$19,436
LOCAL	Local	ENG	\$0	\$4,859	\$0	\$0	\$4,859
FHWA (TAP)	Federal	CON	\$0	\$277,657	\$0	\$0	\$277,657
LOCAL	Local	CON	\$0	\$69,415	\$0	\$0	\$69,415
<b>Totals</b>			<b>\$0</b>	<b>\$371,367</b>	<b>\$0</b>	<b>\$0</b>	<b>\$371,367</b>

#### Notes

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

<b>Prior Cost</b>	\$34,707
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$406,074



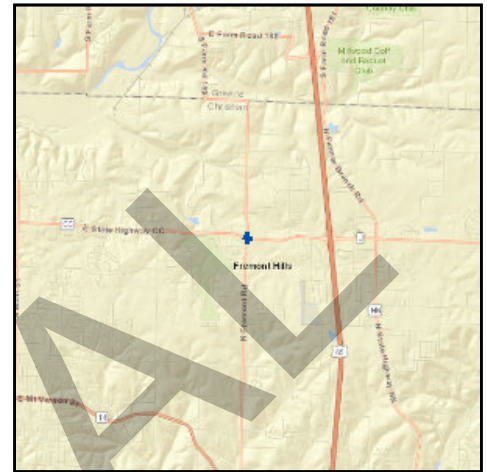
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN1908-19A3 **OZARK WEST ELEM SIDEWALKS**

**Route** Fremont  
**From** North of Route CC  
**To** South of Route CC  
**Location** City of Ozark  
**Federal Agency** FHWA  
**Project Sponsor** City of Ozark  
**Federal Funding Category** TAP  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?**  
**STIP #**  
**Federal ID #** 9901822



### Project Description

Sidewalk connections in Ozark along Fremont extending north and south of Route CC and intersection improvements at Fremont and Route CC.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$19,436	\$0	\$0	\$0	\$19,436
LOCAL	Local	ENG	\$4,859	\$0	\$0	\$0	\$4,859
FHWA (TAP)	Federal	CON	\$277,657	\$0	\$0	\$0	\$277,657
LOCAL	Local	CON	\$69,415	\$0	\$0	\$0	\$69,415
<b>Totals</b>			<b>\$371,367</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$371,367</b>

### Notes

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

<b>Prior Cost</b>	\$34,707
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$406,074



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP # EN1909-120AM6** SPRINGFIELD GREENWOOD GALLOWAY TRAIL CONNECTION

**Route** Greenwood and Lone Pine

**From**

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

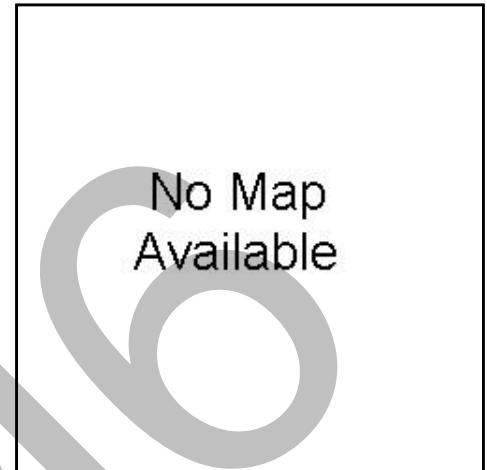
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 5901811



#### Project Description

Sidewalk connections along Lone Pine Avenue and Covington Street from Greenwood Street to the Galloway Trail.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$183,365	\$0	\$0	\$183,365
LOCAL	Local	CON	\$0	\$45,841	\$0	\$0	\$45,841
<b>Totals</b>			<b>\$0</b>	<b>\$229,206</b>	<b>\$0</b>	<b>\$0</b>	<b>\$229,206</b>

#### Notes

Non-Federal Funding Source: City of Springfield 1/8 cent Transportation Sales Tax

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$229,206





# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN1909-19A3 **SPRINGFIELD GREENWOOD GALLOWAY TRAIL CONNECTION**

**Route** Greenwood and Lone Pine

**From**

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

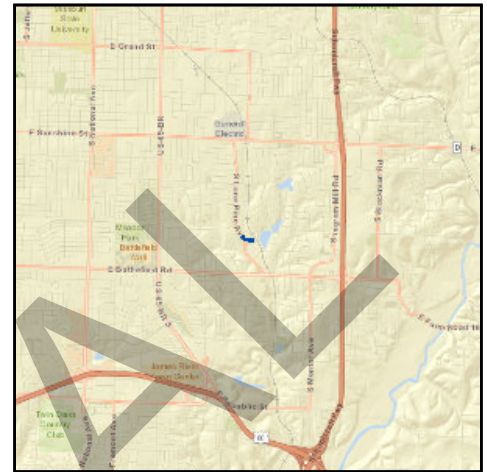
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 5901811



### Project Description

Sidewalk connections along Lone Pine Avenue and Covington Street from Greenwood Street to the Galloway Trail.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$183,365	\$0	\$0	\$0	\$183,365
LOCAL	Local	CON	\$45,841	\$0	\$0	\$0	\$45,841
<b>Totals</b>			<b>\$229,206</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$229,206</b>

### Notes

Non-Federal Funding Source: City of Springfield 1/8 cent Transportation Sales Tax

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$229,206





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN1910-20AM6 **GALLOWAY TRAIL RECONSTRUCTION**

**Route** Galloway Trail

**From** Sequiota Park

**To** Republic Road

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

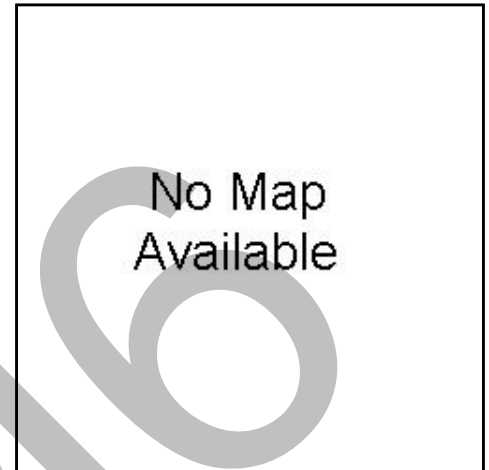
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 5901812



#### Project Description

Reconstruction of the Galloway Greenway Trail in Springfield along Lone Pine Ave. from Sequiota Park to Republic Rd.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$146,098	\$0	\$0	\$146,098
LOCAL	Local	CON	\$0	\$36,524	\$0	\$0	\$36,524
<b>Totals</b>			<b>\$0</b>	<b>\$182,622</b>	<b>\$0</b>	<b>\$0</b>	<b>\$182,622</b>

#### Notes

Non-Federal Funding Source: City of Springfield 1/8 cent Transportation Sales Tax

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$182,622



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN1910-19A3 **GALLOWAY TRAIL RECONSTRUCTION**

**Route** Galloway Trail

**From** Sequiota Park

**To** Republic Road

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

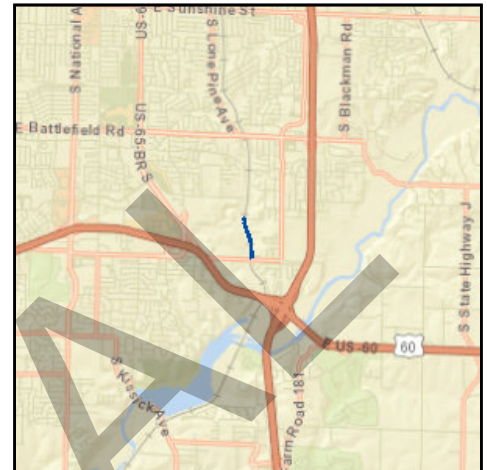
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 5901812



### Project Description

Reconstruction of the Galloway Greenway Trail in Springfield along Lone Pine Ave. from Sequiota Park to Republic Rd.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$146,098	\$0	\$0	\$0	\$146,098
LOCAL	Local	CON	\$36,524	\$0	\$0	\$0	\$36,524
<b>Totals</b>			<b>\$182,622</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$182,622</b>

### Notes

Non-Federal Funding Source: City of Springfield 1/8 cent Transportation Sales Tax

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$182,622



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN2008-20AM6 **CHADWICK FLYER JACKSON TO CLAY**

**Route** N/A

**From**

**To**

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** City of Ozark

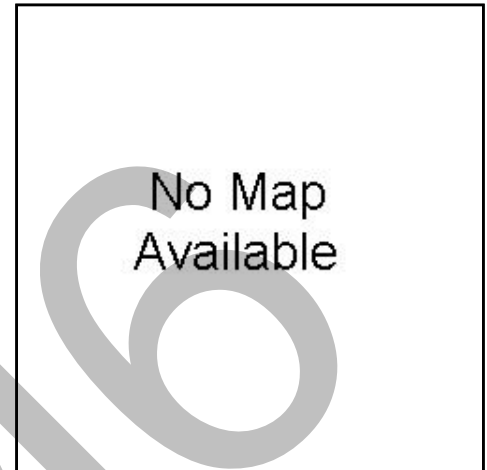
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #** 9901827



### Project Description

Construction of (1) approximately 3,200 linear feet of the Chadwick Flyer trail between Clay Street and Jackson Street, (2) approximately 500 linear feet of trail running northwest from Jackson, west of 12th Street, to Diane Street, and (3) two pedestrian underpasses along Highway 14 connecting the trail segments to the south side of Highway 14.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$96,967	\$0	\$0	\$96,967
LOCAL	Local	ENG	\$0	\$34,742	\$0	\$0	\$34,742
LOCAL	Local	ROW	\$0	\$13,500	\$0	\$0	\$13,500
FHWA (STBG-U)	Federal	CON	\$0	\$773,982	\$0	\$0	\$773,982
LOCAL	Local	CON	\$0	\$289,258	\$0	\$0	\$289,258
<b>Totals</b>			<b>\$0</b>	<b>\$1,208,449</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,208,449</b>

### Notes

Non-Federal Funding Source: City of Ozark

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,208,449



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN2010-20A5 **SHUYLER CREEK TRAIL**

**Route** Shuyler Creek Trail

**From**

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** City of Republic

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**



### Project Description

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

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$78,728	\$0	\$0	\$0	\$78,728
LOCAL	Local	ENG	\$19,682	\$0	\$0	\$0	\$19,682
FHWA (STBG-U)	Federal	ROW	\$315,486	\$0	\$0	\$0	\$315,486
LOCAL	Local	ROW	\$78,872	\$0	\$0	\$0	\$78,872
FHWA (STBG-U)	Federal	CON	\$0	\$412,493	\$0	\$0	\$412,493
FHWA (TAP)	Federal	CON	\$0	\$59,392	\$0	\$0	\$59,392
LOCAL	Local	CON	\$0	\$117,971	\$0	\$0	\$117,971
<b>Totals</b>			<b>\$492,768</b>	<b>\$589,856</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,082,624</b>

### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,082,624



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

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

**Route** Shuyler Creek Trail

**From**

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** City of Republic

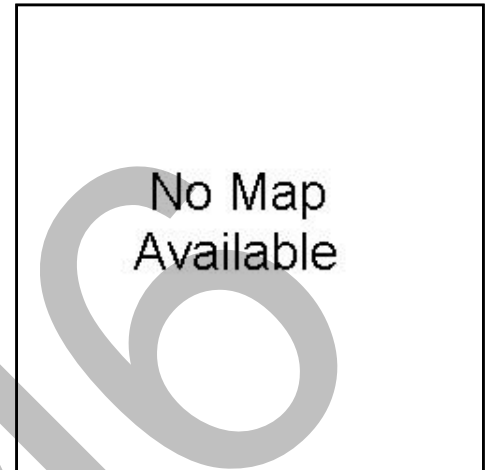
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #** 6900813



#### Project Description

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

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$78,728	\$0	\$0	\$78,728
LOCAL	Local	ENG	\$0	\$19,682	\$0	\$0	\$19,682
FHWA (STBG-U)	Federal	ROW	\$0	\$315,486	\$0	\$0	\$315,486
LOCAL	Local	ROW	\$0	\$78,872	\$0	\$0	\$78,872
FHWA (STBG-U)	Federal	CON	\$0	\$412,493	\$0	\$0	\$412,493
FHWA (TAP)	Federal	CON	\$0	\$59,392	\$0	\$0	\$59,392
LOCAL	Local	CON	\$0	\$117,971	\$0	\$0	\$117,971
<b>Totals</b>			<b>\$0</b>	<b>\$1,082,624</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,082,624</b>

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,082,624



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN2008-20A3 **CHADWICK FLYER JACKSON TO CLAY**

**Route** N/A

**From**

**To**

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** City of Ozark

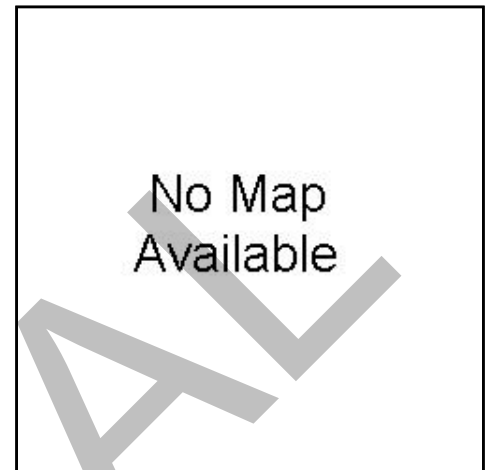
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**



#### Project Description

Construction of (1) approximately 3,200 linear feet of the Chadwick Flyer trail between Clay Street and Jackson Street, (2) approximately 500 linear feet of trail running northwest from Jackson, west of 12th Street, to Diane Street, and (3) two pedestrian underpasses along Highway 14 connecting the trail segments to the south side of Highway 14.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$78,000	\$18,967	\$0	\$0	\$96,967
LOCAL	Local	ENG	\$30,000	\$4,742	\$0	\$0	\$34,742
LOCAL	Local	ROW	\$13,500	\$0	\$0	\$0	\$13,500
FHWA (STBG-U)	Federal	CON	\$0	\$773,982	\$0	\$0	\$773,982
LOCAL	Local	CON	\$0	\$289,258	\$0	\$0	\$289,258
<b>Totals</b>			<b>\$121,500</b>	<b>\$1,086,949</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,208,449</b>

#### Notes

Non-Federal Funding Source: City of Ozark

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,208,449



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### F) Roadways Section

**TIP #** GR1901-20AM6 KANSAS EXTENSION PHASE I

**Route** Kansas Extension

**From** Republic Road

**To** Plainview

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** Greene County

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

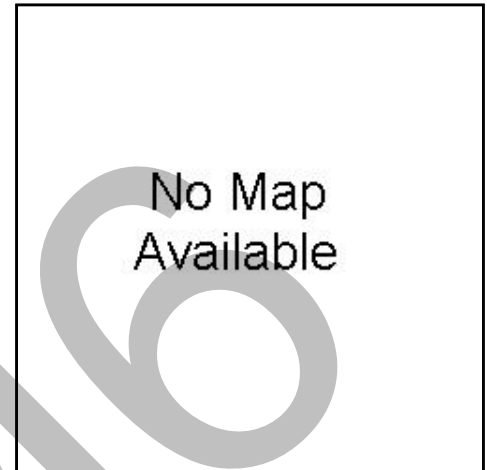
**Bike/Ped Plan?** Yes EJ?

**STIP #**

**Federal ID #**

#### Project Description

New roadway from Republic Road to Plainview with bicycle and pedestrian accommodations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$970,140	\$385,935	\$0	\$0	\$1,356,075
LOCAL	Local	ROW	\$242,535	\$96,483	\$0	\$0	\$339,018
FHWA (STBG-U)	Federal	CON	\$0	\$14,735,589	\$0	\$0	\$14,735,589
LOCAL	Local	CON	\$0	\$7,264,411	\$0	\$0	\$7,264,411
<b>Totals</b>			<b>\$1,212,675</b>	<b>\$22,482,418</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,695,093</b>

#### Notes

Non-Federal Funding Source: Greene County Highway Department Road and Bridge Fund.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$23,695,093



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR1901-20A1 **KANSAS EXTENSION PHASE I**

**Route** Kansas Extension

**From** Republic Road

**To** Plainview

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** Greene County

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

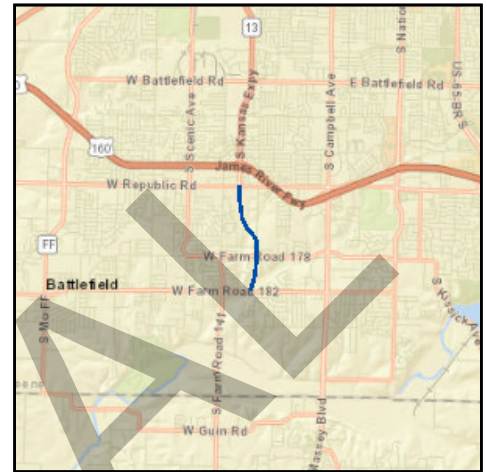
**Bike/Ped Plan?** Yes **EJ?**

**STIP #**

**Federal ID #**

#### Project Description

New roadway from Republic Road to Plainview with bicycle and pedestrian accommodations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$1,356,075	\$0	\$0	\$0	\$1,356,075
LOCAL	Local	ROW	\$339,018	\$0	\$0	\$0	\$339,018
FHWA (STBG-U)	Federal	CON	\$14,735,589	\$0	\$0	\$0	\$14,735,589
LOCAL	Local	CON	\$7,264,411	\$0	\$0	\$0	\$7,264,411
<b>Totals</b>			<b>\$23,695,093</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,695,093</b>

#### Notes

Non-Federal Funding Source: Greene County Highway Department Road and Bridge Fund.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$23,695,093





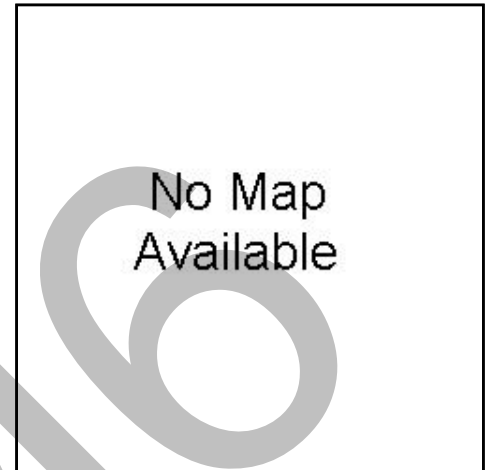
## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### F) Roadways Section

**TIP #** GR1902-20AM6 **KANSAS EXTENSION PHASE II**

**Route** Kansas Extension  
**From** Plainview Road  
**To** Farm Road 190 at Cox Road  
**Location** Greene County  
**Federal Agency** FHWA  
**Project Sponsor** Greene County  
**Federal Funding Category** STBG-U  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?**  
**STIP #**  
**Federal ID #**



#### Project Description

New roadway from Plainview to Farm Road 190 at Cox Road with bicycle and pedestrian accommodations.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$2,549,861	\$385,935	\$0	\$0	\$2,935,796
LOCAL	Local	ROW	\$637,465	\$96,484	\$0	\$0	\$733,949
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$3,246,479	\$0	\$3,246,479
LOCAL	Local	CON	\$0	\$0	\$1,253,521	\$4,000,000	\$5,253,521
<b>Totals</b>			<b>\$3,187,326</b>	<b>\$482,419</b>	<b>\$4,500,000</b>	<b>\$4,000,000</b>	<b>\$12,169,745</b>

#### Notes

Non-Federal Funding Source: Greene County Highway Department Road and Bridge Fund.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$12,169,745



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** GR1902-20A1 **KANSAS EXTENSION PHASE II**

**Route** Kansas Extension  
**From** Plainview Road  
**To** Farm Road 190 at Cox Road  
**Location** Greene County  
**Federal Agency** FHWA  
**Project Sponsor** Greene County  
**Federal Funding Category** STBG-U  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?**  
**STIP #**  
**Federal ID #**



### Project Description

New roadway from Plainview to Farm Road 190 at Cox Road with bicycle and pedestrian accommodations.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$2,935,796	\$0	\$0	\$0	\$2,935,796
LOCAL	Local	ROW	\$733,949	\$0	\$0	\$0	\$733,949
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$3,246,479	\$0	\$3,246,479
LOCAL	Local	CON	\$0	\$0	\$1,253,521	\$4,000,000	\$5,253,521
<b>Totals</b>			<b>\$3,669,745</b>	<b>\$0</b>	<b>\$4,500,000</b>	<b>\$4,000,000</b>	<b>\$12,169,745</b>

### Notes

Non-Federal Funding Source: Greene County Highway Department Road and Bridge Fund.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$12,169,745



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### F) Roadways Section

**TIP #** GR2009-20AM6 REPLACE BRIDGE #1690225 ON FARM ROAD 169

**Route** Farm Road 169

**From** Over Farmer's Branch

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** Greene County

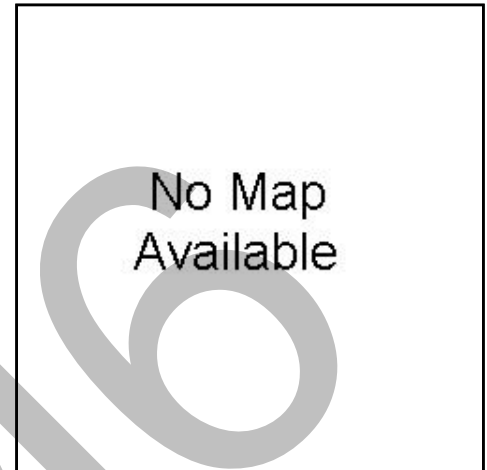
**Federal Funding Category** BRO

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** BRO-B039



#### Project Description

Remove and replace existing bridge #1690225 on Farm Road 169 over Farmer's Branch and upgrade approaches.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$440,000	\$0	\$0	\$440,000
LOCAL	Local	CON	\$0	\$110,000	\$0	\$0	\$110,000
<b>Totals</b>			<b>\$0</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>

#### Notes

Non-Federal Source of Funding: Greene County Road and Bridge Fund

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$550,000



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### F) Roadways Section

**TIP #** GR2009-20AM1    **REPLACE BRIDGE #1690225 ON FARM ROAD 169**

**Route** Farm Road 169

**From** Over Farmer's Branch

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** Greene County

**Federal Funding Category** BRO

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** Yes    **EJ?** Yes

**STIP #**

**Federal ID #** BRO-B039

No Map  
Available

#### Project Description

Remove and replace existing bridge #1690225 on Farm Road 169 over Farmer's Branch and upgrade approaches.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$440,000	\$0	\$0	\$0	\$440,000
LOCAL	Local	CON	\$110,000	\$0	\$0	\$0	\$110,000
<b>Totals</b>			<b>\$550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>

#### Notes

Non-Federal Source of Funding: Greene County Road and Bridge Fund

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$550,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2011-20AM6      **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS-BATTERY BACKUP**

**Route**      Various

**From**

**To**

**Location**      City of Springfield

**Federal Agency**      FHWA

**Project Sponsor**      City of Springfield

**Federal Funding Category**      STBG-U

**MoDOT Funding Category**      N/A

**Bike/Ped Plan?**      EJ?

**STIP #**

**Federal ID #**

#### Project Description

Traffic signal system improvements in Springfield at various locations, including battery backup systems.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$640,000	\$0	\$0	\$640,000
LOCAL	Local	CON	\$0	\$160,000	\$0	\$0	\$160,000
<b>Totals</b>			<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>

#### Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$800,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** SP2011-20AM5      **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS-BATTERY BACKUP**

**Route**      Various

**From**

**To**

**Location**      City of Springfield

**Federal Agency**      FHWA

**Project Sponsor**      City of Springfield

**Federal Funding Category**      STBG-U

**MoDOT Funding Category**      N/A

**Bike/Ped Plan?**      EJ?

**STIP #**

**Federal ID #**

### Project Description

Traffic signal system improvements in Springfield at various locations, including battery backup systems.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$640,000	\$0	\$0	\$0	\$640,000
LOCAL	Local	CON	\$160,000	\$0	\$0	\$0	\$160,000
<b>Totals</b>			<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>

### Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$800,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2016-20AM6      **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS**

**Route**      Various

**From**

**To**

**Location**      City of Springfield

**Federal Agency**      FHWA

**Project Sponsor**      City of Springfield

**Federal Funding Category**      STBG-U

**MoDOT Funding Category**      N/A

**Bike/Ped Plan?**      EJ?

**STIP #**

**Federal ID #**

#### Project Description

Traffic signal system improvements in Springfield at various locations, including cabinet replacements, and advanced vehicle detection installations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$760,000	\$0	\$0	\$760,000
LOCAL	Local	CON	\$0	\$190,000	\$0	\$0	\$190,000
<b>Totals</b>			<b>\$0</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$950,000</b>

#### Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$950,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** SP2016-20A5 **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS**

**Route** Various

**From**

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

### Project Description

Traffic signal system improvements in Springfield at various locations, including cabinet replacements, and advanced vehicle detection installations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$760,000	\$0	\$0	\$0	\$760,000
LOCAL	Local	CON	\$190,000	\$0	\$0	\$0	\$190,000
<b>Totals</b>			<b>\$950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$950,000</b>

### Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$950,000



# FINANCIAL SUMMARY

## Bicycle & Pedestrian

### YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2020									
EN1513-19AM1	\$488,494	\$0	\$0	\$0	\$0	\$122,122	\$0	\$0	\$610,616
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$3,000	\$0	\$15,000
EN1802-18	\$0	\$0	\$0	\$0	\$333,600	\$0	\$83,400	\$0	\$417,000
EN1803-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1901-19	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN1902-19A2	\$0	\$193,075	\$0	\$0	\$0	\$48,269	\$0	\$0	\$241,344
EN1903-19A2	\$0	\$155,439	\$0	\$0	\$0	\$42,060	\$0	\$0	\$197,499
EN1904-20AM6	\$0	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$0	\$35,000
EN1905-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1906-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1907-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1908-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1909-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1910-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1911-19A3	\$0	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$0	\$90,885
EN1912-19A3	\$0	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$0	\$107,389
EN1913-19A3	\$110,869	\$0	\$0	\$0	\$0	\$27,717	\$0	\$0	\$138,586
EN1914-19AM2	\$0	\$0	\$0	\$0	\$25,600	\$0	\$6,400	\$0	\$32,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$60,000	\$75,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2004-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$24,000	\$30,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN2010-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN2011-20A3	\$33,603	\$0	\$0	\$0	\$0	\$8,401	\$0	\$0	\$42,004
EN2012-20A3	\$100,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$125,000
SP2001-19A6	\$0	\$0	\$0	\$0	\$125,978	\$0	\$0	\$0	\$125,978
SUBTOTAL	\$732,966	\$535,133	\$1,600	\$0	\$508,378	\$320,224	\$127,000	\$124,000	\$2,349,301

# FINANCIAL SUMMARY

## Bicycle & Pedestrian

### YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2021									
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$264,000	\$682,400	\$0	\$236,600	\$0	\$1,183,000
EN1802-18	\$0	\$0	\$0	\$0	\$1,639,200	\$0	\$409,800	\$0	\$2,049,000
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$3,200,000
EN1901-19	\$0	\$0	\$0	\$0	\$244,000	\$0	\$61,000	\$0	\$305,000
EN1904-20AM6	\$0	\$244,000	\$0	\$0	\$0	\$61,000	\$0	\$0	\$305,000
EN1905-20AM6	\$324,014	\$0	\$0	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-20AM6	\$187,990	\$0	\$0	\$0	\$0	\$46,998	\$0	\$0	\$234,988
EN1907-20AM6	\$0	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-20AM6	\$0	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1909-20AM6	\$183,365	\$0	\$0	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1910-20AM6	\$146,098	\$0	\$0	\$0	\$0	\$36,524	\$0	\$0	\$182,622
EN1914-19AM2	\$0	\$0	\$0	\$0	\$378,400	\$0	\$94,600	\$0	\$473,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
EN2003-20	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$0	\$50,000
EN2004-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$22,200	\$88,800	\$111,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$268,000	\$335,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20AM6	\$870,949	\$0	\$0	\$0	\$0	\$337,500	\$0	\$0	\$1,208,449
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$271,826
EN2010-20AM6	\$806,707	\$59,392	\$0	\$0	\$0	\$216,525	\$0	\$0	\$1,082,624
EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$316,604
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$7,690	\$30,760	\$38,450
SUBTOTAL	\$5,549,867	\$740,106	\$1,600	\$264,000	\$2,992,000	\$1,692,258	\$912,290	\$391,560	\$12,543,681
2022									
EN1901-19	\$0	\$0	\$196,000	\$315,000	\$704,200	\$0	\$303,800	\$0	\$1,519,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
EN2003-20	\$0	\$0	\$0	\$0	\$152,800	\$0	\$38,200	\$0	\$191,000
EN2004-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$184,600	\$738,400	\$923,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$290,600	\$1,162,400	\$1,453,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$49,382	\$199,129	\$248,511
SUBTOTAL	\$0	\$0	\$197,600	\$315,000	\$857,000	\$0	\$867,982	\$2,103,929	\$4,341,511
2023									
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,304,000	\$0	\$326,000	\$0	\$1,630,000
EN2007-20	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$0	\$8,000	\$0	\$1,304,000	\$0	\$329,000	\$4,000	\$1,645,000
GRAND TOTAL	\$6,282,833	\$1,275,239	\$208,800	\$579,000	\$5,661,378	\$2,012,482	\$2,236,272	\$2,623,489	\$20,879,493

## FINANCIAL CONSTRAINT

### Bicycle & Pedestrian

	Federal (FHWA)					Local	MoDOT-AC	MoDOT	TOTAL
	STBG-U	TAP	NHPP	STBG	STAP				
<b>PRIOR YEAR</b>									
Balance		\$ 853,353	\$ -			\$ -	\$ -	\$ -	\$ 853,353
<b>FY 2020</b>									
Funds Anticipated	\$ 732,966	\$ 421,887	\$ 1,600	\$508,378.00	\$0.00	\$ 320,224	\$ 124,000	\$ 127,000	\$ 2,236,055
Funds Programmed	(\$732,966)	(\$535,133)	(\$1,600)	(\$508,378)	\$0	(\$320,224)	(\$124,000)	(\$127,000)	(\$2,349,301)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$740,107.38</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$740,107.38</b>
<b>FY 2021</b>									
Funds Anticipated	\$ 5,549,867	\$430,324.80	\$1,600.00	\$2,992,000.00	\$264,000.00	\$1,692,258.00	\$391,560.00	\$912,290.00	\$ 12,233,900
Funds Programmed	(\$5,549,867)	(\$740,106)	(\$1,600)	(\$2,992,000)	(\$264,000)	(\$1,692,258)	(\$391,560)	(\$912,290)	(\$12,543,681)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$430,326.18</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$430,326.18</b>
<b>FY 2022</b>									
Funds Anticipated	\$ -	\$438,931.30	\$197,600.00	\$857,000.00	\$315,000.00	\$0.00	\$2,103,929.00	\$867,982.00	\$ 4,780,442
Funds Programmed	\$0	\$0	(\$197,600)	(\$857,000)	(\$315,000)	\$0	(\$2,103,929)	(\$867,982)	(\$4,341,511)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$869,257.48</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$869,257.48</b>
<b>FY 2023</b>									
Funds Anticipated	\$ -	\$447,709.92	\$8,000.00	\$1,304,000.00	\$0.00	\$0.00	\$4,000.00	\$329,000.00	\$ 2,092,710
Funds Programmed	\$0	\$0	(\$8,000)	(\$1,304,000)	\$0	\$0	(\$4,000)	(\$329,000)	(\$1,645,000)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$1,316,967.40</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,316,967.40</b>

\* STBG-Urban funds are available for use on both Bicycle/Pedestrian Projects and Roadway projects. Their distribution between these types of projects is not determined ahead of their programming by project. To see the entire amount of funding available for STBG-Urban, please visit page H-viii, Table H.2 or page H-10. STBG and STAP funding are statewide funding, with programming selected by MoDOT in consultation with OTO.

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
<b>2020</b>																			
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20AM6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$0	\$1,212,675
GR1902-20AM6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,455	\$0	\$0	\$0	\$0	\$0	\$0	\$3,187,326
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$15,000	\$10,000	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$0	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$197,100	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$204,364	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$46,091	\$0	\$0	\$0	\$255,455
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,605,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$935,780	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$26,300	\$0	\$0	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
SP1402-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

FY 2020 continued on next page

## Roadways

## 2020 Continued

FY 2021 continued on next page

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	Local	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2021 Continued																				
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2009-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,354,822	\$0	\$0	\$0	\$7,271,341
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2101-20A5	\$1,873,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$468,296	\$0	\$0	\$0	\$0	\$0	\$0	\$2,341,432
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$546,882
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$448,000	\$0	\$560,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$1,618,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$1,798,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$81,600	\$0	\$85,600
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$10,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$0	\$150,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,800	\$0	\$0	\$0	\$199,000
SP1817-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1818-20A5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000
SP1902-20A5	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$712,000	\$0	\$0	\$0	\$3,560,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$520,000	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2011-20A6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$4,819,806	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20A6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,502,000	\$0	\$0	\$0	\$5,002,000
SUBTOTAL	\$23,779,681	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,120,003	\$4,556,800	\$19,278,422	\$25,500	\$0	\$0	\$18,177,917	\$0	\$0	\$8,426,322	\$135,500	\$3,137,300	\$0	\$101,656,745
2022																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$2,000
CC2101-20A5	\$0	\$238,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$0	\$265,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20A6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,921	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,400
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,000	\$0	\$1,672,000	\$0	\$2,090,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$0	\$1,634,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$562,000	\$0	\$0	\$0	\$0	\$0	\$562,000	\$0	\$0	\$0	\$1,124,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-20A6	\$0	\$0																		

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal						Local			State			SEMA	TOTAL	
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC			
2022 Continued																				
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$61,829	\$0	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,464	\$0	\$0	\$0	\$317,319
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2103-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$0	\$221,050	\$0	\$276,312
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$7,073,334	\$13,504,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$619,200	\$0	\$562,000	\$0	\$2,211,235	\$0	\$0	\$0	\$6,213,067	\$762,000	\$3,229,850	\$0	\$46,362,910
2023																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2004-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1802-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,689
SP1817-20A6	\$1,146,112	\$0	\$0	\$0	\$0	\$0	\$0	\$658,408	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,021	\$0	\$0	\$0	\$3,728,648
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$0	\$3,452,244	\$0	\$1,633,600	\$0	\$25,902,961
GRAND TOTAL	\$44,582,848	\$19,978,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,299,766	\$10,343,861	\$19,278,422	\$597,500	\$740,993	\$30,019,476	\$1,682,400	\$0	\$29,086,181	\$913,500	\$10,989,450	\$123,499	\$248,235,267	

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$10,759,640	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,800,964	\$5,119,881	\$0	\$10,000	\$740,993	\$54,620,729	\$5,569,175	\$13,999,248	\$123,499	\$5,380,129	\$79,692,780
2021 Funds Programmed	\$23,779,681	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,120,003	\$4,556,800	\$19,278,422	\$25,500	\$0	\$71,779,706	\$18,177,917	\$11,699,122	\$0	\$5,476,971	\$107,133,716
2022 Funds Programmed	\$7,073,334	\$13,504,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$619,200	\$0	\$562,000	\$0	\$33,946,758	\$2,211,235	\$10,204,917	\$0	\$5,575,557	\$51,938,467
2023 Funds Programmed	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$15,073,568	\$5,743,549	\$5,085,844	\$0	\$5,675,917	\$31,578,878
Total	\$44,582,848	\$ 19,978,800	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$71,299,766	\$ 10,343,881	\$ 19,278,422	\$ 597,500	\$ 740,993	\$175,420,761	\$ 31,701,876	\$ 40,989,131	\$ 123,499	\$22,108,574	\$270,343,841

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 56,146,056	\$ 32,198,183	\$40,437,989	\$ 26,214,000	\$165,124,221
Federal Discretionary Funding	\$0	\$ 20,985,822	\$ -	\$ -	\$ -	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$5,569,175	\$18,177,917	\$2,211,235	\$5,743,549	\$31,825,375
Available Suballocated Funding	\$27,323,332	\$5,960,134	\$1,277,095	\$6,963,501	\$7,102,771	\$48,626,832
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$37,574,824</b>	<b>\$94,041,316</b>	<b>\$57,130,166</b>	<b>\$55,188,282</b>	<b>\$44,736,237</b>	<b>\$288,670,824</b>
Prior Year Funding	\$37,574,824	\$51,923,359	\$1,919,809	\$5,169,624	\$5,169,624	—
Programmed State and Federal Funding		(\$79,692,780)	#####	(\$51,938,467)	(\$31,578,878)	(\$270,343,841)
<b>TOTAL REMAINING</b>	<b>\$37,574,824</b>	<b>\$51,923,359</b>	<b>\$1,919,809</b>	<b>\$5,169,624</b>	<b>\$18,326,983</b>	<b>\$18,326,983</b>

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

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



<b>Table H.9 Local Share Financial Capacity</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$220,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$137,523.00)	(\$124,321.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$220,735.00</b>	<b>\$454,269.66</b>	<b>\$811,715.75</b>	<b>\$1,168,744.89</b>
<b>City of Nixa</b>				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,784,977.64	\$2,850,878.94	\$4,538,585.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$150,500.00)	(\$865,936.00)	(\$240,425.00)	(\$51,516.00)
<b>Amount Available for Local Projects</b>	<b>\$1,784,977.64</b>	<b>\$2,850,878.94</b>	<b>\$4,538,585.36</b>	<b>\$6,411,428.21</b>
<b>City of Ozark</b>				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$783,782.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,081,175.00)	(\$787,678.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$783,782.16</b>	<b>\$1,860,616.75</b>	<b>\$3,724,676.75</b>	<b>\$5,588,276.03</b>
<b>City of Republic</b>				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,980,487.45	\$3,505,433.03	\$5,361,744.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	\$117,971.00	(\$334,496.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,980,487.45</b>	<b>\$3,505,433.03</b>	<b>\$5,361,744.38</b>	<b>\$7,214,869.16</b>
<b>City of Springfield</b>				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$19,400,114.28	\$29,742,798.08	\$49,472,177.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$3,606,454.00)	(\$12,617,522.00)	(\$3,183,629.00)	(\$3,372,543.00)
<b>Amount Available for Local Projects</b>	<b>\$19,400,114.28</b>	<b>\$29,742,798.08</b>	<b>\$49,472,177.86</b>	<b>\$68,964,597.09</b>

<b>Table H.9 Local Share Financial Capacity cont.</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Strafford</b>				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$63,598.00	\$175,398.39	\$287,130.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$48,269.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$63,598.00</b>	<b>\$175,398.39</b>	<b>\$287,130.96</b>	<b>\$398,794.49</b>
<b>City of Willard</b>				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$381,887.44</b>	<b>\$804,746.36</b>	<b>\$1,226,497.15</b>	<b>\$1,647,119.89</b>
<b>Christian County</b>				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$5,681,090.80</b>	<b>\$11,360,732.11</b>	<b>\$17,038,897.84</b>	<b>\$22,715,561.43</b>
<b>Greene County</b>				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	\$1,062,967.00	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$885,000.00)	(\$7,828,378.00)	(\$1,254,521.00)	(\$5,001,000.00)
<b>Amount Available for Local Projects</b>	<b>\$24,058,846.81</b>	<b>\$40,100,274.35</b>	<b>\$62,704,285.28</b>	<b>\$81,550,340.68</b>
<b>City Utilities</b>				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,252.00)	(\$5,954,660.00)	(\$6,081,612.00)	(\$6,081,756.00)
<b>Available for TIP Project Expenditures</b>	<b>\$2,316,248.00</b>	<b>\$2,895,840.00</b>	<b>\$3,613,888.00</b>	<b>\$4,217,744.00</b>
Carryover from Prior Year	--	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00
Estimated TIP Project Expenditures	(\$391,920.00)	(\$6,082.00)	(\$358,149.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,924,328.00</b>	<b>\$4,814,086.00</b>	<b>\$8,069,825.00</b>	<b>\$12,287,569.00</b>



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

10 November 2020

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Seven to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on November 10, 2020. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner

Enclosures



## **Administrative Modification 7 to the FY 2020-2023 Transportation Improvement Program**

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

#### **DESCRIPTION:**

There are 2 items included as part of Administrative Modification 7 to the FY 2020-2023 Transportation Improvement Program.

**Basis for Administrative Modification - Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP.**

1. N. Main Street (NX2101-20AM7)  
Moving funds from FY 2021 to FY 2022.
2. Truman from Heather Glenn to Pembroke/Norton (NX2201-20AM7)  
Moving funds from FY 2022 to FY 2021.



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### F) Roadways Section

**TIP #** NX2101-20AM7    **N. MAIN STREET**

**Route** Main Street  
**From** Tracker Road  
**To** SH-CC

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

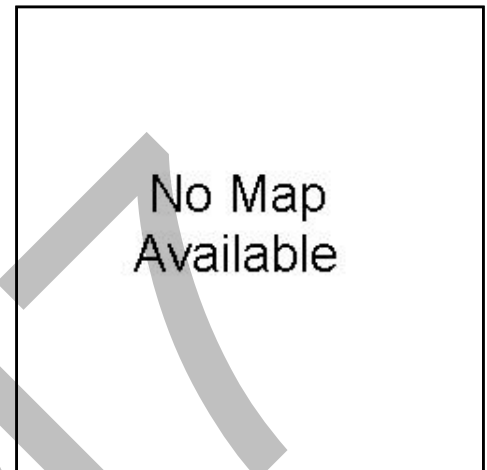
**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

North Main Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$0	\$170,286	\$0	\$170,286
LOCAL	Local	ENG	\$0	\$0	\$42,571	\$0	\$42,571
FHWA (STBG-U)	Federal	ROW	\$0	\$0	\$113,524	\$0	\$113,524
LOCAL	Local	ROW	\$0	\$0	\$28,381	\$0	\$28,381
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$1,589,336	\$0	\$1,589,336
LOCAL	Local	CON	\$0	\$0	\$397,334	\$0	\$397,334
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$2,341,432</b>	<b>\$0</b>	<b>\$2,341,432</b>

#### Notes

Non-Federal Funding Source: City of Nixa

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,341,432



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** NX2101-20A5      **N. MAIN STREET**

**Route** Main Street

**From** Tracker Road

**To** SH-CC

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

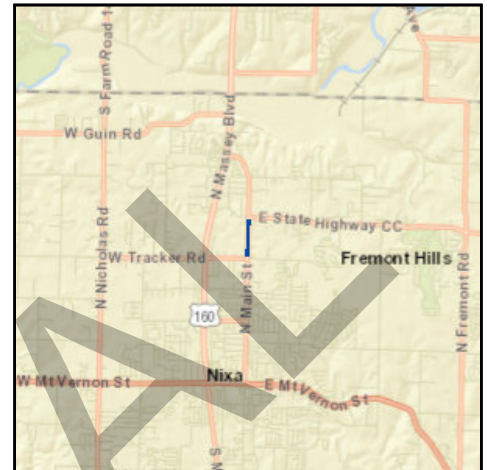
**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

North Main Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$170,286	\$0	\$0	\$170,286
LOCAL	Local	ENG	\$0	\$42,571	\$0	\$0	\$42,571
FHWA (STBG-U)	Federal	ROW	\$0	\$113,524	\$0	\$0	\$113,524
LOCAL	Local	ROW	\$0	\$28,381	\$0	\$0	\$28,381
FHWA (STBG-U)	Federal	CON	\$0	\$1,589,336	\$0	\$0	\$1,589,336
LOCAL	Local	CON	\$0	\$397,334	\$0	\$0	\$397,334
<b>Totals</b>			<b>\$0</b>	<b>\$2,341,432</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,341,432</b>

#### Notes

Non-Federal Funding Source: City of Nixa

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,341,432



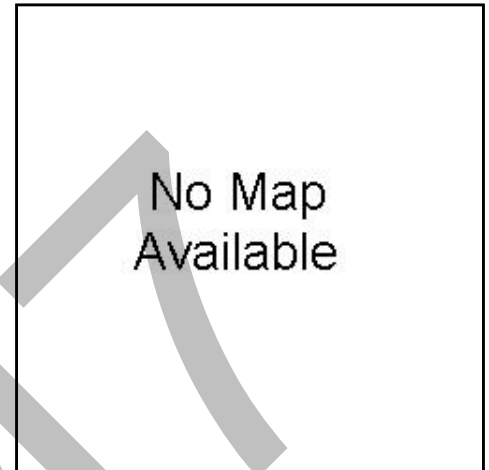
## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### F) Roadways Section

**TIP #** NX2201-20AM7 **TRUMAN FROM HEATHER GLENN TO PEMBROOK/NORTON**

**Route** Truman  
**From** Heather Glen  
**To** Pembroke and Norton  
**Location** City of Nixa  
**Federal Agency** FHWA  
**Project Sponsor** City of Nixa  
**Federal Funding Category** STBG-U  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** EJ?  
**STIP #**  
**Federal ID #**



#### Project Description

Truman Boulevard Improvements, including widening, roundabout, and sidewalks from southeast of Heather Glenn to south of Pembroke and Norton.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$40,000	\$0	\$0	\$40,000
LOCAL	Local	ENG	\$0	\$10,000	\$0	\$0	\$10,000
FHWA (STBG-U)	Federal	CON	\$0	\$921,699	\$0	\$0	\$921,699
LOCAL	Local	CON	\$0	\$230,425	\$0	\$0	\$230,425
<b>Totals</b>			<b>\$0</b>	<b>\$1,202,124</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,202,124</b>

#### Notes

Non-Federal Funding Source: City of Nixa

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,202,124



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** NX2201-20A5 **TRUMAN FROM HEATHER GLENN TO PEMBROOK/NORTON**

**Route** Truman  
**From** Heather Glen  
**To** Pembroke and Norton  
**Location** City of Nixa  
**Federal Agency** FHWA  
**Project Sponsor** City of Nixa  
**Federal Funding Category** STBG-U  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** EJ?  
**STIP #**  
**Federal ID #**



#### Project Description

Truman Boulevard Improvements, including widening, roundabout, and sidewalks from southeast of Heather Glenn to south of Pembroke and Norton.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$0	\$40,000	\$0	\$40,000
LOCAL	Local	ENG	\$0	\$0	\$10,000	\$0	\$10,000
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$921,699	\$0	\$921,699
LOCAL	Local	CON	\$0	\$0	\$230,425	\$0	\$230,425
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$1,202,124</b>	<b>\$0</b>	<b>\$1,202,124</b>

#### Notes

Non-Federal Funding Source: City of Nixa

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,202,124



## Roadways

## 2020

FY 2020 continued on next page

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISB)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020 Continued																				
SP1415-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2006-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$907,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP2012-20AM3	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20AM3	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000
SP2016-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$10,759,640	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,800,964	\$5,119,861	\$0	\$10,000	\$740,993	\$3,886,775	\$1,682,400	\$0	\$10,984,548	\$16,000	\$2,988,700	\$123,499	\$74,312,651	
2021																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,464	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$0	\$158,400	\$0	\$198,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$											

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISB)	FEMA	LOCAL	Local	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2021 Continued																				
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2009-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,354,822	\$0	\$0	\$0	\$7,271,341
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2101-20AM7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NX2102-20A5	\$437,502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$546,878
NX2201-20A5	\$961,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,425	\$0	\$0	\$0	\$0	\$0	\$0	\$1,202,124
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OK2104-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$448,000	\$0	\$560,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$1,618,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$1,798,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$81,600	\$0	\$85,600
SP1401-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1418-18A1	\$0	\$0	\$0	\$0,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$0	\$150,000
SP1816-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$11,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,600	\$0	\$0	\$0	\$34,200
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000
SP1902-20AM5	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$712,000	\$0	\$0	\$0	\$3,560,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$520,000	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2011-20AM6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,502,000	\$0	\$0	\$0	\$5,002,000
SUBTOTAL	\$22,868,234	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,120,003	\$4,556,800	\$19,278,422	\$25,500	\$0	\$17,950,056	\$0	\$0	\$0	\$8,426,322	\$135,500	\$3,137,300	\$0	\$100,517,437
2022																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1103	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2101-20A5	\$0	\$238,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$0	\$265,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,000	\$0	\$1,672,000	\$0	\$2,090,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$328,800	\$0	\$0	\$0	\$1,636,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$562,000	\$0	\$0	\$0	\$0	\$0	\$562,000	\$0	\$0	\$1,124,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1710-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2006-20</																				

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
<b>2022 Continued</b>																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$61,829	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,464	\$0	\$0	\$0	\$317,319
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2103-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$0	\$221,050	\$0	\$276,312
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$7,984,781	\$13,504,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$619,200	\$0	\$562,000	\$0	\$2,439,096	\$0	\$0	\$6,213,067	\$762,000	\$3,229,850	\$0	\$47,502,218
<b>2023</b>																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1902-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1802-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859
SP1912-20A6	\$1,146,112	\$0	\$0	\$0	\$0	\$0	\$658,408	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,021	\$0	\$0	\$0	\$3,728,648
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$3,452,244	\$0	\$1,633,600	\$0	\$25,902,961
GRAND TOTAL	\$44,582,848	\$19,978,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,299,766	\$10,343,861	\$19,278,422	\$597,500	\$740,993	\$30,019,476	\$1,682,400	\$0	\$29,086,181	\$913,500	\$10,989,450	\$123,499	\$249,235,267

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$10,759,640	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,800,964	\$5,119,881	\$0	\$10,000	\$740,993	\$54,620,729	\$5,569,175	\$13,999,248	\$123,499	\$5,380,129	\$79,692,780
2021 Funds Programmed	\$22,868,234	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,120,003	\$4,556,800	\$19,278,422	\$25,500	\$0	\$70,868,259	\$17,950,056	\$11,699,122	\$0	\$5,476,971	\$105,994,408
2022 Funds Programmed	\$7,984,781	\$13,504,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$619,200	\$0	\$562,000	\$0	\$34,858,205	\$2,439,096	\$10,204,917	\$0	\$5,575,557	\$53,077,775
2023 Funds Programmed	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$15,073,568	\$5,743,549	\$5,085,844	\$0	\$5,675,917	\$31,578,878
Total	\$44,582,848	\$ 19,978,800	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$71,299,766	\$ 10,343,881	\$ 19,278,422	\$ 597,500	\$ 740,993	\$175,420,761	\$ 31,701,876	\$ 40,989,131	\$ 123,499	\$22,108,574	\$270,343,841

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 56,146,056	\$ 32,198,183	\$40,437,989	\$ 26,214,000	\$165,124,221
Federal Discretionary Funding	\$0	\$ 20,985,822	\$ -	\$ -	\$ -	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$5,569,175	\$17,950,056	\$2,439,096	\$5,743,549	\$31,825,375
Available Suballocated Funding	\$27,323,332	\$5,960,134	\$1,277,095	\$6,963,501	\$7,102,771	\$48,626,832
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$37,574,824</b>	<b>\$94,041,316</b>	<b>\$56,902,305</b>	<b>\$55,416,143</b>	<b>\$44,736,237</b>	<b>\$288,670,824</b>
Prior Year Funding	\$37,574,824	\$51,923,359	\$2,831,256	\$5,169,624	\$5,169,624	—
Programmed State and Federal Funding		(\$79,692,780)	#####	(\$53,077,775)	(\$31,578,878)	(\$270,343,841)
<b>TOTAL REMAINING</b>	<b>\$37,574,824</b>	<b>\$51,923,359</b>	<b>\$2,831,256</b>	<b>\$5,169,624</b>	<b>\$18,326,983</b>	<b>\$18,326,983</b>

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

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

<b>Table H.9 Local Share Financial Capacity</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$220,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$137,523.00)	(\$124,321.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$220,735.00</b>	<b>\$454,269.66</b>	<b>\$811,715.75</b>	<b>\$1,168,744.89</b>
<b>City of Nixa</b>				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,784,977.64	\$3,078,919.94	\$4,538,765.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$150,500.00)	(\$637,895.00)	(\$468,286.00)	(\$51,516.00)
<b>Amount Available for Local Projects</b>	<b>\$1,784,977.64</b>	<b>\$3,078,919.94</b>	<b>\$4,538,765.36</b>	<b>\$6,411,608.21</b>
<b>City of Ozark</b>				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$783,782.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,081,175.00)	(\$787,678.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$783,782.16</b>	<b>\$1,860,616.75</b>	<b>\$3,724,676.75</b>	<b>\$5,588,276.03</b>
<b>City of Republic</b>				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,980,487.45	\$3,505,433.03	\$5,361,744.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	\$117,971.00	(\$334,496.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,980,487.45</b>	<b>\$3,505,433.03</b>	<b>\$5,361,744.38</b>	<b>\$7,214,869.16</b>
<b>City of Springfield</b>				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$19,400,114.28	\$29,742,798.08	\$49,472,177.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$3,606,454.00)	(\$12,617,522.00)	(\$3,183,629.00)	(\$3,372,543.00)
<b>Amount Available for Local Projects</b>	<b>\$19,400,114.28</b>	<b>\$29,742,798.08</b>	<b>\$49,472,177.86</b>	<b>\$68,964,597.09</b>

<b>Table H.9 Local Share Financial Capacity cont.</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Strafford</b>				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$63,598.00	\$175,398.39	\$287,130.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$48,269.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$63,598.00</b>	<b>\$175,398.39</b>	<b>\$287,130.96</b>	<b>\$398,794.49</b>
<b>City of Willard</b>				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$381,887.44</b>	<b>\$804,746.36</b>	<b>\$1,226,497.15</b>	<b>\$1,647,119.89</b>
<b>Christian County</b>				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$5,681,090.80</b>	<b>\$11,360,732.11</b>	<b>\$17,038,897.84</b>	<b>\$22,715,561.43</b>
<b>Greene County</b>				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	\$1,062,967.00	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$885,000.00)	(\$7,828,378.00)	(\$1,254,521.00)	(\$5,001,000.00)
<b>Amount Available for Local Projects</b>	<b>\$24,058,846.81</b>	<b>\$40,100,274.35</b>	<b>\$62,704,285.28</b>	<b>\$81,550,340.68</b>
<b>City Utilities</b>				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,252.00)	(\$5,954,660.00)	(\$6,081,612.00)	(\$6,081,756.00)
<b>Available for TIP Project Expenditures</b>	<b>\$2,316,248.00</b>	<b>\$2,895,840.00</b>	<b>\$3,613,888.00</b>	<b>\$4,217,744.00</b>
Carryover from Prior Year	--	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00
Estimated TIP Project Expenditures	(\$391,920.00)	(\$6,082.00)	(\$358,149.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,924,328.00</b>	<b>\$4,814,086.00</b>	<b>\$8,069,825.00</b>	<b>\$12,287,569.00</b>

**TAB 8**



**BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM II.F.**

**Amendment Number Seven to the FY 2020-2023 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There are 12 items requested by MoDOT and OTO members included as part of Amendment Number Six to the FY 2020-2023 Transportation Improvement Program.

1. **\*New\*** US 160 Scoping for Improvements at Route AA (CC2102-20A7)  
MoDOT is requesting to add a project for scoping intersection improvements at US 160 and Route AA, for a total programmed amount of \$450,000.
2. **\*New\*** Nelson Mill Bridge (CC2103-20A7)  
Christian County is requested to add improvements to the Nelson Mill Bridge for a total programmed cost of \$510,000.
3. **\*Revised\*** Route 60 Resurfacing W. of Highland Springs (GR1804-20A7)  
MoDOT is requesting to move this project to FY 2021, including inflating project costs, for a new total programmed amount of \$690,000.
4. **\*Revise\*** ITS Operations and Management (2022) (MO2104-20A7)  
MoDOT funding for this project has been moved from FY 2021 to 2022 and increased in amount, for a total new programmed amount of \$1,103,000.
5. **\*New\*** Add ITS for Ozarks Traffic in Various Locations in OTO Area (MO2106-20A7)  
MoDOT is requesting to add a project to upgrade ITS message boards at various locations in the OTO area, for a programmed total of \$120,000.
6. **\*New\*** Upgrade ITS Message Boards in OTO Area (MO2107-20A7)  
Funding has been increased on this project, as well as moved to Fiscal Year 2021, in order to reflect an increase in estimated project cost, for a new total programmed amount of \$3,200,000.
7. **\*Revised\*** Route 14 Capacity Improvements from Fort to Ridgecrest (NX1701-20A7)  
MoDOT is requesting a change to ensure the TIP matches the STIP, with a new total programmed amount of \$7,736,000.
8. **\*Revised\*** US 60 Improvements National to 65 (SP1907-20A7)  
MoDOT is requesting to move this project to FY 2021, including inflating project costs, for a new total programmed amount of \$22,937,000.
9. **\*Revised\*** Glenstone Operational, Safety, and ADA Improvements St. Louis to JRF (SP2003-20A7)  
MoDOT is requesting to move this project to FY 2022, including inflating project costs, for a new total programmed amount of \$6,902,000.

10. \*Revised\* Pavement Improvements Sunshine, National, and Battlefield (SP2012-20A7)  
The City of Springfield is requesting to move this project from FY 2020 to FY 2021 for the same programmed amount of \$2,990,000.
11. \*Revised\* ADA Improvements Sunshine, National, and Battlefield (SP2014-20A7)  
The City of Springfield is requesting to move this project from FY 2020 to FY 2021 for the same programmed amount of \$1,610,000.
12. \*New\* Walnut Street Bridge (SP2104-20A7)  
The City of Springfield is requesting to add a project to replace the Walnut Street Bridge over Jordan Creek and incorporate a future trail for a total programmed amount of \$2,000,000.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on November 18, 2020, the Technical Planning Committee recommended that the Board of Directors approve Amendment 7 to the FY 2020-2023 Transportation Improvement Program, with the correction to move construction for the Walnut Street Bridge to 2022.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve Amendment 7 to the FY 2020-2023 Transportation Improvement Program.”

OR

“Move to approve Amendment 7 to the FY 2020-2023 Transportation Improvement Program, with these changes...”



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # CC2102-20A7** US 160 SCOPING FOR IMPROVEMENTS AT RT AA

**Route** US 160

**From** Route AA

**To**

**Location** Christian County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

**MoDOT Funding Category** Flexible and Other

**Bike/Ped Plan?** EJ?

**STIP #** 8S3138B

**Federal ID #**

#### Project Description

Scoping for roadway and intersection improvements at Route AA.

No Map  
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$30,000	\$30,000	\$30,000	\$90,000
MoDOT-AC	State	ENG	\$0	\$120,000	\$120,000	\$120,000	\$360,000
<b>Totals</b>			<b>\$0</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$450,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon anticipated Advanced Construction (AC)  
conversion - STBG

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$450,000



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### J) Pending Amendment Section

**TIP #** CC2103-20A7      **NELSON MILL BRIDGE**

**Route** Nelson Mill Road

**From**

**To**

**Location** Christian County

**Federal Agency** FHWA

**Project Sponsor** Christian County

**Federal Funding Category** STBG-U

**MoDOT Funding Category** None

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

Rehabilitation, widening, and redecking of Nelson Mill Bridge, as well as widening the approach roadway to match the new bridge width.

No Map  
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$24,000	\$0	\$0	\$24,000
LOCAL	Local	ENG	\$0	\$26,000	\$0	\$0	\$26,000
FHWA (STBG-U)	Federal	CON	\$0	\$368,000	\$0	\$0	\$368,000
LOCAL	Local	CON	\$0	\$92,000	\$0	\$0	\$92,000
<b>Totals</b>			<b>\$0</b>	<b>\$510,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$510,000</b>

#### Notes

Non-Federal Funding Source: Christian County

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$510,000



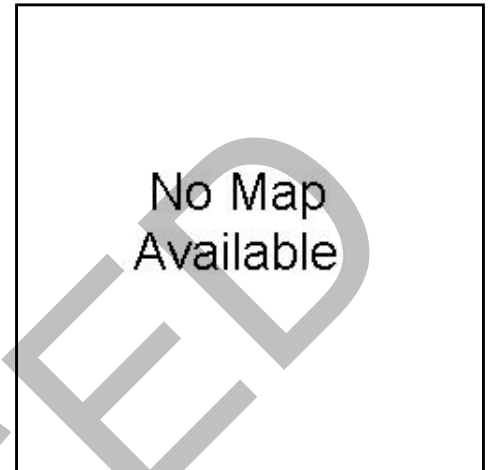
## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### J) Pending Amendment Section

**TIP # GR1804-20A7** ROUTE 60 RESURFACING W. OF HIGHLAND SPRINGS

**Route** Rte. 60  
**From** Glenstone Ave.  
**To** Highland Springs Blvd.  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8P3122  
**Federal ID #**



#### Project Description

Pavement resurfacing from 0.7 mile east of Glenstone Ave. (Bus. 65) to Highland Springs Boulevard east of Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$800	\$48,800	\$0	\$0	\$49,600
MoDOT	State	ENG	\$200	\$12,200	\$0	\$0	\$12,400
FHWA (NHPP)	Federal	CON	\$0	\$502,400	\$0	\$0	\$502,400
MoDOT	State	CON	\$0	\$125,600	\$0	\$0	\$125,600
<b>Totals</b>			<b>\$1,000</b>	<b>\$689,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$690,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$86,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$776,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # GR1804-18** ROUTE 60 RESURFACING W. OF HIGHLAND SPRINGS

**Route** Rte. 60  
**From** Glenstone Ave.  
**To** Highland Springs Blvd.  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8P3122  
**Federal ID #**



#### Project Description

Pavement resurfacing from 0.7 mile east of Glenstone Ave. (Bus. 65) to Highland Springs Boulevard east of Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$49,600	\$0	\$0	\$0	\$49,600
MoDOT	State	ENG	\$12,400	\$0	\$0	\$0	\$12,400
FHWA (NHPP)	Federal	CON	\$488,000	\$0	\$0	\$0	\$488,000
MoDOT	State	CON	\$122,000	\$0	\$0	\$0	\$122,000
<b>Totals</b>			<b>\$672,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$672,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$86,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$758,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** MO2104-20A7 ITS OPERATIONS AND MANAGEMENT (2022)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Major Projects and Emerging Needs

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3181

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$0	\$800	\$0	\$0	\$800
MoDOT	State	ENG	\$0	\$200	\$0	\$0	\$200
FHWA (STBG)	Federal	PMT	\$0	\$0	\$541,600	\$0	\$541,600
MoDOT	State	PMT	\$0	\$0	\$135,400	\$0	\$135,400
FHWA (STBG-U)	Federal	OPER	\$0	\$0	\$340,000	\$0	\$340,000
LOCAL	Local	OPER	\$0	\$0	\$85,000	\$0	\$85,000
<b>Totals</b>			<b>\$0</b>	<b>\$1,000</b>	<b>\$1,102,000</b>	<b>\$0</b>	<b>\$1,103,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,103,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2104-20A5 ITS OPERATIONS AND MANAGEMENT (2022)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Major Projects and Emerging Needs

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3181

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$0	\$800	\$0	\$0	\$800
MoDOT	State	ENG	\$0	\$200	\$0	\$0	\$200
FHWA (STBG)	Federal	PMT	\$0	\$514,400	\$0	\$0	\$514,400
MoDOT	State	PMT	\$0	\$128,600	\$0	\$0	\$128,600
FHWA (STBG-U)	Federal	OPER	\$0	\$0	\$340,000	\$0	\$340,000
LOCAL	Local	OPER	\$0	\$0	\$85,000	\$0	\$85,000
<b>Totals</b>			<b>\$0</b>	<b>\$644,000</b>	<b>\$425,000</b>	<b>\$0</b>	<b>\$1,069,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$1,069,000





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** MO2106-20A7      ADD ITS FOR OZARKS TRAFFIC IN VARIOUS LOCATIONS IN OTO AREA

**Route**      Various

**From**

**To**

**Location**      Area Wide

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

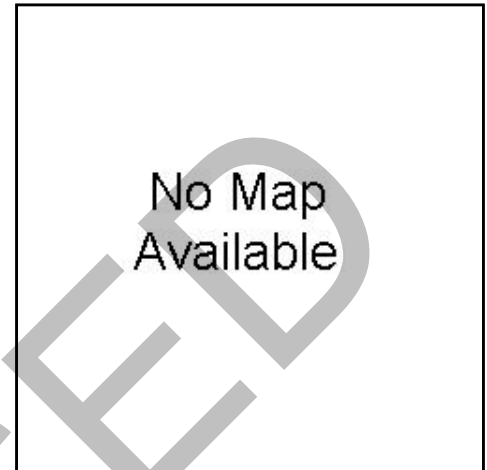
**Federal Funding Category**      STBG

**MoDOT Funding Category**      Taking Care of the System

**Bike/Ped Plan?**      EJ?

**STIP #**      8P3207

**Federal ID #**



#### Project Description

Add ITS for Ozarks Traffic at various locations on Route 60 (James River Freeway) in Springfield, Route FF (West Bypass) near Battlefield, and various locations in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$10,000	\$12,800	\$0	\$22,800
MoDOT-AC	State	ENG	\$0	\$40,000	\$51,200	\$0	\$91,200
MoDOT	State	CON	\$0	\$0	\$190,800	\$0	\$190,800
MoDOT-AC	State	CON	\$0	\$0	\$763,200	\$0	\$763,200
<b>Totals</b>			<b>\$0</b>	<b>\$50,000</b>	<b>\$1,018,000</b>	<b>\$0</b>	<b>\$1,068,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon anticipated Advanced Construction (AC) conversion - STBG

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,068,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** MO2107-20A7 **UPGRADE ITS MESSAGE BOARDS IN OTO AREA**

**Route** Various

**From**

**To**

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

**MoDOT Funding Category** Taking Care of the System

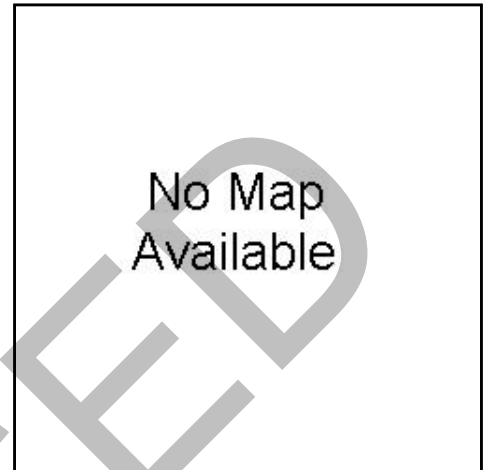
**Bike/Ped Plan?** EJ?

**STIP #** 8Q3181B

**Federal ID #**

#### Project Description

Upgrade ITS message boards at various locations in the Urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$1,600	\$2,400	\$0	\$4,000
MoDOT-AC	State	ENG	\$0	\$6,400	\$9,600	\$0	\$16,000
MoDOT	State	CON	\$0	\$0	\$20,000	\$0	\$20,000
MoDOT-AC	State	CON	\$0	\$0	\$80,000	\$0	\$80,000
<b>Totals</b>			<b>\$0</b>	<b>\$8,000</b>	<b>\$112,000</b>	<b>\$0</b>	<b>\$120,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon anticipated Advanced Construction (AC) conversion - STBG

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$120,000



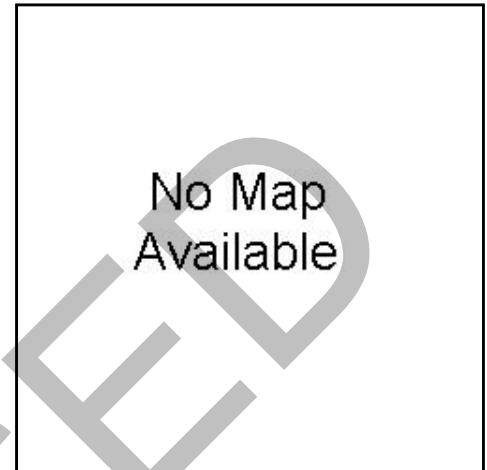
## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # NX1701-20A7** ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST

**Route** Rte. 14  
**From** Fort St.  
**To** Ridgecrest St.  
**Location** City of Nixa  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8P0588H  
**Federal ID #** 0141028



#### Project Description

Add lanes, turn lanes, sidewalks, and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard, pavement improvements on Rice Street north of Route 14, and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$172,000	\$410,400	\$0	\$0	\$582,400
LOCAL	Local	ENG	\$5,000	\$5,000	\$0	\$0	\$10,000
MoDOT	State	ENG	\$38,000	\$97,600	\$0	\$0	\$135,600
FHWA (NHPP)	Federal	CON	\$0	\$5,404,130	\$0	\$0	\$5,404,130
FHWA (STBG-U)	Federal	CON	\$0	\$202,270	\$0	\$0	\$202,270
LOCAL	Local	CON	\$0	\$94,446	\$0	\$0	\$94,446
MoDOT	State	CON	\$0	\$1,307,154	\$0	\$0	\$1,307,154
<b>Totals</b>			<b>\$215,000</b>	<b>\$7,521,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,736,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

**Prior Cost** \$1,979,000  
**Future Cost** \$0  
**Total Cost** \$9,715,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP # NX1701-20A2** ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST

**Route** Rte. 14  
**From** Fort St.  
**To** Ridgecrest St.  
**Location** City of Nixa  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8P0588H  
**Federal ID #** 0141028



### Project Description

Add lanes, turn lanes, sidewalks, and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard, pavement improvements on Rice Street north of Route 14, and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$204,364	\$374,100	\$0	\$0	\$578,464
LOCAL	Local	ENG	\$5,000	\$5,000	\$0	\$0	\$10,000
MoDOT	State	ENG	\$46,091	\$88,525	\$0	\$0	\$134,616
FHWA (NHPP)	Federal	CON	\$0	\$5,240,703	\$0	\$0	\$5,240,703
FHWA (STBG-U)	Federal	CON	\$0	\$202,270	\$0	\$0	\$202,270
LOCAL	Local	CON	\$0	\$94,446	\$0	\$0	\$94,446
MoDOT	State	CON	\$0	\$1,266,297	\$0	\$0	\$1,266,297
<b>Totals</b>			<b>\$255,455</b>	<b>\$7,271,341</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,526,796</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

**Prior Cost** \$1,979,000  
**Future Cost** \$0  
**Total Cost** \$9,505,796



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### J) Pending Amendment Section

**TIP #** SP1907-20A7 **US 60 IMPROVEMENTS NATIONAL TO 65**

**Route** US 60

**From** National Avenue

**To** US 65

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

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

**STIP #** 8P3032B

**Federal ID #** 0602109

No Map  
Available

#### Project Description

Add lanes on James River Freeway, improve ramps from National Avenue to Rte. 65, and reconfigure interchange at Glenstone Avenue (Bus. 65) in Springfield. Project involves bridge A4175. \$995,000 Open Container Funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$476,000	\$1,098,400	\$0	\$0	\$1,574,400
MoDOT	State	ENG	\$119,000	\$274,600	\$0	\$0	\$393,600
FHWA (NHPP)	Federal	ROW	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
FHWA (NHPP)	Federal	CON	\$0	\$15,778,600	\$0	\$0	\$15,778,600
FHWA (SAFETY)	Federal	CON	\$0	\$995,000	\$0	\$0	\$995,000
MoDOT	State	CON	\$0	\$4,193,400	\$0	\$0	\$4,193,400
<b>Totals</b>			<b>\$597,000</b>	<b>\$22,340,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,937,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$1,400,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$24,337,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1907-19 **US 60 IMPROVEMENTS NATIONAL TO 65**

**Route** US 60

**From** National Avenue

**To** US 65

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

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

**STIP #** 8P3032B

**Federal ID #** 0602109



#### Project Description

Add lanes on James River Freeway, improve ramps from National Avenue to Rte. 65, and reconfigure interchange at Glenstone Avenue (Bus. 65) in Springfield. Project involves bridge A4175. \$995,000 Open Container Funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,574,400	\$0	\$0	\$0	\$1,574,400
MoDOT	State	ENG	\$393,600	\$0	\$0	\$0	\$393,600
FHWA (NHPP)	Federal	ROW	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
FHWA (NHPP)	Federal	CON	\$15,289,800	\$0	\$0	\$0	\$15,289,800
FHWA (SAFETY)	Federal	CON	\$995,000	\$0	\$0	\$0	\$995,000
MoDOT	State	CON	\$4,071,200	\$0	\$0	\$0	\$4,071,200
<b>Totals</b>			<b>\$22,326,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,326,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$1,400,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$23,726,000



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### J) Pending Amendment Section

**TIP #** SP2003-20A7      **OPERATIONAL, SAFETY, AND ADA IMPROVEMENTS ON GLENSTONE ST. LOUIS TO 60**

**Route** Glenstone Avenue (BU 65)

**From** Valley Water Mill Road

**To** James River Freeway (Rte. 60)

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

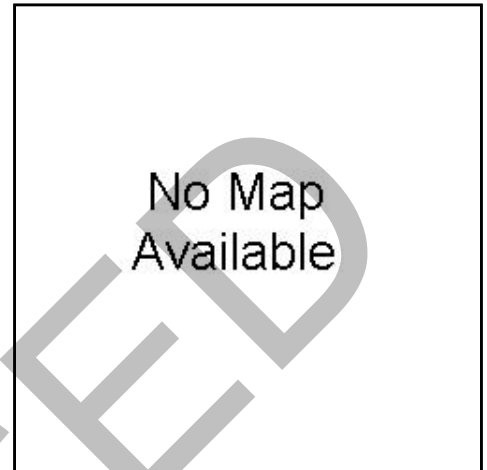
**Federal Funding Category** STBG

**MoDOT Funding Category** Taking Care of the System

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

**STIP #** 8S3160

**Federal ID #**



#### Project Description

Operational and safety improvements, upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Ave. from Valley Water Mill Road to James River Freeway (Rte. 60) in Springfield. \$677,000 Open Container funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$515,200	\$155,200	\$845,600	\$0	\$1,516,000
MoDOT	State	ENG	\$128,800	\$38,800	\$211,400	\$0	\$379,000
FHWA (STBG)	Federal	ROW	\$0	\$182,400	\$0	\$0	\$182,400
MoDOT	State	ROW	\$0	\$45,600	\$0	\$0	\$45,600
FHWA (SAFETY)	Federal	CON	\$0	\$0	\$677,000	\$0	\$677,000
FHWA (STBG)	Federal	CON	\$0	\$0	\$3,146,200	\$0	\$3,146,200
MoDOT	State	CON	\$0	\$0	\$955,800	\$0	\$955,800
<b>Totals</b>			<b>\$644,000</b>	<b>\$422,000</b>	<b>\$5,836,000</b>	<b>\$0</b>	<b>\$6,902,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$6,902,000





# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP # SP2003-20AM2** OPERATIONAL, SAFETY, AND ADA IMPROVEMENTS ON GLENSTONE ST. LOUIS TO 60

**Route** Glenstone Avenue (BU 65)  
**From** Valley Water Mill Road  
**To** James River Freeway (Rte. 60)

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

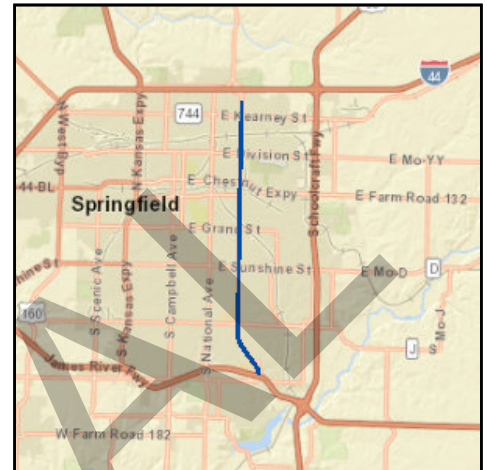
**Federal Funding Category** STBG

**MoDOT Funding Category** Taking Care of the System

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

**STIP #** 8S3160

**Federal ID #**



### Project Description

Operational and safety improvements, upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Ave. from Valley Water Mill Road to James River Freeway (Rte. 60) in Springfield. \$527,000  
 Open Container funds. \$313,000 Statewide Trans. Alt. funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$660,800	\$775,200	\$0	\$0	\$1,436,000
MoDOT	State	ENG	\$165,200	\$193,800	\$0	\$0	\$359,000
FHWA (STBG)	Federal	ROW	\$176,800	\$0	\$0	\$0	\$176,800
MoDOT	State	ROW	\$44,200	\$0	\$0	\$0	\$44,200
FHWA (SAFETY)	Federal	CON	\$0	\$527,000	\$0	\$0	\$527,000
FHWA (STAP)	Federal	CON	\$0	\$313,000	\$0	\$0	\$313,000
FHWA (STBG)	Federal	CON	\$0	\$2,872,000	\$0	\$0	\$2,872,000
MoDOT	State	CON	\$0	\$928,000	\$0	\$0	\$928,000
<b>Totals</b>			<b>\$1,047,000</b>	<b>\$5,609,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,656,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$6,656,000





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2012-20A7      **PAVEMENT IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD**

**Route** Sunshine, National, Battlefield

**From**

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

Overlay for various locations on Sunshine Street, National Avenue, and Battlefield Road.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$2,392,000	\$0	\$0	\$2,392,000
LOCAL	Local	CON	\$0	\$598,000	\$0	\$0	\$598,000
<b>Totals</b>			<b>\$0</b>	<b>\$2,990,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,990,000</b>

#### Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,990,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** SP2012-20AM3      **PAVEMENT AND ADA IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD**

**Route** Sunshine, National, Battlefield

**From**

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

### Project Description

Overlay for various locations on Sunshine Street, National Avenue, and Battlefield Road.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$2,392,000	\$0	\$0	\$0	\$2,392,000
LOCAL	Local	CON	\$598,000	\$0	\$0	\$0	\$598,000
<b>Totals</b>			<b>\$2,990,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,990,000</b>

### Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,990,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** SP2014-20A7      **ADA IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD**

**Route**      Sunshine, National, Battlefield

**From**

**To**

**Location**      City of Springfield

**Federal Agency**      FHWA

**Project Sponsor**      City of Springfield

**Federal Funding Category**      STBG-U

**MoDOT Funding Category**      N/A

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

**STIP #**

**Federal ID #**

#### Project Description

ADA improvements at various locations on Sunshine Street, National Avenue, and Battlefield Road.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$1,288,000	\$0	\$0	\$1,288,000
LOCAL	Local	CON	\$0	\$322,000	\$0	\$0	\$322,000
<b>Totals</b>			<b>\$0</b>	<b>\$1,610,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,610,000</b>

#### Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,610,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2014-20AM3      **PAVEMENT AND ADA IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD**

**Route** Sunshine, National, Battlefield

**From**

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

ADA improvements at various locations on Sunshine Street, National Avenue, and Battlefield Road.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$1,288,000	\$0	\$0	\$0	\$1,288,000
LOCAL	Local	CON	\$322,000	\$0	\$0	\$0	\$322,000
<b>Totals</b>			<b>\$1,610,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,610,000</b>

#### Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,610,000



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### J) Pending Amendment Section

**TIP #** SP2104-20A7 **WALNUT STREET BRIDGE**

**Route** Walnut Street

**From** over Jordan Creek

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** None

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

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

No Map  
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$0	\$240,000	\$0	\$0	\$240,000
LOCAL	Local	ROW	\$0	\$60,000	\$0	\$0	\$60,000
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$1,360,000	\$0	\$1,360,000
LOCAL	Local	CON	\$0	\$0	\$340,000	\$0	\$340,000
<b>Totals</b>			<b>\$0</b>	<b>\$300,000</b>	<b>\$1,700,000</b>	<b>\$0</b>	<b>\$2,000,000</b>

#### Notes

Non-Federal Funding Source: City of Springfield

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,000,000

## Roadways

FY 2020 continued on next page

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$596,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$0	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$646,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP2012-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000
SP2016-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$7,079,640	\$3,069,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$2,966,775	\$1,682,400	\$0	\$6,509,257	\$16,000	\$2,988,700	\$123,499	\$47,286,196
2021																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,035	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$481,519
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$18,400	\$0	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0													

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	LOCAL	Local LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2021 Continued																			
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
NX1701-20A7	\$202,270	\$0	\$0	\$0	\$0	\$0	\$5,814,530	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,404,754	\$0	\$0	\$0	\$7,521,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$546,882
NX2201-20AM7	\$961,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,425	\$0	\$0	\$0	\$0	\$0	\$0	\$1,202,124
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$448,000	\$0	\$560,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$1,618,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$1,798,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$81,600	\$0	\$85,600
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$0	\$150,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$111,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,800	\$0	\$0	\$0	\$139,000
SP1817-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1818-20AM6	\$1,168,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,086,000
SP1902-20AM5	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,877,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,468,000	\$0	\$0	\$0	\$22,340,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$331,200	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$355,200
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$520,000	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2011-20AM6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
SP2012-20A7	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2107-20A7	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,502,000	\$0	\$0	\$0	\$5,002,000
SUBTOTAL	\$27,180,234	\$3,340,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,747,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$19,048,056	\$0	\$0	\$12,367,454	\$135,500	\$3,303,700	\$0	\$125,633,096
2022																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2101-20A5	\$0	\$238,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$0	\$265,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800																	



## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2022 Continued																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$51,809	\$0	\$0	\$0	\$0	\$0	\$147,722	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$38,943	\$0	\$0	\$0	\$254,932
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,464	\$0	\$0	\$0	\$317,319
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,836,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,952	\$0	\$221,050	\$0	\$276,912
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$9,344,781	\$14,181,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$2,779,096	\$0	\$0	\$7,771,667	\$762,000	\$4,253,850	\$0	\$56,995,218
2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MX2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,122	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,443	\$0	\$0	\$0	\$2,246,199
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,601	\$0	\$0	\$0	\$2,505,646
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$3,482,244	\$0	\$1,753,600	\$0	\$26,052,961
GRAND TOTAL	\$46,574,948	\$20,655,800	\$1,411,200	\$5,551,200	\$1,288,000	\$350,151	\$71,970,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$30,537,476	\$1,682,400	\$0	\$30,130,622	\$913,500	\$12,299,850	\$123,499	\$255,967,471

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$7,079,640	\$3,069,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$32,999,565	\$4,649,175	\$9,513,957	\$123,499	\$5,380,129	\$52,666,325
2021 Funds Programmed	\$27,180,234	\$3,340,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,747,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$90,778,386	\$19,048,056	\$15,806,654	\$0	\$5,476,971	\$131,110,067
2022 Funds Programmed	\$9,344,781	\$14,181,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$41,428,605	\$2,779,096	\$12,787,517	\$0	\$5,575,557	\$62,570,775
2023 Funds Programmed	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$15,073,568	\$5,743,549	\$5,235,844	\$0	\$5,675,917	\$31,728,878
<b>Total</b>	<b>\$46,574,848</b>	<b>\$20,655,800</b>	<b>\$1,411,200</b>	<b>\$5,551,200</b>	<b>\$1,286,000</b>	<b>\$350,151</b>	<b>\$71,970,329</b>	<b>\$11,863,681</b>	<b>\$19,278,422</b>	<b>\$597,500</b>	<b>\$740,993</b>	<b>\$180,280,124</b>	<b>\$32,219,876</b>	<b>\$43,343,972</b>	<b>\$123,499</b>	<b>\$22,108,574</b>	<b>\$278,076,045</b>

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$56,146,056	\$32,198,183	\$40,437,989	\$26,214,000	\$165,124,221
Federal Discretionary Funding	\$0	\$20,985,822	\$-	\$-	\$-	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$4,649,175	\$19,048,056	\$2,779,096	\$5,743,549	\$32,343,375
Available Suballocated Funding	\$27,323,332	\$5,960,134	\$1,277,095	\$6,963,501	\$7,102,771	\$48,626,832
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$37,574,824</b>	<b>\$93,121,316</b>	<b>\$58,000,305</b>	<b>\$55,756,143</b>	<b>\$44,736,237</b>	<b>\$289,188,824</b>
Prior Year Funding	\$37,574,824	\$78,029,814	\$4,920,052	(\$1,894,580)	---	---
Programmed State and Federal Funding	---	(\$52,666,325)	(\$131,110,067)	(\$62,570,775)	(\$31,728,878)	(\$278,076,045)
<b>TOTAL REMAINING</b>	<b>\$37,574,824</b>	<b>\$78,029,814</b>	<b>\$4,920,052</b>	<b>(\$1,894,580)</b>	<b>\$11,112,779</b>	<b>\$11,112,779</b>

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

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

### Advertising

City Utilities Transit receives over \$100,000 per year on their transit advertising contract. Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

### Utility Ratepayers

The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

### Human Service Providers

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

## PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Transportation Plan 2040*.

## STATE AND FEDERAL

Table H.1 Summary	2020	2021	2022	2023	Total
MoDOT State/Federal Funding	\$60,230,000	\$42,020,000	\$43,902,500	\$27,859,000	\$174,011,500
BUILD (2019 Springfield Award)	\$20,960,822	\$0	\$0	\$0	\$0

\*Includes Engineering and Rail funding

Table H.2	STBG-Urban	TAP	5307	5310	5339
Carryover Balance through FY2019	\$27,323,331.75	\$853,353.32	\$0	\$555,612	\$2,585,441
Anticipated Allocation FY2020	\$6,693,099.69	\$421,887.06	\$10,350,859	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,826,961.68	\$430,324.80	\$2,772,013	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,963,500.92	\$438,931.30	\$2,827,453	\$295,312	\$403,728
Anticipated Allocation FY2023	\$7,102,770.93	\$447,709.92	\$2,884,003	\$301,218	\$411,803
Total Anticipated Allocation	\$27,586,333.22	\$1,738,853.08	\$18,834,328	\$1,169,896	\$1,602,316
Programmed through FY2023	(\$46,574,848.00)	(\$1,275,239.00)	(\$16,983,377)	(\$1,040,666)	(\$2,552,742)
Estimated Carryover Balance Through FY 2023	\$8,334,816.97	\$1,316,967.40	\$1,850,951	\$684,842	\$1,635,015

<b>Table H.9 Local Share Financial Capacity</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$220,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$137,523.00)	(\$124,321.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$220,735.00</b>	<b>\$454,269.66</b>	<b>\$811,715.75</b>	<b>\$1,168,744.89</b>
<b>City of Nixa</b>				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,784,977.64	\$3,078,919.94	\$4,538,765.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$150,500.00)	(\$637,895.00)	(\$468,286.00)	(\$51,516.00)
<b>Amount Available for Local Projects</b>	<b>\$1,784,977.64</b>	<b>\$3,078,919.94</b>	<b>\$4,538,765.36</b>	<b>\$6,411,608.21</b>
<b>City of Ozark</b>				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$783,782.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,081,175.00)	(\$787,678.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$783,782.16</b>	<b>\$1,860,616.75</b>	<b>\$3,724,676.75</b>	<b>\$5,588,276.03</b>
<b>City of Republic</b>				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,980,487.45	\$3,505,433.03	\$5,361,744.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	\$117,971.00	(\$334,496.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,980,487.45</b>	<b>\$3,505,433.03</b>	<b>\$5,361,744.38</b>	<b>\$7,214,869.16</b>
<b>City of Springfield</b>				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$20,320,114.28	\$29,682,798.08	\$49,072,177.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$2,686,454.00)	(\$13,597,522.00)	(\$3,523,629.00)	(\$3,372,543.00)
<b>Amount Available for Local Projects</b>	<b>\$20,320,114.28</b>	<b>\$29,682,798.08</b>	<b>\$49,072,177.86</b>	<b>\$68,564,597.09</b>

<b>Table H.9 Local Share Financial Capacity cont.</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Strafford</b>				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$63,598.00	\$175,398.39	\$287,130.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$48,269.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$63,598.00</b>	<b>\$175,398.39</b>	<b>\$287,130.96</b>	<b>\$398,794.49</b>
<b>City of Willard</b>				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$381,887.44</b>	<b>\$804,746.36</b>	<b>\$1,226,497.15</b>	<b>\$1,647,119.89</b>
<b>Christian County</b>				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,242,732.11	\$16,920,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	(\$118,000)	(\$0.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$5,681,090.80</b>	<b>\$11,242,732.11</b>	<b>\$16,920,897.84</b>	<b>\$22,597,561.43</b>
<b>Greene County</b>				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	\$1,062,967.00	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$885,000.00)	(\$7,828,378.00)	(\$1,254,521.00)	(\$5,001,000.00)
<b>Amount Available for Local Projects</b>	<b>\$24,058,846.81</b>	<b>\$40,100,274.35</b>	<b>\$62,704,285.28</b>	<b>\$81,550,340.68</b>
<b>City Utilities</b>				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,252.00)	(\$5,954,660.00)	(\$6,081,612.00)	(\$6,081,756.00)
<b>Available for TIP Project Expenditures</b>	<b>\$2,316,248.00</b>	<b>\$2,895,840.00</b>	<b>\$3,613,888.00</b>	<b>\$4,217,744.00</b>
Carryover from Prior Year	--	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00
Estimated TIP Project Expenditures	(\$391,920.00)	(\$6,082.00)	(\$358,149.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,924,328.00</b>	<b>\$4,814,086.00</b>	<b>\$8,069,825.00</b>	<b>\$12,287,569.00</b>

**TAB 9**

**BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM II.G.**

**Federal Funds Balance Report – September 30, 2020**

**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 and Small 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, 2021.

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. The OTO intersection cost share program has helped to commit these funds, however, without obligation, the total OTO balance is subject to rescission. OTO commends those who have taken action to plan for the use of available funds.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Sept. 2020

FUNDS BALANCE REPORT



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# Surface Transportation Block Grant Funding

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

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

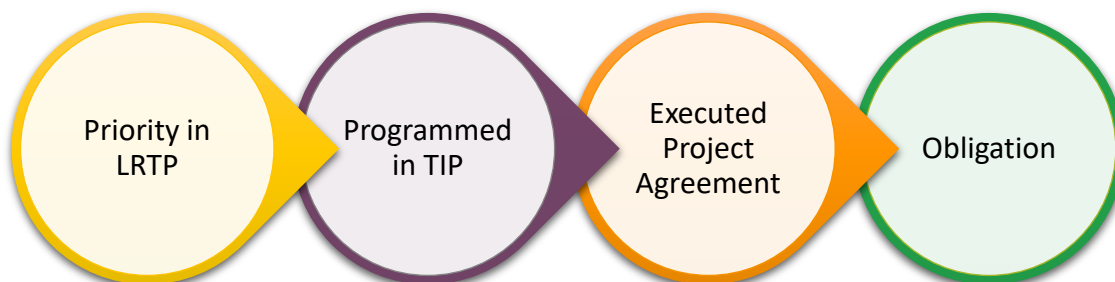
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside), On-System Bridge (BRM), and STBG funding (both Urban and Small Urban), as well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

## Eligible Entities for OTO Suballocated Surface Transportation Funds

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

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

## Obligating a Project



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

## Program Balances

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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, 2021.

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 2020, though just barely. **If not for the cost shares, OTO would have exceeded the amount allowed as of 9/30/2020.**

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

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

### FY 2020 To Date (9/30/2020)

<b>Federal Funding Category</b>	<b>Balance</b>
STBG-Urban	\$22,499,002.12
Balance After Cost Shares	\$17,100,355.81
Maximum Allowed	\$20,464,723.48
TAP Only (No HIP)	\$802,084.92
Maximum Allowed	\$1,295,107.18
FY 2018-2020 Omnibus (HIP) – Flexed for TAP	\$2,864,947.90

### 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 2020, at a minimum. The second scenario, labeled "Funds Available for Programming," includes everything from the first scenario, plus all projects with STBG-Urban programmed in the FY 2020-2023 TIP.

# Federal Funds Balance Report

## Balance Summary

Accounts	9/30/2020 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Transportation Alternatives Program (TAP) (Includes HIP)	3,667,032.82	3,667,032.82	--
TAP Only	802,084.92	--	1,295,107.18
STBG-U HIP Flexed to TAP	2,864,947.90	--	3,250,676.00
Total STBG-Urban	22,673,559.81		--
STBG-Urban	22,499,002.12	17,100,355.81	20,464,723.48
Unassigned Omnibus	0.00	0.00	0.00
OTO STBG Payback	174,557.69	--	--
	26,340,592.63	20,767,388.63	25,010,506.66

### Total Balance All Accounts (10/1/2002-9/30/2020)

Allocations	103,600,723.30
Obligations	(77,260,130.67)
	26,340,592.63

Ending Balance (All Funding Sources) 9/30/2020	All Accounts	Unobligated Cost Shares	Remaining Balance
Transportation Alternatives Program (TAP)	3,667,032.82	0.00	3,667,032.82
Unassigned Omnibus Funding	0.00	0.00	0.00
OTO Operations	0.00	0.00	0.00
Christian County	145,840.38	0.00	145,840.38
Greene County	6,052,595.44	0.00	6,052,595.44
City of Battlefield	517,734.28	0.00	517,734.28
City of Nixa	1,524,745.60	0.00	1,524,745.60
City of Ozark	(86,839.28)	0.00	(86,839.28)
City of Republic	(262,388.13)	0.00	(262,388.13)
City of Springfield	14,640,284.97	(5,573,204.00)	9,067,080.97
City of Strafford	191,500.56	0.00	191,500.56
City of Willard	(49,914.01)	0.00	(49,914.01)
	26,340,592.63	(5,573,204.00)	20,767,388.63

### MoDOT Cost Shares

	Total	Obligated	Balance
SP1818-18A4 Campbell and Republic	1,400,800.00	(240,000.00)	1,160,800.00
SP1815-18A2 Kearney/West Bypass	1,045,803.00	0.00	1,045,803.00
MO2104-19 FY 2022 TMC Staff	340,000.00	0.00	340,000.00
MO2301-20 FY 2023 TMC Staff	344,000.00	0.00	344,000.00
SP1816 Kansas/Sunset	1,092,743.00	0.00	1,092,743.00
SP1817 Kansas/Walnut Lawn	1,237,858.00	0.00	1,237,858.00
MO2401-21 FY 2024 TMC Staff	352,000.00	0.00	352,000.00
	5,813,204.00	(240,000.00)	5,573,204.00

# Transportation Alternatives Program Balance Scenarios

## Transportation Alternatives Program (TAP)

## Lapse Potential

Name	Account	Amount	Balance
<i>FY 2013-2017 TAP Balance</i>	TAP	192,106.57	192,106.57
<b>FY 2018 TAP Allocation</b>	TAP	<b>429,463.81</b>	621,570.38
9901811 Finley R. Park Connection	TAP	(5,812.80)	615,757.58
9900856 Willard Kime Sidewalks	TAP	9,657.43	625,415.01
9900845 Strafford Schools SW 2014	TAP	7.21	625,422.22
9901812 Hartley Road Sidewalks	TAP	(1,665.60)	623,756.62
9901812 Hartley Road Sidewalks	TAP	524.62	624,281.24
5911802 College and Grant SW	TAP	28,236.79	652,518.03
5911802 College and Grant SW	TAP	61,024.03	713,542.06
5911802 College and Grant SW	TAP	(89,260.82)	624,281.24
<i>9/30/2018 Balance</i>			624,281.24
<b>FY 2019 TAP Allocation</b>	<b>Estimated</b>	<b>435,146.37</b>	1,059,427.61
<b>FY 2018 Omnibus Transfer</b>	<b>STBG-U</b>	<b>1,153,506.00</b>	2,212,933.61
9901811 Finley R. Park Connection	TAP	0.02	2,212,933.63
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,184,933.63
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,157,606.89
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,140,074.97
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,112,335.03
<i>9/30/2019 Balance</i>			2,112,335.03
<b>FY 2020 TAP Allocation</b>	<b>TAP</b>	<b>430,497.00</b>	2,542,832.03
<b>FY 2019 Omnibus Transfer</b>	<b>STBG-U</b>	<b>1,625,285.00</b>	4,168,117.03
<b>FY 2020 Omnibus Transfer</b>	<b>STBG-U</b>	<b>471,885.00</b>	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	(110,869.44)	3,887,814.89
9901816 Pine and McCabe Sidewalks	TAP	(220,782.07)	3,667,032.82
<i>9/30/2020 Balance</i>			3,667,032.82
		<b>3,667,032.82</b>	<b>3,667,032.82</b>

Remaining Balance TAP Funds (9/30/2020) 802,084.92

Remaining Balance Omnibus Funds (9/30/2020) 2,864,947.90

**Remaining Balance All Funds (9/30/2020) 3,667,032.82**

<b>September 30, 2020 Balance TAP Funds</b>	<b>802,084.92</b>
3-Year Maximum TAP Balance Allowed (MoDOT)	1,295,107.18
<b>Amount of TAP Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup></b>	<b>0.00</b>

OTO Omnibus Funding Reasonable Progress Deadlines <sup>‡</sup>		Amount Remaining to Obligate
FY 2018	9/30/2020	<b>867,777.90</b>
FY 2019	9/30/2021	<b>1,525,285.00</b>
FY 2020	9/30/2022	<b>471,885.00</b>

**Note:**

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

<sup>‡</sup>Reasonable Progress Deadline is 1 Year Prior to Funding Lapse Deadline

# Transportation Alternatives Program Balance Scenarios

## Transportation Alternatives Program (TAP)

## Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2013-2017 TAP Balance</i>	TAP	192,106.57	192,106.57
<b>FY 2018 TAP Allocation</b>	TAP	<b>429,463.81</b>	621,570.38
9901811 Finley R. Park Connection	TAP	(5,812.80)	615,757.58
9900856 Willard Kime Sidewalks	TAP	9,657.43	625,415.01
9900845 Strafford Schools SW 2014	TAP	7.21	625,422.22
9901812 Hartley Road Sidewalks	TAP	(1,665.60)	623,756.62
9901812 Hartley Road Sidewalks	TAP	524.62	624,281.24
5911802 College and Grant SW	TAP	28,236.79	652,518.03
5911802 College and Grant SW	TAP	61,024.03	713,542.06
5911802 College and Grant SW	TAP	(89,260.82)	624,281.24
<i>9/30/2018 Balance</i>			624,281.24
<b>FY 2019 TAP Allocation</b>	<b>Estimated</b>	<b>435,146.37</b>	1,059,427.61
<b>FY 2018 Omnibus Transfer</b>	<b>STBG-U</b>	<b>1,153,506.00</b>	2,212,933.61
9901811 Finley R. Park Connection	TAP	0.02	2,212,933.63
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,184,933.63
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,157,606.89
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,140,074.97
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,112,335.03
<i>9/30/2019 Balance</i>			2,112,335.03
<b>FY 2020 TAP Allocation</b>	<b>TAP</b>	<b>430,497.00</b>	2,542,832.03
<b>FY 2019 Omnibus Transfer</b>	<b>STBG-U</b>	<b>1,625,285.00</b>	4,168,117.03
<b>FY 2020 Omnibus Transfer</b>	<b>STBG-U</b>	<b>471,885.00</b>	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	(110,869.44)	3,887,814.89
9901816 Pine and McCabe Sidewalks	TAP	(220,782.07)	3,667,032.82
<i>9/30/2020 Balance</i>			3,667,032.82
<b>FY 2021 TAP Allocation</b>	<b>TAP</b>	<b>421,887.06</b>	4,088,919.88
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	4,009,045.65
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	3,862,947.65
5901811 Springfield Greenwood	STBG-U	(183,365.00)	3,679,582.65
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	3,341,376.33
9901817 Battlefield Third St Sidewalk	TAP Programmed	(244,000.00)	3,097,376.33
5901814 Springfield Luster/Fassnight Sidewalks	TAP Programmed	(540.60)	3,096,835.73
5944804 Hunt Road SW Connections	TAP Programmed	(0.40)	3,096,835.33
9901816 Pine and McCabe Sidewalks	TAP Programmed	(11,492.59)	3,085,342.74
9901821 Ozark South Elementary SW	TAP Programmed	(139,669.64)	2,945,673.10
9901822 Ozark West Elementary SW	TAP Programmed	(297,119.06)	2,648,554.04
9901818 Nicholas SW Ph 1 and 2	STBG-U Programmed	(12,080.94)	2,636,473.10
9901820 Ozark Fremont	STBG-U Programmed	(187,990.00)	2,448,483.10
9901827 Chadwick Flyer Jackson to Clay	STBG-U Programmed	(791,074.77)	1,657,408.33
5901817 Fassnight Clay to Brookside	STBG-U Programmed	(217,461.00)	1,439,947.33
6900813 Shuyler Creek Trail	STBG-U Programmed	(806,707.00)	633,240.33
9901828 Trail of Tears Elm to Somerset	STBG-U Programmed	(102,052.40)	531,187.93
6900813 Shuyler Creek Construction	TAP Programmed	(59,392.00)	471,795.93
<i>9/30/2021 Balance</i>			471,795.93
			<b>471,795.93</b>
<b>Remaining Balance All Funds (9/30/2021)</b>			<b>471,795.93</b>
<b>Funds Immediately Available to be Programmed through 2021</b>			<b>471,795.93</b>

# Combined STBG-U Balance Scenarios

## STBG-U/Small Urban Summary      Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban/Small/Payback</i>	<i>15,779,039.15</i>	<i>15,779,039.15</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>6,064,303.41</b>	<b>21,843,342.56</b>
Obligations	STBG-Urban	(3,242,441.48)	<b>18,600,901.08</b>
<i>9/30/2017 Balance</i>			<i>18,600,901.08</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>6,409,144.05</b>	<b>25,010,045.13</b>
<b>FY 2018 Omnibus</b>	STBG-Urban (HIP)	<b>1,153,506.00</b>	<b>26,163,551.13</b>
FY 2018 Omnibus Transfer to TAP	STBG-Urban	(1,153,506.00)	<b>25,010,045.13</b>
Obligations	STBG-Urban	(4,852,799.68)	<b>20,157,245.45</b>
<i>9/30/2018 Balance</i>			<i>20,157,245.45</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>6,768,092.40</b>	<b>26,925,337.85</b>
<b>FY 2019 Omnibus</b>	STBG-Urban (HIP)	<b>1,625,285.00</b>	<b>28,550,622.85</b>
FY 2019 Omnibus Transfer to TAP	STBG-Urban	(1,625,285.00)	<b>26,925,337.85</b>
Obligations	STBG-Urban	(4,853,398.68)	<b>22,071,939.17</b>
OTO Operations	STBG-Urban	(200,000.00)	<b>21,871,939.17</b>
Rideshare	STBG-Urban	(10,000.00)	<b>21,861,939.17</b>
<i>9/30/2019 Balance</i>			<i>21,861,939.17</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>7,287,487.03</b>	<b>29,149,426.20</b>
<b>FY 2020 Omnibus</b>	STBG-Urban (HIP)	<b>471,885.00</b>	<b>29,621,311.20</b>
FY 2020 Omnibus Transfer to TAP	STBG-Urban	(471,885.00)	<b>29,149,426.20</b>
Obligations	STBG-Urban	(6,365,866.39)	<b>22,783,559.81</b>
Rideshare	STBG-Urban	(10,000.00)	<b>22,773,559.81</b>
OTO Operations	STBG-Urban	(100,000.00)	<b>22,673,559.81</b>
Programmed Cost Shares/Transfers	STBG-Urban	(5,573,204.00)	<b>17,100,355.81</b>
<i>9/30/2020 Balance</i>			<i>17,100,355.81</i>
*Estimate		17,100,355.81	17,100,355.81

<b>Remaining Balance All Funds (9/30/2020)</b>	<b>17,100,355.81</b>
<b>September 30, 2020</b>	<b>22,673,559.81</b>
MoDOT STIP Programmed Cost Shares	
SP1818-18A4 Campbell and Republic	(1,160,800.00)
SP1815-18A2 Kearney/West Bypass	(1,045,803.00)
MO2104-19 FY 2022 TMC Staff	(340,000.00)
MO2301-20 FY 2023 TMC Staff	(344,000.00)
SP1816 Kansas/Sunset	(1,092,743.00)
SP1817 Kansas/Walnut Lawn	(1,237,858.00)
MO2401-21 FY 2024 TMC Staff	(352,000.00)
<b>9/30/2020 Balance after MoDOT STIP Programmed Cost Shares</b>	<b>17,100,355.81</b>
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	20,464,723.48
<b>Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup></b>	<b>0.00</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

# Combined STBG-U Balance Scenarios

## STBG-U/Small Urban Summary

## Funds Available for Programming

Name	Account	Transactions	Balance
<b>FY 2003 - FY 2019 Balance</b>	STBG-Urban	21,861,939.17	21,861,939.17
<b>FY 2020 Allocation</b>	STBG-Urban	<b>7,287,487.03</b>	<b>29,149,426.20</b>
Obligations	STBG-Urban	(6,365,866.39)	22,783,559.81
Rideshare	STBG-Urban	(10,000.00)	22,773,559.81
OTO Operations	STBG-Urban	(100,000.00)	22,673,559.81
<b>9/30/2020 Balance</b>			22,673,559.81
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>6,766,970.56</b>	<b>29,440,530.37</b>
Obligations:		(699,881.47)	28,740,648.90
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	
SP2011 Signal Battery Backup	STBG-Urban	(640,000.00)	
Programmed:		(29,679,075.13)	(938,426.23)
OT1901-19A5	Programmed	(100,000.00)	
CC2103 Nelson Mill Bridge	Programmed	(392,000.00)	
GR2009-20AM1	Programmed	(440,000.00)	
GR2105 FR 175 Bridge Replacement	Programmed	(480,000.00)	
GR2106 FR 135/102 Mill/Fill and ADA	Programmed	(560,000.00)	
5909802 Kansas Extension Ph. I Const.	Programmed	(16,387,559.00)	
9901828 Trail of Tears Elm to Somerset	Programmed	(151,241.13)	
0141028 14 from Fort to Ridgecrest	Programmed	(202,270.00)	
NX2201 Truman Heather Pembroke	Programmed	(961,699.00)	
NX2102 North St Maplewood Cheyenne	Programmed	(437,506.00)	
EN1803-18A3 Jefferson Footbridge	Programmed	(2,560,000.00)	
SP2012 Overlay Improvements	Programmed	(2,392,000.00)	
SP2014 ADA Improvements	Programmed	(1,288,000.00)	
SP2104 Walnut Street Bridge	Programmed	(240,000.00)	
SP2016 Traffic Signal System Imp.	Programmed	(760,000.00)	
S602027 Campbell and Republic	Programmed Cost Share	(1,160,800.00)	
SP1902-18A4 Republic Road	Programmed	(1,120,000.00)	
SP1815 Kearney/West Bypass	Programmed Cost Share	(46,000.00)	
<b>9/30/2021 Balance</b>			(938,426.23)
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>6,902,309.97</b>	<b>5,963,883.74</b>
Programmed:		(6,190,047.00)	(226,163.26)
OT1901-19A5	Programmed	(231,525.00)	
NX2101 N. Main Street	Programmed	(1,873,146.00)	
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(999,803.00)	
SP2022 TMC Signal Replacements	Programmed	(1,232,000.00)	
SP1816 Kansas/Sunset	Programmed Cost Share	(61,828.00)	
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(91,745.00)	
SP2104 Walnut Street Bridge	Programmed	(1,360,000.00)	
MO2104 FY 2022 TMC Staff	Programmed Cost Share	(340,000.00)	
<b>9/30/2022 Balance</b>			(226,163.26)
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>7,040,356.17</b>	<b>6,814,192.91</b>
Programmed:		(2,970,193.00)	3,843,999.91
OT1901-19A5	Programmed	(243,101.00)	
NX2301 Downtown N. Main	Programmed	(206,064.00)	
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,146,113.00)	
SP1816 Kansas/Sunset	Programmed Cost Share	(1,030,915.00)	
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(344,000.00)	
<b>9/30/2023 Balance</b>			3,843,999.91
*Estimate		3,843,999.91	3,843,999.91
<b>Remaining Balance All Funds (9/30/2023)</b>			3,843,999.91
<b>Funds Available to be Programmed through 2023</b>			3,843,999.91



## Funds Balance Scenarios by Jurisdiction

### Christian County

### Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	STBG-Urban	848,984.10	848,984.10
<b>FY 2017 Allocation</b>	STBG-Urban	<b>317,405.64</b>	<b>1,166,389.74</b>
FY 2017 Rideshare	City of Springfield	(523.40)	1,165,866.34
Transfer (OK1802)	City of Ozark	(400,000.00)	765,866.34
Transfer (OK1801)	City of Ozark	(150,000.00)	615,866.34
Transfer (NX1801)	City of Nixa	(451,443.00)	164,423.34
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	65,866.34
<i>9/30/2017 Balance</i>			65,866.34
<b>FY 2018 Allocation</b>	STBG-Urban	<b>335,454.60</b>	<b>401,320.94</b>
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)
<b>FY 2019 Allocation</b>	STBG-Urban	<b>343,250.56</b>	<b>(229,829.29)</b>
<i>9/30/2019 Balance</i>			(229,829.29)
<b>FY 2020 Allocation*</b>	STBG-Urban	<b>375,669.67</b>	<b>145,840.38</b>
<i>9/30/2020 Balance</i>			145,840.38
*Estimate		145,840.38	145,840.38
**Advance Agreement on File			
<b>Remaining Balance All Funds (9/30/2020)</b>			<b>145,840.38</b>
<b>September 30, 2020 Balance</b>			<b>145,840.38</b>
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,054,374.83
<b>Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup></b>			<b>0.00</b>

**Note:**

Rideshare - MPO area wide funds from all jurisdictions

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

# Funds Balance Scenarios by Jurisdiction

## Christian County

## Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>848,984.10</i>	<i>848,984.10</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>317,405.64</b>	<b>1,166,389.74</b>
FY 2017 Rideshare	City of Springfield	(523.40)	<b>1,165,866.34</b>
Transfer (OK1802)	City of Ozark	(400,000.00)	<b>765,866.34</b>
Transfer (OK1801)	City of Ozark	(150,000.00)	<b>615,866.34</b>
Transfer (NX1801)	City of Nixa	(451,443.00)	<b>164,423.34</b>
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	<b>65,866.34</b>
<i>9/30/2017 Balance</i>			<i>65,866.34</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>335,454.60</b>	<b>401,320.94</b>
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	<b>(572,556.45) **</b>
FY 2018 Rideshare	City of Springfield	(523.40)	<b>(573,079.85)</b>
<i>9/30/2018 Balance</i>			<i>(573,079.85)</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>343,250.56</b>	<b>(229,829.29)</b>
<i>9/30/2019 Balance</i>			<i>(229,829.29)</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>375,669.67</b>	<b>145,840.38</b>
<i>9/30/2020 Balance</i>			<i>145,840.38</i>
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>348,164.14</b>	<b>494,004.52</b>
CC2103 Nelson Mill Bridge	Programmed	(392,000.00)	<b>102,004.52</b>
<i>9/30/2021 Balance</i>			<i>102,004.52</i>
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>355,127.42</b>	<b>457,131.94</b>
<i>9/30/2022 Balance</i>			<i>457,131.94</i>
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>362,229.97</b>	<b>819,361.91</b>
<i>9/30/2023 Balance</i>			<i>819,361.91</i>
*Estimate		819,361.91	819,361.91
**Advance Agreement on File			
<b>Remaining Balance All Funds (9/30/2023)</b>			<b>819,361.91</b>
<b>Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)</b>			<b>819,361.91</b>

Note:

## Funds Balance Scenarios by Jurisdiction

### Greene County

### Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,764,855.81</i>	<i>5,764,855.81</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>1,350,884.23</b>	<b>7,115,740.04</b>
FY 2017 Rideshare	City of Springfield	(2,227.60)	7,113,512.44
5909802 Kansas Extension	STBG-Urban	(59,968.80)	7,053,543.64
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,953,543.64
<i>9/30/2017 Balance</i>			<i>6,953,543.64</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>1,427,700.93</b>	<b>8,381,244.57</b>
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>			<i>8,279,016.97</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>1,460,880.66</b>	<b>9,739,897.63</b>
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>			<i>8,111,626.43</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>1,598,857.01</b>	<b>9,710,483.44</b>
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>			<i>6,052,595.44</i>
*Estimate		6,052,595.44	6,052,595.44
<b>Remaining Balance All Funds (9/30/2020)</b>			<b>6,052,595.44</b>
<b>September 30, 2020 Balance</b>			<b>6,052,595.44</b>
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,487,438.60
<b>Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup></b>			<b>1,565,156.84</b>

**Note:**

Rideshare - MPO area wide funds from all jurisdictions

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

# Funds Balance Scenarios by Jurisdiction

## Greene County

## Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,764,855.81</i>	<i>5,764,855.81</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>1,350,884.23</b>	<b>7,115,740.04</b>
FY 2017 Rideshare	City of Springfield	(2,227.60)	7,113,512.44
5909802 Kansas Extension	STBG-Urban	(59,968.80)	7,053,543.64
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,953,543.64
<i>9/30/2017 Balance</i>			<i>6,953,543.64</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>1,427,700.93</b>	<b>8,381,244.57</b>
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>			<i>8,279,016.97</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>1,460,880.66</b>	<b>9,739,897.63</b>
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>			<i>8,111,626.43</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>1,598,857.01</b>	<b>9,710,483.44</b>
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>			<i>6,052,595.44</i>
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>1,481,792.96</b>	<b>7,534,388.40</b>
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	9,614,388.40
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	12,314,388.40
GR2009-20AM1	Programmed	(440,000.00)	11,874,388.40
GR2105 FR 175 Bridge Replacement	Programmed	(480,000.00)	11,394,388.40
GR2106 FR 135/102 Mill/Fill and ADA	Programmed	(560,000.00)	10,834,388.40
5909802 Kansas Extension Ph. I Const.	Programmed	(16,387,559.00)	(5,553,170.60) **
<i>9/30/2021 Balance</i>			<i>(5,553,170.60)</i>
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>1,511,428.82</b>	<b>(4,041,741.78)</b>
<i>9/30/2022 Balance</i>			<i>(4,041,741.78)</i>
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>1,541,657.40</b>	<b>(2,500,084.39)</b>
<i>9/30/2023 Balance</i>			<i>(2,500,084.39)</i>
<b>FY 2024 Allocation*</b>	STBG-Urban	<b>1,572,490.54</b>	<b>(927,593.84)</b>
5909802 Kansas Extension Ph. II Const.	Programmed	(5,983,894.00)	(6,911,487.84)
<i>9/30/2024 Balance</i>			<i>(6,911,487.84)</i>
*Estimate		(6,911,487.84)	(6,911,487.84)
** Advance Agreement on File			
<b>Remaining Balance All Funds (9/30/2024)</b>			<b>(6,911,487.84)</b>
<b>Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)</b>			<b>--</b>

**Note:**

Rideshare - MPO area wide funds from all jurisdictions

## Funds Balance Scenarios by Jurisdiction

### City of Battlefield

### Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>507,125.81</i>	<i>507,125.81</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>109,521.32</b>	<b>616,647.13</b>
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	<b>570,689.07</b>
FY 2017 Rideshare	City of Springfield	(180.60)	<b>570,508.47</b>
<i>9/30/2017 Balance</i>			<i>570,508.47</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>115,749.14</b>	<b>686,257.61</b>
FY 2018 Rideshare	City of Springfield	(180.60)	<b>686,077.01</b>
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>118,439.15</b>	<b>804,516.16</b>
<i>9/30/2019 Balance</i>			<i>804,516.16</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>129,625.42</b>	<b>934,141.58</b>
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	<b>479,619.64</b>
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	<b>551,327.20</b>
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(33,592.92)	<b>517,734.28</b>
<i>9/30/2020 Balance</i>			<i>517,734.28</i>
*Estimate		517,734.28	517,734.28
<b>Remaining Balance All Funds (9/30/2020)</b>			<b>517,734.28</b>
<b>September 30, 2020 Balance</b>			<b>517,734.28</b>
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			363,813.71
<b>Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup></b>			<b>153,920.57</b>

**Note:**

Rideshare - MPO area wide funds from all jurisdictions

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

# Funds Balance Scenarios by Jurisdiction

## City of Battlefield

## Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>507,125.81</i>	<i>507,125.81</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>109,521.32</b>	<b>616,647.13</b>
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	<b>570,689.07</b>
FY 2017 Rideshare	City of Springfield	(180.60)	<b>570,508.47</b>
<i>9/30/2017 Balance</i>			<i>570,508.47</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>115,749.14</b>	<b>686,257.61</b>
FY 2018 Rideshare	City of Springfield	(180.60)	<b>686,077.01</b>
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>118,439.15</b>	<b>804,516.16</b>
<i>9/30/2019 Balance</i>			<i>804,516.16</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>129,625.42</b>	<b>934,141.58</b>
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	<b>479,619.64</b>
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	<b>551,327.20</b>
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(33,592.92)	<b>517,734.28</b>
<i>9/30/2020 Balance</i>			<i>517,734.28</i>
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>120,134.59</b>	<b>637,868.87</b>
9901828 Trail of Tears Elm to Somerset	Programmed	(151,241.13)	<b>486,627.74</b>
<i>9/30/2021 Balance</i>			<i>637,868.87</i>
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>122,537.28</b>	<b>760,406.15</b>
<i>9/30/2022 Balance</i>			<i>760,406.15</i>
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>124,988.03</b>	<b>885,394.18</b>
<i>9/30/2023 Balance</i>			<i>885,394.18</i>
*Estimate		734,153.05	885,394.18
<b>Remaining Balance All Funds (9/30/2023)</b>			<b>885,394.18</b>
<b>Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)</b>			<b>885,394.18</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

# Funds Balance Scenarios by Jurisdiction

## City of Nixa

## Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>578,343.20</i>	<i>578,343.20</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>372,772.73</b>	<b>951,115.93</b>
FY 2017 Rideshare	City of Springfield	(614.70)	<b>950,501.23</b>
1601063 Tracker/Northview/160	Small Urban	(39,777.35)	<b>910,723.88</b>
0141023 160/14	STBG-Urban	(264,206.59)	<b>646,517.29</b>
Transfer	Christian County	451,443.00	<b>1,097,960.29</b>
Transfer	Christian County	98,557.00	<b>1,196,517.29</b>
<i>9/30/2017 Balance</i>			<i>1,196,517.29</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>393,970.08</b>	<b>1,590,487.37</b>
1601063 Tracker/Northview/160	STBG-Urban	(18,778.80)	<b>1,571,708.57</b>
9901804 Tracker/Main	STBG-Urban	285,941.73	<b>1,857,650.30</b>
FY 2018 Rideshare	City of Springfield	(614.70)	<b>1,857,035.60</b>
<i>9/30/2018 Balance</i>			<i>1,857,035.60</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>403,125.94</b>	<b>2,260,161.54</b>
9900859 Main Street	STBG-Urban	46,654.94	<b>2,306,816.48</b>
9900854 CC Realignment	STBG-Urban	233,631.58	<b>2,540,448.06</b>
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	<b>2,360,448.06</b>
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	<b>1,718,654.20</b>
0141023 160/14	STBG-Urban	149,155.47	<b>1,867,809.67</b>
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	<b>1,767,523.67</b>
1601071 160 and South	STBG-Urban	(50,000.00)	<b>1,717,523.67</b>
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	<b>1,555,731.40</b>
<i>9/30/2019 Balance</i>			<i>1,555,731.40</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>441,200.13</b>	<b>1,996,931.53</b>
1601071 160 and South	STBG-Urban	(524,703.35)	<b>1,472,228.18</b>
1601071 160 and South	STBG-Urban	52,517.42	<b>1,524,745.60</b>
<i>9/30/2020 Balance</i>			<i>1,524,745.60</i>
*Estimate		1,524,745.60	1,524,745.60
<b>Remaining Balance All Funds (9/30/2020)</b>			<b>1,524,745.60</b>
<b>September 30, 2020 Balance</b>			<b>1,472,228.18</b>
<b>9/30/2020 Balance after MoDOT STIP Programmed Cost Shares</b>			<b>1,472,228.18</b>
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,611,068.88
<b>Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup></b>			<b>0.00</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

# Funds Balance Scenarios by Jurisdiction

## City of Nixa

## Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>578,343.20</i>	<i>578,343.20</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>372,772.73</b>	<b>951,115.93</b>
FY 2017 Rideshare	City of Springfield	(614.70)	<b>950,501.23</b>
1601063 Tracker/Northview/160	Small Urban	(39,777.35)	<b>910,723.88</b>
0141023 160/14	STBG-Urban	(264,206.59)	<b>646,517.29</b>
Transfer	Christian County	451,443.00	<b>1,097,960.29</b>
Transfer	Christian County	98,557.00	<b>1,196,517.29</b>
<i>9/30/2017 Balance</i>			<i>1,196,517.29</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>393,970.08</b>	<b>1,590,487.37</b>
1601063 Tracker/Northview/160	Cost Share	(18,778.80)	<b>1,571,708.57</b>
9901804 Tracker/Main	STBG-Urban	285,941.73	<b>1,857,650.30</b>
FY 2018 Rideshare	City of Springfield	(614.70)	<b>1,857,035.60</b>
<i>9/30/2018 Balance</i>			<i>1,857,035.60</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>403,125.94</b>	<b>2,260,161.54</b>
9900859 Main Street	STBG-Urban	46,654.94	<b>2,306,816.48</b>
9900854 CC Realignment	STBG-Urban	233,631.58	<b>2,540,448.06</b>
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	<b>2,360,448.06</b>
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	<b>1,718,654.20</b>
0141023 160/14	STBG-Urban	149,155.47	<b>1,867,809.67</b>
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	<b>1,767,523.67</b>
1601071 160 and South	STBG-Urban	(50,000.00)	<b>1,717,523.67</b>
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	<b>1,555,731.40</b>
<i>9/30/2019 Balance</i>			<i>1,555,731.40</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>441,200.13</b>	<b>1,996,931.53</b>
1601071 160 and South	STBG-Urban	(524,703.35)	<b>1,472,228.18</b>
1601071 160 and South	STBG-Urban	52,517.42	<b>1,524,745.60</b>
<i>9/30/2020 Balance</i>			<i>1,524,745.60</i>
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>408,896.63</b>	<b>1,933,642.23</b>
0141028 14 from Fort to Ridgecrest	Programmed	(202,270.00)	<b>1,731,372.23</b>
NX2201 Truman Heather Pembroke	Programmed	(961,699.00)	<b>769,673.23</b>
NX2102 North St Maplewood Cheyenne	Programmed	(437,506.00)	<b>332,167.23</b>
<i>9/30/2021 Balance</i>			<i>332,167.23</i>
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>417,074.56</b>	<b>749,241.79</b>
NX2101 N. Main Street	Programmed	(1,873,146.00)	<b>(1,123,904.21) **</b>
<i>9/30/2022 Balance</i>			<i>(1,123,904.21)</i>
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>425,416.05</b>	<b>(698,488.15)</b>
NX2301 Downtown N. Main	Programmed	(206,064.00)	<b>(904,552.15)</b>
<i>9/30/2023 Balance</i>			<i>(904,552.15)</i>
*Estimate		(904,552.15)	(904,552.15)
** Advance Agreement on File			
<b>Remaining Balance All Funds (9/30/2023)</b>			<b>(904,552.15)</b>
<b>Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)</b>			<b>(904,552.15)</b>

Note:



## Funds Balance Scenarios by Jurisdiction

### City of Ozark

### Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>1,599,554.37</i>	<i>1,599,554.37</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>349,182.59</b>	<b>1,948,736.96</b>
FY 2017 Rideshare	City of Springfield	(575.80)	1,948,161.16
9901815 Jackson/NN	STBG-Urban	(280,000.00)	1,668,161.16
9901815 Jackson/NN	STBG-Urban	(40,000.00)	1,628,161.16
9901815 Jackson/NN	STBG-Urban	7,346.13	1,635,507.29
Transfer	Christian County	400,000.00	2,035,507.29
Transfer	Christian County	150,000.00	2,185,507.29
<i>9/30/2017 Balance</i>			<i>2,185,507.29</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>369,038.51</b>	<b>2,554,545.80</b>
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>377,614.96</b>	<b>1,519,046.84</b>
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			<i>653,387.02</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>413,279.70</b>	<b>1,066,666.72</b>
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(86,839.28) **
<i>9/30/2020 Balance</i>			<i>(86,839.28)</i>
*Estimate		(86,839.28)	(86,839.28)
**Advance Agreement on File			
<b>Remaining Balance All Funds (9/30/2020)</b>			<b>(86,839.28)</b>
<b>September 30, 2020 Balance</b>			<b>(86,839.28)</b>
<b>9/30/2020 Balance after MoDOT STIP Programmed Cost Shares</b>			<b>(86,839.28)</b>
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,159,933.17
<b>Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup></b>			<b>0.00</b>

**Note:**

Rideshare - MPO area wide funds from all jurisdictions

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

# Funds Balance Scenarios by Jurisdiction

## City of Ozark

## Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>1,599,554.37</i>	<i>1,599,554.37</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>349,182.59</b>	<b>1,948,736.96</b>
FY 2017 Rideshare	City of Springfield	(575.80)	1,948,161.16
9901815 Jackson/NN	STBG-Urban	(280,000.00)	1,668,161.16
9901815 Jackson/NN	STBG-Urban	(40,000.00)	1,628,161.16
9901815 Jackson/NN	STBG-Urban	7,346.13	1,635,507.29
Transfer	Christian County	400,000.00	2,035,507.29
Transfer	Christian County	150,000.00	2,185,507.29
<i>9/30/2017 Balance</i>			<i>2,185,507.29</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>369,038.51</b>	<b>2,554,545.80</b>
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>377,614.96</b>	<b>1,519,046.84</b>
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			<i>653,387.02</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>413,279.70</b>	<b>1,066,666.72</b>
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(86,839.28) **
<i>9/30/2020 Balance</i>			<i>(86,839.28)</i>
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>383,020.46</b>	<b>296,181.18</b>
<i>9/30/2021 Balance</i>			<i>296,181.18</i>
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>390,680.87</b>	<b>686,862.05</b>
<i>9/30/2022 Balance</i>			<i>686,862.05</i>
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>398,494.49</b>	<b>1,085,356.54</b>
<i>9/30/2023 Balance</i>			<i>1,085,356.54</i>
*Estimate		1,085,356.54	1,085,356.54
**Advance Agreement on File			
<b>Remaining Balance All Funds (9/30/2023)</b>			<b>1,085,356.54</b>
<b>Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)</b>			<b>1,085,356.54</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

## Funds Balance Scenarios by Jurisdiction

### City of Republic

### Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2016 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>854,997.31</i>	<i>854,997.31</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>289,085.34</b>	<b>1,144,082.65</b>
FY 2017 Rideshare	City of Springfield	(476.70)	<b>1,143,605.95</b>
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	<b>1,043,605.95</b>
<i>9/30/2017 Balance</i>			<i>1,043,605.95</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>305,523.90</b>	<b>1,349,129.85</b>
FY 2018 Rideshare	City of Springfield	(476.70)	<b>1,348,653.15</b>
S601061 M/Repmo Drive	Greene County	100,000.00	<b>1,448,653.15</b>
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	<b>(117,918.55) **</b>
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	<b>(160,718.55)</b>
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>312,624.27</b>	<b>151,905.72</b>
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	<b>(626,867.21)</b>
S601061 M/Repmo Drive	STBG-Urban	111,673.31	<b>(515,193.90)</b>
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	<b>(551,193.91)</b>
<i>9/30/2019 Balance</i>			<i>(551,193.91)</i>
<b>FY 2020 Allocation*</b>	STBG-Urban	<b>342,150.81</b>	<b>(209,043.10)</b>
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	<b>(262,388.13)</b>
<i>9/30/2020 Balance</i>			<i>(262,388.13)</i>
*Estimate		(262,388.13)	(262,388.13)
**Advance Agreement on File			

**Remaining Balance All Funds (9/30/2020)** **(262,388.13)**

**September 30, 2020 Balance** **(262,388.13)**

**3/31/2020 Balance after MoDOT STIP Programmed Cost Shares** **(262,388.13)**

3-Year Maximum STBG-Urban Balance Allowed (MoDOT) 960,298.98

**Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup>** **0.00**

**Note:**

Rideshare - MPO area wide funds from all jurisdictions

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

## Funds Balance Scenarios by Jurisdiction

### City of Republic

### Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2016 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>854,997.31</i>	<i>854,997.31</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>289,085.34</b>	<b>1,144,082.65</b>
FY 2017 Rideshare	City of Springfield	(476.70)	<b>1,143,605.95</b>
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	<b>1,043,605.95</b>
S601061 M/Repmo Drive	Greene County	100,000.00	<b>1,143,605.95</b>
<i>9/30/2017 Balance</i>			<i>1,143,605.95</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>305,523.90</b>	<b>1,449,129.85</b>
FY 2018 Rideshare	City of Springfield	(476.70)	<b>1,448,653.15</b>
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	<b>(117,918.55)</b>
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	<b>(160,718.55)</b>
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>312,624.27</b>	<b>151,905.72</b>
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	<b>(626,867.21)</b> **
S601061 M/Repmo Drive	STBG-Urban	111,673.31	<b>(515,193.90)</b>
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	<b>(551,193.91)</b>
<i>9/30/2019 Balance</i>			<i>(551,193.91)</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>342,150.81</b>	<b>(209,043.10)</b>
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	<b>(262,388.13)</b>
<i>9/30/2020 Balance</i>			<i>(262,388.13)</i>
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>317,099.44</b>	<b>54,711.31</b>
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	<b>(5,170.16)</b>
<i>9/30/2021 Balance</i>			<i>(5,170.16)</i>
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>323,441.43</b>	<b>318,271.27</b>
<i>9/30/2022 Balance</i>			<i>318,271.27</i>
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>329,910.26</b>	<b>648,181.53</b>
<i>9/30/2023 Balance</i>			<i>648,181.53</i>
*Estimate		648,181.53	648,181.53
**Advance Agreement on File			
<b>Remaining Balance All Funds (9/30/2023)</b>			<b>648,181.53</b>
<b>Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)</b>			<b>648,181.53</b>

Note:

# Funds Balance Scenarios by Jurisdiction

## City of Springfield

## Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2016 Balance		5,032,696.99	5,032,696.99
<b>FY 2017 Allocation</b>	STBG-Urban	<b>3,125,602.62</b>	<b>8,158,299.61</b>
FY 2017 Rideshare	All Other Cities and Counties	4,845.90	<b>8,163,145.51</b>
0652087 Chestnut RR	STBG-Urban	6,553.61	<b>8,169,699.12</b>
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	<b>7,146,070.09</b>
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	<b>7,134,870.41</b>
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	<b>7,129,452.11</b>
0652088 Division/65	STBG-Urban	(813,318.86)	<b>6,316,133.25</b>
0652088 Division/65	STBG-Urban	(62,616.16)	<b>6,253,517.09</b>
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	<b>6,198,155.49</b>
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	<b>6,142,338.50</b>
9/30/2017 Balance			6,142,338.50
<b>FY 2018 Allocation</b>	STBG-Urban	<b>3,303,336.94</b>	<b>9,445,675.44</b>
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	<b>9,450,521.34</b>
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	<b>9,450,521.54</b>
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	<b>9,135,521.54</b>
0652079 Eastgate Relocation	STBG-Urban	(0.01)	<b>9,135,521.53</b>
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	<b>8,926,763.55</b>
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	<b>8,790,345.94</b>
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	<b>8,531,145.94</b>
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	<b>8,466,345.94</b>
9/30/2018 Balance			8,466,345.94
<b>FY 2019 Allocation</b>	STBG-Urban	<b>3,380,106.40</b>	<b>11,846,452.34</b>
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	<b>11,856,452.34</b>
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	<b>11,776,452.34</b>
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	<b>11,818,939.22</b>
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	<b>11,578,939.22</b>
9/30/2019 Balance			11,578,939.22
<b>FY 2020 Allocation</b>	STBG-Urban	<b>3,699,348.59</b>	<b>15,278,287.81</b>
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	<b>15,288,287.81</b>
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	<b>15,022,687.81</b>
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	<b>14,956,287.81</b>
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	<b>14,963,364.81</b>
5905809 FY2021 TMC Staff	STBG-Urban	(332,000.00)	<b>14,631,364.81</b>
0652079 Eastgate Relocation	STBG-Urban	8,920.16	<b>14,640,284.97</b>
9/30/2020 Balance			14,640,284.97
*Estimate		14,640,284.97	14,640,284.97

Remaining Balance All Funds (9/30/2020) 14,640,284.97

<b>September 30, 2020 Balance</b>	<b>14,640,284.97</b>
MoDOT STIP Programmed Cost Shares	
S602027 Campbell and Republic	(1,160,800.00)
SP1815 Kearney/West Bypass	(1,045,803.00)
MO2104 FY 2022 TMC Staff	(340,000.00)
MO2301 FY 2023 TMC Staff	(344,000.00)
SP1816 Kansas/Sunset	(1,092,743.00)
SP1817 Kansas/Walnut Lawn	(1,237,858.00)
MO2401 FY 2024 TMC Staff	(352,000.00)
<b>9/30/2020 Balance after MoDOT STIP Programmed Cost Shares</b>	<b>9,067,080.97</b>
3-Year Maximum STBG-Urban Balance Allowed in 2020 (MoDOT)	10,382,791.93
<b>Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup></b>	<b>(1,315,710.96)</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

# Funds Balance Scenarios by Jurisdiction

## City of Springfield

## Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,032,696.99</i>	<i>5,032,696.99</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>3,125,602.62</b>	<b>8,158,299.61</b>
FY 2017 Rideshare	All Other Cities and Counties	4,845.90	<b>8,163,145.51</b>
0652087 Chestnut RR	STBG-Urban	6,553.61	<b>8,169,699.12</b>
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	<b>7,146,070.09</b>
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	<b>7,134,870.41</b>
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	<b>7,129,452.11</b>
0652088 Division/65	STBG-Urban	(813,318.86)	<b>6,316,133.25</b>
0652088 Division/65	STBG-Urban	(62,616.16)	<b>6,253,517.09</b>
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	<b>6,198,155.49</b>
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	<b>6,142,338.50</b>
<i>9/30/2017 Balance</i>			<i>6,142,338.50</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>3,303,336.94</b>	<b>9,445,675.44</b>
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	<b>9,450,521.34</b>
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	<b>9,450,521.54</b>
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	<b>9,135,521.54</b>
0652079 Eastgate Relocation	STBG-Urban	(0.01)	<b>9,135,521.53</b>
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	<b>8,926,763.55</b>
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	<b>8,790,345.94</b>
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	<b>8,531,145.94</b>
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	<b>8,466,345.94</b>
<i>9/30/2018 Balance</i>			<i>8,466,345.94</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>3,380,106.40</b>	<b>11,846,452.34</b>
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	<b>11,856,452.34</b>
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	<b>11,776,452.34</b>
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	<b>11,536,452.34</b>
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	<b>11,578,939.22</b>
<i>9/30/2019 Balance</i>			<i>11,578,939.22</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>3,699,348.59</b>	<b>15,278,287.81</b>
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	<b>15,288,287.81</b>
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	<b>15,022,687.81</b>
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	<b>14,956,287.81</b>
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	<b>14,963,364.81</b>
5905809 FY2021 TMC Staff	STBG-Urban	(332,000.00)	<b>14,631,364.81</b>
0652079 Eastgate Relocation	STBG-Urban	8,920.16	<b>14,640,284.97</b>
<i>9/30/2020 Balance</i>			<i>14,640,284.97</i>
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>3,428,492.15</b>	<b>18,068,777.12</b>
SP2011 Signal Battery Backup	STBG-Urban	(640,000.00)	<b>17,428,777.12</b>
5909802 Kansas Extension ROW	Transfer to Greene County	(2,080,000.00)	<b>15,348,777.12</b>
5909802 Kansas Extension CON	Transfer to Greene County	(2,700,000.00)	<b>12,648,777.12</b>
EN1803-18A3 Jefferson Footbridge	Programmed	(2,560,000.00)	<b>10,088,777.12</b>
SP2012 Overlay Improvements	Programmed	(2,392,000.00)	<b>7,696,777.12</b>
SP2014 ADA Improvements	Programmed	(1,288,000.00)	<b>6,408,777.12</b>
SP2104 Walnut Street Bridge	Programmed	(240,000.00)	<b>6,168,777.12</b>
SP2016 Traffic Signal System Imp.	Programmed	(760,000.00)	<b>5,408,777.12</b>
S602027 Campbell and Republic	Programmed Cost Share	(1,160,800.00)	<b>4,247,977.12</b>
SP1902-18A4 Republic Road	Programmed	(1,120,000.00)	<b>3,127,977.12</b>
SP1815 Kearney/West Bypass	Programmed Cost Share	(46,000.00)	<b>3,081,977.12</b>
<i>9/30/2021 Balance</i>			<i>3,081,977.12</i>
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>3,497,061.99</b>	<b>6,579,039.11</b>
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(999,803.00)	<b>5,579,236.11</b>
SP2022 TMC Signal Replacements	Programmed	(1,232,000.00)	<b>4,347,236.11</b>
SP1816 Kansas/Sunset	Programmed Cost Share	(61,828.00)	<b>4,285,408.11</b>
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(91,745.00)	<b>4,193,663.11</b>
SP2104 Walnut Street Bridge	Programmed	(1,360,000.00)	<b>2,833,663.11</b>
MO2104 FY 2022 TMC Staff	Programmed Cost Share	(340,000.00)	<b>2,493,663.11</b>
<i>9/30/2022 Balance</i>			<i>2,493,663.11</i>
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>3,567,003.23</b>	<b>6,060,666.35</b>
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,146,113.00)	<b>4,914,553.35</b>
SP1816 Kansas/Sunset	Programmed Cost Share	(1,030,915.00)	<b>3,883,638.35</b>
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(344,000.00)	<b>3,539,638.35</b>
<i>9/30/2023 Balance</i>			<i>3,539,638.35</i>
* Estimate		3,539,638.35	3,539,638.35
<b>Remaining Balance All Funds (9/30/2023)</b>			<b>3,539,638.35</b>
<b>Funds Immediately Available to be Programmed through 2023</b>			<b>3,539,638.35</b>

Note: Rideshare - MPO area wide funds from all jurisdictions

## Funds Balance Scenarios by Jurisdiction

### City of Strafford

### Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>177,778.86</i>	<i>177,778.86</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>46,209.99</b>	<b>223,988.85</b>
FY 2017 Rideshare	City of Springfield	(76.20)	<b>223,912.65</b>
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	<b>65,112.65</b>
<i>9/30/2017 Balance</i>			<i>65,112.65</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>48,837.68</b>	<b>113,950.33</b>
FY 2018 Rideshare	City of Springfield	(76.20)	<b>113,874.13</b>
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>49,972.66</b>	<b>163,846.79</b>
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	<b>136,808.11</b>
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>54,692.45</b>	<b>191,500.56</b>
<i>9/30/2020 Balance</i>			<i>191,500.56</i>
*Estimate		191,500.56	191,500.56
<b>Remaining Balance All Funds (9/30/2020)</b>			<b>191,500.56</b>
<b>September 30, 2020 Balance</b>			<b>191,500.56</b>
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			153,502.79
<b>Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup></b>			<b>37,997.77</b>

**Note:**

Rideshare - MPO area wide funds from all jurisdictions

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

## Funds Balance Scenarios by Jurisdiction

### City of Strafford

### Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>177,778.86</i>	<i>177,778.86</i>
<b>FY 2017 Allocation</b>	STBG-Urban	<b>46,209.99</b>	<b>223,988.85</b>
FY 2017 Rideshare	City of Springfield	(76.20)	<b>223,912.65</b>
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	<b>65,112.65</b>
<i>9/30/2017 Balance</i>			<i>65,112.65</i>
<b>FY 2018 Allocation</b>	STBG-Urban	<b>48,837.68</b>	<b>113,950.33</b>
FY 2018 Rideshare	City of Springfield	(76.20)	<b>113,874.13</b>
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
<b>FY 2019 Allocation</b>	STBG-Urban	<b>49,972.66</b>	<b>163,846.79</b>
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	<b>136,808.11</b>
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
<b>FY 2020 Allocation</b>	STBG-Urban	<b>54,692.45</b>	<b>191,500.56</b>
<i>9/30/2020 Balance</i>			<i>191,500.56</i>
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>50,688.02</b>	<b>242,188.58</b>
<i>9/30/2021 Balance</i>			<i>242,188.58</i>
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>51,701.78</b>	<b>293,890.36</b>
<i>9/30/2022 Balance</i>			<i>293,890.36</i>
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>52,735.82</b>	<b>346,626.18</b>
<i>9/30/2023 Balance</i>			<i>346,626.18</i>
*Estimate		346,626.18	346,626.18
<b>Remaining Balance All Funds (9/30/2023)</b>			<b>346,626.18</b>
<b>Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)</b>			<b>346,626.18</b>

**Note:**

Rideshare - MPO area wide funds from all jurisdictions



## Funds Balance Scenarios by Jurisdiction

### City of Willard

### Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		414,702.70	414,702.70
<b>FY 2017 Allocation</b>	STBG-Urban	<b>103,638.95</b>	<b>518,341.65</b>
FY 2017 Rideshare	City of Springfield	(170.90)	<b>518,170.75</b>
9900841 160/Hughes	STBG-Urban	12,240.11	<b>530,410.86</b>
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	<b>377,900.95</b>
<i>9/30/2017 Balance</i>			377,900.95
<b>FY 2018 Allocation</b>	STBG-Urban	<b>109,532.27</b>	<b>487,433.22</b>
FY 2018 Rideshare	City of Springfield	(170.90)	<b>487,262.32</b>
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	<b>347,262.32</b>
<i>9/30/2018 Balance</i>			347,262.32
<b>FY 2019 Allocation</b>	STBG-Urban	<b>112,077.80</b>	<b>459,340.12</b>
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	<b>(198,045.97) **</b>
<i>9/30/2019 Balance</i>			(198,045.97)
<b>FY 2020 Allocation</b>	STBG-Urban	<b>122,663.25</b>	<b>(75,382.72)</b>
5944803 Miller Road Widening	STBG-Urban	25,468.71	<b>(49,914.01)</b>
<i>9/30/2020 Balance</i>			(49,914.01)
*Estimate		(49,914.01)	(49,914.01)

Remaining Balance All Funds (9/30/2020) **(49,914.01)**

**September 30, 2020 Balance** **(49,914.01)**

3-Year Maximum STBG-Urban Balance Allowed (MoDOT) 344,273.32

**Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)<sup>†</sup> 0.00**

**Note:**

Rideshare - MPO area wide funds from all jurisdictions

<sup>†</sup>Potential Lapse amount should OTO Regional Balance be rescinded

\*\*Advance Agreement on File

# Funds Balance Scenarios by Jurisdiction

## City of Willard

## Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		414,702.70	414,702.70
<b>FY 2017 Allocation</b>	STBG-Urban	<b>103,638.95</b>	<b>518,341.65</b>
FY 2017 Rideshare	City of Springfield	(170.90)	518,170.75
9900841 160/Hughes	STBG-Urban	12,240.11	530,410.86
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	377,900.95
<i>9/30/2017 Balance</i>			377,900.95
<b>FY 2018 Allocation</b>	STBG-Urban	<b>109,532.27</b>	<b>487,433.22</b>
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
<b>FY 2019 Allocation</b>	STBG-Urban	<b>112,077.80</b>	<b>459,340.12</b>
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
<i>9/30/2019 Balance</i>			(198,045.97)
<b>FY 2020 Allocation</b>	STBG-Urban	<b>122,663.25</b>	<b>(75,382.72)</b>
5944803 Miller Road Widening	Programmed	25,468.71	(49,914.01)
<i>9/30/2020 Balance</i>			(49,914.01)
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>113,682.18</b>	<b>63,768.17</b>
<i>9/30/2021 Balance</i>			63,768.17
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>115,955.82</b>	<b>179,723.99</b>
<i>9/30/2022 Balance</i>			179,723.99
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>118,274.94</b>	<b>297,998.93</b>
<i>9/30/2023 Balance</i>			297,998.93
*Estimate		297,998.93	297,998.93
**Advance Agreement on File			
<b>Remaining Balance All Funds (9/30/2020)</b>			<b>297,998.93</b>
<b>Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)</b>			<b>297,998.93</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

## Funding Allocation

	<b>FY 2003-2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021 Estimate</b>
<b>Republic Small Urban Allocation</b>	453,222.55	0.00	0.00	0.00	0.00	0.00
<b>STP/BG-Urban Allocation</b>	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,766,970.56
<b>STP/BG-Urban Distribution</b>						
OTO Operations	N/A	N/A	N/A	200,000.00	100,000.00	105,000.00
Rideshare	N/A	N/A	N/A	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	348,164.14
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,598,857.01	1,481,792.96
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.15	129,625.42	120,134.59
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	408,896.63
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	383,020.46
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.27	342,150.81	317,099.44
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,699,348.59	3,428,492.15
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,688.02
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	113,682.18
	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,766,970.57
<b>Republic Small Urban Distribution</b>	453,222.55	0.00	0.00	0.00	0.00	0.00

# Funding Allocation

## OTO Population Distribution

Jurisdiction	2000 Population in MPO Area	Population in Urbanized Area	% of MPO Population	% of Urbanized Area Population	2010 Population in MPO Area	% of MPO Population
Christian County	13,488	13,488	5.24%	5.53%	16,196	5.23%
Greene County	54,106	54,106	21.01%	22.17%	68,934	22.28%
City of Battlefield	2,452	2,452	0.95%	1.00%	5,590	1.81%
City of Nixa	12,192	12,192	4.73%	5.00%	19,022	6.15%
City of Ozark	9,975	9,975	3.87%	4.09%	17,820	5.76%
City of Republic	8,461	-	3.29%	-	14,751	4.77%
City of Springfield	151,823	151,823	58.96%	62.21%	159,498	51.54%
City of Strafford	1,834	-	0.71%	-	2,358	0.76%
City of Willard	3,179	-	1.23%	-	5,288	1.71%
	257,510	244,036	100.00%	100.00%	309,457	100.00%

## OTO Special Projects

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

### 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-FY2016 STP/BG-Urban funds distribution based on percentage of 2010 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
<b>FY 2003 Allocation</b>					
	Deposit	10/01/2002	City of Republic	25,177.78	25,177.78
Total FY 2003 Allocation				25,177.78	25,177.78
<b>FY 2003/2004 Allocation</b>					
	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
<b>FY 2004 Allocation</b>					
	Deposit	10/01/2003	City of Republic	33,077.66	33,077.66
Total FY 2004 Allocation				33,077.66	33,077.66
<b>FY 2004 BRM Allocation</b>					
	Deposit	10/01/2003	Bridge (BRM)	210,242.66	210,242.66
Total FY 2004 BRM Allocation				210,242.66	210,242.66
<b>FY 2005 Allocation</b>					
	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
<b>FY 2005 BRM Allocation</b>					
	Deposit	10/01/2004	Bridge (BRM)	203,613.48	203,613.48
Total FY 2005 BRM Allocation				203,613.48	203,613.48
<b>FY 2006 Allocation</b>					
	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>
<b>FY 2006 BRM Allocation</b>					
	Deposit	10/01/2005	Bridge (BRM)	265,090.64	265,090.64
Total FY 2006 BRM Allocation				265,090.64	265,090.64
<b>FY 2007 Allocation</b>					
	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
<b>FY 2007 BRM Allocation</b>					
	Deposit	10/02/2006	Bridge (BRM)	255,748.00	255,748.00
Total FY 2007 BRM Allocation				255,748.00	255,748.00
<b>FY 2008 Allocation</b>					
	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
<b>FY 2008 BRM Allocation</b>					
	Deposit	10/01/2007	Bridge (BRM)	297,860.03	297,860.03
Total FY 2008 BRM Allocation				297,860.03	297,860.03
<b>FY 2009 Allocation</b>					
	Deposit	10/01/2008	Christian County	225,611.20	225,611.20
	Deposit	10/01/2008	Greene County	905,020.70	1,130,631.90
	Deposit	10/01/2008	City of Battlefield	41,014.13	1,171,646.03
	Deposit	10/01/2008	City of Nixa	203,933.25	1,375,579.28
	Deposit	10/01/2008	City of Ozark	166,849.92	1,542,429.20
	Deposit	10/01/2008	City of Springfield	2,539,514.25	4,081,943.45
	Deposit	10/01/2008	City of Republic	33,077.66	4,115,021.11
Total FY 2009 Allocation				4,115,021.11	4,115,021.11

## All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
<b>FY 2009 BRM Allocation</b>					
	Deposit	10/01/2008	Bridge (BRM)	299,406.62	299,406.62
Total FY 2009 BRM Allocation				299,406.62	299,406.62
<b>FY 2010 Allocation</b>					
	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
<b>FY 2010 BRM Allocation</b>					
	Deposit	10/01/2009	Bridge (BRM)	341,753.00	341,753.00
Total FY 2010 BRM Allocation				341,753.00	341,753.00
<b>FY 2011 Allocation</b>					
	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
<b>FY 2011 BRM Allocation</b>					
	Deposit	10/01/2010	Bridge (BRM)	326,535.00	326,535.00
Total FY 2011 BRM Allocation				326,535.00	326,535.00

## All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
<b>FY 2012 Allocation</b>					
	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
<b>FY 2012 BRM Allocation</b>					
	Deposit	10/01/2011	Bridge (BRM)	395,013.02	395,013.02
Total FY 2012 BRM Allocation				395,013.02	395,013.02
<b>FY 2013 Allocation</b>					
	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
<b>FY 2013 BRM Allocation</b>					
	Deposit	10/01/2012	Bridge (BRM)	388,603.66	388,603.66
Total FY 2013 BRM Allocation				388,603.66	388,603.66
<b>FY 2013 TAP Allocation</b>					
	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
<b>FY 2014 Allocation</b>					
	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
<b>FY 2014 BRM Allocation</b>					
	Deposit	10/01/2013	Bridge (BRM)	352,601.99	352,601.99
Total FY 2014 BRM Allocation				352,601.99	352,601.99
<b>FY 2014 TAP Allocation</b>					
	Deposit	10/01/2013	Enhancements (TAP)	612,826.23	612,826.23
Total FY 2014 TAP Allocation				612,826.23	612,826.23
<b>FY 2015 Allocation</b>					
	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
<b>FY 2015 BRM Allocation</b>					
	Deposit	10/01/2014	Bridge (BRM)	342,850.16	342,850.16
Total FY 2015 BRM Allocation				342,850.16	342,850.16
<b>FY 2015 TAP Allocation</b>					
	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
<b>FY 2016 Allocation</b>					
	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
<b>FY 2016 BRM Allocation</b>					
	Deposit	10/01/2015	Bridge (BRM)	269,417.23	269,417.23
Total FY 2016 BRM Allocation				269,417.23	269,417.23
<b>FY 2016 TAP Allocation</b>					
	Deposit	10/01/2015	Enhancements (TAP)	425,853.11	425,853.11
Total FY 2016 TAP Allocation				425,853.11	425,853.11
<b>FY 2017 Allocation*</b>					
	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
<b>FY 2017 TAP Allocation</b>					
	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
<b>FY 2018 Allocation</b>					
	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
<b>FY 2018 TAP Allocation</b>					
	Deposit	10/01/2017	Enhancements (TAP)	429,463.81	429,463.81
Total FY 2018 TAP Allocation				429,463.81	429,463.81
<b>FY 2018 Omnibus Allocation</b>					
	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
<b>FY 2019 Allocation</b>					
	Deposit	10/01/2018	OTO Operations	200,000.00	200,000.00
	Deposit	10/01/2018	Rideshare	10,000.00	210,000.00
	Deposit	10/01/2018	Christian County	343,250.56	553,250.56
	Deposit	10/01/2018	Greene County	1,460,880.66	2,014,131.22
	Deposit	10/01/2018	City of Battlefield	118,439.15	2,132,570.37
	Deposit	10/01/2018	City of Nixa	403,125.94	2,535,696.31
	Deposit	10/01/2018	City of Ozark	377,614.96	2,913,311.27
	Deposit	10/01/2018	City of Republic	312,624.27	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
<b>FY 2019 TAP Allocation</b>					
	Deposit	10/01/2018	Enhancements (TAP)	435,146.37	435,146.37
Total FY 2019 TAP Allocation				435,146.37	435,146.37

## All Allocations

	Type	Date	Account	Amount	Balance
<b>FY 2019 Omnibus Allocation</b>					
	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
<b>FY 2020 Allocation</b>					
	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
<b>FY 2020 TAP Allocation</b>					
	Deposit	10/01/2019	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2020 TAP Allocation				430,497.00	430,497.00
<b>FY 2020 Omnibus Allocation</b>					
	Deposit	02/14/2020	STBG-U (HIP)	471,885.00	471,885.00
Total FY 2020 Omnibus Allocation				471,885.00	471,885.00
<b>Republic Small Urban Opening Balance</b>					
	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
<b>Springfield Area Small-U Opening Balance</b>					
	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
<b>TOTAL ALLOCATIONS</b>				<b>103,600,723.30</b>	

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>00FY820 OTO Operations/Planning</b>			
	06/26/2019	OTO Operations	(200,000.00)
			<u>(200,000.00)</u>
<b>00FY821 OTO Operations/Planning</b>			
	06/29/2020	OTO Operations	(100,000.00)
			<u>(100,000.00)</u>
<b>0132056 13/I-44</b>			
<b>Closed</b>	08/21/2009	City of Springfield	(978,000.00)
			<u>(978,000.00)</u>
<b>0132070 Kansas/JRF</b>			
<b>Closed</b>	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			<u>(354,887.54)</u>
<b>0132078 Kansas Expy Pavement</b>			
<b>Closed</b>	04/22/2014	City of Springfield	(799,517.00)
			<u>(799,517.00)</u>
<b>0141014 17th Street Relocation</b>			
<b>Closed</b>	04/18/2008	City of Ozark	(244,800.00)
			<u>(244,800.00)</u>
<b>0141021 14ADA</b>			
<b>Closed</b>	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u>(165,587.00)</u>
<b>0141023 14 and 160</b>			
<b>Closed</b>	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			<u>(1,048,107.83)</u>
<b>0141029 Jackson and NN</b>			
<b>Closed</b>	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
			<u>(1,286,520.09)</u>
<b>0141030 South and Third</b>			
<b>Closed</b>	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
			<u>(1,345,183.85)</u>
<b>0141032 14 in Ozark 32nd to 22nd</b>			
<b>Closed</b>	02/11/2020	City of Ozark	(130,000.00)
			<u>(130,000.00)</u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>0442239 I-44 Bridge-65</b>			
	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>
<b>0602064 JRF/Glenstone</b>			
<b>Closed</b>	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>
<b>0602065 60/65</b>			
<b>Closed</b>	10/02/2011	City of Springfield	(100,000.00)
			<u><u>(100,000.00)</u></u>
<b>0602066 James River Bridge</b>			
<b>Closed</b>	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u><u>(758,009.07)</u></u>
<b>0602067 National/JRF</b>			
<b>Closed</b>	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>
<b>0602068 JRF/Campbell (160)</b>			
<b>Closed</b>	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>
<b>0602076 Oakwood/60</b>			
<b>Closed</b>	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u><u>(223,050.00)</u></u>
<b>0651056 65/CC/J</b>			
<b>Closed</b>	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u><u>(2,300,000.00)</u></u>
<b>0651064 Farmer Branch</b>			
<b>Closed</b>	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u><u>(1,000,000.00)</u></u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>0652048 44/65</b>			
Closed	04/17/2007	City of Springfield	(74,000.00)
			<u>(74,000.00)</u>
<b>0652058 Glenstone/Primrose</b>			
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>
<b>0652065 US 65 6-Laning</b>			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u>0.00</u>
<b>0652067 US65</b>			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u>(1,061,000.00)</u>
<b>0652069 Glenstone Sidewalks</b>			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u>(106,000.00)</u>
<b>0652074 South Glenstone</b>			
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>
<b>0652076 65/Chestnut</b>			
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>
<b>0652079 Eastgate Relocation</b>			
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
			<u>(146,896.84)</u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>0652086 Battlefield/65</b>			
<b>Closed</b>	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>
<b>0652087 Chestnut RR</b>			
<b>Closed</b>	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>
<b>0652088 US65/Division Interchange</b>			
<b>Closed</b>	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/207	City of Springfield	(62,616.16)
			<u>(1,610,083.02)</u>
<b>0652099 Chestnut RR Utilities</b>			
<b>Closed</b>	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>
<b>1601043 160/Hunt Road</b>			
<b>Closed</b>	10/02/2012	City of Willard	(21,000.00)
			<u>(21,000.00)</u>
<b>1601053 160/Campbell/Plainview 2</b>			
<b>Closed</b>	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>
<b>1601054 160/Campbell/Plainview 3</b>			
<b>Closed</b>	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>



## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>1601063 Tracker/Northview/160</b>			
<b>Closed</b>	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
	08/01/2019	City of Nixa	(161,792.27)
			<u>(862,142.28)</u>
<b>1601071 160 and South</b>			
<b>Closed</b>	05/13/2019	City of Nixa	(50,000.00)
	02/10/2020	City of Nixa	(524,703.35)
	04/27/2020	City of Nixa	52,517.42
			<u>(522,185.93)</u>
<b>2661009 Midfield Terminal Access</b>			
<b>Closed</b>	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>
<b>3301486 160/Campbell/Plainview 1</b>			
<b>Closed</b>	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>
<b>5900837 NS Corridor Study</b>			
<b>Closed</b>	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>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>5900845 Bicycle Destination Plan</b>			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u><u>(24,992.27)</u></u>
<b>5901805 Main Cycle Track</b>			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u><u>(250,000.00)</u></u>
<b>5901806 S. Dry Sac Trail Parks</b>			
Closed	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			<u><u>(192,680.00)</u></u>
<b>5901807 Mt. Vernon Bridge</b>			
	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			<u><u>(1,001,068.99)</u></u>
<b>5901809 FY 2019 TMC Staff</b>			
Closed	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
	03/11/2020	City of Springfield	7,077.00
			<u><u>(316,923.00)</u></u>
<b>5901810 Republic Road Widening</b>			
	03/18/2019	City of Springfield	(80,000.00)
			<u><u>(80,000.00)</u></u>
<b>5901814 Luster/Fassnight</b>			
	05/27/2020	Enhancements (TAP)	(158,078.40)
			<u><u>(158,078.40)</u></u>
<b>5901815 SGF Harvard Sidewalks</b>			
	06/15/2020	Enhancements (TAP)	(110,869.44)
			<u><u>(110,869.44)</u></u>
<b>5903802 Commercial St.scape Ph 5</b>			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u><u>(459,587.00)</u></u>
<b>5904810 Division Underground Tank</b>			
	10/02/2006	Greene County	(64,027.15)
			<u><u>(64,027.15)</u></u>
<b>5905804 FY 2008 TMC Staff</b>			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u><u>(111,340.76)</u></u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>5905805 FY 2009 TMC Staff</b>			
<b>Closed</b>	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>
<b>5905806 FY 2010 TMC Staff</b>			
<b>Closed</b>	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u>(227,869.98)</u>
<b>5905809 TMC Salaries 2021</b>			
	06/26/2020	City of Springfield	(332,000.00)
			<u>(332,000.00)</u>
<b>5907801 Campbell/Weaver</b>			
	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>
<b>5909802 KS Extension</b>			
	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)
			<u>(6,066,200.50)</u>
<b>5911802 College and Grant SW</b>			
<b>Closed</b>	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>
<b>5911803 Broadway and College</b>			
<b>Closed</b>	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u>(240,000.00)</u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>5916806 Highway M Study</b>			
<b>Closed</b>	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u><u>(14,215.22)</u></u>
<b>5933803 Kansas/Evergreen</b>			
<b>Closed</b>	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			<u><u>(237,391.82)</u></u>
<b>5935803 Chestnut/National</b>			
<b>Closed</b>	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			<u><u>23,883.07</u></u>
<b>5938801 FY 2011 TMC Staff</b>			
<b>Closed</b>	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			<u><u>(266,854.57)</u></u>
<b>5938803 FY 2013 TMC Staff</b>			
<b>Closed</b>	10/02/2012	City of Springfield	(260,000.00)
			<u><u>(260,000.00)</u></u>
<b>5938804 FY 2014 TMC Staff</b>			
<b>Closed</b>	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			<u><u>(251,031.34)</u></u>
<b>5938805 FY 2015 TMC Staff</b>			
<b>Closed</b>	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u><u>(187,782.10)</u></u>
<b>5938806 FY 2016 TMC Staff</b>			
<b>Closed</b>	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			<u><u>(295,361.40)</u></u>
<b>5938807 FY 2020 TMC Staff</b>			
	10/24/2019	City of Springfield	(265,600.00)
	11/01/2019	City of Springfield	(66,400.00)
			<u><u>(332,000.00)</u></u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>5944802 Jackson/Main Sidewalk</b>			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u><u>(48,300.00)</u></u>
<b>5944803 Miller Road Widening</b>			
	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
	04/01/2019	City of Willard	(657,386.09)
	07/27/2020	City of Willard	25,468.71
			<u><u>(924,427.29)</u></u>
<b>5944804 Hunt Rd Sidewalks</b>			
	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			<u><u>(207,438.60)</u></u>
<b>6900804 60 East</b>			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u><u>(303,436.00)</u></u>
<b>6900809 Rte 174 Trail</b>			
Closed	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			<u><u>(250,000.00)</u></u>
<b>6900811 Oakwood/Hines</b>			
	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			<u><u>(1,911,623.75)</u></u>
<b>7441012 Kearney/Packer</b>			
	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u><u>(728,721.00)</u></u>
<b>9900077 Republic Trans. Plan</b>			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u><u>(63,984.87)</u></u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>9900824 Third Street/14</b>			
<b>Closed</b>	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>
<b>9900841 Hwy160/Hughes</b>			
<b>Closed</b>	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>
<b>9900843 Strafford Sidewalks 2014</b>			
<b>Closed</b>	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u><u>(250,000.00)</u></u>
<b>9900845 Strafford Schools SW 2014</b>			
<b>Closed</b>	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>
<b>9900846 Scenic Sidewalks</b>			
<b>Closed</b>	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>
<b>9900854 CC Realignment</b>			
<b>Closed</b>	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>
<b>9900855 Roadway Prioritization</b>			
<b>Closed</b>	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			<u><u>(14,331.69)</u></u>
<b>9900856 Willard Kime Sidewalks</b>			
<b>Closed</b>	11/20/2015	Enhancements (TAP)	(10,646.13)
	04/01/2017	Enhancements (TAP)	(77,146.38)
	10/31/2017	Enhancements (TAP)	9,657.43
			<u><u>(78,135.08)</u></u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>9900858 Gregg/14</b>			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u><u>(38,029.66)</u></u>
<b>9900859 Main Street</b>			
Closed	08/07/2008	City of Nixa	(53,822.02)
	10/02/2012	City of Nixa	7,167.08
	02/07/2019	City of Nixa	46,654.94
			<u><u>0.00</u></u>
<b>9900860 CC Study</b>			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u><u>(205,706.70)</u></u>
<b>9900861 Northview Road</b>			
Closed	07/09/2009	City of Nixa	(17,386.10)
	10/02/2010	City of Nixa	(89,798.40)
	10/02/2011	City of Nixa	107,184.50
			<u><u>0.00</u></u>
<b>9900866 Elm Street Sidewalks</b>			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			<u><u>(1,998.24)</u></u>
<b>9900867 Cloverdale Lane Sidewalks</b>			
Closed	10/02/2009	City of Battlefield	(795.68)
			<u><u>(795.68)</u></u>
<b>9900869 14/Gregg</b>			
Closed	10/02/2010	City of Nixa	(54,780.00)
	10/02/2011	City of Nixa	(209,764.71)
	10/02/2012	City of Nixa	(32,535.60)
	10/28/2014	City of Nixa	489.84
			<u><u>(296,590.47)</u></u>
<b>9900878 125/OO</b>			
Closed	10/02/2011	City of Strafford	(9,819.76)
	10/02/2011	City of Strafford	(53,955.24)
	03/01/2014	City of Strafford	(66,236.44)
			<u><u>(130,011.44)</u></u>
<b>9900891 Evans/65</b>			
Closed	10/02/2011	Greene County	(500,000.00)
			<u><u>(500,000.00)</u></u>
<b>9901804 Tracker/Main</b>			
Closed	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			<u><u>(978,676.98)</u></u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>9901807 Strafford Sidewalks</b>			
<b>Closed</b>	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>
<b>9901810 Weaver Rd Widening</b>			
<b>Closed</b>	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>
<b>9901811 Finley R. Park Connection</b>			
<b>Closed</b>	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>
<b>9901812 Hartley Road Sidewalks</b>			
<b>Closed</b>	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>
<b>9901813 McGuffy Park Sidewalks</b>			
<b>Closed</b>	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u>(40,034.00)</u>
<b>9901814 FF SW Weaver to Rose</b>			
	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
			<u>(428,772.44)</u>
<b>9901815 Jackson/NN</b>			
<b>Closed</b>	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>



## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>9901816 Pine and McCabe Sidewalks</b>			
	10/18/2019	Enhancements (TAP)	(32,000.34)
	03/06/2020	Enhancements (TAP)	(800.00)
	09/22/2020	Enhancements (TAP)	(220,782.07)
			<u><u>(253,582.41)</u></u>
<b>9901817 FF SW Weaver to Rose</b>			
	10/18/2019	Enhancements (TAP)	(28,000.00)
			<u><u>(28,000.00)</u></u>
<b>9901818 Nicholas SW Ph 1 &amp; 2</b>			
	06/14/2019	Enhancements (TAP)	(27,326.74)
			<u><u>(27,326.74)</u></u>
<b>9901820 Ozark N. Fremont SW</b>			
	06/14/2019	Enhancements (TAP)	(17,531.92)
			<u><u>(17,531.92)</u></u>
<b>9901821 Ozark South Elem SW</b>			
	10/18/2019	Enhancements (TAP)	(13,000.36)
			<u><u>(13,000.36)</u></u>
<b>9901822 Ozark West Elem SW</b>			
	08/23/2019	Enhancements (TAP)	(27,739.94)
			<u><u>(27,739.94)</u></u>
<b>9901828 Trail of Tears SmrSet</b>			
	09/03/2020	City of Battlefield	(33,592.92)
			<u><u>(33,592.92)</u></u>
<b>9901829 OGI Trail Plng Services</b>			
	06/26/2020	Enhancements (TAP)	(100,000.00)
			<u><u>(100,000.00)</u></u>
<b>B022009 Riverside Bridge</b>			
	09/01/2109	City of Ozark	(800,000.00)
			<u><u>(800,000.00)</u></u>
<b>ES08006 Traffic Analysis</b>			
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>
<b>ES08007 Master Transportation Pln</b>			
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>
<b>S600040 Republic Rd Bridges</b>			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u><u>(2,584,800.00)</u></u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>S601055 I-44/125 Strafford</b>			
<b>Closed</b>	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u>(185,838.68)</u>
<b>S601061 M/Repmo Drive</b>			
	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)
			<u>(899,244.66)</u>
<b>S601065 14 SW Cedar Hts to Ellen</b>			
	04/04/2019	City of Nixa	(100,286.00)
			<u>(100,286.00)</u>
<b>S601071 FY 2017 TMC Staff</b>			
<b>Closed</b>	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			<u>(272,513.12)</u>
<b>S602027 Campbell and Republic</b>			
	04/01/2019	City of Springfield	(240,000.00)
			<u>(240,000.00)</u>
<b>S602083 Northview Rd Improvements</b>			
	03/28/2019	City of Nixa	(180,000.00)
			<u>(180,000.00)</u>
<b>S947010 Glenstone (H) I-44 to VWM</b>			
<b>Closed</b>	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>
<b>S950012 M/ZZ</b>			
<b>Closed</b>	10/02/2009	City of Republic	(198,465.00)
			<u>(198,465.00)</u>
<b>S959003 Route FF Pavement Imp</b>			
<b>Closed</b>	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>
<b>Adjustments</b>			
	10/02/2005	Bridge (BRM)	(0.43)
			<u>(0.43)</u>
<b>TOTAL OBLIGATIONS</b>			<u>(77,260,130.67)</u>

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



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

**TAB 10**

**BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM II.H.**

**2021 Performance Targets**

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

**AGENDA DESCRIPTION:**

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. This year, four types of performance targets will be reviewed: safety, system condition, system performance, and transit safety.

**Safety**

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

Five individual targets comprise the Safety Targets:

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

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets, which are based on a rolling five-year average:

<b>Performance Measure</b>	<b>Statewide Target for CY2021</b>
Number of Fatalities	871.6
Fatality Rate per 100 Million VMT	1.119
Number of Serious Injuries	4463.9
Serious Injury Rate per 100 Million VMT	5.829
Number of Non-Motorized Fatalities and Serious Injuries	462.2

**System Condition**

Updated Bridge and Pavement Targets are required to be set by the end of March 2021.

Six individual targets comprise the Bridge and Pavement Targets:

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition
3. Percentage of Pavements of the Interstate System in Good Condition
4. Percentage of Pavements of the non-Interstate NHS in Good Condition
5. Percentage of Pavements of the Interstate System in Poor Condition
6. Percentage of Pavements of the non-Interstate NHS in Poor Condition

Targets will be reviewed and may be updated every two years. OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets.

Performance Measure	2017 Baseline	2019 Statewide Target	2021 Statewide Target
Percentage of NHS Bridges Classified as in Good Condition	34.0	30.9	26.4
Percentage of NHS Bridges Classified as in Poor Condition	7.1	7.1	8.2
Percentage of Pavements of the Interstate System in Good Condition	77.5	N/A	77.5
Percentage of Pavements of the non-Interstate NHS in Good Condition	61.1	61.1	61.1
Percentage of Pavements of the Interstate System in Poor Condition	0.1	N/A	0.0
Percentage of Pavements of the non-Interstate NHS in Poor Condition	1.0	1.0	1.0

### System Performance

Updated System Performance Targets are required to be set by the end of March 2021.

There are also six individual targets for System Performance, however only three of them apply to OTO:

1. Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. \*Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)
3. ~~\*Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS)~~
4. ~~Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT) (ACS)~~
5. ~~Emissions Measure: Total Emissions Reduction for PM2.5, Ozone and CO individually (only applies to EWG, St. Louis)~~
6. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)

\*4-year target for 2022 initially for phase in and may be adjusted in 2020; in 2022, must establish 2- and 4-year targets

Targets will be reviewed and may be updated every two years. OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets.

Performance Measure	2017 Baseline	2019 Statewide Target	2021 Statewide Target
Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)	91.6	88.9	87.1
Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)	92.3	N/A	87.8
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)	1.25	1.28	1.45


## Transit Safety

City Utilities elected to develop their own Public Transportation Agency Safety Plan rather than participate in the statewide plan. A copy of this plan is included in the agenda.

There are four transit safety performance measures:

1. Fatalities: Total number of reportable fatalities and rate per total revenue miles by mode
2. Injuries: Total number of reportable injuries and rate per total vehicle revenue miles by mode
3. Safety Events: Total number of reportable events and rate per total vehicle revenue miles by mode
4. System reliability: State of Good Repair - Mean distance between major mechanical failures by mode

As with other targets set first by MoDOT, OTO can elect to plan and program in support of City Utilities' targets or set separate targets.

Safety Performance Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 250k mi)	Injuries (Total)	Injuries (per 250k mi)	Safety Events (Total)	Safety Events (per 250k mi)	System Reliability (VRM/failures)
Bus Fixed-Route (MB)	0	0	2	.5	4	1	20,000
	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (VRM/failures)
ADA Paratransit (DR)	0	0	0	0	0	0	45,000
Annual Review and Update of the Safety Performance Targets							
							

The Safety Performance Targets were based on a 3-year average from FY2015-2018 and will be evaluated annually in July. The system reliability target was calculated by calculating the miles between major system failures, over the most recent six years, for one randomly selected bus from each model year, then averaging the results for both fixed route and paratransit.

### TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on November 18, 2020, the Technical Planning Committee recommended that the Board of Directors supports the statewide targets.

### BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to support the statewide- and City Utility-set targets.”

OR

“Move to recommend that the Performance Measures Subcommittee review the targets with the following considerations...”

# Missouri Statewide Safety Targets

August 2020 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2017-2021:

Performance Measure	5-Year Rolling Average Baseline (2015-2019)	5-year Rolling Average Statewide Target for CY2021
Number of Fatalities*	910.0	871.6
Fatality Rate per 100 Million VMT*	1.213	1.119
Number of Serious Injuries*	4681.2	4463.9
Serious Injury Rate per 100 Million VMT^	6.241	5.829
Number of Non-Motorized Fatalities and Serious Injuries^	462.2	462.2~

\*Performance Measures were reported in the 2020 Highway Safety Plan.

^Performance Measures were reported in the 2020 Highway Safety Improvement Program Annual Report.

**Methodology:** Targets are based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Non-Motorized Fatalities and Serious Injuries using the methodology above was calculated to be 475.8. This is greater than the 462.2 for the baseline, therefore the baseline was used for the target.

More data below:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2015-2019)	5-year Rolling Average Statewide Target CY2021
	2018 Final	2019 Preliminary	2020 Interim Target	2021 Target		
Number of Fatalities*	921	880	838	789	910.0	871.6
Fatality Rate per 100 Million VMT*	1.211	1.146	1.031	0.919	1.213	1.119
Number of Serious Injuries*	4717	4486	4272	4059	4681.2	4463.9
Serious Injury Rate per 100 Million VMT^	6.202	5.840	5.507	5.179	6.241	5.829
Number of Non-Motorized Fatalities and Serious Injuries^	440	517	492	467	462.2	462.2~





## Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination January 2020

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring annual target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established annually for five safety performance measures using five-year rolling averages. Targets must be established first by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for each measure:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The first three performance measures are reported annually in the Highway Safety Plan (HSP) for NHTSA. All five performance measures are reported annually in the Highway Safety Improvement Program (HSIP) for FHWA.

### SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on targets, the State DOT must spend the full HSIP allocation from the specified fiscal year and submit an HSIP Implementation Plan to the FHWA Division Office by June 30.

### Annual Safety Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration webinars.
Feb. 2020	MoDOT Safety staff calculates data for each performance measure statewide and meets with MoDOT Executive Team.
Mar. 9, 2020	MoDOT calculates 2015-2019 data trends for each safety performance measure statewide. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data, assumptions and challenges for targets during the monthly partner collaboration webinar.
Mar - Apr. 2020	MoDOT solicits target setting assumption feedback from partners by email.
Apr. 13, 2020	MoDOT and MPOs finalize assumptions to use for CY2021 targets during the monthly partner collaboration webinar.
By July 1, 2020	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP.
By Aug. 31, 2020	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Feb. 27, 2021	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

## MoDOT Statewide Pavement and Bridge Revised Targets

October 2020

<b>Performance Measure</b>	<b>2017 Baseline</b>	<b>2019 Target</b>	<b>2021 Target</b>
Percentage of NHS Bridges in Good Condition	34.0%	30.9%	26.4%*
Percentage of NHS Bridges in Poor Condition	7.1%	7.1%	8.2%*
Percentage of Interstate Pavements in Good Condition	77.5%		77.5%
Percentage of Interstate Pavements in Poor Condition	0.1%		0.1%
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	1.0%

\*Target revised from original set in May 2018



## Missouri DOT/ FHWA/ Planning Partner Pavement and Bridge Target Setting Coordination May 2020

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established in 2018 for six infrastructure performance measures and then every four years. Two and four-year targets must be established first by State DOTs, then by each MPO, with the MPOs adopting state targets or establishing their own for:

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition
3. Percentage of Pavements of the Interstate System in Good Condition\*
4. Percentage of Pavements of the non-Interstate NHS in Good Condition
5. Percentage of Pavements of the Interstate System in Poor Condition\*
6. Percentage of Pavements of the non-Interstate NHS in Poor Condition

\*4-year target for 2022 initially and may be adjusted in 2020; in 2022, must establish 2 and 4 year targets

Targets may be adjusted every two years by the State DOT, with MPOs able to adjust their targets. Targets must be reported in the FHWA TPM portal in the Biennial report.

### SIGNIFICANT PROGRESS:

- If FHWA determines the State DOT has not made significant progress on targets, the State DOT must explain why and document actions it will take to achieve targets by amending the Biennial report within six months of determination.

### MINIMUM CONDITION:

- If for 2 consecutive years more than 5% of a State DOT's Interstate pavement condition is poor, the State DOT must obligate a portion of National Highway Performance Program and transfer a portion of Surface Transportation Program funds to address Interstate pavement condition.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as structurally deficient, the State DOT must obligate and set aside NHPP funds for eligible projects on bridges on the NHS.

### Pavement and Bridge Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the target setting coordination process during the monthly partner collaboration webinars.
June-July 2020	MoDOT Bridge and Pavement staff calculates data each performance measure statewide and informs MoDOT Executive Team.
Aug. 10, 2020	MoDOT Bridge and Pavement staff calculates data for each performance measure statewide. MoDOT shares data with MPOs and FHWA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration webinar.
Aug. – Sept. 2020	MoDOT solicits target setting assumption feedback from partners by email.
Sept. 14, 2020	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By Oct. 1, 2020	MoDOT applies assumptions to pavement and bridge data and submits targets to FHWA through PMF on FHWA TPM portal. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Mar. 30, 2021	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

# MoDOT Statewide System Performance Revised Targets

October 2020

<b>Performance Measure</b>	<b>2017 Baseline</b>	<b>2019 Target</b>	<b>2021 Target</b>
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	91.6%	88.9%	87.1%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	92.3%		87.8%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.25	1.28	1.45*

\*Target revised from original set in May 2018



## Missouri DOT/ FHWA/ Planning Partner System Performance Target Setting Coordination May 2020

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established in 2018 for six system performance measures and then every four years. Two and four-year targets must be set by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for:

1. Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)\*
3. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)
4. Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS) with no significant progress determination\*
5. Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT) (ACS) with no significant progress determination
6. Emissions Measure: Total Emissions Reduction for Ozone (NOx and VOC) individually (only applies to EWG, St. Louis) with no significant progress determination

\*4-year target for 2022 initially and may be adjusted in 2020; in 2022, must establish 2 and 4 year targets

Targets may be adjusted every two years by the State DOT, with MPOs able to adjust their targets. Targets must be reported in the FHWA TPM portal in the Biennial report.

### SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on the first two reliability targets, the State DOT must explain why and document actions it will take to achieve targets by amending the Biennial report within six months of determination. If FHWA determines the State DOT has not made significant progress on the freight reliability target, the State DOT must amend the Biennial report to include the following within six months:

- Identification of significant freight system trends, needs, and issues
- Description of freight policies and strategies that will guide the freight-related transportation investments
- Inventory of truck freight bottlenecks and description of the ways in which the State DOT is allocating funding to improve those bottlenecks

### System Performance Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the target setting coordination process during the monthly partner collaboration webinars.
June-July 2020	MoDOT staff calculates data for each performance measure statewide and informs MoDOT Executive Team.
Aug. 10, 2020	MoDOT staff calculates data for each performance measure statewide. MoDOT shares data with MPOs and FHWA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration webinar.
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By Oct. 1, 2020	MoDOT applies assumptions to system performance data and submits targets to FHWA through PMF on FHWA TPM portal. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Mar. 30, 2021	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

## RESOLUTION

WHEREAS, the Board of Public Utilities of the City of Springfield, Missouri ("Board"), has the charter duty to take charge of and exercise control over any public utilities owned, operated or acquired by the City of Springfield, Missouri ("City"), and all extensions thereof and appurtenances thereto belonging, under the name "City Utilities of Springfield, Missouri" ("City Utilities"), including transit systems ("Transit"); and

WHEREAS, City Utilities and its Transit employees should continually strive for a safe, injury-free workplace; and

WHEREAS, as a recipient of certain federal funds, City Utilities must comply with the Federal Transit Administration's regulations regarding its Public Transportation Safety Program ("PTSP") and the National Public Transportation Safety Plan ("NPTSP"); and

WHEREAS, the purpose of this Resolution is to approve City Utilities' Transit Agency Safety Plan, a copy of which is attached hereto as Exhibit A, which addresses all applicable requirements and standards set forth in the PTSP and the NPTSP.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC UTILITIES OF THE CITY OF SPRINGFIELD, MISSOURI, that City Utilities' Transit Agency Safety Plan, incorporated herein by reference, be approved and City Utilities' General Manager and his designees be authorized to take those acts necessary to implement the same.

## CERTIFICATE

The undersigned, Jennifer Wilson, Secretary of the Board of Public Utilities of the City of Springfield, Missouri, does hereby certify under her hand and the seal of said Board that the foregoing is a true and correct copy of a resolution adopted by the Board at its regular meeting held on the 25<sup>th</sup> day of June, 2020, pursuant to notice of time and place duly given to all members of said Board, at which meeting a quorum was present and voted throughout.

Date this 25<sup>th</sup> day of June, 2020.



  
\_\_\_\_\_  
Jennifer Wilson, Secretary

# **City Utilities Transit Agency Safety Plan**

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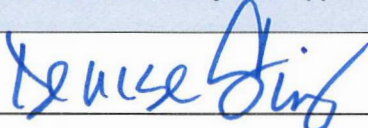
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## 1. Transit Agency Information


<b>Transit Agency Name</b>	City Utilities of Springfield			
<b>Transit Agency Address</b>	1505 N Boonville Ave, Springfield MO 65803			
<b>Name and Title of Accountable Executive</b>	Matt Crawford, Director of Transit			
<b>Name of Chief Safety Officer or SMS Executive</b>	Brandie Fisher, Transit Grants Analyst			
<b>Mode(s) of Service Covered by This Plan</b>	Fixed Route Bus; Paratransit	<b>List All FTA Funding Types (e.g., 5307, 5337, 5339)</b>	5307, 5310, 5339	
<b>Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)</b>	DO Fixed Route Bus; DO Paratransit			
<b>Does the agency provide transit services on behalf of another transit agency or entity?</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	<b>Description of Arrangement(s)</b>	Not Applicable
<b>Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided</b>	Not Applicable			

## 2. Plan Development, Approval, and Updates

<b>Name of Entity That Drafted This Plan</b>	Brandie Fisher, Transit Grants Analyst and Chief Safety Officer, City Utilities Transit	
<b>Signature by the Accountable Executive</b>	<b>Signature of Accountable Executive</b>	<b>Date of Signature</b>
	 Matthew Crawford, Director of Transit	6/29/2020
<b>Approval by the Board of Directors or an Equivalent Authority</b>	<b>Name of Individual/Entity That Approved This Plan</b>	<b>Date of Approval</b>
	 City Utilities Board of Public Utilities, Chair	6/25/2020
	<b>Relevant Documentation (Title and Location)</b>	
	Board Resolution 4b dated June 25, 2020	
<b>Certification of Compliance</b>	<b>Name of Individual/Entity That Certified This Plan</b>	<b>Date of Certification</b>
	City Utilities of Springfield, MO	6/25/2020
	<b>Relevant Documentation (Title and Location)</b>	
	This Agency Safety Plan addresses all applicable requirement and standards set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan.	

Version Number and Updates			
Record the complete history of successive versions of this plan.			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
1		Initial Document	6/25/2020

### 3. Safety Performance Targets

Safety Performance Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 250k mi)	Injuries (Total)	Injuries (per 250k mi)	Safety Events (Total)	Safety Events (per 250k mi)	System Reliability (VRM/failures)
Bus Fixed-Route (MB)	0	0	2	.5	4	1	20,000
	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (VRM/failures)
ADA Paratransit (DR)	0	0	0	0	0	0	45,000
Annual Review and Update of the Safety Performance Targets							
							
January		July		December			

The Safety Performance Targets were based on a 3-year average from FY2015-2018 and will be evaluated annually in July. The system reliability target was calculated by calculating the miles between major system failures, over the most recent six years, for one randomly selected bus from each model year, then averaging the results for both fixed route and paratransit.

Safety Performance Target Coordination		
The Accountable Executive shares our Agency Safety Plan, including safety performance targets, with the Ozark Transportation Organization (OTO) and the Missouri Department of Transportation each year, or when changes are made to the plan. Representatives of City Utilities are available to coordinate with the State and MPO in the selection of State and MPO safety performance targets upon request.		
Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	Missouri Department of Transportation	06/17/2020
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	Ozarks Transportation Organization	06/17/2020

### 4. Safety Management Policy

#### Safety Management Policy Statement

City Utilities:

- Clearly, and continuously explains to all staff that everyone working within City Utilities Transit must take part and be responsible and accountable for the development and operation of the Safety Management System (SMS).

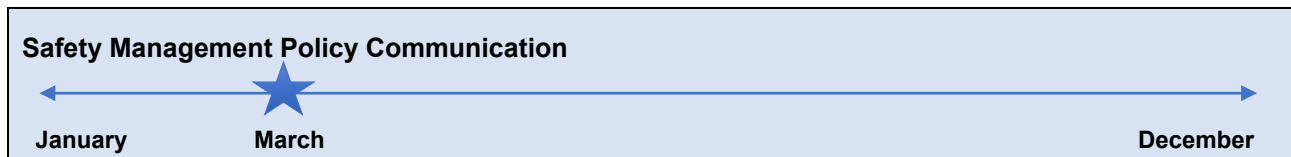
- Works to ensure that all employees are provided appropriate safety information and training, are competent in safety matters and assigned tasks commensurate with duties and skills.

Per CU Policy 2.40 – Safety; City Utilities and its employees should continually strive for a safe, injury-free workplace. Effective and visible leadership is an essential element of achieving an injury-free work environment for our employees. Therefore, supervisory and management employees have the responsibility to supervise work so that it is done safely by establishing and communicating expectations and ensuring that those expectations are understood and met. In addition, working productively and working safely are not competing objectives.

City Utilities Safety Objectives and Principles include:

- Safety will not be compromised for expediency or productivity gains.
- The responsibility and accountability for safety rests with each employee.
- Supervising and managing work so that it is done injury-free is an expectation of management employees at City Utilities.
- Work practices that protect employees from occupational injury or illness will continually be monitored and implemented.
- Work related job injuries and incidents will be appropriately investigated to avoid the same type of injury/incident in the future.
- Trained employees are essential to a safe workplace.
- All employees are expected to offer suggestions to improve safe work practices.

For the complete CU Policy 2.40-Safety, see Appendix A



City Utilities distributes the CU Policy 2.40-Safety to each employee at a mandatory safety meeting, annually in March. The policy is also posted on CU Connect.

Authorities, Accountabilities, and Responsibilities	
Accountable Executive	<p>The Director of Transit serves as City Utilities' Accountable Executive with the following authorities, accountabilities and responsibilities under this plan:</p> <ul style="list-style-type: none"> <li>• Controls and directs human and capital resources needed to develop and maintain the ASP and SMS.</li> <li>• Designates an adequately trained Chief Safety Officer who is a direct report.</li> <li>• Ensures that CU's SMS is effectively implemented.</li> <li>• Ensures action is taken to address substandard performance in CU's SMS.</li> <li>• Assumes ultimate responsibility for carrying out CU's ASP and SMS.</li> </ul> <p>Maintains responsibility for carrying out the agency's Transit Asset Management Plan.</p>

<b>Chief Safety Officer or SMS Executive</b>	<p>The Accountable Executive designates the Transit Grants Analyst as CU's Chief Safety Officer. The Chief Safety Officer has the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> <li>• Overseeing the safety risk management program by documenting and facilitating hazard identification.</li> <li>• Develops CU's ASP and SMS policies and procedures.</li> <li>• Establishes and maintains CU's Safety Risk Register and Safety Event Log to monitor and analyze trends in hazards, occurrences, incidents and accidents.</li> <li>• Coordinating with State agencies, when applicable.</li> </ul> <p>Advises the Accountable Executive on SMS progress and status.</p>
<b>Agency Leadership and Executive Management</b>	<p>City Utilities Transit leadership/executive management include the following job titles:</p> <p>Director of Fleet, Manager – Transit Operations</p> <p>Their responsibilities include:</p> <ul style="list-style-type: none"> <li>• Day-to-day implementation of our SMS throughout their departments and the organization.</li> <li>• Ensuring employees are following their working rules and procedures, safety rules and regulations in performing their jobs, and their specific roles and responsibilities in the implementation of this Agency Safety Plan and the Agency's SMS.</li> </ul> <p>Ensuring that employees comply with the safety reporting program and are reporting unsafe conditions and hazards to their department management; and making sure reported unsafe conditions and hazards are addressed in a timely manner.</p>
<b>Key Staff</b>	<p>Key Staff assist as subject matter experts (SMEs) in safety risk assessment and safety risk mitigation processes as needed.</p> <p>Manager-Human Resources, Senior Safety Specialist, Manager – Risk/Damage Prevention, Supervisor – Bus Services</p>

### Employee Safety Reporting Program

City Utilities' employee safety reporting program (ESRP) encourages employees who identify safety concerns in their day-to-day duties to report them to senior management in good faith without fear of retribution. There are many ways our employees can report safety conditions:

- Report conditions anonymously via a locked comment box in the driver show up area;
- Report conditions to Transit management and Chief Safety Officer via CU Connect;
- Report conditions during quarterly driver roundtables or safety meetings;
- Report conditions directly to Transit Management or Human Resources Safety Team;
- Report conditions annually to Risk Management in a Risk Identification Session; or

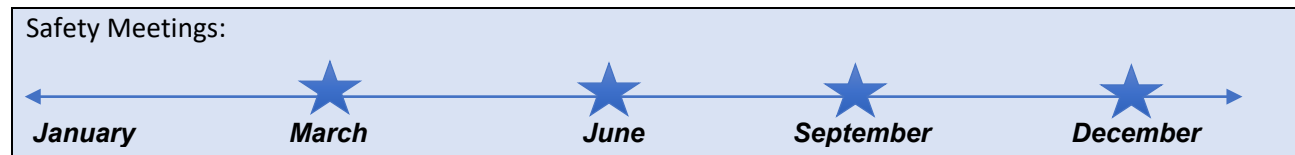
- If employee feels as if their concerns have not been appropriately addressed, conditions can be reported anonymously to the established ethics point hotline – 1-866-294-5598 or [www.ethicspoint.com](http://www.ethicspoint.com)

Examples of information that could be reported include:

- Safety concerns in the operating environment (ex: road conditions, condition of facilities or vehicles);
- Policies and procedures that are not working as intended (ex: insufficient time to complete pre-trip inspection);
- Events that senior managers might not otherwise know about (ex: near misses) \*; and
- Information about why a safety event occurred (ex: radio communication challenges).

\*Near misses can be reported to the Senior Safety Specialist via the attached Near Miss Form, which is found in Appendix B.

The Chief Safety Officer reviews the reports received via the locked comment box and logs the identified safety conditions in the Safety Risk Register. The Chief Safety Officer reviews and addresses each employee report, ensuring that hazards and their consequences are appropriately identified and analyzed through City Utilities' SRM process.



City Utilities' Chief Safety Officer, Accountable Executive or Key Staff will discuss actions taken to address reported safety conditions during quarterly safety meetings. Additionally, if the reporting employee provided his or her name during the reporting process, the Chief Safety Officer or designated key staff follows up directly with the employee when City Utilities determines whether or not to take action and after any mitigations are implemented.

City Utilities encourages participation in the ESRP by protecting employees that report safety conditions in good faith. However, City Utilities may take disciplinary action if the report involves:

- Illegal activity;
- Gross negligence; or
- Deliberate or willful disregard of policy or procedures.

## 5. Safety Risk Management

### Safety Risk Management Process

City Utilities uses its safety risk management (SRM) process as a primary method to ensure the safety of our operations, passengers, employees, vehicles, and facilities. With this SRM process, we identify hazards and their consequences, assess consequences for potential safety risk, and address safety risk in a manner acceptable to City Utilities' leadership. Our SRM process allows us to carefully examine what could cause harm and determine whether we have taken sufficient precautions to minimize the harm or need to determine if further mitigations are necessary.

City Utilities' Chief Safety Officer leads our day to day SRM process, working with transit staff to identify hazards and consequences, assess safety risk of potential consequences, and mitigate safety risk. The Chief Safety Officer documents the results of our SRM process in our Safety Risk Register and other referenced materials and shares them with the Director of Risk Management and Manager – Risk/Damage Prevention. The overarching, company-wide Safety Risk Management Process is conducted by City Utilities' Risk Management Department on a recurring basis. The results of this process are documented and reviewed with the Accountable Executive, Chief Safety Officer and other key staff.

City Utilities' SRM process applies to all elements of our system, including our operations and maintenance, facilities and vehicles, training, and supervision.

In carrying out the SRM process, we use the following terms:

- Event – Any accident, incident, or occurrence.
- Hazard – Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure belonging to City Utilities; or damage to the environment.
- Risk – Composite of predicted severity and likelihood of the potential consequences of a hazard.
- Risk Mitigation – Method(s) to eliminate or reduce a hazard's consequences.
- Consequence – An effect of a hazard involving injury, illness, death, or damage to City Utilities property or the environment.

### Safety Hazard Identification

The safety hazard identification process offers City Utilities the ability to identify hazards and potential consequences in the operation and maintenance of our system. We can identify hazards through a variety of sources, including:

- Employee safety reporting,
- Bus Driver safety reporting at quarterly Driver Roundtables,
- Review of vehicle camera footage,
- Review of performance data and safety performance targets,
- Observations from supervisors,
- Maintenance reports,
- Comments from customers, passengers, and third parties,



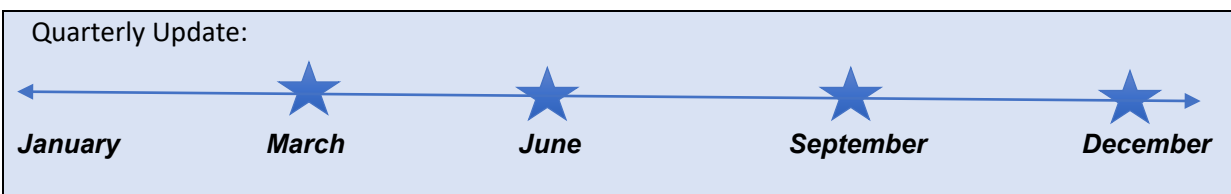
- Results of audits and inspections of vehicles and facilities,
- Results of training assessments,
- Investigations into safety events, incidents, and occurrences, and
- FTA and other oversight authorities (mandatory information source).

Any identified hazard that poses a real and immediate threat to life, property, or the environment is immediately brought to the attention of the Accountable Executive and addressed through our SRM process for safety risk assessment and mitigation. This means that we believe immediate intervention is necessary to preserve life or to prevent major property destruction.

When management or supervisory personnel observe safety concerns, whatever the source, they report them to the Chief Safety Officer who records the concern. Our Chief Safety Officer also receives and records employee reports from our Employee Safety Reporting system. The Chief Safety Officer documents all reported concerns in our Safety Risk Register and reviews them for hazards.

Our Chief Safety Officer may conduct further analysis of hazards and consequences entered into the Safety Risk Register to collect information and identify additional consequences. This helps us determine which hazards we should prioritize for safety risk assessment. In following up on identified hazards, our Chief Safety Officer may:

- Reach out to the reporting party, if available, to gather all known information about the reported hazard;
- Conduct a walkthrough of the affected area, assessing the possible hazardous condition, generating visual documentation (photographs and/or video), and taking any measurements deemed necessary;
- Conduct interviews with employees in the area to gather potentially relevant information on the reported hazard;
- Review any documentation associated with the hazard (records, reports, procedures, inspections, technical documents, etc.);
- Contact other functions/departments that may be associated with or have technical knowledge relevant to the reported hazard;
- Review any past reported hazards of a similar nature; and
- Evaluate tasks and/or processes associated with the reported hazard.



Quarterly, the Chief Safety Officer prepares an agenda to discuss identified hazards and consequences with transit supervisory staff during a staff meeting. This agenda may include additional background on the hazards and consequences, such as the results of trend analysis, vehicle camera footage, vendor documentation, reports and observations, or information supplied by FTA or other oversight authorities. It is during this discussion of identified hazards that the group prioritizes hazards for further Safety Risk Management activity.



## **Safety Risk Assessment**

City Utilities assesses safety risk associated with identified safety hazards using its safety risk assessment process. This process includes an assessment of the likelihood and severity of the consequences of hazards, including looking at existing mitigations and prioritizing hazards based on safety risk.

The Accountable Executive, Chief Safety Officer and key staff evaluate prioritized hazards using City Utilities' Safety Risk Matrix. This matrix expresses assessed risk as a combination of one severity category and one likelihood level, also referred to as a hazard rating. For example, we may assess a risk as "1A" or the combination of a Minor severity category and a Frequent probability level. The City Utilities Transit Safety Risk Matrix is attached as Appendix C.

This matrix is used to categorize combined risks into levels: High, Medium or Low based on the likelihood of occurrence and severity of the outcome of potential consequences. For purposes of accepting risk:

- "High" hazard ratings are considered unacceptable and require action to mitigate the safety risk,
- "Medium" hazard ratings are considered undesirable and require a decision regarding their acceptability, and
- "Low" hazard ratings may be accepted by the Chief Safety Officer/Accountable Executive without additional review.

Using a categorization of High, Medium, or Low allows us to prioritize hazards for mitigation based on their associated safety risk.

The Chief Safety Officer schedules safety risk assessment activities with the Accountable Executive and key staff, as needed. During the meeting, the Chief Safety Officer reviews hazards and their consequence(s) and reviews available information on severity and likelihood. The Chief Safety Officer may request support from key staff in obtaining additional information to support safety risk assessment.

After obtaining sufficient information, the Chief Safety Officer completes relevant sections of the Safety Risk Register, using the City Utilities' Safety Risk Assessment Matrix. The Chief Safety Officer documents the results of these safety risk assessment activities, including hazard rating and mitigation options for each assessed safety hazard in the Safety Risk Register. All documentation from this assessment process is maintained on file by the Chief Safety Officer for a period of three years from the date of generation.

## **Safety Risk Mitigation**

The Accountable Executive, Chief Safety Officer and key staff review current methods of safety risk mitigation and establish methods or procedures to mitigate or eliminate safety risk associated with specific hazards based on recommendations devised during the safety hazard identification process. City Utilities will reduce safety risk by decreasing the likelihood and/or severity of potential consequences of hazards.

We prioritize safety risk mitigations based on the results of our safety risk assessments. Our Chief Safety Officer tracks and updates safety risk mitigation information in the Safety Risk Register and makes the Register available to the Accountable Executive, Risk Management Staff, other key staff and other

agency staff upon request.

In the Safety Risk Register, our Chief Safety Officer also documents any specific measures or activities, such as reviews, observations, or audits that we conduct to monitor the effectiveness of mitigations after we implement them.

## 6. Safety Assurance

### Safety Performance Monitoring and Measurement

City Utilities has many processes in place to monitor its entire system for compliance with operations and maintenance procedures, including:

- Safety audits,
- Informal inspections,
- Regular review of on-board camera footage to assess drivers and specific incidents,
- The employee safety reporting program,
- Investigation of safety occurrences,
- Safety reviews before launching or modifying any facet of service,
- Daily data gathering and data monitoring related to the delivery of service, and
- Regular vehicle inspections and preventative maintenance.

City Utilities monitors safety risk mitigations to determine if they have been implemented and are effective, appropriate, and working as intended. The Chief Safety Officer maintains a list of safety risk mitigations in the Safety Risk Register. The mechanism for monitoring safety risk mitigations varies depending on the mitigation.

The Chief Safety Officer establishes one or more mechanisms for monitoring safety risk mitigations as part of our mitigation implementation process and assigns monitoring activities to the appropriate Director, Manager or Supervisor. These monitoring mechanisms may include tracking a specific metric on daily, weekly, or monthly logs or reports, conducting job performance observations, or other activities. The Chief Safety Officer endeavors to make use of our existing processes and activities before assigning new activities to collect information.

The Accountable Executive, Chief Safety Officer and key staff review the performance of individual safety risk mitigations as needed, based on the reporting schedule determined for each mitigation. During this review, they determine if a specific safety risk mitigation is not implemented or performing as intended. If the mitigation is not implemented or performing as intended, they will propose a course of action to modify the mitigation or take other actions to manage the safety risk.

The Accountable Executive, Chief Safety Officer and key staff also monitor our operations on a large scale to identify mitigations that may be ineffective, inappropriate, or not implemented as intended by:

- Reviewing results from accident, incident, and occurrence investigations,
- Monitoring employee safety reporting,
- Reviewing the results of internal safety audits and inspections, and

- Analyzing operational and safety data to identify emerging safety concerns.

The Chief Safety Officer works with key staff to carry out and document all monitoring activities.

City Utilities reviews video footage, photos and police reports of events (accidents, incidents, and occurrences, as defined by FTA) to find causal and contributing factors and review the existing mitigations in place at the time of an event. If a formal investigation of the event needs to occur, it can be conducted by HR's safety employees.

Transit management staff maintains all documentation of our forms, checklists, activities, and results. An investigation report is prepared and saved on the shared drive.

After review, the Manager – Transit Operations and/or the Director of Transit determine the following:

- The accident was preventable or non-preventable;
- Personnel require discipline or retraining;
- The causal factor(s) indicates that a safety hazard contributed to or was present during the event; and
- The accident appears to involve underlying organizational causal factors beyond just individual employee behavior.

When appropriate, HR-Safety staff can also be involved in these decisions.

The Accountable Executive, Chief Safety Officer and key staff routinely review safety data captured in employee safety reports, safety meeting minutes, customer complaints, and other safety communication channels. When necessary, this group ensures that the concerns are investigated or analyzed through City Utilities' Safety Risk Management process.

## 7. Safety Promotion

### Competencies and Training

City Utilities' comprehensive safety training program applies to all City Utilities employees directly responsible for safety.

We dedicate resources to conduct a comprehensive safety training program, as well as training on SMS roles and responsibilities. The scope of the safety training, including annual refresher training, is appropriate to each employee's individual safety-related job responsibilities and their role in the SMS.

The following training is an ongoing function of Transit and Fleet employees:

Operations safety-related skill training includes the following:

- New-hire bus vehicle operator classroom and hands-on skill training,
- Bus vehicle operator refresher training,

- Bus vehicle operator retraining (recertification or return to work),
- Classroom and on-the-job training for dispatchers,
- Classroom and on-the-job training for operations supervisors and managers, and
- Classroom training for administrative staff (FTA Workshops, NTI Trainings, etc)

Vehicle maintenance safety-related skill training includes the following:

- Ongoing vehicle maintenance technician skill training,
- Ongoing hazardous material training for vehicle maintenance technicians and supervisors, and
- Training provided by vendors.

Refresher training requirements for City Utilities Transit and Fleet employees are maintained by Human Resources and can be found in Appendix D.

### Safety Communication

The Chief Safety Officer coordinates our safety communication activities in the SMS. Our activities focus on the three categories of communication activity established in Part 673:

- **Communicating safety and safety performance information throughout the agency:** City Utilities communicates information on safety and safety performance through supervisors in one-on-one or group discussions with employees, in its quarterly safety meetings, CU Connect, quarterly safety report (Appendix E), monthly newsletter, whiteboard/bulletin boards and digital signage in show up area and breakrooms. Information that could be covered includes safety awareness messages, safety performance statistics, lessons learned from recent occurrences, upcoming events that may impact our service or safety performance, and updates regarding SMS implementation.
- **Communicating information on hazards and safety risks relevant to employees' roles and responsibilities throughout the agency:** As part of new-hire training, City Utilities distributes safety policies and procedures, included in the Employee Handbook, to all employees. We provide training on these policies and procedures and discuss them during safety talks between supervisors and bus operators and vehicle technicians. Newly emerging issues or safety events at the agency could be communicated by supervisors in one-on-one or group discussions with employees, in safety meetings, during driver roundtables, in the monthly newsletter, on whiteboards/bulletin boards and on digital signage in show up area and breakrooms.
- **Informing employees of safety actions taken in response to reports submitted through our ESRP:** City Utilities provides targeted communications to inform employees of safety actions taken in response to reports submitted through the ESRP, including handouts and flyers, safety meetings, updates to bulletin boards, and one-on-one discussions between employees and supervisors.

## Additional Information

### Supporting Documentation

City Utilities maintains documentation related to the implementation of its SMS; the programs, policies, and procedures used to carry out this Agency Safety Plan; and the results from its SMS processes and activities for three years after creation. They will be available to the Federal Transit Administration or other Federal or oversight entity upon request.

## Definitions of Special Terms Used in the Safety Plan

Term	Definition
Accountable Executive	Singe, identifiable person who has the ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C 5329(d), and the agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
Event	Any accident, incident, or occurrence
Hazard	Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock or infrastructure of a pubic transportation system; or damage to the environment.
Incident	An event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
Investigation	The process of determining the casual and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
Occurrence	An event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
Performance Measure	An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
Performance Target	A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.
Public Transportation Agency Safety Plan (or Agency Safety Plan)	The documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and part 673.
Risk	The composite of predicted severity and likelihood of the potential effect of a hazard
Risk Mitigation	A method or methods to eliminate or reduce the effects of hazards.
Safety Assurance	The process within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
Safety Management Policy	A transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.
Safety Management System	The formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
Safety Risk assessment	The formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.
Safety Risk Management	A process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing and mitigating safety risk.
Transit Agency Management Plan	The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their lifecycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C 5326 and 49 CFR Part 625.

## List of Acronyms Used in the Safety Plan

Acronym	Word or Phrase
ADA	American's with Disabilities Act of 1990
ASP	Agency Safety Plan (also referred to as a PTASP in Part 673)
CU	City Utilities of Springfield
DR	Demand Response
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
MB	Motor Bus
MPO	Metropolitan Planning Organization
OTO	Ozarks Transportation Organization
Part 673	49 CFR Part 673 (Public Transportation Agency Safety Plan)
SMS	Safety Management System
SRM	Safety Risk Management
TAM	Transit Asset Management
U.S.C.	United States Code

## **APPENDIX A - CU SAFETY POLICY 2.40**





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APPROVED BY: GENERAL MANAGER

DATE ISSUED: 10/10/2007

DATE LAST REVIEWED: 09/15/2010

DATE REVISED:

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### **PURPOSE**

To provide services to our customers, many resources are needed, the most important of which is our employees. Encouraging safe operations is vital to City Utilities in order to protect our employees, enable them to work productively, and, at the end of the day, allow them to return safely to their families. Therefore, City Utilities and its employees should continually strive for a safe, injury-free workplace.

### **RESPONSIBILITIES**

Employees working in a safe and injury-free manner are an integral part of City Utilities' performance. Virtually all of our work responsibilities involve exposure to hazards of some kind. Managing hazards in the workplace is the key to creating an injury-free work environment for our employees. The following basic safety steps can be instrumental in managing and handling workplace hazards:

1. Identify the hazards.
2. Eliminate the hazards when practical.
3. Control the hazards that cannot be eliminated.
4. Protect against the hazards that cannot be eliminated.

All employees have the responsibility to perform their work in a safe and injury-free manner. They also have the responsibility to help their coworkers avoid injuries when performing their work.

Effective and visible leadership is an essential element of achieving an injury-free work environment for our employees. Therefore, supervisory and management employees have the responsibility to supervise work so that it is done safely by establishing and communicating expectations and ensuring that those expectations are understood and met. In addition, working productively and working safely are not competing objectives.

### **PRINCIPLES**

- Safety is an integral part of all that we do at City Utilities.
- Safety will not be compromised for expediency or productivity gains.
- The responsibility and accountability for safety rests with each employee.
- Supervising and managing work so that it is done injury-free is an expectation of management employees at City Utilities.
- All performance appraisals (for both union and nonunion employees) will include a performance rating for workplace safety practices.
- Work practices that protect employees from occupational injury or illness will continually be monitored and implemented.



## CU Policy 2.40 - Safety

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APPROVED BY: GENERAL MANAGER

DATE ISSUED: 10/10/2007

DATE LAST REVIEWED: 09/15/2010

DATE REVISED:

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- Work related job injuries and incidents will be appropriately investigated to avoid the same type of injury/incident in the future.
- Trained employees are essential to a safe workplace. Employees will only perform work that they are qualified to do safely.
- All employees are expected to offer suggestions to improve safe work practices.

## **APPENDIX B - NEAR MISS FORM**

# Near Miss Report



**Because the next life you save may be your own**



I'm Safe



What I Use Is Safe



Where I Am Is Safe



My Customers Are Safe



So We Go Home Safe

What happened? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

What caused the near miss? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

What do you think could prevent this from happening again? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Address where this occurred: \_\_\_\_\_

Were there other co-workers there? Yes \_\_\_\_\_ No \_\_\_\_\_

Department: \_\_\_\_\_ Near miss date and time: \_\_\_\_\_

Who was the supervisor at the time of the incident? \_\_\_\_\_

Do you want to remain confidential? Yes \_\_\_\_\_ No \_\_\_\_\_

Name: \_\_\_\_\_ CU ID#: \_\_\_\_\_ Date: \_\_\_\_\_

**Please complete this form and forward to the Safety Department.**

## **APPENDIX C - SAFETY RISK MATRIX**

## Criteria

Could result in death/permanent total disability, loss exceeding \$30M, system shutdown lasting 24 or more hours, or loss of bus fleet.

Could result in partial disability, injury or occupational illness that may result in hospitalization, property damage exceeding \$10M but less than \$30M, system shutdown lasting between 6 hours and 24 hours, or the need to permanently reduce service.

Could result in injury or occupational illness resulting in three or more lost workday(s), property damage over \$25,000, system shutdown of less than 6 hours or service interruption for more than one week.

Could result in injury or occupational illness resulting in 1-2 lost workday(s), monetary loss less than \$25K or service interruption for more than 1 day less than 1 week.

Could result in injury or occupational illness not resulting in lost workday(s), monetary loss less than \$5K, a trend of declining on-time performance or service interruption for less than 1 day.

Impact/Consequence	5	Catastrophic					
	4	Severe					
	3	Major					
	2	Moderate					
	1	Minor					
			Improbable	Very Unlikely	Occasional	Probable	Frequent
			E	D	C	B	A
			Probability				
Probability Categories	A		<10% chance of occurrence	10%-35% chance of occurrence	35%-65% chance of occurrence	65%-90% chance of occurrence	90% or greater chance of occurrence
	B		Has happened in the industry	Has happened in the industry in last 10 years	Has happened at CU	Happens at CU about once per year	Happens at CU more than once per year
	C		Experienced by bus operator less than 1x in career	Experienced by bus operator 1x in career	Experienced by bus operator more than 1x but less than 5x in career	Experienced by bus operator more than 5x but less than 10x in career	Experienced by bus operator more than 10x in career

### High - Unacceptable - Action Required

Safety risk must be mitigated or eliminated

### Medium - Undesirable - Management Decision

Accountable Executive and/or Risk Management Staff must decide whether to accept safety risk with monitoring or require additional action

### Low - Acceptable with Review

Safety risk is acceptable pending Chief Safety Officer/Accountable Executive Review

## APPENDIX D - REFRESHER TRAINING MATRIX

**Master Journey Mechanic**

<b>Training Course</b>	<b>HR Course Code</b>	<b>Frequency of Training</b>
Appropriate Use of Information	APPUSE	EVERY 24 MONTHS
Bloodborne Pathogens	BLDPTH	EVERY 24 MONTHS
CPR	CPR_RE	EVERY 24 MONTHS
CPR & First Aid	CPRFIR	EVERY 24 MONTHS
CU Safe Driver	DRIVER	EVERY 60 MONTHS
DOT Drug Testing Changes 2018	DOT2	ONCE DURING EMPLOYMENT
Diversity Training - Employee	DIVER1	EVERY 36 MONTHS
Ethics Hotline Training	ETHICS	EVERY 36 MONTHS
FTA Drug & Alcohol Training - Employee	FTADR2	ONCE DURING EMPLOYMENT
First Aid	FRSTAD	EVERY 24 MONTHS
Harassment Training - Employee	HARAS1	EVERY 36 MONTHS
Hazard Communication	HZCOMM	EVERY 24 MONTHS
Managing CU Records	RECORD	EVERY 36 MONTHS
NERC Awareness	NERC	ONCE DURING EMPLOYMENT
Photo Release Form	PHOTO	ONCE DURING EMPLOYMENT
Security Event Recog/Reporting	SABOT1	EVERY 36 MONTHS

**Bus Operator - 1st 6 Months**

<b>Training Course</b>	<b>HR Course Code</b>	<b>Frequency of Training</b>
Appropriate Use of Information	APPUSE	EVERY 24 MONTHS
Bloodborne Pathogens	BLDPTH	EVERY 24 MONTHS
CPR	CPR_RE	EVERY 24 MONTHS
DOT Drug Testing Changes 2018	DOT2	ONCE DURING EMPLOYMENT
Diversity Training - Employee	DIVER1	EVERY 36 MONTHS
Ethics Hotline Training	ETHICS	EVERY 36 MONTHS
FTA Drug & Alcohol Training - Employee	FTADR2	ONCE DURING EMPLOYMENT
First Aid	FRSTAD	EVERY 24 MONTHS
Harassment Training - Employee	HARAS1	EVERY 36 MONTHS
Managing CU Records	RECORD	EVERY 36 MONTHS
NERC Awareness	NERC	ONCE DURING EMPLOYMENT
Photo Release Form	PHOTO	ONCE DURING EMPLOYMENT
Security Event Recog/Reporting	SABOT1	EVERY 36 MONTHS
Smith System Driver Training	DRIVE1	ONCE DURING EMPLOYMENT

**Supervisor - Bus Services**

<b>Training Course</b>	<b>HR Course Code</b>	<b>Frequency of Training</b>
Appropriate Use of Information	APPUSE	EVERY 24 MONTHS
Bloodborne Pathogens	BLDPTH	EVERY 24 MONTHS
CU Safe Driver	DRIVER	EVERY 60 MONTHS
DOT Drug Testing Changes 2018	DOT2	ONCE DURING EMPLOYMENT
Diversity Training - Supervisor	DIVER2	EVERY 36 MONTHS
Ethics Hotline Training	ETHICS	EVERY 36 MONTHS
FTA Drug & Alcohol Training - Employee	FTADR2	ONCE DURING EMPLOYMENT
FTA Drug & Alcohol Training - Supervisor	FTADR1	EVERY 60 MONTHS
First Aid	FRSTAD	EVERY 24 MONTHS
Harassment Training - Supervisor	HARAS2	EVERY 36 MONTHS
Managing CU Records	RECORD	EVERY 36 MONTHS
NERC Awareness	NERC	ONCE DURING EMPLOYMENT
Photo Release Form	PHOTO	ONCE DURING EMPLOYMENT
Security Event Recog/Reporting	SABOT1	EVERY 36 MONTHS



## **APPENDIX E – QUARTERLY SAFETY REPORT**

# THE SAFETY insider

Year-End 2019

## Safety...Year in Review

Your safety is just as important in 2020 as it was in 2019. The Safety, Health, and Training department has three goals for each employee:

1. Safety at work, safety at home, and better living.
2. Return home without injury.
3. Learn to practice safety & personal risk management 24/7-365.

Safety, Health and Training probably does more than you realize to impact your safety. With the graphic below and the photos you see we are geared toward making your work and life better.





# Safety Insights

## Reflecting Back

Chris Jones,  
AGM - Electric Supply & Delivery

I hope everyone is having a great start to the new year and striving to make 2020 our safest year yet. Today, I want to talk about cybersafety. Cybersafety is a combination of our cybersecurity effort and our safety culture. Just as we all have to be vigilant everyday to protect ourselves from workplace hazards, we have an equal responsibility to protect ourselves from cyber hazards.

With five operating areas and different types of devices connected to our network both in the office and remotely

in our vehicles, there are many opportunities for those looking to access protected information or disrupt utility operations. You might think no one would be interested in trying to access City Utilities' network since we are a municipal utility located in the central US, but that is not the case. Every utility, large and small, is a target for attacks.

One of the most effective ways for outsiders to gain access to our network is through "phishing" email campaigns. These emails have links and attachments which clicked on can potentially download an infected file or request network access information we don't share. To help employees learn what these emails look like, our IT security group generates simulated phishing emails. If you are an email user, you have definitely gotten these emails over the past year. The goal is to help train all of us (yes, I get them too) to recognize and report these emails. Many legitimate phishing emails are filtered and never make it to our employees, but some do. It is very important that we all stay aware of this simple but effective attack.

Other efforts to be cybersafe include longer passwords and more frequent time outs on our computers. Combined, these

efforts make unauthorized access, especially for those devices in the field, more difficult. Cybersafety just like personal safety is not always the most convenient. Wearing the correct PPE for the job and completing a job site safety checklist (tailboard) takes additional time as does longer passwords and logging back into a PC. However, they are both exactly the right thing to do.

Cybersafety, just like personal safety, is the responsibility of all employees. Careless actions can have extreme consequences. We all work in an industry with tremendous hazards, but with proper planning and protective equipment, we can perform our jobs safely. Similarly, with proper cyber habits we can all work cybersafe.

## Departments Celebrating No Lost-Time Injuries This Qtr.

- Contract Management - 35 years
- Electric System Control/Dispatch - 33 years
- Natural Gas Leak Survey, Investigation & Cathodic Protection - 19 years
- Electric Metering - 9 years
- Electricians/Technicians - 4 years
- Fellows Lake - 2 years
- Water Distribution - 1 year
- Natural Gas Operations - 1 year

## Safety Meeting Topics

- Asbestos O&M
- Excavations
- Gas Safety Manual Review
- Work Zone
- Drug & Alcohol Testing Update

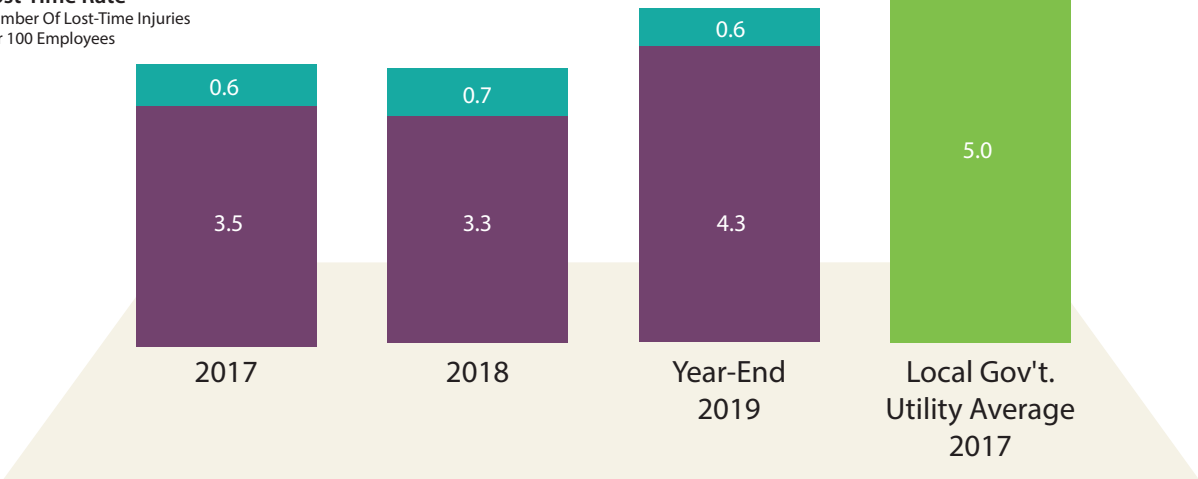
## Stats and Facts

# Injury Rates Per Employee

Preventing injuries is our goal and we cannot do this without your help. Please watch out for yourselves and your coworkers and make good choices. Below is our rate of injuries per 100 employees. This year's injury rate has now exceeded those from the past two years.

- **Injury Rate**  
OSHA Recordable  
Accidents Per 100 Employees
- **Lost-Time Rate**  
Number Of Lost-Time Injuries  
Per 100 Employees

## Injury Rates Per 100 Employees 2017 through Year-End 2019



# Injuries By Department

You cannot leave your injuries at work. They go home with you. Injuries impact your life, your fun, and your family. Think, act, prevent.

## 38 employees suffered injuries this year:

- **Electric Line** – 6 injuries, 2 were Lost-Time Injuries
- **Water Operations** – 11 Injuries – 2 were Lost-Time Injuries
- **Natural Gas Operations** – 7 Injuries
- **Electric Supply** – 5 Injuries
- **Transit** – 3 Injuries
- **Fleet** – 1 Injury
- **Customer Operations** – 3 Injuries, 1 was Lost-Time
- **Electric Stores** – 1 Injury
- **Building Maintenance** – 1 Injury

# Injury Rates By Department

How does your department compare with others here at CU? The graph on the right puts that into perspective. The injury rate per 100 employees calculation is a standard for computing incident rates and works like this:

$$\text{Injury Rate} = \frac{\# \text{ Worker Injuries} \times 200,000^*}{\# \text{ of Hours Worked}}$$

\*200,000 is the average number of hours 100 employees work in 1 year.

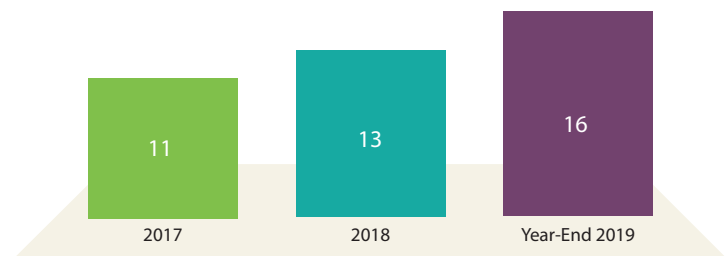
- Water Operations has the highest injury rate this year.
- 5 out of 7 Departments had increased injury rates.
- Great job Administration and Fleet/Transit for reducing your injuries!

# Vehicle Collisions

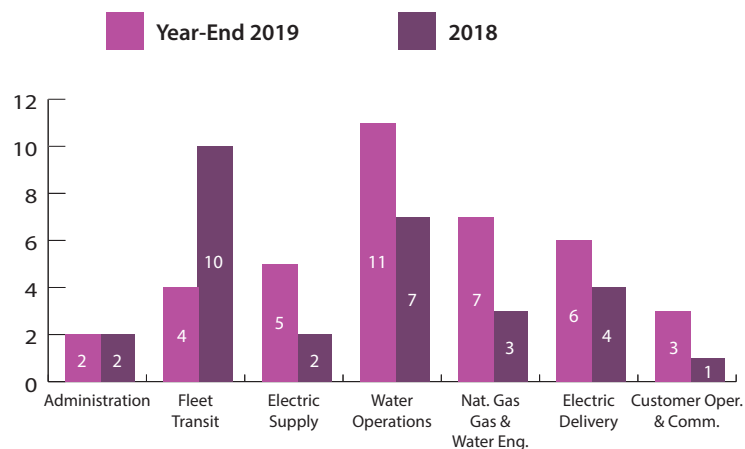
## Transit Fleet

Safely operating City Utilities' vehicles is an important part of our safety culture. Our Transit drivers are under tremendous pressure to keep their passengers safe while operating our bus fleet on Springfield's roadways. Transit drivers have been putting their defensive driving skills to work this quarter with only three preventable accidents. Fortunately, there were no serious injuries.

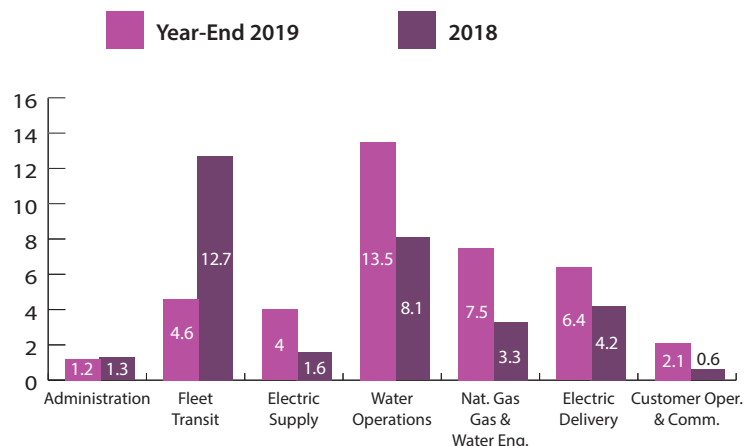
## Preventable Transit Collisions 2017 through Year-End 2019



## Injuries by Department 2018 - Year-End 2019



## Injury Rates by Department 2018 - Year-End 2019



## Utility Fleet

Our Utility Fleet vehicles include trucks, cars and equipment. There was one preventable traffic collision reported for our drivers this quarter, bringing the total to nine and no injuries. This is three less than last year and we are on the right track. Let's focus on driving safely and defensively, every day, every mile.

## Preventable Utility Vehicle Incidents 2017 through Year-End 2019



**We all need to pay closer attention to our driving. Remember to drive defensively and please do not drive distracted.**



# The Missouri Common Ground Alliance

The Missouri Common Ground Alliance (MO CGA) is a group of stakeholders across various industries that are committed to protecting underground utility infrastructure and eliminating accidents and injuries from unsafe excavation practices. This group sponsors the MO CGA Damage Prevention & Excavation Safety Summit and the International Locate Rodeo. This year's event was a HUGE SUCCESS! Hundreds of contractors, utility personnel, locators, and others from more than 25 states and Canada traveled to Springfield to participate in the nation's largest summit. We truly appreciate everyone taking time out of their busy schedules to attend. City Utilities is a huge supporter of the event, providing our expertise from Damage Prevention, Safety, Electric Line, and Natural Gas Departments. Below are pictures from event including the docu-drama of a trench cave-in, safety classes and the Locate Rodeo. Great job to everyone involved. **You make a difference in people's lives.**



## CU Workers' Compensation Costs Year-End 2019

Department	Medical & Indemnity Costs
Customer Operations & Comm.	\$ 46,027.89
Electric Supply & Delivery	\$ 80,581.75
Power Supply/Generation	\$ 98,324.39
Finance	\$ - 0 -
General Management	\$ 239.20
Operations - Natural Gas	\$ 71,166.74
Operations - Water	\$ 266,897.72
Operations - Transit & Fleet	\$ 82,744.49
Administration	\$ 5,073.46
<b>Total Workers' Compensation Costs (01-01-19 through 12-31-19)</b>	<b>\$ 651,055.64</b>
<b>Total Workers' Compensation Costs (01-01-18 through 12-31-18)</b>	<b>\$ 644,763.59</b>
<b>Increase From 2018</b>	<b>\$ 6,292.05</b>

**TAB 11**

## **BOARD OF DIRECTORS AGENDA 12/17/2020; ITEM II.I.**

### **Appointment of 2021 OTO Officers**

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

#### **AGENDA DESCRIPTION:**

Pursuant to OTO By-Laws, the OTO Board of Directors is required to appoint the Chairman, Vice-Chairman, Secretary, and Treasurer for the 2021 OTO Board of Directors and to appoint the remaining members of the Executive Committee.

The 2020 Nominating Committee is made up of the following three Board Members of OTO:

Brad Gray, City Administrator, City of Willard  
Brian Weiler, Director, Springfield-Branson National Airport  
Travis Cossey, Assistant Director of Nixa Utilities and Public Works, City of Nixa

The Nominating Committee will present the following slate of officers at the December Board meeting. The City of Springfield is next in the rotation schedule for Chairman of the OTO Board of Directors as set out in the OTO By-Laws and Greene County is next in the rotation for Vice-Chairman. Nominations from the floor may also be made at this Board meeting prior to electing each officer.

#### **2020 Slate of Officers/Executive Committee**

<b>Position</b>	<b>Name</b>	<b>Affiliation</b>
Chairman	Andrew Lear	Springfield City Council Member
Vice-Chairman	John Russell	Greene County Commissioner
Secretary	Steve Childers	Ozark City Administrator
Treasurer	David Cameron	Republic City Administrator
Past Chairman	Travis Cossey	Nixa Assistant Utilities & Public Works Director
Executive Committee	Brian Weiler	Springfield Branson National Airport
Executive Committee	Brad Gray	Willard City Administrator

#### **BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to appoint the 2021 OTO Officers and Executive Committee as presented.”

OR

“Move to appoint the 2021 OTO Officers and Executive Committee with the following changes...”

**Welcome to New Chairman  
and Vice-Chairman**



**TAB 12**



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

## **Board of Directors 2021 Meeting Schedule**

Meetings are held every other month on the third Thursday from  
12:00 to 1:00 pm in the Ozarks Transportation Organization's Conference Room:  
2208 W. Chesterfield Blvd. Suite 101, Springfield, MO

**January 21, 2021**

**March 18, 2021**

**May 20, 2021**

**July 15, 2021**

**September 16, 2021**

**November 18, 2021**

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

**TAB 13**

December 2, 2020

12:37 pm » AASHTO Passes Resolution Addressing Race, Equity, Diversity, and Inclusion

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

The Federal Communications Commission adopted new rules for the 5.9 gigahertz (GHz) wireless communications spectrum on November 18, opening up the lower 45 megahertz portion of the band to unlicensed uses, such as WiFi, while reducing spectrum available for transportation safety needs to the upper 30 megahertz portion of the band.

*[Above graphic via the USDOT.]*

The FCC noted in a statement (<https://docs.fcc.gov/public/attachments/DOC-368228A1.pdf>) that it also adopted technical standards as part of its ruling to enable full-power indoor unlicensed operations in the lower 45-megahertz portion of the band immediately, as well as outdoor unlicensed use on a coordinated basis under certain circumstances.

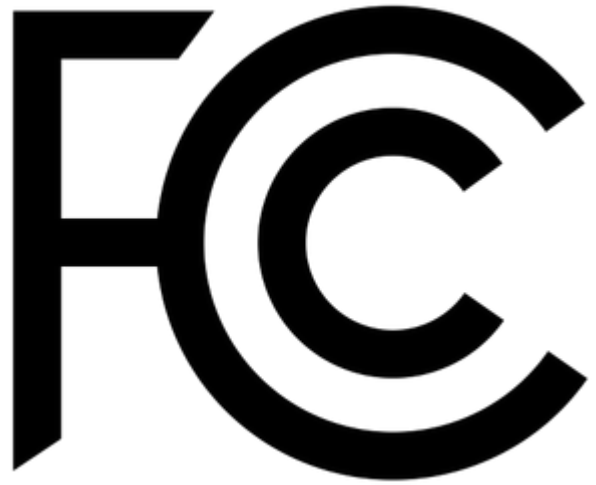
Under the new rules, intelligent transportation system services will be required to vacate the lower 45 megahertz of the band within one year.

Transportation industry organizations roundly panned the agency's 5.9 GHz reallocation plan – in the works for more than a year

(<https://aashtojournal.org/2019/05/17/fcc-encouraged-to-stay-the-course-and-keep-5-9-ghz-spectrum-for-transportation-use/>) – due to its impact on vehicle safety efforts.

“The leaders of all 50 state departments of transportation, the District of Columbia, and Puerto Rico are unanimous in their support

(<https://aashtojournal.org/2019/08/23/state-dots-sign-letter-supporting-preservation-of-5-9-ghz-spectrum/>) for preserving the 5.9 GHz wireless spectrum for transportation-only usage,” noted Jim Tymon, executive director of the American Association of State Highway and Transportation Officials, in a statement (<http://aashtonews.wpengine.com/2020/11/18/statement-from-aashto-executive-director-jim-tymon-on-fcc-action/>).



Jim Tymon

“Without the full 5.9 GHz spectrum available to use for connected vehicle technologies it will be significantly more difficult to eliminate the kinds of vehicle crashes that contribute to more than 37,000 fatalities on America’s roadways each year, as well as the safe deployment of connected and automated vehicles,” he explained.

Tymon made the same points in several missives for more than a year to the FCC

(<https://aashtojournal.org/2019/08/23/state-dots-sign-letter-supporting-preservation-of-5-9-ghz-spectrum/>), Congress

(<https://aashtojournal.org/2019/12/20/aashto-letter-seeks-congressional-support-for-preserving-5-9-ghz-spectrum/>), and even the White House

(<https://aashtojournal.org/2020/09/11/letter-seeks-white-house-support-for-transportation-spectrum-preservation/>).

“The 5.9 GHz band has been part of the spectrum that has been reserved for use for life-saving transportation technologies,” he emphasized. “At a time when we are trying to get to zero traffic fatalities, the FCC should stay the course and not give up the spectrum that the transportation

community has been counting on – and has already made considerable investments in – to help save lives.”

Shailen Bhatt, president and CEO of the Intelligent Transportation Society of America, said in a separate statement (<https://itsa.org/news/statement-of-its-america-president-ceo-shailen-bhatt-on-fcc-vote-reallocating-5-9ghz-safety-spectrum/>) that the FCC “abandoned public safety” by “voting to give away” a majority of the 5.9 GHz spectrum that currently allows life-saving vehicle communication technologies to work without interference.



Shailen Bhatt. Photo via ITS America.

“ITS America is but one of dozens of transportation safety organizations that have been sounding the alarm about the implications of this action – from the U.S. Department of Transportation (<https://aashtojournal.org/2020/01/17/usdot-stresses-need-to-reserve-5-9-ghz-channel-at-trb/>), to all state departments of transportation and so many other organizations dedicated to keeping people safe on U.S. roads,” he said.

“In a time in which we are rightly focused on following science and data, it is inexplicable that the FCC is willfully disregarding the advice of experts,” Bhatt added, with the agency’s reallocation action to “likely render the entire band useless for safety.”

One reason for Bhatt’s concern is that the FCC said in its order that its 5.9 GHz reallocation plan “begins the transition away” from dedicated short-range communications or DSRC services to cellular vehicle-to-everything or C-V2X technology.




Meanwhile, the leadership of the House of Representatives Committee on Transportation and Infrastructure has asked the Government Accountability Office to study the safety implications (<https://aashtojournal.org/2020/11/06/house-ti-leaders-call-for-gao-review-of-fcc-5-9-ghz-reallocation-plan/>) of the FCC’s 5.9 GHz reallocation plan.


In a letter ([https://transportation.house.gov/imo/media/doc/2020-10-30%20PAD%20GAO%205.9%20Request\\_FINAL.pdf](https://transportation.house.gov/imo/media/doc/2020-10-30%20PAD%20GAO%205.9%20Request_FINAL.pdf)) sent to GAO Comptroller General Gene Dodaro on October 30, House T&I Committee Chairman Peter DeFazio, D-Ore., and Ranking Member Sam Graves, R-Mo., said that the FCC's plan "may significantly affect the efficacy of current and future applications of vehicle safety technologies."

"Advanced transportation technologies have the potential to revolutionize our transportation system, but the safety and effectiveness of those technologies will depend on the amount of spectrum available on the safety band," they said.

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Officials scrapped plans for Western-themed benches made of elk antlers in favor of benches designed to accommodate seniors — with rounded armrests, slightly angled backrests, and no sharp edges — in downtown Jackson Hole, Wyoming's Town Square. Photo by Ivan Sebborn/Alamy Stock Photo.

As Candy Eaton and her husband approached the end of their working careers, they grappled with a decision faced by many older adults: where to live in retirement. They owned a 19th-century farmhouse in Maine, but for several years their jobs allowed them to winter in the warmth of Florida. There, they could take walks, go to art shows, volunteer at community events — basically lead a full and healthy life.

The Eatons found themselves homesick and returned to Maine to live year-round in 2017, but their rural town of Sullivan, population 1,200, felt quiet and empty during the winter. There wasn't much going on when the snow piled up. And there weren't many places for retirees to visit with friends even if they wanted to brave the cold.

"I saw what people had access to in Florida, and we didn't have that here," Eaton says.

So she decided to do something about it.

In 2018, Sullivan joined a national network of age-friendly communities. Becoming an officially designated age-friendly community involves a comprehensive planning process resulting in policies and programs that make communities more livable so older residents remain connected and independent.

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#### DEEP DIVE

#### AARP's 8 Domains of Livability

This framework can be used to organize communities' efforts to become more livable for older residents and people of all ages.

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So far across the U.S., age-friendly actions have taken many forms, such as planning new senior centers, making park enhancements, adding appropriate transit routes, and even working with planners on housing solutions like accessory dwelling units (ADUs). In rural areas, though, age-friendly efforts tend to start as grassroots planning, producing results that may appear modest but which still make a difference in small communities. In Sullivan's case, actions have included building a community garden, recruiting seniors to serve on community boards such as a planning committee, and launching a wellness fair — actions designed to develop and maintain social connections.

"It's been a good way to keep people engaged and in touch," Eaton says. "That's critical for a rural community."

The network of age-friendly communities was started in the U.S. by AARP in 2012, and it's affiliated with the World Health Organization's global network. It has now grown in the U.S. to about 500 communities, with participants doubling in recent years. The network is dominated by bigger cities and suburbs, places that tend to have more resources for community improvements. For rural communities, age-friendly planning often relies on volunteers, with fundraising sometimes involving passing the hat. So age-friendly solutions often involve things the townspeople can do themselves.

But how rural communities approach age-friendly planning can still lead to some key outcomes — with lessons to share, even for bigger, denser places. To highlight some of rural America's proactive actions to improve their age-friendly livability, *Planning* magazine identified four rural communities in different parts of the country that have focused their plans in different ways.

These rural communities have also embraced some ideals set out in *Lessons in New Ruralism*. The fall 2020 report is an initiative of APA's Northern New England Chapter and APA's Small Town and Rural Planning Division. It highlights a "blossoming renaissance" of rural planning, with towns welcoming new ideas to "invest in social sustainability" along with "fostering community" and "strengthening their safety net," among other things — all crucial to creating communities that work for everybody.

"What's important for age-friendly planning is understanding options," says Scott Ball, a principal with Commons Planning, an Atlanta-based firm that plans and designs age-friendly communities. "It's not a one-size-fits-all fix. It's about expanding your options and offering a variety of options that fit a community's needs and challenges."

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## A Focus on Functionable Ability



The World Health Organization defines healthy aging as "the process of developing and maintaining the functional ability that enables well-being in older age," including the ability to be mobile; to learn, grow, and make decisions; to meet basic needs; to build and maintain relationships; and to contribute.



## Driven by demographics

There's no mystery about what's driving the growing interest in age-friendly planning: demographics. The number of Americans aged 65 and older has already doubled since 1980 and has grown more than 50 percent since 2000. Every day another 10,000 Americans celebrate their 65th birthday, and one of every five Americans will be 65 or older by 2030. With baby boomers joining the greatest generation in retirement, the U.S. Census Bureau predicts that by 2034 more people will be aged 65 and older than aged 18 and younger.

"The more that we talk about the coming demographic changes, the more that communities naturally look for something to do about it," says Danielle Arigoni, director of the AARP Livable Communities initiative, which includes the age-friendly network.

However, communities today aren't always well suited for older adults, especially the elderly. A sprawling landscape requires driving to access necessities like groceries and amenities such as parks. A lack of transportation options complicates matters for those who don't drive or can't. And a housing stock dominated by single-family homes doesn't offer many alternatives for older adults, who no longer want a large space or yard. All these issues are exacerbated in smaller cities and rural areas.

"This model doesn't work for most of us as we get older," declared the age-friendly action plan for Maple Grove, Minnesota, a suburb of Minneapolis.

But for places that do try to adapt for their aging populations, the benefits are numerous. Research has shown the social and economic cases for cities retaining and attracting older adults. A Washington State University study this year found older people are more likely to live longer in neighborhoods that are highly walkable. Meanwhile, a forecasting model done by the Atlanta Regional Commission (ARC) determined that its metro economy would benefit more by attracting new retirees to the region than by adding the same number of younger adults.

"Seniors are a critical part of our economic competitiveness," ARC concluded.

Becoming officially designated as "age-friendly" is a five-year process overseen by AARP involving a multistep planning program that includes a community needs assessment, an action plan, implementation, and follow-up evaluation. The recommended actions are explored in eight livability categories, or what AARP calls "domains."

In rural towns, older adult volunteers usually lead the process, but they also rely on partnerships and collaborations with community organizations and government agencies, including planning departments. That coordination proved important this year with the COVID-19 pandemic, which shut down some senior centers and programs. The established age-friendly network of volunteers and partners adapted by increasing their outreach to seniors in different ways, such as get-togethers via Zoom.

Senior service advocates hope that age-friendly planning doesn't end just with AARP's five-year process. Already, one outgrowth of the age-friendly effort has been the inclusion of senior-oriented elements in state and local housing, transportation, or comprehensive plans. Ohio's rural Clinton County, for instance, is exploring the inclusion of accessory dwelling units in the current update of its comprehensive plan. County planners foresee ADUs not only increasing the affordable housing supply but also possibly serving as an additional income source for seniors to "help them age in place in our community," says Taylor Stuckert, AICP, executive director of the county's Regional Planning Commission.

Emily Long, the associate director of the Regional Planning Commission, adds: "We want to build an age-friendly lens into our next decade of planning, so it's embedded and sustainable. That's not something we've done before."

## SULLIVAN, MAINE

### Bring people together

Maine has the nation's oldest population, ranking first nationally in residents' median age, at 45 years old. It also ranks first in the percentage of residents aged 65 and older, at 21 percent, according to census data. So it's not surprising that Maine has the most localities (71) in AARP's age-friendly network.

"We're an older demographic, and this is home, this is where we want to be," says Jane Lafleur, a planning consultant who directs the Community Heart & Soul program for the Orton Family Foundations and serves on the board of the Maine Association of Planners. "People get motivated to take charge of their own future and make their communities a better place."



Sullivan, Maine

A community garden is one of the new gathering spots created for seniors. See the [Age-Friendly Sullivan Action Plan \(https://www.aarp.org/content/dam/aarp/livable-communities/age-friendly-network/2020/ME-Sullivan-Action%20Plan-2020-Final.pdf\)](https://www.aarp.org/content/dam/aarp/livable-communities/age-friendly-network/2020/ME-Sullivan-Action%20Plan-2020-Final.pdf).

That's certainly the case in Sullivan along the state's southern coast. Candy Eaton's initial effort to gather a group of friends to brainstorm how to make their town more livable for seniors has resulted in an age-friendly action plan, released earlier this year. Many of the actions are aimed at lessening the homebound isolation of older adults and bringing them together more often.

New gathering spots have been created for seniors, including a community garden on town-donated land; the renovation of a room at the library for card games, knitting groups, and the like; and the launching of a "Bone Builders" class for strength and balance training. Plus, seniors have been encouraged to get more involved in the community, leading to several older adults winning election to the school and library boards and others volunteering for a committee advising a new town comprehensive plan.

"I think people feel more connected with each other today," Eaton says.

## ALEXANDRIA, MINNESOTA

Prioritize housing, new and old

This town of 13,000 people is nearly surrounded by lakes in the west-central part of the state, making it a recreation mecca. A 2016 survey of older adults found that it's also where people want to stay and age in place — 90 percent said so. The survey also revealed some challenges to that desire, namely when it comes to the housing stock. For one thing, homes typically had narrow hallways and doors and steep stairs, and companies that offer rehab services were in short supply.

In response, Age-Friendly Alexandria forged a grant-supported partnership with Habitat for Humanity to offer low-cost upgrades for residents aged 65 and older. A nurse visits with homeowners to determine their needs, such as grab bars, railings, widened doorways, and better lighting, and then the partnership helps pair the resident with a contractor. What started as a pilot project with five homes in 2017 is expected to expand to 20 next year, and even more in the years ahead.



### Alexandria, Minnesota

Older residents wanted to stay in their homes. A [partnership with Habitat for Humanity \(https://hfh.douglascounty.org/get-housing-help/aging-in-place.html\)](https://hfh.douglascounty.org/get-housing-help/aging-in-place.html) helps that happen.

"People are signing up for it like mad," says Dian Lopez, a retired university professor and cochair of Age-Friendly Alexandria.

The volunteer efforts launched with Age-Friendly Alexandria have led to changes in the community's comprehensive plan. *Alexandria 2040*, adopted in January 2020, directly addresses senior housing needs, calling for nearly 100 new units of senior housing options, including independent living and assisted living. Already, one newly approved project and another in the works could combine to meet most of the 100-unit goal, according to Mike Weber, Alexandria's community development director.

"The senior demographic is discussed throughout *Alexandria 2040*, since 52 percent of greater Alexandria households are headed by a person aged 55 or older," he says. "So the plan recommends designating 20 percent or more of conventional rental development as age-designated."

## CARLSBAD, NEW MEXICO

Emphasize outreach, then build on it

Carlsbad has been known for decades as an idyllic retirement community, a place with warm weather, affordable housing, and a small-town vibe. Its chamber of commerce even has a director of retirement. So it was hardly surprising that Carlsbad become the first community in the state to join AARP's network in 2014, when it had 26,000 people, almost half of them Hispanic. But the age-friendly committee had no funding or budget, so one of its initiatives focused on simply improving communications to seniors about programs and activities available — a common aspect of rural age-friendly plans.



### Carlsbad, New Mexico

Age-Friendly Carlsbad made better communication with seniors a priority. The city is also trying to incorporate age-friendly planning into its development specs; a new master-planned community includes senior housing.

A community events calendar with senior activities was created and added to local government websites. Facebook campaigns further publicized and educated seniors about opportunities ranging from health screenings to volunteer work, and local radio and television programs also promoted existing community resources for seniors.

"We felt we needed to get the word out more about issues that were important to seniors," says Stella Davis, who chairs Carlsbad's Age-Friendly Community Council.

Then the mid-decade oil boom in the New Mexico-Texas Permian Basin upended the town, bringing in a surge of oil-field workers that more than doubled Carlsbad's population. Housing became scarce, and home prices and rents soared so much that some seniors were priced out of town.

With some experience reaching out to older residents and in making sure that the needs of that demographic were being addressed in community programming, Carlsbad saw supporting senior's housing needs as critical. The planning department incorporated age-friendly planning into its activities, adding senior housing provisions in some new developments.

For instance, last year when the 1,300-acre Carlston Ranch master planned community was approved, it included 185 acres set aside for senior housing.

"We're now making an effort to incorporate age-friendly planning into our development specifications," says Jeff Patterson, Carlsbad's planning department director.

## JACKSON HOLE, WYOMING

### Make downtown more walkable

Teton County and the Town of Jackson sit in an area commonly referred to as "Jackson Hole," the well-known ski resort destination. The county of 10,000 people is considered one of wealthiest in the country and the healthiest in Wyoming. As a result, when age-friendly volunteers assessed community needs, they didn't find it lacked many important necessities, like access to health care. Instead, meetings with seniors uncovered complaints about walkability.

More pedestrian seating was needed around town. Sidewalks needed to be cleared more in winter. Crosswalks needed to be safer. Parks needed to be more accessible.

In the last few years, Age Friendly Jackson Hole has worked toward fulfilling most of those pedestrian-related needs, with the help of some partnerships.

First, volunteers tackled downtown crosswalks, which became icy in winter and also obstructed by packed chunks of snow left by the curb from snowplows. Age-friendly volunteers came up with the idea of putting ski poles at crosswalks to help seniors stay balanced. Poles were donated and their handles wrapped in florescent green tape so they're visible. It has since been expanded to 10 intersections.

Meanwhile, the Town of Jackson was embarking on a downtown beautification project, and Age Friendly Jackson Hole worked with town officials to get new pedestrian benches designed to accommodate seniors — with rounded armrests, slightly angled backrests, and no sharp edges — rather than the Western-themed design made of antlers that the town had been considering.

"There's been a willingness on the town's part to seek out our input, and that by itself is a success," says Becky Zaist, cochair of Age Friendly Jackson Hole, who's also executive director of the town's senior center. "We realize more and more how partnerships are invaluable to get things done."

That's an insightful lesson for any rural age-friendly initiative.

*Jeffrey Spivak, a market research director in suburban Kansas City, Missouri, is an award-winning writer specializing in real estate planning, development, and demographic trends.*

## RESOURCES

**Unplugged: The Paradigm of Aging-Friendly Communities:** Aging-friendly communities are crucial, and policy makers are grappling to stay ahead of the demographic curve. [In this APA Learn course \(https://learn.planning.org/local/catalog/view/product.php?globalid=LRN\\_198201\)](https://learn.planning.org/local/catalog/view/product.php?globalid=LRN_198201), identify community-based policies and quick-action projects that can help, and see how higher education can play a role.

## AARP's 8 Domains of Livability

This framework is used by many of the towns, cities, counties, and states in the AARP Network of Age-Friendly States and Communities to organize their efforts to become more livable for older residents and people of all ages. (Adapted from [AARP's article \(https://www.aarp.org/livable-communities/network-age-friendly-communities/info-2016/8-domains-of-livability-introduction.html\)](https://www.aarp.org/livable-communities/network-age-friendly-communities/info-2016/8-domains-of-livability-introduction.html)).

**1. OUTDOOR SPACES AND BUILDINGS.** People need public places to gather — indoors and out. Green spaces, seating, and accessible buildings (elevators, zero-step entrances, staircases with railings) can be used and enjoyed by people of all ages.

**2. TRANSPORTATION.** Driving shouldn't be the only way to get around. Pedestrians need sidewalks and safe, crossable streets. Dedicated bicycle lanes benefit nondrivers and drivers alike. Public transit options can range from trains, buses, and light rail to taxis, shuttles, or ride-share services.

**3. HOUSING.** AARP surveys consistently find that the vast majority of older adults want to reside in their current home or community for as long as possible. Doing so is possible if a home is designed or modified for aging in place, or if a community has housing options that are suitable for differing incomes, ages, and life stages.

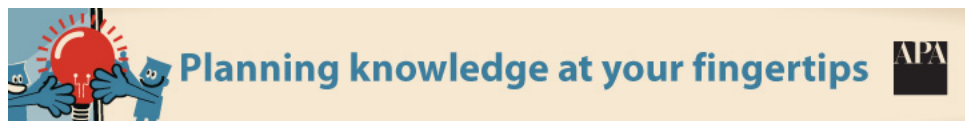
**4. SOCIAL PARTICIPATION.** Loneliness is often as debilitating a health condition as having a chronic illness or disease. Sadness and isolation can be combated by having opportunities to socialize and the availability of accessible, affordable, and fun social activities.

**5. RESPECT AND SOCIAL INCLUSION.** Everyone wants to feel valued. Intergenerational gatherings and activities are a great way for young and older people to learn from one another, honor what each has to offer, and, at the same time, feel good about themselves.

**6. WORK AND CIVIC ENGAGEMENT.** Why does work need to be an all-or-nothing experience? An age-friendly community encourages older people to be actively engaged in community life and has opportunities for residents to work for pay or volunteer their skills.

**7. COMMUNICATION AND INFORMATION.** Age-friendly communities recognize that information needs to be shared through a variety of methods since not everyone is tech-savvy, and not everyone has a smartphone or home-based access to the internet.

**8. COMMUNITY AND HEALTH SERVICES.** At some point, every person of every age gets hurt, becomes ill, or simply needs some help. It's essential that residents are able to access and afford the services required.



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## How Will 2021 Resemble 2009?

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[Appropriations](#)[Federal Governance](#)[USDOT](#)

NOVEMBER 20, 2020 | JEFF DAVIS

America is in the midst of a major, ongoing crisis, and the American people have voted to switch party control of the White House. The new Democratic president will have to hit the ground running when he is sworn in to replace his Republican predecessor on January 20, with the previous Congress leaving many urgent priorities unmet. The new President must quickly submit a budget request to

Congress. He must name his nominees to senior positions as quickly as possible so as to implement his policies through the bureaucracy and take advantage of the immense resources and expertise available from the career civil service. And, not far away on the horizon, looms the deadline for reauthorizing Highway Trust Fund programs and rewriting surface transportation policy and funding levels, on September 30 of the new President's first year.

This describes the situation facing President-elect Joe Biden today – but it also describes the situation faced by President-elect Barack Obama in late 2008 and early 2009. The immediate crisis in 2008-2009 was a financial one that was causing a Great Recession instead of a pandemic disease that was causing a shorter recession, but the sense of urgency is very similar.

How might what will happen in 2021 resemble what happened in 2009?

**Stimulus.** The most likely resemblance between 2009 and 2021 will be that the new session of Congress will start off with some kind of economic stimulus bill to meet the ongoing crisis, as unfinished business from the previous Congress.

In September 2008, as the financial crisis was beginning, the House passed a [\\$60.8 billion stimulus bill](#), of which infrastructure comprised about 61 percent. Senate Democratic leaders introduced [their own stimulus bill](#) just before Thanksgiving, which would have provided \$100 billion, of which \$24 billion was for infrastructure, but it never made it to the floor. None of those bills got anywhere, and by mid-December, Democrats in Congress were discussing moving a \$500+ billion stimulus bill early in 2021, to be signed by the next President. That had grown to an \$850 billion package being discussed by Congressional Democrats just before Christmas 2008, of which Transportation and Infrastructure Committee Democrats wanted 10 percent (\$85 billion) for infrastructure.

Once the new Congress got going on January 3, things moved quickly. The chairman of the House Appropriations Committee introduced a \$550 billion stimulus package on January 15, to which a \$275 billion tax stimulus tax package would be added, for a total of \$825 billion. (The T&I infrastructure portion was only \$63 billion, not \$85 billion.) The bill was marked up in House Appropriations the day after Obama's inauguration, passed the House on January 28, and was downsized by the Senate and sent to conference on February 10. A conference report version of the bill, scored at \$787 billion, was signed by Obama on February 17, 2009.

What will 2021 bring? There is a general consensus in Congress that at least one more round of coronavirus aid and further economic stimulus is necessary, but there is no consensus between House Democrats and Senate Republicans on the scope of the bill, and the outgoing Administration is, for the time being, not participating in talks. House Democrats, at least, can be expected to start drafting and passing additional stimulus legislation fairly early in 2021, with the new President using the bully pulpit to urge Senate action on the

bill as well. The expiration of various loan and loan forgiveness programs on December 31, as well as the probable economic consequences of a coming round of lockdowns due to rising COVID rates, will both call for more response funding. And the prospect of vaccine availability in early 2021 will call for more money for vaccine production and distribution.

In 2009, the House wrote its stimulus bill before Barack Obama took office, so the input from Team Obama was informal. (Then, on the last night of House-Senate conference, the White House came bigfooting in with a major list of required changes, which is where the mostly ill-fated high-speed rail money came from.) In 2021, the House may begin stimulus discussions with the Biden team before the inauguration, or it may wait until the new President has control over the Office of Management and Budget and has more resources to develop a bill. Regardless, in 2021, as in 2009, we can expect a stimulus bill to be the first major item of business for Congress and the new Administration.

**Carryover appropriations.** In December 2008, Congressional Democrats decided to give up on enacting a ten-bill omnibus appropriations bill for the fiscal year that had begun on October 1, 2009 and instead allowed things to be carried over until March 2009. Because of that, the new Obama Administration got to negotiate its own omnibus appropriations bill in its opening months, which spent a good deal more money than either the House or Senate versions of the bills abandoned in 2008. The new bill was passed by the House on February 25, 2009, and was passed by the Senate without amendment on March 10, 2009.

In the current situation, high-level meetings between Congressional leadership staff were held as late as yesterday to attempt to negotiate the parameters of an omnibus appropriations package for fiscal 2021, which could hopefully be enacted before the December 11, 2020 stopgap expiration. But again, we have no public input from the White House as to what kind of appropriations finish will or will not be acceptable, which makes it difficult to determine now if things will be completed this year or not. But if fiscal 2021 appropriations wind up being extended into next year, this is another thing that the new Biden Administration will have to clear up before it gets into its own priorities.

**The next year's budget.** One of Barack Obama's first tasks as President was to work through his Office of Management and Budget to assemble a new budget request on behalf of all federal agencies for the next fiscal year. Every new first-term President since Bill Clinton in 1993 has submitted a new budget a few months after taking office. (Barack Obama submitted a bare-bones outline on February 26, 2009 and then submitted all the fine print on May 11.)

But before the law was changed in 1990, it was the outgoing President who submitted the full budget request before leaving office, and then the new President submitted a package of budget amendments a few months after leaving office. There were news reports last week that the Trump Administration was still going through the motions of making federal departments and agencies go through the



motions of submitting a budget request on time in late January, and the [text of the current law](#) seems to allow an outgoing Administration to submit a budget “On or after the first Monday in January but not later than the first Monday in February of each year,” so if the outgoing Trump Administration really wants to submit a full budget, there doesn’t seem to be much in current law to stop them.

But in either case, one of Team Biden’s first priorities has to be preparation and submission of either a package of budget amendments or a full budget by late April or early May.

**Nominees.** In 2009, Barack Obama was aided by what is widely regarded as the smoothest transition in history (George W. Bush made sure of it), so Obama’s team had the full resources of the federal transition office since the day after the 2008 elections, which helped speed up the background checks for potential presidential appointees. Beyond that, Obama had a solid Democratic majority in the Senate (57 seats at the start of the session, then up to 58 by late January, then 59 in April, then up to 60 in July before dipping back to 59 in August). The Democratic chairmen of the Senate committees were, by and large, eager to move Obama’s nominees through committee as quickly as possible. And, in those days, filibustering a new President’s nominees on the Senate floor was extremely rare.

President Biden will face a very different situation in January. He does not have access to federal transition resources (so far), and this could conceivably slow the pace of his decision-making on sub-Cabinet nominees if not Cabinet nominees themselves. The Senate will either be controlled by Republicans, with Republicans holding majorities on all committees and GOP chairmen in charge of scheduling hearings, or else a 50-50 Democratic tie which would require GOP assent to avoid a separate Senate floor vote on discharging each nominee from committee. And, as of 2017, the Senate no longer routinely assents to most Presidential non-judicial nominees – Senate Democrats have routinely held up President Trump’s nominees on the floor by demanding cloture votes, even after the threshold was lowered from 60 votes to a simple majority, which makes the cloture vote nothing more than a delaying tactic.

Here is the pace at which Barack Obama announced, and the Senate Democratic majority confirmed, his major Department of Transportation nominees in 2009. (The initial choice for NHTSA was nominated in April but then withdrawn, which threw that timetable off, and the timetable below shows the second, successful nominee. And it did indeed take the White House eleven months to figure out what to do with MARAD.)

#### Pace of Senior Obama USDOT Nominees in 2009

		<u>Nominated</u>	<u>Confirmed</u>
Secretary	Ray LaHood	1/20/09	1/22/09



Deputy Secretary	John Porcari	4/27/09	5/21/09
Under Secretary for Policy	Roy Kienitz	3/16/09	4/29/09
Assistant Sec./Trans. Policy	Polly Trottenberg	6/8/09	7/24/09
Assistant Sec./Aviation-Inter.	Susan Kurland	7/7/09	8/7/09
Assistant Sec./Budget	Chris Bertram	7/9/09	8/7/09
Assistant Sec./Govt. Affairs	Dana Gresham	3/10/09	4/29/09
FHWA Administrator	Victor Mendez	4/23/09	7/10/09
FTA Administrator	Peter Rogoff	4/29/09	5/21/09
FRA Administrator	Joe Szabo	3/26/09	4/29/09
NHTSA Administrator	David Strickland	12/4/09	12/24/09
FMCSA Administrator	Anne Ferro	7/16/09	11/5/09
MARAD Administrator	David Matsuda	12/17/09	6/22/10

For the reasons mentioned above, the pace at which President Biden gets senior USDOT nominees installed is very likely to be slower than this, perhaps much slower. This leads to another problem.

**Surface transportation reauthorization timetable.** The one-year extension of the FAST Act, including all Highway Trust Fund funding as well as the rest of federal surface transportation policy, expires on September 30, 2021 – just as the SAFETEA-LU law was set to expire on September 30, 2009, in Barack Obama’s first year. State governments and other stakeholder groups insist that Congress try its best to reauthorize highway and transit funding for several years in advance – usually five or six years in advance.

If this were somehow to happen on schedule in 2021, this would require the committees in the House and Senate drafting a bill in the spring, marking it up in committee in early summer, and then getting the bill passed through both the House and Senate by the time the August recess starts. This would allow a House-Senate conference committee to, hopefully, reconcile the bills (which are guaranteed to be very different if the Senate stays Republican) and get a conference agreement through both chambers (again) and to the President’s desk by September 30.

This kind of schedule does not square with the pace of a President getting his initial nominees confirmed and at work at DOT. The Secretary is likely to be “home alone” for several months waiting for other appointments to be made and confirmed, and while Schedule C and other appointees can do some things, there’s a lot they can’t do. If Congress tries to draft a reauthorization bill in time to meet the

September 30 deadline, it will have to be done without much input from Biden's DOT. And, if the effort to get a bill enacted by September 30 (or not long thereafter is successful, President Biden will have to serve his entire first term under a transportation authorization law that was written largely without any detailed input from his Administration.

In 2009, this inherent tension blew up quite spectacularly. The chairman of the House Transportation and Infrastructure Committee was Jim Oberstar (D-MN), who had served on the committee since the day he came to Congress in January 1975 and who had worked for the committee or an earlier chairman as a staffer for a dozen years before that. Oberstar had dreamed of writing his own highway-transit bill for 25 years, and this reauthorization cycle was his opportunity.

Oberstar spent the first months of 2009 preparing an ambitious six-year, \$450 billion highway-transit reauthorization bill (which would have been a 57 percent increase over SAFETEA-LU). He scheduled a press conference with transportation beat reporters for 11 a.m., Wednesday, June 17, 2009 to brief them on the outlines of the bill, which he hoped to move through committee later that month.

As I and the other reporters sat in the second-floor hearing room in the Rayburn Building that morning, Oberstar was running late. In fact, he was next door in the chairman's private office, giving an audience to Transportation Secretary Ray LaHood, who was bearing a message from the President. The White House wanted Oberstar to give up his plans to move a reauthorization bill in 2009 and instead pass an 18-month extension of SAFETEA-LU policies and funding levels, through March 2011, while providing an additional bailout with enough money to keep the Highway Trust Fund solvent until then. This would give the Obama Administration time to write its own bill and submit it to the following Congress, and make certain that transportation was a key issue in the news during Obama's 2012 reelection campaign.

By all accounts, Oberstar did not take this well. A lot of yelling was involved, and Oberstar then walked next door, noticeably red-faced, and proceeded to explain his bill to reporters and told us that a short-term extension was "unacceptable" and that it would be marked up in committee on schedule. Secretary LaHood followed up with a public [blog post](#) entitled "Let's face reality on the Highway Trust Fund, not rush comprehensive legislation" that made the case for punting for 18 months. Oberstar's Senate counterpart, Barbara Boxer (D-CA), backed the White House with a [statement](#) that "The White House proposal to replenish the Trust Fund until 2011 will keep the recovery and job creation moving forward and give us the necessary time to pass a more comprehensive multi-year transportation authorization bill with stable and reliable funding sources." And House Speaker Nancy Pelosi (D-CA) refused to allow Oberstar to move his bill out of the T&I Committee (along with the Ways and Means Committee refusing to give Oberstar his needed highway user tax increase).

**Team Biden remembers.** The press of other business, the almost-certain delay in getting nominees in place, and the understandable reluctance of a new President to have his surface transportation legacy defined before his team is ready all argue for something like this (a long surface transportation extension) happening again. But there is one thing mitigating this – Joe Biden, and the members of his team, remember what happened in 2010-2012.

There is a reason no one talks about all the success that the Obama Administration had getting its surface bill through Congress after the 18-month extension. Republicans captured the House of Representatives in the 2010 midterm elections, losing 62 seats (including Oberstar's). Obama's DOT was unable to get Obama's White House to approve its long-awaited reauthorization bill in 2011, which was never submitted to Congress (officially) and instead had to settle for a two-year MAP-21 law in 2012 and then a five-year FAST Act, drafted by a Republican majority in the House and Senate, in 2015. The chance for a transformative shift in surface transportation priorities was lost.

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