



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

DECEMBER 19, 2019
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 19, 2019
12:00 – 1:30 p.m.
OTO Conference Room
2208 W. Chesterfield Blvd, Suite 101, Springfield

A full agenda can be found on our website at: ozarkstransportation.org

Call to OrderNOON

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda (2 minutes/Dixon)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. October 17, 2019 Meeting Vote Clarification (2 minutes/Schilling)

OTO has received a request for a meeting vote clarification regarding the 2020 Legislative Priorities, which support the elimination of the Prevailing Wage for Public Works Projects.

NO ACTION REQUIRED, INFORMATIONAL ONLY

D. Approval of October 17, 2019 Minutes Tab 1 (2 minutes/Dixon)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES.

E. Public Comment Period for All Agenda Items Tab 2 (15 minutes/Dixon)

Individuals requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Any public comment received since the last meeting has been included in the agenda packet.

F. Executive Director's Report (5 minutes/Fields)

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

G. MoDOT Update

(5 minutes/MoDOT)

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

H. Legislative Reports

(5 minutes/Dixon)

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

II. New Business

A. Independent Financial Statement Audit Report for FY 2019 Tab 3

(10 minutes/Cameron)

Staff will provide an overview of the FY 2019 Independent Financial Audit Report.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FY 2019 INDEPENDENT SINGLE AUDIT REPORT

B. Financial Statements for 1st Quarter 2019-2020 Budget Year Tab 4

(5 minutes/Cameron)

Staff will present the first quarter financial statements.

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

C. BUILD Presentation

(15 minutes/Smith)

The City of Springfield will present information regarding the BUILD grant award for the Grant Avenue Connect Parkway.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. *Transportation Plan 2040* Amendment 11 Tab 5

(5 minutes/Longpine)

The Long Range Transportation Plan, *Transportation 2040*, must be amended to incorporate the BUILD grant award for the City of Springfield Grant Avenue Connect Parkway Project.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE *TRANSPORTATION PLAN 2040* AMENDMENT NUMBER 11

E. Amendment Number Two to the FY 2020-2023 TIP Tab 6

(5 minutes/Longpine)

There are five changes included with Amendment Number Two to the FY 2020-2023 Transportation Improvement Program which is included for member review.

BOARD OF DIRECTORS ACTION REQUIRED TO APPROVE AMENDMENT NUMBER TWO TO THE FY 2020-2023 TIP

- F. 2020 Safety Performance Targets Tab 7**
(10 minutes/Longpine)
The annual safety targets are included for adoption in order to comply with federal transportation law.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE ADOPTION OF THE 2020 SAFETY PERFORMANCE TARGETS

- G. Annual Listing of Obligated Projects Tab 8**
(5 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 REQUESTED TO APPROVE THE ANNUAL LISTING OF OBLIGATED PROJECTS

- H. Federal Funds Balance Report Tab 9**
(10 minutes/Longpine)
An updated federal funds balance report is provided and members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- I. Appointment of 2020 OTO Officers..... Tab 10**
(5 minutes/Nominating Committee)
The OTO Board of Directors Nominating Committee will present the 2020 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/Dixon)

NO ACTION REQUIRED

- K. Board of Directors 2020 Meeting Schedule Tab 11**
(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. Records Management

(5 minutes/Hebden)

As per RSMo. 109.230 (4), and the U.S. Citizenship and Immigration Service Guidelines, OTO records that have met the retention schedule will be destroyed in compliance with the guidelines established by the Secretary of State's office.

D. Articles for Board of Directors Member Information Tab 12

(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, February 20, 2020 at 12:00 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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 or call (417) 865-3042.

TAB 1

BOARD OF DIRECTORS AGENDA 12/19/2019; ITEM I.D.

October 17, 2019 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 17, 2019 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 17, 2019 meeting minutes.”

OR

“Move to approve the Board of Directors October 17, 2019 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
October 17, 2019**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the Ozarks Transportation Organization Large Conference Room in Springfield, Missouri.

The following members were present:

Commissioner Harold Bengsch, Greene County
Mr. Chuck Branch, Citizen-at-Large
Mr. Jerry Compton, Citizen-at-Large
Mr. Travis Cossey, City of Nixa (a)
Commissioner Bob Dixon, Greene County
Ms. Debra Hickey, City of Battlefield
Mr. Skip Jansen, City Utilities

Mr. Jared Keeling, City of Republic (a)
Mr. Andrew Lear, City of Springfield
Mr. Andy Mueller, MoDOT (a)
Mr. Jim O'Neal, Citizen at Large
Mr. Mike Schilling, City of Springfield
Mr. Dan Smith, City of Springfield (a)
Mr. Brian Weiler, Airport Board (a)

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA
Mr. David Cameron, City of Republic (a)
Mr. Steve Childers, City of Ozark (a)
Mr. Chris Coulter, Greene County (a)
Mr. John Elkins, Citizen-at-Large (a)
Ms. Jan Fisk, City of Springfield
Mayor Ashley French, City of Strafford
Mayor Rick Gardner, City of Ozark
Mr. Brad Gray, City of Willard (a)
Mayor Corey Hendrickson, City of Willard
Mr. Michael Latuszek, FHWA (a)

Ms. Laurel McKean, MoDOT (a)
Mr. Bradley McMahon, FHWA
Mr. Daniel Nguyen, FTA (a)
Commissioner Ralph Phillips, Christian County
Mr. Mark Schenkelberg, FAA
Mr. Jeremiah Shuler, FTA (a)
Ms. Martha Smartt, City of Strafford (a)
Mayor Brian Steele, City of Nixa
Mayor Jeff Ussery, City of Republic
Mr. Richard Walker, Citizen-at-Large

Others Present: Mr. Jeremy Pruett, Congressman Billy Long's Office; Ms. Kimberly Cooper, Mr. Dave Faucett, Ms. Sara Fields, Ms. Markee Hebden, Ms. Natasha Longpine, and Andy Thomason, Ozarks Transportation Organization.

Chair Dixon called the meeting to order at approximately 12:06 p.m.

I. Administration

A. Introductions

Those in attendance made self-introductions stating their name and the organization they represent.

B. Approval of Board of Directors Meeting Agenda

Mr. Weiler moved to approve the October 17, 2019 agenda. Mr. Cossey seconded the motion and it was unanimously approved.

C. Approval of the August 15, 2019 Meeting Minutes

Mr. Compton moved to approve the August 15, 2019 meeting minutes. Ms. Hickey seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

The correspondence that had been received since distributing the packets for the meeting were laid at the places of the members. No one was present to speak to any item on the agenda. Ms. Fields noted there had been several comments received since the agenda had been published. She added these had been distributed at the meeting.

E. Executive Director's Report

Chair Dixon complimented Sara Fields and her staff on the excellent job they had done at the Legislative Breakfast. Ms. Fields provided a brief update on the breakfast and those who had attended. The staff provided the handouts that were distributed at the breakfast to those Board members who had not been able to attend.

Ms. Fields discussed trail grant funding. She stated the trail application guidebook had been approved by the Committee. However, there was still a lot of preliminary work that needed to be accomplished by many communities in order to be ready to begin building trails. She noted that there is some money set aside to assist communities in acquiring right-of-way and drafting plans for trails. She added she had been contacted by three communities, so she expected to receive several applications for these funds.

Ms. Fields stated the Governor's Cost Share application period had closed. She stated that \$50 million had been made available by the State Legislature. She noted that there had been \$95 million in requests, including four from the OTO area. She stated the four requests totaled \$2.6 million, with the largest coming from the City of Springfield for \$1.5 million for the Galloway Street project. She stated staff is hopeful these projects will be funded, but to date have received no word on the status of this program.

Ms. Fields stated the State awarded the Statewide Cost Share program funds on September 26, 2019. This designation included approximately \$38 million to MoDOT for the Rocheport Bridge Project. She stated this leaves funds totaling approximately \$19 million for FY 2022. She encouraged anyone wanting to apply for this funding to do so before the deadline, as she anticipates there will be several requests for these funds.

Ms. Fields briefly commented on her absence from the office, the OTO's participation in a multi-state technology program to better understand freight transportation, and the Community Focus Report.

F. MoDOT Update

Andy Mueller thanked the OTO for allowing MoDOT to provide an update at the Legislative Breakfast. He highlighted the major projects that had been completed this summer and fall, which included the Hwy 65 rebuild project and the six-laning of Hwy 65 to Route CC. He stated MoDOT had worked with Ozark to address congestion issues with Route CC and 22nd Street. He said MoDOT will be performing some additional work in this area to address an issue with signal alignment.

Mr. Mueller stated MoDOT had performed an overlay on Ingram Mill and Eastgate. He added construction on Route 160 from I-44 to Willard is underway. Mr. Mueller addressed the I-49 Missouri/Arkansas connector, a project that is not in the OTO boundaries, but he believes is beneficial to this area. He stated this would not have been possible without the BUILD grant.

G. Legislative Reports

Jeremy Pruitt, Congressman Billy Long's Office, stated he had provided a report at the Legislative Breakfast and not much had changed in the last 24 hours. He said that due to the political environment in Washington, he does not anticipate any legislation on transportation or infrastructure.

II. Informational Items

A. FY 2020-2023 Administrative Modifications 1 and 2

Chair Dixon noted that there is one change included with each Administrative Modification Numbers One and Two to the FY 2020-2023 Transportation Improvement Program, which are included for member review.

He added this is for informational purposes only and no action was required.

III. New Business

A. City of Springfield Presentation

Dan Smith, Director of Public Works, City of Springfield, thanked the Board for the opportunity to discuss the projects on which the City of Springfield is currently working. He briefly discussed each project and their status. He stated that the City is requesting that the voters approve the 1/8th-cent-sales tax for twenty years as opposed to four.

This item was provided for informational purposes only; no action was required.

B. Amendment Number One to FY 2020-2023 TIP

Natasha Longpine noted there are five changes included with Amendment Number 1 to the FY 2020-2023 Transportation Improvement Program (TIP). She stated the first two are moving of funds for the extension of Kansas Expressway from FY 2019 to FY 2020. She briefly outlined the other proposed amendments, highlighting items 4 and 5 which are funding for electric buses for City Utilities.

Mr. Cossey moved the Board of Directors approve Amendment Number One to the FY 2020-2023 TIP, as presented by Ms. Longpine. Mr. Jansen seconded the motion and it was unanimously approved.

C. Revised STIP Prioritization Criteria

Sara Fields noted that the Board had approved the STIP Prioritization Criteria at the last Board Meeting. She added as the Committee began scoring projects, they believed there needed to be two changes. She briefly outlined the proposed changes and the reason for each.

Ms. Hickey moved the Board of Directors approve the proposed revised STIP Prioritization Criteria. Mr. Smith seconded the motion and it was unanimously approved.

D. 2021-2024 STIP Priorities

Sara Fields outlined the proposed STIP Priorities for FY 2021-2025. She stated that as the Board of Directors had not seen this list, it was possible to delay action on this item until the next meeting.

Following a brief discussion on the number of items that might be funded, and the reason that certain items were scored lower than anticipated, Mr. Cossey moved the Board of Directors approve the proposed FY 2021-2024 STIP Project Priorities. Mr. Compton seconded the motion and it was unanimously approved.

E. State of Transportation Report

Natasha Longpine stated each year the OTO staff track eleven different performance measures that are included in the Long Range Transportation Plan. She briefly highlighted the items included in the report. She also discussed the infographic that accompanies the report.

This item was provided for informational purposes only; no action was required.

F. 2020 Legislative Priorities

Sara Fields stated the proposed Legislative priorities were separated into Federal priorities and State priorities. She briefly discussed the priorities and the reason for each.

Following a brief discussion on the proposed priority regarding Internet sales, Ms. Hickey moved the Board of Directors approve the proposed 2020 Legislative priorities. Mr. Jansen seconded the motion and it was unanimously approved.

G. Deferred Benefit Compensation Plan Resolution

Sara Fields stated the International City/County Management Association – Retirement Corporation (ICMA-RC) has found the OTO to be eligible to participate in their deferred compensation plan. She added that many of the member jurisdictions participate in this plan and are familiar with it. She stated that participation would be funded through the staff's payroll, however the OTO is wanting to offer an incentive. She stated it is proposed that the OTO provide a maximum contribution of \$10 per employee per pay period, with the

provision that the employee also provide a minimum contribution of \$10. She said if the Board does want to participate in this plan, it must adopt the Resolution that is included in the packet.

Mr. Smith moved the Board of Directors approve the Deferred Benefit Compensation Plan Resolution in order to join ICMA-RC. Mr. Weiler seconded the motion and it was unanimously approved.

IV. Other Business

A. Board of Directors Member Announcements

Sara Fields stated that the first article included in the packet was referencing American Transportation Awards. She stated she wanted to congratulate MoDOT for receiving this award for a St. Louis project.

B. Transportation Issues for Board of Directors Member Review

Ms. Hickey clarified a recent story that had aired on KY3 and the inaccuracies in the story regarding a citizen complaint at Elm & Old Wine Road in West Battlefield.

C. Articles for Board of Directors Member Information

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

V. Adjourn

With no additional business to come before the Board, the meeting was adjourned at approximately 1:11 p.m.

TAB 2

BOARD OF DIRECTORS AGENDA 12/19/2019; ITEM I.E.

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 17, 2019 and December 19, 2019. Informational item only - no action required.

BOARD OF DIRECTORS ACTION REQUESTED:

None

Missouri Department of Transportation

Patrick K. McKenna, Director

1.888.ASK MODOT (275.6636)

October 30, 2019

Sara Fields
Ozarks Transportation Organization
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

Dear Ms. Fields:

Thank you for your continued efforts to prioritize projects for the region. We greatly appreciate our continued partnership and the importance of receiving local input on transportation priorities.

As you know, Missouri's current road and bridge program is focused on keeping our transportation system in its current condition, with limited funds available to address larger system improvements. MoDOT's publication, *The Citizen's Guide to Transportation Funding in Missouri*, identifies \$825 million in high-priority, unfunded annual transportation needs.

Over the last several months, MoDOT staff worked with Metropolitan Planning Organizations and Regional Planning Commissions throughout the state to develop a list of unfunded road and bridge needs. The funding assumption targeted a total of \$2 billion for two tiers. Tier one targeted \$345 million related to the Governor's Focus on Bridges program and tier two targeted the remaining \$1.655 billion. The assumed district distribution was based on the Missouri Highways and Transportation Commission's (MHTC) Flexible Funding formula.

The project list that resulted from the process exceeded the targeted amounts, totaling \$2.8 billion statewide. The tier one list totaled \$608 million and the tier two list totaled \$2.2 billion. The project lists are attached and will be presented to the MHTC at its November 6, 2019 meeting in Ferguson.

Thank you, again, for your continued assistance to identify the highest priorities for your region. We will continue working with you to refresh the lists each year. This ongoing effort positions both of our organizations to clearly communicate the transportation needs of each region of the state and react quickly to potential funding opportunities at both the state and federal levels.

Please do not hesitate to give me a call if you have any questions or would like to discuss in further details.

Sincerely,


Patrick K. McKenna
Director



Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.

www.modot.org

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Saint Albans
TERRY L. ECKER
Elmo



PATRICK K. MCKENNA
Director

RICH TIEMEYER
Chief Counsel

PAMELA J. HARLAN
Secretary to the Commission

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 West Capitol, P.O. Box 270, Jefferson City, MO 65102 Telephone 573-751-2824 Fax 573-522-2698

October 25, 2019

Bob Dixon
OTO Chairman and Greene County Presiding Commissioner
2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

Dear Mr. Dixon:

Thank you for letter of support for the projects on Interstate 70 that will replace the Missouri River Bridge at Rocheport and add climbing lanes at Mineola Hill in Montgomery County. We also appreciate your understanding of our use of the cost share program to fund a portion of this project. The creative thinking of Director McKenna was essential to getting the ball rolling to put together all the resources needed, but it also took the leadership of our Congressional delegation, Governor Parson, and the legislature to help reach the finish line.

We look forward to Director McKenna's continued leadership as he seizes on every opportunity to identify and seek any available source of funding for transportation in Missouri. We are also aware that it is essential that our work continue with our planning partners to identify and prioritize the transportation projects needed in every region of the state and to work together to find the necessary transportation funding solutions. I agree that working together is how things get done!

Kind regards,

Michael B. Pace
Chairman

cc: Commissioners
Patrick McKenna
Rich Tiemeyer
Steve Campbell

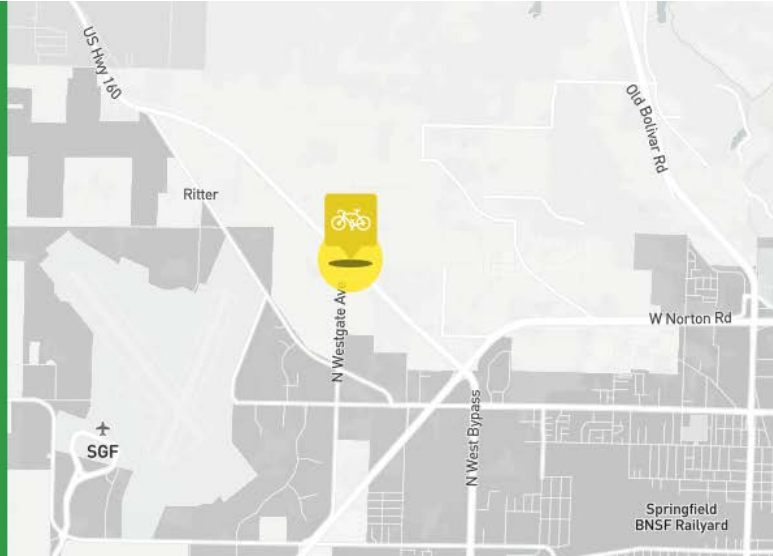
Bicycle Comment

"We are the Tandems Of the Ozarks bicycle club I am also the coordinator for the Springbike Bike club. This crossing is a very popular place for groups to head west out of town. The 160 widening project is going to block this route. My fear is that riders with try us the J turn to cross. This is very dangerous for us. Crossing the 4 lanes roads like this we need a center crossover to pause

No one has liked this.

[+ Like This](#)

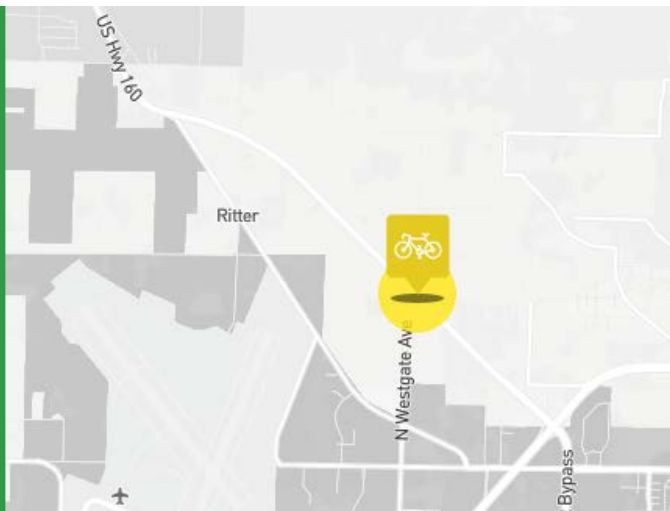
Name:



Part 1

Bicycle Comment

coordinator for the Springbike Bike club. This crossing is a very popular place for groups to head west out of town. The 160 widening project is going to block this route. My fear is that riders with try us the J turn to cross. This is very dangerous for us. Crossing the 4 lanes roads like this we need a center crossover to pause in so we may cross safely - John White"



Part 2

Motor Vehicle Comment

"Because Campbell transitions to a one-way at Grand, and the lanes are excessively wide, there are constant issues including: speeding traffic, unsafe pedestrian crossings, and overall unsafe and unwelcoming use of the street for cyclists. - Addison Jones"

No one has liked this.

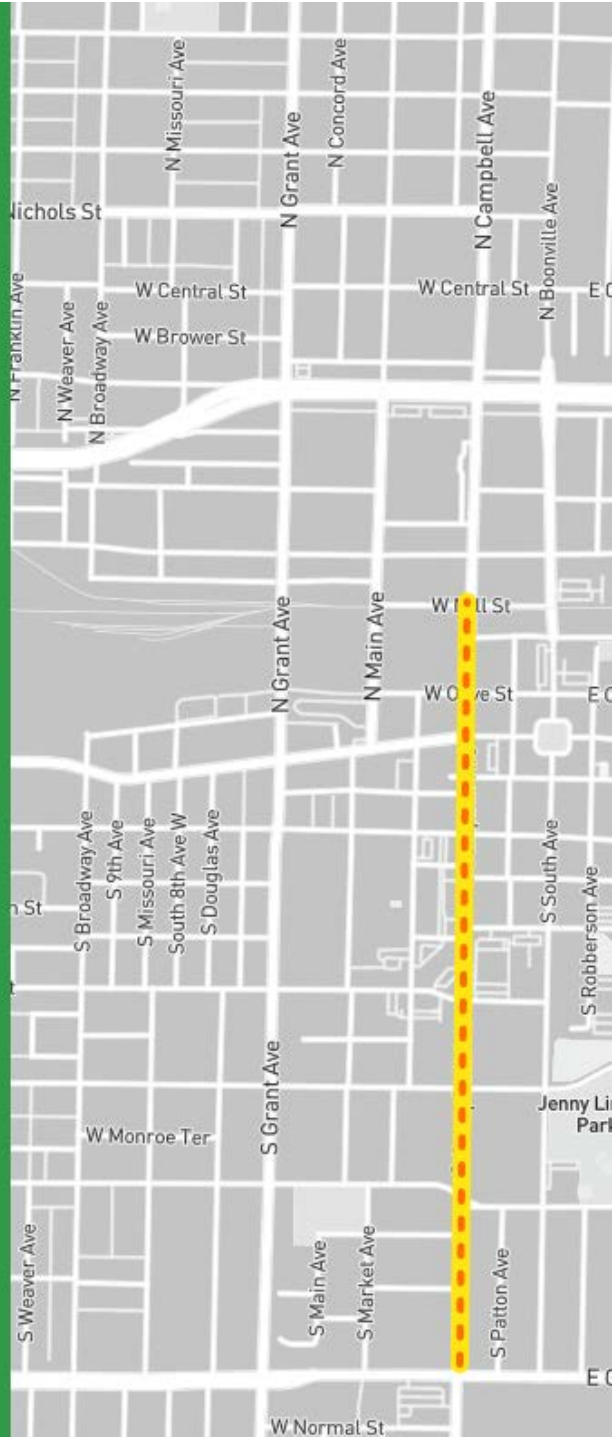
[+ Like This](#)

Name:

Comment (0/300 characters): *

SUBMIT

CANCEL



Bicycle Comment

"The Galloway greenways trail is fantastic. It has a very narrow and sometimes dangerous route noted in the map. If there were a bike/pedestrian pathway or at least bike lanes on this stretch of road it would vastly increase safety and connectivity to greenways and local businesses. This could prove to have multiple benefits as parking in the galloway district is

No one has liked this.
[+ Like This](#)

Name:

Comment (0/300 characters): *

VIEW LEGENDCOMMENT

Part 1

Bicycle Comment

in the map. If there were a bike/pedestrian pathway or at least bike lanes on this stretch of road it would vastly increase safety and connectivity to greenways and local businesses. This could prove to have multiple benefits as parking in the galloway district is quickly becoming an issue with increased development. - Cycling/Pedestrian Path"

No one has liked this.
[+ Like This](#)

Name:

Comment (0/300 characters): *

VIEW LEGENDCOMMENT

Part 2

Bicycle Comment

"This line would connect existing bike routes with a safer route around a busy corner that would allow a significant loop to connect on the SE side of Springfield. It would connect the Farmers Park area to the Galloway area also. Moving more toward a bicycle friendly community has a great potential to help ease traffic concerns and exercise benefits for

No one has liked this.

[+ Like This](#)

Name:

name

Comment (0/300 characters): *

Part 1

Bicycle Comment

bike routes with a safer route around a busy corner that would allow a significant loop to connect on the SE side of Springfield. It would connect the Farmers Park area to the Galloway area also. Moving more toward a bicycle friendly community has a great potential to help ease traffic concerns and exercise benefits for citizens. - SE Cycle Connector"

No one has liked this.

[+ Like This](#)

Name:

name

Comment (0/300 characters): *

Part 2

Motor Vehicle Comment

"This is extremely congested with traffic from about 4:30 to 5:30 pm every work day. That's why frustrated drivers cut through and commonly speed through our residential neighborhoods and park lands. We want to keep it peaceful around our homes. Can't traffic be funneled onto Glenstone (maybe six lanes with two serving as switchable for the commute)? - Kevin Evans"

1 person likes this.

[+ Like This](#)

Name:

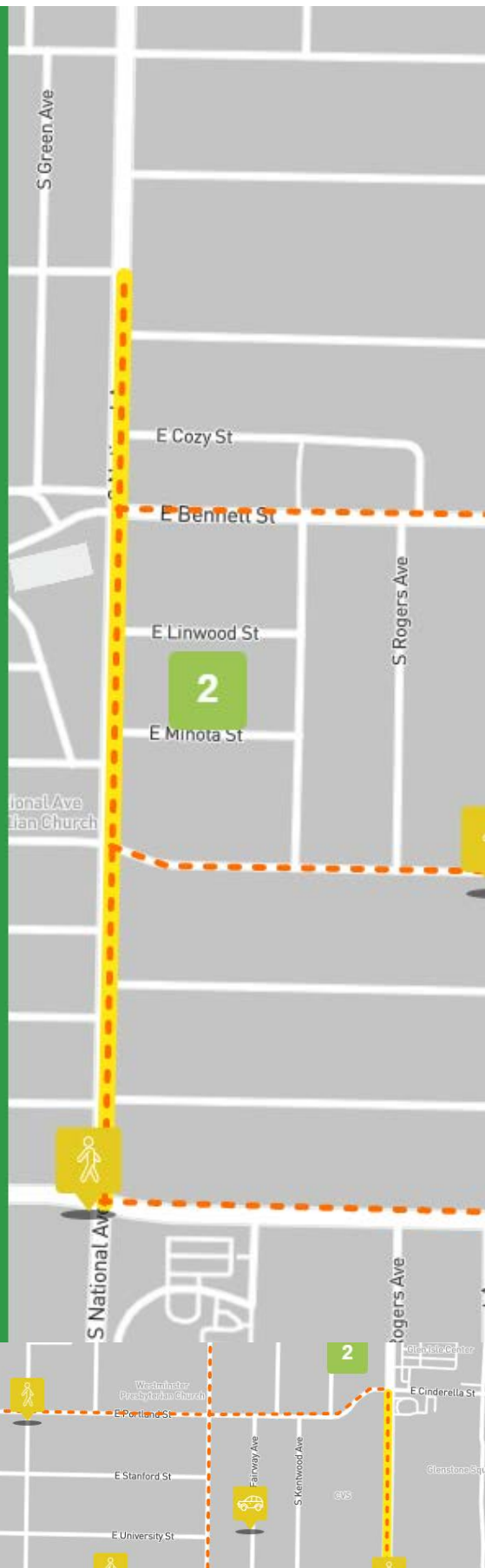
Comment (0/300 characters): *

SUBMIT

CANCEL

Pedestrian Comment

"Very, very few sidewalks on either National or Glenstone but lots of walkers. A wheelchair used to have to use Sunshine...imagine. These are State and City roads. - Kevin Evans"



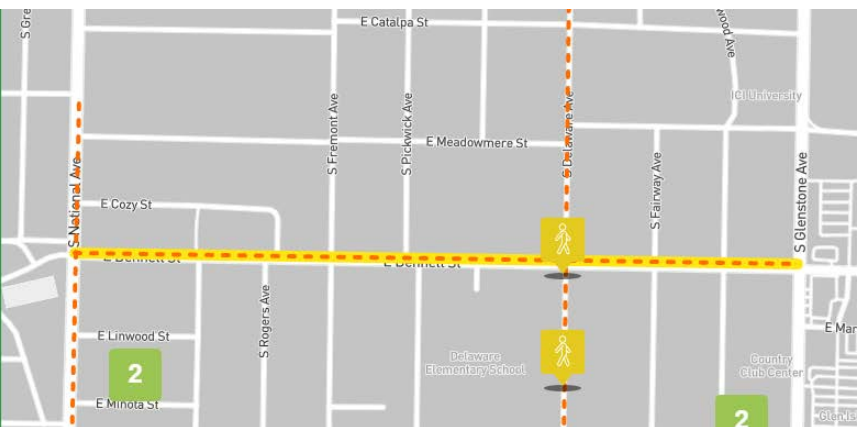
Bicycle Comment

"Bike lane needed. - Kevin Evans"

No one has liked this.
[+ Like This](#)

Name:

Comment (0/300 characters): *



Bicycle Comment

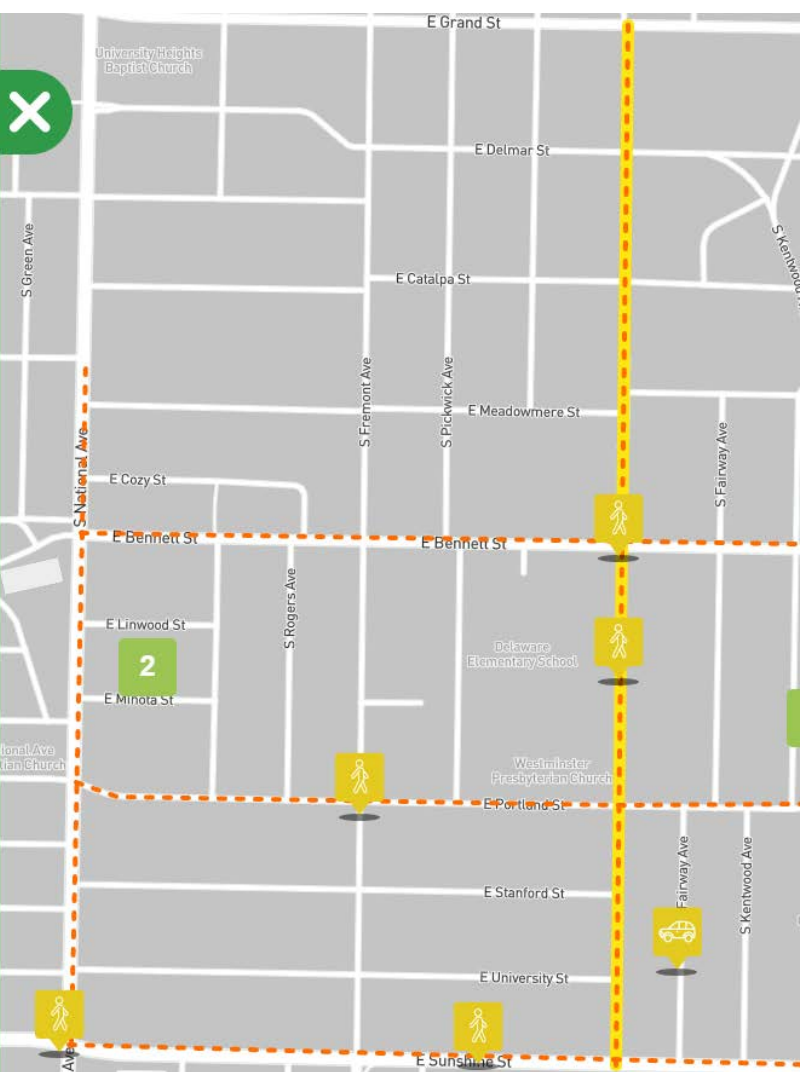
"Bicycle lane needed. - Kevin Evans"

1 person likes this.
[+ Like This](#)

Name:

Comment (0/300 characters): *

[SUBMIT](#) [CANCEL](#)



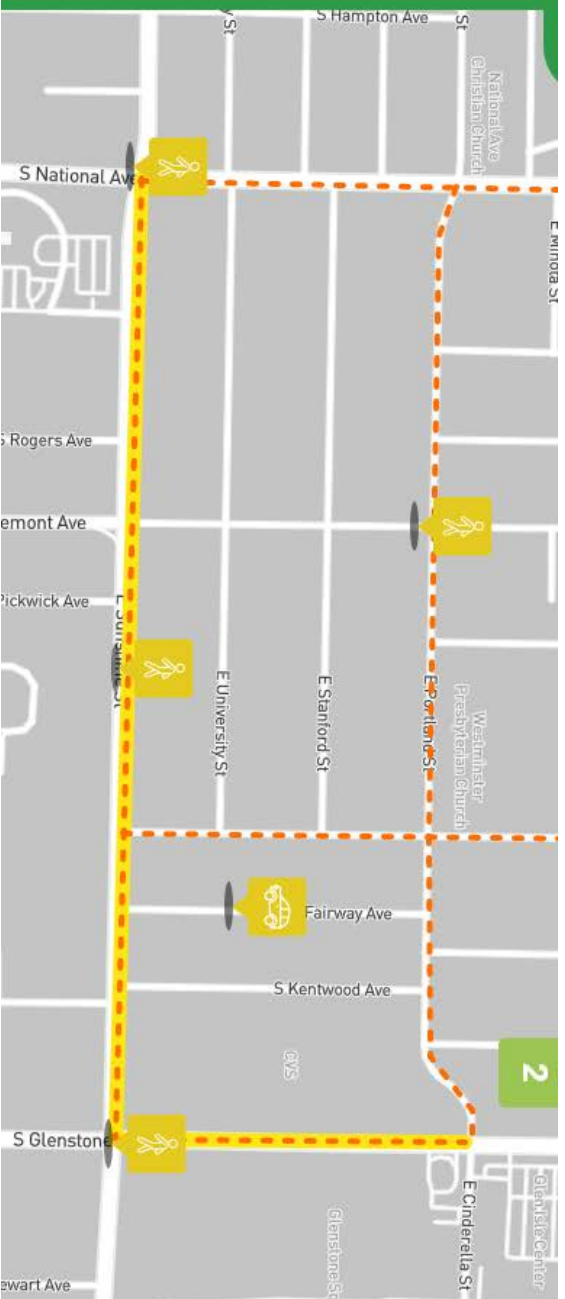
Pedestrian Comment

"Very, very few sidewalks on either National or Glenstone but lots of walkers. A wheelchair used to have to use Sunshine...imagine. These are State and City roads. - Kevin Evans"

1 person likes this.

[+ Like This](#)

Name:



Bicycle Comment

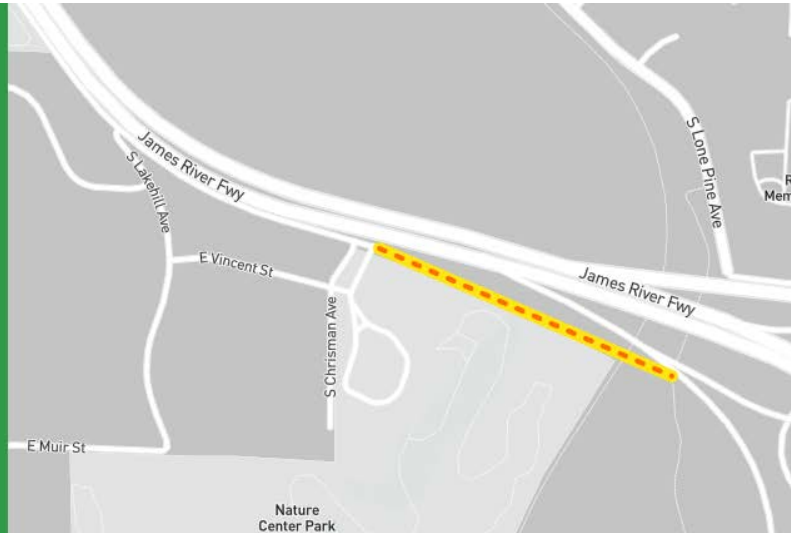
"A connection on this line would connect on street bike routes to Galloway Greenway which would vastly increase safe travel for cyclists and pedestrians. - Cycling/Pedestrian Path"

No one has liked this.

[+ Like This](#)

Name:

Comment (0/300 characters): *





Gary Ledford · a month ago

This is in regards to the various J turn intersections MODOT is placing all through the state. Unfortunately, while they may help with vehicle traffic, they create a problem for cycling, essentially making an intersection unusable if you are on a bike. I don't think any cyclist wants to be riding with traffic for 1/4 to a 1/2 mile, then make a U-turn and return. The motorists likewise don't want us there. Why not design the center islands in a way that directs vehicles where they need to go, but that have a bike lane through the island?

^ | v · Reply · Share

MC

McGhee, Carolyn S <Carolyn888@live.missouristate.edu>

Comment Comment

11/8/2019

Re: blind traveler comments

 You forwarded this message on 11/13/2019 10:57 AM.

We have a plague of emotional support animals and fake service animals. The passengers don't understand what a service animal is. Someone is going to get hurt or scared because of some untrained animals. Worse, drivers have encouraged passengers to get their pets certified. We've had people bring chihuahuas in purses, two pit bulls, a kitten in a backpack..it hurts people who legitimately need their guide dog or medical dog. In a lot of cases they can't even answer the two questions.

Carolyn McGhee

TAB 3

BOARD OF DIRECTORS AGENDA 12/19/2019; ITEM II.A

Independent Financial Statement Audit Report for FY 2019

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

AGENDA DESCRIPTION:

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

The Audit for FY 2019, which ran from July 1, 2018 to June 30, 2019 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 2019 was \$406,044.86. This was a decrease from the prior year balance of \$435,240.80 by \$29,195.94.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its November 13, 2019 meeting, the Executive Committee unanimously moved to recommend the Board of Directors accept the Fiscal Year 2019 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 2019 Independent Financial Statement Audit report."

OR

"Move to reject the Fiscal Year 2019 Independent Financial Statement Audit in consideration of the following..."

September 19, 2019

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, 2019, and have issued our report thereon dated September 19, 2019. 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, 2019.

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, 2019.

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 19, 2019.

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, 2019

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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, 2019, 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, 2019, 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 19, 2019 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 19, 2019

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF NET POSITION AND GOVERNMENTAL FUND ASSETS, LIABILITIES
AND FUND BALANCE - MODIFIED CASH BASIS
JUNE 30, 2019

	<u>General Fund</u>	<u>Adjustments (Note E)</u>	<u>Statement of Net Position</u>
ASSETS			
Cash	\$ 406,045	\$ -	\$ 406,045
Employee Health FSA Receivable	<u>1,000</u>	<u>-</u>	<u>1,000</u>
Total Assets	<u><u>407,045</u></u>	<u><u>-</u></u>	<u><u>407,045</u></u>
LIABILITIES			
Current Liabilities			
Credit card payable	<u>5,207</u>	<u>-</u>	<u>5,207</u>
Total Liabilities	<u><u>5,207</u></u>	<u><u>-</u></u>	<u><u>5,207</u></u>
FUND BALANCE/NET ASSETS			
Fund Balance:			
Unassigned	<u>401,838</u>	<u>(401,838)</u>	<u>-</u>
Total Liabilities and Fund Balance	<u><u>\$ 407,045</u></u>		
Net Position:			
Unrestricted		<u>401,838</u>	<u>401,838</u>
Total Net Position		<u><u>\$ 401,838</u></u>	<u><u>\$ 401,838</u></u>

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND REVENUES, EXPENDITURES, AND CHANGES
IN FUND BALANCES - MODIFIED CASH BASIS
FOR THE YEAR ENDED JUNE 30, 2019

	<u>Governmental Fund</u>		<u>Statement</u>
	<u>General</u>	<u>Adjustments</u>	<u>of Activities</u>
	<u>Fund</u>	<u>(Note E)</u>	
EXPENDITURES			
Building expenses	\$ 74,927	\$ -	\$ 74,927
Commodities	12,092	-	12,092
In-kind match expense	55,047	-	55,047
Information technology	29,267	-	29,267
Insurance	8,928	-	8,928
Equipment lease	4,969	-	4,969
Dues and memberships	6,149	-	6,149
Education/training/travel	11,228	-	11,228
Food/meeting expense	3,793	-	3,793
Legal/bid notices	345	-	345
Postage	700	-	700
Printing/mapping services	1,273	-	1,273
Staff mileage	2,842	-	2,842
Telephone/internet	4,527	-	4,527
Personnel	652,211	-	652,211
Services	93,097	-	93,097
	<u>961,395</u>	<u>-</u>	<u>961,395</u>
Total Expenditures	<u>961,395</u>	<u>-</u>	<u>961,395</u>
PROGRAM REVENUES			
Operating grants	738,781	-	738,781
In-kind match income	55,047	-	55,047
	<u>793,828</u>	<u>-</u>	<u>793,828</u>
NET PROGRAM EXPENSES	167,567	-	167,567
GENERAL REVENUES			
Local jurisdiction match funds	129,417	-	129,417
Interest income	4,895	-	4,895
Miscellaneous	1,060	-	1,060
	<u>135,372</u>	<u>-</u>	<u>135,372</u>
Total General Revenues	<u>135,372</u>	<u>-</u>	<u>135,372</u>
REVENUES OVER (UNDER) EXPENDITURES	(32,195)	-	(32,195)
OTHER FINANCING SOURCES (USES)	<u>-</u>	<u>-</u>	<u>-</u>
EXCESS OF REVENUES AND OTHER FINANCING SOURCES OVER EXPENDITURES AND OTHER FINANCING USES	(32,195)	32,195	-
INCREASE IN NET POSITION	-	(32,195)	(32,195)
FUND BALANCE/NET POSITION:			
Beginning of Year	434,033	-	434,033
End of Year	<u>\$ 401,838</u>	<u>\$ -</u>	<u>\$ 401,838</u>

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2019

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, 2019

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, 2019

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, 2019

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, 2019.

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, 2019

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, 2019:

	<u>Book Balance</u>	<u>Bank Balance</u>
Checking, Money Market, ICS (interest bearing)	\$406,045	\$411,604

As of June 30, 2019, cash accounts were adequately insured.

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, 2019

NOTE D – RELATED PARTY TRANSACTIONS

During the fiscal year ended June 30, 2019, the Organization had transactions with the following related parties:

Spouse of board member - employee	\$12,845
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NOTE E – 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 F – SUBSEQUENT EVENTS

Management has evaluated potential subsequent events through September 19, 2019, the date the financial statements were available to be issued.

NOTE G – 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	\$51,480
2021	34,320

NOTE H – ECONOMIC DEPENDENCY

Approximately 85% of total revenue was received from the Missouri Department of Transportation.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2019

NOTE I – DEFINED BENEFIT PENSION PLAN

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

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

	<u>2018 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, 2019, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	0
Inactive employees entitled to but not yet receiving benefits	0
Active employees	5

Contributions: The employer is required to contribute amounts at least equal to the actuarially determined rate, as established by LAGERS. The actuarially determined rate is the estimated amount necessary to finance the cost of benefits earned by employees during the year, with an additional amount to finance an unfunded accrued liability. Full-time employees of the employer do not contribute to the pension plan. Employer contribution rates are 14.1% of annual covered payroll.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2019

NOTE I – DEFINED BENEFIT PENSION PLAN (continued)

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, 2019, the Organization recognized pension expense of \$166,512.

OZARKS TRANSPORTATION ORGANIZATION
BUDGETARY COMPARISON SCHEDULE - MODIFIED CASH BASIS
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2019

	Budgeted Amounts		General	Variance with
	Original	Final	Fund	Final Budget
				Pos (Neg)
BEGINNING BUDGETARY FUND BALANCE	\$ 434,033	\$ 434,033	\$ 434,033	\$ -
RESOURCES (INFLOWS)				
Consolidated planning grant	818,475	818,475	738,781	(79,694)
In-kind match income - direct cost	-	-	55,047	55,047
Local jurisdiction match funds	134,423	134,423	129,417	(5,006)
Interest income	-	-	4,895	4,895
Miscellaneous	-	-	1,060	1,060
Amounts Available for Appropriation	1,386,931	1,386,931	1,363,233	(23,698)
CHARGES TO APPROPRIATIONS (OUTFLOWS)				
Building expenses	85,604	85,604	74,927	10,677
Commodities	23,300	23,300	12,092	11,208
In-kind match expense	-	-	55,047	(55,047)
Information technology	34,000	34,000	29,267	4,733
Insurance	10,200	10,200	8,928	1,272
Equipment lease	5,700	5,700	4,969	731
Dues and memberships	5,000	5,000	6,149	(1,149)
Education/training/travel	20,000	20,000	11,228	8,772
Food/meeting expense	4,000	4,000	3,793	207
Legal/bid notices	2,500	2,500	345	2,155
Postage	1,800	1,800	700	1,100
Printing/mapping services	2,500	2,500	1,273	1,227
Public relations	1,500	1,500	-	1,500
Staff mileage	3,500	3,500	2,842	658
Telephone/internet	5,000	5,000	4,527	473
Personnel	509,290	675,802	652,211	23,591
Miscellaneous	100	100	-	100
Services	158,200	158,200	93,097	65,103
Total Charges to Appropriations	872,194	1,038,706	961,395	77,311
OTHER FINANCING SOURCES	-	-	-	-
ENDING BUDGETARY FUND BALANCE	\$ 514,737	\$ 348,225	\$ 401,838	\$ 53,613

**OZARKS TRANSPORTATION ORGANIZATION
NOTES TO SUPPLEMENTARY INFORMATION
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2019**

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, 2019, 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 19, 2019.

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 19, 2019

TAB 4

BOARD OF DIRECTORS AGENDA 12/19/2019; ITEM II.B

Financial Statements for the First Quarter 2019-2020 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the first quarter financial statements for the 2019-2020 Budget Year. This period includes July 1, 2019 through September 30, 2019. The first quarter expenses were 21.1 percent of budget. The revenue was 29.6 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

- *Profit and Loss Statement*

The OTO completed the following budgeted projects for the first quarter:

- Board of Directors Insurance – \$2,338
- Liability Insurance – \$2,492
- Workmen's Compensation Insurance – \$1,341
- Server Upgrade – \$5,620.68
- TIP Tool Maintenance – \$9,600
- Travel Sensing & Time Service Project – \$2,490.24

- *Budget vs. Actual*

The OTO budgeted expenses in the amount of \$909,722.00 for the budget year. Actual expenses at the end of the first quarter are \$191,820.56. This is 21.1 percent of budgeted expenses. During this period, revenue exceeded expenses in the amount of \$76,146.01.

- *Balance Sheet*

The current outstanding liabilities are \$2,580.25 which represents the OTO purchasing card for the month of September which is paid in full monthly and the Health FSA accounts for employees.

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 \$948,192.00 once the in-kind expense is included.

- *Operating Fund Balance Report* which shows a fund balance of \$480,563.86. 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 \$19,625.86 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.

During this budget year, in-kind match from meeting attendance and MoDOT Staff Direct Cost is allowing the OTO to have an effective federal reimbursement rate of 81.72 percent, whereas without the in-kind match, OTO would only be reimbursed at the 80 percent rate.

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 2019-2020 Budget Year.”

OR

“Move to return to staff the OTO Operational First Quarter Financial Statements for the 2019-2020 Budget Year in order to...”

OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

Ozarks Transportation Organization
Operational Profit & Loss
 July through September 2019

	Jul - Sep 19
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	1,854.88
Miscellaneous Revenue	1,245.52
Total Other Types of Income	3,100.40
OTO Revenue	
Consolidated Planning Grant CPG	58,289.43
Local Jurisdiction Match Funds	92,854.34
Surface Trans Block Grant	113,722.40
Total OTO Revenue	264,866.17
Total Income	267,966.57
Gross Profit	267,966.57
Expense	
Building	
Building Lease	12,870.00
Common Area Main Exp	4,035.00
Office Cleaning	1,511.00
Utilities	605.39
Total Building	19,021.39
Commodities	
Office Supplies/Furniture	1,162.16
OTO Media/Advertising	300.00
OTO Promotional Items	2,236.19
Total Commodities	3,698.35
Information Technology	
Computer Upgrades/Equip Replace	4,539.71
Data Storage/Backup	1,284.00
IT Maintenance Contract	2,817.00
Server Upgrade	5,620.68
Software	956.30
Webhosting	1,065.53
Total Information Technology	16,283.22
Insurance	
Directors & Officers	2,338.00
Professional Liability	2,492.00
Workers Compensation	1,341.00
Total Insurance	6,171.00
Operating	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	124.00
Toner & Overages	74.25
Total Copy Machine Lease	652.00
Dues/Memberships	806.00

Ozarks Transportation Organization
Operational Profit & Loss
July through September 2019

	<u>Jul - Sep 19</u>
Education/Training/Travel	
Employee Education	2,600.00
Hotel	1,906.20
Meals	384.58
Registration	1,016.00
Training	285.77
Transportation	1,283.82
	<hr/>
Total Education/Training/Travel	7,476.37
Food/Meeting Expense	1,203.79
Legal/Bid Notices	274.80
Postage/Postal Services	53.97
Printing/Mapping Services	220.10
Staff Mileage Reimbursement	711.72
Telephone/Internet	1,267.44
	<hr/>
Total Operating	12,666.19
Personnel	
Mobile Data Plans	495.00
Payroll Services	385.50
Salaries	115,284.01
	<hr/>
Total Personnel	116,164.51
Reconciliation Discrepancies	29.09
Services	
Legislative Education	3,665.57
Professional Services (Legal &	2,031.00
TIP Tool Maintenance	9,600.00
Travel Sensing & Time Serv Proj	2,490.24
	<hr/>
Total Services	17,786.81
	<hr/>
Total Expense	191,820.56
	<hr/>
Net Ordinary Income	76,146.01
	<hr/>
Net Income	76,146.01
	<hr/> <hr/>

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through September 2019

	Jul - Sep 19	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	1,854.88	3,200.00	-1,345.12	58.0%
Miscellaneous Revenue	1,245.52			
Total Other Types of Income	3,100.40	3,200.00	-99.60	96.9%
OTO Revenue				
Consolidated Planning Grant CPG	58,289.43	558,554.00	-500,264.57	10.4%
Local Jurisdiction Match Funds	92,854.34	135,025.00	-42,170.66	68.8%
Surface Trans Block Grant	113,722.40	200,000.00	-86,277.60	56.9%
Total OTO Revenue	264,866.17	893,579.00	-628,712.83	29.6%
Total Income	267,966.57	896,779.00	-628,812.43	29.9%
Gross Profit	267,966.57	896,779.00	-628,812.43	29.9%
Expense				
Bank Fees	0.00	30.00	-30.00	0.0%
Building				
Building Lease	12,870.00	51,480.00	-38,610.00	25.0%
Common Area Main Exp	4,035.00	23,920.00	-19,885.00	16.9%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	0.00	4,000.00	-4,000.00	0.0%
Office Cleaning	1,511.00	4,400.00	-2,889.00	34.3%
Utilities	605.39	3,500.00	-2,894.61	17.3%
Total Building	19,021.39	89,300.00	-70,278.61	21.3%
Commodities				
Office Supplies/Furniture	1,162.16	7,000.00	-5,837.84	16.6%
OTO Media/Advertising	300.00	2,500.00	-2,200.00	12.0%
OTO Promotional Items	2,236.19	2,000.00	236.19	111.8%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	0.00	300.00	-300.00	0.0%
Total Commodities	3,698.35	14,300.00	-10,601.65	25.9%
Information Technology				
Computer Upgrades/Equip Replace	4,539.71	8,000.00	-3,460.29	56.7%
Data Storage/Backup	1,284.00	4,400.00	-3,116.00	29.2%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	2,817.00	12,000.00	-9,183.00	23.5%
Server Upgrade	5,620.68	6,000.00	-379.32	93.7%
Software	956.30	4,900.00	-3,943.70	19.5%
Webhosting	1,065.53	2,300.00	-1,234.47	46.3%
Total Information Technology	16,283.22	43,100.00	-26,816.78	37.8%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through September 2019

	Jul - Sep 19	Budget	\$ Over Budget	% of Budget
Insurance				
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	2,492.00	2,700.00	-208.00	92.3%
Workers Compensation	1,341.00	1,700.00	-359.00	78.9%
Total Insurance	6,171.00	10,400.00	-4,229.00	59.3%
Operating				
Copy Machine Lease				
Lease Interest Expense	48.00	1,623.00	-1,575.00	3.0%
Lease Principal Expense	405.75	192.00	213.75	211.3%
Maintenance for Copier	124.00	624.00	-500.00	19.9%
Toner & Overages	74.25	3,261.00	-3,186.75	2.3%
Total Copy Machine Lease	652.00	5,700.00	-5,048.00	11.4%
Dues/Memberships	806.00	5,500.00	-4,694.00	14.7%
Education/Training/Travel	7,476.37	23,000.00	-15,523.63	32.5%
Food/Meeting Expense	1,203.79	4,300.00	-3,096.21	28.0%
Legal/Bid Notices	274.80	2,500.00	-2,225.20	11.0%
Postage/Postal Services	53.97	1,800.00	-1,746.03	3.0%
Printing/Mapping Services	220.10	2,500.00	-2,279.90	8.8%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	711.72	3,500.00	-2,788.28	20.3%
Telephone/Internet	1,267.44	5,000.00	-3,732.56	25.3%
Total Operating	12,666.19	55,300.00	-42,633.81	22.9%
Personnel				
Mobile Data Plans	495.00	3,240.00	-2,745.00	15.3%
Payroll Services	385.50	2,700.00	-2,314.50	14.3%
Salaries	115,284.01	528,152.00	-412,867.99	21.8%
Total Personnel	116,164.51	534,092.00	-417,927.49	21.7%
Reconciliation Discrepancies	29.09			
Services				
Aerial Photos	0.00	25,000.00	-25,000.00	0.0%
Audit	0.00	4,600.00	-4,600.00	0.0%
Legislative Education	3,665.57	7,000.00	-3,334.43	52.4%
Long Range Plan Update	0.00	10,000.00	-10,000.00	0.0%
Professional Services (Legal &	2,031.00	24,000.00	-21,969.00	8.5%
TIP Tool Maintenance	9,600.00	9,600.00	0.00	100.0%
Trans Consult/Model Services	0.00	30,000.00	-30,000.00	0.0%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through September 2019

	Jul - Sep 19	Budget	\$ Over Budget	% of Budget
Travel Demand Model Update	0.00	50,000.00	-50,000.00	0.0%
Travel Sensing & Time Serv Proj	2,490.24	3,000.00	-509.76	83.0%
Total Services	17,786.81	163,200.00	-145,413.19	10.9%
Total Expense	191,820.56	909,722.00	-717,901.44	21.1%
Net Ordinary Income	76,146.01	-12,943.00	89,089.01	-588.3%
Net Income	76,146.01	-12,943.00	89,089.01	-588.3%

Ozarks Transportation Organization
Balance Sheet
As of September 30, 2019

	Sep 30, 19
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	152,797.36
Southern Bank--Money Market	204,159.87
Southern Bank-Sm Bus Checking	123,606.63
Total Checking/Savings	480,563.86
Total Current Assets	480,563.86
TOTAL ASSETS	480,563.86
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	3,513.72
Total Credit Cards	3,513.72
Other Current Liabilities	
Health FSA - Employee 003	-672.96
Health FSA - Employee 004	409.97
Health FSA - Employee 015	2.48
Health FSA - Employee 019	-672.96
Total Other Current Liabilities	-933.47
Total Current Liabilities	2,580.25
Total Liabilities	2,580.25
Equity	
Unrestricted Net Assets	401,837.60
Net Income	76,146.01
Total Equity	477,983.61
TOTAL LIABILITIES & EQUITY	480,563.86

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 2019

	Jul - Sep 19
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	19,625.86
Interest Income	1,854.88
Miscellaneous Revenue	1,245.52
Total Other Types of Income	22,726.26
OTO Revenue	
Consolidated Planning Grant CPG	58,289.43
Local Jurisdiction Match Funds	92,854.34
Surface Trans Block Grant	113,722.40
Total OTO Revenue	264,866.17
Total Income	287,592.43
Gross Profit	287,592.43
Expense	
Building	
Building Lease	12,870.00
Common Area Main Exp	4,035.00
Office Cleaning	1,511.00
Utilities	605.39
Total Building	19,021.39
Commodities	
Office Supplies/Furniture	1,162.16
Total Commodities	1,162.16
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	9,096.58
Member Attendance at Meetings	10,529.28
Total In-Kind Match Expense	19,625.86
Information Technology	
Computer Upgrades/Equip Replace	4,539.71
Data Storage/Backup	1,284.00
IT Maintenance Contract	2,817.00
Server Upgrade	5,620.68
Software	956.30
Webhosting	1,065.53
Total Information Technology	16,283.22
Insurance	
Directors & Officers	2,338.00
Professional Liability	2,492.00
Workers Compensation	1,341.00
Total Insurance	6,171.00
Operating	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	124.00
Toner & Overages	74.25
Total Copy Machine Lease	652.00
Dues/Memberships	806.00
Education/Training/Travel	7,259.68

Ozarks Transportation Organization

UPWP Profit & Loss

July through September 2019

	Jul - Sep 19
Food/Meeting Expense	1,157.43
Legal/Bid Notices	274.80
Postage/Postal Services	53.97
Printing/Mapping Services	220.10
Staff Mileage Reimbursement	711.72
Telephone/Internet	1,267.44
Total Operating	12,403.14
Personnel	
Mobile Data Plans	495.00
Payroll Services	385.50
Salaries	115,284.01
Total Personnel	116,164.51
Services	
Professional Services (Legal &	2,031.00
TIP Tool Maintenance	9,600.00
Travel Sensing & Time Serv Proj	2,490.24
Total Services	14,121.24
Total Expense	204,952.52
Net Ordinary Income	82,639.91
Net Income	82,639.91

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July through September 2019

	Jul - Sep 19	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	19,625.86	20,000.00	-374.14	98.1%
Interest Income	1,854.88	3,200.00	-1,345.12	58.0%
Miscellaneous Revenue	1,245.52			
Total Other Types of Income	22,726.26	23,200.00	-473.74	98.0%
OTO Revenue				
Consolidated Planning Grant CPG	58,289.43	558,554.00	-500,264.57	10.4%
In Kind Match, Meeting Attend	0.00	30,000.00	-30,000.00	0.0%
Local Jurisdiction Match Funds	92,854.34	135,025.00	-42,170.66	68.8%
Surface Trans Block Grant	113,722.40	200,000.00	-86,277.60	56.9%
Total OTO Revenue	264,866.17	923,579.00	-658,712.83	28.7%
Total Income	287,592.43	946,779.00	-659,186.57	30.4%
Gross Profit	287,592.43	946,779.00	-659,186.57	30.4%
Expense				
Building				
Building Lease	12,870.00	51,480.00	-38,610.00	25.0%
Common Area Main Exp	4,035.00	23,920.00	-19,885.00	16.9%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	0.00	4,000.00	-4,000.00	0.0%
Office Cleaning	1,511.00	4,400.00	-2,889.00	34.3%
Utilities	605.39	3,500.00	-2,894.61	17.3%
Total Building	19,021.39	89,300.00	-70,278.61	21.3%
Commodities				
Office Supplies/Furniture	1,162.16	7,000.00	-5,837.84	16.6%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	0.00	300.00	-300.00	0.0%
Total Commodities	1,162.16	9,800.00	-8,637.84	11.9%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	9,096.58	20,000.00	-10,903.42	45.5%
Member Attendance at Meetings	10,529.28	30,000.00	-19,470.72	35.1%
Total In-Kind Match Expense	19,625.86	50,000.00	-30,374.14	39.3%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July through September 2019

	Jul - Sep 19	Budget	\$ Over Budget	% of Budget
Information Technology				
Computer Upgrades/Equip Replace	4,539.71	8,000.00	-3,460.29	56.7%
Data Storage/Backup	1,284.00	4,400.00	-3,116.00	29.2%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	2,817.00	12,000.00	-9,183.00	23.5%
Server Upgrade	5,620.68	6,000.00	-379.32	93.7%
Software	956.30	4,900.00	-3,943.70	19.5%
Webhosting	1,065.53	2,300.00	-1,234.47	46.3%
Total Information Technology	16,283.22	43,100.00	-26,816.78	37.8%
Insurance				
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	2,492.00	2,700.00	-208.00	92.3%
Workers Compensation	1,341.00	1,700.00	-359.00	78.9%
Total Insurance	6,171.00	10,400.00	-4,229.00	59.3%
Operating				
Copy Machine Lease				
Lease Interest Expense	48.00	1,623.00	-1,575.00	3.0%
Lease Principal Expense	405.75	192.00	213.75	211.3%
Maintenance for Copier	124.00	624.00	-500.00	19.9%
Toner & Overages	74.25	3,261.00	-3,186.75	2.3%
Total Copy Machine Lease	652.00	5,700.00	-5,048.00	11.4%
Dues/Memberships	806.00	5,500.00	-4,694.00	14.7%
Education/Training/Travel	7,259.68	23,000.00	-15,740.32	31.6%
Food/Meeting Expense	1,157.43	4,300.00	-3,142.57	26.9%
Legal/Bid Notices	274.80	2,500.00	-2,225.20	11.0%
Postage/Postal Services	53.97	1,800.00	-1,746.03	3.0%
Printing/Mapping Services	220.10	2,500.00	-2,279.90	8.8%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	711.72	3,500.00	-2,788.28	20.3%
Telephone/Internet	1,267.44	5,000.00	-3,732.56	25.3%
Total Operating	12,403.14	55,300.00	-42,896.86	22.4%
Personnel				
Mobile Data Plans	495.00	3,240.00	-2,745.00	15.3%
Payroll Services	385.50	2,700.00	-2,314.50	14.3%
Salaries	115,284.01	528,152.00	-412,867.99	21.8%
Total Personnel	116,164.51	534,092.00	-417,927.49	21.7%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July through September 2019

	Jul - Sep 19	Budget	\$ Over Budget	% of Budget
Services				
Aerial Photos	0.00	25,000.00	-25,000.00	0.0%
Audit	0.00	4,600.00	-4,600.00	0.0%
Long Range Plan Update	0.00	10,000.00	-10,000.00	0.0%
Professional Services (Legal & TIP Tool Maintenance	2,031.00	24,000.00	-21,969.00	8.5%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	0.00	30,000.00	-30,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	50,000.00	-50,000.00	0.0%
	2,490.24	3,000.00	-509.76	83.0%
Total Services	14,121.24	156,200.00	-142,078.76	9.0%
Total Expense	204,952.52	948,192.00	-743,239.48	21.6%
Net Ordinary Income	82,639.91	-1,413.00	84,052.91	-5,848.5%
Net Income	82,639.91	-1,413.00	84,052.91	-5,848.5%

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2019

Southern Bank, Checking

Date	Previous Balance	Deposits	Withdrawals	Current Balance
7/31/2019	\$28,325.11	\$160,087.55	\$78,332.65	\$110,080.01
8/31/2019	\$110,080.01	\$103,886.42	\$173,547.95	\$40,418.48
9/30/2019	\$40,418.48	\$148,917.29	\$62,161.26	\$127,174.51
Southern Bank, ICS Funds				
7/31/2019	\$180,272.28	\$66.91	\$75,000.00	\$105,339.19
8/31/2019	\$105,339.19	\$112,216.99	\$35,000.00	\$182,556.18
9/30/2019	\$182,556.18	\$241.18	\$30,000.00	\$152,797.36
Southern Bank, Money Market				
7/31/2019	\$203,006.39	\$387.94		\$203,394.33
8/31/2019	\$203,394.33	\$388.68		\$203,783.01
9/30/2019	\$203,783.01	\$376.86		\$204,159.87

Checkbook Ledger Balance

Southern Bank & ICS Balances 9/30/2019	\$484,131.74
Total Outstanding Withdrawals Southern Bank	\$3,567.88
Total available Balance 09/30/2019	\$480,563.86

FY 2020 UPWP Budget

\$948,192.00

3 months of expenses

\$237,048.00

6 months of expenses

\$474,096.00

**Ozarks Transportation Organization
Unified Planning Work Program 1st Quarter Progress Report
Period July 1, 2019 to September 30, 2019**

Task 1 OTO General Administration 25% Complete

1.1 Financial Management

OTO prepared and presented the FY 2019 quarterly and year-end financial reports. Staff prepared and submitted the monthly CPG reimbursement requests for June and the STBG reimbursement requests for July and August. Biweekly payrolls were prepared and processed. Staff maintained the monthly budget and accounting functions. All remaining outstanding dues were received. Reviewed specifications for new laptop purchase.

1.2 Financial Audit

The OTO worked with the Independent Auditor, Cinda Rodgers, CPA, to conduct a Financial Statement Audit of the FY 2019 Financial Statements. Staff reviewed and approved the Audit as presented by the Auditor and is to be approved in December by the Board of Directors. There were no findings or action items for the OTO as a result of the Audit.

1.3 Unified Planning Work Program (UPWP)

Staff prepared the FY 2019 UPWP Year-End Completion Report and submitted to MoDOT for review.

1.4 Travel and Training

Staff attended the following training during the 1st Quarter:

Transportation and General Planning

OCITE Technical Conference 7/18

OCITE Monthly Meetings

American Planning Association Ozark Mountain Section Monthly Meetings

America's Transportation Infrastructure Act - AMPO Policy Webinar 8/19

Walkability Community of Practice Peer Group Web conference 8/20

AMPO Public Involvement Workgroup 9/16

FHWA Virtual Public Involvement Webinar – Extending Our Reach #3 9/26

GIS

2019 Esri Users Conference 7/8 - 7/12

AMPO GIS Working Group Quarterly Webinar 7/16

Training Seminar – Getting Started with ArcGIS Urban 7/18

Title VI and EJ Workshop – 8/20 - 8/21

KAMPO Conference Overland Park, KS 8/22

NPMRDS Quarterly Webinar 8/27

Navigating a New Site for Census Bureau Data (Webinar) 9/5

NTI ADA Workshop – 9/19

Training Seminar - Engage Your Community with ArcGIS Hub 9/26

Internal Map Training 7/15

Other

Quarterly GFOA-MO meeting

Bi-monthly SAHRA meetings

Association of Government Accountants Trainings

1.5 General Administration and Contract Management

Continued to track and monitor contracts and contract payments. Conducted bids for photosims for area trail project. Routine office duties including: responding to requests for information, posting, agendas/notices, preparing and mailing items as required. Reviewed and presented contract with Olsson for Travel Demand Model update to Executive Committee. Executed contract with committee's approval.

1.6 Electronic Support for OTO Operations

Staff continued to maintain the www.ozarkstransportation.org, www.giveusyourinput.org, 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 for staff regarding the setup of new computers and for staffing issues. Staff coordinated with IT company to order a new computer for a staff member on our rotation schedule and ordered a new server for replacement of the outdated current server. Ordered and arranged for installation of replacement monitor in conference room.

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 offer comments or answer questions directed to their job requirements. New members were added to the Board of Directors committee appointed for vacant positions and replacing retiring committee members. The OTO staff reached out to all the new members with information and welcome. A meeting was held with the new City Administrator for the City of Strafford to explain how the OTO functions, her role on the board, and answering many questions she had.

The following items were approved:

- Transportation Plan 2040 Amendment 10
- Amendment 7 to FY 2019-2022 Transportation Improvement Program
- FY 2020-2023 Transportation Improvement Program
- 2021-2025 STIP Prioritization Criteria
- Planning Process and Financial Capacity Certification
- Available Transportation Alternatives Program Funding be awarded for Trails and Trail Planning
- FY 2019 Year End Financial Statements
- Sunshine Law Custodian of Records
- Bicycle and Pedestrian Funding Guidelines and Application

The following items were reviewed:

- 2021-2025 STIP Priorities
- Administrative Modifications 2, 3, & 4 of FY 2019-2022 Transportation Improvement Program
- Bicycle & Pedestrian Funding Update
- Bridge Pavement and System Performance Measures
- Administrative Modifications 1 and 2 to the FY 2020-2023 Transportation Improvement Program
- Amendment 1 to the FY 2020-2023 Transportation Improvement Program
- 2018 State of Transportation Report
- 2020 Legislative Priorities

Two meetings of the Executive Committee were held. The Committee discussed and approved banking interest rates on current accounts, moving to a consent agenda, STIP prioritization update, 2020 Legislative Priorities, an employer delegate to the annual LAGERS meeting, and a contract with Olsson for a Travel Demand Model Update, and held a closed session for Performance Review. Recommendations were made to the Board of Directors to approve the 2021-2025 STIP Priorities and 2020 Legislative Priorities.

One Bicycle and Pedestrian Advisory Committee and Transportation Alternatives Program Committee was held. The committee reviewed the Ozarks Regional Bicycle Destination Plan, Complete Streets Tool Box, Bicycle and Pedestrian Funding Application, Grant Ave and Trail Priority Map.

Three Traffic Incident Management Committee meetings were held. The Route 65 Rebuild Project was discussed at two meetings, including an overview of changes and a revised incident management plan. Traffic Incident Management Self-Assessment results were evaluated, and a single regional score was assigned.

One Transportation Improvement Program Subcommittee was held. The committee reviewed the timeframe, public input, status of prior year projects, aviation, bike/ped, roadways, transit, financial, performance targets, and made a recommendation to the Technical Planning Committee.

Two STIP Prioritization Committee meetings were held. The committee reviewed project scores, created a Top 5 Regional Priority list, discussed adjustments to scoring, prioritized projects, and made recommendation to Technical Committee.

One Transit/Operations Coordination committee meeting was held to discuss possible improvements for communication and opportunities for constructive operational changes.

Presentations were made by Consultants for the Planning Study for US60/Rte 413 Corridor between Springfield and Republic. The committee reviewed three presentations and rated and selected the consultant.

MoDOT Coordination Meetings for discussion of MoDOT/OTO projects and issues and an introduction of the new SW District Engineer was held. Participating on the Statewide Planning Partners Meeting Agenda Committee and worked on identifying agenda items and speakers. Participating on MPO Handbook Committee with MoDOT and other MPOs in and around the State of Missouri. Took part in a

peer visit with Emerald Coast Regional Council from Florida and other MPOs from southwest Missouri to discuss best practices in MPO functions.

2.2 Community Committee Participation Staff participated in and attended: Christian County Hazard Mitigation Plan Meeting, Transit/Operations Coordination Meeting, MPTA Board Meeting, Republic Comprehensive Plan Update Meeting, Railroad Safety Meeting, the Springfield Area Chamber Transportation Committee, , Let's Go Smart: Transportation Collaborative, the Ozarks Clean Air Alliance, Ozark Greenways Technical Committee, Southwest Missouri Council of Governments Board and TAC meetings, City of Springfield Transportation Advisory Board Project Tour, Route ZZ/Fm Rd 182 project meeting, Traffic Advisory Board, Transit Fixed Route Advisory Committee, and TAB Operations Committee, MoDOT Planning Partners Meeting Collaboration, Chamber meetings in Springfield, Ozark, Nixa and Republic, Leadership Springfield, State of the State, Springfield Chamber Economic Outlook, Forward SGF comprehensive plan meetings, Chadwick Flyer Trail Committee. Staff attended MoDOT Route 65 Widening Project Public Meeting, MoDOT Route 60 in Republic Public meeting and the 60/125 Interchange meeting. Attended First Responders Appreciation breakfast.

2.3 OTO Policy and Administrative Documents

A review of the Procurement, Financial Controls, and Employee Handbook was held by audit staff in August. Notes were made for suggested updates that will reflect changes to procedures due to technology and services changes.

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.

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

Gathered public comment per the Public Participation Plan for the Long-Range Transportation Plan Amendment 10, FY 2019-2022 Transportation Improvement Program Amendment 7, and the development of the FY 2020-2023 Transportation Improvement Program on the giveyourinput.org site and social media outlets.

Purchased legal ads in the Springfield News-Leader for the draft FY 2020-2023 TIP public comment notice. Updated master contact database to prepare for input solicitation on the FY 2021-2024 TIP.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-Kind Match reporting. A total of 222.81 committee member hours were reported.

Task 3 General Planning and Plan Implementation 28% Complete

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

Processed and approved Amendment Number 10 to *Transportation Plan 2040*. This amendment included changes to the Major Thoroughfare Plan and updated the System Performance Report to include the targets that have been adopted to date.

3.2 Performance Measures

Attended Missouri DOT FAST Act/ MAP-21 Partner Collaboration Webinar 7/8, 8/12

Discussed feedback on FAST Act Collaboration webinars with MoDOT, MARC, and East-West Gateway.

3.3 Congestion Management Process Implementation

Continued coordination between CU Transit and Springfield Public Works staff. Began update of CMP for 2020. Collected intersection LOS data and traffic counts from MoDOT and Springfield. Updated Accident and Intersection LOS mapping and narrative discussion.

3.4 Federal Functional Classification Maintenance and Updates

Issued annual call for changes to functional classification. Applications are due on November 1, 2019.

3.5 Bicycle and Pedestrian Plan Implementation

The Bike/Ped Funding Committee updated and recommended approval of a new guidebook and application for the upcoming call-for-projects. Continued to maintain and update a complete streets toolbox on OTO website to assist community implementation of bike/ped projects. Presented Destination Plan for final comment by the BPAC.

The Walkability Action Team presented at the OCITE Technical Conference in July, conducting a virtual walk audit.

Developed a booklet on the value of a trail, utilizing a variety of research relating to housing values, housing sales, and talent attraction.

3.6 Freight Planning

Continued participation in the Heartland Freight Technology Plan, including consultant selection and attendance of kick off meeting.

3.7 Traffic Incident Management Planning

The TIM committee completed its annual FHWA Self-Assessment and worked to educate first responders of the expected impacts resulting from the rolling closures on US 65.

3.8 Air Quality Planning

With the Ozarks Clean Air Alliance, planned and coordinated an Electric Vehicle Car Rally, sponsored and held, in conjunction with MDNR, a VW Trust Funding Workshop, as well as attended monthly OCAA meetings and subcommittee meetings. Monitored air quality readings as reported weekly by MDNR.

3.9 Hazard Environmental Assessment

Updated census GIS layers in the Hazard Environmental Assessment database and added TIP projects from the TIP database.

3.10 Demographics and Future Projections

Completed model data submitted to Olsson for inclusion in the updated Travel Demand Model.

3.11 Geographic Information Systems (GIS)

Updated the TIP database. Updated travel speed data files for 2018 & 2019. Made shapefiles for Capacity Improvement projects for Travel Demand Model Update. Created Base Map Vector Tiles for use in ArcGIS Online mapping applications. Transmitted Greene County Parcel files proximate to the

Chadwick Flyer Rail Trail to the City of Ozark Community Development Director. Coordinated with the MoDOT TMS manager to include five-year crash rates and averages in the SS Segment file and planning partner data release. Transmitted the OTO Regional trail study alignments file to the Missouri Trails Project Coordinator. Edited the Major Thoroughfare Plan GIS file per amendments and shared with the City of Springfield. Shared MoDOT Intersection file with the City of Nixa. Retrieved Commercial Volume by Vehicle type from the MoDOT Central Office.

3.12 Mapping and Graphics Support for OTO Operations

Created dashboard applications for Performance Measures and Growth Trends in ArcGIS Online. Updated criteria maps for STIP prioritization. Created STIP prioritization Web Map Application. Prepared graphic depicting the Chadwick Flyer Rail Trail alignment for an article in the Springfield Business Journal. Updated Trail Study alignment maps on the OTO website.

3.13 Support for Jurisdictions' Plans

Participated in public visioning stage of Forward SGF on several occasions.

3.14 Studies of Parking, Land Use, and Traffic Circulation

3.15 Transportation Consultant/Modeling Services

Executed contract for the update of the OTO's Travel Demand Model with Olsson.

3.16 Civil Rights Compliance

No complaints were received. No Annual DBE Goal is currently required.

3.17 Travel Demand Model Update

Executed contract for the update of the OTO's Travel Demand Model with Olsson. Supplied data necessary for the completion of Task 1.

3.18 Aerial Photography

Aerial photography will be completed in the spring.

3.19 *Transportation Plan 2045* (will now be called *Destination 2045*)

Scoped plan process and public input. Selected new name of *Destination 2045*. Met with area libraries to coordinate public input efforts.

Task 4 Project Selection and Programming 25% Complete

4.1 FY 2020-2023 Transportation Improvement Program (TIP)

Completed and finalized draft FY 2020-2023 Transportation Improvement Program. Presented draft TIP to subcommittee for review. Incorporated agency comments into draft TIP. Conducted public comment for draft and presented and received approval at August Board meeting. Received USDOT approval in September.

4.2 FY 2021-2024 Transportation Improvement Program (TIP)

Updated public input mailing list and reviewed included agencies to ensure inclusion of underserved populations. Revised priorities and project selection process handout, as well as input letters, for distribution to mailing list. The solicitation process began during the second quarter.

4.3 Project Programming

Received approval for FY 2019-2022 TIP Amendment 6, processed and submitted and received approval for Amendment 7, and processed Administrative Modification 4. Monitored projects for potential amendments congruent with the changing Federal Fiscal Year.

4.4 Federal Funds Tracking

Continued to monitor obligations and reasonable performance. Began previewing 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

STIP Prioritization criteria was reviewed and revised over several subcommittee meetings ahead of the 2021-2025 project prioritization process. The process and priorities were selected and reviewed at the September Technical Planning Committee meeting for Board review in October.

Task 5 OTO Transit Planning 28% Complete

5.1 Operational Planning

Maintained a list of transit operators. Updated transit brochure.

5.2 Transit Coordination Plan Implementation

Continued to share relevant news and updates to members of the LCBT.

5.3 Program Management Plan Implementation

Coordinated with MoDOT Transit office on the procurement of vehicles for organizations awarded Section 5310 funding.

5.4 Data Collection and Analysis

Collected information on transit services in peer communities. Information will be included in a booklet outlining the scope of CU Transit's services.

5.5 Community Support

Provided support to public when contacted regarding access to transit services. Attend the CU Transit Advisory Committee meetings and the Community Partnership Lets Go Smart Committee.

5.6 ADA/Title VI Appeal Process

OTO remains available as the appeal board for City Utilities paratransit ADA complaints. None were received. Developed update for the Title VI/ADA Plan and the Limited English Proficiency Plan.

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 – As of September 30, 2019, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100% complete. CU has not requested reimbursement for our 1% security requirement however, we have started the planning process for the security capital purchase. With the FY19 5307 grant funding, CU plans to utilize the 1% security funding to purchase and install bullet resistant glass in the customer service area at the Transit Center. The currently bid estimate for this project is \$20,000. On 9/12 authorization was given to facilities to complete the drawings and details for full project bidding. We anticipate this bid to go out and a vendor to be selected by the end of the year.

CU's FY2017/2018 Section 5339 grant application for the purchase two 35-foot, fixed route buses – Option to purchase buses was exercised in February 2019 and delivery is anticipated between November and December of 2019. This was combined with MoDOT's 5339 funding for FY15, FY16, FY17, and FY19.

CU's FY2019 Section 5339 grant – CU executed our 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 FY2019 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 our planned expenditures for the FY2018 Section 5339 grant.

CU's FY2019 Section 5339 (c) Low or No Emissions Grant – 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 ChargePoint chargers. This grant has not yet been entered into TrAMS, as we are waiting on the Department of Natural Resources to announce their awards for the FY20 Transit VW Trust funding. After that announcement is made, CU will enter the Low No grant into TrAMS.

CU's FY2018/2019 Section 5310 grants - CU executed our FY2019 FTA Section 5310 grant on June 3, 2019. This grant was combined with FY18 Section 5310 funds to start 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. When the FY2020 Section 5310 funds are apportioned, they will be added to this grant to complete the project in FY2020. 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, design work is anticipated to be completed by the end of 2019 and construction will start in the fall of 2020.

CU's FY2017 Section 5310 grant 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 us to purchase additional shelters. Since the original requisition didn't include any options to purchase additional shelters, we are currently working on a new RFP to replace our remaining (5) Phase I shelters, and to order (6) spare shelters and panels. The RFP was put out to bid on 9/26/19 with a

request for the contract to be awarded by 10/14/19. We are anticipating a 6-month lead time on the shelters. This project is expected to be complete by Summer of 2020.

6.2 ADA Accessibility

Route adjustments on Line 9 and 14/38 will take effect on October 7, 2019 to improve on-time performance and safety issues with the route. Our turn-by-turn, maps and braille documents to reflect these changes have been ordered and are expected to arrive before the route changes. All fixed routes are consistently evaluated to make improvements as needed.

FTA Grant MO-2017-012 for installation of the remaining bus shelters will continue and should be completed by Summer 2020.

CU's FY 2018/2019 Section 5310 grant was executed on June 3, 2019. This grant was combined with FY18 Section 5310 funds to start 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. When the FY2020 Section 5310 funds are apportioned, they will be added to this grant to complete the project in FY2020. 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, design work is anticipated to be completed by the end of 2019 and construction will start in the fall of 2020.

6.3 Transit Fixed Route and Regional Service Analysis Implementation

Route adjustment on Line 9 and Line 14/38 will take effect on October 7, 2019 to improve on-time performance and safety issues with the route. 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

CU Transit will study opportunities for transit cost reductions using third-party and private sector providers for a portion of our paratransit bus service in the future.

6.7 Safety, Security and Drug and Alcohol Control Planning

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

CU has notified the State of Missouri that we will be participating in the State PTASP plan that will need to be certified by July 2020.

6.8 Transit Coordination Plan Implementation

CU has implemented the Transit Coordination Plan, since we receive 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 our 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 completed by our external auditors in October and November 2019.
- CU is gathering data for the annual National Transit Database report that is due January 31, 2020.

Task 7 Special Studies and Projects 23% Complete

7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems

7.2 Grant Applications

Assisted the City of Springfield and City of Republic in their BUILD Grant applications. Provided guidance to additional OTO members, as well. Assisted in the review of the Governor's cost share application as requested by the City of Springfield. Provided support letters for all grant and cost share applications out of the OTO region. Facilitated a meeting with the City of Republic, MoDOT and Wilson's Creek National Battlefield to discuss application for Federal Lands Access Program funding.

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

7.4 Travel Sensing & Travel Time Service Project

Task 8 Transportation Demand Management 18% Complete

8.1 Coordinate Employer Outreach Activities

Continued distribution of Ozarks Commuter newsletter.

8.2 Collect and Analyze Data to Determine Potential Demand

Task 9 MoDOT Transportation Studies & Data Collection 45% Complete

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 236 MoDOT staff hours were completed.

TAB 5

BOARD OF DIRECTORS AGENDA 12/19/2019; ITEM II.D.

***Transportation Plan 2040* Amendment Number 11**

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

AGENDA DESCRIPTION:

The City of Springfield has been awarded a BUILD grant in the amount of \$20,960,822 federal funds for the Grant Avenue Connect Parkway Project. The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnight Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

All projects programmed in the Transportation Improvement Program must appear in the long range transportation plan, *Transportation Plan 2040*. The Financial Capacity Chapter has been updated to reflect this additional funding and the Range of Alternatives Chapter has been updated to reflect this project specifically, as well as to show continued fiscal constraint.

PRIOR AMENDMENTS:

1. Amendment 1 was for sidewalk connections between Ozark and Nixa.
2. Amendment 2 was for the MTP change along 17th/19th Streets in Ozark.
3. Amendment 3 was for the revised design standards.
4. Amendment 4 was for the addition of the Riverside Bridge Replacement project.
5. Amendment 5 was for the addition of \$215 million in revenue.
6. Amendment 6 was for the addition of I-44 capacity projects to the constrained project list.
7. Amendment 7 was for the MTP change to reclassify Grant as a secondary arterial.
8. Amendment 8 was for the MTP change to realign Inman Road in Nixa.
9. Amendment 9 was to add the 60/125 interchange to the constrained list and to make changes to the MTP in Greene County for the alignment of Farm Road 94 and AB as well as the removal of Farm Road 140 between West Bypass and Orchard Crest.
10. Amendment 10 was to revise the Major Thoroughfare Plan in the City of Ozark, the City of Springfield, and to update the System Performance Report.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on November 20, 2019, the Technical Planning Committee recommended that the Board of Directors approve *Transportation Plan 2040* Amendment 11.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve *Transportation Plan 2040* Amendment 11.”

OR

“Move to approve *Transportation Plan 2040* Amendment 11 with the following changes...”

Financial Capacity

The fiscal portion of the Plan addresses the existing and potential funding resources currently available and projected to be available for the implementation of the Long Range Transportation Plan. Financing techniques and available funding resources are described and discussed. Projected funding available for implementing the LRTP is critical for creating a fiscally constrained project list. Reviewing the financial capacity of the region ensures that the Plan can be implemented through 2040.

Revenue Sources

State

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds. With the passage of the FAST Act and an increase in state revenues, MoDOT has a more stable funding outlook than what has been the case for the previous few years. This will allow OTO to be confident in the funding levels projected to 2040. The cost share with MoDOT is still suspended, and OTO has not included that funding in its projections, but it should be noted that the availability of that funding would increase the number of projects that could be completed in the region.

The largest source of transportation revenue for MoDOT is from the federal government and includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants.

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon excise tax on aviation fuel which must be spent on airport projects. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies.

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are

not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

The State General Revenue Fund provides approximately 1 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

Federal - Statewide

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses population numbers, distributes this funding around the state.

National Highway Performance Program

The NHPP provides support for the condition and performance of the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Statewide Surface Transportation Block Grant Program

A long standing funding program, the Surface Transportation Block Grant Program is one of the most flexible funding sources available among Federal-aid highway funding programs. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. Missouri's required set-aside for pedestrian and bicycle activities has traditionally gone toward the implementation of the State ADA Transition Plan.

Highway Safety Improvement Program

The Highway Safety Improvement Program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance, achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

Open Container Transfer Provision

The Open Container Transfer Provision requires states to enact and enforce a law that prohibits the possession of any open alcohol beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle located on a public highway, or the right-of-way of a public highway, in the states. States, like Missouri, which fail to comply with these minimum requirements have a portion of their highway funds transferred into the State and Community Highway Safety Grant Program. This money may further be transferred into the State's Highway Safety Improvement Program.

Federal – Special Programs

The FAST Act established, replaced, or continued several "special programs" that are unique compared to traditional federal funding. MoDOT receives this funding and uses it for projects and programs statewide.

Disadvantaged Business Enterprise Program

The FAST Act provides funding for Disadvantaged Business Enterprise programs. Missouri receives approximately \$300,000 annually for this program.

On the Job Training Program

The FAST Act provides funding for On the Job Training activities. Missouri receives approximately \$200,000 annually for this program.

Prioritization of Projects to Improve Freight Movement Program

Efficient movement of freight is critical to the economy, jobs and quality of life in Missouri. Freight movement is completely dependent on the reliability, condition, and safety of the transportation system. FAST created a new federal funding category, the National Highway Freight Program, for projects that improve the efficient movement of freight. These projects implement the strategies identified in the Missouri Freight Plan. Activities include replacement of load-posted bridges, technology to improve the flow of freight, truck parking facilities, and geometric improvements to interchanges and ramps. These projects are included in the STIP and also identified in the Missouri Freight Plan Appendix G.

Better Utilizing Investments to Leverage Development (BUILD) Grant

The BUILD program provides dedicated, discretionary federal funding to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

Infrastructure for Rebuilding America (INFRA) Grant

INFRA discretionary grants support the Administration's commitment to fixing the nation's infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the processes for building significant projects, and increasing accountability for the projects that are built. In addition to providing direct federal funding, the INFRA discretionary grant program aims to increase the total investment by state, local, and private partners.

Federal – Regional Suballocated

The Surface Transportation Block Grant Program (STP) 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.

STP-Urban

STP-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

Small-Urban

The Small-Urban program is a subset of statewide STP funding, which is allocated to jurisdictions whose urbanized cluster or area population is greater than 5,000, but smaller than 200,000. The Missouri Highways and Transportation Commission allocates \$3.5 million in surface transportation program funds annually to this small-urban program. Project eligibility is the same as that described under the STP-Urban program. Currently, the City of Republic receives this funding in the OTO area, but this is changing now that they are part of the Springfield Urbanized area, while the City of Willard will start receiving Small-Urban as they are now their own urbanized area. As of July 7, 2016, the Missouri and Highways Commission discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

Bridge Rehabilitation and Maintenance

This program funds the replacement or rehabilitation of deficient bridges located on roads federally functionally classified as urban collectors, rural major collectors, and arterials. As of July 7, 2016, the Missouri and Highways Commission also discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

STP-Set Aside (formerly TAP)

The STP-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School.

Local

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein. In aggregate, these funding sources generate about \$50 million per year, however, the local system is vastly larger than the federal-aid system and much of this funding is dedicated to activities on the local system. The projected funding from local sources is that amount required to match federal-aid projects as requested by the local jurisdictions and to cover operations and maintenance needs.

Sales Tax

The Cities of Nixa, Republic, and Springfield all have voter-approved transportation sales taxes. Nixa has a 1/2-cent transportation sales tax, Republic's tax is 1/4-cent, and Springfield's tax is 1/8-cent. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements. Willard recently approved a 1/2-cent capital improvements tax which may also be used on transportation projects within the City. Christian and Greene Counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

Development Agreements

A city or county may enter into agreements with developers to fund capital improvements with tax revenues generated by the new development. Typically, the developer builds the improvement and is reimbursed by utilizing up to 50 percent of the sales tax generated by the business activity. Projects are usually funded up to a set amount, plus interest, and paid back over three to five years.

Missouri Transportation Finance Corporation

The Missouri Transportation Finance Corporation (MTFC) is financed by federal highway funds, transit funds, and state and local matching funds. The Corporation may loan money to finance projects or provide collateral to gain favorable financing elsewhere. A local corporation is usually established to participate in the funding. The funds available under the MTFC are available throughout the State of Missouri and are applied for competitively. The funds are paid back to the Corporation following the construction of projects. These funds will rollover and subsequent projects will not have the federal requirements associated with the project. Currently, most of the funds available under the Corporation are programmed for projects. Based on the competitive nature of securing Corporation funding, this funding mechanism is not included in the Feasible Funding Sources section.

Neighborhood Improvement District (or Community Improvement District)

State law authorizes cities and counties to establish Neighborhood Improvement Districts (NIDs) and Community Improvement Districts (CIDs) for the purpose of improving public infrastructure. Once established, the jurisdiction may issue temporary notes and long-term general obligation (GO) bonds (up to 20 years) to pay for improvements. Bonds are repaid through a special assessment on the properties within the district. NIDs and CIDs require the support of a majority of the property owners within the district and City Council or County Commission approval.

Charges for Services

Charges for curb cuts and other transportation-related services generate \$400,000. These funds are included in the Feasible Funding Sources section.

The City of Republic levies a fee for street lights which nets about \$105,550 per year.

Railroad and Public Utility Tax

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County, generating \$106,800 for the road and bridge fund.

County Funding Sources

The majority of funding for Greene County projects which appear in the TIP is sourced from STP and BRO funding, while local matching funds are derived from state revenue first, then local revenues.

Property Tax

Greene County levies eight cents per \$100 assessed valuation for both real and personal property for the road and bridge fund. Real property tax revenue for the road and bridge fund in 2015 is estimated to be \$4,534,400 while personal property tax for 2015 is estimated to be \$939,500.

Programmed Projects

The OTO has already identified funding and programmed projects for the 2015-2018 Transportation Improvement Program. Additional projects will be programmed for 2019 with the new TIP to be developed this spring. These can be seen in the Appendix. For this reason, funding projections start in the year 2018.

Funding Projections

The funding projections carry through the end of the Plan timeframe of 2040. The OTO, as a singular organization, plans, programs, and authorizes improvement, expansion, or maintenance revenues, and receives an annual sub-allocation of Surface Transportation Program funds for capital, planning, or engineering improvements.

OTO has developed revenue estimates based upon the stability provided by the passage of the FAST Act, as well as the improving economy. An inflation rate of 1 percent has been used to develop projections through 2040. Initial year estimates were derived from MoDOT and the FAST Act, with the local match showing the minimum amount required for the federal-aid projects which can be afforded here.

Operations and Maintenance

MoDOT Operations and Maintenance Revenues are projected to be \$50,601,000 through 2040, based on the FY 2017 allocation of \$1,948,000 to the OTO region. The source of this funding is MoDOT Operations. Local funding for Operations and Maintenance is projected to be \$22,973,000. This funding is projected to grow one-percent per year.

Table 6-1: Operations and Maintenance Revenue

Timeframe	MoDOT	Local
2018-2022	\$ 10,037,000	\$ 4,557,000
2023-2027	\$ 10,549,000	\$ 4,789,000
2028-2032	\$ 11,087,000	\$ 5,034,000
2033-2037	\$ 11,653,000	\$ 5,290,000
2038-2040	\$ 7,275,000	\$ 3,303,000
TOTAL	\$ 50,601,000	\$ 22,973,000

Discretionary Funding

While not guaranteed, the Ozarks Transportation Organization region is eligible to apply and receive funding that is made available through competitive grants at the discretion of USDOT. These include

programs such as BUILD and INFRA. As this funding is uncertain, awarded amounts will be amended into the Plan here, to reflect the additional funding available to the OTO region.

Table 6-A11: Discretionary Funding

Timeframe	USDOT	Local
2018-2022	\$ 20,960,822	\$ 5,240,206
2023-2027	\$ 0	\$ 0
2028-2032	\$ 0	\$ 0
2033-2037	\$ 0	\$ 0
2038-2040	\$ 0	\$ 0
TOTAL	\$ 20,960,822	\$ 5,240,206

1. November 11, 2019 BUILD Grant for City of Springfield Grant Avenue Connect Parkway Project

USDOT	20,960,822
Local	5,240,206
Total	26,201,028

Roadway Revenue Estimates through 2040

2018-2022

Table 6-2: Roadway Revenue Estimates 2018-2022

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	\$9,200,000	\$9,200,000	\$9,200,000	\$9,200,000	\$9,292,000
Safety	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,525,000
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$25,506,000	\$33,497,000	\$34,606,000	\$34,102,000	\$34,443,020
TOTAL	\$37,806,000	\$45,797,000	\$46,906,000	\$46,402,000	\$46,860,020
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$5,722,200	\$5,836,644	\$5,953,377	\$6,072,444	\$6,193,893
TAP	\$400,000	\$404,000	\$408,040	\$412,120	\$416,242
Local Match	\$1,414,944	\$1,443,243	\$1,472,108	\$1,501,550	\$1,531,581
TOTAL	\$7,537,144	\$7,683,887	\$7,833,525	\$7,986,115	\$8,141,716
TOTAL	\$45,343,144	\$53,480,887	\$54,739,525	\$54,388,115	\$55,001,736

2023-2027

Table 6-3: Roadway Revenue Estimates 2023-2027

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	\$9,384,920	\$9,478,769	\$9,573,557	\$9,669,292	\$9,765,985
Safety	\$2,550,250	\$2,575,753	\$2,601,510	\$2,627,525	\$2,653,800
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$34,787,450	\$35,135,325	\$35,486,678	\$35,841,545	\$36,199,960
TOTAL	\$47,322,620	\$47,789,846	\$48,261,745	\$48,738,362	\$49,219,746
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$6,317,771	\$6,444,127	\$6,573,009	\$6,704,469	\$6,838,559
TAP	\$420,404	\$424,608	\$428,854	\$433,143	\$437,474
Local Match	\$1,562,213	\$1,593,457	\$1,625,326	\$1,657,832	\$1,690,989
TOTAL	\$8,300,388	\$8,462,191	\$8,627,189	\$8,795,444	\$8,967,022
TOTAL	\$55,623,008	\$56,252,038	\$56,888,934	\$57,533,807	\$58,186,768

2028-2032

Table 6-4: Roadway Revenue Estimates 2028-2032

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	\$9,863,645	\$9,962,282	\$10,061,905	\$10,162,524	\$10,264,149
Safety	\$2,680,338	\$2,707,142	\$2,734,213	\$2,761,555	\$2,789,171
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$36,561,960	\$36,927,579	\$37,296,855	\$37,669,824	\$38,046,522
TOTAL	\$49,705,943	\$50,197,003	\$50,692,973	\$51,193,903	\$51,699,842
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$6,975,330	\$7,114,836	\$7,257,133	\$7,402,276	\$7,550,321
TAP	\$441,849	\$446,267	\$450,730	\$455,237	\$459,790
Local Match	\$1,724,809	\$1,759,305	\$1,794,491	\$1,830,381	\$1,866,989
TOTAL	\$9,141,988	\$9,320,409	\$9,502,354	\$9,687,894	\$9,877,100
TOTAL	\$58,847,931	\$59,517,412	\$60,195,327	\$60,881,797	\$61,576,941

2033-2037

Table 6-5: Roadway Revenue Estimates 2033-2037

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	\$10,366,790	\$10,470,458	\$10,575,163	\$10,680,914	\$10,787,724
Safety	\$2,817,063	\$2,845,233	\$2,873,686	\$2,902,422	\$2,931,447
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$38,426,987	\$38,811,257	\$39,199,370	\$39,591,363	\$39,987,277
TOTAL	\$52,210,840	\$52,726,948	\$53,248,218	\$53,774,700	\$54,306,447
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$7,701,328	\$7,855,354	\$8,012,461	\$8,172,711	\$8,336,165
TAP	\$464,388	\$469,031	\$473,722	\$478,459	\$483,244
Local Match	\$1,904,328	\$1,942,415	\$1,981,263	\$2,020,888	\$2,061,306
TOTAL	\$10,070,044	\$10,266,801	\$10,467,446	\$10,672,058	\$10,880,715
TOTAL	\$62,280,884	\$62,993,749	\$63,715,664	\$64,446,758	\$65,187,162

2038-2040 and TOTAL

Table 6-6: Roadway Revenue Estimates 2038-2040 and Total

MODOT Allocated Funding for OTO area					
	2038	2039	2040		2018-2040
TCOS	\$10,895,601	\$11,004,557	\$11,114,602		\$230,174,837
Safety	\$2,960,761	\$2,990,369	\$3,020,272		\$62,547,510
Interst./Brdg	\$300,000	\$300,000	\$300,000		\$6,900,000
SW TAP	\$300,000	\$300,000	\$300,000		\$6,900,000
Flex	\$40,387,150	\$40,791,021	\$41,198,931		\$844,501,074
TOTAL	\$54,843,512	\$55,385,947	\$55,933,806		\$1,151,023,421
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$8,502,888	\$8,672,946	\$8,846,405		\$165,056,648
TAP	\$488,076	\$492,957	\$497,886		\$10,286,521
Local Match	\$2,102,532	\$2,144,583	\$2,187,475		\$40,814,008
TOTAL	\$11,093,497	\$11,310,486	\$11,531,766		\$216,157,177
TOTAL	\$65,937,008	\$66,696,432	\$67,465,572		\$1,367,180,598

With the funding projected for operations and maintenance and discretionary funding, the total revenue projected through 2040 is \$1,466,955,626.

Table 6-7: Revenue Summary

2018-2040		
TCOS		\$230,174,837
Safety		\$62,547,510
Interst./Brdg		\$6,900,000
SW TAP		\$6,900,000
Flex		\$844,501,074
TOTAL		\$1,151,023,421

STP-Urban		\$165,056,648
TAP		\$10,286,521
Local Match		\$40,814,008
TOTAL		\$216,157,177

MoDOT Allocated and Suballocated Total		\$1,367,180,598
Operations and Maintenance		\$73,574,000
Discretionary Funding		\$26,201,028
TOTAL REVENUE		\$1,466,955,626

Transit Funding Projections

Local Match

As the main fixed-route transit provider for the region, City Utilities transit provides the local match for the transit revenues it uses from the income generated by the fare box and advertising, with the majority coming from their utility rate payers. Local agencies provide their match from their own operating revenues.

Federal Transit Funding

Urbanized Area Formula Program (5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Enhance Mobility of Seniors and Individuals with Disabilities Program (5310)

This funding is available for several types of projects. Fixed-Route transit systems may use a portion of the funding for projects that go above and beyond the requirements of the American's with Disabilities Act. The other portion is to be used to help human-service agencies buy vehicles for the transportation they provide.

Bus and Bus Facilities (5339)

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Revenue Estimates

2018-2022

Table 6-8: Transit Revenue Estimates 2018-2022

Source	2018	2019	2020	2021	2022
FTA 5307	\$2,655,918	\$2,709,036	\$2,763,217	\$2,818,481	\$2,874,851
FTA 5310	\$276,610	\$282,142	\$287,785	\$293,540	\$299,411
FTA 5339	\$278,608	\$284,180	\$289,864	\$295,661	\$301,575
City Utilities Local Share	\$7,842,000	\$7,791,000	\$7,907,000	\$8,548,000	\$8,804,440
State of Missouri	\$29,324	\$29,617	\$29,913	\$30,213	\$30,515
Medicaid	\$29,279	\$29,572	\$29,867	\$30,166	\$30,468
Other local agencies	\$29,864	\$30,461	\$31,070	\$31,691	\$32,325
TOTAL	\$11,141,603	\$11,156,008	\$11,338,716	\$12,047,752	\$12,373,585

2023-2027

Table 6-9: Transit Revenue Estimates 2023-2027

Source	2023	2024	2025	2026	2027
FTA 5307	\$2,932,348	\$2,990,995	\$3,050,815	\$3,111,831	\$3,174,068
FTA 5310	\$305,399	\$311,507	\$317,737	\$324,092	\$330,574
FTA 5339	\$307,606	\$313,758	\$320,033	\$326,434	\$332,963
City Utilities Local Share	\$9,068,573	\$9,340,630	\$9,620,849	\$9,909,475	\$10,206,759
State of Missouri	\$30,820	\$31,128	\$31,439	\$31,754	\$32,071
Medicaid	\$30,772	\$31,080	\$31,391	\$31,705	\$32,022
Other local agencies	\$32,972	\$33,631	\$34,304	\$34,990	\$35,690
TOTAL	\$12,708,490	\$13,052,729	\$13,406,568	\$13,770,281	\$14,144,147

2028-2032

Table 6-10: Transit Revenue Estimates 2028-2032

Source	2028	2029	2030	2031	2032
FTA 5307	\$3,237,549	\$3,302,300	\$3,368,346	\$3,435,713	\$3,504,427
FTA 5310	\$337,186	\$343,929	\$350,808	\$357,824	\$364,980
FTA 5339	\$339,622	\$346,414	\$353,343	\$360,410	\$367,618
City Utilities Local Share	\$10,512,962	\$10,828,351	\$11,153,201	\$11,487,797	\$11,832,431
State of Missouri	\$32,392	\$32,716	\$33,043	\$33,373	\$33,707
Medicaid	\$32,342	\$32,665	\$32,992	\$33,322	\$33,655
Other local agencies	\$36,404	\$37,132	\$37,874	\$38,632	\$39,404
TOTAL	\$14,528,457	\$14,923,507	\$15,329,607	\$15,747,071	\$16,176,222

2033-2037

Table 6-11: Transit Revenue Estimates 2033-2037

Source	2033	2034	2035	2036	2037
FTA 5307	\$3,574,516	\$3,646,006	\$3,718,926	\$3,793,305	\$3,869,171
FTA 5310	\$372,280	\$379,726	\$387,320	\$395,067	\$402,968
FTA 5339	\$374,970	\$382,469	\$390,119	\$397,921	\$405,880
City Utilities Local Share	\$12,187,404	\$12,553,026	\$12,929,617	\$13,317,505	\$13,717,031
State of Missouri	\$34,044	\$34,385	\$34,729	\$35,076	\$35,427
Medicaid	\$33,992	\$34,332	\$34,675	\$35,022	\$35,372
Other local agencies	\$40,192	\$40,996	\$41,816	\$42,653	\$43,506
TOTAL	\$16,617,398	\$17,070,940	\$17,537,202	\$18,016,549	\$18,509,355

2038-2040 and TOTAL

Table 6-12: Transit Revenue Estimates
2038-2040 and Total

Source	2038	2039	2040	2018-2040
FTA 5307	\$3,946,554	\$4,025,485	\$4,105,995	\$76,609,853
FTA 5310	\$411,027	\$419,248	\$427,633	\$7,978,793
FTA 5339	\$413,997	\$422,277	\$430,723	\$8,036,445
City Utilities Local Share	\$14,128,542	\$14,552,398	\$14,988,970	\$253,227,961
State of Missouri	\$35,781	\$36,139	\$36,500	\$754,106
Medicaid	\$35,726	\$36,083	\$36,444	\$752,944
Other local agencies	\$44,376	\$45,263	\$46,169	\$861,415
TOTAL	\$19,016,003	\$19,536,893	\$20,072,433	\$348,221,517

Table 6-13: Transit Revenue Summary

Source	2018-2040
FTA 5307	\$76,609,853
FTA 5310	\$7,978,793
FTA 5339	\$8,036,445
City Utilities Local Share	\$253,227,961
State of Missouri	\$754,106
Medicaid	\$752,944
Other local agencies	\$861,415
TOTAL	\$348,221,517

Range of Alternatives

Funding over the next 24 years will be limited. For this reason, the OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions. These projects are then subjected to a prioritization process. This list of prioritized projects is compared to the available funding amounts through 2040 and a limited (constrained) list of priority projects is selected.

Project Submissions

Project needs were collected through several methods. Jurisdictions were asked to submit a list of project needs through the Plan horizon of 2040. MoDOT was also asked to submit a list of project needs based on the state highway system. Projects included in the prior plan that had not yet been programmed were included as well. Submitted projects were then assigned a cost estimate and projected year of completion. The cost estimates were then inflated by three percent, based on average increases in the Construction Price Index, to the project year of completion.

Project Prioritization Process

To prioritize the projects, the LRTP Subcommittee developed a set of prioritization factors based on the goals which had been set within the Plan. Each prioritization factor includes a set of criteria, which are assigned points. Projects were scored based on these criteria. A glossary defining each criterion is included in the Appendix.

Once projects are prioritized, the potential list was compared against available funding. The results can be seen in the constrained project list.

Prioritization Factors

Table 7-1: Prioritization Factors

Factors	Criteria	Points
1. Priority Projects		25
Located along a Priority Corridor of Regional Significance	Yes	25
	No	0
2. Safety		25
Fatal/Injury Crash Index	Worse than rates on similar OTO FCs	15
	Better than rates on similar OTO FCs	0
Safety Concern	Yes	5
	No	0
Improvement or Removal of At-Grade Railroad Crossing	Yes	5
	No	0
3. Congestion Management		20
Volume-to-Capacity Ratio	Current ≥ 0.86	7
	Future (2040) ≥ 0.86	5
Complies with MTP Access Management	Yes	3
	No	0
Included in Regional ITS Arch.	Yes	5
	No	0
4. Environmental Justice		5
	Inside 4 EJ Tracts	5
	Inside 3 EJ Tracts	4
	Inside 2 EJ Tracts	3
	Inside 1 EJ Tract	2
	Inside 0 EJ Tracts	0
5. Multi-modal		10
Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)	Connects more than 2 modes or services	7
	Facilitates transfer or intermodal potential between 1 to 2 modes	5
	No intermodal potential	0
Vehicle Trip Reduction	Project encourages reduction of trips/discourages SOV use	3
	No trip reduction	0
6. Economic Development		15
Improves access to major freight centers or corridors or is in the State Freight Plan	Yes	5
	No	0
Local Priority Project	Defined leadership and strong political support	10
	Unknown or no leadership or political support	0
TOTAL		100

Programmatic Project List

Maintenance - \$401,000,000

As shown in the Financial Capacity Chapter, maintenance must be considered when determining funding available for new projects. Over the life of this Plan, it is estimated that about \$401 million will be allocated to taking care of the transportation system. This category of funding includes funding available for the Off-System Bridge program, which provides additional funding to the region based on the number of deficient bridges in the region.

Safety - \$18,000,000

A variety of projects can qualify for safety-specific funding, however, certain improvements may be difficult to identify ahead of a systemic review of safety data. Locations for smaller improvements, such as rumble stripes, guard cable, and high friction surface treatments, among others, have not been exhaustively identified. Some funding from this plan will be reserved for these types of improvements.

Bicycle and Pedestrian - \$10,000,000

The OTO region receives funding allocated specifically for bicycle and pedestrian projects through federal transportation legislation, though the name for this funding has changed over the years. OTO recognizes that a number of roadway projects can address both bicycle and pedestrian needs, however, a number of projects are needed independent of a roadway improvement. This funding can be used for the competitive transportation alternatives program through OTO, ADA improvements, and other specific bicycle and pedestrian projects that may arise over the course of this Plan's horizon.

Rail - \$4,000,000

At-grade rail crossings are a safety concern in the OTO region. Improvement of these crossings is a priority. Statewide rail funding and partnerships with the local railroad provide additional funding for the transportation system in the OTO region, which may not be otherwise available.

Scoping - \$500,000

Scoping projects help identify the solution for an identified need. Often, an entire corridor must be examined to determine the appropriate project to address a problem. This funding is set aside for these broad scoping projects which may not exactly align with a proposed construction project within the constrained project list.

Operations and Maintenance - \$73,574,000

Maintenance costs include salaries, fringe benefits, materials, and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities, unlike the Maintenance category above, such as minor surface treatments, mowing, snow removal, replacing signs, striping, repairing guardrail; and repairing traffic signals.

Funding Shortfall

The transportation needs of the OTO region continue to outpace the funding available to address those needs.

Roadways

Projected revenue through 2040 is \$1,466,955,626. The project needs submitted for prioritization and the programmatic needs before inflation add up to \$1,785,293,629. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

Transit

Transit revenue is projected to be about \$348,221,517 through 2040 with estimated needs of \$949,601,734. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is \$10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

State of Good Repair is an issue for the human service agencies, as well. Replacing a vehicle is a points category in the scoring on Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, funding applications.

Constrained Project Lists

There are two Constrained Project lists. The Roadways list is sorted by the name of the roadway where the project is located. The Transit list follows the Roadways list. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Table 7-2: Funding Summary

Projected Revenue	\$1,466,955,626
Maintenance	(\$401,000,000)
Safety	(\$18,000,000)
Bike/Ped	(\$10,000,000)
Rail	(\$4,000,000)
Scoping	(\$500,000)
Operations & Maintenance	(\$73,574,000)
Funding for New Projects	\$959,881,626

Available Funding (through 2040)	\$1,466,955,626
Constrained Costs (Uninflated)	(\$762,477,629)
Unconstrained Costs (Uninflated)	(\$515,742,000)
Operations and Maintenance	(\$73,574,000)
Programmatic Projects	(\$433,500,000)
Funding Shortfall	(\$318,338,003)

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP28	BATTLEFIELD ROAD AND FREMONT AVENUE INTERSECTION IMPROVEMENTS, FREMONT AVENUE IMPROVEMENTS	BATTLEFIELD ROAD FROM BATTLEFIELD ROAD TO FREMONT AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT FREMONT AVENUE, IMPROVEMENTS ON FREMONT AVENUE FROM SUNSET STREET TO BATTLEFIELD ROAD	\$7,013,122	\$ -	\$ -	\$7,013,122	\$7,013,122
M172	BUSINESS 65 (SOUTH STREET) IMPROVEMENTS FROM ROUTE 65 TO THIRD STREET	BUSINESS 65 FROM ROUTE 65 TO ROUTE 14	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON BUSINESS 65 (SOUTH STREET) IN OZARK FROM ROUTE 65 TO ROUTE 14	\$3,949,115	\$ -	\$ -	\$3,949,115	\$10,962,237
M410	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY AND SAFETY CORRIDOR AND INTERSECTION IMPROVEMENTS	BUSINESS 65 FROM I-44 TO BATTLEFIELD ROAD	SPRINGFIELD	IMPROVEMENTS TO THE BUSINESS 65 (GLENSTONE) CORRIDOR AND INTERSECTIONS FROM I-44 TO BATTLEFIELD	\$ -	\$11,068,865	\$12,831,848	\$23,900,713	\$34,862,950
SP24	CAMPBELL AVENUE AND REPUBLIC ROAD INTERSECTION IMPROVEMENTS	CAMPBELL AVENUE FROM CAMPBELL AVENUE TO REPUBLIC ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT REPUBLIC ROAD	\$ -	\$ -	\$24,401,898	\$24,401,898	\$59,264,848
M88	CAMPBELL AVENUE, ROUTE 160 SAFETY AND SYSTEM IMPROVEMENTS	CAMPBELL AVENUE, ROUTE 160 FROM BATTLEFIELD ROAD TO FARM ROAD 192	SPRINGFIELD, GREENE COUNTY	SAFETY AND SYSTEM IMPROVEMENTS FROM BATTLEFIELD ROAD TO FARM ROAD 192 (STEINERT ROAD)	\$ -	\$7,867,503	\$ -	\$7,867,503	\$67,132,351

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP401	DIVISION FROM NATIONAL TO GLENSTONE	DIVISION FROM NATIONAL AVENUE TO GLENSTONE	SPRINGFIELD	CAPACITY IMPROVEMENTS TO DIVISION FROM NATIONAL TO GLENSTONE INCLUDING BIKE LANE AND SIDEWALKS	\$3,004,999	\$ -	\$ -	\$3,004,999	\$70,137,350
G11	EAST/WEST ARTERIAL - KANSAS EXTENSION TO CAMPBELL AVENUE	EAST/WEST ARTERIAL FROM KANSAS EXPRESSWAY TO CAMPBELL AVENUE	GREENE COUNTY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$21,386,413	\$21,386,413	\$91,523,763
G13	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL FROM CAMPBELL AVENUE TO NATIONAL AVENUE	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$21,386,413	\$21,386,413	\$112,910,176
G14	EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL FROM NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$44,911,468	\$44,911,468	\$157,821,644
SP402	EAST/WEST ARTERIAL FROM KISSICK TO EVANS	EAST/WEST ARTERIAL FROM KISSICK TO EVANS ROAD	SPRINGFIELD	EAST/WEST ARTERIAL AS A NEW CORRIDOR FROM KISSICK TO EVANS	\$ -	\$12,680,000	\$ -	\$12,680,000	\$170,501,644
ST1	EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	STRAFFORD, GREENE COUNTY	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	\$1,639,091	\$ -	\$ -	\$1,639,091	\$172,140,735

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M401	IMPROVEMENTS NECESSARY TO CREATE I-244 LOOP AROUND SPRINGFIELD	I-244 FROM ROUTE 360 TO ROUTE 65	SPRINGFIELD, GREENE COUNTY	SIGNAGE AND OTHER NECESSARY IMPROVEMENTS TO CONVERT US 65, US 60, US 360, TO I-244 ALONG WITH I-44 FROM US 65 TO US 360	\$3,170,001	\$ -	\$ -	\$3,170,001	\$175,310,736
M39	I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 125	STRAFFORD	INTERCHANGE IMPROVEMENTS AT ROUTE 125 INCLUDING PEDESTRIAN ACCOMMODATIONS	\$1,347,332	\$ -	\$ -	\$1,347,332	\$176,658,068
M58	I-44 AND ROUTE B/MM INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE B/MM	GREENE COUNTY	INTERCHANGE IMPROVEMENTS AT ROUTE B/MM	\$ -	\$ -	\$2,851,522	\$2,851,522	\$179,509,590
G6	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY FROM REPUBLIC ROAD TO WEAVER ROAD	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$19,592,595	\$ -	\$ -	\$19,592,595	\$199,102,185
G7	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY FROM WEAVER ROAD TO PLAINVIEW ROAD	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$7,748,205	\$ -	\$7,748,205	\$206,850,390
G8	KANSAS EXPRESSWAY EXTENSION - PLAINVIEW ROAD TO COX	KANSAS EXPRESSWAY FROM PLAINVIEW ROAD TO EAST/WEST ARTERIAL (FARM ROAD 190)	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$9,224,054	\$ -	\$9,224,054	\$216,074,444

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M409	KANSAS EXPRESSWAY AND DIVISION INTERSECTION	KANSAS EXPRESSWAY FROM KANSAS EXPRESSWAY TO DIVISION STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS	\$2,513,272	\$ -	\$ -	\$2,513,272	\$218,587,716
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE I	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	\$ -	\$ -	\$14,257,609	\$14,257,609	\$232,845,325
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE II	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	\$ -	\$ -	\$28,515,218	\$28,515,218	\$261,360,543
W5	MILLER ROAD WIDENING PROJECT	MILLER ROAD FROM ROUTE 160 TO JACKSON STREET	WILLARD	LANE ADDITION INCLUDING BICYCLE LANE	\$467,687	\$ -	\$ -	\$467,687	\$261,828,230
M175	ITS	N/A FROM N/A TO N/A	SPRINGFIELD	ATMS PHASE 2B - CAMERAS, SIGNS, AND COMMUNICATION INFRASTRUCTURE ALONG VARIOUS ROUTES EAST OF AND INCLUDING ROUTE 13 IN SPRINGFIELD	\$1,564,785	\$ -	\$ -	\$1,564,785	\$263,393,015

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M176	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA	ATMS PHASE 3 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE ALONG VARIOUS ROUTES WEST OF ROUTE 13 AND ALONG ROUTE 160 SOUTH THROUGH ROUTE 14 IN NIXA	\$2,106,778	\$ -	\$ -	\$2,106,778	\$265,499,793
M177	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA, REPUBLIC	ATMS PHASE 4 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE IN VARIOUS LOCATION IN SPRINGFIELD, ALONG ROUTE 65 SOUTH THROUGH ROUTE F IN OZARK AND ALONG ROUTE 60 WEST THROUGH ROUTE P IN REPUBLIC	\$ -	\$1,319,655	\$ -	\$1,319,655	\$266,819,448
SP30	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A FROM N/A TO N/A	SPRINGFIELD	FUNDING OF ONGOING OPERATIONS	\$6,000,000	\$11,975,000	\$19,750,000	\$37,725,000	\$304,544,447
C410	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO ROUTE CC	CHRISTIAN COUNTY	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO CC	\$ -	\$ -	\$21,386,413	\$21,386,413	\$325,930,861
R8	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE FROM ROUTE 60 TO ELM STREET	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$1,986,578	\$ -	\$ -	\$1,986,578	\$327,917,438

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP403	PRIMROSE FROM SOUTH TO KIMBROUGH	PRIMROSE FROM SOUTH AVENUE (SPRINGFIELD) TO KIMBROUGH	SPRINGFIELD	CAPACITY IMPROVEMENTS TO PRIMROSE FROM SOUTH TO KIMBROUGH	\$2,841,090	\$ -	\$ -	\$2,841,090	\$330,758,529
SP404	REPUBLIC FROM CHASE TO FAIRVIEW	REPUBLIC ROAD FROM CHASE TO FAIRVIEW	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM CHASE TO FAIRVIEW	\$2,731,818	\$ -	\$ -	\$2,731,818	\$333,490,347
G403	ROUTE 13 FROM WW TO NORTON	ROUTE 13 FROM ROUTE WW TO NORTON	GREENE COUNTY	SAFETY IMPROVEMENTS TO ROUTE 13 FROM WW TO NORTON	\$1,092,727	\$ -	\$ -	\$1,092,727	\$334,583,074
M411	ROUTE 13 (KANSAS EXPRESSWAY) AND WALNUT LAWN	ROUTE 13 FROM ROUTE 13 TO WALNUT LAWN		INTERSECTION IMPROVEMENTS	\$ -	\$2,459,748	\$ -	\$2,459,748	\$337,042,822
M85	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13 FROM ROUTE 13 TO SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET INCLUDING PEDESTRIAN CONNECTION FROM KANSAS TO SUNSET	\$2,185,454	\$ -	\$ -	\$2,185,454	\$339,228,276
M146	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE M	NIXA, CHRISTIAN COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET)	\$1,715,581	\$ -	\$ -	\$1,715,581	\$340,943,857
M147	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE M TO GREGG ROAD	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,622,545	\$ -	\$ -	\$2,622,545	\$343,566,402

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M150	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM GREGG ROAD TO TRUMAN BOULEVARD	NIXA	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,098,036	\$ -	\$ -	\$2,098,036	\$345,664,438
M151	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM TRUMAN BOULEVARD TO ROUTE 160	NIXA	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD) INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,240,090	\$ -	\$ -	\$2,240,090	\$347,904,528
M156	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE 160 TO WATER STREET	NIXA	CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO RIDGECREST STREET INCLUDING PEDESTRIAN ACCOMMODATIONS	\$6,685,304	\$ -	\$ -	\$6,685,304	\$354,589,832
M157	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM WATER STREET TO CHEYENNE ROAD	NIXA	CAPACITY IMPROVEMENTS FROM RIDGECREST STREET TO CHEYENNE ROAD WITH PEDESTRIAN ACCOMMODATIONS TO RIDGECREST	\$8,741,816	\$ -	\$ -	\$8,741,816	\$363,331,648
M158	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM CHEYENNE ROAD TO FREMONT ROAD	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	\$ -	\$13,754,909	\$ -	\$13,754,909	\$377,086,557

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M159	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM FREMONT ROAD TO 22ND STREET	OZARK	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	\$4,294,417	\$ -	\$ -	\$4,294,417	\$381,380,974
M167	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM 17TH STREET TO ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET) INCLUDING PEDESTRIAN ACCOMMODATIONS	\$5,734,631	\$ -	\$ -	\$5,734,631	\$387,115,605
M173	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14 FROM 3RD STREET/SELMORE ROAD TO ROUTE W	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET FROM 3RD STREET/SELMORE ROAD TO ROUTE W	\$ -	\$21,522,793	\$ -	\$21,522,793	\$408,638,398
M408	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE NN TO 3RD STREET	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE NN TO 3RD	\$ -	\$4,919,495	\$ -	\$4,919,495	\$413,557,893
O13	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO CHURCH STREET	OZARK	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL	\$ -	\$1,885,397	\$ -	\$1,885,397	\$415,443,290

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
O25	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE W	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$ -	\$ -	\$1,524,138	\$1,524,138	\$416,967,428
O401	ROUTE 14 AND OAK STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO OAK STREET	OZARK	IMPROVE EXISTING INTERSECTION ALIGNMENT WITH A REALIGNMENT OF OAK STREET	\$ -	\$1,885,397	\$ -	\$1,885,397	\$418,852,825
O6	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 9TH STREET	OZARK	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN) AND REALIGNMENT OF 10TH STREET, WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	\$3,114,272	\$ -	\$ -	\$3,114,272	\$421,967,097
O403	IMPROVEMENTS TO INTERSECTION OF ROUTE 14 AND BUSINESS 65	ROUTE 14/BUSINESS 65 FROM ROUTE 14 TO BUSINESS 65	OZARK	INTERSECTION IMPROVEMENTS	\$2,185,454	\$ -	\$ -	\$2,185,454	\$424,152,551
M124	ROUTE 160 IMPROVEMENTS	ROUTE 160 FROM PLAINVIEW ROAD TO ROUTE CC RELOCATION	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM FARM ROAD 192 TO RELOCATED ROUTE CC IN NIXA	\$ -	\$26,128,670	\$ -	\$26,128,670	\$450,281,221

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M127	ROUTE 160 AND FARM ROAD 192 (STEINERT ROAD) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO FARM ROAD 192 (STEINERT ROAD)	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT FARM ROAD 192 (STEINERT ROAD)	\$499,376	\$ -	\$ -	\$499,376	\$450,780,597
M13	ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY STREET) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE 744	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET)	\$2,921,952	\$ -	\$ -	\$2,921,952	\$453,702,549
M132	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE CC RELOCATION	NIXA	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA	\$ -	\$3,228,419	\$ -	\$3,228,419	\$456,930,968
M141	ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO TRACKER ROAD	NIXA	INTERSECTION IMPROVEMENTS AT TRACKER ROAD	\$1,381,207	\$ -	\$ -	\$1,381,207	\$458,312,175
M142	ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO KATHRYN STREET/ALDERSGATE DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE	\$ -	\$ -	\$1,461,405	\$1,461,405	\$459,773,580
M143	ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO NORTHVIEW ROAD	NIXA	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD	\$1,115,510	\$ -	\$ -	\$1,115,510	\$460,889,090

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M144	ROUTE 160 (MASSEY BOULEVARD) AND WASSON DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO WASSON DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT WASSON DRIVE	\$ -	\$1,259,268	\$ -	\$1,259,268	\$462,148,358
M153	ROUTE 160 (MASSEY BOULEVARD) AND SOUTH STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO SOUTH STREET (NIXA)	NIXA	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIXA	\$1,654,061	\$ -	\$ -	\$1,654,061	\$463,802,419
M3	ROUTE 160 AND HUGHES ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO HUGHES ROAD	WILLARD	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	\$642,523	\$ -	\$ -	\$642,523	\$464,444,942
N401	ROUTE 160 AND ROSEDALE	ROUTE 160 FROM ROUTE 160 TO ROSEDALE ROAD	NIXA	INTERSECTION IMPROVEMENTS AT ROSEDALE	\$ -	\$3,074,685	\$ -	\$3,074,685	\$467,519,627
W1	ROUTE 160 EXPANSION TO FOUR LANES	ROUTE 160 FROM WILLARD TO I-44	WILLARD, GREENE COUNTY	WIDEN ROUTE 160 FROM TWO LANES TO FOUR LANES FROM WILLARD TO I-44	\$12,321,590	\$ -	\$ -	\$12,321,590	\$479,841,217
M102	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM ROUTE 65 TO FARM ROAD 213	SPRINGFIELD, GREENE COUNTY	UPGRADE TO FREEWAY FROM ROUTE 65 TO FARM ROAD 213 (OUTER ROADS)	\$ -	\$36,896,216	\$ -	\$36,896,216	\$516,737,433

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M113	ROUTE 60 AND ROUTE 174 (INDEPENDENCE STREET) INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO ROUTE 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SPLIT-PHASE (REMOVE MEDIAN SEPARATION, IMPROVE PEDESTRIAN CROSSING)	\$ -	\$2,459,748	\$ -	\$2,459,748	\$519,197,181
M420	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 2	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	\$ -	\$ -	\$28,515,218	\$28,515,218	\$547,712,398
M87	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 1	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	\$9,555,801	\$12,298,739	\$ -	\$21,854,540	\$569,566,938
M128	ROUTE 65 CAPACITY IMPROVEMENTS	ROUTE 65 FROM EVANS ROAD TO ROUTE CC	SPRINGFIELD, OZARK	CAPACITY IMPROVEMENTS FROM EVANS ROAD TO ROUTE CC	\$7,321,271	\$ -	\$ -	\$7,321,271	\$576,888,209
M129	ROUTE 65 AND EVANS ROAD INTERCHANGE	ROUTE 65 FROM ROUTE 65 TO EVANS ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	\$ -	\$ -	\$12,200,236	\$12,200,236	\$589,088,445
M160	ROUTE 65 IMPROVEMENTS	ROUTE 65 FROM ROUTE CC TO BUSINESS 65	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET/F)	\$ -	\$ -	\$40,447,411	\$40,447,411	\$629,535,856

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
W4	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB FROM ROUTE AB TO ROUTE 160	WILLARD	TURN LANE AND SIGNALIZATION IMPROVEMENT	\$408,680	\$ -	\$ -	\$408,680	\$629,944,536
M135	ROUTE CC IMPROVEMENTS	ROUTE CC FROM MAIN STREET (NIXA) TO ROUTE 65	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO ROUTE 65	\$ -	\$21,483,437	\$ -	\$21,483,437	\$651,427,973
M75	ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D FROM BUSINESS 65 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS	\$ -	\$2,593,804	\$ -	\$2,593,804	\$654,021,777
M122	ROUTE FF AND WEAVER ROAD INTERSECTION IMPROVEMENTS	ROUTE FF FROM ROUTE FF TO WEAVER ROAD	BATTLEFIELD	INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSING AT WEAVER ROAD	\$ -	\$348,054	\$ -	\$348,054	\$654,369,831
R401	ROUTE M AND REPMO DRIVE INTERSECTION IMPROVEMENTS	ROUTE M FROM ROUTE M TO REPMO DRIVE	REPUBLIC, GREENE COUNTY	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT ROUTE M, REPMO DRIVE, AND FARM ROAD 103	\$972,336	\$ -	\$ -	\$972,336	\$655,342,167
M430	GRADE-SEPARATED RAILROAD CROSSING ON ROUTE MM	ROUTE MM FROM ROUTE MM TO ROUTE MM	REPUBLIC, GREENE COUNTY	ROUTE MM GRADE-SEPARATED RAILROAD CROSSING	\$ -	\$ -	\$14,257,609	\$14,257,609	\$669,599,776

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M59	ROUTE MM (BROOKLINE BOULEVARD) CAPACITY IMPROVEMENTS	ROUTE MM FROM I-44 TO ROUTE 360	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO ROUTE 360 (JAMES RIVER FREEWAY)	\$ -	\$16,418,816	\$ -	\$16,418,816	\$686,018,592
M60	ROUTE MM (BROOKLINE BOULEVARD) IMPROVEMENTS	ROUTE MM FROM ROUTE 360 TO ROUTE 60	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS (THREE-LANES) FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 60	\$ -	\$14,758,486	\$ -	\$14,758,486	\$700,777,078
M38	ROUTE OO/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125 FROM ROUTE OO/125 TO WASHINGTON STREET	STRAFFORD	INTERSECTION IMPROVEMENT AT WASHINGTON STREET, INCLUDING WIDENING OF GRADE CROSSING	\$ -	\$657,983	\$ -	\$657,983	\$701,435,061
M45	ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$1,419,452	\$ -	\$ -	\$1,419,452	\$702,854,513
O402	THIRD STREET IN OZARK FROM JACKSON TO SOUTH	THIRD STREET FROM JACKSON TO SOUTH	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS TO THIRD STREET/ROUTE 14 THROUGH DOWNTOWN OZARK FROM JACKSON TO SOUTH	\$ -	\$4,919,495	\$ -	\$4,919,495	\$707,774,008
M49	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS FROM VARIOUS TO VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY ON VARIOUS ROADWAYS	\$ -	\$1,362,700	\$ -	\$1,362,700	\$709,136,708

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE 00 TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	\$ -	\$1,967,798	\$ -	\$1,967,798	\$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	\$546,364	\$ -	\$ -	\$546,364	\$711,650,870
O14	RIVERSIDE BRIDGE	RIVERSIDE ROAD	CHRISTIAN COUNTY	RIVERSIDE BRIDGE REPLACEMENT, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATION	\$3,000,000	\$ -	\$ -	\$3,000,000	\$714,650,870
M10	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 266 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	\$ -	\$ -	\$25,164,680	\$25,164,680	\$739,815,550
M12	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 160 TO ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	\$ -	\$50,432,208	\$ -	\$50,432,208	\$790,247,758
M30	SPRINGFIELD, STRAFFORD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 65 TO ROUTE 125	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	\$ -	\$49,058,439	\$ -	\$49,058,439	\$839,306,197
M35	SPRINGFIELD	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 744	INTERCHANGE IMPROVEMENTS AT ROUTE 744	\$ -	\$ -	\$27,909,269	\$27,909,269	\$867,215,466
M7	GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 360 TO ROUTE 266	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	\$ -	\$ -	\$30,281,735	\$30,281,735	\$897,497,201

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	\$15,380,000	\$10,007,326	\$ -	\$25,387,326	\$922,884,527
D1	SPRINGFIELD	GRANT AVENUE PARKWAY	GRANT AVENUE FROM SUNSHINE TO COLLEGE	SAFETY, BICYCLE, PEDESTRIAN AND OTHER NON-ROADWAY IMPROVEMENTS	\$26,201,028	\$ -	\$ -	\$26,201,028	\$949,085,555

TAB 6

BOARD OF DIRECTORS AGENDA 12/19/2019; ITEM II.E.

Amendment Number Two to the FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are five items included as part of Amendment Number Two to the FY 2020-2023 Transportation Improvement Program.

1. *Revised* Route 14 Capacity Improvements from Fort to Ridgecrest (NX1701-20A2)
Adding sidewalks in partnership with the City of Nixa for an increase in total programmed amount of \$239,796 and a new total programmed amount of \$7,526,796.
2. *Revised* Jackson Street Capacity Improvements 16th Street to Route NN(OK1701-20A2)
Adding a pedestrian underpass in partnership with the City of Ozark for an increase in total programmed amount of \$663,900 and a new total programmed amount of \$4,678,900.
3. *Revised* Pavement and ADA Improvements Sunshine, National, Battlefield (SP2012-20A2)
The City of Springfield has increased the amount of funding for this project, as well as split the ADA portion into a separate new project (SP2014-20A2) for a new total programmed amount of \$2,600,000. Federal funding is STBG-U.
4. *New* Pavement and ADA Improvements Sunshine, National, Battlefield (SP2014-20A2)
The City of Springfield has requested to separate the ADA portion of this project (SP2012-20) into a new project with a total programmed amount of \$1,400,000. Federal funding is STBG-U.
5. *New* Grant Avenue Connect Parkway Project (SP2015-20A2)
The City of Springfield received a BUILD Grant for the Grant Avenue Connect Parkway Project. The total programmed amount is \$26,201,028, with the 20 percent match provided by the City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities of Springfield rate payers.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on November 20, 2019, the Technical Planning Committee recommended that the Board of Directors approve Amendment 2 to the FY 2020-2023 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 2 to the FY 2020-2023 Transportation Improvement Program.”

OR

“Move to approve Amendment 2 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

K) Pending Amendment 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

No Map
Available

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
Totals			\$255,455	\$7,271,341	\$0	\$0	\$7,526,796

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

F) Roadways Section

TIP # NX1701 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 and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard 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	\$168,000	\$300,000	\$0	\$0	\$468,000
MoDOT	State	ENG	\$42,000	\$75,000	\$0	\$0	\$117,000
FHWA (NHPP)	Federal	CON	\$0	\$5,361,600	\$0	\$0	\$5,361,600
MoDOT	State	CON	\$0	\$1,340,400	\$0	\$0	\$1,340,400
Totals			\$210,000	\$7,077,000	\$0	\$0	\$7,287,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$1,979,000
Future Cost	\$0
Total Cost	\$9,266,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # OK1701-20A2 **JACKSON STREET CAPACITY IMPROVEMENTS 16TH STREET TO RTE. NN**

Route Rte. 14 (Jackson)

From 16th St.

To 0.1 miles W. of Rte. NN

Location City of Ozark

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3096

Federal ID # 0141027

No Map
Available

Project Description

Add lanes, sidewalk, and pedestrian underpasses and pedestrian signal on Jackson Street from 16th Street to 0.1 miles west of Rte. NN in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$508,400	\$0	\$0	\$0	\$508,400
MoDOT	State	ENG	\$127,100	\$0	\$0	\$0	\$127,100
FHWA (SAFETY)	Federal	CON	\$835,000	\$0	\$0	\$0	\$835,000
FHWA (STBG)	Federal	CON	\$2,024,770	\$0	\$0	\$0	\$2,024,770
LOCAL	Local	CON	\$374,950	\$0	\$0	\$0	\$374,950
MoDOT	State	CON	\$808,680	\$0	\$0	\$0	\$808,680
Totals			\$4,678,900	\$0	\$0	\$0	\$4,678,900

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: \$835,000 Open Container Funds

Prior Cost	\$596,000
Future Cost	\$0
Total Cost	\$5,274,900



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # OK1701 **JACKSON STREET CAPACITY IMPROVEMENTS 16TH STREET TO RTE. NN**

Route Rte. 14 (Jackson)

From 16th St.

To 0.1 miles W. of Rte. NN

Location City of Ozark

Federal Agency FHWA

Project Sponsor MoDOT

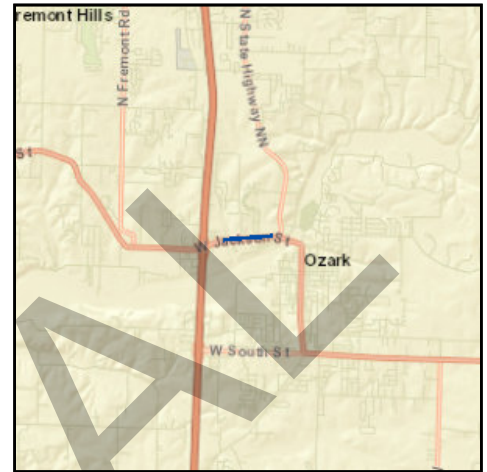
Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3096

Federal ID # 0141027



Project Description

Add lanes, sidewalk, and pedestrian signal on Jackson Street from 16th Street to 0.1 miles west of Rte. NN in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$463,200	\$0	\$0	\$0	\$463,200
MoDOT	State	ENG	\$115,800	\$0	\$0	\$0	\$115,800
FHWA (SAFETY)	Federal	CON	\$835,000	\$0	\$0	\$0	\$835,000
FHWA (STBG)	Federal	CON	\$1,914,800	\$0	\$0	\$0	\$1,914,800
MoDOT	State	CON	\$686,200	\$0	\$0	\$0	\$686,200
Totals			\$4,015,000	\$0	\$0	\$0	\$4,015,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: \$835,000 Open Container Funds

Prior Cost	\$571,000
Future Cost	\$0
Total Cost	\$4,586,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP2012-20A2 **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	\$2,080,000	\$0	\$0	\$0	\$2,080,000
LOCAL	Local	CON	\$520,000	\$0	\$0	\$0	\$520,000
Totals			\$2,600,000	\$0	\$0	\$0	\$2,600,000

Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,600,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP2014-20A2 **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	\$1,120,000	\$0	\$0	\$0	\$1,120,000
LOCAL	Local	CON	\$280,000	\$0	\$0	\$0	\$280,000
Totals			\$1,400,000	\$0	\$0	\$0	\$1,400,000

Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,400,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2012-20 **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 and 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	\$2,160,000	\$0	\$0	\$0	\$2,160,000
LOCAL	Local	CON	\$432,000	\$0	\$0	\$0	\$432,000
Totals			\$2,592,000	\$0	\$0	\$0	\$2,592,000

Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,592,000



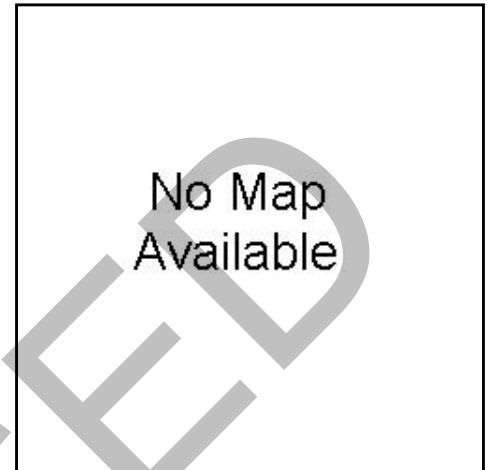
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP2015-20A2 **GRANT AVENUE CONNECT PARKWAY PROJECT**

Route Grant Avenue
From Sunshine
To College
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category BUILD
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #



Project Description

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnacht Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA(BUILD)	Federal	ENG	\$2,755,495	\$0	\$0	\$0	\$2,755,495
LOCAL	Local	ENG	\$688,874	\$0	\$0	\$0	\$688,874
FHWA(BUILD)	Federal	ROW	\$3,824,000	\$0	\$0	\$0	\$3,824,000
LOCAL	Local	ROW	\$956,000	\$0	\$0	\$0	\$956,000
FHWA(BUILD)	Federal	CON	\$0	\$14,381,327	\$0	\$0	\$14,381,327
LOCAL	Local	CON	\$0	\$3,595,332	\$0	\$0	\$3,595,332
Totals			\$8,224,369	\$17,976,659	\$0	\$0	\$26,201,028

Notes

Federal Funding Source: BUILD Discretionary Funding

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

Prior Cost \$0
Future Cost \$0
Total Cost \$26,201,028

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local		State				SEMA	TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC			
2020																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0		
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0		
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0		
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0		
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0		
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0		
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0		
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0		
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0		
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0		
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0		
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0		
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0		
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0		
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0		
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0		
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0		
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0		
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0		
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0		
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0		
GR1908-19	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0		
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0		
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0		
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0		
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0		
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0		
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0		
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0		
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0		
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0		
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0		
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0		
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0		
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0		
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0		
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0		
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0		
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0		
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0		
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0		
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$83,000	\$0	\$200	\$0	\$0	\$0		
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0		
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0		
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0		
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0		
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0		
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0		
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0		
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0		
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0		
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0		
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0		
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0		
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0		
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0		
NX1701-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$204,364	\$0	\$0	\$0	\$5,000	\$0	\$49,091	\$0	\$0	\$0		
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0		
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$145,500	\$0	\$106,500	\$0	\$0	\$0		
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0		
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0		
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0		
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$378,111	\$0	\$343,037	\$0	\$0	\$0		
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$374,950	\$0	\$935,780	\$0	\$0	\$0		
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$123,499		
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$26,300	\$0	\$668,700	\$0	\$0	\$0		
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0		
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0		
RC0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0		
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0		
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0		
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0		
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0		
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0		
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0		
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0		
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0		
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0		

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																	
PROJECT	Federal										Local		State			SEMA	TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
2020 Continued																	
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$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	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$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	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000
SP1818-19A3	\$920,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$573,200	\$0	\$470,800	\$0	\$0	\$0	\$3,848,000
SP1902-18A4	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$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	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$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	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$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	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$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	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$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	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$0	\$0	\$0	\$0	\$1,575,000
SP2012-20A2	\$2,080,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$520,000	\$0	\$0	\$0	\$0	\$0	\$2,600,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A2	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP2015-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,579,495	\$0	\$1,644,874	\$0	\$0	\$0	\$0	\$0	\$8,224,369
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$29,527,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,800,164	\$5,119,881	\$6,579,495	\$740,993	\$13,726,627	\$0	\$11,478,348	\$6,000	\$2,990,300	\$123,499	\$110,282,457
2021																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$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	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$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	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$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	\$119,000	\$0	\$0	\$0	\$595,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$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	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$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	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,600	\$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	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$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	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$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	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$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	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
MO1405	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2004-20	\$0	\$457,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$0	\$0	\$508,000

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																	
PROJECT	Federal										Local		State			SEMA	TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
2021 Continued																	
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$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	\$83,000	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$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	\$22,500	\$0	\$202,500	\$0	\$225,000
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$99,446	\$0	\$1,354,922	\$0	\$0	\$0	\$7,771,341
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$1,618,200	\$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	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$1,600	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$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	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$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	\$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	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$0	\$74,400	\$0	\$0	\$11,200	\$0	\$18,600	\$0	\$0	\$0	\$149,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$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	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40	\$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	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,848,000	\$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	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$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	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,381,327	\$0	\$3,595,332	\$0	\$0	\$0	\$0	\$0	\$17,976,659
SUBTOTAL	\$799,570	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,192,403	\$4,556,800	\$14,381,327	\$0	\$3,845,103	\$0	\$6,287,422	\$110,000	\$2,522,900	\$0	\$54,698,625
2022																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$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	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$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	\$400	\$0	\$1,600	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$0	\$1,634,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$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	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,200	\$0	\$404,800	\$0	\$506,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$0	\$23,500
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$569,600	\$0	\$0	\$0	\$0	\$142,400	\$0	\$0	\$0	\$712,000
MO2104-19	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000
MO2201-20	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$27,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406
RG0901-18A1	\$0	\$13,194,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,466,100	\$0	\$0	\$0	\$14,661,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$34,400	\$0	\$137,600	\$0	\$172,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$748,000	\$0	\$0	\$0	\$0	\$0	\$187,000	\$0	\$0	\$0	\$935,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$2,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local		State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2022 Continued																	
SP1812-18A2	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$0	\$240,000	\$0	\$175,600	\$0	\$0	\$0	\$2,078,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$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	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$1,191,200	\$0	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$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	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SUBTOTAL	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$0	\$1,636,402	\$0	\$5,268,000	\$200,000	\$3,413,600	\$0	\$40,979,906
2023																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$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	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$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	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$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	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$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	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$2,072,000	\$0	\$2,590,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$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	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$5,145,775	\$0	\$3,670,000	\$0	\$3,705,600	\$0	\$24,002,876
GRAND TOTAL	\$35,680,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,761,367	\$10,343,881	\$20,960,822	\$740,993	\$24,353,907	\$0	\$26,703,770	\$316,000	\$12,632,400	\$123,499	\$229,963,864

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source											Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$29,527,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,800,164	\$5,119,881	\$6,579,495	\$740,993	\$81,957,683	\$13,726,627	\$14,474,648	\$123,499	\$5,380,129	\$115,662,586
2021 Funds Programmed	\$799,570	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,192,403	\$4,556,800	\$14,381,327	\$0	\$41,933,200	\$3,845,103	\$8,920,322	\$0	\$5,476,971	\$60,175,596
2022 Funds Programmed	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$0	\$30,461,904	\$1,636,402	\$8,881,600	\$0	\$5,575,557	\$46,555,463
2023 Funds Programmed	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$11,481,501	\$5,145,775	\$7,375,600	\$0	\$5,675,917	\$29,678,793
Total	\$35,680,574	\$ 19,748,100	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$69,761,367	\$ 10,343,881	\$ 20,960,822	\$ 740,993	\$165,834,288	\$ 24,353,907	\$ 39,652,170	\$ 123,499	\$22,108,574	\$252,072,438

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 53,386,192	\$36,352,872	\$40,069,500	\$ 26,219,000	\$166,155,557
Federal Discretionary Funding	\$0	\$ 20,960,822	\$ -	\$ -	\$ -	\$20,960,822
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	\$13,726,627	\$3,845,103	\$1,636,402	\$5,145,775	\$24,477,406
Available Suballocated Funding	\$27,323,332	\$3,124,142	\$6,826,962	\$6,963,501	\$7,102,771	\$51,340,707
TOTAL AVAILABLE FUNDING	\$37,574,824	\$96,577,912	\$52,501,908	\$54,244,960	\$44,143,463	\$285,043,066
Prior Year Funding		\$37,574,824	\$18,490,149	\$10,816,461	\$18,505,958	--
Programmed State and Federal Funding		(\$115,662,586)	(\$60,175,596)	(\$46,555,463)	(\$29,678,793)	(\$252,072,438)
TOTAL REMAINING	\$37,574,824	\$18,490,149	\$10,816,461	\$18,505,958	\$32,970,628	\$32,970,628

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	\$2,717,660	\$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	\$2,861,385	\$301,218	\$411,803
Total Anticipated Allocation	\$27,586,333.22	\$1,738,853.08	\$11,178,511	\$1,169,896	\$1,602,316
Programmed through FY2023	(\$39,047,262.00)	(\$1,215,847.00)	(\$9,350,178)	(\$1,042,675)	(\$2,552,742)
Estimated Carryover Balance Through FY 2023	\$15,862,402.97	\$1,376,359.40	\$1,828,333	\$682,833	\$1,635,015

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$168,136.00	\$525,991.66	\$883,437.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$190,122.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$168,136.00	\$525,991.66	\$883,437.75	\$1,240,466.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,703,973.64	\$3,396,508.94	\$5,324,640.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$231,504.00)	(\$239,302.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,703,973.64	\$3,396,508.94	\$5,324,640.36	\$7,248,999.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$333,604.16	\$2,198,116.75	\$4,062,176.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,531,353.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$333,604.16	\$2,198,116.75	\$4,062,176.75	\$5,925,776.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,862,516.45	\$3,721,958.03	\$5,578,269.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,862,516.45	\$3,721,958.03	\$5,578,269.38	\$7,431,394.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$18,467,675.28	\$35,514,863.08	\$55,601,586.86
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	(\$4,538,893.00)	(\$5,913,018.00)	(\$2,826,285.00)	(\$2,826,285.00)
Amount Available for Local Projects	\$18,467,675.28	\$35,514,863.08	\$55,601,586.86	\$75,640,264.09

Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
City of Strafford				
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
Amount Available for Local Projects	\$63,598.00	\$175,398.39	\$287,130.96	\$398,794.49
City of Willard				
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
Amount Available for Local Projects	\$381,887.44	\$804,746.36	\$1,226,497.15	\$1,647,119.89
Christian County				
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
Amount Available for Local Projects	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84	\$22,715,561.43
Greene County				
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	\$17,564,435.81	\$41,433,241.35	\$64,037,252.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$7,379,411.00)	(\$1,000.00)	(\$1,254,521.00)	(\$5,001,000.00)
Amount Available for Local Projects	\$17,564,435.81	\$41,433,241.35	\$64,037,252.28	\$82,883,307.68
City Utilities				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,455.00)	(\$5,962,365.00)	(\$6,081,612.00)	(\$6,081,756.00)
Available for TIP Project Expenditures	\$2,316,045.00	\$2,888,135.00	\$3,613,888.00	\$4,217,744.00
Carryover from Prior Year	--	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00
Estimated TIP Project Expenditures	(\$261,483.00)	(\$224,446.00)	(\$358,149.00)	\$0.00
Amount Available for Local Projects	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00	\$12,191,734.00

TAB 7

BOARD OF DIRECTORS AGENDA 12/19/2019; ITEM II.F.

2020 Safety 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. Updated Safety Targets are required to be set by the end of February 2020.

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:

Performance Measure	Statewide Target for CY2020
Number of Fatalities	859.3
Fatality Rate per 100 Million VMT	1.130
Number of Serious Injuries	4505.4
Serious Injury Rate per 100 Million VMT	5.953
Number of Non-Motorized Fatalities and Serious Injuries	437.4

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on November 20, 2019, the Technical Planning Committee recommended that the Board of Directors supports the statewide safety targets.

BOARD OF DIRECTORS ACTION REQUESTED:

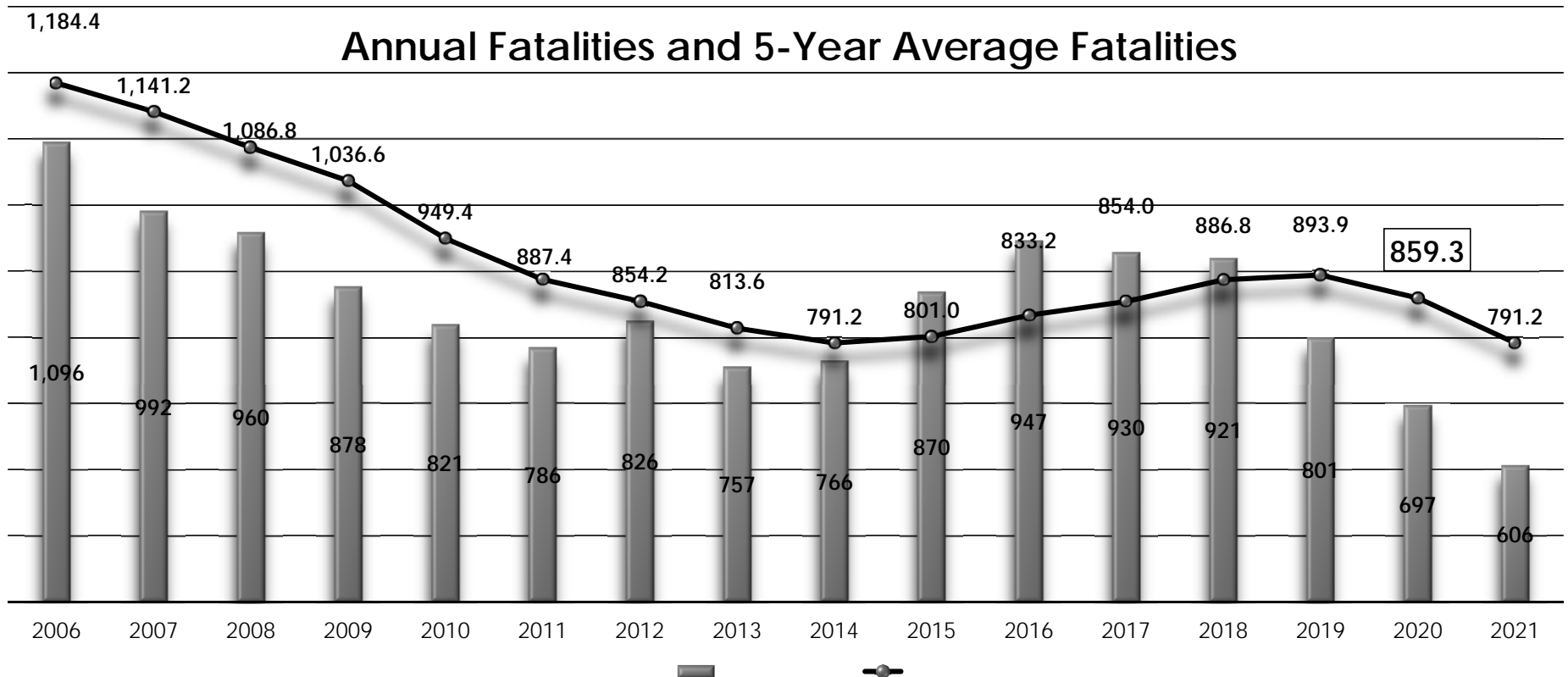
A member of the Board of Directors is requested to make one of the following motions:

“Move to support the statewide safety targets.”

OR

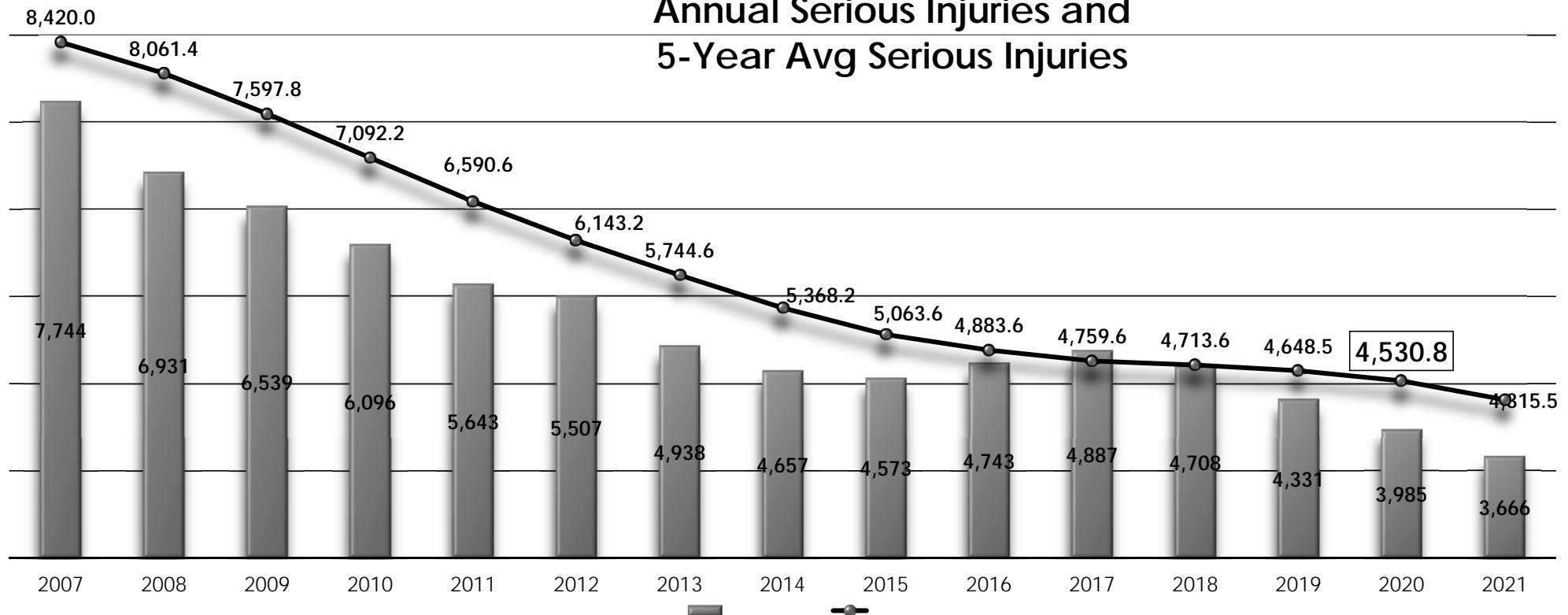
“Move that the Performance Measures Subcommittee review the safety targets with the following considerations...”

MODOT CURRENT NUMBERS

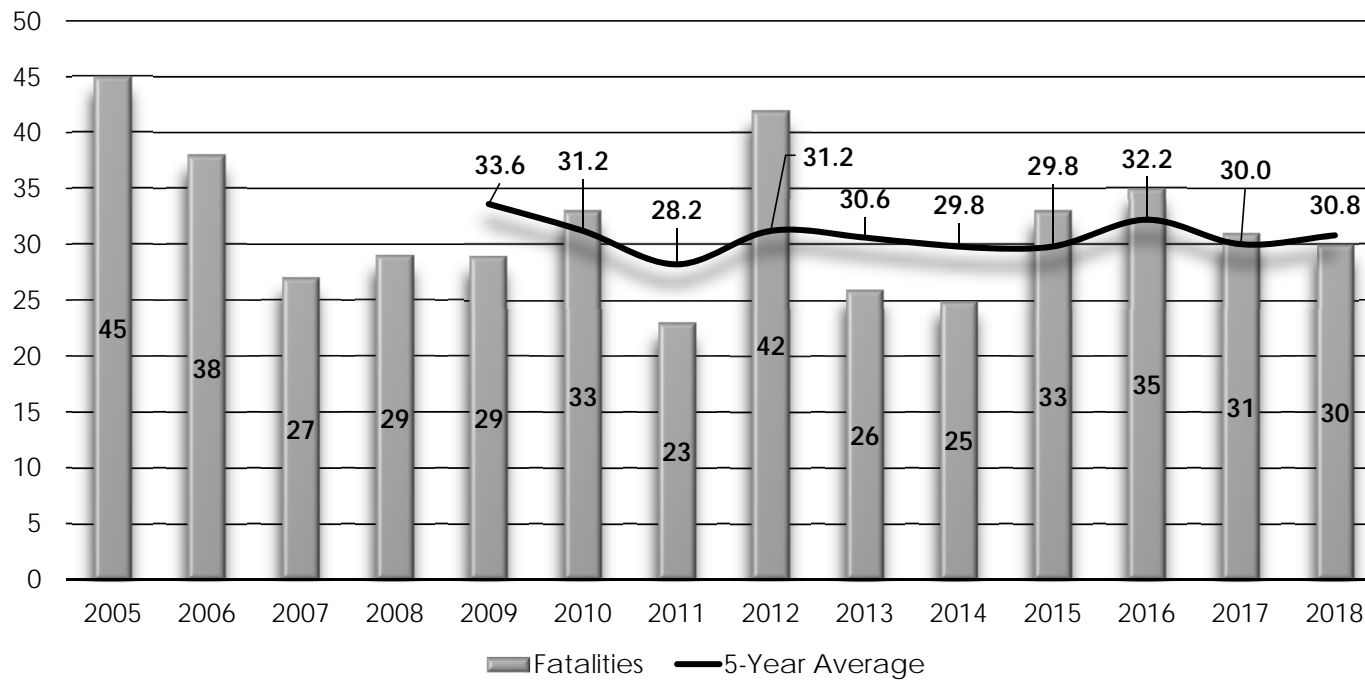


MODOT CURRENT NUMBERS

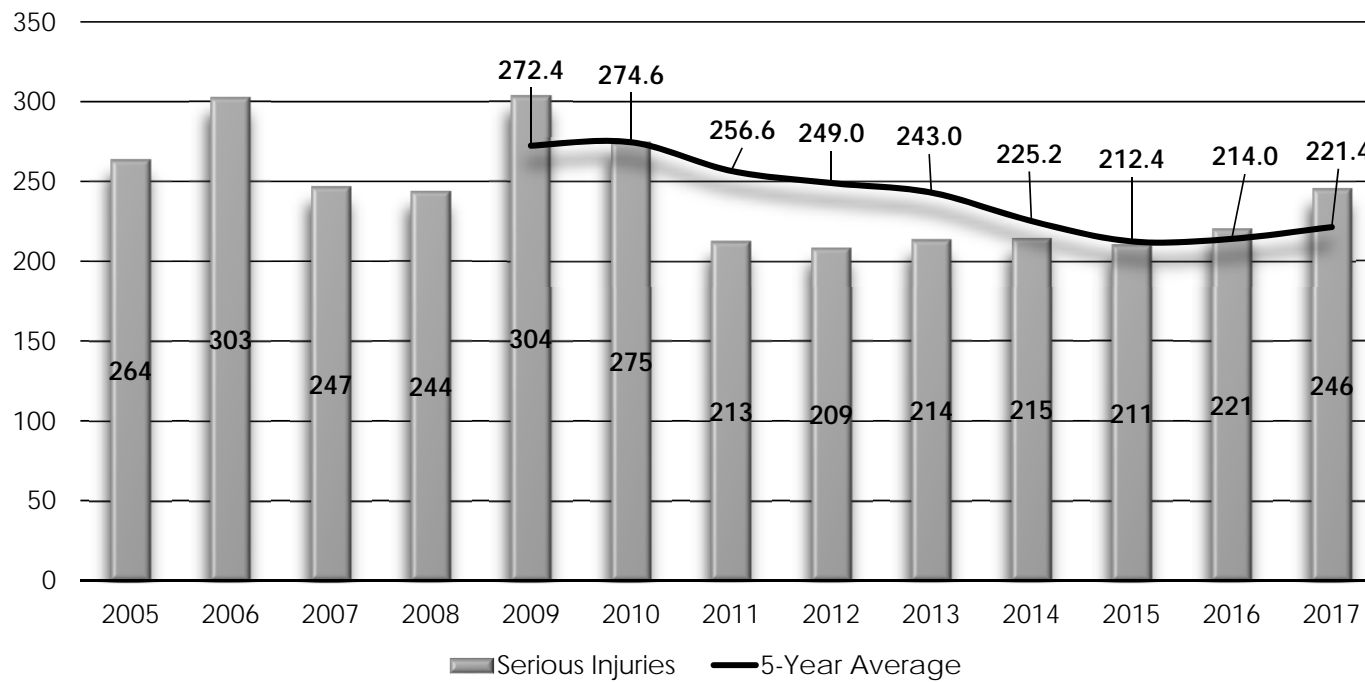
Annual Serious Injuries and
5-Year Avg Serious Injuries



OTO'S CURRENT NUMBERS

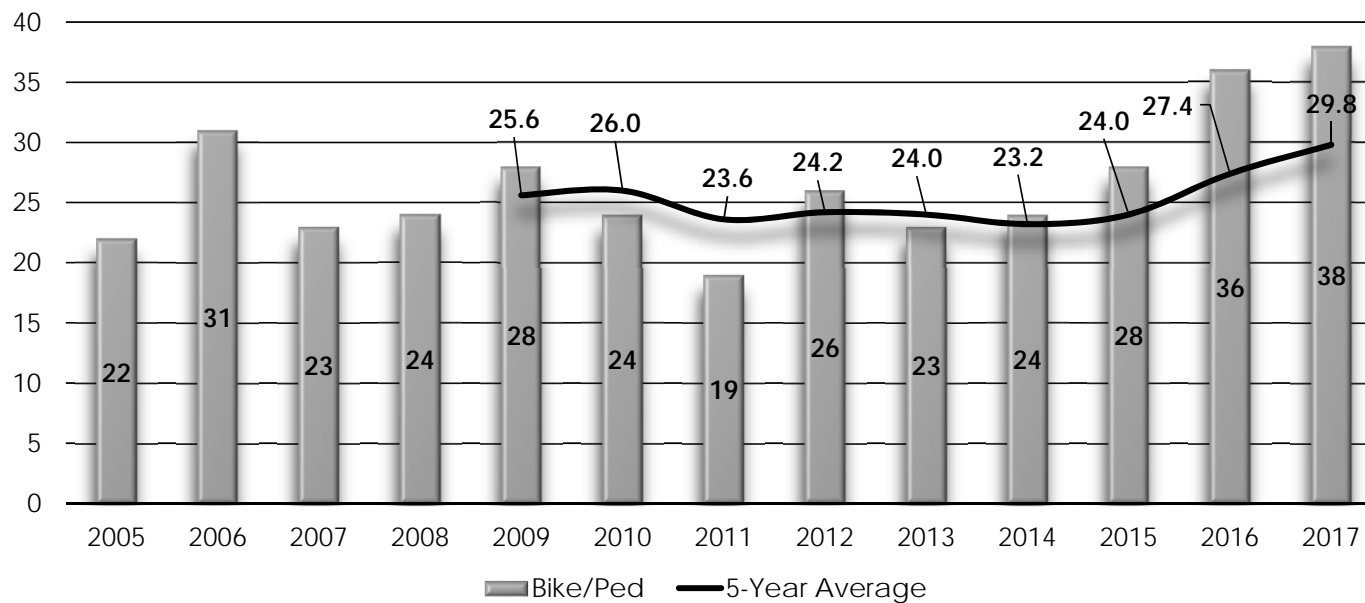


OTO'S CURRENT NUMBERS



OTO'S CURRENT NUMBERS

Bike/Ped Fatalities and Serious Injuries



MoDOT Statewide Safety Targets

August 2019 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2016-2020:

Performance Measure	5-Year Rolling Average - Baseline (2014-2018)	5-year Rolling Average Statewide Target for CY2020
Number of Fatalities*	886.8	859.3
Fatality Rate per 100 Million VMT*	1.199	1.130
Number of Serious Injuries*	4704.4	4505.4
Serious Injury Rate per 100 Million VMT^	6.384	5.953
Number of Non-Motorized Fatalities and Serious Injuries^	440.2	437.4

Targets based on 13% fatality reduction, 8% serious injury reduction, 1% VMT increase and 5 % non-motorized reduction

*Performance Measures were set based on crash data available in April 2019 for use in the Highway Safety Plan.

^Performance Measures were set based on crash data available in August 2019 for use in the Highway Safety Improvement Program Annual Report.



Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination January 2019

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:

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 must be reported in the Highway Safety Plan (HSP) for NHTSA. All five performance measures must be reported in the Highway Safety Improvement Program (HSIP) for FHWA. When targets are not met, the State DOT must spend the full HSIP allocation in one fiscal year and submit an HSIP implementation plan to FHWA detailing how the State DOT plans to meet its targets.

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. 2019	MoDOT Safety staff calculates data for each performance measure statewide, as available. Meet with MoDOT Executive Team.
Mar. 11, 2019	MoDOT calculates 2014-2018 data trends for each safety performance measure by statewide and by MPO, as available. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration webinar.
Mar - Apr. 2019	MoDOT solicits target setting feedback from partners by email.
Apr. 8, 2019	MoDOT and MPOs finalize assumptions to use for CY2020 targets during the monthly partner collaboration webinar.
By July 1, 2019	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Aug. 31, 2019	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.

TAB 8

BOARD OF DIRECTORS AGENDA 12/19/2019; ITEM II.G.

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 2019 includes the time period from October 1, 2018 to September 30, 2019.

Please note that this is required to be published by December 30, 2019.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on November 20, 2019, 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 motion:

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

OR

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

FY 2019 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, 2018 through September 30, 2019. 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 2019.

FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after federal fiscal year 2019.

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 2019 federal fiscal year.

FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2019 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 2019, even if funding itself was not obligated.

PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2019 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 2019 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
000S568	N/A	BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES. CROSSING #664 09TH ON LE COMPTE RD NEAR BNSF	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Z550	6/19/2019	(\$21,809.62)	\$26,930.00	COMPLETE - \$0.00
000S589	N/A	GREENE CO, SPRINGFIELD, BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES, CROSSING #664 118Y (SHERMAN PARKWAY)	GREENE	MODOT	SP1912	2019-2022 A5	2020	\$0.00	\$46,000.00	Z550	7/23/2019	\$41,214.56	\$0.00	\$4,785.44
0071044	J7S3377	HENRY CO, MO 7, PAVEMENT PRESERVATION TREATMENT AT VARIOUS LOCATIONS IN BENTON, CHRISTIAN, TANEY, DADE, DALLAS, HENRY, HICKORY, & STONE COUNTIES	CHRISTIAN	MODOT	N/A	N/A	N/A	N/A	N/A	M002	1/7/2019	(\$24,000.00)	\$36,000.00	\$0.00
										Z001	1/7/2019	\$310,359.31	\$1,931,911.41	
00FY017	N/A	FY 2017 STATEWIDE PLANNING AND RESEARCH PROGRAM	VARIOUS	MODOT	N/A	N/A	N/A	N/A	N/A	M45E	3/21/2019	(\$419,791.63)	\$1,751,072.81	N/A
										M550	3/21/2019	(\$176,769.62)	\$1,857,756.49	
										M55E	3/21/2019	(\$1,122,273.03)	\$11,794,504.31	
										M560	3/21/2019	(\$243,136.27)	\$568,413.61	
										M56E	3/21/2019	(\$585,653.15)	\$1,598,008.39	
										M77D	3/21/2019	(\$429,650.05)	\$1,792,195.13	
										Z450	3/21/2019	(\$1,288,950.15)	\$5,376,585.39	
00FY818	N/A	2018 ANNUAL CPG AGREEMENT FOR OTO	CHRISTIAN/GREENE	OTO	N/A	N/A	N/A	N/A	N/A	M45E	9/16/2019	(\$228,242.30)	\$897,323.00	N/A
00FY820	N/A	2020 OBLIGATION FOR OTO 2020 ANNUAL CPG AGREEMENT	CHRISTIAN/GREENE	OTO	OT1901	2019-2022 A5	2019, 2020, 2021, 2022	\$200,000.00	\$662,025.00	18MP	6/26/2019	\$558,554.00	\$0.00	\$103,471.00
										Z230	6/26/2019	\$200,000.00	\$0.00	
0132078	J8P3042	RT 13, GREENE CO, PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS OF KANSAS EXPRESSWAY FROM I-44 TO MT VERNON ST IN SPRINGFIELD, 3.16 MI	GREENE	MODOT	SP1417	2014-2017 A1	2014	\$799,517.00	\$0.00	M0E1	4/23/2018	(\$76,689.43)	\$1,316,463.47	\$0.00
										M54E	4/23/2018	\$86,275.62	\$86,275.62	
										M001	—	\$0.00	\$0.00	
										L23E	—	\$0.00	\$799,517.00	
0132082	J8P3007D	MO 13, GREENE CO, PEDESTRIAN CROSSING SAFETY IMPROVE AT RT 13 (KANSAS EXPRESSWAY)&GRAND ST & RT 160(WEST BYPASS)&LOOP 44(CHESTNUT EXPRESSWAY) .315 MI	GREENE	MODOT	EN1701	2017-2020	2017	\$365,600.00	\$0.00	M0E1	11/13/2018	\$8,264.99	\$8,968.11	\$0.00
										M24E	11/13/2018	\$891.38	\$128,000.00	
										MS3E	11/13/2018	\$0.01	\$229,742.82	
										Z001	11/13/2018	\$4,236.42	\$7,906.17	
										Z530	11/13/2018	\$95,340.74	\$0.00	
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	3/18/2019	\$160,757.15	\$1,064,832.10	\$453,303.92
										M230	3/18/2019	(\$149,155.47)	\$1,197,263.30	
										M001	—	\$0.00	\$0.00	
										M24E	—	\$0.00	\$0.00	
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, 2019-2023	2017, 2018, 2019	\$6,544,000.00	\$0.00	M2E1	9/17/2019	\$48,000.00	\$0.00	\$432,284.86
										Z231	6/27/2019	\$380,456.92	\$1,148,000.00	
										—	4/9/2019	\$4,535,258.22	\$0.00	
										Z001	—	\$0.00	\$0.00	
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	2017, 2018, 2019, 2020	\$456,800.00	\$3,213,000.00	Z001	—	\$0.00	\$0.00	\$3,325,405.05
										Z232	8/23/2019	\$344,394.95	\$0.00	
										Z240	10/12/2017	\$0.00	\$0.00	
0141028	J8P0588H	MO 14, CHRISTIAN CO, CAPACITY IMPROVEMENTS FROM FORT ST TO RIDGECREST ST IN NIXA	CHRISTIAN	MODOT	NX1701	2017-2022, 2018-2021, 2019-2023	2017, 2018, 2019, 2020	\$1,471,200.00	\$5,829,600.00	Z001	8/13/2019	\$1,496,591.60	\$0.00	\$5,804,208.40
0141030	J8P3088C	MO 14, CHRISTIAN CO; INTERSECTION IMPROVEMENTS ON SOUTH ST @ RTE 14 (THIRD ST) IN OZARK	CHRISTIAN	MODOT	OK1801-17A2	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$623,000.00	\$2,812,200.00	Z240	1/22/2019	\$14,242.33	\$1,235,644.03	\$760,460.36
										—	11/27/2018	\$79,669.43	\$0.00	
										M23E	11/27/2018	\$65,659.82	\$1,279,524.03	
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022	2018, 2019, 2020	\$16,000.00	\$2,197,600.00	Z001	8/23/2019	\$60,000.00	\$268,190.64	\$1,885,409.36
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	2019, 2020	\$1,600.00	\$456,800.00	Z001	1/7/2019	\$14,400.00	\$0.00	\$444,000.00
0441101	J8S3110	LP 44, GREENE CO, BRIDGE REHABILITATION ON CHESTNUT EXPRESSWAY OVER JORDAN CREEK & BNSF RAILROAD	GREENE	MODOT	SP1803	2018-2021, 2019-2022	2018, 2019	\$1,076,000.00	\$0.00	Z001	5/22/2019	(\$101,798.77)	\$96,800.00	\$0.00
										—	3/4/2019	\$1,180,089.79	\$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 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$3,357,227.00	\$0.00	L010	—	\$0.00	\$0.00	\$402,682.26
										HY10	—	\$0.00	\$166,134.42	
										Z530	8/23/2019	\$16,287.50	\$58,260.00	
										M230	8/23/2019	\$19,839.26	\$1,110,295.00	
										Z001	8/23/2019	\$1,526,312.12	\$57,416.44	
0442257	J8P3023	LP 44, GREENE CO, SAFETY IMPROVE ON VARIOUS SECTIONS OF GLENSTONE AVE FROM I-44 TO BATTLEFIELD RD. 6.419 MI	GREENE	MODOT	MO1604	2015-2018 A5	2015, 2016	\$766,800.00	\$0.00	MS30	—	\$0.00	\$0.00	COMPLETE - \$0.00
										Z531	—	\$0.00	\$677,347.92	

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0442280	J0I30020	IS 44, GREENE CO; JOC FOR PVMT REPAIR IN THE OTO AREA	GREENE	MODOT	MO1606	2015-2018 A5	2016	\$194,400.00	\$0.00	MOE1 Z001	-- 11/16/2018	\$0.00 (\$23,772.58)	\$0.00 \$64,011.14	\$154,161.44
0442286	J8I3047	IS 44, GREENE CO; PVMT IMPROVEMENTS ON DISCONNECTED SECTIONS FROM 0.5 MI E/O RTE 125 IN STRAFFORD TO THE WEBSTER CO LINE	GREENE	MODOT	GR1602	2015-2018 A5, 2017-2020	2016, 2017	\$347,400.00	\$0.00	Z001	--	\$0.00	\$313,275.97	COMPLETE - \$0.00
0442291	J8I3055	IS 44, GREENE CO; SAFETY IMPROVE ON FREEWAY RAMP FROM RT 160 (WEST BYPASS) TO RT H/LOOP 44 (GLADSTONE AVE)	GREENE	MODOT	MO1618	2015-2018 A8, 2017-2020	2016, 2017	\$1,949,400.00	\$0.00	ZS30 MS3E	3/4/2019 --	\$103,385.44 \$0.00	\$0.00 \$1,806,637.20	COMPLETE - \$0.00
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	8/23/2019	\$23,207.27	\$784,136.97	\$44,055.76
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	\$103,500.00	\$0.00	Z001	8/13/2019	\$150,235.56	\$0.00	\$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	2018, 2019, 2020	\$24,300.00	\$1,467,000.00	Z001 ZS30	9/11/2019 9/11/2019	\$1,323,175.75 \$0.00	\$26,100.00 \$0.00	\$142,024.25
0442319	J8S3155	LP 44, GREENE CO; REBUILD PVMT ON CHESTNUT EXPRESSWAY FROM I-44 TO E/O BROADWAY PLACE	GREENE	MODOT	GR1906	2019-2022	2019, 2020, 2021	\$1,600.00	\$1,254,400.00	Z001	4/19/2019	\$79,200.00	\$0.00	\$1,176,800.00
0442320	J8I3147	LP 44, GREENE CO; REBUILD PVMT ON CHESTNUT EXPRESSWAY FROM I-44 TO E/O BROADWAY PLACE	GREENE	MODOT	GR1905	2019-2022	2019, 2020, 2021	\$22,500.00	\$2,889,000.00	Z001	5/13/2019	\$251,100.00	\$0.00	\$2,660,400.00
0602084	J8P0683D	US 60, GREENE CO. INTERCHANGE IMPROVEMENTS AT RTES NN AND J. 3.50 MI	GREENE	MODOT	GR0909, GR1010	2010-2013 (GR1010), 2011-2014 (GR1010), 2012-2015 (GR1010), 2013-2016 (GR0909/GR1010),	2010, 2011, 2012, 2013, 2014, 2015, 2015 (AC)	\$10,302,000.00	\$0.00	MS31 M001 MS30 MS3E MSE1 MOE1 Z001	7/9/2019 -- 7/9/2019 -- -- 7/9/2019 7/9/2019	(\$151.08) \$0.00 (\$597.06) \$0.00 \$0.00 (\$609.84) (\$42.83)	\$687,416.49 \$2,425,738.46 \$3,595,047.22 \$20,908.35 \$197,776.50 \$3,811,294.45 \$138,215.02	COMPLETE - \$0.00
0602092	J8P3094	US 60, GREENE CO, GUARDRAIL IMPROVEMENTS ON JAMES RIVER FREEWAY FROM .3 MI S OF I-44 TO RT 65. 10.609 MI	GREENE	MODOT	SP1712	2017-2020	2017	\$1,339,200.00	\$0.00	Z001 ZS30	11/13/2018 11/13/2018	(\$70,391.74) (\$26,323.12)	\$451,922.98 \$1,087,845.00	COMPLETE - \$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	2015, 2016, 2017, 2018, 2019, 2021, 2022	\$80,000.00	\$12,224,000.00	Z001	7/28/2018 12/15/2017	\$8,146.40 \$65,823.20	\$278,400.00	\$11,951,630.40
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	2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020	\$166,400.00	\$40,000.00	Z001	3/27/2019	\$98,417.42	\$249,524.11	\$0.00
0602096	J8P3056	US 60, GREENE CO; SAFETY IMPROVE AT VARIOUS INTERSECTIONS ON RTES 413/60 FROM RTE 174 IN REPUBLIC TO 0.5 MI W/O RTE 160 (W BYPASS) IN SPRINGFIELD	GREENE	MODOT	MO1617	2015-2018 A8, 2017-2020	2016, 2017	\$3,283,200.00	\$0.00	ZS30 ZS31 Z240	3/6/2019 3/6/2019 --	(\$70,815.85) (\$27,184.89) \$0.00	\$1,879,264.62 \$712,089.75 \$4,676.69	\$785,169.68
0602097	J8P3126	US 60, GREENE CO, SOUND ABATEMENT AT VARIOUS LOCATIONS BETWEEN FREMONT RD & BUS 65 (GLENSTONE AVE) IN SPRINGFIELD	GREENE	MODOT	SP1810	2018-2021	2018	\$1,742,400.00	\$0.00	Z001	3/6/2019	(\$6,166.42)	\$885,262.40	COMPLETE - \$0.00
0602109	J8P3032B	GREENE CO, US 60, ADD LANES ON JAMES RIVER FREEWAY, IMPROVE RAMP FROM NATIONAL AVE TO RT 65, & RECONFIGURE INTERCHANGE AT BUS 65 (GLENSTONE AVE)	GREENE	MODOT	SP1907	2019-2022	2019, 2020	\$1,120,000.00	\$17,860,800.00	Z001 Z001	9/17/2019 10/25/2018	\$218,559.90 \$1,152,000.00	\$0.00 \$0.00	\$17,610,240.10
0602110	J8P3122B	GREENE CO, US 60, PAVEMENT RESURFACING FROM HIGHLAND SPRINGS BLVD E OF SPRINGFIELD TO RT 125 IN ROGERSVILLE	GREENE	MODOT	GR1907	2019-2022	2019 (AC), 2020 (AC), 2021 (AC), 2022 (AC)	\$4,000.00	\$1,694,400.00	Z002	1/7/2019	\$28,000.00	\$0.00	\$1,670,400.00
0602111	J8S3159B	GREENE CO, US 60, REALIGNMENT OF THROUGH LANES & ADD TURN LANES AT RT 174 IN REPUBLIC	GREENE	MODOT	RP1901	2019-2022 A5	2019, 2020	\$120,000.00	\$1,356,800.00	Z001	5/13/2019	\$194,400.00	\$0.00	\$1,282,400.00
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	1/30/2019 -- -- -- --	(\$32,131.57) \$0.00 \$0.00 \$0.00 \$0.00	\$3,944,746.27 \$6,500.00 \$7,768.03 \$2,072,000.00 \$228,000.00	\$0.00
0651072	J8P3101	BU 65, CHRISTIAN CO, SAFETY & CAPACITY IMPROVE ON S ST FROM 19TH ST TO RT 14(3RD ST) IN OZARK	CHRISTIAN	MODOT	OK1702	2017-2020, 2018-2021	2017, 2018, 2019	\$3,340,800.00	\$0.00	Z240 MS30	6/27/2019 1/22/2019 11/30/2018 11/30/2018	\$4,386.23 \$37,575.80 (\$482,878.32) (\$85,600.73)	\$3,030,336.17 \$509,662.59	\$327,318.26

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
0652081	J8P0605G	US 65, GREENE COUNTY. VARIOUS ROADWAY IMPROVEMENTS FROM RTE. 60 TO 0.7 MI S. OF EVANS RD. 2.79 MI	GREENE	MODOT	SP1410	2014-2017	2014, 2015, 2016 (AC), 2017 (AC)	\$7,693,600.00	\$0.00	M0E1 MS30 M001	4/19/2019 4/19/2019 --	\$71,869.19 \$13,993.25 \$0.00	\$8,851,858.39 \$1,089,192.26 \$0.00	COMPLETE - \$0.00
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	M0E1 M001	1/17/2019 --	(\$686,137.05) \$0.00	\$4,786,227.58 \$0.00	\$1,034,309.47
0652100	J8P3081	US 65, GREENE CO, PAVE IMPROVE FROM BUS 65(CHESTNUT EXPRESSWAY) TO S OF BENNETT ST 1.553 MI	GREENE	MODOT	SP1706	2017-2020	2017	\$3,871,200.00	\$0.00	Z001 Z002 M0E1	-- 1/16/2019 1/16/2019	\$0.00 (\$415.28) (\$6,400.00)	\$52,250.00 \$2,408,606.96 \$6,400.00	\$1,410,758.32
0652102	J8P3079B	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	2017, 2018, 2019	\$564,800.00	\$0.00	Z001 ZS30	7/31/2019 3/27/2019	\$215,690.78 \$0.00	\$0.00 \$0.00	\$349,109.22
0652103	J8P3080	US 65, GREENE CO, REBUILD PAVEMENT FROM .5 MI S OF RT D (SUNSHINE ST) TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	SP1705	2017-2020, 2018-2021 AM1	2017, 2018, 2019	\$564,800.00	\$0.00	Z001	4/9/2009 1/10/2019	(\$1,771,928.41) \$7,092,125.79	\$0.00	\$0.00
0652107	J8S3117	GREENE CO, BU 65, PAVEMENT RESURFACING ON GLENSTONE AVE FROM BNSF RAILWAY S OF CHESTNUT EXPRESSWAY TO BATTLEFIELD RD IN SPRINGFIELD	GREENE	MODOT	SP1904	2019-2022	2019, 2020, 2021	\$1,600.00	\$1,031,200.00	Z001	11/13/2018	\$19,200.00	\$0.00	\$1,013,600.00
0652108	J8S3112	GREENE CO, BU 65, PAVEMENT RESURFACING ON GLENSTONE AVE FROM BATTLEFIELD RD TO RT 60 (JAMES RIVER FREEWAY) IN SPRINGFIELD	GREENE	MODOT	SP1903	2019-2022	2019, 2020, 2021	\$1,600.00	\$644,800.00	Z001	11/13/2018	\$12,800.00	\$0.00	\$633,600.00
0652109	J8P3069B	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	\$0.00	\$775,800.00	ZS30	9/11/2019	\$147,740.18	\$0.00	\$628,059.82
1601059	J8P3051C	US 160, GREENE CO, PAVEMENT IMPROVEMENTS FROM N OF PLAINVIEW RD TO .4 MI N OF FINLEY CREEK	CHRISTIAN/ GREENE	MODOT	NX1705	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$3,702,400.00	\$0.00	Z001 ZS30	6/27/2019 3/28/2019 6/27/2019 3/28/2019	(\$210,706.50) \$1,827,963.57 (\$99,722.68) \$1,096,789.08	\$0.00 \$0.00	\$1,088,076.53
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	2017, 2018, 2019, 2020, 2021, 2022, 2023	\$4,800.00	\$6,400.00	Z001	3/4/2019	\$3,395.24	\$113,277.39	\$0.00
1601063	J8P3088B	US 160, CHRISTIAN CO, INTERSECTION IMPROVEMENTS ON MASSEY BLVD AT TRACKER RD & NORTHVIEW RD IN NIXA	CHRISTIAN	MODOT	NX1801-17A2	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$1,900,800.00	\$0.00	M2E1 Z001 Z230 ZS30	8/1/2019 3/27/2019 3/7/2009 8/1/2019 3/27/2019 3/4/2019 8/1/2019 3/27/2019 8/1/2019 3/27/2019	\$15,515.20 (\$10,431.19) \$10,646.28 \$153,011.82 \$469,207.02 \$10,433.72 \$161,792.27 \$641,793.86 \$42,065.98 \$154,430.91	\$98,751.56 \$162,469.64 \$18,778.80 \$0.00	\$0.00
1601064	J8P3051D	US 160, CHRISTIAN CO, PAVEMENT IMPROVEMENTS FROM RT 14 IN NIXA TO .4 MI N OF FINLEY CREEK	CHRISTIAN	MODOT	CC1801	2018-2021, 2019-2022	2018, 2019	\$899,200.00	\$0.00	MS3E Z001	1/7/2019 1/7/2019	\$44,584.60 (\$167,218.67)	\$266,074.00 \$722,139.95	\$33,620.12
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	Z001 ZS30	6/13/2019 --	\$4,138.70 \$0.00	\$219,278.51 \$32,864.59	\$60,518.20
1601067	J8P3091B	US 160, GREENE CO, SAFETY IMPROVEMENTS AT CO RD 157 & CO RD 192	GREENE	MODOT	SP1807	2018-2021, 2019-2022 A1	2018, 2019	\$2,257,200.00	\$0.00	ZS30	6/27/2019 3/27/2019	(\$97,838.78) \$1,867,280.22	\$383,393.18	\$104,365.38
1601070	J8P3051E	CHRISTIAN CO, US 160, PAVEMENT RESURFACING FROM RT 14 TO SOUTH OF SOUTH ST IN NIXA	CHRISTIAN	MODOT	NX1902	2019-2022	2019, 2020	\$6,400.00	\$71,200.00	Z001	10/25/2018	\$8,000.00	\$0.00	\$69,600.00
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	2018, 2019, 2020	\$160,000.00	\$1,008,000.00	Z001 Z230	5/13/2019 5/13/2019	\$50,000.00 \$50,000.00	\$262,400.00 \$0.00	\$805,600.00
2661014	J8S3106	MO 266, GREENE CO; PVMT IMPROVE ON RT 266 FROM FARM RD 97 TO E/O RT AB & ON RT O FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1802	2018-2021	2018	\$84,000.00	\$0.00	Z240	2/25/2019	\$16,918.91	\$95,868.26	COMPLETE - \$0.00
3601004	J8P3102	MO 360, GREENE CO, PAVE & OPERATIONAL IMPROVE ON RAMPS 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	Z001 ZS30	5/14/2019 5/14/2019	\$149,642.37 \$29,603.84	\$1,726,459.35 \$375,009.46	\$1,072,884.98

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3601005	J8P3067C	GREENE CO, MO 360, BRIDGE REHABILITATION AT VARIOUS LOCATION SON & OVER JAMES RIVER FREEWAY IN SPRINGFIELD	GREENE	MODOT	SP2010-20	2020-2023	2020	\$0.00	\$2,373,600.00	Z001 Z330	9/17/2019 9/17/2019	\$1,591,896.40 \$0.00	\$0.00 \$0.00	\$781,703.60
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	2018, 2019, 2020	\$21,600.00	\$1,449,600.00	Z001 Z330	8/12/2019 8/12/2019	\$1,254,211.20 \$0.00	\$32,800.00 \$0.00	\$184,188.80
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	2019, 2020, 2021, 2022	\$200,000.00	\$43,200.00	Z001	3/27/2019	\$240,000.00	\$0.00	\$3,200.00
4131009	J8S3157	GREENE CO, MO 413, BRIDGE IMPROVEMENT ON SUNSHINE ST OVER MISSOURI & NORTHERN ARKANSAS RAILROAD IN SPRINGFIELD	GREENE	MODOT	SP1908-19A2	2019-2022 A2	2019, 2020, 2021, 2022	\$8,000.00	\$3,093,600.00	Z001	9/17/2019	\$261,600.00	\$0.00	\$2,840,000.00
5901806	N/A	SPRINGFIELD-GREENE COUNTY PARK BOARD COMMISSION, MISSING CONNECTIONS ON SOUTH DRY SAC TRAIL BETWEEN FULBRIGHT & DAVID C MURRAY PARK	GREENE	SPRINGFIELD-GREENE COUNTY PARK BOARD	EN1507	2018-2018 A3, 2015-2018 AM6, 2017-2020 A1	2017	\$192,680.00	\$0.00	M301 Z301	-- --	\$0.00 \$0.00	\$13,777.40 \$178,902.60	COMPLETE - \$0.00
5901807	N/A	CITY OF SPRINGFIELD, REPLACE THE EXISTING MT VERNON ST BRIDGE OVER JORDAN CREEK, BRIDGE #4075041	GREENE	SPRINGFIELD	SP1605	2017-2020 AM1, 2018-2021	2019	\$1,001,069.00	\$0.00	Z240	2/19/2019 12/12/2018	\$18,164.00 \$944,968.20	\$37,936.80	\$0.00
5901810	N/A	CITY OF SPRINGFIELD, GREENE CO; REPUBLIC RD PHASE 5, WIDEN LANES, ADD CURB/GUTTER, SIDEWALKS & ACCESS CONTROL AS NEEDED	GREENE	SPRINGFIELD	SP1902	2018-2021 A4, 2019-2022	2019, 2020	\$80,000.00	\$1,120,000.00	M230	3/18/2019	\$80,000.00	\$0.00	\$1,120,000.00
5903802	N/A	CITY OF SPRINGFIELD, STREETSCAPE INCLUDING SIDEWALKS, LIGHTING, & LANDSCAPING IMPROVE BETWEEN WASHINGTON & BENTON	GREENE	SPRINGFIELD	EN1305	2015-2018 A7	2016	\$680,000.00	\$0.00	L22E L23E	-- --	\$0.00 \$0.00	\$220,413.00 \$459,587.00	COMPLETE - \$0.00
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	2016, 2017, 2018, 2019	\$2,400,000.00	\$16,000.00	Z230 L23R HY10 LY10 M230	12/12/2018 11/29/2019 -- -- --	\$1,448,152.50 \$180,118.70 \$0.00 \$0.00 \$0.00	\$59,968.80 \$273,751.00 \$1,166,089.00 \$720,072.50	\$0.00
5911802	N/A	SPRINGFIELD, GREENE CO; STREETSCAPE IMPROVE ON GRANT AVE BETWEEN WALNUT & OLIVE & ON COLLEGE W/O GRANT ST	GREENE	SPRINGFIELD	EN1508	2015-2018 A3, 2017-2020	2017	\$250,000.00	\$0.00	M301 M3E1 Z301	-- -- --	\$0.00 \$0.00 \$0.00	\$0.00 \$0.00 \$250,000.00	COMPLETE - \$0.00
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	-- -- 4/1/2019	\$0.00 \$0.00 \$657,386.09	\$152,509.91 \$140,000.00 \$0.00	\$110,084.00
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	2019, 2020	\$52,000.00	\$155,439.00	Z302	5/6/2019	\$28,000.00	\$0.00	\$179,439.00
6900809	N/A	CITY OF REPUBLIC; RTE 174 TRAIL PROJECT	GREENE	REPUBLIC	EN1506	2015-2018 A3, 2017-2020 AM2	2015, 2017	\$250,000.00	\$0.00	M301 Z301	-- --	\$0.00 \$0.00	\$56,490.51 \$193,509.49	COMPLETE - \$0.00
7441013	J8P3007B	MO 744, GREENE CO, ADA TRANSITION PLAN IMPROVE ON E KEARNEY ST FROM LOOP 44(GLENSTONE AVE) TO RT 65. 1.947 MI	GREENE	MODOT	EN1702	2017-2020	2017	\$555,200.00	\$0.00	M0E1 M24E Z001	-- -- --	\$0.00 \$0.00 \$0.00	\$6,400.00 \$212,000.00 \$102,207.05	COMPLETE - \$0.00
7441014	J8P3007C	MO 744, GREENE CO, ADA TRANSITION PLAN IMPROVE ON W KEARNEY ST FROM RT 160 (WEST BYPASS) TO RT 13 (KANSAS EXPRESSWAY) 2.001 MI	GREENE	MODOT	EN1703	2017-2020	2017	\$220,000.00	\$0.00	M24E M0E1	11/2/2018 --	\$35,284.04 \$0.00	\$143,706.18 \$6,078.55	COMPLETE - \$0.00
7441015	J8S3151	GREENE CO, MO 744, BRIDGE DECK SEALING ON MULROY RD OVER I-44	GREENE	MODOT	GR1908	2019-2022	2019, 2020, 2021	\$6,400.00	\$239,200.00	Z001	4/15/2019	\$9,600.00	\$0.00	\$245,600.00
9900854	N/A	CITY OF NIXA - HIGHWAY CC EXTENSION	CHRISTIAN	NIXA	NX0603	2008-2011	2008	\$228,480.00	\$0.00	L230	2/7/2019	(\$233,631.58)	\$233,631.58	WITHDRAWAL - \$0.00
9900855	N/A	CITY OF OZARK--OZARK TRANSPORTATION PROJECT ASSESSMENT & PRIORITIZATION	CHRISTIAN	OZARK	OK0810	2008-2011	2008	\$20,000.00	\$0.00	L230	--	\$0.00	\$14,331.69	COMPLETE - \$0.00
9900858	N/A	CITY OF NIXA - ROUTE 14 & GREGG ROAD	CHRISTIAN	NIXA	NX0804	2008-2011 A	2008	\$117,588.00	\$0.00	H230	--	\$0.00	\$38,029.66	COMPLETE - \$0.00
9900859	N/A	CITY OF NIXA - MAIN ST FROM TRACKER RD TO ROUTE CC; STREET WIDENING, GRADING & STORM SEWER IMPROVEMENTS	CHRISTIAN	NIXA	NX0803	2008-2011 A	2008	\$54,240.00	\$0.00	H230	2/7/2019	(\$46,654.94)	\$46,654.94	WITHDRAWAL - \$0.00

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9900860	N/A	ARRA CHRISTIAN COUNTY SCOPING & DESIGN FOR SAFETY AND CAPACITY IMPROVEMENTS ON RT CC FROM RT NN/PHEASANT RD TO MAIN ST	CHRISTIAN	MODOT	CC0901	2010-2013, 2011-2014	2010, 2011, 2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020, 2021, 2022	\$1,228,000.00	\$24,000.00	L230 C230	-- --	\$0.00 \$0.00	\$205,706.70 \$900,000.00	COMPLETE - \$0.00
9901811	N/A	CITY OF OZARK, CHRISTIAN CO, SIDEWALK CONNECTING NEIL GRUBAUGH PARK TO FINLEY RIVER PARK	CHRISTIAN	OZARK	EN1503	2015-2018 A3, 2017-2020 A1	2015, 2017	\$122,966.00	\$0.00	M3E1 M301	1/7/2019 --	(\$0.02) \$0.00	\$98,762.74 \$18,441.18	COMPLETE - \$0.00
9901813	N/A	CITY OF OZARK, CHRISTIAN CO, MULTIPLE SIDEWALK CONNECTIONS IN MCGUFFEY PARK SUBDIVISION TO SERVE OZARK UPPPER ELEMENTARY SCHOOL	CHRISTIAN	OZARK	EN1505	2015-2018 A3, 2017-2020 A1	2015, 2017	\$40,034.00	\$0.00	M301	1/7/2019	\$29,219.25	\$10,814.75	COMPLETE - \$0.00
9901818	N/A	CITY OF NIXA, SIDEWALK CONNECTION ALONG RT M/NICHOLAS RD BETWEEN MO 14 & VERNIA LN, INCLUDING A SMALL SEGMENT ALONG VERNIA LANE	CHRISTIAN	NIXA	EN1905	2019-2022 A3	2019, 2020	\$377,614.00	\$0.00	M23E	6/14/2019	\$27,326.74	\$0.00	\$350,287.26
9901820	N/A	CITY OF OZARK, SIDEWALK CONNECTIONS IN OZARK ALONG FREMONT RD FROM MO 14 TO THE OTC RICHWOOD VALLEY TRAIL WEST OF FREMONT	CHRISTIAN	OZARK	EN1906	2019-2022 A3	2019, 2020	\$205,560.00	\$0.00	M23E	6/14/2019	\$17,531.92	\$0.00	\$188,028.08
B022009	N/A	CHRISTIAN COUNTY-BRIDGE REPLACEMENT ON RIVERSIDE ROAD OVER FINLEY RIVER	CHRISTIAN	OZARK	OK1802	2017-2020 A5, 2018-2021, 2019-2022	2017, 2018, 2019, 2020	\$260,275.00	\$2,014,643.00	Z233 Z230 L11E	9/1/2019 11/2/2018 9/1/2019 --	\$1,500,176.79 \$50,000.00 \$800,000.00 \$0.00	\$227,270.27 \$0.00 \$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	1/24/2019	\$3,291.15	\$363,865.00	\$0.00
ES08009	N/A	ARRA CITY OF NIXA DESIGN OF INTERSECTION STATE RTE 14 AND US HWY 160	CHRISTIAN	MODOT	NX0905	2009-2012 A6	2009	\$119,913.00	\$0.00	C230	--	\$0.00	\$119,913.00	COMPLETE - \$0.00
H32G503	N/A	GREENE CO. SCHOOL GUARD CROSSING TRAINING & EQUIPMENT. SRTS	MODOT	VARIOUS	EN1308	2013-2016 A4	2013	\$74,990.00	\$0.00	LU1E	6/19/2019	(\$23,773.07)	\$25,000.00	WITHDRAWAL - \$0.00
NBI9781	N/A	VARIOUS, VARIOUS, 2019 CONTRACT FRACTURE CRITICAL INSPECTIONS FOR CHRISTIAN, COOPER, PETTIS, FRANKLIN, PULASKI, RAY, CLAY, SALINE & CALLWAY COUNTIES	VARIOUS	MODOT	MO1905	2019-2022	N/A	\$0.00	\$0.00	Z240	6/27/2019 6/19/2019 5/14/2019	\$20,624.32 \$204,208.06 \$36,111.40	\$0.00	\$0.00
NBI9782	N/A	VARIOUS, VARIOUS; 2019 CONTRACT UNDERWATER INSPECTIONS ON FEDERAL AID ROUTES	VARIOUS	MODOT	MO1905	2019-2022	N/A	\$0.00	\$0.00	Z240	8/1/2019 5/22/2019 5/14/2019	\$25,517.00 (\$2,426.58) \$12,132.90	\$0.00	\$0.00
NBI9783	N/A	GREENE CO, 2019 CONTRACT FRACTURE CRITICAL INSPECTIONS	GREENE	MODOT	MO1905	2019-2022	N/A	\$0.00	\$0.00	Z240	5/14/2019	\$21,360.95	\$0.00	\$0.00
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	-- 9/17/2019	\$0.00 \$16,851.33	\$78,000.00 \$96,977.71	\$104,170.96
S601034	J8S3058	RT EE, GREENE CO; PAVEMENT & SAFETY IMPROVEMENTS FROM RTE AB TO RTE 160	GREENE	MODOT	MO1614	2015-2018 A8, 2017-2020	2016, 2017	\$897,600.00	\$0.00	MS30 Z240	11/13/2018 11/13/2018	(\$1,253.23) (\$1,861.81)	\$262,108.54 \$336,189.21	COMPLETE - \$0.00
S601035	J8S3059	RT AB, GREENE CO; PAVEMENT & SAFETY IMPROVEMENTS FROM RTE 160 TO RTE 266	GREENE	MODOT	MO1615	2015-2018 A8, 2017-2020	2016-2017	\$732,000.00	\$0.00	MS30 Z240	11/13/2018 11/13/2018	(\$20,517.75) (\$39,464.77)	\$211,680.36 \$365,219.79	COMPLETE - \$0.00
S601036	J8S3078	OR 65, GREENE CO, UPGRADE SIDEWALK TO COMPLY WITH ADA AT VARI LOCATIONS OF EASTGATE AVE, INGRAM MILL RD, RT YY (DIVISION ST), RT 13 (KANSAS EXP) IN SP	GREENE	MODOT	EN1705	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019, 2020	\$891,200.00	\$0.00	Z001 Z240 Z530	3/27/2019 3/27/2019 1/10/2019 3/27/2019 1/10/2019	(\$82,744.13) (\$1,751.07) \$291,024.80 \$1,275.34 \$16,100.00	\$0.00 \$0.00 \$0.00	\$466,389.82
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	6/27/2019 4/9/2019 6/27/2019 4/9/2019	\$1,642,345.28 \$7,833,681.04 \$16,341.50 \$182,556.00	\$0.00 \$0.00	\$0.00
S601055	J8P3088E	MO 125, GREENE CO, INTERCHANGE RAMP INTERSECTION IMPROVEMENTS AT RT 125 IN STRAFFORD	GREENE	MODOT	ST1801-17A2	2017-2020 A2	2017, 2018	\$158,803.00	\$0.00	M23E Z530 Z240	4/9/2019 4/9/2019 1/30/2019 1/30/2019	\$27,038.68 (\$18,901.78) \$25,701.13 (\$7,376.45)	\$158,800.00 \$162,345.82 \$41,600.00	COMPLETE - \$0.00
S601058	J8P0588	MO 14, CHRISTIAN CO, ROADWAY IMPROVE FROM W OF RT 160 IN NIXA TO EAST OF RT 65 IN OZARK	CHRISTIAN	MODOT	CC1703	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019, 2020, 2021	\$12,000.00	\$9,000.00	Z240	3/5/2019	\$353.67	\$61,323.22	\$0.00

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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	3/21/2019	\$36,000.01	\$142,800.00	\$148,312.44	
											3/5/2019	(\$111,673.31)			
										ZS30	12/3/2018	\$778,772.93			\$160,650.00
											3/21/2019	\$40,491.54			
S601062	J8S3084	RT MM, GREENE CO, PAVE & SAFETY IMPROVE FROM CARNAHAN ST TO .2 MI S OF FARM RD 156	GREENE	MODOT	RP1702	2017-2020, 2018-2021	2017, 2018	\$192,000.00	\$0.00	Z240	10/23/2018	\$18,405.97	\$169,742.79	COMPLETE - \$0.00	
										ZS31	10/23/2018	\$1,169.14	\$7,967.14		
S601065	J8P3104	MO 14, CHRISTIAN CO, PEDESTRIAN IMPROVEMENTS ON MT VERNON ST FROM CEDAR HEIGHTS DR TO ELLEN AVE IN NIXA	CHRISTIAN	MODOT	EN1708	2017-2020 A3, 2018-2021, 2019-2022 A5	2017, 2018, 2019	\$338,586.00	\$0.00	Z231	6/27/2019	(\$34,454.63)	\$0.00	\$101,144.26	
											4/4/2019	\$153,509.05			
										Z240	6/27/2019	(\$12,058.04)			\$62,400.00
											4/4/2019	(\$32,240.64)			
S601071	J7Q3112 J8Q3072	OPERATIONS & MANAGEMENT OF OZARK TRAFFIC ITS IN THE RURAL SOUTHWEST DISTRICT	GREENE	MODOT	MO1701	2017-2020	2017	\$549,400.00	\$0.00	M23E	7/9/2019	(\$42,486.88)	\$315,000.00	COMPLETE - \$0.00	
										Z240	7/9/2019	(\$118,115.97)	\$840,755.76		
S601072	J8S3076	RT JJ, CHRISTIAN CO; PVMT & SAFETY IMPROVE ON RT JJ FROM RT 14 TO RT 125 & ON RT AA FROM RT 160 TO END OF STATE MAINTENANCE	CHRISTIAN	MODOT	CC1702	2017-2020, 2018-2021	2017, 2018	\$784,000.00	\$0.00	Z240	11/5/2018	\$81,113.62	\$361,963.65	COMPLETE - \$0.00	
										ZS31	11/5/2018	\$31,051.31	\$138,564.21		
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	11/29/2019	(\$11,911.03)	\$208,881.55	\$11,843.81	
										ZS30	11/29/2019	(\$1,060.68)	\$17,046.35		
S601091	J8S3074	RT CC, CHRISTIAN CO; PVMT IMPROVEMENTS ON DISCONNECTED SECTIONS FROM 0.5 MI E/O RTE 160 TO RTE 65	CHRISTIAN	MODOT	CC1701	2017-2020, 2018-2021	2017, 2018	\$459,200.00	\$0.00	Z231	5/14/2019	\$25,643.88	\$423,476.42	\$10,079.70	
S601092	J8S3075	RT M, CHRISTIAN CO; PVMT IMPROVEMENTS FROM RTE 14 TO BUTTERFIELD RD IN NIXA	CHRISTIAN	MODOT	NX1703	2017-2020, 2018-2021	2017, 2018	\$189,600.00	\$0.00	Z231	5/14/2019	\$12,995.06	\$132,388.14	\$44,216.80	
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	6/27/2019	(\$196,000.00)	\$512,800.00	\$0.00	
											3/21/2019	\$331,879.74			
										Z240	3/11/2109	\$124,800.00			\$0.00
											6/27/2019	\$287,080.37			
										ZS30	4/9/2019	\$6,097,941.16			\$0.00
											6/27/2019	\$4,686.00			\$0.00
S602003	J8P3111	RP US 65 N TO IS 44W, GREENE CO, PREVENTIVE MAINTENANCE ON RT 65 NB BRIDGES TO WB I-44 & WB RT 60	GREENE	MODOT	SP1804	2018-2021	2018	\$620,000.00	\$0.00	Z001	3/7/2019	(\$34,149.37)	\$420,514.47	\$233,634.90	
S602027	J8P3087C	CST CAMPBELL AVE, GREENE CO, REVIEW OF DESIGN FOR INTERSECTION IMPROVE AT REPUBLIC RD IN SPRINGFIELD	GREENE	SPRINGFIELD	SP1818	2018-2021 A4, 2019-2022 A3	2018, 2019, 2020	\$488,000.00	\$2,804,000.00	Z001	4/1/2019	\$240,000.00	\$8,000.00	\$2,804,000.00	
										Z230	4/1/2019	\$240,000.00	\$0.00		
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	11/30/2018	(\$32,396.26)	\$431,859.85	\$0.00	
										ZS30	11/30/2018	(\$782.75)	\$254,312.19		
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	11/30/2018	\$18,305.55	\$231,791.16	\$0.00	
										ZS30	11/30/2018	(\$1,970.78)	\$213,846.87		
S602050	J8S3121	GREENE CO, RT FF, PAVEMENT RESURFACING FROM .2 MI S OF RT 60 (JAMES RIVER FREEWAY) TO SOUTH OF WEAVER RD IN BATTLEFIELD	GREENE	MODOT	BA1801	2018-2021, 2019-2022 A7	2018, 2019, 2020	\$1,600.00	\$604,800.00	Z001	8/12/2019	\$414,100.39	\$10,400.00	\$181,899.61	
S602057	J8S3123	GREENE CO, RT O, PAVEMENT RESURFACING FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1910	2019-2022	2019, 2020, 2021	\$1,600.00	\$573,600.00	Z240	10/29/2018	\$8,000.00	\$0.00	\$567,200.00	
S602065	J8P3150	GREENE CO, US 160, BRIDGE REHABILITATION OVER THE FRISCO HIGHLINE TRAIL NEAR WILLARD	GREENE	MODOT	GR1904	2019-2022	2019	\$369,600.00	\$0.00	Z001	6/27/2019	(\$6,569.60)	\$0.00	\$180,254.49	
											10/29/2018	\$34,400.00	\$0.00		
										Z002	6/27/2019	(\$13,898.95)			
S602074	J8S3152	GREENE CO, RT D, BRIDGE REHABILITATION OVER JAMES RIVER 3.2 MI E OF SPRINGFIELD	GREENE	MODOT	GR1909	2019-2022	2019, 2020, 2021	\$60,000.00	\$1,172,000.00	Z002	4/9/2019	\$175,414.06	\$0.00	\$1,110,400.00	
S602083	J8O3141	CST NORTHVIEW RD, CHRISTIAN CO; ADD LANES FROM FOXWOOD DR TO E/O RT 160	CHRISTIAN	MODOT	NX1802-19A2	2018-2021, 2019-2022 A2	2019	\$180,000.00	\$0.00	M230	3/28/2019	\$180,000.00	\$0.00	\$0.00	

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
MO90X342	N/A	5307 OTHER CAPITAL ITEMS, OPERATING ASSISTANCE, BUS SUPPORT EQUIPMENT AND FACILITIES, OTHER CAPITAL ITEMS, METROPOLITAN PLANNING	GREENE	CITY UTILITIES	CU1905	2019-2022	2019	\$26,435.00	\$0.00	SECURITY	5/23/2019	\$26,380.00	\$0.00	\$55.00
					CU1901	2019-2022	2019	\$775,200.00	\$0.00	MAINT	5/23/2019	\$760,000.00	\$0.00	\$15,200.00
					CU1900	2019-2022	2019	\$1,606,596.00	\$0.00	OPERATING	5/23/2019	\$1,683,613.00	\$0.00	(\$77,017.00)
					CU1904	2019-2022	2019	\$245,361.00	\$0.00	PLANNING	5/23/2019	\$168,001.00	\$0.00	\$77,360.00
MO16X067	N/A	5310 PROJECTS - TRADITIONAL	CHRISTIAN/GREENE	ADMIN	MO1901	2017-2020 A5	2019	\$13,914.00	\$0.00	ADMIN	6/7/2019	\$17,146.00	\$0.00	(\$3,232.00)
				ARC	MO1908	2019-2022 A4	2019	\$43,200.00	\$0.00	CAPITAL	6/7/2019			
				OATS	MO1909	2019-2022 A4	2019	\$38,722.00	\$0.00	CAPITAL	6/7/2019	\$154,324.00	\$0.00	(\$20,402.00)
				PARKS	MO1907	2019-2022 A4	2019	\$52,000.00	\$0.00	CAPITAL	6/7/2019			
MO16X068	N/A	5310 PROJECTS - TRADITIONAL	CHRISTIAN/GREENE	ADMIN	MO1901	2017-2020 A5	2020, 2021, 2022	\$0.00	\$43,434.00	ADMIN	6/10/2019	\$3,638.00	\$0.00	\$26,763.00
				ARC	MO1908	2019-2022 A4	2019	\$43,200.00	\$0.00	ADMIN	6/10/2019	\$13,033.00	\$0.00	
				OATS	MO1910	2019-2022 A4	2020	\$0.00	\$141,768.00	CAPITAL	6/10/2019	\$152,730.00	\$0.00	\$32,238.00
										CAPITAL	6/10/2019			
MO16X066	N/A	5310 PROJECTS	GREENE	CITY UTILITIES	CU1808	2017-2020 A5, 2018-2021, 2019-2022	2018, 2019, 2020	\$222,762.00	\$111,299.00	CAPITAL	6/3/2019	\$106,098.00	\$0.00	\$118,846.00
MO340026	N/A	BUS - ROLLING STOCK	GREENE	CITY UTILITIES	CU2111	2018-2021, 2019-2022	2021	\$0.00	\$1,021,000.00	CAPITAL	5/8/2019	\$50,000.00	\$0.00	\$670,506.00
											5/8/2019	\$300,494.00		

*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

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TAB 9

BOARD OF DIRECTORS AGENDA 12/19/2019; ITEM II.H.

Federal Funds Balance Report – September 30, 2019

**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, 2020.

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. 2019

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.

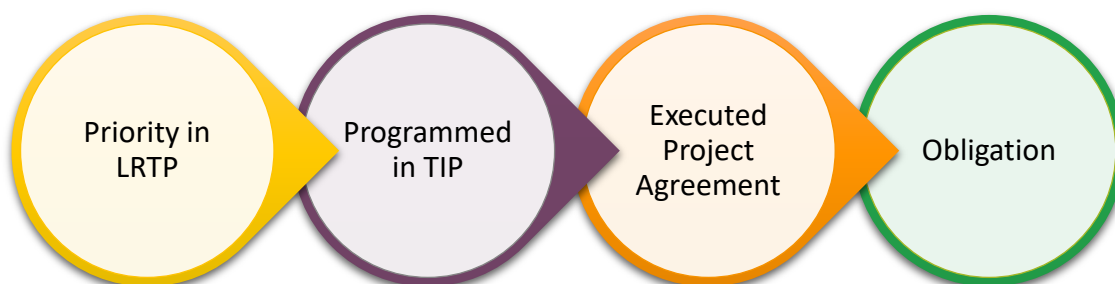
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside), On-System Bridge (BRM), and STBG funding (both Urban and Small Urban), as well 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

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. 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, 2019.

This report documents the balance allowed, the balance obligated, and the balance is 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 2019.

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 and FY 2019 Federal Omnibus Appropriations bills. The OTO Board of Directors voted to apply both the FY 2018 and 2019 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.

Through FY 2019 (9/30/2019)

Federal Funding Category	Balance
STBG-Urban	\$21,655,709.21
Balance After Cost Shares	\$17,073,011.26
Maximum Allowed	\$19,685,587.32
TAP Only (No HIP)	\$1,018,168.32
Maximum Allowed	\$1,265,661.18
FY 2018/19 Omnibus (HIP) – Used for TAP	\$2,733,932.34

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	9/30/2019 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Transportation Alternatives Program (TAP) (Includes HIP)	3,752,100.66	3,752,100.66	--
TAP Only	1,018,168.32	--	1,265,661.18
STBG-U HIP Flexed to TAP	2,733,932.34	--	2,778,791.00
Total STBG-Urban	21,655,709.21	17,073,011.26	19,685,587.32
STBG-Urban	21,481,151.52	--	--
OTO STBG Payback	174,557.69	--	--
	25,407,809.87	20,825,111.92	23,730,039.50

Total Balance All Accounts (10/1/2002-9/30/2019)

Allocations	95,191,365.00
Obligations	(69,783,555.13)
	25,407,809.87

Ending Balance (All Funding Sources) 9/30/2019	All Accounts	Unobligated Cost Shares	Remaining Balance
Transportation Alternatives Program (TAP)	3,752,100.66	0.00	3,752,100.66
OTO Operations	0.00	0.00	0.00
Christian County	(240,623.37)	0.00	(240,623.37)
Greene County	9,513,839.15	0.00	9,513,839.15
City of Battlefield	800,791.65	0.00	800,791.65
City of Nixa	1,543,054.44	(623,036.52)	920,017.92
City of Ozark	641,512.30	(1,551,961.06)	(910,448.76)
City of Republic	(561,024.90)	(246,900.37)	(807,925.27)
City of Springfield	10,024,493.74	(2,160,800.00)	7,863,693.74
City of Strafford	135,236.64	0.00	135,236.64
City of Willard	(201,570.44)	0.00	(201,570.44)
	25,407,809.87	(4,582,697.95)	20,825,111.92

MoDOT Cost Shares	Total	Obligated	Balance
1601071 160 and South	584,000.00	0.00	584,000.00
1601063 Tracker/Northview/160	882,400.00	(843,363.48)	39,036.52
9901815/0141029 Jackson/NN	1,512,439.00	(133,014.09)	1,379,424.91
0141030 South and Third	1,517,720.00	(1,345,183.85)	172,536.15
S601061 M/Repmo Drive	992,800.00	(745,899.63)	246,900.37
SP1818-18A4 Campbell and Republic	1,400,800.00	(240,000.00)	1,160,800.00
MO1804-18 FY 2020 TMC Staff	332,000.00	0.00	332,000.00
MO2101-18 FY 2021 TMC Staff	332,000.00	0.00	332,000.00
MO2104-19 FY 2022 TMC Staff	336,000.00	0.00	336,000.00
	7,890,159.00	(3,307,461.05)	4,582,697.95

Balance Based on Current Obligations

Transportation Alternatives Program (TAP)

Name	Account	Amount	Balance
FY 2013-2017 TAP Allocation/Obligation	TAP	192,106.57	192,106.57
FY 2018 TAP Allocation	TAP	429,463.81	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
FY 2019 TAP Allocation	Estimated	421,887.06	1,046,168.30
FY 2018 Omnibus	STBG-U (HIP)	1,153,506.00	2,199,674.30
9901811 Finley R. Park Connection	TAP	0.02	2,199,674.32
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,171,674.32
9901818 Nicholas SW Ph 1 and 2	STBG-U (HIP)	(27,326.74)	2,144,347.58
9901820 Ozark Fremont	STBG-U (HIP)	(17,531.92)	2,126,815.66
FY 2020 TAP Allocation	Estimated	421,887.06	2,548,702.72
FY 2019 Omnibus	STBG-U (HIP)	1,625,285.00	4,173,987.72
9901817 Battlefield Third St Sidewalk	TAP Programmed	(300,000.00)	3,873,987.72
5901811 Springfield Greenwood	STBG-U Programmed	(183,365.00)	3,690,622.72
5901815 Springfield Harvard	STBG-U Programmed	(110,869.44)	3,579,753.28
5901814 Springfield Luster Sidewalks	TAP Programmed	(85,911.00)	3,493,842.28
5944804 Hunt Road SW Connections	TAP Programmed	(179,439.00)	3,314,403.28
9901816 Pine and McCabe Sidewalks	TAP Programmed	(265,075.00)	3,049,328.28
9901821 Ozark South Elementary SW	TAP Programmed	(152,670.00)	2,896,658.28
9901822 Ozark West Elementary SW	TAP Programmed	(324,859.00)	2,571,799.28
5901813 Springfield Fasnigh	TAP Programmed	(72,708.00)	2,499,091.28
9901818 Nicholas SW Ph 1 and 2	STBG-U Programmed	(350,287.26)	2,148,804.02
0141032 Ozark MoDOT Hwy 14 SW	STBG-U Pending	(130,000.00)	2,018,804.02
9901820 Ozark Fremont	STBG-U Programmed	(188,028.08)	1,830,775.94
5901812 Springfield Galloway Recon	STBG-U Programmed	(146,097.60)	1,684,678.34
		1,684,678.34	1,684,678.34
Maximum TAP Balance Allowed			1,265,661.18
Amount Subject to MoDOT Lapse Policy			1,265,661.18

Combined STBG-U Balance Scenarios

STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	STBG-Urban	15,779,039.15	15,779,039.15
FY 2017 Allocation	STBG-Urban	6,064,303.41	21,843,342.56
Obligations	STBG-Urban	(3,142,441.48)	18,700,901.08
<i>9/30/2017 Balance</i>			18,700,901.08
FY 2018 Allocation	STBG-Urban	6,409,144.05	25,110,045.13
Obligations	STBG-Urban	(4,952,799.68)	20,157,245.45
<i>9/30/2018 Balance</i>			20,157,245.45
FY 2019 Allocation	STBG-Urban	6,561,862.44	26,719,107.89
Obligations	STBG-Urban	(4,853,398.68)	21,865,709.21
Rideshare	STBG-Urban	(10,000.00)	21,855,709.21
OTO Operations	STBG-Urban	(200,000.00)	21,655,709.21
<i>9/30/2019 Balance</i>			21,655,709.21
FY 2020 Allocation*	STBG-Urban	6,693,099.69	28,348,808.90
Programmed Cost Shares/Transfers	STBG-Urban	(3,614,697.95)	24,734,110.95
OTO Operations and Rideshare	STBG-Urban	(220,000.00)	24,514,110.95
<i>9/30/2020 Balance</i>			24,514,110.95
*Estimate		24,514,110.95	24,514,110.95

Remaining Balance All Funds (9/30/2020)	24,514,110.95
March 31, 2019 Balance	21,655,709.21
MoDOT STIP Programmed Cost Shares	
1601071 160 and South	(584,000.00)
1601063 Tracker/Northview/160	(39,036.52)
9901815/0141029 Jackson/NN	(1,379,424.91)
0141030 South and Third	(172,536.15)
S601061 M/Repmo Drive	(246,900.37)
SP1818-18A4 Campbell and Republic	(1,160,800.00)
MO1804-18 FY 2020 TMC Staff	(332,000.00)
MO2101-18 FY 2021 TMC Staff	(332,000.00)
MO2104-19 FY 2022 TMC Staff	(336,000.00)
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares	17,073,011.26
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	19,685,587.32
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]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
<i>FY 2003 - FY 2016 Balance</i>	STBG-Urban	15,779,039.15	15,779,039.15
FY 2017 Allocation	STBG-Urban	6,064,303.41	21,843,342.56
Obligations	STBG-Urban	(3,142,441.48)	18,700,901.08
<i>9/30/2017 Balance</i>			18,700,901.08
FY 2018 Allocation	STBG-Urban	6,409,144.05	25,110,045.13
Obligations	STBG-Urban	(4,952,799.68)	20,157,245.45
<i>9/30/2018 Balance</i>			20,157,245.45
FY 2019 Allocation	STBG-Urban	6,561,862.44	26,719,107.89
Obligations		(5,063,398.68)	21,655,709.21
<i>9/30/2019 Balance</i>			21,655,709.21
FY 2020 Allocation*	STBG-Urban	6,693,099.69	28,348,808.90
Programmed:		(32,244,870.71)	(3,896,061.81)
OT1901-19A5	Programmed	(210,000.00)	
FY 2020 Rideshare	Programmed	(10,000.00)	
GR2009-20AM1	Programmed	(440,000.00)	
5909802 Kansas Extension Ph. I ROW	Programmed (See Springfield)	(1,356,075.00)	
5909802 Kansas Extension Eng.	Programmed	(16,000.00)	
5909802 Kansas Extension Ph. I Const.	Programmed	(12,035,589.00)	
5909802 Kansas Extension Ph. II ROW	Programmed	(2,935,796.00)	
9901814 FF SW Weaver to Rose	Programmed	(488,494.00)	
1601063 Tracker/Northview/160	Programmed Cost Share	(78,813.87)	
1601071 160 and South	Programmed Cost Share	(534,000.00)	
0141030 South and Third	Programmed Cost Share	(172,536.15)	
9901815/0141029 Jackson/NN	Programmed Cost Share	(1,379,424.91)	
S601061 M/Repmo Drive	Programmed Cost Share	(246,900.37)	
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	
5909802 Kansas Extension Ph. I ROW	Rem. Programmed (See Gree	(631,847.50)	
5909802 Kansas Extension Ph. I Const.	Programmed (See Greene)	(2,700,000.00)	
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(920,800.00)	
SP1902-18A4 Republic Road	Programmed	(1,120,000.00)	
MO1804-18 FY 2020 TMC Staff	Programmed Cost Share	(332,000.00)	
SP2011-20 Signal Improvements	Programmed	(1,260,000.00)	
SP2012-20A2 Overlay Improvements	Programmed	(2,080,000.00)	
SP2014-20A2 ADA Improvements	Programmed	(1,120,000.00)	
5944803 Miller Road Widening	Programmed	(186,593.91)	
<i>9/30/2020 Balance</i>			(3,896,061.81)
FY 2021 Allocation*	STBG-Urban	6,826,961.68	2,930,899.87
Programmed:		(927,698.00)	2,003,201.87
OT1901-19A5	Programmed	(220,500.00)	
0141028 14 from Fort to Ridgecrest	Programmed	(202,270.00)	
EN2101 Main Street SW South	Programmed	(53,760.00)	
EN2102 Main Street SW North	Programmed	(74,368.00)	
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(44,800.00)	
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(332,000.00)	
<i>9/30/2021 Balance</i>			2,003,201.87
FY 2022 Allocation*	STBG-Urban	6,963,500.92	8,966,702.79
Programmed:		(6,586,328.00)	2,380,374.79
OT1901-19A5	Programmed	(231,525.00)	
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(960,000.00)	
5909802 Kansas Extension Phase II	Programmed	(3,246,479.00)	
FY 2022 TMC Staff	Programmed Cost Share	(336,000.00)	
Kansas/Walnut Lawn*	Cost Share-Unprogrammed	(903,652.00)	
Kansas/Sunset*	Cost Share-Unprogrammed	(908,672.00)	
<i>9/30/2022 Balance</i>			2,380,374.79
FY 2023 Allocation*	STBG-Urban	7,102,770.93	9,483,145.72
Programmed:		(579,101.00)	8,904,044.72
OT1901-19A5	Programmed	(243,101.00)	
FY 2023 TMC Staff	Programmed Cost Share	(336,000.00)	
<i>9/30/2023 Balance</i>			8,904,044.72
*Estimate		8,904,044.72	8,904,044.72
Remaining Balance All Funds (9/30/2023)			8,904,044.72
Funds Available to be Programmed through 2023			8,904,044.72

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
FY 2017 Allocation	STBG-Urban	317,405.64	1,166,389.74
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
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45) **
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			(573,079.85)
FY 2019 Allocation	STBG-Urban	332,456.48	(240,623.37)
<i>9/30/2019 Balance</i>			(240,623.37)
FY 2020 Allocation*	STBG-Urban	338,802.04	98,178.67
<i>9/30/2020 Balance</i>			98,178.67
*Estimate		98,178.67	98,178.67

**Advance Agreement on File

Remaining Balance All Funds (9/30/2020)	98,178.67
September 30, 2019 Balance	(240,623.37)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	997,369.44
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]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>	STBG-Urban	848,984.10	848,984.10
FY 2017 Allocation	STBG-Urban	317,405.64	1,166,389.74
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
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45) **
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			(573,079.85)
FY 2019 Allocation	STBG-Urban	332,456.48	(240,623.37)
<i>9/30/2019 Balance</i>			(240,623.37)
FY 2020 Allocation*	STBG-Urban	338,802.04	98,178.67
<i>9/30/2020 Balance</i>			98,178.67
FY 2021 Allocation*	STBG-Urban	345,578.08	443,756.75
<i>9/30/2021 Balance</i>			443,756.75
FY 2022 Allocation*	STBG-Urban	352,489.64	796,246.39
<i>9/30/2022 Balance</i>			796,246.39
FY 2023 Allocation*	STBG-Urban	359,539.44	1,155,785.83
<i>9/30/2023 Balance</i>			1,155,785.83
*Estimate		1,155,785.83	1,155,785.83
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2023)			1,155,785.83
Funds Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			1,155,785.83

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		5,764,855.81	5,764,855.81
FY 2017 Allocation	STBG-Urban	1,350,884.23	7,115,740.04
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>			6,953,543.64
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,381,244.57
Transfer	City of Republic	(100,000.00)	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			8,279,016.97
FY 2019 Allocation	STBG-Urban	1,414,940.88	9,693,957.85
5909802 Kansas Extension	STBG-Urban	(180,118.70)	9,513,839.15
<i>9/30/2019 Balance</i>			9,513,839.15
FY 2020 Allocation*	STBG-Urban	1,441,947.69	10,955,786.84
<i>9/30/2020 Balance</i>			10,955,786.84
*Estimate		10,955,786.84	10,955,786.84
Remaining Balance All Funds (9/30/2020)			10,955,786.84
September 30, 2019 Balance			9,513,839.15
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,244,822.64
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]			5,269,016.51

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]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>		5,764,855.81	5,764,855.81
FY 2017 Allocation	STBG-Urban	1,350,884.23	7,115,740.04
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>			6,953,543.64
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,381,244.57
Transfer	City of Republic	(100,000.00)	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			8,279,016.97
FY 2019 Allocation	STBG-Urban	1,414,940.88	9,693,957.85
5909802 Kansas Extension Eng.	STBG-Urban	(180,118.70)	9,513,839.15
<i>9/30/2019 Balance</i>			9,513,839.15
FY 2020 Allocation*	STBG-Urban	1,441,947.69	10,955,786.84
GR2009-20AM1	Programmed	(440,000.00)	10,515,786.84
5909802 Kansas Extension Ph. I ROW	Programmed (See Springfield)	(1,356,075.00)	9,159,711.84
5909802 Kansas Extension Eng.	Programmed	(16,000.00)	9,143,711.84
5909802 Kansas Extension Ph. I Const.	Programmed (See Springfield)	(12,035,589.00)	(2,891,877.16) **
5909802 Kansas Extension Ph. II ROW	Programmed	(2,935,796.00)	(5,827,673.16)
<i>9/30/2020 Balance</i>			(5,827,673.16)
FY 2021 Allocation*	STBG-Urban	1,470,786.64	(4,356,886.52)
<i>9/30/2021 Balance</i>			(4,356,886.52)
FY 2022 Allocation*	STBG-Urban	1,500,202.38	(2,856,684.14)
5909802 Kansas Extension Ph. II Const.	Programmed	(3,246,479.00)	(6,103,163.14)
<i>9/30/2022 Balance</i>			(6,103,163.14)
FY 2023 Allocation*	STBG-Urban	1,530,206.42	(4,572,956.72)
<i>9/30/2023 Balance</i>			(4,572,956.72)
*Estimate		(4,572,956.72)	(4,572,956.72)

** Need Advance Agreement on File

Remaining Balance All Funds (9/30/2023) (4,572,956.72)

Funds Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)

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>
FY 2017 Allocation	STBG-Urban	109,521.32	616,647.13
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,689.07
FY 2017 Rideshare	City of Springfield	(180.60)	570,508.47
<i>9/30/2017 Balance</i>			<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	114,714.64	800,791.65
<i>9/30/2019 Balance</i>			<i>800,791.65</i>
FY 2020 Allocation*	STBG-Urban	116,904.18	917,695.83
<i>9/30/2020 Balance</i>			<i>917,695.83</i>
*Estimate		917,695.83	917,695.83
Remaining Balance All Funds (9/30/2020)			917,695.83
September 30, 2019 Balance			800,791.65
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			344,143.92
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]			456,647.73

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]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>
FY 2017 Allocation	STBG-Urban	109,521.32	616,647.13
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,689.07
FY 2017 Rideshare	City of Springfield	(180.60)	570,508.47
<i>9/30/2017 Balance</i>			<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	114,714.64	800,791.65
<i>9/30/2019 Balance</i>			<i>800,791.65</i>
FY 2020 Allocation*	STBG-Urban	116,904.18	917,695.83
9901814 FF SW Weaver to Rose	Programmed	(488,494.00)	429,201.83
<i>9/30/2020 Balance</i>			<i>429,201.83</i>
FY 2021 Allocation*	STBG-Urban	119,242.26	548,444.09
<i>9/30/2021 Balance</i>			<i>548,444.09</i>
FY 2022 Allocation*	STBG-Urban	121,627.11	670,071.20
<i>9/30/2022 Balance</i>			<i>670,071.20</i>
FY 2023 Allocation*	STBG-Urban	124,059.65	794,130.85
<i>9/30/2023 Balance</i>			<i>794,130.85</i>
*Estimate		794,130.85	794,130.85
Remaining Balance All Funds (9/30/2023)			794,130.85
Funds Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			794,130.85

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>		578,343.20	578,343.20
FY 2017 Allocation	STBG-Urban	372,772.73	951,115.93
FY 2017 Rideshare	City of Springfield	(614.70)	950,501.23
1601063 Tracker/Northview/160	Small Urban	(39,777.35)	910,723.88
0141023 160/14	STBG-Urban	(264,206.59)	646,517.29
Transfer	Christian County	451,443.00	1,097,960.29
Transfer	Christian County	98,557.00	1,196,517.29
<i>9/30/2017 Balance</i>			1,196,517.29
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	STBG-Urban	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			1,857,035.60
FY 2019 Allocation	STBG-Urban	390,448.98	2,247,484.58
9900859 Main Street	STBG-Urban	46,654.94	2,294,139.52
9900854 CC Realignment	STBG-Urban	233,631.58	2,527,771.10
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,347,771.10
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,705,977.24
0141023 160/14	STBG-Urban	149,155.47	1,855,132.71
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,754,846.71
1601071 160 and South	STBG-Urban	(50,000.00)	1,704,846.71
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,543,054.44
<i>9/30/2019 Balance</i>			1,543,054.44
FY 2020 Allocation*	STBG-Urban	397,901.44	1,940,955.88
1601063 Tracker/Northview/160	Programmed Cost Share	(39,036.52)	1,901,919.36
1601071 160 and South	Programmed Cost Share	(534,000.00)	1,367,919.36
<i>9/30/2020 Balance</i>			1,367,919.36
*Estimate		1,367,919.36	1,367,919.36
Remaining Balance All Funds (9/30/2020)			1,367,919.36
September 30, 2019 Balance			1,543,054.44
MoDOT STIP Programmed Cost Shares			
1601071 160 and South		(584,000.00)	
1601063 Tracker/Northview/160		(39,036.52)	
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares			920,017.92
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,171,346.94
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]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>
FY 2017 Allocation	STBG-Urban	372,772.73	951,115.93
FY 2017 Rideshare	City of Springfield	(614.70)	950,501.23
1601063 Tracker/Northview/160	Small Urban	(39,777.35)	910,723.88
0141023 160/14	STBG-Urban	(264,206.59)	646,517.29
Transfer	Christian County	451,443.00	1,097,960.29
Transfer	Christian County	98,557.00	1,196,517.29
<i>9/30/2017 Balance</i>			<i>1,196,517.29</i>
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	Cost Share	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			<i>1,857,035.60</i>
FY 2019 Allocation	STBG-Urban	390,448.98	2,247,484.58
9900859 Main Street	STBG-Urban	46,654.94	2,294,139.52
9900854 CC Realignment	STBG-Urban	233,631.58	2,527,771.10
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,347,771.10
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,705,977.24
0141023 160/14	STBG-Urban	149,155.47	1,855,132.71
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,754,846.71
1601071 160 and South	STBG-Urban	(50,000.00)	1,704,846.71
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,543,054.44
<i>9/30/2019 Balance</i>			<i>1,543,054.44</i>
FY 2020 Allocation*	STBG-Urban	397,901.44	1,940,955.88
1601063 Tracker/Northview/160	Programmed Cost Share	(78,813.87)	1,862,142.01
1601071 160 and South	Programmed Cost Share	(534,000.00)	1,328,142.01
<i>9/30/2020 Balance</i>			<i>1,328,142.01</i>
FY 2021 Allocation*	STBG-Urban	405,859.47	1,734,001.48
0141028 14 from Fort to Ridgecrest	Programmed	(202,270.00)	1,531,731.48
EN2101 Main Street SW South	Programmed	(53,760.00)	1,477,971.48
EN2102 Main Street SW North	Programmed	(74,368.00)	1,403,603.48
<i>9/30/2021 Balance</i>			<i>1,403,603.48</i>
FY 2022 Allocation*	STBG-Urban	413,976.66	1,817,580.14
<i>9/30/2022 Balance</i>			<i>1,817,580.14</i>
FY 2023 Allocation*	STBG-Urban	422,256.19	2,239,836.33
<i>9/30/2023 Balance</i>			<i>2,239,836.33</i>
*Estimate		2,239,836.33	2,239,836.33
Remaining Balance All Funds (9/30/2023)			2,239,836.33
Funds Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			2,239,836.33

Note:

Rideshare - MPO area wide funds from all jurisdictions

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>
FY 2017 Allocation	STBG-Urban	349,182.59	1,948,736.96
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>
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	365,740.24	1,507,172.12
0141030 South and Third	STBG-Urban	(65,659.82)	1,441,512.30
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	641,512.30
<i>9/30/2019 Balance</i>			<i>641,512.30</i>
FY 2020 Allocation*	STBG-Urban	372,721.08	1,014,233.38
0141030 South and Third	Programmed Cost Share	(172,536.15)	841,697.23
9901815/0141029 Jackson/NN	Programmed Cost Share	(1,379,424.91)	(537,727.68) **
<i>9/30/2020 Balance</i>			<i>(537,727.68)</i>
*Estimate		(537,727.68)	(537,727.68)

**Advance Agreement on File

Remaining Balance All Funds (9/30/2020) **(537,727.68)**

September 30, 2019 Balance	641,512.30
MoDOT STIP Programmed Cost Shares	
9901815/0141029 Jackson/NN	(1,379,424.91)
0141030 South and Third	(172,536.15)
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares	(910,448.76)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,097,220.72
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]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>
FY 2017 Allocation	STBG-Urban	349,182.59	1,948,736.96
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>
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	365,740.24	1,507,172.12
0141030 South and Third	STBG-Urban	(65,659.82)	1,441,512.30
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	641,512.30
<i>9/30/2019 Balance</i>			<i>641,512.30</i>
FY 2020 Allocation*	STBG-Urban	372,721.08	1,014,233.38
0141030 South and Third	Programmed Cost Share	(172,536.15)	841,697.23
9901815/0141029 Jackson/NN	Programmed Cost Share	(1,379,424.91)	(537,727.68) **
<i>9/30/2020 Balance</i>			<i>(537,727.68)</i>
FY 2021 Allocation*	STBG-Urban	380,175.50	(157,552.18)
<i>9/30/2021 Balance</i>			<i>(157,552.18)</i>
FY 2022 Allocation*	STBG-Urban	387,779.01	230,226.83
<i>9/30/2022 Balance</i>			<i>230,226.83</i>
FY 2023 Allocation*	STBG-Urban	395,534.59	625,761.43
<i>9/30/2023 Balance</i>			<i>625,761.43</i>
*Estimate		625,761.43	625,761.43
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2023)			625,761.43
Funds Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			625,761.43

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>
FY 2017 Allocation	STBG-Urban	289,085.34	1,144,082.65
FY 2017 Rideshare	City of Springfield	(476.70)	1,143,605.95
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,605.95
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,605.95
<i>9/30/2017 Balance</i>			<i>1,143,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,449,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	302,793.28	142,074.73
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(636,698.20)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(525,024.89)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(561,024.90)
<i>9/30/2019 Balance</i>			<i>(561,024.90)</i>
FY 2020 Allocation*	STBG-Urban	308,572.66	(252,452.24)
S601061 M/Repmo Drive	Programmed Cost Share	(246,900.37)	(499,352.61)
<i>9/30/2020 Balance</i>			<i>(499,352.61)</i>
*Estimate		(499,352.61)	(499,352.61)
**Advance Agreement on File			

Remaining Balance All Funds (9/30/2020) **(499,352.61)**

September 30, 2019 Balance	(561,024.90)
MoDOT STIP Programmed Cost Shares	
S601061 M/Repmo Drive	(246,900.37)
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares	(807,925.27)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	908,379.84
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]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>
FY 2017 Allocation	STBG-Urban	289,085.34	1,144,082.65
FY 2017 Rideshare	City of Springfield	(476.70)	1,143,605.95
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,605.95
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,605.95
<i>9/30/2017 Balance</i>			<i>1,143,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,449,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	302,793.28	142,074.73
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(636,698.20)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(525,024.89)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(561,024.90)
<i>9/30/2019 Balance</i>			<i>(561,024.90)</i>
FY 2020 Allocation*	STBG-Urban	308,572.66	(252,452.24)
S601061 M/Repmo Drive	Programmed Cost Share	(246,900.37)	(499,352.61)
<i>9/30/2020 Balance</i>			<i>(499,352.61)</i>
FY 2021 Allocation*	STBG-Urban	314,744.11	(184,608.50)
<i>9/30/2021 Balance</i>			<i>(184,608.50)</i>
FY 2022 Allocation*	STBG-Urban	321,039.00	136,430.50
<i>9/30/2022 Balance</i>			<i>136,430.50</i>
FY 2023 Allocation*	STBG-Urban	327,459.78	463,890.27
<i>9/30/2023 Balance</i>			<i>463,890.27</i>
*Estimate		463,890.27	463,890.27
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2023)			463,890.27
Funds Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			463,890.27

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		5,032,696.99	5,032,696.99
FY 2017 Allocation	STBG-Urban	3,125,602.62	8,158,299.61
FY 2017 Rideshare	All Other Cities and Counties	4,845.90	8,163,145.51
0652087 Chestnut RR	STBG-Urban	6,553.61	8,169,699.12
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,146,070.09
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,134,870.41
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,129,452.11
0652088 Division/65	STBG-Urban	(813,318.86)	6,316,133.25
0652088 Division/65	STBG-Urban	(62,616.16)	6,253,517.09
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,198,155.49
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,142,338.50
<i>9/30/2017 Balance</i>			6,142,338.50
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
<i>9/30/2018 Balance</i>			8,466,345.94
FY 2019 Allocation	STBG-Urban	3,273,813.42	11,740,159.36
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,750,159.36
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,670,159.36
5909802 Kansas Extension	STBG-Urban (See Greene)	(1,448,152.50)	10,222,006.86
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	10,264,493.74
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	10,024,493.74
<i>9/30/2019 Balance</i>			10,024,493.74
FY 2020 Allocation*	STBG-Urban	3,336,300.31	13,360,794.05
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	13,370,794.05
MO1804-18 FY 2020 TMC Staff	Programmed Cost Share	(332,000.00)	13,038,794.05
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(920,800.00)	12,117,994.05
<i>9/30/2020 Balance</i>			12,117,994.05
FY 2021 Allocation*	STBG-Urban	3,403,026.32	15,521,020.37
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(332,000.00)	15,189,020.37
<i>9/30/2021 Balance</i>			15,189,020.37
*Estimate		15,189,020.37	15,189,020.37

Remaining Balance All Funds (9/30/2021)	15,189,020.37
September 30, 2019 Balance	10,024,493.74
MoDOT STIP Programmed Cost Shares	
SP1818-18A4 Campbell and Republic	(1,160,800.00)
MO1804-18 FY 2020 TMC Staff	(332,000.00)
MO2101-18 FY 2021 TMC Staff	(332,000.00)
MO2104-19 FY 2022 TMC Staff	(336,000.00)
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares	7,863,693.74
3-Year Maximum STBG-Urban Balance Allowed in 2019 (MoDOT)	9,821,440.26
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]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>		5,032,696.99	5,032,696.99
FY 2017 Allocation	STBG-Urban	3,125,602.62	8,158,299.61
FY 2017 Rideshare	All Other Cities and Counties	4,845.90	8,163,145.51
0652087 Chestnut RR	STBG-Urban	6,553.61	8,169,699.12
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,146,070.09
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,134,870.41
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,129,452.11
0652088 Division/65	STBG-Urban	(813,318.86)	6,316,133.25
0652088 Division/65	STBG-Urban	(62,616.16)	6,253,517.09
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,198,155.49
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,142,338.50
<i>9/30/2017 Balance</i>			6,142,338.50
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
<i>9/30/2018 Balance</i>			8,466,345.94
FY 2019 Allocation	STBG-Urban	3,273,813.42	11,740,159.36
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,750,159.36
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,670,159.36
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	11,430,159.36
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	11,472,646.24
5909802 Kansas Extension Ph. I ROW	STBG-Urban (See Greene)	(1,448,152.50)	10,024,493.74
<i>9/30/2019 Balance</i>			10,024,493.74
FY 2020 Allocation*	STBG-Urban	3,336,300.31	13,360,794.05
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	13,370,794.05
5909802 Kansas Extension Ph. I ROW	Rem. Programmed (See Greene)	(631,847.50)	12,738,946.55
5909802 Kansas Extension Ph. I Const.	Programmed (See Greene)	(2,700,000.00)	10,038,946.55
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	8,038,946.55
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(920,800.00)	7,118,146.55
SP1902-18A4 Republic Road	Programmed	(1,120,000.00)	5,998,146.55
MO1804-18 FY 2020 TMC Staff	Programmed Cost Share	(332,000.00)	5,666,146.55
SP2011-20 Signal Improvements	Programmed	(1,260,000.00)	4,406,146.55
SP2012-20A2 Overlay Improvements	Programmed	(2,080,000.00)	2,326,146.55
SP2014-20A2 ADA Improvements	Programmed	(1,120,000.00)	1,206,146.55
<i>9/30/2020 Balance</i>			1,206,146.55
FY 2021 Allocation*	STBG-Urban	3,403,026.32	4,609,172.87
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(44,800.00)	4,564,372.87
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(332,000.00)	4,232,372.87
<i>9/30/2021 Balance</i>			4,232,372.87
FY 2022 Allocation*	STBG-Urban	3,471,086.84	7,703,459.71
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(960,000.00)	6,743,459.71
MO2104-19 FY 2022 TMC Staff	Programmed Cost Share	(336,000.00)	6,407,459.71
Kansas/Walnut Lawn*	Cost Share-Unprogrammed	(903,652.00)	5,503,807.71
Kansas/Sunset*	Cost Share-Unprogrammed	(908,672.00)	4,595,135.71
<i>9/30/2022 Balance</i>			4,595,135.71
FY 2023 Allocation*	STBG-Urban	3,540,508.58	8,135,644.29
MO2301-20 FY 2023 TMC Staff	Programmed Cost Share	(336,000.00)	7,799,644.29
<i>9/30/2023 Balance</i>			7,799,644.29
*Estimate		7,799,644.29	7,799,644.29
Remaining Balance All Funds (9/30/2023)			7,799,644.29
Funds Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			7,799,644.29

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>
FY 2017 Allocation	STBG-Urban	46,209.99	223,988.85
FY 2017 Rideshare	City of Springfield	(76.20)	223,912.65
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,112.65
<i>9/30/2017 Balance</i>			<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	48,401.19	162,275.32
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	135,236.64
<i>9/30/2019 Balance</i>			<i>135,236.64</i>
FY 2020 Allocation*	STBG-Urban	49,325.02	184,561.66
<i>9/30/2020 Balance</i>			<i>184,561.66</i>
*Estimate		184,561.66	184,561.66
Remaining Balance All Funds (9/30/2020)			184,561.66
September 30, 2019 Balance			135,236.64
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			145,203.57
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]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>
FY 2017 Allocation	STBG-Urban	46,209.99	223,988.85
FY 2017 Rideshare	City of Springfield	(76.20)	223,912.65
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,112.65
<i>9/30/2017 Balance</i>			<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	48,401.19	162,275.32
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	135,236.64
<i>9/30/2019 Balance</i>			<i>135,236.64</i>
FY 2020 Allocation*	STBG-Urban	49,325.02	184,561.66
<i>9/30/2020 Balance</i>			<i>184,561.66</i>
FY 2021 Allocation*	STBG-Urban	50,311.52	234,873.18
<i>9/30/2021 Balance</i>			<i>234,873.18</i>
FY 2022 Allocation*	STBG-Urban	51,317.75	286,190.93
<i>9/30/2022 Balance</i>			<i>286,190.93</i>
FY 2023 Allocation*	STBG-Urban	52,344.11	338,535.04
<i>9/30/2023 Balance</i>			<i>338,535.04</i>
*Estimate		338,535.04	338,535.04
Remaining Balance All Funds (9/30/2023)			338,535.04
Funds Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			338,535.04

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
FY 2017 Allocation	STBG-Urban	103,638.95	518,341.65
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
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			347,262.32
FY 2019 Allocation	STBG-Urban	108,553.33	455,815.65
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(201,570.44) **
<i>9/30/2019 Balance</i>			(201,570.44)
FY 2020 Allocation*	STBG-Urban	110,625.27	(90,945.17)
<i>9/30/2020 Balance</i>			(90,945.17)
*Estimate		(90,945.17)	(90,945.17)

Remaining Balance All Funds (9/30/2020) (90,945.17)

September 30, 2019 Balance	(201,570.44)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	325,659.99
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

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
FY 2017 Allocation	STBG-Urban	103,638.95	518,341.65
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
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			347,262.32
FY 2019 Allocation	STBG-Urban	108,553.33	455,815.65
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(201,570.44) **
<i>9/30/2019 Balance</i>			(201,570.44)
FY 2020 Allocation*	STBG-Urban	110,625.27	(90,945.17)
5944803 Miller Road Widening	Programmed	(186,593.91)	(277,539.08)
<i>9/30/2020 Balance</i>			(277,539.08)
FY 2021 Allocation*	STBG-Urban	112,733.53	(164,805.55)
<i>9/30/2021 Balance</i>			(164,805.55)
FY 2022 Allocation*	STBG-Urban	114,878.57	(49,926.98)
<i>9/30/2022 Balance</i>			(49,926.98)
FY 2023 Allocation*	STBG-Urban	114,878.57	64,951.59
<i>9/30/2023 Balance</i>			64,951.59
*Estimate		64,951.59	64,951.59
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			64,951.59
Funds Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			64,951.59

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020 Estimate
Republic Small Urban Allocation	453,222.55	0.00	0.00	0.00	0.00
STP/BG-Urban Allocation	61,884,207.97	6,064,303.41	6,409,144.05	6,561,862.44	6,693,099.69
STP/BG-Urban Distribution					
OTO Operations	N/A	N/A	N/A	200,000.00	210,000.00
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00
Christian County	3,337,442.89	317,405.64	335,454.60	332,456.48	338,802.04
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,414,940.88	1,441,947.69
City of Battlefield	838,912.89	109,521.32	115,749.14	114,714.64	116,904.18
City of Nixa	3,401,357.72	372,772.73	393,970.08	390,448.98	397,901.44
City of Ozark	2,980,931.23	349,182.59	369,038.51	365,740.24	372,721.08
City of Republic	1,258,457.77	289,085.34	305,523.90	302,793.28	308,572.66
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,273,813.42	3,336,300.31
City of Strafford	241,706.26	46,209.99	48,837.68	48,401.19	49,325.02
City of Willard	524,344.46	103,638.95	109,532.27	108,553.33	110,625.27
	61,884,207.97	6,064,303.41	6,409,144.05	6,561,862.44	6,693,099.69
Republic Small Urban Distribution	453,222.55	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)	(210,000.00)
Distribution					
Christian County	(10,182.16)	0.81	(523.40)	(10,468.00)	(10,991.40)
Greene County	(40,844.89)	3.25	(2,227.60)	(44,552.00)	(46,779.60)
City of Battlefield	(1,851.03)	0.15	(180.60)	(3,612.00)	(3,792.60)
City of Nixa	(9,203.80)	0.73	(614.70)	(12,294.00)	(12,908.70)
City of Ozark	(7,530.18)	0.60	(575.80)	(11,516.00)	(12,091.80)
City of Republic	N/A	N/A	(476.70)	(9,534.00)	(10,010.70)
City of Springfield	(114,611.94)	9.13	(5,154.10)	(103,082.00)	(108,236.10)
City of Strafford	N/A	N/A	(76.20)	(1,524.00)	(1,600.20)
City of Willard	N/A	N/A	(170.90)	(3,418.00)	(3,588.90)
	(184,224.00)	14.67	(10,000.00)	(200,000.00)	(210,000.00)

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	Type	Date	Account	Amount	Balance
FY 2018 Allocation					
	Deposit	10/01/2017	City of Republic	0.00	0.00
	Deposit	10/01/2017	Christian County	335,454.60	335,454.60
	Deposit	10/01/2017	Greene County	1,427,700.93	1,763,155.53
	Deposit	10/01/2017	City of Battlefield	115,749.14	1,878,904.67
	Deposit	10/01/2017	City of Nixa	393,970.08	2,272,874.75
	Deposit	10/01/2017	City of Ozark	369,038.51	2,641,913.26
	Deposit	10/01/2017	City of Republic	305,523.90	2,947,437.16
	Deposit	10/01/2017	City of Springfield	3,303,336.94	6,250,774.10
	Deposit	10/01/2017	City of Strafford	48,837.68	6,299,611.78
	Deposit	10/01/2017	City of Willard	109,532.27	6,409,144.05
Total FY 2018 Allocation*				6,409,144.05	6,409,144.05
FY 2018 TAP Allocation					
	Deposit	10/01/2017	Enhancements (TAP)	429,463.81	429,463.81
Total FY 2018 TAP Allocation				429,463.81	429,463.81
FY 2018 Omnibus Allocation					
	Deposit	03/23/2018	STBG-U (HIP)	1,153,506.00	1,153,506.00
Total FY 2018 Omnibus Allocation				1,153,506.00	1,153,506.00
FY 2019 Allocation					
	Deposit	10/01/2018	OTO Operations	200,000.00	200,000.00
	Deposit	10/01/2018	Rideshare	10,000.00	210,000.00
	Deposit	10/01/2018	City of Republic	0.00	210,000.00
	Deposit	10/01/2018	Christian County	332,456.48	542,456.48
	Deposit	10/01/2018	Greene County	1,414,940.88	1,957,397.36
	Deposit	10/01/2018	City of Battlefield	114,714.64	2,072,112.00
	Deposit	10/01/2018	City of Nixa	390,448.98	2,462,560.98
	Deposit	10/01/2018	City of Ozark	365,740.24	2,828,301.22
	Deposit	10/01/2018	City of Republic	302,793.28	3,131,094.50
	Deposit	10/01/2018	City of Springfield	3,273,813.42	6,404,907.92
	Deposit	10/01/2018	City of Strafford	48,401.19	6,453,309.11
	Deposit	10/01/2018	City of Willard	108,553.33	6,561,862.44
Total FY 2019 Allocation				6,561,862.44	6,561,862.44
FY 2019 TAP Allocation					
	Deposit	10/01/2018	Enhancements (TAP)	421,887.06	421,887.06
Total FY 2019 TAP Allocation				421,887.06	421,887.06
FY 2019 Omnibus Allocation					
	Deposit	03/15/2019	STBG-U (HIP)	1,625,285.00	1,625,285.00
Total FY 2019 Omnibus Allocation				1,625,285.00	1,625,285.00

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				<u>278,258.25</u>	<u>278,258.25</u>
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				<u>3,507,681.84</u>	<u>3,507,681.84</u>
TOTAL ALLOCATIONS				95,191,365.00	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
00FY820 OTO Operations/Planning			
	06/26/2019	OTO Operations	(200,000.00)
			<u>(200,000.00)</u>
0132056 I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u>(978,000.00)</u>
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			<u>(354,887.54)</u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u>(799,517.00)</u>
0141014 17th Street Relocation			
	04/18/2008	City of Ozark	(244,800.00)
			<u>(244,800.00)</u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u>(165,587.00)</u>
0141023 14 and 160			
	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>
0141029 Jackson and NN			
	03/08/2018	City of Ozark	(133,014.09)
			<u>(133,014.09)</u>
0141030 South and Third			
	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>
0442239 I-44 Bridge-65			
	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			<u>(1,110,295.00)</u>
0602064 JRF/Glenstone			
Closed	10/02/2006	City of Springfield	(2,103,741.90)
	10/02/2006	Greene County	(500,000.00)
	10/02/2006	City of Springfield	(446,611.27)
	10/23/2007	City of Springfield	(446,611.27)
	10/23/2007	Greene County	(500,000.00)
	10/02/2009	City of Springfield	47,734.48
			<u>(3,949,229.96)</u>
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			<u>(100,000.00)</u>
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u>(758,009.07)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u><u>0.00</u></u>
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			<u><u>(1,800,000.00)</u></u>
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u><u>(223,050.00)</u></u>
0651056 65/CC/J			
	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u><u>(2,300,000.00)</u></u>
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u><u>(1,000,000.00)</u></u>
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			<u><u>(74,000.00)</u></u>
0652058 Glenstone/Primrose			
Closed	12/21/2007	City of Springfield	(134,432.60)
	02/29/2008	City of Springfield	22,101.02
	07/09/2009	City of Springfield	(312,694.65)
	10/02/2009	City of Springfield	(7,570.99)
			<u><u>(432,597.22)</u></u>
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u><u>0.00</u></u>
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u><u>(1,061,000.00)</u></u>
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u><u>(106,000.00)</u></u>
0652074 South Glenstone			
Closed	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			<u><u>(4,541,168.92)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652076 65/Chestnut			
Closed	10/02/2011	Greene County	(589,570.53)
	10/02/2011	City of Springfield	(779,945.21)
	09/08/2015	City of Springfield	(81,046.35)
			<u>(1,450,562.09)</u>
0652079 Eastgate Relocation			
	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)
			<u>(155,817.00)</u>
0652086 Battlefield/65			
Closed	10/02/2013	Greene County	(452,800.00)
	06/12/2014	Bridge (BRM)	(1,189,657.00)
	07/23/2014	Greene County	(47,200.00)
	07/23/2014	City of Springfield	(4,660,769.24)
	02/26/2016	City of Springfield	127,167.96
			<u>(6,223,258.28)</u>
0652087 Chestnut RR			
	12/02/2013	City of Springfield	(500,000.00)
	07/31/2014	City of Springfield	(1,126,800.00)
	05/21/2015	City of Springfield	(1,946,401.00)
	08/27/2015	City of Springfield	1,946,401.00
	04/15/2016	City of Springfield	(353,624.14)
	08/08/2016	City of Springfield	(478,187.86)
	11/28/2016	City of Springfield	(1,023,629.03)
			<u>(3,482,241.03)</u>
0652088 US65/Division Interchange			
	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/2017	City of Springfield	(62,616.16)
			<u>(1,610,083.02)</u>
0652099 Chestnut RR Utilities			
	02/23/2016	Greene County	(400,000.00)
	02/23/2016	City of Springfield	(659,663.24)
	06/01/2016	City of Springfield	(54,925.76)
	11/18/2016	City of Springfield	6,553.61
			<u>(1,108,035.39)</u>
1601043 160/Hunt Road			
	10/02/2012	City of Willard	(21,000.00)
			<u>(21,000.00)</u>
1601053 160/Campbell/Plainview 2			
Closed	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			<u>(357,398.72)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
1601054 160/Campbell/Plainview 3			
Closed	02/02/2014	City of Springfield	(386,800.00)
	12/08/2014	City of Springfield	(109,976.12)
	04/15/2015	City of Springfield	(41,457.16)
			<u>(538,233.28)</u>
1601063 Tracker/Northview/160			
	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>
1601071 160 and South			
	05/13/2019	City of Nixa	(50,000.00)
			<u>(50,000.00)</u>
2661009 Midfield Terminal Access			
Closed	11/08/2007	City of Springfield	(993,062.73)
	11/08/2007	Greene County	(1,000,000.00)
	11/09/2007	City of Springfield	(2,461,290.27)
	01/24/2008	City of Springfield	1,069,858.00
	02/15/2008	City of Springfield	(508,570.80)
	10/02/2010	City of Springfield	(43,205.64)
	10/02/2010	City of Springfield	(59,268.28)
	10/02/2010	City of Springfield	0.15
			<u>(3,995,539.57)</u>
3301486 160/Campbell/Plainview 1			
Closed	03/31/2016	City of Springfield	(247,061.44)
	06/16/2016	City of Springfield	48,701.44
	02/06/2017	City of Springfield	(11,199.68)
	02/27/2017	City of Springfield	(5,418.30)
			<u>(214,977.98)</u>
5900837 NS Corridor Study			
Closed	10/02/2007	City of Ozark	(7,530.18)
	10/02/2007	Christian County	(10,182.16)
	10/02/2007	Greene County	(40,844.89)
	10/02/2007	City of Battlefield	(1,851.03)
	10/02/2007	City of Nixa	(9,203.80)
	10/02/2007	City of Springfield	(114,611.94)
	10/02/2009	Christian County	0.81
	10/02/2009	Greene County	3.25
	10/02/2009	City of Battlefield	0.15
	10/02/2009	City of Nixa	0.73
	10/02/2009	City of Ozark	0.60
	10/02/2009	City of Springfield	9.13
			<u>(184,209.33)</u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u>(24,992.27)</u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u>(250,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901806 S. Dry Sac Trail Parks			
	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			<u><u>(192,680.00)</u></u>
5901807 Mt. Vernon Bridge			
	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			<u><u>(1,001,068.99)</u></u>
5901809 FY 2019 TMC Staff			
	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
			<u><u>(324,000.00)</u></u>
5901810 Republic Road Widening			
	03/18/2019	City of Springfield	(80,000.00)
			<u><u>(80,000.00)</u></u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u><u>(459,587.00)</u></u>
5904810 Division Underground Tank			
	10/02/2006	Greene County	(64,027.15)
			<u><u>(64,027.15)</u></u>
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u><u>(111,340.76)</u></u>
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			<u><u>(189,540.94)</u></u>
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u><u>(227,869.98)</u></u>
5907801 Campbell/Weaver			
	03/07/2008	City of Springfield	(124,524.56)
	10/02/2009	City of Springfield	(124,524.56)
	10/02/2009	Greene County	(1,328,793.88)
	10/02/2009	City of Springfield	(1,328,793.88)
	10/02/2009	Greene County	164,058.91
	10/02/2009	City of Springfield	164,058.91
	03/02/2014	City of Springfield	145,202.00
	03/02/2014	Greene County	145,202.01
	03/28/2014	City of Springfield	35,547.11
	03/28/2014	Greene County	35,547.10
			<u><u>(2,217,020.84)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5909802 KS Extension			
	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	City of Springfield	(1,448,152.50)
			<u>(2,408,312.50)</u>
5911802 College and Grant SW			
	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			<u>(250,000.00)</u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u>(240,000.00)</u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u>(14,215.22)</u>
5933803 Kansas/Evergreen			
Closed	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			<u>(237,391.82)</u>
5935803 Chestnut/National			
Closed	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			<u>23,883.07</u>
5938801 FY 2011 TMC Staff			
Closed	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			<u>(266,854.57)</u>
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			<u>(260,000.00)</u>
5938804 FY 2014 TMC Staff			
Closed	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			<u>(251,031.34)</u>
5938805 FY 2015 TMC Staff			
Closed	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u>(187,782.10)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			<u>(295,361.40)</u>
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u>(48,300.00)</u>
5944803 Miller Road Widening			
	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)
			<u>(949,896.00)</u>
5944804 Hunt Rd Sidewalks			
	05/06/2019	City of Willard	(28,000.00)
			<u>(28,000.00)</u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u>(303,436.00)</u>
6900809 Rte 174 Trail			
	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			<u>(250,000.00)</u>
6900811 Oakwood/Hines			
	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			<u>(1,911,623.75)</u>
7441012 Kearney/Packer			
	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u>(728,721.00)</u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u>(63,984.87)</u>
9900824 Third Street/14			
	10/02/2006	City of Ozark	(89,600.00)
	10/02/2006	City of Ozark	(43,200.00)
	10/02/2009	City of Ozark	(56,192.80)
	10/02/2010	City of Ozark	(72,962.40)
	10/02/2011	City of Ozark	(177,500.00)
	09/30/2013	City of Ozark	(29,733.60)
	10/02/2013	City of Ozark	(643,549.07)
	06/17/2015	City of Ozark	18,156.26
	06/17/2015	City of Ozark	16,297.93
			<u>(1,078,283.68)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u>(27,759.89)</u>
9900843 Strafford Sidewalks 2014			
	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u>(250,000.00)</u>
9900845 Strafford Schools SW 2014			
	03/30/2017	Enhancements (TAP)	(122,869.97)
	04/10/2017	Enhancements (TAP)	(904.04)
	10/31/2017	Enhancements (TAP)	7.21
			<u>(123,766.80)</u>
9900846 Scenic Sidewalks			
	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>(63,903.70)</u>
9900854 CC Realignment			
Closed	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>0.00</u>
9900855 Roadway Prioritization			
Closed	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			<u>(14,331.69)</u>
9900856 Willard Kime Sidewalks			
Closed	11/20/2015	Enhancements (TAP)	(10,646.13)
	04/01/2017	Enhancements (TAP)	(77,146.38)
	10/31/2017	Enhancements (TAP)	9,657.43
			<u>(78,135.08)</u>
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u>(38,029.66)</u>
9900859 Main Street			
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>0.00</u>
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u>(205,706.70)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900861 Northview Road			
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>0.00</u>
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			<u>(1,998.24)</u>
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			<u>(795.68)</u>
9900869 14/Gregg			
Closed	10/02/2010	City of Nixa	(54,780.00)
	10/02/2011	City of Nixa	(209,764.71)
	10/02/2012	City of Nixa	(32,535.60)
	10/28/2014	City of Nixa	489.84
			<u>(296,590.47)</u>
9900878 125/OO			
Closed	10/02/2011	City of Strafford	(9,819.76)
	10/02/2011	City of Strafford	(53,955.24)
	03/01/2014	City of Strafford	(66,236.44)
			<u>(130,011.44)</u>
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			<u>(500,000.00)</u>
9901804 Tracker/Main			
Closed	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			<u>(978,676.98)</u>
9901807 Strafford Sidewalks			
Closed	12/02/2014	Enhancements (TAP)	(211,573.18)
	02/13/2015	Enhancements (TAP)	34,777.20
	09/11/2105	Enhancements (TAP)	(12,930.00)
	12/18/2015	Enhancements (TAP)	(2,968.80)
	11/08/2016	Enhancements (TAP)	2,024.24
			<u>(190,670.54)</u>
9901810 Weaver Rd Widening			
Closed	05/15/2014	City of Battlefield	(138,336.00)
	06/04/2014	City of Battlefield	(32,000.00)
	08/03/2015	City of Battlefield	(33,229.60)
	11/04/2015	City of Battlefield	6,868.38
			<u>(196,697.22)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901811 Finley R. Park Connection			
Closed	06/29/2015	Enhancements (TAP)	(18,441.18)
	03/08/2017	Enhancements (TAP)	(93,233.14)
	06/14/2017	Enhancements (TAP)	283.20
	06/14/2017	Enhancements (TAP)	(5,812.80)
	01/07/2019	Enhancements (TAP)	0.02
			<u>(117,203.90)</u>
9901812 Hartley Road Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	11/22/2017	Enhancements (TAP)	(1,665.60)
	02/01/2018	Enhancements (TAP)	524.62
			<u>(110,912.36)</u>
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u>(40,034.00)</u>
9901814 FF SW Weaver to Rose			
	09/01/2017	City of Battlefield	(45,958.06)
			<u>(45,958.06)</u>
9901815 Jackson/NN			
Closed	12/19/2016	City of Ozark	(280,000.00)
	02/24/2017	City of Ozark	(40,000.00)
	08/07/2017	City of Ozark	7,346.13
			<u>(312,653.87)</u>
9901818 Nicholas SW Ph 1 & 2			
	06/14/2019	Enhancements (TAP)	(27,326.74)
			<u>(27,326.74)</u>
9901820 Ozark N. Fremont SW			
	06/14/2019	Enhancements (TAP)	(17,531.92)
			<u>(17,531.92)</u>
B022009 Riverside Bridge			
	09/01/2109	City of Ozark	(800,000.00)
			<u>(800,000.00)</u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u>(6,804.21)</u>
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u>0.00</u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u>(2,584,800.00)</u>
S601055 I-44/125 Strafford			
	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u>(185,838.68)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S601061 M/Repmo Drive			
	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)
			<u>(845,899.63)</u>
S601065 14 SW Cedar Hts to Ellen			
	04/04/2019	City of Nixa	(100,286.00)
			<u>(100,286.00)</u>
S601071 FY 2017 TMC Staff			
	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			<u>(272,513.12)</u>
S602027 Campbell and Republic			
	04/01/2019	City of Springfield	(240,000.00)
			<u>(240,000.00)</u>
S602083 Northview Rd Improvements			
	03/28/2019	City of Nixa	(180,000.00)
			<u>(180,000.00)</u>
S947010 Glenstone (H) I-44 to VWM			
Closed	09/18/2008	City of Springfield	(1,200,000.00)
	09/18/2008	Greene County	(1,500,000.00)
			<u>(2,700,000.00)</u>
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			<u>(198,465.00)</u>
S959003 Route FF Pavement Imp			
Closed	10/02/2009	City of Battlefield	(70,000.00)
	10/02/2010	City of Battlefield	35,578.89
	10/02/2011	City of Battlefield	3,552.55
			<u>(30,868.56)</u>
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			<u>(0.43)</u>
TOTAL OBLIGATIONS			<u>(69,783,555.13)</u>

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

TAB 10

BOARD OF DIRECTORS AGENDA 12/19/2019; ITEM II.I.

Appointment of 2020 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 2020 OTO Board of Directors and to appoint the remaining members of the Executive Committee.

The 2019 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, Director of Planning and Development, City of Nixa

The Nominating Committee will present the following slate of officers at the December Board meeting. The City of Nixa is next in the rotation schedule for Chairman of the OTO Board of Directors as set out in the OTO By-Laws and the City of Springfield 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

Position	Name	Affiliation
Chairman	Travis Cossey	Nixa
Vice-Chairman	Andrew Lear	Springfield
Secretary	Steve Childers	Ozark
Treasurer	David Cameron	Republic
Past Chairman	Bob Dixon	Greene County
Executive Committee	Brian Weiler	Springfield Branson National Airport
Executive Committee	Brad Gray	Willard

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 2020 OTO Officers and Executive Committee as presented.”

OR

“Move to appoint the 2020 OTO Officers and Executive Committee with the following changes...”

TAB 11



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors 2020 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

February 20, 2020

April 16, 2020

June 18, 2020

August 20, 2020

October 15, 2020

December 17, 2020

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

TAB 12

WE CREATE 2020



Photo by **Scott Webb**

COMMUNITY DESIGN COMPETITION

Re-Imagining A Mass Transit Stop

Public transportation is a vital service for our community, and its use will only increase in the years to come. The role of the future of mass transit in Springfield introduces a need to reflect on how the system may be supported and improved. One particular concern is creating a sense of place that allows riders to wait in dignity and comfort, providing attractive and safe stops. This challenge asks for re-imagining what a mass transit stop may be.

The Competition Format: Four 1-Hour Design Sessions

Teams composed of design professionals and architecture students will gather in various locations in Springfield for one hour every week for four weeks in February. The format of brief interactions aims to concentrate efforts on design ideas that change the community. Work will be displayed in the various locations throughout the month for public review. Public participation during team work times or through responses is encouraged.

By providing a plan, a section and other supporting drawings, design teams are asked to present a design for a mass transit stop in Springfield. A final 32"X40" board will be submitted at 1:00pm on Friday, February 28th, 2020 at the HSA office.

The final design will be part of an exhibit of competition entries that will be displayed in the spring.

Registration

FREE and open to the public

Website: aia.org/springfield

Deadline: January 17th, 2020



Brought to you by:

AIA Springfield, Better Block SGF, Tau Sigma Delta, Drury University, and Hammons School of Architecture.



Questions? Email: betterblocksgf@gmail.com

December 6, 2019

1:28 pm » Predictive Technology Helps Reduce Crashes on I-15 Corridor in Las Vegas

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

The U.S. transportation infrastructure market is expected to grow at least 5 percent next year, according to an annual economic forecast (<https://www.artba.org/2019/12/04/real-growth-for-2020-transportation-construction-market-artba-chief-economist-says/>) released December 4 by the American Road & Transportation Builders Association. However, that growth could evaporate if surface transportation funding legislation is not reauthorized in a timely fashion.

[Above photo by the South Carolina Department of Transportation.]

“The real market growth for 2020 is being fueled by increased transportation investments from federal, state and local governments,” noted ARTBA Chief Economist Alison Premo Black in a statement.

Yet she added that a major “variable” in that outlook is reauthorization of the Fixing American’s Surface Transportation or FAST Act funding law, due to expire in September 2020, and the ability of Congress to find additional revenues to support the Highway Trust Fund.

“Any project delays because states are concerned about whether the next federal surface transportation bill is completed in a timely matter could temper 2020 market growth,” Black added.



Alison Premo Black

Jim Tymon, executive director of the American Association of State Highway and Transportation Officials, expressed that same concern in testimony in a House of Representatives Transportation & Infrastructure joint subcommittee hearing on December 5.



Jim Tymon

“We need to enact a long-term, sustainable revenue solution for the Highway Trust Fund,” he explained. “Our current funding challenges demand bold action to invest in our transportation infrastructure. This action has the clear support of the American public, and it is time for the President and Congress to make it happen.”

At risk is the potential for significant growth in transportation infrastructure spending, ARTBA’s Black noted.

She said total domestic transportation construction and related-market activity in 2020 should reach \$300.4 billion, up from \$286.5 billion in 2019, after adjusting for project costs and inflation.

Black added that the transportation construction market grew by 8 percent in 2019 compared to 2018, driven largely by gains in highway, street, and pavement work.




Photo by SCDOT


ARTBA projects that the “real value” of public highway, street and related construction investment by state transportation departments and local governments is expected to increase by 6 percent to \$77.5 billion in 2020 after growing 15 percent in 2019.

Construction work on private highways, bridges, parking lots, and driveways will increase from \$69.1 billion in 2019 to \$71.8 billion in 2020 and will continue to grow over the next five years as market activity increases in those sectors, noted ARTBA’s Black.

She noted that the pace of bridge and tunnel construction work stayed flat in 2019 and is forecast to grow by \$800 million, or 3 percent, in 2020. By contrast, public transit and rail construction are expected to grow by 5 percent to \$24.2 billion in 2020, up from \$23 billion in 2019. ARTBA added that subway and light rail investments are expected to set a record in 2020, topping \$11 billion compared to \$10.3 billion this year.

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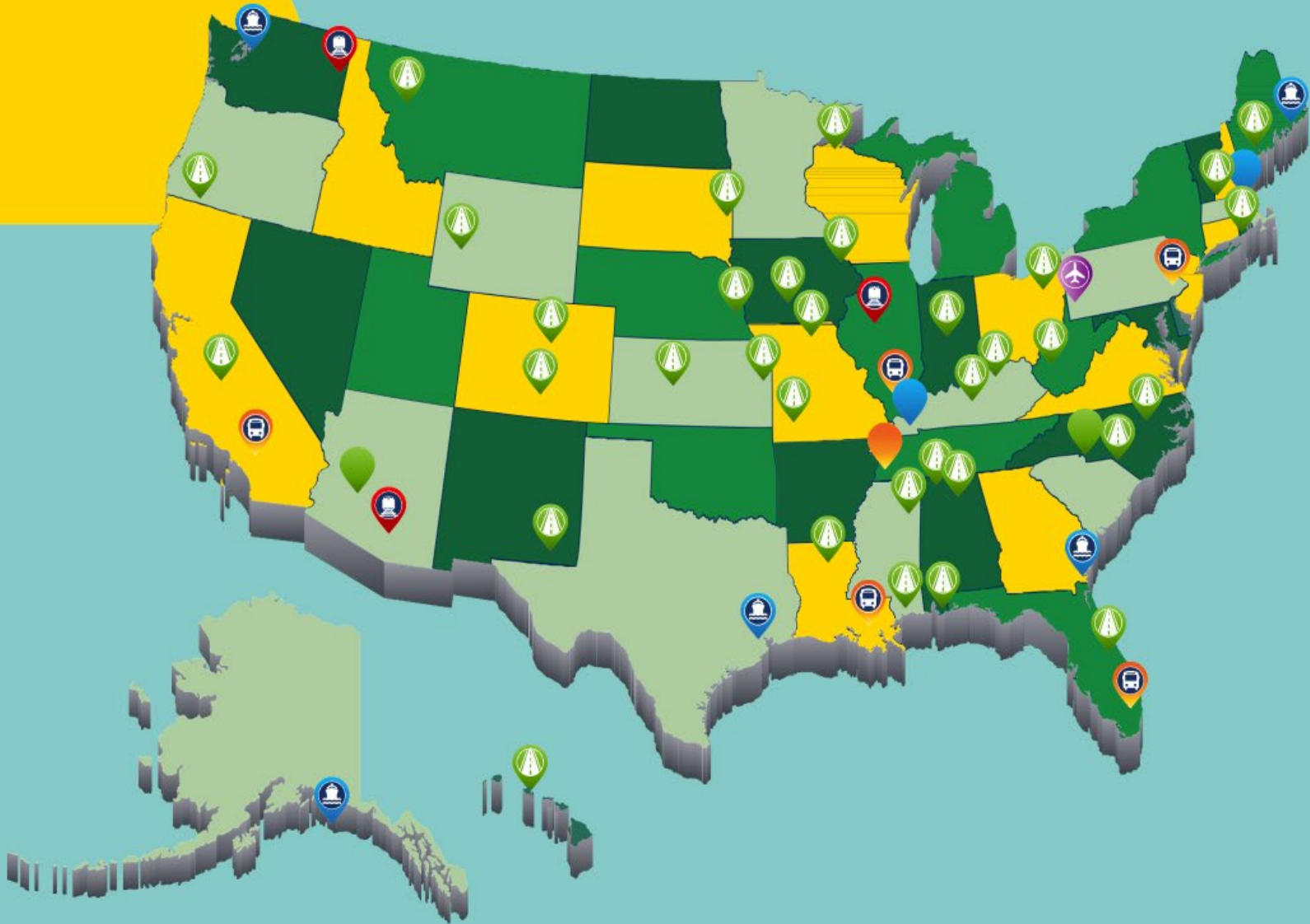
120619 ([HTTPS://AASHTOJOURNAL.ORG/TAG/120619/](https://aashtojournal.org/tag/120619/))

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BUILD Grants

Better Utilizing Investments to Leverage Development
Transportation Discretionary Grants Program



U.S. Department
of Transportation

BUILD 2019 AWARDS

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Waterway Village Multimodal Access Project</u>	Alabama	\$14,404,831	Rural
<u>Additional Lanes on US-72 (Florence Boulevard) Project</u>	Alabama	\$14,880,000	Rural
<u>Blake Bottom Road Widening Project</u>	Alabama	\$9,268,804	Urban
<u>Petroleum and Cement Terminal Project</u>	Alaska	\$25,000,000	Urban
<u>Phoenix Sky Harbor Northside Rail Expansion Project</u>	Arizona	\$24,000,000	Urban
<u>Inland Port Arizona Improvement Project</u>	Arizona	\$15,373,698	Rural
<u>GROW LIFE: Growing Regional Opportunity With Leveraged-Infrastructure Fleet Expansion</u>	California	\$8,683,480	Urban
<u>Veterans Boulevard Interchange, Extension, and Grade Separation Project</u>	California	\$10,540,582	Urban
<u>I-70/Picadilly Interchange</u>	Colorado	\$25,000,000	Urban
<u>Colorado Military Access, Mobility & Safety Improvement Project</u>	Colorado	\$18,350,000	Rural
<u>International Cargo Terminal Modernization Project</u>	Florida	\$20,000,000	Urban
<u>The Underline Multimodal Mobility Corridor</u>	Florida	\$22,360,552	Urban
<u>The Orange County Local Alternative Mobility Network Project</u>	Florida	\$20,000,000	Rural
<u>Ala Moana Boulevard Elevated Pedestrian Walkway</u>	Hawaii	\$20,000,000	Urban
<u>Southern Illinois Multi-Modal Station (SIMMS)</u>	Illinois	\$13,986,000	Rural
<u>The Underpass Project at Uptown Station</u>	Illinois	\$13,000,000	Rural
<u>I-65 Mobility and Access Project</u>	Indiana	\$16,000,000	Rural
<u>Central Iowa Water Trail: Phase 1 Dam Mitigation and User Access Project</u>	Iowa	\$25,000,000	Urban
<u>Northwest Arterial/John Deere Road Corridor</u>	Iowa	\$5,452,023	Rural
<u>Interstate 35 & 119th Street Interchange Reconfiguration Project</u>	Kansas	\$10,000,000	Urban
<u>Northwest Business Corridor Truck Route Road Improvements</u>	Kansas	\$6,506,686	Rural
<u>BUILD US 460</u>	Kentucky	\$10,200,000	Rural

Project Name	State	BUILD Award Amount	Urban/Rural
Paducah Riverfront Infrastructure Improvement Project	Kentucky	\$10,400,000	Rural
Heartland Parkway	Kentucky	\$9,800,000	Rural
Plank-Nicholson Bus Rapid Transit	Louisiana	\$15,000,000	Urban
Monroe Street Corridor Project	Louisiana	\$17,191,530	Rural
Station 46 Bridge Replacement Project	Maine	\$25,000,000	Rural
Lubec Safe Harbor	Maine	\$19,650,000	Rural
Conley Terminal Container Storage and Freight Corridor	Massachusetts	\$20,000,000	Urban
Interconnecting Gulfport	Mississippi	\$20,460,000	Urban
MS 182/MLK Corridor Revitalization Project	Mississippi	\$12,655,840	Rural
Grant Avenue Connect Parkway	Missouri	\$20,960,822	Urban
East Locust Creek Reservoir (ELCR) Improvements	Missouri	\$13,459,009	Rural
Mullan BUILD: Proactively and Collaboratively Building a Better Missoula	Montana	\$13,000,000	Rural
120th Street Improvements	Nebraska	\$16,960,000	Urban
Vermont-New Hampshire Route 119 Bridge Project	New Hampshire and Vermont	\$12,000,000	Rural
US 285 Safety and Resilience Project	New Mexico	\$12,500,000	Rural
Transportation Accessibility, Safety and Connectivity (TASC) Project	North Carolina	\$15,000,000	Rural
I-95 Resiliency and Innovative Technology Improvements	North Carolina	\$22,500,000	Rural
Silicon Shores East-West Connector Road	North Carolina	\$13,609,131	Urban
US Route 30 Freeway Extension Project	Ohio	\$18,000,000	Rural
Southern Oregon Corridor Resiliency and Congestion Relief Project	Oregon	\$15,500,000	Rural
PIT Cargo Building 4 Intermodal Freight Transfer Facilities Development Project	Pennsylvania	\$18,690,047	Rural
PATCO Franklin Square Station Reopening Project	Pennsylvania	\$12,580,000	Urban
Washington Bridge Rehabilitation and Redevelopment Project	Rhode Island	\$25,000,000	Urban
Ashley River Crossing	South Carolina	\$18,149,750	Urban

Project Name	State	BUILD Award Amount	Urban/Rural
Bridging the Interstate Divide	South Dakota	\$18,677,630	Urban
Memphis Innovation Corridor	Tennessee	\$12,000,000	Urban
Shepherd and Durham Major Investment Project	Texas	\$25,000,000	Urban
Multimodal Corridor Expansion and Improvement Project	Texas	\$18,000,000	Rural
Mills to Maritime Property Acquisition	Washington	\$15,500,000	Urban
Rail-Truck Transload Facility Project	Washington	\$11,300,000	Rural
I-64 Widening: Nitro to St. Albans Project	West Virginia	\$20,000,000	Rural
Old Odanah Road (County A) and Bear Trap Road Project	Wisconsin	\$2,376,808	Rural
Dry Piney Creek Wildlife Habitat Connectivity	Wyoming	\$14,544,000	Rural

Waterway Village Multimodal Access Project

Rural

APPLICANT/SPONSOR: City of Gulf Shores

BUILD GRANT AWARD: \$14,404,831

TOTAL PROJECT COST: \$23,000,000

PROJECT LOCATION: Baldwin, Alabama

PROJECT DESCRIPTION:

The project constructs approximately two miles of a third southbound lane on State Highway 59 between County Road 8 and Alabama State Highway 180, constructs a new pedestrian bridge over the Gulf Intracoastal Waterway, constructs shared-use paths along State Highway 59 from 20th Avenue to County Road 4, expands County Road 6 from a two-lane roadway to a divided four-lane boulevard with dedicated cycling lanes and a shared-use pedestrian path access, and adds new two lane roads, cycling lanes, and sidewalks.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will provide improved access to multiple transportation options for the Gulf Shores area, including the new medical center complex and free-standing emergency medical center, enhancing residents' quality of life and improving healthy lifestyles. Reconstructing the facilities will result in long-term lower maintenance costs and will increase traffic capacity by adding alternative transportation facilities. This project will reduce congestion and vehicular traffic, which will reduce oil and energy consumption and greenhouse gas emissions.



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Additional Lanes on US-72 (Florence Boulevard) Project

Rural

APPLICANT/SPONSOR: Lauderdale County Commission

BUILD GRANT AWARD: \$14,880,000

TOTAL PROJECT COST: \$19,850,000

PROJECT LOCATION: Florence, Alabama

PROJECT DESCRIPTION:

This project will expand an approximately 1.5-mile stretch of US-72 (Florence Boulevard) from a 4-lane divided highway to a 6-lane divided highway, adding a lane in each direction and adding concrete curb and gutters.

PROJECT HIGHLIGHTS AND BENEFITS:

This project demonstrates safety by increasing capacity and reducing conflict points throughout the roadway corridor, reducing the potential for injuries and fatalities. The project advances economic competitiveness because the inland port facilities that will benefit from the project are a hub for storing and shipping agricultural products in the region. The addition of curbs and gutters and another lane in each direction will improve the current infrastructure and help decrease the amount of routine maintenance, addressing the state of good repair criterion.



Blake Bottom Road Widening Project

APPLICANT/SPONSOR: Madison County Commission

Urban

BUILD GRANT AWARD: \$9,268,804

TOTAL PROJECT COST: \$11,586,005

PROJECT LOCATION: Madison County, Alabama

PROJECT DESCRIPTION:

The project will widen approximately 2.5 miles of Blake Bottom Road from 2 lanes to 5 lanes from State Route 255 Interchange to Jeff Road.

PROJECT HIGHLIGHTS AND BENEFITS:

By adding a travel lane in each direction, drainage improvements, and sidewalks, the project seeks to reduce crashes and more safely accommodate traffic increases expected from the separate State Route 255-Blake Bottom Road Interchange project currently underway. The project aligns with quality of life by improving connections to businesses, churches, schools, retail shops, and neighborhoods along the corridor, as well as research parks and employment destinations along State Route 255. The project promotes innovation through the installation of fiber cable at the intersection of Blake Bottom and Indian Creek Road, which will enable deployment of a camera monitoring system that allows for traffic incident management.



Petroleum and Cement Terminal Project

Urban

APPLICANT/SPONSOR: Port of Alaska

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$171,578,584

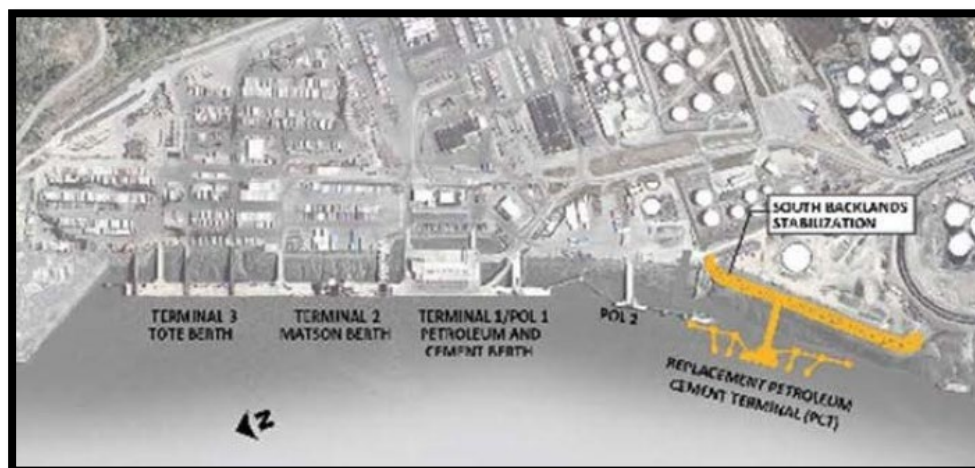
PROJECT LOCATION: Anchorage, Alaska

PROJECT DESCRIPTION:

The project will construct a new petroleum and cement marine terminal to replace an aging facility, including a pile-supported trestle and platform, piping, and fuel and cement transfer equipment.

PROJECT HIGHLIGHTS AND BENEFITS:

The new terminal will support transmission of refined petroleum and cement from bulk shipping carriers to onshore pipelines and storage facilities at the Port of Alaska, in Anchorage. The project leverages safe transfer of fuel and cement from ships to transport by rail, heavy truck, and existing buried pipelines. Transportation by rail car and pipeline reduces the number of fuel and cement trucks on the highway, which results in reduced risks to other traffic on the highways, as well as vehicle emissions. Additionally, the port will use a new, hi-tech hose tower for fuel transfers, and a new dock loader system for cement transfers that have been designed to withstand a severe earthquake and reduce the possibility of release of hazardous materials.



Phoenix Sky Harbor Northside Rail Expansion Project

Urban

APPLICANT/SPONSOR: City of Phoenix

BUILD GRANT AWARD: \$24,000,000

TOTAL PROJECT COST: \$239,057,522

PROJECT LOCATION: Phoenix, Arizona

PROJECT DESCRIPTION:

The project will construct an approximately 2.3-mile-long trench to lower the freight railroad tracks and eliminate five at-grade railroad crossings on the North side of Phoenix Sky Harbor Airport. 24th Street will extend over the trench to provide new, grade-separated access between Air Lane and points north.

PROJECT HIGHLIGHTS AND BENEFITS:

The project enhances safety by closing multiple at-grade crossings and converting another to a grade-separated crossing along this corridor, eliminating the risk of crashes between trains and motor vehicles. The project enhances economic competitiveness by helping to reduce congestion and delays at the 24th Street crossing, which currently handles approximately 16,000 vehicles per day. The project is supported by a broad array of stakeholders in the area, a result of strong regional partnerships between the public and private sectors.



Inland Port Arizona Improvement Project

Rural

APPLICANT/SPONSOR: Pinal County

BUILD GRANT AWARD: \$15,373,698

TOTAL PROJECT COST: \$18,073,699

PROJECT LOCATION: Florence, Arizona

PROJECT DESCRIPTION:

This project will make improvements to State Route (SR) 87 in proximity to the intersection at Houser Road; improvements at the Houser Road and Hanna Road railroad crossings; improvements on Hanna Road from SR 87 to Vail Road, and on Houser Road from SR 87 to Vail Road; and the addition of a fire lane on Houser Road. These improvements are intended to support the construction of an approximately 2,700-acre inland port.

PROJECT HIGHLIGHTS AND BENEFITS:

Safety benefits are realized from reduced truck traffic and highway relief. The project will reduce life-cycle costs and support state of good repair. Improving the intersection will lead to an enhanced quality of life for the drivers along this corridor. The project will facilitate new and substantial opportunities for the residents of Coolidge and Pinal County and will reduce commute times for residents, improving safety and overall quality of life.



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GROW LIFE: Growing Regional Opportunity With Leveraged-Infrastructure Fleet Expansion Project

Urban

APPLICANT/SPONSOR: Antelope Valley Transit Authority

BUILD GRANT AWARD: \$8,683,480

TOTAL PROJECT COST: \$14,014,352

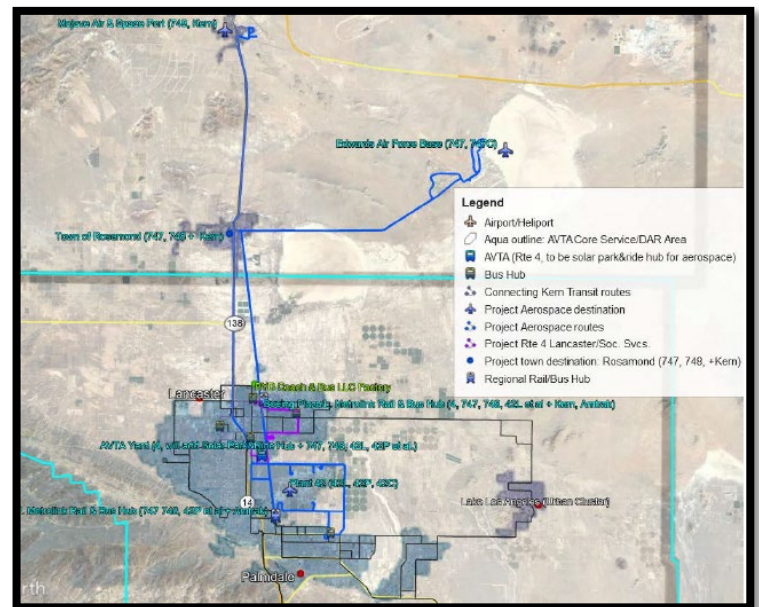
PROJECT LOCATION: Lancaster, California

PROJECT DESCRIPTION:

The project will purchase approximately eight 40-foot and twelve 30-foot zero-emission, battery-electric transit expansion buses as well as their corresponding chargers.

PROJECT HIGHLIGHTS AND BENEFITS:

The use of battery-electric buses helps reduce adverse environmental impacts. Many of the buses will be used to service new transit locations, directly increasing transportation choices for commuters in the Antelope Valley. Given the distances covered (approximately 30-plus miles), several of the new routes will directly reduce trips that otherwise would have been made in single-occupancy vehicles, further enhancing environmental gains as well as access for lower-income populations.



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Veterans Boulevard Interchange, Extension, and Grade Separation Project

APPLICANT/SPONSOR: City of Fresno

Urban

BUILD GRANT AWARD: \$10,540,582

TOTAL PROJECT COST: \$71,663,764

PROJECT LOCATION: Fresno, California

PROJECT DESCRIPTION:

The project will include the construction of a new interchange at State Route (SR) 99, with a grade separation over the realigned Golden State Boulevard; a northern extension of Veterans Boulevard to Herndon Avenue; a multipurpose trail; and installation of adaptive intelligent transportation technology for traffic synchronization.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves economic competitiveness and quality of life by connecting nearby rural communities to essential services and economic opportunities. The project also supports the efficient movement of freight and people by making connections to a critical segment of the nation's freight network along SR-99. The project will install state-of-the-art ITS fiber-optic infrastructure and Adaptive Traffic Signal Control Technology (ASCT) along Veterans Boulevard, fostering a safer multimodal transportation system for vehicles, pedestrians, cyclists, freight haulers, rail commuters and rail freight transport.



I-70/Picadilly Interchange Project

Urban

APPLICANT/SPONSOR: City of Aurora

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$56,600,000

PROJECT LOCATION: Aurora, Colorado

PROJECT DESCRIPTION:

The project will realign Picadilly Road and construct a new bridge over I-70 as well as a diverging-diamond interchange. The project also removes an existing partial interchange at Colfax Avenue, and adds signalized intersections and auxiliary lanes within the project area.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will replace the current Colfax Ave interchange, which has ramps that are not up to modern design standards. The ramp reconfiguration is expected to eliminate 2 crashes per year. The project will provide rural communities with improved access to job opportunities. an its role in the “Colorado Aerotropolis” will support job growth in the area by easing congestion and reducing congestion-related emissions in an area where the number of jobs is expected to increase from 10,000 to 74,000 by 2040. The bicycle and pedestrian path through the diverging-diamond interchange will provide safe and accessible infrastructure for the northeast Denver metro area and will improve safety and quality of life for non-motorized users.



Colorado Military Access, Mobility & Safety Improvement Project

APPLICANT/SPONSOR: Colorado Department of Transportation

BUILD GRANT AWARD: \$18,350,000

TOTAL PROJECT COST: \$127,400,000

PROJECT LOCATION: Colorado Springs, Colorado

Rural

PROJECT DESCRIPTION:

The project consists of four components to improve safety, mobility, and connectivity along corridors that connect several military installations: 1) improvements on an approximately nine-mile section of SH 94 from US 24 to Enoch Road; 2) widening approximately 1.5 miles of South Academy Boulevard from the I-25 interchange to the Milton Proby Parkway approach; 3) approximately 7.5 miles of improvements on I-25 from South Academy Boulevard to the Santa Fe Avenue exit 4) realigning and widening Charter Oak Ranch Road.



PROJECT HIGHLIGHTS AND BENEFITS:

Safety improvements such as median barrier and wider shoulders will reduce the number of crashes and fatalities, particularly on I-25 and SH 94. The project improves state of good repair by replacing two bridges at the end of their design life, repaving deteriorating pavement, and implementing drainage and structural improvements to help facilitate long-term maintenance of infrastructure assets. By adding passing lanes, increasing capacity, and constructing safety and mobility improvements, the project will generate travel time savings for corridor users. The project increases access and improves connectivity to military installations that collectively serve as major employment destinations and drivers of the state and local economy, creating economic competitiveness benefits. The project is expected to adopt an innovative approach to explore and deploy innovative contracting delivery methods that expedite the start of construction, and/or accelerate overall project completion, aligning with the Department's innovation criteria.



International Cargo Terminal Modernization Project

Urban

APPLICANT/SPONSOR: Jacksonville Port Authority

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$72,700,000

PROJECT LOCATION: Jacksonville, Florida

PROJECT DESCRIPTION:

The project will reconstruct and modernize approximately 100 acres of the SSA Marine cargo terminal on Blount Island across six phases. In addition to repaving, the project will improve stormwater management, install new lighting, signage, and other utilities.

PROJECT HIGHLIGHTS AND BENEFITS:

Repaving the container yard will restore the terminal to a state of good repair, with long-term maintenance supported by port-generated revenues. The project benefits from a strong public-private partnership, with a broad array of stakeholders collaborating to support and deliver the improvements. During construction, the terminal will continue to handle container, roll-on/roll-off, breakbulk, and general cargoes, with a significant increase in capacity once the project is completed. The project will result in operating efficiencies which enhance economic competitiveness.



The Underline Multimodal Mobility Corridor Project

Urban

APPLICANT/SPONSOR: Miami-Dade County Dept. of Transportation and Public Works

BUILD GRANT AWARD: \$22,360,552

TOTAL PROJECT COST: \$69,941,592

PROJECT LOCATION: Miami, Florida

PROJECT DESCRIPTION:

The project will fund the design and construction of enhancements to a 10-mile corridor including separated bike and pedestrian facilities, lighting, wayfinding, and intersection safety improvements.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves economic competitiveness and quality of life because it will improve multimodal access to 8 Metrorail stations and bus terminals allowing for increased ridership and is anticipated to serve 8,600 trips per day. It addresses the partnership criterion because it has been developed primarily through coordinated non-profit advocacy and private contributions, and has substantial support from public and private entities.



The Orange County Local Alternative Mobility Network Project

APPLICANT/SPONSOR: Orange County

Rural

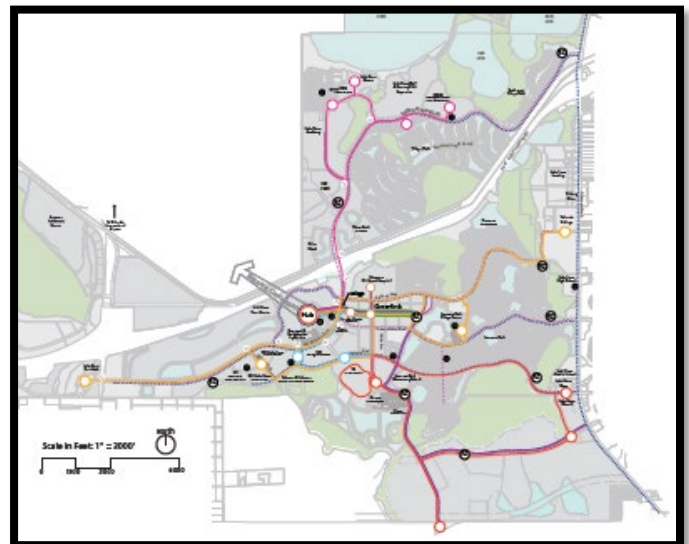
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$40,009,169

PROJECT LOCATION: Orlando, Florida

PROJECT DESCRIPTION:

This project, located in south Orange County at Lake Nona, a 17-square-mile innovative “Wellbeing Community” adjacent to Orlando International Airport, will construct shared mobility lanes; dedicated rights of way (ROW); recovery zones for user equipment repairs, rest, and hydration; sheltered waiting areas; upgrading of existing pedestrian and bicycle paths; naturally shaded and streetscaped environments; wayfinding; a transit hub; autonomous vehicle infrastructure facilitating local adoption of AVs.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will help reduce vehicle miles, injuries, and fatalities on community roads through safer infrastructure and use of alternative transportation modes. Additionally, the proposed project provides for a new bridge dedicated to these uses which will eliminate pedestrian, biker and autonomous riders from crossing a main intersection, further improving safety. The County and local economy will benefit from permanent jobs the proposed infrastructure projects will bring. This project places an emphasis on quality of life through alternative transportation that fosters energy efficiency practices, such as walking, bicycling and transit. This project reduces the size of the impervious area which reduces the amount of storm water runoff and pollutants for this location and contributes to environmental sustainability. Partnerships on the project are demonstrated by the City of Orlando, the development company, BEEP advising on AV infrastructure, and FDOT.



Ala Moana Boulevard Elevated Pedestrian Walkway Project

APPLICANT/SPONSOR: Hawaii Department of Transportation

Urban

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$30,000,000

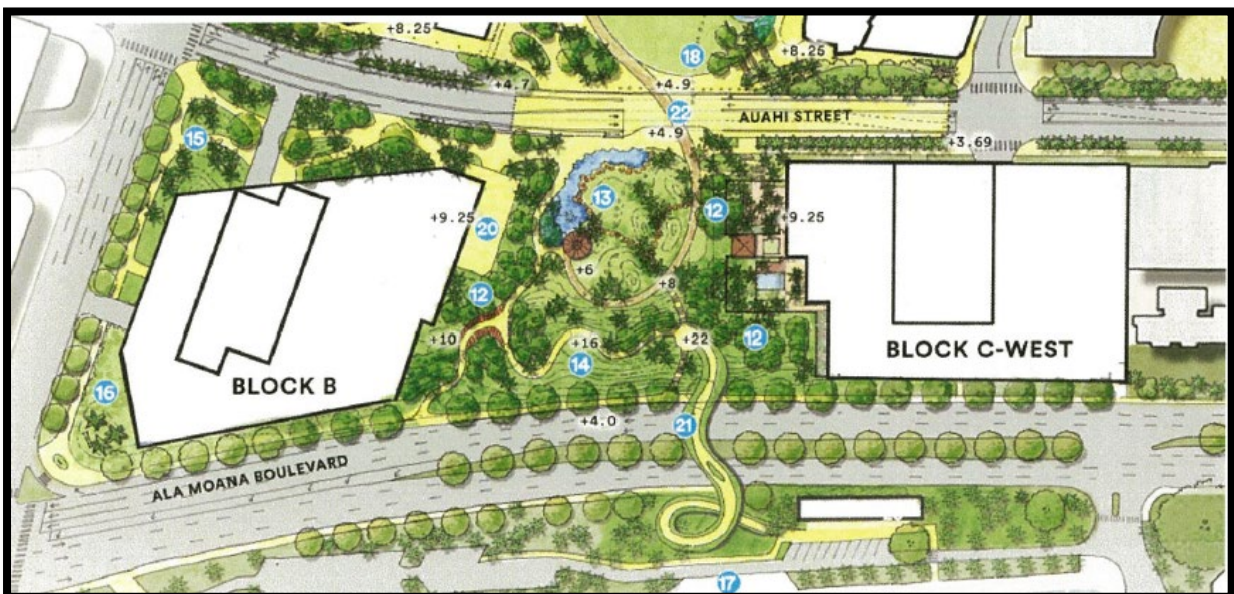
PROJECT LOCATION: Honolulu, Hawaii

PROJECT DESCRIPTION:

The project will build a new, elevated pedestrian walkway over Ala Moana Boulevard to remove pedestrian traffic out of the existing at-grade intersection.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide a safe and efficient way for pedestrians to cross over the busy highway and reduce vehicle-pedestrian accidents at this intersection, where there is currently no elevated walkway over the existing state highway. The project will support quality of life by providing an increase in transportation choice for pedestrians and improving connectivity to jobs and other critical destinations.



Southern Illinois Multimodal Station (SIMMS) Project

Rural

APPLICANT/SPONSOR: City of Carbondale

BUILD GRANT AWARD: \$13,986,000

TOTAL PROJECT COST: \$17,482,500

PROJECT LOCATION: Carbondale, Illinois

PROJECT DESCRIPTION:

The project will fund the design and construction of a new multi-modal transportation center in downtown Carbondale as well as the demolishing of the existing Amtrak station.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide transit users direct access between modes and to all platform waiting areas and sidewalks without having to cross streets, rail lines, or busy parking lots, further reducing the risk of crashes and injury.



The Underpass Project at Uptown Station Project

Urban

APPLICANT/SPONSOR: Town of Normal

BUILD GRANT AWARD: \$13,000,000

TOTAL PROJECT COST: \$22,692,120

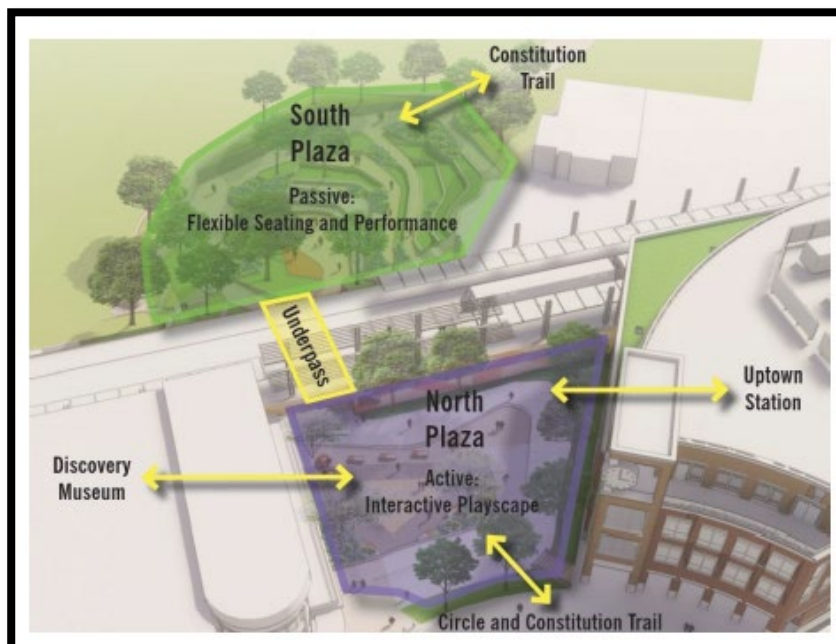
PROJECT LOCATION: Normal, Illinois

PROJECT DESCRIPTION:

The project will design and construct a pedestrian, bicyclist, and passenger underpass as well as a second boarding platform on the south side of the tracks at the Uptown Normal Intermodal Passenger Rail Station.

PROJECT HIGHLIGHTS AND BENEFITS:

The creation of the underpass will provide a safer, more efficient, grade-separated route for pedestrians and cyclists moving between the Uptown neighborhood and the greater Bloomington-Normal area. The project will also provide safe, direct access to a second passenger boarding platform at Uptown Station. This project improves transportation connections and fosters redevelopment and investment opportunities in the underserved Uptown South area.



I-65 Mobility and Access Project

Rural

APPLICANT/SPONSOR: Indiana Department of Transportation

BUILD GRANT AWARD: \$16,000,000

TOTAL PROJECT COST: \$50,600,000

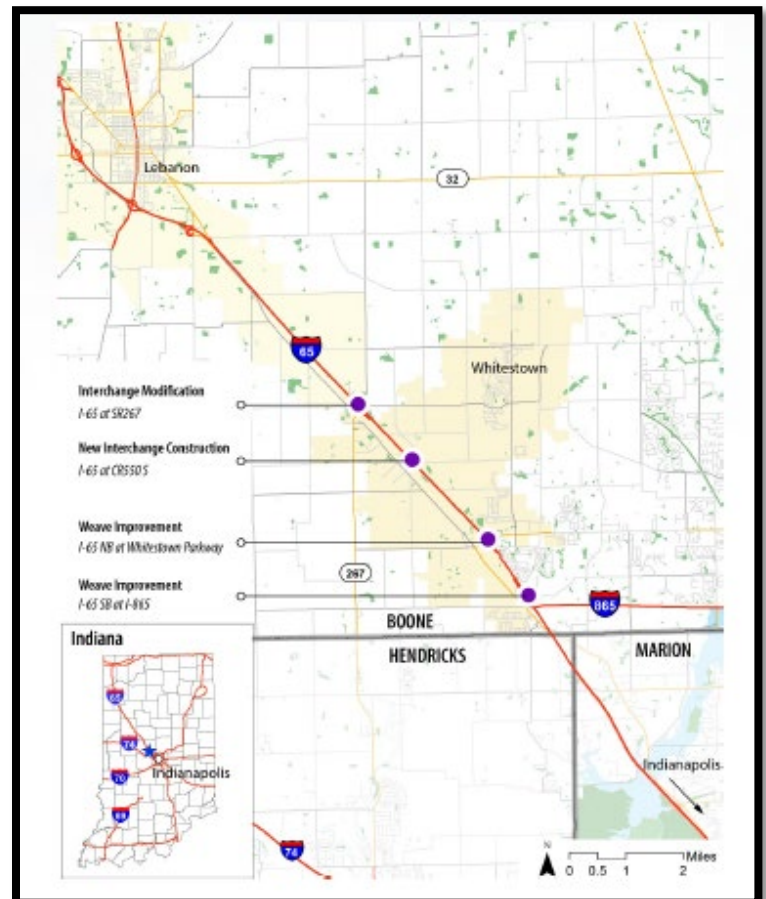
PROJECT LOCATION: Boone County, Indiana

PROJECT DESCRIPTION:

The project will construct a new interchange and reconstruct an existing interchange along I-65 as well as modify ramps to north/southbound exits to Whitestown Parkway and I-865 in Boone County, Indiana.

PROJECT HIGHLIGHTS AND BENEFITS:

The construction of the interchange will improve safety by reducing roadway crashes from the construction of the new interchange. Modernizing this major rural transportation corridor will ensure that reliable and efficient transportation for a fast-growing region is maintained into the future. The project will improve the condition of the I-65 infrastructure in Boone County and ensure that existing interchange asset limitations do not threaten network efficiency, mobility, and access for goods and people. In addition, the combined investments of the I-65 Mobility and Access Project are expected to extend the life of the existing Whitestown Parkway interchange as an asset, and reduce the need for a new or modified interchange at that location.



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Central Iowa Water Trail: Phase 1 Dam Mitigation and User Access Project

Urban

APPLICANT/SPONSOR: Des Moines Area Metropolitan Planning Organization

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$31,250,000

PROJECT LOCATION: Des Moines, Iowa

PROJECT DESCRIPTION:

The project will fund the first phase of a multi-phased project that will mitigate a dangerous low-head dam at Scott Avenue to help facilitate a water recreational trail, and enhance three additional access points along a 5-mile stretch of the Des Moines River within the City of Des Moines, Iowa.

PROJECT HIGHLIGHTS AND BENEFITS:

The project replaces low-head dams with a series of smaller dam drops that maintain the body of water upstream while eliminating dangerous recirculating currents. The project facilitates access to outdoor recreational activities through trails, and increases environmental sustainability by stabilizing streambanks, reducing stormwater runoff, and facilitating safer fish passage. The project will utilize innovative financing with the public-private partnership, and all phases of this project have received a wide range of public-private support from businesses, environmentalists, user groups, and public-safety first responders.



U.S. Department
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Northwest Arterial/John Deere Road Corridor

APPLICANT/SPONSOR: Dubuque County

Rural

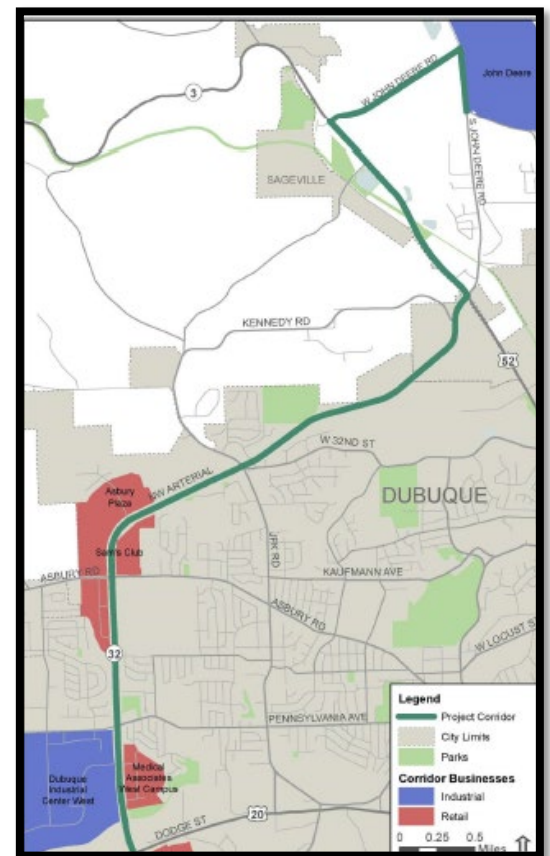
BUILD GRANT AWARD: \$5,452,023

TOTAL PROJECT COST: \$10,545,029

PROJECT LOCATION: Dubuque, Iowa

PROJECT DESCRIPTION:

The project includes a series of roadway repairs, intersection improvements, and a trail extension on the northwest side of Dubuque, Iowa including resurfacing, rehabilitating, and reconstructing approximately 3.1 miles of the Northwest Arterial, adding signalized intersections at W. John Deere Road and U.S. 52 and W. John Deere Road and S. John Deere Road, adding turn lanes at the Peru Road and S. John Deere Road intersection, adding southbound lane on S. John Deere Road from W. John Deere to South of Peru road, and constructing a new multi-use trail to connect the John Deere factory with the Heritage Trail.



PROJECT HIGHLIGHTS AND BENEFITS:

Approximately 3.1 miles of the Northwest Arterial will be brought into a state of good repair through resurfacing, rehabilitation and minor reconstruction. The installation of signalized intersections will reduce the risk of crashes between cars and trucks accessing the John Deere manufacturing plant. Repairs to the Northwest Corridor will reduce congestion on neighboring routes and improve travel times through the area, while the new southbound lane on S. John Deere will help alleviate a bottleneck caused by slow-accelerating trucks exiting Peru Road. The new multi-use trail will connect into the existing trail network and provide a new commuting option for workers at the John Deere facility.

Interstate 35 & 119th Street Interchange Reconfiguration Project

Urban

APPLICANT/SPONSOR: City of Olathe

BUILD GRANT AWARD: \$10,000,000

TOTAL PROJECT COST: \$25,400,000

PROJECT LOCATION: Olathe, Kansas

PROJECT DESCRIPTION:

The project will construct a diverging-diamond interchange, make intersection improvements adjacent to the interchange, add travel lanes on 119th Street, and additional turn lanes on I-35 exit ramps.

PROJECT HIGHLIGHTS AND BENEFITS:

The project is a major northeast-southwest two-way link to job opportunities for Olathe residents and regional workers, including nearby rural workers, seeking the high-quality technology, light industrial, and retail jobs the city offers. The project will reduce congestion by adding capacity that prevents queuing on the I-35 mainline, producing significant travel time savings for these users.



Northwest Business Corridor Truck Route Road Improvements

Rural

APPLICANT/SPONSOR: Ellis County Board of Commissioners

BUILD GRANT AWARD: \$6,506,686

TOTAL PROJECT COST: \$10,787,131

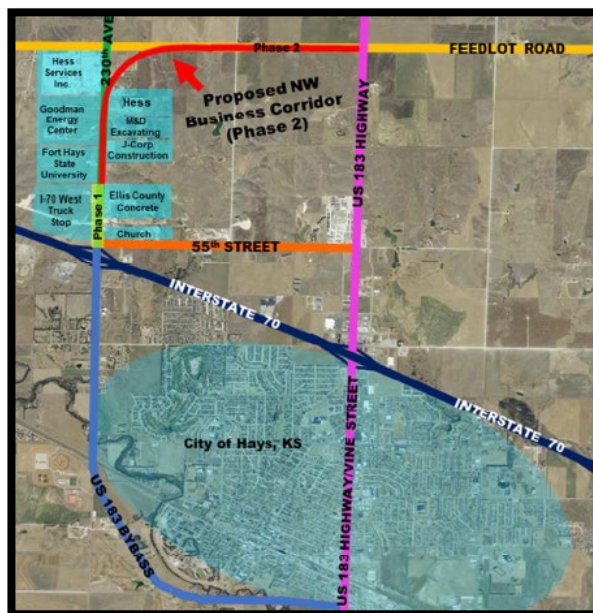
PROJECT LOCATION: Hays, Kansas

PROJECT DESCRIPTION:

This project will reconstruct approximately four miles of 230th Avenue and Feedlot Road and construct a new curved section on new alignment where they meet. The project will extend the current US 183 Bypass around the City of Hays in western Kansas.

PROJECT HIGHLIGHTS AND BENEFITS:

The project builds on efforts to enhance safety on US 183 through central Hays, which is adding roundabouts at critical intersections to reduce speeds and potential conflict points. While the roundabouts will be able to accommodate large trucks, the BUILD project will provide a more attractive route for trucks traveling North-South along US 183, further enhancing safety. Through paving a stretch of gravel road, the project will also improve access to multiple existing commercial and industrial developments northwest of Hays.



BUILD US 460

Rural

APPLICANT/SPONSOR: Bourbon County Fiscal Court

BUILD GRANT AWARD: \$10,200,000

TOTAL PROJECT COST: \$17,318,000

PROJECT LOCATION: Paris, Kentucky

PROJECT DESCRIPTION:

The project will reconstruct approximately 6.3 miles of US 460 from Russell Cave Road to US 27 Bypass to widen narrow driving lanes, add shoulders, construct recoverable sideslopes, remove obstructions to increase clear zone, reconstruct crest vertical curves to improve sight distance, and construct turnouts allowing slow moving vehicles to temporarily exit the traffic stream.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will restrict the roadway to reduce collisions in an area that has a higher injury/fatality rate than the national average. Because of the vehicle mix that travels the road, including farm equipment, trucks, and school buses, widening the road and shoulders is crucial for passenger safety. This project will provide a more direct, efficient route between businesses in Paris. By reconstructing US 460, the roadway will be made more durable for the anticipated truck traffic and take burden off of US 27 and US 62, which currently serve as the long-way for trucks to travel from Paris to Georgetown.

Paducah Riverfront Infrastructure Improvement Project

Rural

APPLICANT/SPONSOR: City of Paducah

BUILD GRANT AWARD: \$10,400,000

TOTAL PROJECT COST: \$11,492,296

PROJECT LOCATION: Paducah, Kentucky

PROJECT DESCRIPTION:

The project consists of riverfront improvements including an excursion pier and plaza, a transient dock landing, intersection improvements, and a multi-use pathway.

PROJECT HIGHLIGHTS AND BENEFITS:

The riverfront improvements will facilitate increased tourism in and around the city by allowing riverboats to make Paducah a port-of-call and dock overnight. The project will improve access to and from riverfront destinations and provide safe and accessible transportation options as well as contribute to ongoing revitalization of the downtown area. The project enhances safety by removing steep grades that passengers currently meet at the river's edge and improving pedestrian and bicycle access to the riverfront.



Heartland Parkway Project

Rural

APPLICANT/SPONSOR: Taylor County

BUILD GRANT AWARD: \$9,800,000

TOTAL PROJECT COST: \$21,250,000

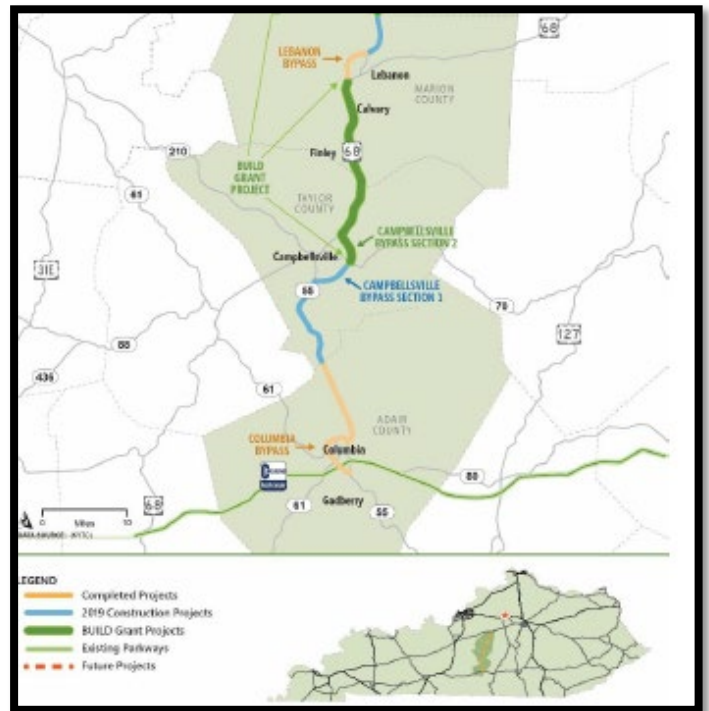
PROJECT LOCATION: Campbellsville, Kentucky

PROJECT DESCRIPTION:

The project will make improvements to a principal arterial corridor by creating passing lanes throughout approximately 13.4 miles of the parkway through Taylor and Marion counties in Central Kentucky.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will help reduce the number of crashes in an area that currently exceeds the statewide average for crash rates, and prolong the pavement life of the facility by 15 years due to the reduction of truck traffic that currently moves through the city. The project will improve the efficiency of the movement of people and goods through the corridor, which falls within an opportunity zone. There will be significant annual savings of drive time for local and regional commuters through this area.



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Plank-Nicholson Bus Rapid Transit

Urban

APPLICANT/SPONSOR: City of Baton Rouge

BUILD GRANT AWARD: \$15,000,000

TOTAL PROJECT COST: \$40,218,000

PROJECT LOCATION: Baton Rouge, Louisiana

PROJECT DESCRIPTION:

The project will construct an approximately nine-mile Bus Rapid Transit (BRT) line to connect north and south Baton Rouge to downtown and the LSU campus. The project will modernize bus stops with real-time arrival information and level boarding platforms, make targeted street, sidewalk, and intersection improvements as well as upgrade transit signal priority technology, and purchase new buses.

PROJECT HIGHLIGHTS AND BENEFITS:

The new bus service will connect transit-dependent passengers with employment and educational opportunities in downtown and south Baton Rouge. Additional roadway, sidewalk and intersection infrastructure improvements will provide expanded connectivity and increased safety for non-motorized users.



Monroe Street Corridor Project

Rural

APPLICANT/SPONSOR: City of Ruston

BUILD GRANT AWARD: \$17,191,530

TOTAL PROJECT COST: \$23,699,899

PROJECT LOCATION: Ruston, Louisiana

PROJECT DESCRIPTION:

The project will construct new roadways and revitalize existing roads from the I-20 corridor to Downtown Ruston and the Louisiana Tech University campus. Project elements include new pavement, drainage facilities, and new and widened sidewalks, paths, and other pedestrian amenities. This project will also install underground electrical and fiber optic utilities and embed sensors into the new infrastructure that will provide real-time data for traffic, parking, and environmental conditions.

PROJECT HIGHLIGHTS AND BENEFITS:

The project's roadway upgrades to the downtown area will improve travel while drawing traffic away from main arterials, thus preserving their condition. The construction of facilities for bicyclists and pedestrians will improve safety for non-motorized users on campus and downtown. The sensors throughout the project area will be used to gather information for the city's Innovation Testbed — monitoring drainage, flooding events, driver safety, security, and detecting contaminants should they spill onto the road.



U.S. Department
of Transportation

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Station 46 Bridge Replacement Project

Rural

APPLICANT/SPONSOR: Maine Department of Transportation

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$30,000,000

PROJECT LOCATION: Augusta, Maine

PROJECT DESCRIPTION:

The project will fund the construction of a bridge to replace the existing Station 46 Bridge in Woolwich, Maine. The bridge is located on US Route 1, part of the National Highway System in rural Sagadahoc County in Maine's Midcoast Region.

PROJECT HIGHLIGHTS AND BENEFITS:

The bridge is nearing the end of its useful life despite having undergone life-extending improvements in the past, and if it were to be closed, that would cause in major traffic shifts to other routes, resulting in higher VMT and the potential for additional crashes. In this rural area, this bridge is part of the most direct route to numerous employment centers and job opportunities. It improves the long-term efficiency and reliability in the movement of workers and goods by being built for a 100-year service life. Route 1 is in a region vital to the tourism industry and a critical route for residents along US Route 1 by enabling businesses to connect to their suppliers, while allowing recreational enthusiasts continued access to Maine's outdoor activities that drive tourism in the State.



Lubec Safe Harbor

Rural

APPLICANT/SPONSOR: Town of Lubec

BUILD GRANT AWARD: \$19,650,000

TOTAL PROJECT COST: \$19,689,750

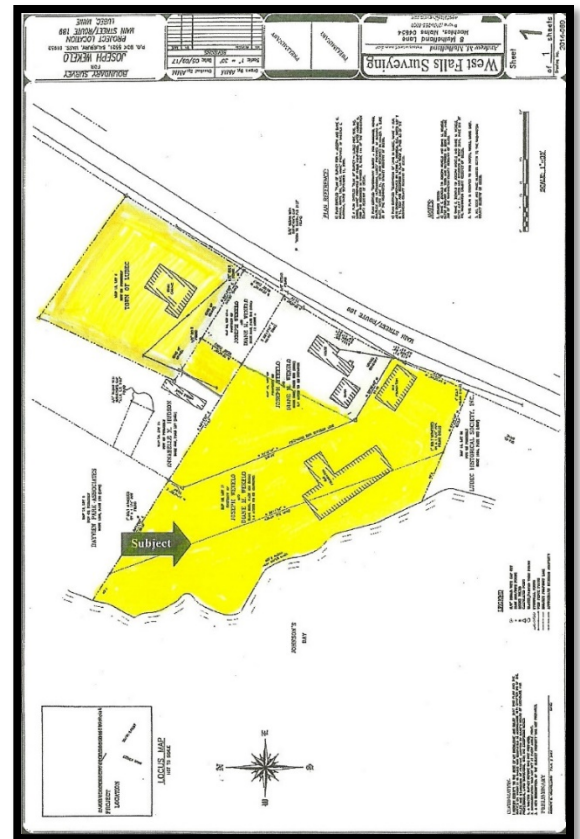
PROJECT LOCATION: Lubec, Maine

PROJECT DESCRIPTION:

This project will construct a boat launch, breakwater, and wharf to accommodate 35 boats and create a protected mooring field and a sheltered boat launch. The wharf will include a two-way road to the end of the pier where approximately two hoists will be placed.

PROJECT HIGHLIGHTS AND BENEFITS:

This project will provide a year-round safe harbor for resident and visiting fisherman as well as recreational boaters. The project will mitigate the inclement weather or winds coming from the north that have caused fisherman to die, boats to sink, loss of property, and many cases of hypothermia. The proposed construction would also reduce their response time Marine Patrol's emergency response time furthering the safety benefits. With the construction of the Safe Harbor, the structure will be sustainable for the long-term, contributing to an increase in job growth and direct benefits to the fishing market. The project will use solar lighting as an alternative to fossil fuels to reduce the carbon footprint.



U.S. Department
of Transportation

Conley Terminal Container Storage and Freight Corridor

APPLICANT/SPONSOR: Massachusetts Port Authority

Urban

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$65,841,791

PROJECT LOCATION: Boston, Massachusetts

PROJECT DESCRIPTION:

The project will construct a new container yard capable of holding approximately 100,000 additional containers, deploy an innovative gate and logistics system, and build an adjacent Cypher and E streets freight corridor.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve safety by optimizing travel between container stacks, minimizing out-of-direction travel, and limiting the conflict points between workers and vehicles within the facility. The project will increase the efficiency of the terminal, allowing it to maintain the lower costs of doing business and remain competitive. The project improves quality of life by shifting freight trucks over one block to E Street which will allow the industrial, residential and commercial uses to better co-exist while minimizing the impact to all parties involved and providing safe and efficient travel for all modes.



Interconnecting Gulfport

Urban

APPLICANT/SPONSOR: City of Gulfport

BUILD GRANT AWARD: \$20,460,000

TOTAL PROJECT COST: \$32,220,000

PROJECT LOCATION: Gulfport, Mississippi

PROJECT DESCRIPTION:

The project will add approximately 0.8 miles of 4-lane boulevard roadways and approximately 1.1 miles of 2-lane roadway with lighting, storm drain improvements, multi-modal paths, signals, raised median, roundabouts, and other street improvements.

PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve commuter, pedestrian, and bicyclist safety with a complete street concept. This project will provide an interconnected transportation network to three major employment centers in the city as well as all other commercial development in the area. The project also provides an additional means of ingress and egress to the Gulfport Premium Outlet Mall. This project will reduce congestion and will provide additional access to public rights-of-way in the city's least restrictive commercial zone, and will supplement the city's regional economic competitiveness.



MS 182/MLK Corridor Revitalization Project

APPLICANT/SPONSOR: City of Starkville

Rural

BUILD GRANT AWARD: \$12,655,840

TOTAL PROJECT COST: \$15,818,724

PROJECT LOCATION: Starkville, Mississippi

PROJECT DESCRIPTION:

The project will revitalize MS Highway 182/MLK Drive by adding ADA-compliant sidewalks, bike lanes, pedestrian lighting, high-speed broadband access, and green infrastructure to mitigate flooding and revitalize brownfields.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will introduce a multimodal transportation network that connects diverse community districts and encourages much needed foot traffic and exposure to local businesses. The project will increase pedestrian and bicycle connectivity as well as provide full accessibility to disadvantaged users through audible and tactile pedestrian crossings.



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of Transportation

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Grant Avenue Connect Parkway Project

Urban

APPLICANT/SPONSOR: City of Springfield

BUILD GRANT AWARD: \$20,960,822

TOTAL PROJECT COST: \$26,201,028

PROJECT LOCATION: Springfield, Missouri

PROJECT DESCRIPTION:

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnacht Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will allow improved access to businesses along the corridor by installing better pedestrian, transit and vehicular amenities. The project will improve safety by utilizing modern design standards and innovative pedestrian designs. The installation of pedestrian and bicycle amenities will also reduce the interactions of these two with vehicular traffic, reducing accidents and fatalities. The multiuse path will provide residents increased reliable, safe and affordable transportation alternatives, to access critical destinations and services.



East Locust Creek Reservoir (ELCR) Improvements

APPLICANT/SPONSOR: Sullivan County

Rural

BUILD GRANT AWARD: \$13,459,009

TOTAL PROJECT COST: \$22,686,610

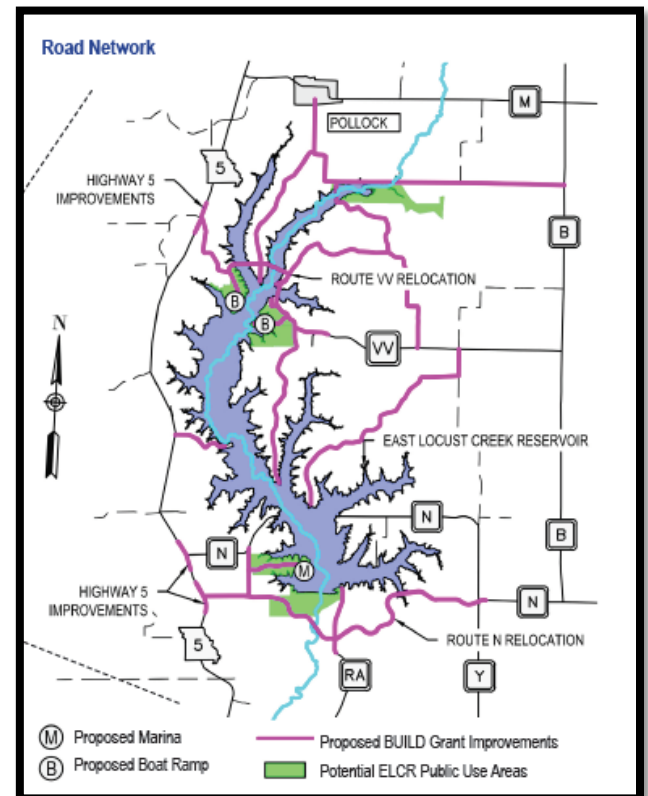
PROJECT LOCATION: Milan, Missouri

PROJECT DESCRIPTION:

The project will relocate Route N; extend Route VV to connect to Knob Hill Road which includes three vertical abutment bridges (large box culverts) and one single span bridge; re-construct approximately three intersections; widen and upgrade/pave existing gravel roads; widen and resurface existing paved roads in poor condition; and add turn lanes and shoulders to all roads.

PROJECT HIGHLIGHTS AND BENEFITS:

The project demonstrates innovation by incorporating Smart Lake concepts, and designing the transportation corridor as utility corridors and installing broadband. The project will connect a rural community bisected by the ELCR reservoir; create safe, accessible, and maintainable utility corridors to replace utility connections severed by the reservoir; improve safety and intersections along Missouri Route 5 for current and future residents; improve the access of emergency services by reducing response times; provide access to recreational areas that will improve the economic vitality of the region; provide access to the reservoir for recreational and educational purposes; and facilitate the quality of access for all users.



Mullan BUILD: Proactively and Collaboratively Building a Better Missoula

APPLICANT/SPONSOR: Missoula County

Rural

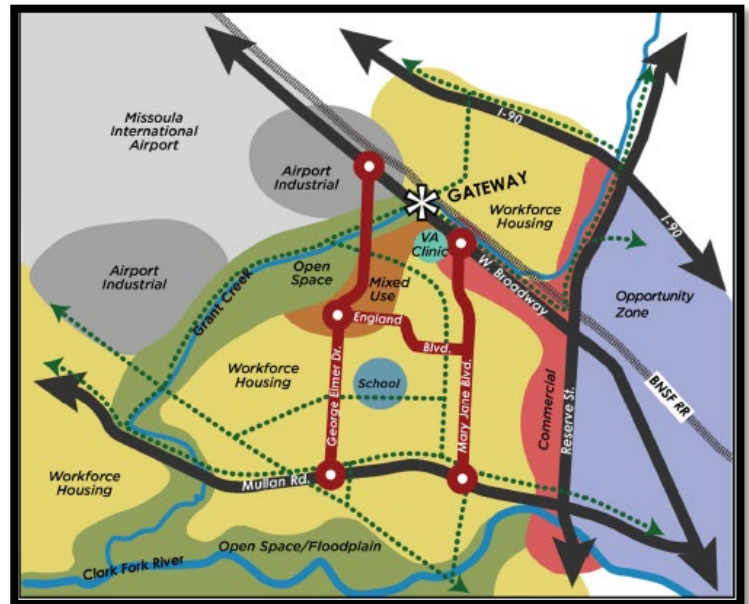
BUILD GRANT AWARD: \$13,000,000

TOTAL PROJECT COST: \$28,372,000

PROJECT LOCATION: Missoula County, Montana

PROJECT DESCRIPTION:

The develops a connecting streets and trail system in a growing area of Missoula including constructing new roads, intersection improvements including traffic signals and roundabouts, and enhancing the bicycle and pedestrian network.



PROJECT HIGHLIGHTS AND BENEFITS:

The project seeks to provide connector streets and alternatives for the congested main corridors by completing north-south roadways where sections of existing road currently dead end. The project aligns with safety reducing traffic on the main corridors, including away from the most accident-prone intersection in Missoula County; moving non-school-related, through-traffic off the only existing through road; incorporating traffic calming devices; and building sidewalks, bike lanes, and trails. The project will create a network of collector and arterial roads to improve access to developable land. The project improves quality of life for residents by expanding access to walking, cycling, and transit options as well as improving access and connectivity to school and jobs.



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120th Street Improvements Project

Urban

APPLICANT/SPONSOR: City of Omaha

BUILD GRANT AWARD: \$16,960,000

TOTAL PROJECT COST: \$21,200,000

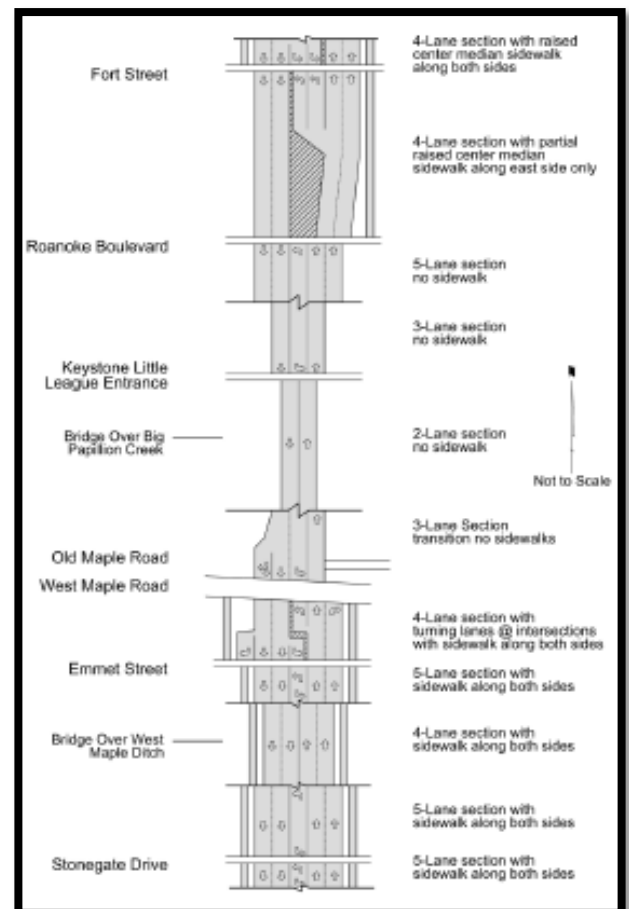
PROJECT LOCATION: Omaha, Nebraska

PROJECT DESCRIPTION:

This project will reconstruct a segment of 120th Street, a minor arterial with inconsistent cross-sections that includes the heavily traveled intersection with U.S. Highway 64, also known as West Maple Road. The new roadway will provide a continuous 4-lane divided roadway through the entire length of the project.

PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve the consistency of the roadway cross-section, improve the continuity of pedestrian facilities, improve capacity and enhance safety to accommodate future traffic demands. The project will also add sidewalks along the east and west bound lanes, enhancing the quality of life and safety benefits.



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Vermont-New Hampshire Route 119 Bridge Project

Rural

APPLICANT/SPONSOR: New Hampshire Department of Transportation

BUILD GRANT AWARD: \$12,000,000

TOTAL PROJECT COST: \$50,000,000

PROJECT LOCATION: Hinsdale, New Hampshire
and Brattleboro, Vermont

PROJECT DESCRIPTION:

The project will construct a new bridge to bypass two aging truss bridges spanning the Connecticut River along Route 119. The old bridges will be rehabilitated for bicycle and pedestrian use. The project will also eliminate an at-grade railroad crossing of VT/NH Route 119 and the New England Central Railroad.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves safety by replacing two bridges and eliminating an at-grade rail crossing. The two current bridges are structurally deficient and functionally obsolete due to the substandard road width and vertical clearance. To continue to use the current structures, a weight limit would need to be posted, decreasing the efficiency in the movement of freight and/or people. The new bridge would also be a more reliable access point to employment centers and job opportunities for an Opportunity Zone.



US 285 Safety and Resilience Project

Rural

APPLICANT/SPONSOR: New Mexico Department of Transportation

BUILD GRANT AWARD: \$12,500,000

TOTAL PROJECT COST: \$115,000,000

PROJECT LOCATION: Santa Fe, New Mexico

PROJECT DESCRIPTION:

The project will provide turning and acceleration/deceleration lanes, shoulders, bridge structures, and stronger pavement on US 285 from the Texas-New Mexico state line to Loving within the Permian Basin region.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve a dangerous corridor of US 285 dubbed by residents “death highway”. This roadway, originally designed as a rural road, now serves an increasing amount of heavy industrial traffic. By reconstructing and widening the existing facility to include alternating passing and turning lanes safety will be improved. The project will reconstruct pavement to withstand heavy truck loadings, eliminate sinkholes, and replace/rehabilitate multiple bridges along the project corridor. The project will improve reliable and safe access for rural communities, including Opportunity Zones, to employment centers and job opportunities.



Transportation Accessibility, Safety, and Connectivity (TASC) Project

APPLICANT/SPONSOR: City of Greenville

Rural

BUILD GRANT AWARD: \$15,000,000

TOTAL PROJECT COST: \$24,000,000

PROJECT LOCATION: Greenville, North Carolina

PROJECT DESCRIPTION:

The project will construct or reconstruct a network of vehicular, non-vehicular, and multimodal infrastructure in and around downtown Greenville including roadway reconstruction and intersection realignment and upgrades on West 5th Street, and a series of new and upgraded off-street multi-use paths that integrate with existing paths, and creating a continuous multi-use path network around the urban core.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will increase access to jobs, health care, and education for residents. The project will reduce vehicular accidents through intersection conversion to roundabouts, and reduce pedestrian-vehicular interactions through new construction of on-road and off-road pedestrian and bicycle facilities. The project incorporates innovative designs for rural complete streets, as well as implements innovative construction procurement.



I-95 Resiliency and Innovative Technology Improvements Project

Rural

APPLICANT/SPONSOR: North Carolina Department of Transportation

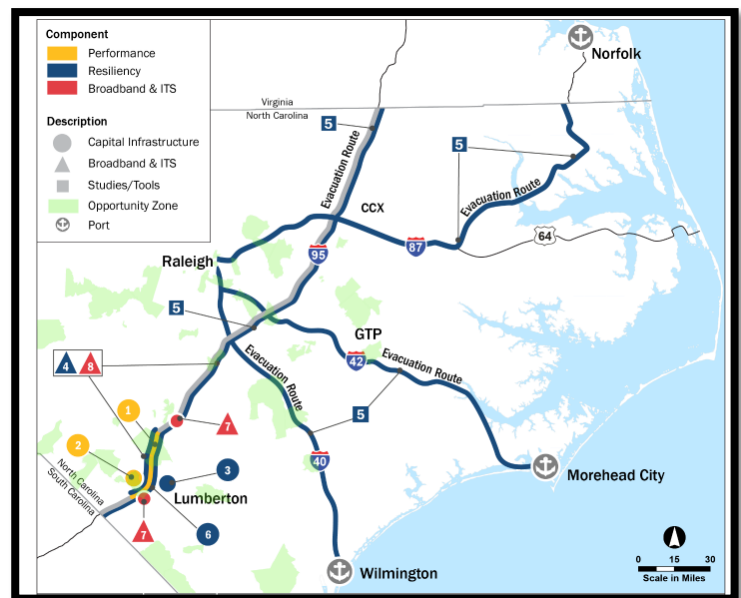
BUILD GRANT AWARD: \$22,500,000

TOTAL PROJECT COST: \$685,115,000

PROJECT LOCATION: Robeson and Cumberland Counties, North Carolina

PROJECT DESCRIPTION:

The project includes several improvements along I-95 and connected evacuation routes including widening approximately 27 miles of I-95 from exit 13 to exit 40 between Lumberton and Fayetteville to 8 lanes; rebuilding the overpasses and interchange at exit 19 near Lumberton; raising low-lying portions of the interstate and two bridges between exits 17 and 19; and adding water gauges at strategic locations throughout the corridor.



PROJECT HIGHLIGHTS AND BENEFITS:

By raising the interstate in flood-prone areas that were not designed to withstand the magnitude of storms that hit North Carolina in recent years, the reconstructed interstate will incur less damage during major storms and better maintain the interstate in a state of good repair. The expanded I-95 capacity will facilitate faster evacuations. Additionally, the installation of flood monitoring devices along I-95 and secondary evacuation routes allows North Carolina Department of Transportation to monitor water levels and direct evacuations accordingly, increasing safe evacuations during major storm events. The project will install water gauges connected to ITS that support safer evacuations, help reroute traffic in real time, and improve communications to the traveling public.

Silicon Shores East-West Connector Road Project

Urban

APPLICANT/SPONSOR: Town of Mooresville

BUILD GRANT AWARD: \$13,609,131

TOTAL PROJECT COST: \$21,730,195

PROJECT LOCATION: Mooresville, North Carolina

PROJECT DESCRIPTION:

The project will construct three connector roads near I-77, including: approximately 4,300 linear feet of four-lane divided highway (the “East West Connector”), approximately 2,368 linear feet of three-lane divided highway (the “RL West Connector”), and approximately 2,298 linear feet of three-lane divided highway (the “Transco Connector”).

PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve driver safety by adding a fully signalized intersection that will prevent dangerous U-turns, diverting traffic away from a skewed at-grade rail crossing to a new crossing, and enabling some existing crossings to close or consolidate. The project will better accommodate planned future growth in the area and improve network efficiency. The project is expected improve traffic flow, which would lessen congestion-related emissions. Bicycle lanes will be incorporated into the new roadway as well. The project is a collaboration of the town, the State, private developers, non-projects, local business, and others.



US Route 30 Freeway Expansion Project

Rural

APPLICANT/SPONSOR: Regional Transportation Improvement District

BUILD GRANT AWARD: \$18,000,000

TOTAL PROJECT COST: \$116,675,110

PROJECT LOCATION: Canton, Ohio

PROJECT DESCRIPTION:

This project will construct an approximately 3-mile extension of the existing 4-lane US-30 expressway in Stark County from Trump Avenue to SR 44.

PROJECT HIGHLIGHTS AND BENEFITS:

A US 30/Lincoln Highway expressway east of Canton will improve safety for trucks, pedestrians, and cars. Extending the US 30 expressway will bring additional traffic through Stark and Columbiana counties. A new Route 30 expressway will also provide easier and safer access for energy companies transporting supplies to extraction operations, and transporting product throughout the Marcellus and Utica shale play areas. The project will also provide easier access to petroleum supplies for chemical and plastic manufacturing facilities. The BUILD project is a small piece of a much larger planned project to extend the expressway portion of US-30 to a point at or near the West Virginia border.



Southern Oregon Corridor Resiliency and Congestion Relief Project

Rural

APPLICANT/SPONSOR: City of Medford

BUILD GRANT AWARD: \$15,500,000

TOTAL PROJECT COST: \$39,370,000

PROJECT LOCATION: Medford, Oregon

PROJECT DESCRIPTION:

This project will expand approximately 3.97 miles of roadway along the Foothill Road/North Phoenix Road Corridor from a two-lane arterial to a four-lane arterial with center turn lane, sidewalks, and bike lanes.

PROJECT HIGHLIGHTS AND BENEFITS:

By constructing an additional lane in each direction and a center turn lane, the project seeks to eliminate safety hazards, including backups behind turning vehicles and abrupt breaking, associated with one lane of travel in each direction. The project also creates dedicated space for pedestrians and bicyclists to minimize vehicle conflicts for vulnerable road users. Similarly, the added capacity and turn lane improves economic competitiveness by reducing congestion and delays, and by increasing access to two Opportunity Zones and employment destinations. The project provides an alternative to the congested Interstate 5, improving the overall efficiency of the larger transportation network.



PIT Cargo Building 4 Intermodal Freight Transfer Facilities Development Project

APPLICANT/SPONSOR: Allegheny County Airport Authority

Urban

BUILD GRANT AWARD: \$18,690,047

TOTAL PROJECT COST: \$23,362,559

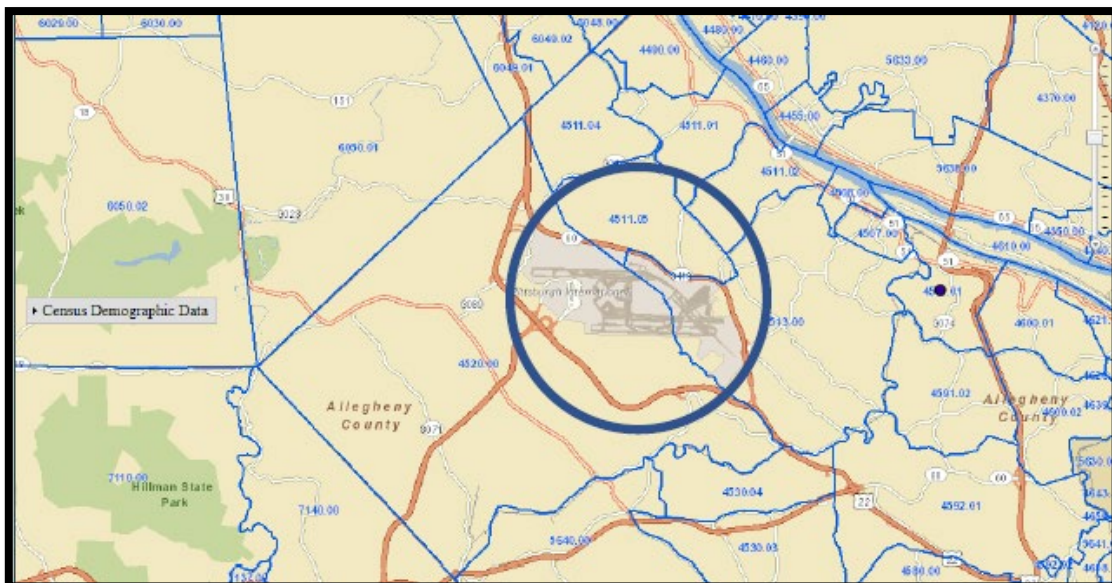
PROJECT LOCATION: Allegheny County, Pennsylvania

PROJECT DESCRIPTION:

This project will construct a cargo processing facility of approximately 75,000 square-feet and an adjacent surface parking lot to expand air cargo operations at Pittsburgh International Airport (PIT). Separate from the BUILD award, PIT will expand the taxiway and aircraft apron to serve the new facility.

PROJECT HIGHLIGHTS AND BENEFITS:

The increased cargo handling capacity at PIT will optimize space and reduce the time and distance necessary for transfer of freight between ground and air, reducing transportation costs. The new surface lot is expected to relieve congestion which will improve economic competitiveness



PATCO Franklin Square Station Reopening Project

APPLICANT/SPONSOR: Delaware River Port Authority

Urban

BUILD GRANT AWARD: \$12,580,000

TOTAL PROJECT COST: \$25,160,000

PROJECT LOCATION: Philadelphia, Pennsylvania

PROJECT DESCRIPTION:

The project will revitalize and reopen an existing rail station consistent with modern Americans with Disabilities Act (ADA) requirements.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide PATCO with an updated facility that will have improved ADA accommodations, structural, electrical, plumbing, communication, signal, and security systems. The project implements technology like real time signage and wifi in the station, and other aspects like the use of a glass roof in the headhouse to allow for more natural lighting later in the day and use of a green roof to manage storm water runoff and help insulate the station. The project supports the growth of the Franklin Square community and the region by creating a new affordable way for people to travel to places of employment and other critical destinations.



Washington Bridge Rehabilitation and Redevelopment Project

Urban

APPLICANT/SPONSOR: Rhode Island Department of Transportation

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$70,000,000

PROJECT LOCATION: Providence, Rhode Island

PROJECT DESCRIPTION:

The project rehabilitates the Washington Bridge superstructure atop a newly rehabilitated substructure, restripes the I-195 mainline in East Providence to maintain four lanes through the corridor, removes the westbound Gano St off-ramp, and adds a westbound off-ramp to Waterfront Drive.



PROJECT HIGHLIGHTS AND BENEFITS:

The project brings the bridge back to a state of good repair, extends the service life of the bridge by 25 years, eliminates congestion-producing interfaces, and improves safety and economic vitality in the corridor. The project would eliminate queues on I-195 westbound and improve access to jobs in Providence. The project alleviates dangerous weaving on the Washington Bridge and replaces the Gano St off-ramp with a Waterfront Drive off-ramp to help eliminate the exit queue on the bridge itself. The project uses innovative design, project delivery, and financing practices.



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Ashley River Crossing Project

Urban

APPLICANT/SPONSOR: City of Charleston

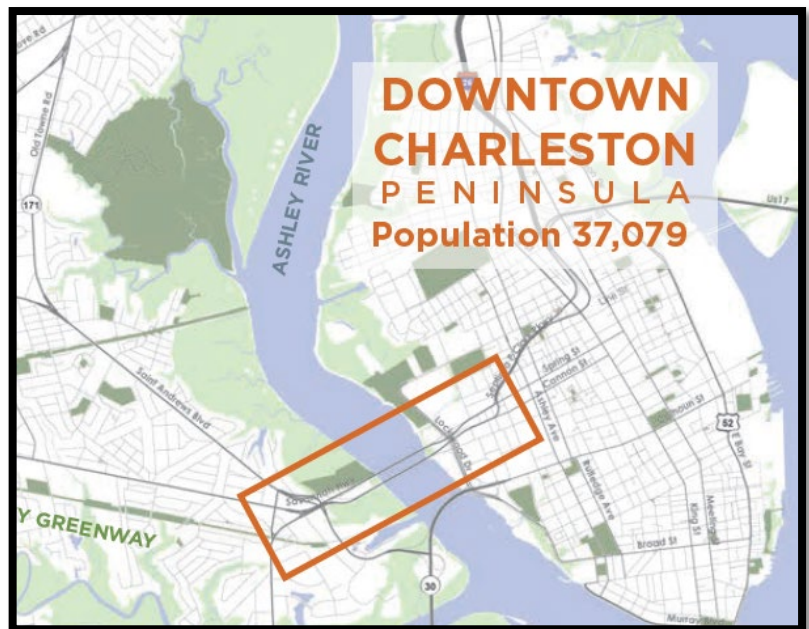
BUILD GRANT AWARD: \$18,149,750

TOTAL PROJECT COST: \$22,749,750

PROJECT LOCATION: Charleston, South Carolina

PROJECT DESCRIPTION:

The project improves existing infrastructure associated with a regional bicycle and pedestrian network that includes the 10.5-mile West Ashley Greenway, the 2.5-mile West Ashley Bikeway, and Ashley River Walk in Downtown Charleston, and also constructs an approximate 0.4-mile standalone bridge parallel to the existing Ashley River Bridges to create a new multi-use path.



PROJECT HIGHLIGHTS AND BENEFITS:

The project improves transportation network efficiency through intersection improvements and encourages non-motorized methods of transportation resulting in reduced fuel and emissions. The project incorporates adaptive signal systems and impacts multiple jurisdictions.



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Bridging the Interstate Divide Project

Rural

APPLICANT/SPONSOR: City of Brookings

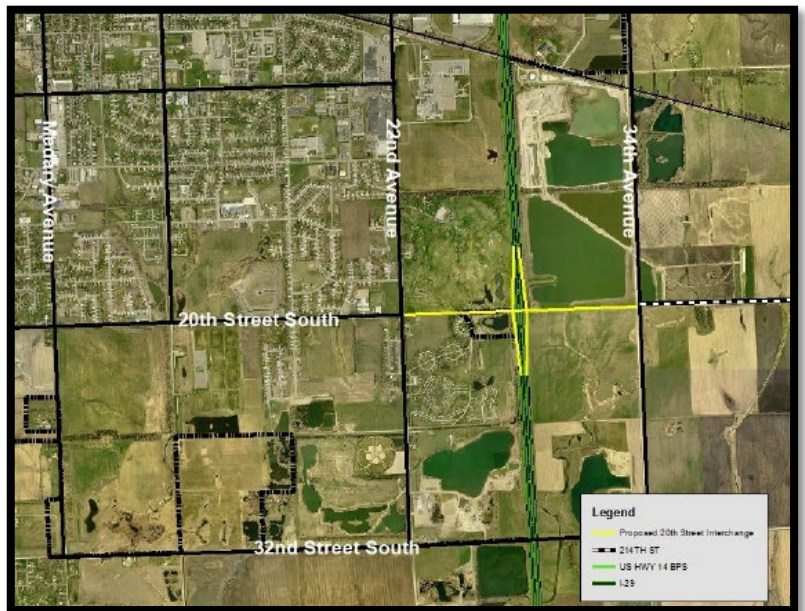
BUILD GRANT AWARD: \$18,677,630

TOTAL PROJECT COST: \$23,347,037

PROJECT LOCATION: Brookings, South Dakota

PROJECT DESCRIPTION:

This project will construct a new interchange on Interstate 29 at 20th Street South near Brookings, South Dakota. The project includes a new overpass of I-29, with access ramps, and will connect 20th Street South on either side with 22nd Avenue to the West and 34th Avenue to the East.



PROJECT HIGHLIGHTS AND BENEFITS:

The new interchange will reduce travel times for motorists and increase access to new housing development south of the city. The project will also provide a new alternative to Sixth Street for freight and passengers moving into and out of Brookings, relieving congestion and enhancing safety.



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of Transportation

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Memphis Innovation Corridor Project

Urban

APPLICANT/SPONSOR: Memphis Area Transit Authority

BUILD GRANT AWARD: \$12,000,000

TOTAL PROJECT COST: \$73,831,000

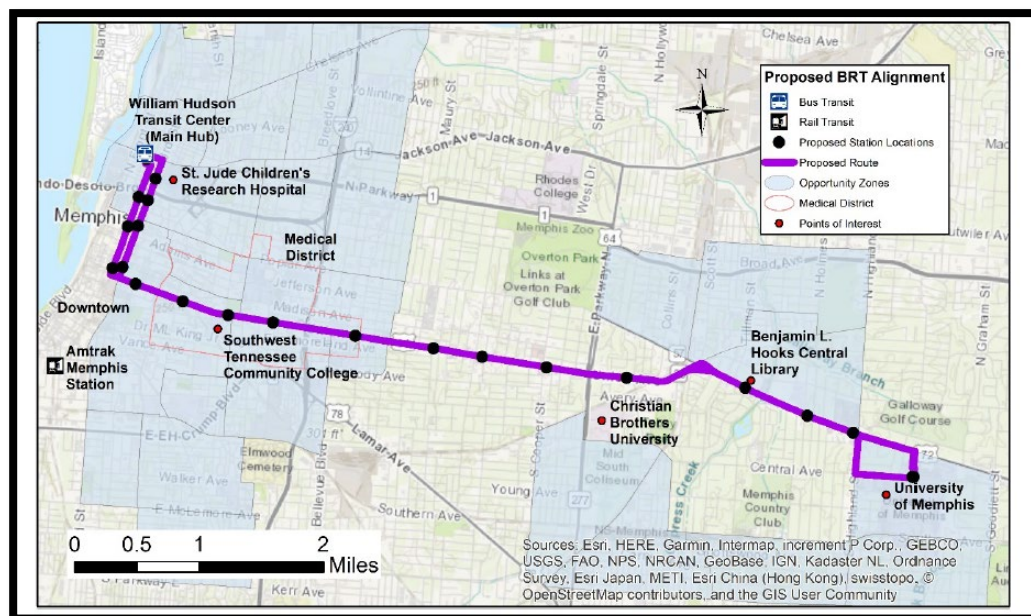
PROJECT LOCATION: Memphis, Tennessee

PROJECT DESCRIPTION:

The project will develop an approximately 8-mile BRT line by constructing approximately 28 new transit stations and purchasing approximately 9 electric buses and charging equipment.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves economic competitiveness and quality of life because the Innovation Corridor will connect two opportunity zones to downtown Memphis and the University of Memphis, improving access to two of the largest employment centers in the region. The project also provides riders with more frequent and reliable transportation options, which will enable quicker access to jobs and services



Shepherd and Durham Major Investment Project

Urban

APPLICANT/SPONSOR: Near Northwest Management District

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$50,000,000

PROJECT LOCATION: Houston, Texas

PROJECT DESCRIPTION:

The project reconstructs and improves two, four-lane parallel urban principal arterial roadways and six streets that connect them. The project will install ADA-accessible sidewalks, ramps, and crossings and bicycle facilities, turn bays/lanes, and new turn lanes. The project also includes pavement markings, clear sight lines, access management, updated intersection signalization and signage, and enhanced “clear zone” areas to the project limits, upgraded accessibility to transit stops, storm water management infrastructure, water supply, and wastewater lines.

PROJECT HIGHLIGHTS AND BENEFITS:

The project removes a vehicle travel lane to decrease crossing distance, which will reduce the incidence of sideswipe crashes and calm traffic, as well as provide space for new vegetated buffer strips, bicycle lanes, and wider sidewalks. The roadway is past its serviceable life and will be replaced. Roadway improvements from this project will enhance travel time reliability for both passenger auto and freight trips, in part by helping to reduce crashes, and will reduce emissions and help improve air quality by increasing mobility, encouraging mode shift, displacing automobile trips, and reducing vehicle travel delays.



Multimodal Corridor Expansion and Improvement Project

Rural

APPLICANT/SPONSOR: Port Beaumont Navigational District of Jefferson County

BUILD GRANT AWARD: \$18,000,000

TOTAL PROJECT COST: \$101,245,000

PROJECT LOCATION: Beaumont, Texas

PROJECT DESCRIPTION:

The project reconstructs condemned wharves 2, 3, and 4 at the Main Street Terminal 1, adds approximately 16,000 linear feet of new rail track and realigns and upgrades approximately 4,275 feet of existing rail track at the Buford Rail Yard Interchange, and replaces a deteriorated grain dock.

PROJECT HIGHLIGHTS AND BENEFITS:

By reconstructing wharves originally build in the 1950s that failed in 2011 due to age-related structural deterioration, the project will bring the Main Street Terminal into a state of good repair to restore dock service to handle military, breakbulk, and project cargoes. Similarly, the project will replace the grain dock which is 17 years past it's useful life. The project increases economic competitiveness by doubling rail interchange capacity and adding general cargo handling capacity to reduce freight shipment costs and facilitate direct intermodal interchange and transfer at the Port of Beaumont, particularly for grain exports. By increasing capacity and efficiency for water-based and rail freight movement, the project decreases heavy truck traffic and emissions, aligning with safety and environmental sustainability respectively.



Mills to Maritime Property Acquisition Project

APPLICANT/SPONSOR: Port of Everett

Urban

BUILD GRANT AWARD: \$15,500,000

TOTAL PROJECT COST: \$27,700,000

PROJECT LOCATION: Everett, Washington

PROJECT DESCRIPTION:

The project will acquire an approximately 58-acre brownfield site on the city of Everett's waterfront, 13-acres of which are submerged tidelands, and construct utilities, storm water improvements and paving for approximately three acres in support of future container-on-barge (COB) service.

PROJECT HIGHLIGHTS AND BENEFITS:

The project aims to remediate an existing privately held brownfield site and re-purpose it for use by the public Port of Everett. The project furthers economic competitiveness by paving part of the port that will become a container storage area, providing expanded capacity and potential operational efficiencies.



Rail-Truck Transload Facility Project

Rural

APPLICANT/SPONSOR: Spokane Airport Board

BUILD GRANT AWARD: \$11,300,000

TOTAL PROJECT COST: \$16,900,000

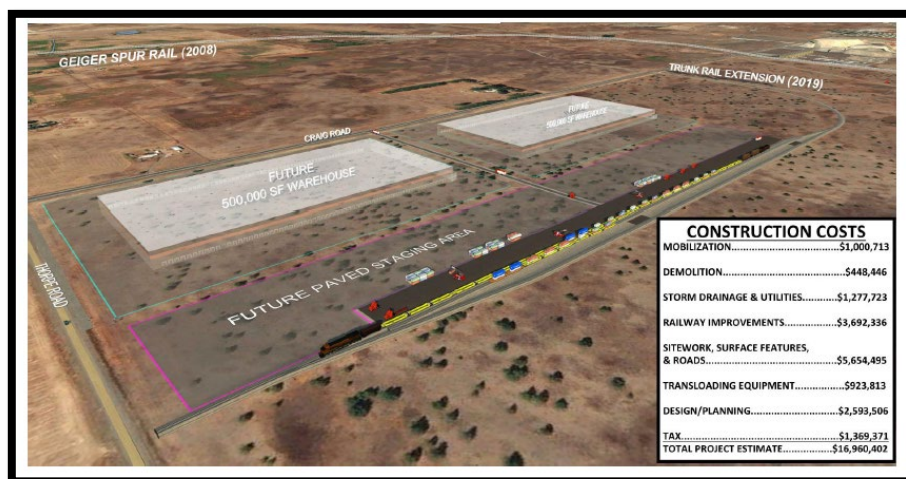
PROJECT LOCATION: Spokane, Washington

PROJECT DESCRIPTION:

The project will fund construction of a new rail-truck transload facility for train loading, offloading, and circulation at the Spokane International Airport. The project will extend an existing rail spur to the facility, consisting of three parallel rail lines totaling approximately 3.2 miles of track. The facility will have a circulation area for freight truck movement consisting of approximately 4.4 acres of pavement. An approximate 0.2-mile vehicle access road will be constructed to provide freight vehicle access to the site.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will reduce the amount of interstate freight traffic on I-90, thus decreasing the potential for accidents and providing a less congested and safer transportation system. The project enables freight to be delivered to the rail-truck transload facility via the rail line, providing a local area to transport freight to and from the businesses located in the West Plains. The project will lead to decreased damage and maintenance costs associated with surrounding transportation corridors. The facility will provide an attractive resource for businesses considering relocating to the West Plains area.



I-64 Widening: Nitro to St. Albans Project

Rural

APPLICANT/SPONSOR: West Virginia Department of Transportation

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$265,000,000

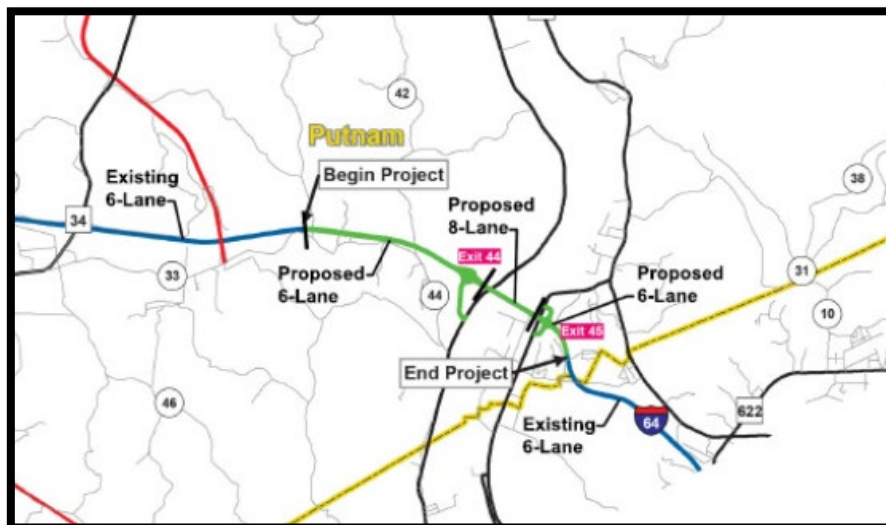
PROJECT LOCATION: Charleston, West Virginia

PROJECT DESCRIPTION:

The project will widen approximately 3.8 miles of I-64 in Putnam County, adding an additional lane in each direction between US 35 and Nitro interchanges. Additionally, the St. Albans and Nitro interchanges will be enhanced with an auxiliary lane between the two interchanges. This project will also rehabilitate or replace eight bridge structures along this route.

PROJECT HIGHLIGHTS AND BENEFITS:

The project establishes a more reliable transportation facility that enables the traveling public and freight to smoothly traverse through Putnam County, West Virginia. The project addresses safety and state of good repair because two of the bridge structures in this project have poor substructures, but all are quickly deteriorating and approaching their designed life span. The existing facility is unable to accommodate the merging traffic in an already over-capacity section of roadway, therefore this project will enhance the level of safety performance of the highway network by alleviating the bottleneck through the additional capacity.



Old Odanah Road (County A) and Bear Trap Road Project

Rural

APPLICANT/SPONSOR: Bad River Band of Lake Superior Tribe of Chippewa Indians

BUILD GRANT AWARD: \$2,376,808

TOTAL PROJECT COST: \$2,704,808

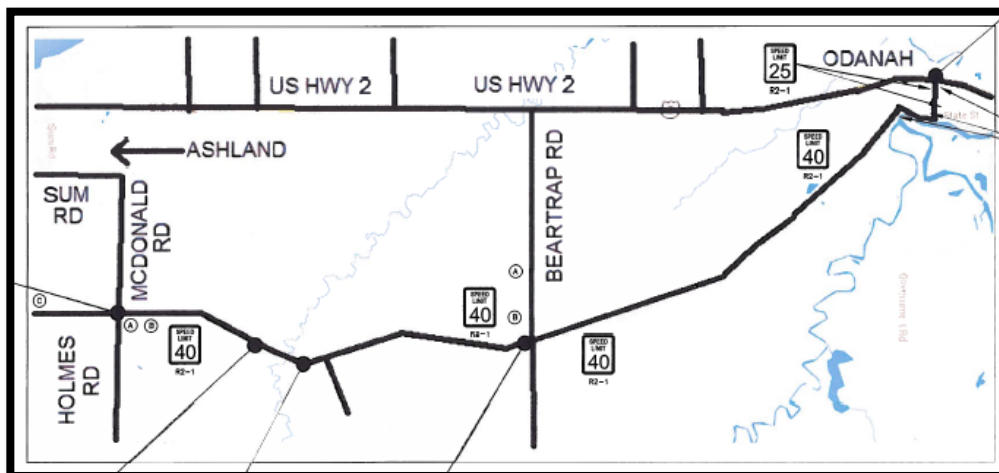
PROJECT LOCATION: Odanah, Wisconsin

PROJECT DESCRIPTION:

The project resurfaces, redevelops a shoulder, and replaces some culverts on Old Odanah Road between McDonald Road and U.S. Highway 2, and redevelops Bear Trap Road from Old Odanah Road to U.S. Highway 2.

PROJECT HIGHLIGHTS AND BENEFITS:

This project improves the condition of roads currently in poor repair that include a variety of unsafe features, including steep embankments, narrow alignment, and poor lines of sight. The existing highway is at risk of closure due to flooding from deteriorated pipes along the roadway and shifting soil underneath the existing roadbed. The alternate access improves connections to jobs and health care, daily commutes, and access to the Tribe's ceremonial grounds, cemetery, and church. All of these factors are valued by the Tribe and contribute to the well-being of their community. The project will improve an alternate route into the Bad River Community, allowing businesses within the City of Ashland and the Communities in Bad River to have more access for deliveries and travel.



Rural

PROJECT LOCATION: Sublette County, Wyoming