



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

DECEMBER 20, 2018
12:00 - 1:30 PM

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

AGENDA



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda
December 20, 2018
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/Smith)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of December 4, 2018 E-Meeting and December 20, 2018 Meeting Minutes .. Tab 1
(2 minutes/Smith)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES.

D. Public Comment Period for All Agenda Items Tab 2
(15 minutes/Smith)

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.

E. Service Award Presentation
(5 minutes/Smith)

Chair Dan Smith will present service awards to departing members.

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/Smith)

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

II. New Business

A. Administrative Modification Number One to the FY 2019-2022 TIP Tab 3 (5 minutes/Longpine)

There is one change included with Administrative Modification Number Three to the FY 2019-2021 Transportation Improvement Program which is included for member review.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. Federal Functional Classification Map Change Request Tab 4 (5 minutes/Thomason)

There are two changes to the Federal Functional Classification Map requested and outlined in the attached materials.

BOARD OF DIRECTOR ACTION REQUESTED TO APPROVE THE PROPOSED FEDERAL FUNCTIONAL CLASS CHANGE

C. 2019 Safety and Transit Performance Targets Tab 5 (10 minutes/Longpine)

The annual safety and transit targets are included for adoption in order to comply with federal transportation law.

BOARD OF DIRECTOR ACTION REQUESTED TO APPROVE ADOPTION OF THE 2019 SAFETY and TRANSIT PERFORMANCE TARGETS

D. Annual Listing of Obligated Projects Tab 6 (5 minutes/Longpine)

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

BOARD OF DIRECTOR ACTION REQUESTED TO APPROVE THE ANNUAL LISTING OF OBLIGATED PROJECTS

E. Federal Funds Balance Report Tab 7 (10 minutes/Longpine)

An updated federal funds balance report will be distributed at the meeting. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. Independent Single Audit Report for FY 2017-2018 Tab 8 (10 minutes/Cooper)

Staff will provide an overview of the FY 2017-2018 Independent Financial Audit Report.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FY 2017-2018 INDEPENDENT SINGLE AUDIT REPORT

- G. Financial Statements for 1st Quarter 2018-2019 Budget Year Tab 9**
(5 minutes/Cooper)
Staff will present the first quarter financial statements.

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

- H. Calendar Year 2019 Action Items Tab 10**
(10 minutes/Fields)
Staff is recommending the acceptance of action items for calendar year 2019 as part of an ongoing strategic planning effort

BOARD OF DIRECTOR ACTION REQUESTED TO ACCEPT THE CALENDAR YEAR 2019 ACTION ITEMS

- I. Appointment of 2019 OTO Officers..... Tab 11**
(5 minutes/Nominating Committee)
The OTO Board of Directors Nominating Committee will present the 2019 Slate of Officers, the Executive Committee members (1-year term), and the Citizens-at-Large for various terms.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPOINT THE OFFICERS, THE EXECUTIVE COMMITTEE MEMBERS, AND THE CITIZENS-AT-LARGE

- J. Welcome to new Chairman and Vice-Chairman**
(2 Minutes/Smith)

NO ACTION REQUIRED

- K. Board of Directors 2019 Meeting Schedule Tab 12**
(2 minutes/Fields)

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

- A. Board of Directors Member Announcements**
(5 minutes/Board of Directors Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

- B. Transportation Issues for Board of Directors Member Review**
(5 minutes/Board of Directors Members)
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

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

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

The next Board of Directors regular meeting is scheduled for Thursday, February 21, 2019 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 del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3042, cuando menos 48 horas antes de la junta.

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 12/20/2018; ITEM I.C.

October 18, 2018 Meeting and December 4, 2018 E-Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board of Directors member review are the minutes from the October 18, 2018 Board of Directors' meeting and the December 4, 2018 E-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:

That a member of the Board of Directors makes the following motion:

"Move to approve the minutes of the Board of Directors' October 18, 2018 Meeting and the December 4, 2018 E-Meeting."

OR

"Move to approve the minutes of the Board of Directors' October 18, 2018 Meeting and the December 4, 2018 E-Meeting with the following corrections..."

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
October 18, 2018**

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. Brad Gray, City of Willard (a)
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. Skip Jansen, City Utilities
Mr. David Cameron, City of Republic (a)	Mr. Travis Koestner, MoDOT
Mr. Steve Childers, City of Ozark (a)	Mr. Andy Mueller, MoDOT (a)
Commissioner Bob Cirtin, Greene County	Mr. Jim O'Neal, Citizen at Large
Mr. Jerry Compton, Citizen-at-Large	Mr. Dan Smith, City of Springfield (a)
Mr. Travis Cossey, City of Nixa (a)	Mr. Brian Weiler, Airport Board (a)
Dr. Elise Crain, Citizen-at-Large	Commissioner Ray Weter, Christian County
Mayor Debra Hickey, City of Battlefield	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Ms. Laurel McKean, MoDOT (a)
Mr. Chris Coulter, Greene County (a)	Mr. Bradley McMahon, FHWA
Mr. John Elkins, Citizen-at-Large (a)	Mr. Daniel Nguyen, FTA (a)
Ms. Jan Fisk, City of Springfield	Mr. Mark Schenkelberg, FAA
Mayor Ashley French, City of Strafford	Mr. Jeremiah Shuler, FTA (a)
Mayor Rick Gardner, City of Ozark	Mayor Brian Steele, City of Nixa
Mayor Corey Hendrickson, City of Willard	Mayor Jeff Ussery, City of Republic
Mr. Travis Koestner, MoDOT	Mr. Richard Walker, Citizen-at-Large
Mr. Michael Latuszek, FHWA (a)	

Others Present: Ms. Joelle Cannon, Senator Roy Blunt's Office; Mr. Carl Carlson, Olsson Associates; Mr. Chuck Branch, Ozark; Mr. Frank Miller, Mr. David Wyman, and Ms. Jenny Hall, MoDOT; Mr. Randell Wallace, Kutak Rock; Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chair Smith called the meeting to order at approximately 12:00 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. Cirtin moved to approve the October 18, 2018 agenda. Mr. Cameron seconded the motion and it was unanimously approved.

C. Approval of the June 21, 2018 Meeting Minutes

Mr. Cameron moved to approve the August 16, 2018 Meeting minutes. Mr. Weter seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

Mr. Cameron addressed a letter from the City of Republic that had been sent to the OTO regarding the US Highway 60 Corridor from Highway MM to James River Expressway on into Springfield. He noted the City of Republic had a developer who had approached them regarding developing along Highway 60. He stated the objective is to keep the traffic flow moving, and in evaluating the proposed development, it was evident that a traffic light would impede the flow of traffic.

Mr. Cameron noted while this development may not happen, the question is what the long-term plan is for protecting the interests of the Highway 60 Corridor to avoid excessive stops between Republic and Springfield. He added that is the intent of this letter.

E. Executive Director's Report

Sara Fields stated that the MoDOT Planning Partners' meeting was very good. She noted Governor Parsons had attended and stated his support for infrastructure and workforce development, and specifically asked for support for Proposition D. She stated that the Director of MoDOT, Patrick McKenna also spoke to the need for infrastructure. She added she was able to speak to some of the major concerns the OTO has, highlighting real data such as volume to capacity ratios, fatalities, etc. She noted her "take away" from the meeting was that Missouri has great leadership that is invested in ensuring the best transportation system for its citizens.

Ms. Fields stated a brochure regarding Proposition D, which highlights the allocations to every City and County, was distributed to the Board members. She outlined the various entities she had visited and shared information regarding the proposal, and offered to go to any meeting the members may know about to provide education regarding the transportation needs in our area.

Ms. Fields reminded the Board of Directors the OTO Legislative Breakfast is scheduled for October 25, 2018, at Touch Restaurant beginning at 7:30 am. She indicated she would provide talking points prior to the breakfast for the Board to use when speaking to the Legislators.

Chair Smith stated he wanted to compliment Ms. Fields on her presentation at the MoDOT Partners' meeting. He said she did a great job in representing the OTO, and Mr. Koestner did a great job representing the Southwest District.

F. MoDOT Update

Travis Koestner stated he wanted to reiterate Dan's comments on Sara's presentation at the Partner's meeting. He introduced David Wyman from the Southeast District of MoDOT and Jenny Hall who is over billboards for MoDOT. He stated MoDOT attempts to have directors visit around the state and welcomed them to the Southwest District.

Mr. Koestner stated he had asked to take a few minutes to discuss the projects MoDOT is working on. He noted the project discussion has become more detailed as the OTO and the Board have done an excellent job in addressing issues as they have come up. He noted he and Andy have discussed the necessity of having more detailed discussions with the OTO Technical Planning Committee to make sure community input is included in the decisions MoDOT makes for selecting projects for inclusion in the Statewide Transportation Improvement Program (STIP).

Mr. Koestner said the first project he wanted to address is I-44, which is a Statewide project. He said he believes that the I-44 project will require both three-laning and auxiliary lanes. He said the ballpark cost is around \$55 to \$60 million. He said he believed MoDOT could hold off on I-44 until the bridges are in need of repair.

The next project Mr. Koestner discussed was Highway 65. He said the contractor had started working on the three-laning from Evans Road to Route CC, and MoDOT has determined it would be expedient to proceed with the designing of the next sections. He noted that engineering costs have continued to rise, and getting it completed seemed to be the best option. The portion of Highway 65 from Route CC to Highway 14 is estimated at \$13 million; and from Highway 14 to Highway F is \$9.3 million.

Mr. Koestner stated the next project that is already in the STIP is the Highway 125 and US 60 interchange. He noted this is the highest crash location in the OTO area. He said that the queue at the Highway 125 signal is so long that it causes fatalities at other intersections as well. He said this job is in the STIP, but in his opinion it was not ranked as high as it should be. He said MoDOT estimates this at \$15 to \$16 million due to the need to acquire right-of-way and traffic volumes that will need to be dealt with during construction. He added that the fiscal year for this project is currently 2022; however, MoDOT would be interested in starting it right away. He added it is fine to move the jobs around in the STIP.

The next project discussed was Route 160 at AA and CC. This project is noted as traffic improvements, with a lot of the work being various interchange configurations or at-grade work. The MoDOT designers have conducted a Value Engineering study (VE) for this project and are meeting with all the partners involved to go over the study and determine the best way to proceed. He noted this job is slated for 2023 with an estimated cost of \$18 million in construction.

Mr. Koestner noted Route 60 is where MoDOT is seeing a lot of traffic; particularly US 60 west of Glenstone to past the US 60/Highway 65 interchange. He stated he is not sure if all the partners are ready to begin the work to make the necessary improvements.

Mr. Koestner stated MoDOT appreciates the City of Republic's concern regarding US 60 to Highway 413. He stated MoDOT would work with the City on how it should look west of Highway 413. He stated he recognizes the impact this has on traffic studies and also development in both the City of Springfield and the City of Republic.

The final project Mr. Koestner discussed was the US 60 east past Highway 125. He stated he believed this was the only section of four-lane roadway in the OTO area that still has at-grade intersections. He noted that MoDOT does not believe the Highland Springs entrance is the correct place for an interchange; but is open to the US 60/Farm Road (FR) 189 area, noting they have had meetings with the owner of the property at this location. He said he believes this is a better location due the hill and curve at the Highland Springs entrance. He added the MoDOT engineers believe the crash rate will increase if an interchange is put in this location.

Mr. Koestner stated these were the projects he wanted to highlight today and that MoDOT would be scheduling more time with the Technical Planning Committee to have indepth conversations regarding priorities. Mr. Koestner stated there are a lot of great projects in the STIP, but noted he believed the order and financing might require more indepth conversations.

Mr. O'Neal asked the spacing on US 60 from Highway 65 to FR 189. Mr. Koestner noted it is 1.1 miles, from both US 60 and Highway 125. In response to a question from Mr. O'Neal, Mr. Koestner reiterated that Mr. Childress is in favor of an interchange at this location.

Chair Smith asked Ms. Fields what the next step in the process should be. Ms. Fields responded MoDOT would be taking more time at the Technical Committee meetings to discuss future projects and their prioritization. She noted there is also a subcommittee that discusses the prioritization and scoring of the proposed projects and MoDOT was welcomed to take time at those meetings as well.

After some additional discussion, Ms. Fields stated she believed the best way to proceed was for the Board to approve the FY 2020-2024 STIP Priorities that was on the current agenda. Starting with the next fiscal year, MoDOT and the Technical Committee will begin to have more indepth discussions on future projects and how they are scored and ranked. She noted she plans to add thirty minutes to the Technical Planning Committee meetings for this discussion.

G. Legislative Reports

Joelle Cannon, Senator Roy Blunt's Office, stated she did not have any updates for the Board as the House and Senate are in recess until after the election. She stated she anticipates having some information on the BUILD grants in December.

II. New Business

A. 2020-2024 STIP Priorities

Sara Fields stated MoDOT, in conjunction with the Federal Highway Administration, asked the OTO for priorities for developing the STIP. She added she had also included the project

prioritization glossary that was used to score the projects. She noted the project scoring to be a starting point and that communities are welcome to come and indicate why they believed the data might not be an accurate picture of what is truly happening.

Ms. Fields noted a subcommittee had met and recommended the list included in the packet; the Technical Planning Committee had also recommended the Board approve the proposed priority list of projects.

Ms. Fields noted this is the fourth year this scoring criteria has been used to develop a list of priorities. She added that MoDOT has done an excellent job of programming these projects in the STIP. She noted she was recommending the Board approve this list of projects and then the Technical Planning Committee will work with MoDOT for developing the criteria for future lists.

Mr. Bengsch moved the Board of Directors approve the list of priorities for consideration by MoDOT for inclusion in the FY 2020-2024 STIP. Mr. Compton seconded the motion and it was unanimously approved.

B. Amendment Number One to the FY 2019-2022 TIP

Natasha Longpine noted this was the first amendment to our current TIP. She stated it was a scope addition to add a southbound turn lane from Plainview Road to Farm Road 157. She added this does not affect the cost of the project, but due to the length of the turn lane a full amendment is required.

Mr. Cameron moved the Board of Directors approve FY 2019-2022 Transportation Improvement Program Amendment Number One. Mr. Weter seconded the motion and it was unanimously approved.

C. Bridge, Pavement, and System Performance Measures

Natasha Longpine stated there is a requirement from the Federal Government to establish performance targets. The OTO is working with MoDOT to establish these targets, each which have its own requirements and timelines. She added the ones for consideration at this time are the Bridge and Pavement, and System Performance targets. There are six individual targets that comprise the Bridge and Pavement targets, which look at both Interstate and non-Interstate pavement. They also look at systems that are in good condition and those that are in poor condition. She said both the subcommittee and the Technical Committee voted to keep the statewide targets as the OTO targets in place.

Ms. Longpine stated there are six individual targets for System Performance, but only three of them apply to the OTO. Again, the subcommittee and the Technical Committee voted to keep the statewide targets as the OTO targets.

Mr. Weter moved the Board of Directors support the statewide targets for Bridge, Pavement, and System Performance. Ms. Hickey seconded the motion and it was unanimously approved.

D. Adoption of Resolution to Participate in LAGERS

Ms. Fields stated staff is very appreciative of the Board's authorizing the OTO to participate in the Local Government Employees Retirement System (LAGERS). She briefly reviewed the history of the legislation action that was required to allow this to occur. She added that in August the Board directed staff to initiate a 45-day comment period on the actuarial; no comments were received. She stated the Board needs to adopt a resolution to be sent to LAGERS stating the intention of the OTO to begin participation in this plan. She reviewed the Options that the Board must select and staff's recommendations on each. The options to be included are:

1. The OTO will be non-contributory.
2. The final average salary calculation will be for five years.
3. The OTO will not participate in the Rule of 80.
4. The benefit plan selected will be L-6, which is a 2% multiplier, which is the same as the City of Nixa, the City of Springfield, and City Utilities.

In addition, Ms. Fields stated staff is recommending the OTO pay the unfunded liability amount of \$166,512.00 which will make the plan 100% funded on Day 1. This will also reduce the annual contribution that will be required by the OTO to fund the pension.

Mr. Weiler moved the Board of Directors adopt the resolution as presented. Mr. Jansen seconded the motion and it was approved with Mr. Cirtin abstaining.

E. Budget Amendment One to FY 2018-2019 Operating Budget

Kimberly Cooper stated as the Board has approved the one-time payment to LAGERS for the unfunded Liability, a budget adjustment to the FY 2019 Operational Budget is required. She added this will not be included in the Unified Planning Work Program (UPWP) budget, just the Operational budget. She noted the costs will be covered with the unrestricted funds. She added amendment does comply with the GFOA Best Practices for a fully funded pension plan. She highlighted the information that shows the cost savings by funding the pension at 100% on January 1, 2019.

Mr. Cameron moved the Board of Directors approve the Budget Amendment One to the FY 2018-2019 Operating Budget for the purposes of funding LAGERS future liabilities at 100% effective January 1, 2019. Mr. Jansen seconded the motion and it was approved with Mr. Cirtin abstaining.

F. 2019 Legislative Priorities

Sara Fields reviewed the proposed 2019 Legislative Priorities, noting these are the priorities that staff and the Board use when speaking with our Legislators, noting the list contained both Federal and State priorities.

Ms. Hickey moved the Board of Directors approve the 2019 Legislative Priorities. Mr. Cossey seconded the motion and it was unanimously approved.

G. 2017 State of Transportation Report

Natasha Longpine reviewed the 2017 State of Transportation report and the infographic that had been distributed to the Board. She briefly highlighted some items she believed would be of interest to the Board, noting crashes have increased, but fatalities are down. She added that the airport has been experiencing an increase in passengers, and is just shy of one million.

Chair Smith noted this report and infographic was for informational purposes only and no action of the Board of Directors was required.

E. Nominating Committee

Sara Fields stated it is time for the Board of Directors to appoint the officers and Executive Committee for 2019. She stated she was seeking volunteers to serve on the Nominating Committee.

Following a brief discussion, Mr. O'Neal moved to appoint Brian Weiler, Travis Cossey, and Brad Gray to serve as the Nominating Committee. Mr. Cameron seconded the motion and it was unanimously approved.

III. Other Business

A. Board of Directors Member Announcements

Ray Weter noted that Elise Crain's term on the OTO Board of Directors had expired and she chose not to serve another three-year term. The Christian County Commission is recommending the appointment of Chuck Branch to replace Dr. Crain as the Christian County Citizen-at-Large. Ms. Fields noted this would be voted on at the December Board Meeting.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues to be brought to the Board of Directors.

C. Articles for Board of Directors Member Information

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

IV. Closed Meeting

Mr. O'Neal moved in accordance with Section 610.021 (1), RSMo. 2017, the Board of Directors hold a closed meeting to discuss legal actions, causes of action, litigation, privileged and confidential communications; and this meeting, record, and vote be closed and the Board of Directors stand adjourned at the end of the closed meeting. Mr. Weter seconded the motion and it was approved by the following Roll Call Vote:

Aye: Bodenhamer, Bengsch, Cameron, Childers, Cirtin, Compton, Cossey, Crain, Gray, Hickey, Jansen, O'Neal, Smith, Weiler, and Weter.

Nay: None.

Absent: Fisk, Walker.

Others: Randell Wallace, Sara Fields, Brenda Cirtin

Following a brief discussion with legal counsel, Dr. Crain left the meeting at 1:14 p.m. Ms. Fields reviewed the history of the legal action that was the subject of this Closed Session. Mr. Weter left the Closed Session at approximately 1:30 p.m.

Mr. O'Neal moved the Board of Directors authorize the Insurance Company to settle this lawsuit for a "not to exceed" amount, and that the Executive Committee is authorized to sign the settlement agreement, if it is below the above referenced amount. Mr. Cameron seconded the motion and it was approved by the following vote:

Aye: Bodenhamer, Bengsch, Cameron, Childers, Cirtin, Compton, Cossey, Gray, Hickey, Jansen, O'Neal, Smith, and Weiler.

Nay: None.

Absent: Crain, Fisk, Walker and Weter.

With no further business to come before the Board, the meeting adjourned at approximately 1:40 p.m.

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS E-MEETING MINUTES
December 4, 2018**

The Board of Directors of the Ozarks Transportation Organization held an electronic meeting at its scheduled time of 1:30 p.m. The item for discussion was as follows:

1. FY 2019-2022 Transportation Improvement Program Amendment Two.

Eight items are included with FY 2019-2022 TIP Amendment Number 2. These items include two projects recommended by the Transportation Alternatives Program Subcommittee, two projects which allow the City of Nixa to reimburse funding to MoDOT, and four scoping projects requested by MoDOT.

Mr. O’Neal moved to approve Amendment 2 to the FY 2019-2022 Transportation Improvement Program, including the allocation of TAP funding for Willard and Strafford. Mr. Jansen seconded the motion and it was approved by the following vote:

Aye: Bodenhamer, Cameron, Cirtin, Cossey, Fisk, Gray, Jansen, Smith, Walker, and Weiler.
Nay: None.

Dan Smith, OTO Board of Directors Chairman, adjourned the electronic meeting of the OTO Board of Directors at 2:55 p.m.

TAB 2

From: [Comment Comment](#)
To: ["rockyd57 ."](#)
Cc: [Sara Fields](#)
Subject: RE: Poor Night Driving in Rain
Date: Monday, October 22, 2018 9:36:00 AM

Good Morning!

Thank you for your comments. I have forwarded them to MoDOT as the routes you discussed are under their jurisdiction.

If you have any additional questions or concerns, please feel free to contact the OTO and we will ensure they are forwarded to the appropriate entity.

Thank you,

Brenda M. Cirtin
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807
417.865.3042 Ext. 105
bcirtin@ozarkstransportation.org



From: rockyd57 . <dimuzio57@gmail.com>
Sent: Saturday, October 20, 2018 10:57 PM
To: Comment Comment <comment@ozarkstransportation.org>
Subject: Poor Night Driving in Rain

Driving either Rt.65 or Rt.60 in the Springfield area in the rain it is so hard to see the white or yellow lines on the road...seems to me they use very poor or cheap grade of paint,there's no reflection from the paint,let alone hardly seeing it,and it's recently been painted... seems like the roads are always being worked on,why not start from the beginning and use a better grade of paint to be seen in the rain and at night...

From: WordPress
To: [Comment Comment](#)
Subject: [] Please moderate: "Public Input: FY 2020-2023 Transportation Improvement Program"
Date: Wednesday, December 5, 2018 11:56:22 AM

A new comment on the post "Public Input: FY 2020-2023 Transportation Improvement Program" is waiting for your approval

<https://giveusyourinput.org/public-comment/public-input-fy-2020-2023-transportation-improvement-program/>

Author: David (IP address: 108.161.84.234, 108-161-84-234.client.mchsi.com)

Email: Navymr@yahoo.com

URL:

Comment:

Please don't even have the far left lane on a highway end with a merge especially at an exit on ramp. I've driven from ozark to kearney St in Springfield and the traffic has never been worse that what it is right now. You made 4 lanes of traffic converge into 2. People of Missouri that haven't driven in big cities do not know what to do when a left lane ends. My 17 minute drive time has increased to at least 30-45min. I don't even want to think about the amount of fuel I've wasted. I get it probably has something to do with Leaving Greene County and entering Christian. And I'm glad to see work is starting now to extend that 3rd lane. Looking back something better could have been done.

Approve it: <https://giveusyourinput.org/wp-admin/comment.php?action=approve&c=9823#wpbody-content>

Trash it: <https://giveusyourinput.org/wp-admin/comment.php?action=trash&c=9823#wpbody-content>

Spam it: <https://giveusyourinput.org/wp-admin/comment.php?action=spam&c=9823#wpbody-content>

Currently 5 comments are waiting for approval. Please visit the moderation panel:

https://giveusyourinput.org/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content

From: [Andrea Mailat](#)
To: [Comment](#) [Comment](#)
Subject: Transportation Improvement in Nixa, MO
Date: Wednesday, December 5, 2018 8:46:44 AM

Hello,

I think that adding a four way stop at the intersection of Rosedale Rd and Gregg Rd in Nixa, MO will provide safer transportation for the citizens. It is very hard to see the oncoming traffic when turning onto Gregg Rd from Rosedale Rd. I appreciate the opportunity of letting me speak out.

Thank you,

Andrea

From: [rockyd57.](#)
To: [Comment Comment](#)
Subject: Re: FW: Public Comment Received by OTO - FW: Poor Night Driving in Rain
Date: Wednesday, October 24, 2018 3:45:15 PM

I thought they did it this year, but that's not the issue it's about not really seeing the lines when it rains, maybe it's cheap paint or the lights, whatever, there's no reflection to it... I'm not the only one that complains about, because whoever is in my car I ask them when it rains can you see the lines, and their response is "no" it's hard to see... maybe I'm making too much out of this, but doing a lot of driving I just notice it a lot... what can one person do, oh well thanks for your responses, I appreciate it a lot... this will be the end of it...
Thanks again

On Wed, Oct 24, 2018, 10:01 AM Comment Comment <comment@ozarkstransportation.org> wrote:

Sir,

This is the response the OTO received from MoDOT. Please let me know if we can be of any additional assistance to you.

Thank you.

Brenda M. Cirtin

2208 W. Chesterfield Blvd., Suite 101

Springfield, MO 65807

417.865.3042 Ext. 105

bcirtin@ozarkstransportation.org



Cc: Comment Comment <comment@ozarkstransportation.org>

Subject: RE: Public Comment Received by OTO - FW: Poor Night Driving in Rain

Greene County U.S. 65 was striped June 15, 2018 and U.S. 60 was striped on August 8, 2018.

They will be striped again next year.

From: Comment Comment [<mailto:comment@ozarkstransportation.org>]

Sent: Monday, October 22, 2018 9:35 AM

To: Frank Miller

Subject: FW: Poor Night Driving in Rain

Frank,

Not sure who this should go to, but wanted to pass it along as these routes are MoDOT.

From: rockyd57 . <dimuzio57@gmail.com>

Sent: Saturday, October 20, 2018 10:57 PM

To: Comment Comment <comment@ozarkstransportation.org>

Subject: Poor Night Driving in Rain

Driving either Rt.65 or Rt.60 in the Springfield area in the rain it is so hard to see the white or yellow lines on the road...seems to me they use very poor or cheap grade of paint,there's no reflection from the paint,let alone hardly seeing it,and it's recently been painted... seems like the roads are always being worked on,why not start from the beginning and use a better grade of paint to be seen in the rain and at night...

TAB 3

BOARD OF DIRECTORS AGENDA 12/20/2018; ITEM II.A.

Administrative Modification 1 to the FY 2019-2022 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The following changes are included as part of Administrative Modification One to the FY 2019-2022 Transportation Improvement Program.

FF and Weaver Road Sidewalks

From EN1513 to EN1513-19AM1

Adding or deleting a project development phase of a project (Env. Doc, PE, Design, ROW, Constr. Or Other) without major changes to the scope of the project:

Removing ROW Phase

Changes in a project's programmed amount less than 15% (up to \$2,000,000):

Adding \$42,465 to the total programmed cost of the project, with a slight reduction in engineering funding, the removal of right-of-way funding, and the addition of construction funding, for a new total programmed amount of \$610,616.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is included for informational purposes only. No action is required.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

30 October 2018

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number One to the OTO FY 2019-2022 Transportation Improvement Program (TIP) on October 30, 2018. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1513-19AM1 **FF AND WEAVER ROAD SIDEWALKS**

Route Weaver

From Various

To Various

Location City of Battlefield

Federal Agency FHWA

Project Sponsor City of Battlefield

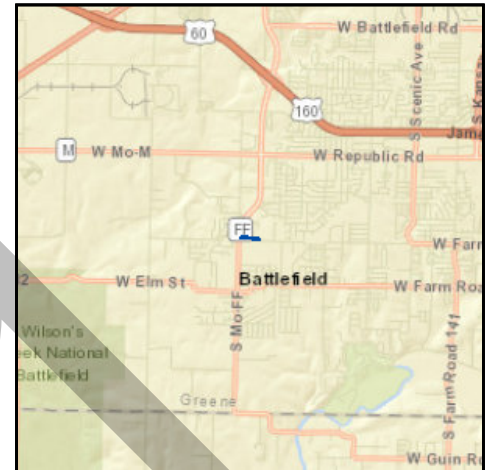
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901814



Project Description

Construct a sidewalk from the Wilson's Creek Intermediate School campus west along the north side of Farm Road 178/Weaver Road to State Highway FF, sidewalks along FF from north of Weaver to Rose Terrace, and increasing the turning radii at FF and 2nd.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	ENG	\$68,823	\$0	\$0	\$0	\$68,823
LOCAL	Local	ENG	\$17,205	\$0	\$0	\$0	\$17,205
FHWA (STBG-U)	Federal	CON	\$419,671	\$0	\$0	\$0	\$419,671
LOCAL	Local	CON	\$104,917	\$0	\$0	\$0	\$104,917
Totals			\$610,616	\$0	\$0	\$0	\$610,616

Notes

Non-Federal Funding Source: City of Battlefield 1/2-Cent Transportation Sales Tax

Prior Cost	\$57,448
Future Cost	\$0
Total Cost	\$668,064



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1513 **FF AND WEAVER ROAD SIDEWALKS**

Route Weaver

From Various

To Various

Location City of Battlefield

Federal Agency FHWA

Project Sponsor City of Battlefield

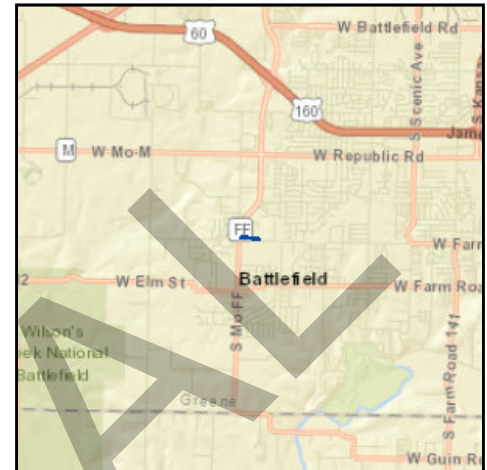
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901814



Project Description

Construct a sidewalk from the Wilson's Creek Intermediate School campus west along the north side of Farm Road 178/Weaver Road to State Highway FF, sidewalks along FF from north of Weaver to Rose Terrace, and increasing the turning radii at FF and 2nd.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	ENG	\$68,845	\$0	\$0	\$0	\$68,845
LOCAL	Local	ENG	\$17,210	\$0	\$0	\$0	\$17,210
FHWA (STBG-U)	Federal	ROW	\$10,505	\$0	\$0	\$0	\$10,505
LOCAL	Local	ROW	\$2,626	\$0	\$0	\$0	\$2,626
FHWA (STBG-U)	Federal	CON	\$375,172	\$0	\$0	\$0	\$375,172
LOCAL	Local	CON	\$93,793	\$0	\$0	\$0	\$93,793
Totals			\$568,151	\$0	\$0	\$0	\$568,151

Notes

Non-Federal Funding Source: City of Battlefield 1/2-Cent Transportation Sales Tax

Prior Cost	\$57,448
Future Cost	\$0
Total Cost	\$625,599

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	TOTAL
2019						
EN1513	\$488,494	\$0	\$0	\$122,122	\$0	\$610,616
EN1705	\$0	\$300,000	\$581,600	\$0	\$220,400	\$1,102,000
EN1706	\$0	\$0	\$8,800	\$0	\$2,200	\$11,000
EN1708-17A3	\$0	\$0	\$156,800	\$272,000	\$39,200	\$468,000
EN1801-18	\$0	\$0	\$120,800	\$0	\$30,200	\$151,000
EN1802-18	\$0	\$0	\$24,000	\$0	\$6,000	\$30,000
EN1803-18A3	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$104,000	\$0	\$26,000	\$130,000
SUBTOTAL	\$2,488,494	\$300,000	\$996,000	\$894,122	\$324,000	\$5,002,616
2020						
EN1706	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1801-18	\$0	\$264,000	\$509,600	\$0	\$193,400	\$967,000
EN1802-18	\$0	\$0	\$271,200	\$0	\$67,800	\$339,000
EN1901-19	\$0	\$0	\$272,000	\$0	\$68,000	\$340,000
EN2001-18	\$132,160	\$0	\$0	\$33,040	\$0	\$165,200
SUBTOTAL	\$132,160	\$264,000	\$1,060,800	\$33,040	\$331,200	\$1,821,200
2021						
EN1706	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1802-18	\$0	\$0	\$1,283,200	\$0	\$320,800	\$1,604,000
EN1901-19	\$0	\$313,000	\$1,137,400	\$0	\$362,600	\$1,813,000
EN2101-18	\$53,760	\$0	\$0	\$13,440	\$0	\$67,200
EN2102-18	\$74,368	\$0	\$0	\$18,592	\$0	\$92,960
SUBTOTAL	\$128,128	\$313,000	\$2,428,600	\$32,032	\$685,400	\$3,587,160
2022						
EN2201-19	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
SUBTOTAL	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
GRAND TOTAL	\$2,748,782	\$1,153,800	\$4,485,400	\$959,194	\$1,409,800	\$10,756,976

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)				Local	MoDOT	TOTAL
	STBG-U	TAP	STBG	STAP			
PRIOR YEAR							
Balance	\$ 2,748,782	\$ 551,469	N/A	N/A	\$ -	\$ -	\$ 3,300,251
FY 2019							
Funds Anticipated	*See note below	\$ 425,715	\$996,000.00	\$300,000.00	\$ 894,122	\$ 324,000	\$ 2,939,837
Funds Programmed	(\$2,488,494.00)	\$ -	(\$996,000.00)	(\$300,000.00)	(\$894,122.00)	(\$324,000.00)	(\$5,002,616.00)
Running Balance	\$260,288.00	\$977,184.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,237,472.00
FY 2020							
Funds Anticipated	*See note below	\$434,229.00	\$1,060,800.00	\$264,000.00	\$33,040.00	\$331,200.00	\$2,123,269.00
Funds Programmed	(\$132,160.00)	\$ -	(\$1,060,800.00)	(\$264,000.00)	(\$33,040.00)	(\$331,200.00)	(\$1,821,200.00)
Running Balance	\$128,128.00	\$1,411,413.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,539,541.00
FY 2021							
Funds Anticipated	*See note below	\$442,913.00	\$2,428,600.00	\$313,000.00	\$32,032.00	\$685,400.00	\$3,901,945.00
Funds Programmed	(\$128,128.00)	\$ -	(\$2,428,600.00)	(\$313,000.00)	(\$32,032.00)	(\$685,400.00)	(\$3,587,160.00)
Running Balance	\$0.00	\$1,854,326.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,854,326.00
FY 2022							
Funds Anticipated	*See note below	\$451,772.00	\$0.00	\$276,800.00	\$0.00	\$69,200.00	\$797,772.00
Funds Programmed	\$ -	\$ -	\$ -	(\$276,800.00)	\$ -	(\$69,200.00)	(\$346,000.00)
Running Balance	\$0.00	\$2,306,098.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,306,098.00

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

STATE AND FEDERAL

Table H.1 Summary	2019	2020	2021	2022
MoDOT State/Federal Funding	\$66,952,800	\$45,381,000	\$41,931,000	\$44,584,000

Table H.2	STBG-Urban	TAP	BRM	5307	5310	5339
Carryover Balance through FY2018	\$19,940,547.00	\$551,468.79	\$963,132	\$0	\$477,901	\$755,919
Anticipated Allocation FY2019	\$6,421,993.17	\$425,714.73	\$0	\$2,653,592	\$278,279	\$383,326
Anticipated Allocation FY2020	\$6,550,433.04	\$434,229.02	\$0	\$2,706,664	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,681,441.70	\$442,913.61	\$0	\$2,760,797	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,815,070.53	\$451,771.87	\$0	\$2,852,013	\$295,312	\$403,728
Total Anticipated Allocation	\$26,468,938	\$1,754,629.23	\$0.00	\$10,973,066	\$1,146,957	\$1,573,839
Programmed through FY2022	(\$33,571,525.00)	(\$0.00)	(\$963,132)	(10,973,066)	(\$1,373,701)	(\$1,776,919)
Estimated Carryover Balance Through FY 2022	\$12,837,960.00	\$2,306,098.02	\$0	\$0	\$251,157	\$552,839

LOCAL

Table H.3 Motor Fuel Taxes, Vehicle Sales and Use Taxes, and Vehicle Fee Projections					
	2019	2020	2021	2022	TOTAL
Christian	\$1,520,693	\$1,520,693	\$1,520,693	\$1,520,693	\$6,082,772
Greene	\$3,724,547	\$3,724,547	\$3,724,547	\$3,724,547	\$14,898,188
Battlefield	\$223,433	\$223,433	\$223,433	\$223,433	\$893,732
Nixa	\$760,312	\$760,312	\$760,312	\$760,312	\$3,041,248
Ozark	\$712,268	\$712,268	\$712,268	\$712,268	\$2,849,072
Republic	\$589,600	\$589,600	\$589,600	\$589,600	\$2,358,400
Springfield	\$6,375,160	\$6,375,160	\$6,375,160	\$6,375,160	\$25,500,640
Strafford	\$94,250	\$94,250	\$94,250	\$94,250	\$377,000
Willard	\$211,362	\$211,362	\$211,362	\$211,362	\$845,448
TOTAL	\$14,211,625	\$14,211,625	\$14,211,625	\$14,211,625	\$55,868,384

Table H.4 Local Tax Revenue Projections					
	2019	2020	2021	2022	TOTAL
Christian County Sales Tax	\$3,910,000	\$3,910,000	\$3,910,000	\$3,910,000	\$15,640,000
Christian County Property Tax	\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
Greene County Sales Tax	\$14,330,000	\$14,330,000	\$14,330,000	\$14,330,000	\$57,320,000
Greene County Property Tax	\$5,910,629	\$5,910,629	\$5,910,629	\$5,910,629	\$23,642,516
City of Battlefield Sales Tax	\$128,600	\$128,600	\$128,600	\$128,600	\$514,400
City of Nixa Sales Tax	\$1,423,000	\$1,423,000	\$1,423,000	\$1,423,000	\$5,692,000
City of Ozark Sales Tax	\$1,147,500	\$1,147,500	\$1,147,500	\$1,147,500	\$4,590,000
City of Republic Sales Tax	\$1,245,993	\$1,245,993	\$1,245,993	\$1,245,993	\$4,983,972
City of Springfield Sales Tax	\$5,625,000	\$5,625,000	\$5,625,000	\$5,625,000	\$22,500,000
City of Springfield CIP Sales Tax	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	\$45,000,000
City of Willard Sales Tax	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
TOTAL	\$45,330,722	\$45,330,722	\$45,330,722	\$45,330,722	\$181,322,888

Table H.9 Local Share Financial Capacity	2019	2020	2021	2022
City of Battlefield				
Total Available Revenue	\$386,908.00	\$386,908.00	\$386,908.00	\$386,908.00
Carryover Balance from Prior Year	--	\$245,341.59	\$603,809.31	\$961,765.10
Estimated Operations and Maintenance Expenditures	(\$27,937.41)	(\$28,440.28)	(\$28,952.21)	(\$29,473.35)
Estimated TIP Project Expenditures	(\$156,094.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$202,876.59	\$603,809.31	\$961,765.10	\$1,319,199.75
City of Nixa				
Total Available Revenue	\$2,183,312.00	\$2,183,312.00	\$2,183,312.00	\$2,183,312.00
Carryover Balance from Prior Year	--	\$1,133,467.33	\$2,850,424.14	\$4,831,659.26
Estimated Operations and Maintenance Expenditures	(\$164,084.67)	(\$167,038.19)	(\$170,044.88)	(\$173,105.68)
Estimated TIP Project Expenditures	(\$885,760.00)	(\$299,317.00)	(\$32,032.00)	\$0.00
Amount Available for Local Projects	\$1,133,467.33	\$2,850,424.14	\$4,831,659.26	\$6,841,865.58
City of Ozark				
Total Available Revenue	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00
Carryover Balance from Prior Year	--	\$1,024,120.85	\$2,719,632.86	\$4,557,762.26
Estimated Operations and Maintenance Expenditures	(\$20,880.15)	(\$21,255.99)	(\$21,638.60)	(\$22,028.09)
Estimated TIP Project Expenditures	(\$814,767.00)	(\$143,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,024,120.85	2,719,632.86	\$4,557,762.26	\$6,395,502.17
City of Republic				
Total Available Revenue	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00
Carryover Balance from Prior Year	--	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26
Estimated Operations and Maintenance Expenditures	(\$123,682.93)	(\$125,909.22)	(\$128,175.59)	(\$130,482.75)
Estimated TIP Project Expenditures	(\$248,200.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26	\$7,023,921.51
City of Springfield				
Total Available Revenue	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00
Carryover Balance from Prior Year	--	\$20,677,694.99	\$43,223,956.78	\$65,810,002.87
Estimated Operations and Maintenance Expenditures	(\$2,467,567.01)	(\$2,511,983.21)	(\$2,557,198.91)	(\$2,603,228.49)
Estimated TIP Project Expenditures	(\$1,997,983.00)	(\$85,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$20,677,694.99	\$43,223,956.78	\$65,810,002.87	\$88,350,019.38

Table H.9 Local Share Financial Capacity cont.	2019	2020	2021	2022
City of Strafford				
Total Available Revenue	\$112,650.00	\$112,650.00	\$112,650.00	\$112,650.00
Carryover Balance from Prior Year	--	\$109,689.76	\$219,326.23	\$328,908.46
Estimated Operations and Maintenance Expenditures	(\$2,960.24)	(\$3,013.53)	(\$3,067.77)	(\$3,122.99)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$109,689.76	\$219,326.23	\$328,908.46	\$438,435.47
City of Willard				
Total Available Revenue	\$481,652.00	\$481,652.00	\$481,652.00	\$481,652.00
Carryover Balance from Prior Year	--	\$146,897.68	\$585,386.15	\$1,023,097.68
Estimated Operations and Maintenance Expenditures	(\$42,400.32)	(\$43,163.53)	(\$43,940.47)	(\$44,731.40)
Estimated TIP Project Expenditures	(\$292,354.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$146,897.68	\$585,386.15	\$1,023,097.68	\$1,460,018.28
Christian County				
Total Available Revenue	\$5,550,693.00	\$5,550,693.00	\$5,550,693.00	\$5,550,693.00
Carryover Balance from Prior Year	--	\$5,472,895.13	\$10,944,389.90	\$16,414,459.10
Estimated Operations and Maintenance Expenditures	(\$77,797.87)	(\$79,198.23)	(\$80,623.80)	(\$82,075.03)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$5,472,895.13	\$10,944,389.90	\$16,414,459.10	\$21,883,077.07
Greene County				
Total Available Revenue	\$23,965,176.00	\$23,965,176.00	\$23,965,176.00	\$23,965,176.00
Carryover Balance from Prior Year	--	\$20,044,257.66	\$38,382,166.74	\$61,774,373.41
Estimated Operations and Maintenance Expenditures	(\$551,921.34)	(\$561,855.92)	(\$571,969.33)	(\$582,264.78)
Estimated TIP Project Expenditures	(\$3,368,997.00)	(\$5,065,411.00)	(\$1,000.00)	(\$2,254,521.00)
Amount Available for Local Projects	\$20,044,257.66	\$38,382,166.74	\$61,774,373.41	\$82,902,763.63
City Utilities				
Total Available Revenue	\$9,179,500.00	\$8,129,500.00	\$8,818,500.00	\$9,663,500.00
Estimated Operations and Maintenance Expenditures	(\$5,793,800.00)	(\$5,897,676.00)	(\$6,001,630.00)	(\$6,105,662.00)
Available for TIP Project Expenditures	\$3,385,700.00	\$2,231,824.00	\$2,816,870.00	\$3,557,838.00
Carryover from Prior Year	--	\$3,290,627.00	\$5,181,363.00	\$7,448,538.00
Estimated TIP Project Expenditures	(\$95,073.00)	(\$341,088.00)	(\$549,695.00)	(\$117,267.00)
Amount Available for Local Projects	\$3,290,627.00	\$5,181,363.00	\$7,448,538.00	\$10,889,109.00

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 11/14/2018; ITEM II.B.

Federal Functional Classification Change Request

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

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

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

The OTO has requested the following change to the federal functional classification system. The application is included.

1) Rosedale Road, from Gregg Rd to Main St.

Current Functional Classification – Local

Requested Functional Classification – Major Collector

Major Thoroughfare Plan – Secondary Arterial

Reasoning – Rosedale serves as important east/west connection in southern Nixa. It connects two major collectors and a secondary arterial to US 160. Its current classification is inconsistent with its current and future functioning.

TECHNICAL COMMITTEE ACTION TAKEN:

At its regular meeting of on November 14, 2018, the Technical Planning Committee unanimously recommended the Board of Directors approve the Functional Classification Change.

BOARD OF DIRECTORS ACTION REQUESTED:

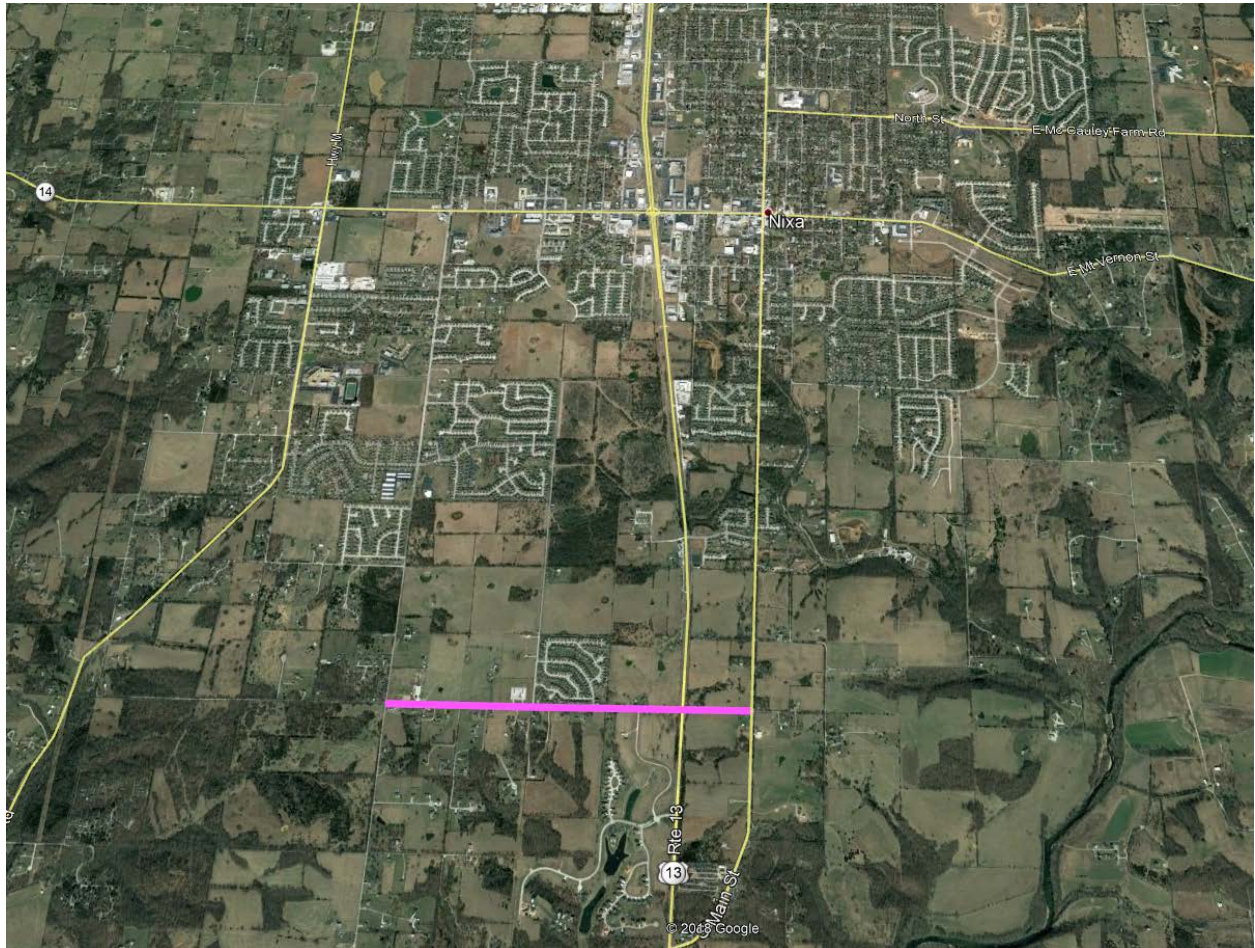
That a member of the Board of Directors makes one of the following motions:

“Move to approve of the Functional Classification Change.”

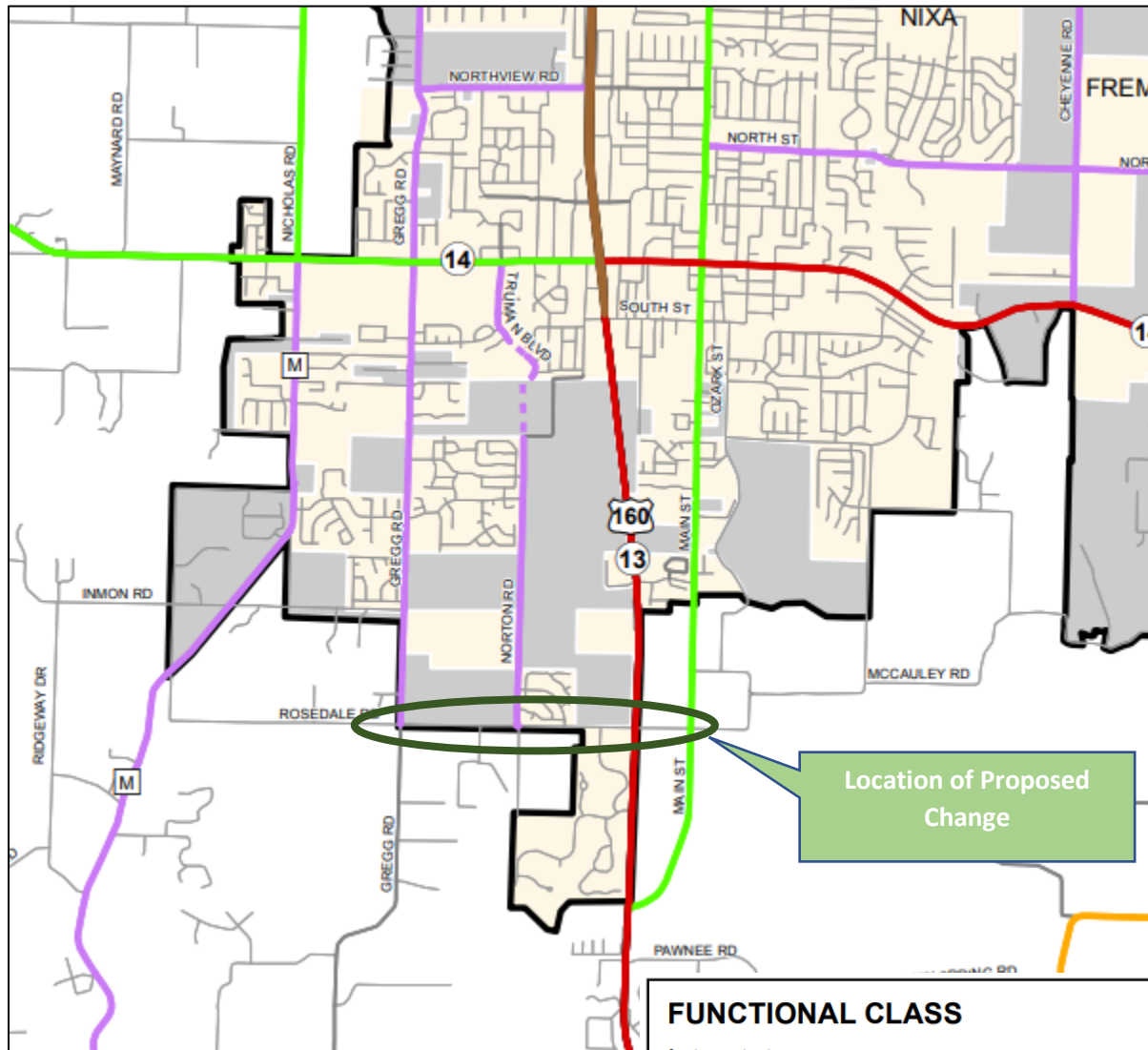
OR

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

Functional Classification Change:
Rosedale Rd.



Existing Classifications: Southern Nixa



FUNCTIONAL CLASS

- Interstate —
- Other Freeway and Expressway —
- Other Principal Arterial —
- Minor Arterial —
- Major Collector —
- Minor Collector —
- Local —

CITY

URBAN AREA

Federal-Aid highways exclude local roads
and rural minor collectors.

TAB 5

BOARD OF DIRECTORS AGENDA 12/20/2018; ITEM II.C.

FY 2019 Safety and Transit Asset Management 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 and Transit Asset Management (TAM) Targets are required to be set by the end of February 2019.

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. After review of the information and much discussion, the OTO Performance Measures Subcommittee voted to support the MoDOT targets, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2018
Number of Fatalities	857.7
Fatality Rate per 100 Million VMT	1.163
Number of Serious Injuries	4,559.3
Serious Injury Rate per 100 Million VMT	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431.9

Four individual targets comprise the TAM Targets:

1. Equipment
2. Rolling Stock
3. Facilities
4. Infrastructure

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets. After review of the information and much discussion, the OTO Performance Measures Subcommittee voted to support the MoDOT targets (two targets are not applicable as no participating entity has support or maintenance vehicles that exceeded \$50,000 at purchase nor are there any rail fixed-guideway systems in the state plan):

MoDOT FY 2019 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50k at purchase)		N/A
Rolling Stock		
Automobiles, Minivans, Vans	8 Years Useful Life	45%
Cutaways	10 Years Useful Life	45%
Buses	14 Years Useful Life	45%
Facilities		
Administrative, Passenger Stations (buildings), and Parking Facilities	30% with a condition rating below 3.0 on FTA’s TERM Scale	
Maintenance Facilities	25% with a condition rating below 3.0 on FTA’s TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

FTA TERM RATING SCALE

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life

PERFORMANCE MEASURES SUBCOMMITTEE ACTION TAKEN:

At its meeting on October 22, 2018, the Performance Measures Subcommittee unanimously recommended that OTO should plan and program in support of the statewide targets for safety and transit asset management.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on November 14, 2018, the Technical Planning Committee unanimously recommended that the Board of Directors supports the statewide safety and transit asset management targets.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to support the statewide safety and transit asset management targets.”

OR

“Move that the Performance Measures Subcommittee review the safety targets and/or the transit asset management targets with the following considerations...”

Safety/TAM Meeting Summary – 10/22/2018

Recommendation:

It was the recommendation of the committee that OTO support the statewide safety targets and the statewide transit asset management targets.

Discussion:

Natasha Longpine presented background information on the performance measure and target setting process as required in the current surface transportation authorization bill. This included a reminder of the schedule for target setting, what has already been set, and what this means for safety and transit asset management.

Ms. Longpine reviewed the five safety targets, explained that they are on a 5-year rolling average, and compared the new statewide targets to the previous ones. MoDOT's targets were adjusted to continue working toward the goals set in the Blueprint for Safety, with a goal of 9 percent reduction in fatalities, a five percent reduction for serious injuries, and a 4 percent reduction for bike/ped. Last year, these were 7, 4, and 4 respectively. VMT growth is still assumed to be 1 percent.

MoDOT's and OTO's numbers were shared with the committee for each target, as well as crash maps showing the past five years and year-to-date. Discussion revolved around the fact that OTO's numbers are small enough that it is hard to gauge a trend, especially for fatalities.

In concluding that OTO should follow the state safety targets, the Committee reasoned that:

- MoDOT's aggressive efforts (and OTO's partnership on the Blueprint for Safety Coalition) will create results in the OTO region
- There is a lot of variability on the local level
- Education will be key to addressing much of the crash causes

The Committee unanimously recommended that OTO support the state safety targets with a motion from Dave O'Connor and a second from King Coltrin.

MoDOT Safety Targets based on a 5-Year Rolling Average:

Performance Measure	Statewide Target for CY2018
Number of Fatalities	857.7
Fatality Rate per 100 Million VMT	1.163
Number of Serious Injuries	4,559.3
Serious Injury Rate per 100 Million VMT	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431.9

Next, Ms. Longpine reviewed the transit asset management (TAM) targets. She explained that City Utilities Transit is part of the statewide plan and so the committee will be reviewing statewide level targets. The targets and their definitions were discussed. Ms. Longpine stated that the statewide plan was just completed by MoDOT, so though targets had been set before, these come from the ones in the

statewide TAM plan. Two targets are not applicable in MoDOT's plan, as no participating entity has support or maintenance vehicles that exceeded \$50,000 at purchase nor are there any rail fixed-guideway systems in the state plan.

The Committee reasoned that since City Utilities is part of the statewide TAM plan and is supportive of its targets, OTO should also follow the state TAM targets. Also, there are no other transit providers in the region subject to these requirements.

The Committee unanimously recommended that OTO support the state TAM targets with a motion from Dave O'Connor and a second from Cindy Dunnaway.

MoDOT Transit Asset Management Targets:

MoDOT FY 2019 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50k at purchase)		N/A
Rolling Stock		
Automobiles, Minivans, Vans	8 Years Useful Life	45%
Cutaways	10 Years Useful Life	45%
Buses	14 Years Useful Life	45%
Facilities		
Administrative, Passenger Stations (buildings), and Parking Facilities	30% with a condition rating below 3.0 on FTA’s TERM Scale	
Maintenance Facilities	25% with a condition rating below 3.0 on FTA’s TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

FTA TERM RATING SCALE

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life



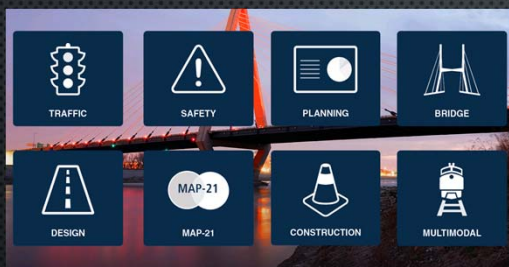
PERFORMANCE MEASURES

OZARKS TRANSPORTATION ORGANIZATION TARGET SETTING

IMPACT TO OTO



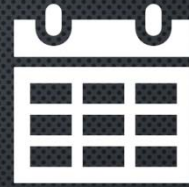
MODOT DATA SUPPORT



OTO ACTIONS

- UPDATE PLANS AND POLICIES TOWARD ACHIEVING TARGETS
- ESTABLISH TARGETS
- REVIEW TARGETS AT PRESCRIBED INTERVALS
- REPORT TARGETS TO MODOT

TIMING



- STATES HAVE 12 MONTHS FROM DATE MEASURES ESTABLISHED
- MPOs HAVE 180 DAYS AFTER STATES SET TARGETS
- REGULATIONS STARTED UNDER MAP-21, POSTPONED PENDING FAST ACT, NOW ACTIVE
- TRANSIT – SET FEBRUARY 2017, UPDATE WITH TIP
- SAFETY – SET BY FEBRUARY 2018, UPDATE ANNUALLY
- BRIDGE AND PAVEMENT CONDITION – SET BY NOVEMBER 2018, UPDATE EVERY 4 YEARS
- PERFORMANCE – SET BY NOVEMBER 2018, UPDATE EVERY 4 YEARS
- PLANNING – SET AND UPDATE WITH EACH LRTP, REPORT IN TIP
- **TRANSIT – SET 180 DAYS AFTER FINAL TAM PLAN**
- **SAFETY – ANNUAL – UPDATE BY FEBRUARY 2019**

SAFETY TARGETS



5 YEAR
ROLLING
AVERAGE

- NUMBER OF FATALITIES
- RATE OF FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED (VMT)
- NUMBER OF SERIOUS INJURIES
- RATE OF SERIOUS INJURIES
- NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES

MODOT SAFETY TARGETS

CY 18

857.7

CY 19

872.3

• NUMBER OF FATALITIES

1.163

1.160

• RATE OF FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

4,559.3

4,433.8

• NUMBER OF SERIOUS INJURIES

6.191

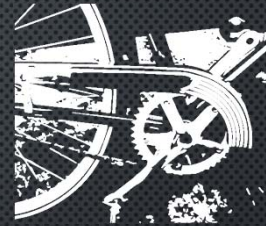
6.168

• RATE OF SERIOUS INJURIES

431.9

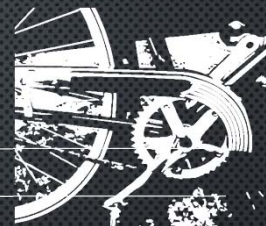
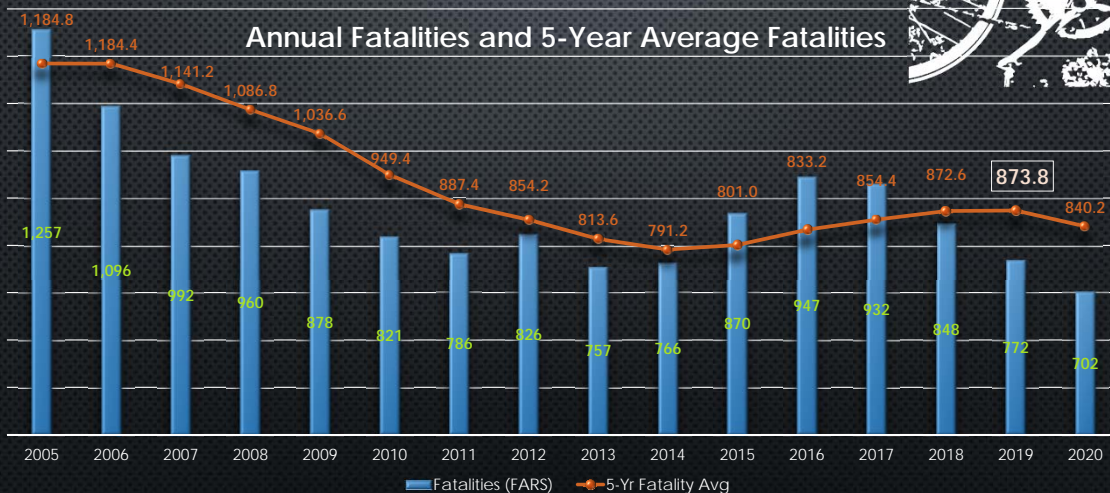
445.4

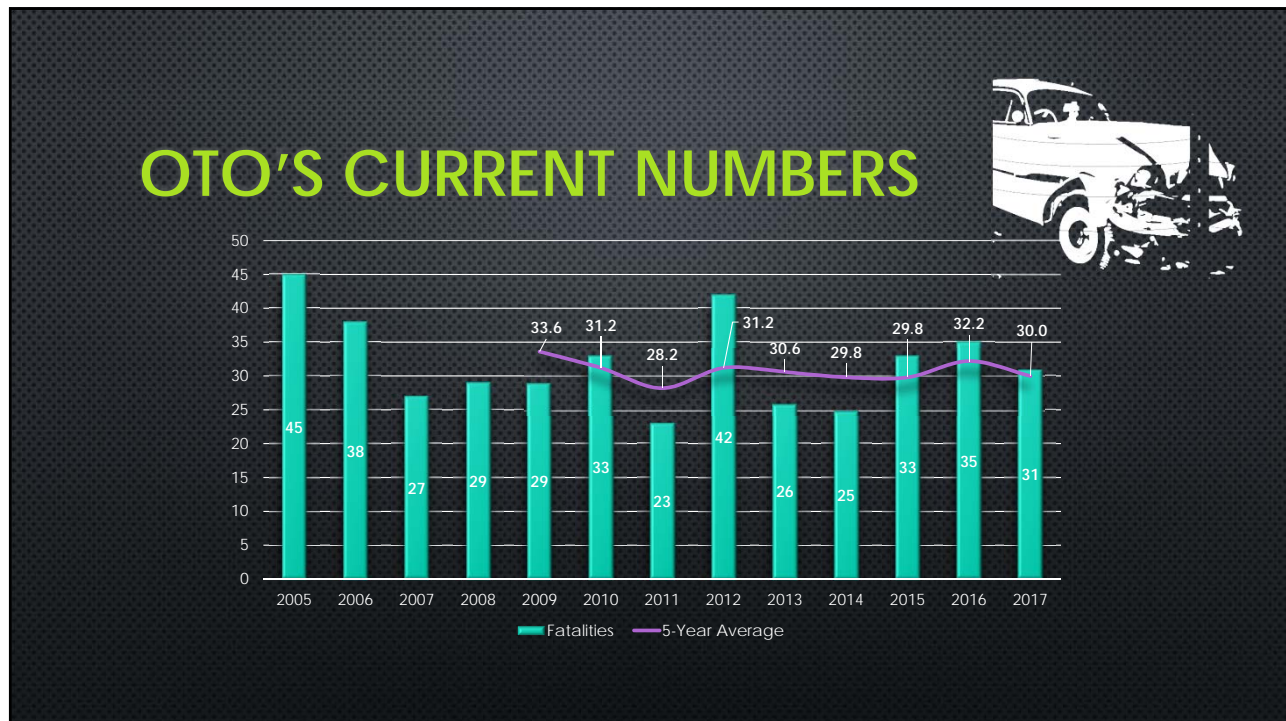
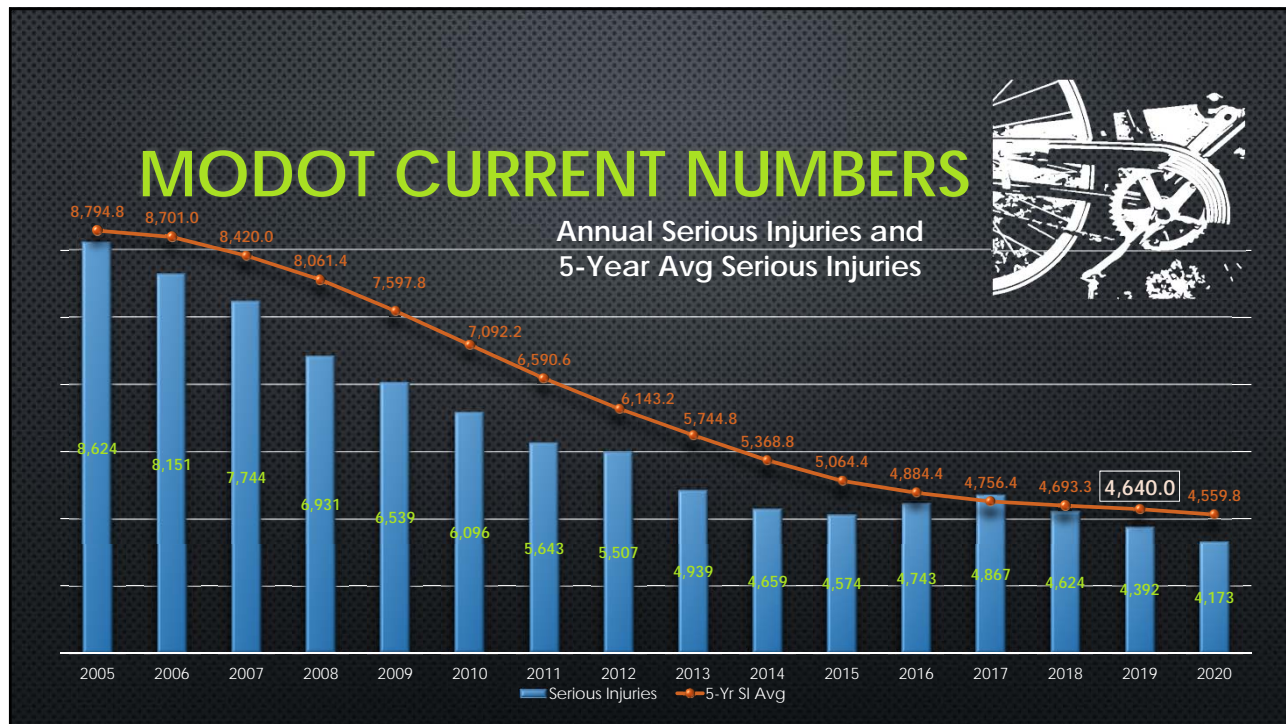
• NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES



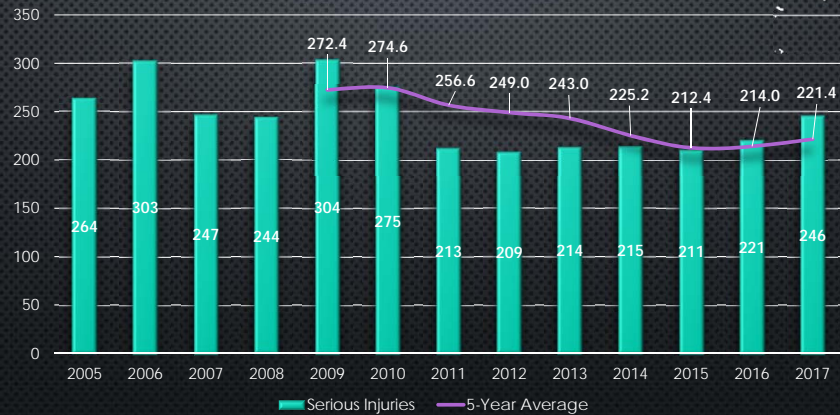
MODOT CURRENT NUMBERS

Annual Fatalities and 5-Year Average Fatalities





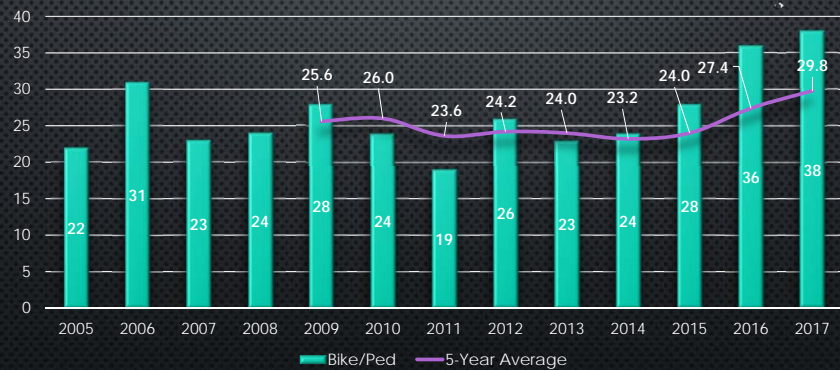
OTO'S CURRENT NUMBERS



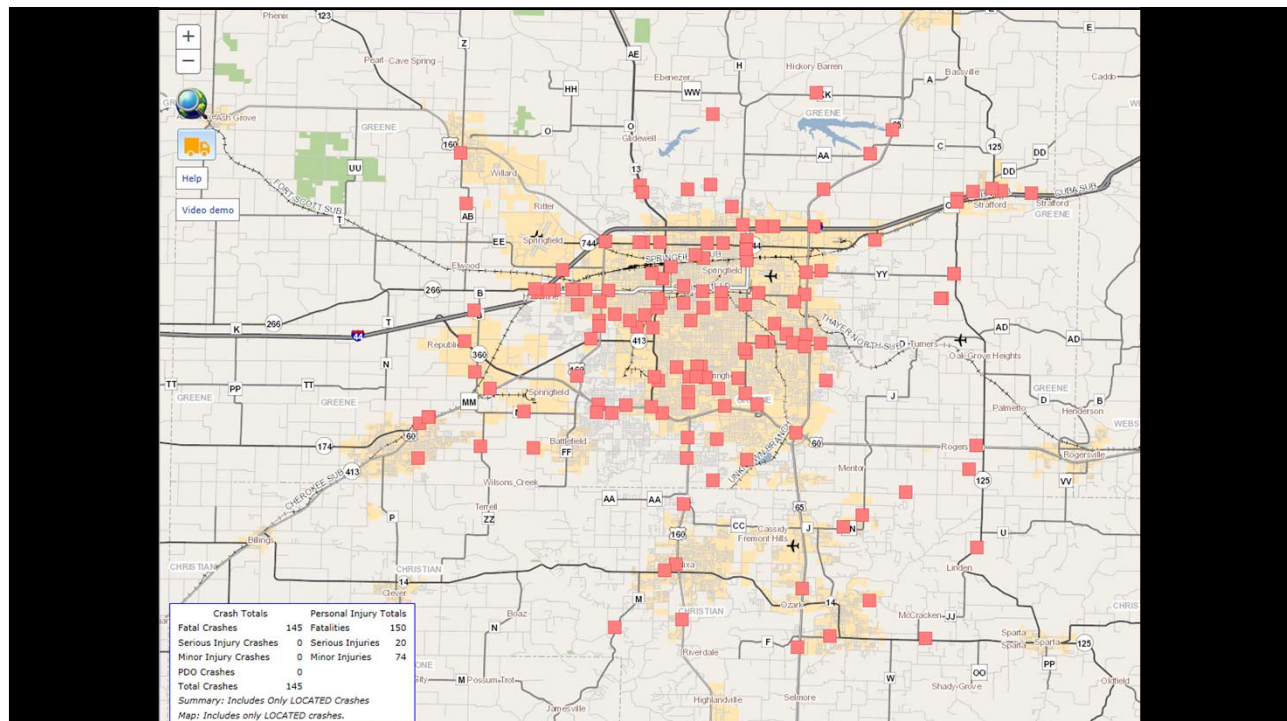
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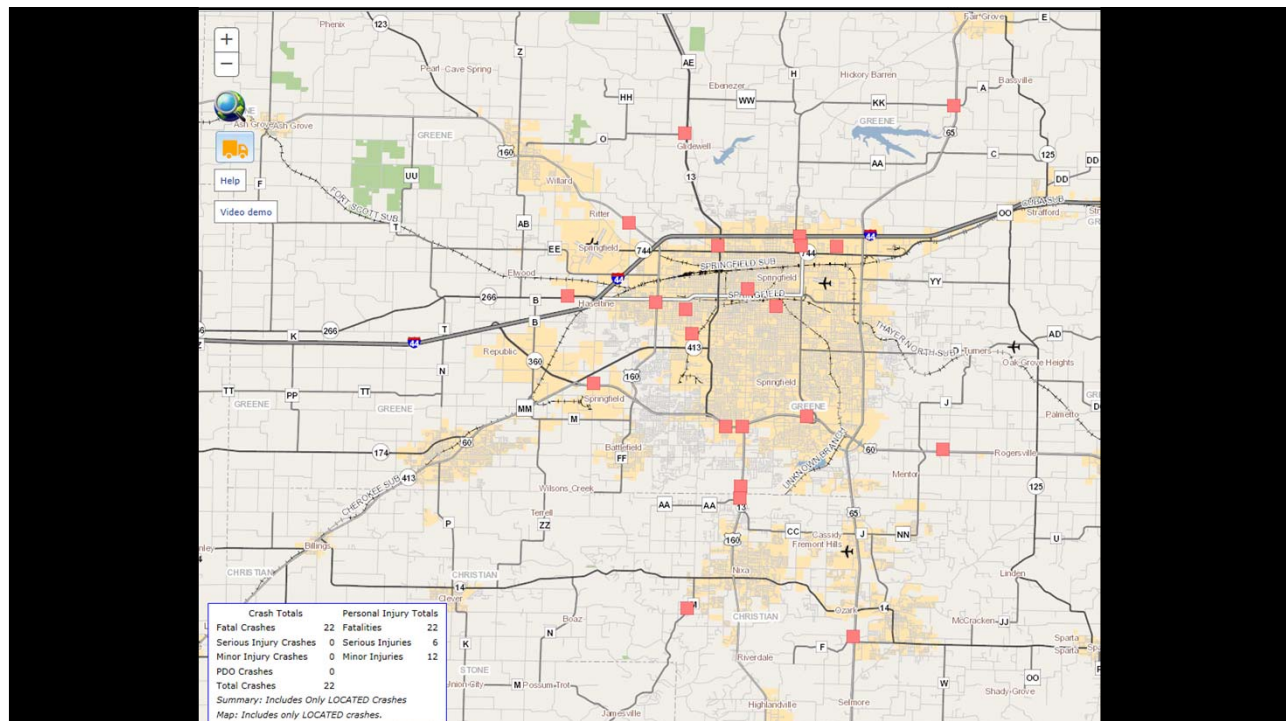
Bike/Ped Fatalities and Serious Injuries



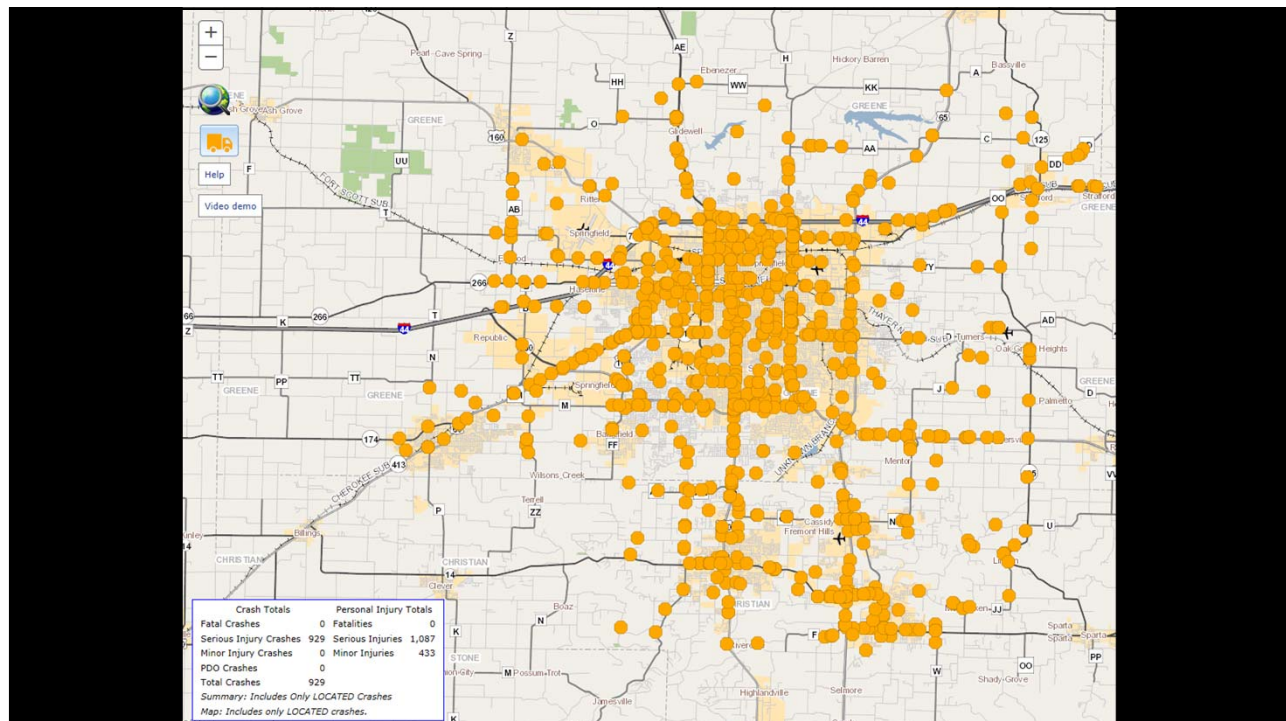
FATALITIES, PRIOR 5 YEARS



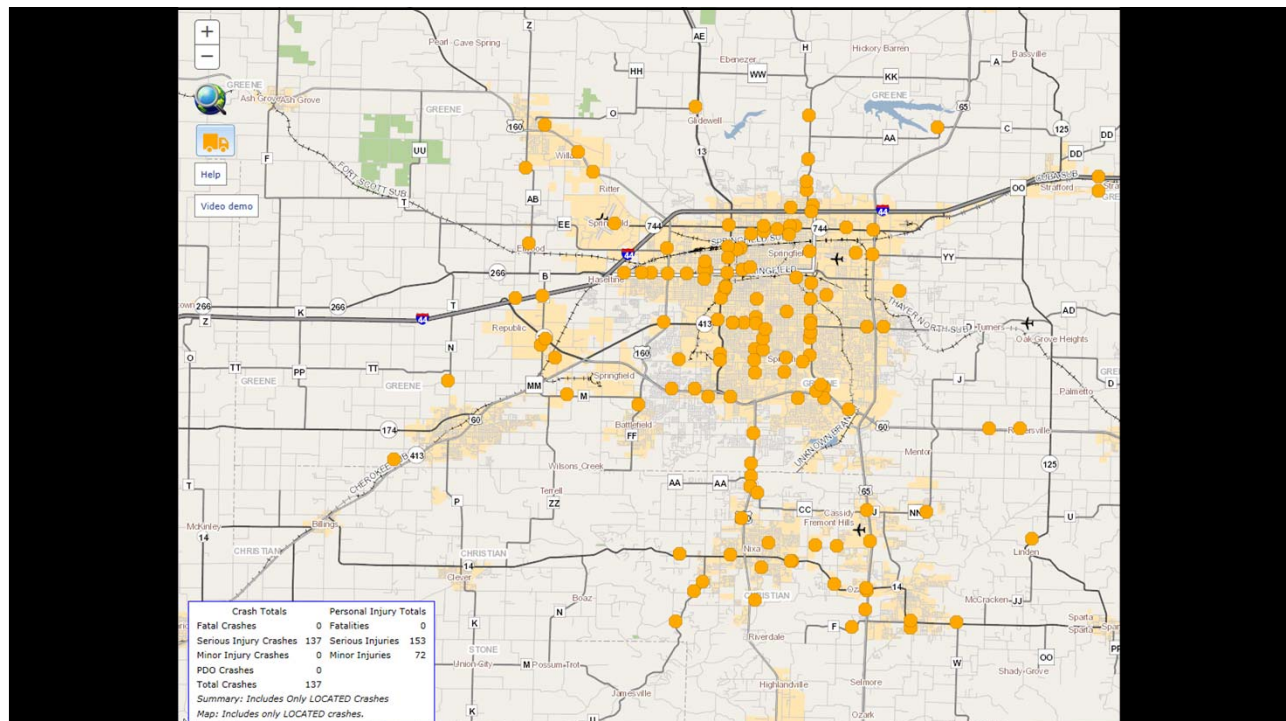
FATALITIES, YEAR TO DATE



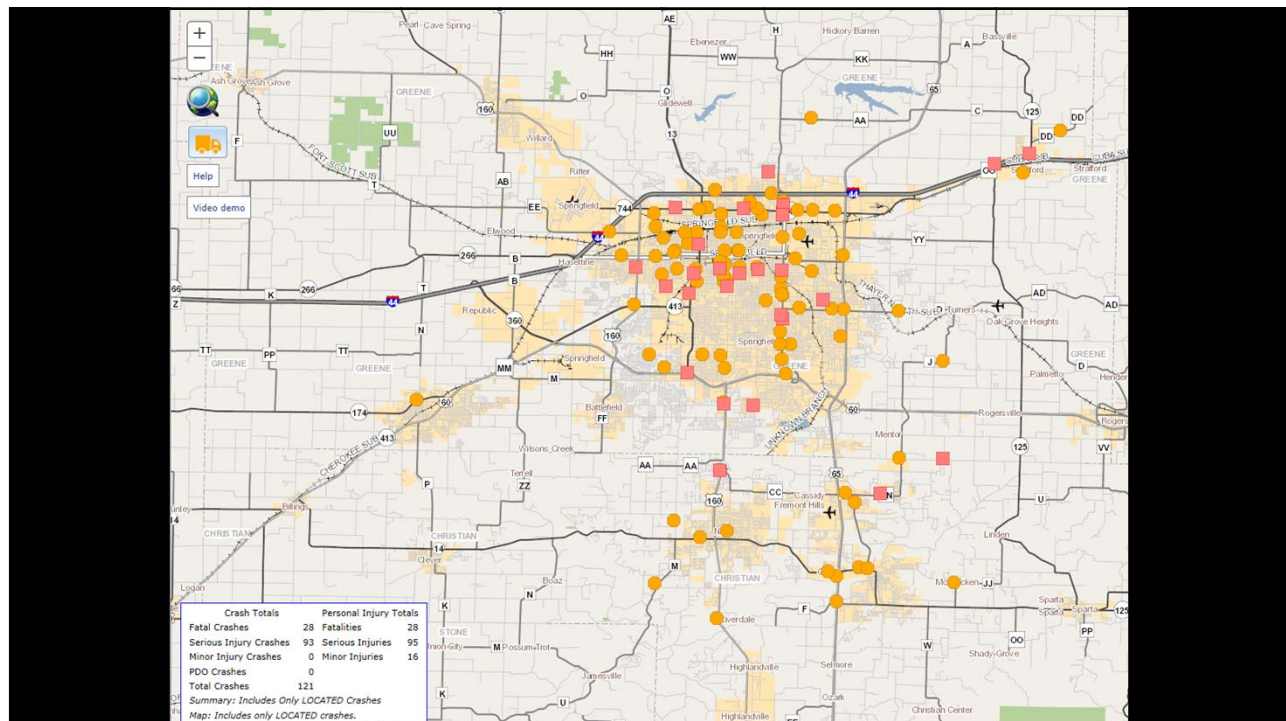
SERIOUS INJURIES, PRIOR 5 YEARS



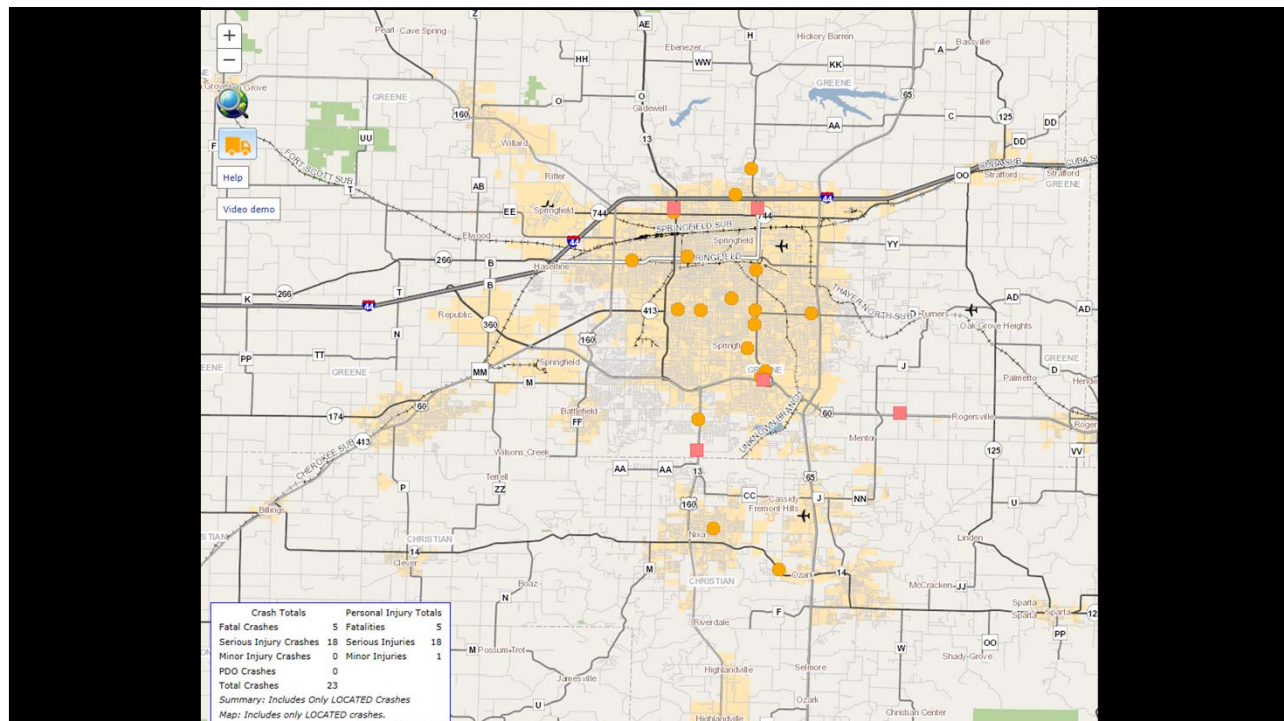
SERIOUS INJURIES, YEAR TO DATE



BIKE/PED, PRIOR 5 YEARS



BIKE/PED, YEAR TO DATE



OTO SAFETY TARGETS



PROCESS

- REVIEW CONTRIBUTING FACTORS
- REVIEW PROBABILITIES
- CAN REVIEW ANNUALLY

TAKE-AWAYS

- FUEL PRICES AND ECONOMY AFFECT VMT
- VMT HAS MINIMAL IMPACT ON FATALITIES
- VMT DOES IMPACT BIKE/PED SI/FATALITIES

Probability of Meeting Fatality Target							
	9%		7%		4%		95% CI
2018	28	50%	29	45.6%	30	43.3%	36 - 27.5
2019	26	63.3%	27	57.1%	29	44.4%	35.4 - 27.6
2020	23	79.0%	25	69.2%	27	57.1%	34.8 - 27.4

*The percent value is the probability that the actual number will be greater than the target.

TRANSIT TARGETS



ASSETS

- EQUIPMENT – PERCENT OF VEHICLES MET OR EXCEEDED USEFUL LIFE BENCHMARK
- ROLLING STOCK - PERCENT OF VEHICLES MET OR EXCEEDED USEFUL LIFE BENCHMARK
- INFRASTRUCTURE – NOT APPLICABLE (RAIL-FIXED GUIDEWAY)
- FACILITIES – PERCENT OF ASSETS WITH CONDITION RATING BELOW 3.0 ON FTA TERM SCALE

TERM RATING SCALE



Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life

TRANSIT TARGETS



MoDOT FY 2019 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50k at purchase)		N/A
Rolling Stock		
Automobiles, Minivans, Vans	8 Years Useful Life	45%
Cutaways	10 Years Useful Life	45%
Buses	14 Years Useful Life	45%
Facilities		
Administrative, Passenger Stations (buildings), and Parking Facilities	30% with a condition rating below 3.0 on FTA's TERM Scale	
Maintenance Facilities	25% with a condition rating below 3.0 on FTA's TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

MoDOT Statewide Safety Targets

August 2018 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2015-2019:

Performance Measure	5-Year Rolling Average (2013-2017)	5-year Rolling Average Statewide Target for CY2019
Number of Fatalities	854.4	872.3
Fatality Rate per 100 Million VMT	1.176	1.160
Number of Serious Injuries	4756.4	4433.8
Serious Injury Rate per 100 Million VMT	6.566	6.168
Number of Non-Motorized Fatalities and Serious Injuries	441.3	445.4

Targets based on 9% fatality reduction, 5% serious injury reduction, 1% VMT increase and 4 % non-motorized reduction



Missouri DOT/ FHWA/ NHTSA Annual Safety Target Setting Coordination

January 2018

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 calls.
Mar. 2018	MoDOT Safety staff calculates data for each performance measure statewide, as available. Meet with MoDOT Executive Team.
Apr. 9, 2018	MoDOT calculates 2013-2017 data trends for each safety performance measure by statewide and by MPO, as available. MoDOT shares data with MPOs, FHWA, NHTSA, and FMCSA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration call.
Apr. – May 2018	MoDOT solicits target setting feedback from partners by email.
May 14, 2018	MoDOT and MPOs finalize assumptions to use for CY2019 targets during the monthly partner collaboration call.
By July 1, 2018	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 calls.
By Aug. 31, 2018	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 calls.

MoDOT Sponsored Group TAM Plan State Fiscal Year 2019 Targets (State Fiscal Year 2019 - July 1, 2018 - June 30, 2019)		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase)		N/A
Rolling Stock: Revenue vehicles by mode and ULB:		
Automobiles, Minivans, Vans	8 years	45%
Cutaways	10 years	45%
Buses	14 years	45%
Facilities		
Administrative, passenger stations (buildings) and parking facilities	30% with a condition rating below 3.0 on FTA's TERM Scale	
Maintenance facilities	25% with a condition rating below 3.0 on FTA's TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A



Missouri DOT/ FTA/ Partner Transit Target Setting Coordination

February 2018

The National Transit Asset Management (TAM) System Final Rule (49 U.S.C. 625) requires all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this through an individual or group plan. Group plans are designed to collect TAM information about groups (typically smaller subrecipients of 5311 programs) that do not have a direct financial relationship with FTA. Annual targets must be set for four transit performance measures:

1. Equipment: Percentage of non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase) that met or exceeded FTA Useful Life Benchmarks (ULB)
2. Rolling Stock: Percentage of revenue support vehicles by mode that have met or exceeded FTA ULB.
The following asset classes include:
 - Van (VN), automobile (AO), Minivan (MV) – 8 year ULB
 - Cutaway (CU) – 10 year ULB
 - Bus (BU and BS) – 14 year ULB
3. Infrastructure: Only rail fixed guideway, tracks, signals and systems (only applicable to Bi-State METRO and KC Streetcar Authority)
4. Facilities: Percentage of maintenance and administrative facilities; and passenger stations (buildings) and parking facilities rated below a 3.0 on FTA Transit Economics Requirement Model (TERM) Scale.
The scale has the following values: 5 – Excellent, 4 – Good, 3 – Adequate, 2 – Marginal, 1 – Poor

Transit targets must be evaluated with option to adjust every year. Targets must be reported in the National Transit Database (NTD) and submitted to FTA. Annual reporting must include inventory of equipment exceeding \$50k at purchase, rolling stock (revenue vehicles) and facility condition assessment (if applicable).

Transit Target Setting Collaboration with Partners:

Oct. 2016	MoDOT conference call with transit agencies, MPOs and FTA to discuss FTA TAM rule and future targets, performance measures and coordination process.
Dec. 9, 2016	MoDOT emailed MPOs, 5307 and 5311 providers regarding the inventory for MoDOT TAM plan along with detailed information regarding all asset classes and TERM Scale; information provided about initial target setting with feedback requested.
Dec. 30, 2016	MoDOT submitted initial transit targets to FTA Region VII, due January 1, 2017.
Aug. 2017	Presentation of MoDOT TAM Plan with additional emphasis on TAM Plan facility condition assessment at the Missouri Public Transit Association (MPTA) annual conference in Springfield, MO.
July 2018	MoDOT staff compiles annual fiscal year inventory and facility condition assessment for each performance measure. Meet with MoDOT Executive Team.
By Aug. 15, 2018	MoDOT shares data and yearly targets with transit agencies, MPOs and FTA with discussion on data, assumptions in partner collaboration call.
Aug. – Sept. 2018	MoDOT solicits target setting feedback from partners by email.
Oct. 1, 2018	MoDOT shares targets with transit agencies, MPOs and FTA through email and monthly partner collaboration calls.
By Oct. 31, 2018	MoDOT submits annual targets in the National Transit Database (NTD).

Sharing Group TAM Plans

Transit asset management is one part of larger local, regional and statewide multimodal transportation planning and funding efforts. Another of the performance management focused rules to come out of MAP-21 and FAST is the Statewide and Nonmetropolitan Transportation Planning and Metropolitan Planning Rule, referred to as the Planning Rule (23 CFR 450, 23 CFR 771, 49 CFR 613). Sponsors should be aware of the following Planning Rule requirements for MPOs and State DOTs, and should be prepared to share the group plan with these organizations.

Metropolitan Planning Organizations and State Departments of Transportation

In addition to the performance measure targets submitted to NTD, the Planning Rule requires that State DOTs and MPOs establish performance targets that address the performance measures or standards established in the TAM Final Rule for the region for which they are responsible. These targets should be coordinated to the maximum extent practicable with providers of public transportation. MPOs are required to establish performance targets 180 days after the transit agencies establish their performance targets, so it is important that sponsors maintain communication with these groups.

To aid in the MPO and Statewide planning process, the group plan sponsor must make the group plan, targets and supporting materials available to the State DOTs and MPOs that program projects for any participants of the group plan.

TAB 6

BOARD OF DIRECTORS AGENDA 12/20/2018; ITEM II.D.

Annual Listing of Obligated Projects (ALOP)

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

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

§ 450.334 Annual listing of obligated projects.

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

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

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

The Ozarks Transportation Organization Federal Fiscal Year 2017 Annual Listing of Obligated Projects is available in the Agenda for member review. Please note that Federal fiscal year 2018 includes the time period from October 1, 2017 to September 30, 2018.

Please note that this is required to be published by December 30, 2018.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on November 14, 2018, the Technical Planning Committee recommended that the Board of Directors accept the Annual Listing of Obligated Projects.

BOARD OF DIRECTORS ACTION REQUESTED:

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

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

OR

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

FY 2018 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, 2017 through September 30, 2018. 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 2018.

FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after federal fiscal year 2018.

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 2018 federal fiscal year.

FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2018 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 2018, even if funding itself was not obligated.

PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2018 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 2018 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
000S179	N/A	STATEWIDE, CROSSINGS	VARIOUS	MODOT	N/A	N/A	N/A	N/A	N/A	Q260 Q270 LS50	1/11/2018 -- --	(\$13,973.47) \$0.00 \$0.00	\$10,748.47 \$85,853.21 \$257.13	COMPLETE - \$0.00
000S308	N/A	BNSF RAILWAY GRADE / CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES IN GREENE COUNTY	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	LS5E	12/15/2017	\$0.00	\$293,292.31	COMPLETE - \$0.00
000S418	J7S3041	MO 125 GREENE CO; RAILROAD CROSSING GRADE SEPARATION 0.1 MILE SOUTH OF RTE D; 0.80 MI	GREENE	MODOT	GR1402	2015-2018 AM2	2014, 2015	\$1,466,267.00	\$0.00	LS50 LS5E MS5E M240 M24E	-- -- -- 3/36/2018 3/26/2018	\$0.00 \$0.00 \$0.00 \$0.00 (\$83,668.26)	\$123,648.64 \$101,892.53 \$1,455,607.47 \$0.00 \$638,488.34	COMPLETE - \$0.00
000S452	N/A	BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES (DOT #664 180J JEFFERSON)	GREENE	MODOT	VARIOUS	N/A	N/A	N/A	N/A	LS5E Z550	11/3/2017 11/3/2017	(\$540.80) (\$177.44)	\$19,075.05 \$2,700.00	COMPLETE - \$0.00
000S455	N/A	GREENE CO, BNSF RAIL/GRADE CROSSING IMPROVEMENTS FOR PROTECTIVE DEVICES	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	LS4E LS50 LS5E MS50 LS40	12/15/2017 12/15/2017 12/15/2017 12/15/2017 --	(\$88,584.18) (\$3,859.39) (\$35,073.97) (\$13,999.62) \$0.00	\$271,146.65 \$15,938.75 \$113,589.84 \$41,178.19 \$1,647.85	COMPLETE - \$0.00
000S456	N/A	RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES (DOT #664 176U CENTRAL)	GREENE	MODOT	VARIOUS	N/A	N/A	N/A	N/A	MS5E LS5E	1/11/2018 1/11/2018	(\$86,675.30) (\$138,107.50)	\$218,499.54 \$344,294.13	COMPLETE - \$0.00
00S467	N/A	CHRISTIAN CO, BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES	CHRISTIAN	MODOT	N/A	N/A	N/A	N/A	N/A	Z550	1/11/2018	(\$196,468.99)	\$412,226.01	COMPLETE - \$0.00
000S568	N/A	BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES. CROSSING #664 097H ON LE COMPTE RD NEAR BNSF	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Z550	10/23/2017	\$26,930.00	\$0.00	\$0.00
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 Z001	7/28/2018 9/18/2018	\$36,000.00 \$1,931,911.41	\$0.00 \$0.00	\$0.00
00FY619	N/A	2019 OBLIGATION FOR THE 2019 ANNUAL CPG AGREEMENT	CHRISTIAN/ GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	M450 Z77D	6/15/2018 6/15/2018	\$3,750.00 \$1,250.00	\$0.00 \$0.00	N/A
00FY818	N/A	2018 ANNUAL CPG AGREEMENT FOR OTO	CHRISTIAN/ GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	M45E	11/22/2017	\$142,657.00	\$754,666.00	N/A
00FY819	N/A	2019 ANNUAL CPG AGREEMENT FOR OTO	CHRISTIAN/ GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	M77D Z450 Z77D	6/28/2018 6/28/2018 6/28/2018	\$152,072.55 \$613,856.20 \$52,546.25	\$0.00 \$0.00 \$0.00	N/A
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 MS4E M001 L23E	4/23/2018 4/23/2018 12/21/2017 --	(\$76,689.43) \$86,275.62 \$0.00 \$0.00	\$1,343,818.84 \$203,138.95 \$0.00 \$799,517.00	\$0.00
0132079	J8P3039	MO 13 GREENE CO; BRIDGE IMPROVEMENTS OVER RADIO LANE NORTH OF SPRINGFIELD; 0.0 MI	GREENE	MODOT	GR1408	2014-2017 A3, 2015-2018 A5	2014, 2014 (AC), 2015, 2015 (AC), 2016, 2016 (AC)	\$1,214,400.00	\$0.00	M0E1 Z001 RPS9 RPF9	-- 11/27/2017 -- --	\$0.00 (\$48,837.94) \$0.00 \$0.00	\$0.00 \$1,196,364.97 \$11,832.12 \$91,099.11	COMPLETE - \$0.00
0132080	J8P3035	MO 13 GREENE CO; PAVEMENT IMPROVEMENTS FROM NORTON RD TO EVERGREEN STREET; 0.25MI	GREENE	MODOT	MO1404	2015-2018 A5	2014, 2015, 2015 (AC), 2016, 2017	\$221,600.00	\$0.00	M0E1	2/3/2018	\$10,077.93	\$184,589.95	COMPLETE - \$0.00
0132083	J8S3063	MO 13, GREENE CO; SAFETY IMPROVEMENTS ON THE SB LANES N/O DIVISION STREET IN SPRINGFIELD	GREENE	MODOT	GR1603	2015-2018 A9, 2017-2020	2016, 2017	\$53,100.00	\$0.00	Z531	2/20/2018	\$3,736.86	\$37,715.12	COMPLETE - \$0.00
0141025	J0P30111	MO 14 CHRISTIAN; ADA IMPROVE AT VARIOUS LOCATIONS FROM ELLEN ST TO MAIN ST IN NIXA & CHURCH ST TO WALNUT ST IN OZARK; 0.84 MI	CHRISTIAN	MODOT	EN1601	2015-2015 A5	2016	\$223,200.00	\$0.00	M240 M24E	11/20/2017 --	(\$4,954.11) \$0.00	\$208,697.50 \$0.00	COMPLETE - \$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	\$177,600.00	\$3,685,400.00	Z001 Z240	-- 10/12/2017	\$0.00 \$0.00	\$0.00 \$0.00	\$3,863,000.00

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0141029	J8P3015	MO 14, CHRISTIAN CO; INTERSECTION IMPROVEMENTS ON JACKSON ST AT RTE NN IN OZARK	CHRISTIAN	MODOT	OK1401-17A2	2014-2017, 2015-2018 A11, 2017-2020 A2, 2018-2021 AM4, 2019-2022	2015, 2016, 2017, 2018, 2019, 2020	\$297,600.00	\$3,307,000.00	Z240	3/8/2018	\$434,985.91	\$203,200.00	\$2,833,400.00
										M240	3/8/2018	\$133,014.09	\$0.00	
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	9/10/2018 6/7/2018 10/12/2017	\$475,931.74 \$174,912.29 \$318,400.00	\$266,400.00	\$920,031.94
										M23E	9/10/2018	\$1,279,524.03	\$0.00	
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	7/25/2018 10/16/2017	\$56,190.64 \$212,000.00	\$0.00	\$1,945,409.36
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	\$1,600.00	\$1,074,400.00	Z001	5/7/2018	\$96,800.00	\$0.00	\$979,200.00
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	\$3,358,827.00	\$0.00	L010 HY10 ZS30 M230 Z001	-- -- 4/23/2018 2/8/2018 2/8/2018 2/8/2018 4/23/2018	\$0.00 \$0.00 \$13,146.20 \$45,113.80 \$1,110,295.00 \$0.00 \$32,750.86	\$0.00 \$166,134.42 \$0.00 \$0.00 \$24,665.58	\$1,966,721.14
0442263	J8I3000	IS 44 GREENE CO; PAVEMENT IMPROVEMENTS FROM W/O RT 266 (CHESTNUT EXP) TO E/O RT 125; 17.80 MI	GREENE	MODOT	SP1409	2014-2017, 2015-2018 A5	2013, 2014, 2015 (AC), 2016	\$7,580,700.00	\$0.00	MS30 ZS31 MSE1	2/10/2018 2/10/2018 2/10/2018	\$0.00 \$0.00 \$0.00	\$4,822,911.04 \$211,952.74 \$0.00	COMPLETE - \$0.00
0442280	J0I3002O	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	7/8/2018 7/8/2018	\$0.00 \$64,011.14	\$0.00 \$0.00	\$130,388.86
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	6/21/2018	\$41,128.61	\$272,147.36	\$34,124.03
0442287	J8S3062	LP 44, GREENE CO; SAFETY IMPROVEMENTS ON THE WB LANES E/O COLLEGE RD IN SPRINGFIELD	GREENE	MODOT	SP1604	2015-2018 A9, 2017-2020	2016, 2017	\$59,400.00	\$0.00	ZS31	2/20/2018	\$14,672.99	\$58,577.39	COMPLETE - \$0.00
0442288	J8S3060	LP 44, GREENE CO; PVMT IMPROVEMENTS ON CHESTNUT EXP FROM LULLWOOD ST TO COLLEGE ST & FROM RT 13 (KANSAS EXP) TO 0.1 MI E.O DELAWARE AVE IN SPRINGFIELD	GREENE	MODOT	MO1612	2015-2018 A8, 2017-2020	2016, 2017	\$1,466,400.00	\$0.00	MS30 Z001	7/11/2018 7/11/2018	(\$5,286.75) (\$47,475.20)	\$22,610.25 \$981,395.43	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	5/30/2018 3/8/2018 10/16/2017	\$704,036.97 \$0.00 \$80,100.00	\$0.00	\$67,263.03
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	GR1802	2018-2021	2018	\$84,000.00	\$0.00	Z001	1/22/2018 10/30/2017	\$0.00 \$0.00	\$0.00	\$84,000.00
0442303	J0I3004O	IS 44, GREENE CO; JOC FOR PVMT REPAIR IN THE OTO AREA	GREENE	MODOT	MO1808	2018-2021	2018 (AC)	\$197,100.00	\$0.00	Z001	7/15/2018 4/7/2018 1/8/2018	\$108,424.80 \$0.00 \$0.00	\$0.00	\$88,675.20
0442305	J8I3044	GREENE CO, IS 44, SCOPING FOR ROADWAY IMPROVEMENTS FROM RT 360 N OF REPUBLIC TO RT 125 IN STRAFFORD	GREENE	MODOT	SP1419	2017-2020, 2018-2021 A1, 2019-2022	2017, 2018, 2019, 2020, 2021	\$137,000.00	\$63,000.00	Z001	6/21/2018 3/12/2018 12/14/2017	\$7,884.73 \$280,640.68 \$171,450.00	\$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	2018, 2019, 2020	\$1,800.00	\$1,527,300.00	Z001	3/7/2018	\$26,100.00	\$0.00	\$1,503,000.00
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), 2014-2017 (GR1010), 2015-2018 (GR1010)	2010, 2011, 2012, 2013, 2014, 2015, 2015 (AC)	\$10,302,000.00	\$0.00	MS31 MO01 MS30 MS3E MSE1 MOE1 Z001	9/17/2018 9/17/2018 9/17/2018 2/21/2018 2/21/2018 9/17/2018 2/21/2018 9/17/2018	\$1,230.04 (\$204,895.23) \$6,728.74 \$82,725.27 \$21,027.51 \$477.55 \$14,740.20 \$87,344.94 (\$4,148.96)	\$686,186.45 \$2,630,633.69 \$3,505,593.21 \$0.00 \$197,298.95 \$3,709,209.31 \$142,363.98	\$0.00
0602089	J8P3049	US60, GREENE CO; PVMT IMPROVEMENTS FROM RT 13 (KANSAS EXP) TO 0.7 MI W/O RT 65 IN SPRINGFIELD	GREENE	MODOT	SP1601	2015-2018 A5	2016	\$281,600.00	\$0.00	Z001	12/15/2017	\$7,118.85	\$842,094.51	COMPLETE - \$0.00

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0602091	J8P3049B	US 60, GREENE CO, PAVE IMPROVE ON DISCONNECTED SECTIONS FROM RT 13(KANSAS EXPRESSWAY) TO .7 MI W OF RT 65 IN SPRINGFIELD. 4.681 MI	GREENE	MODOT	SP1711	2017-2020	2017	\$423,200.00	\$0.00	2001	7/15/2018	(\$1,236.30)	\$392,570.04	\$31,866.26
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	\$314,400.00	\$12,304,000.00	2001	7/28/2018 12/15/2017	\$8,146.40 \$65,823.20	\$278,400.00	\$12,266,030.40
0602094	J8P0683G	US 60, GREENE CO, FREEWAY IMPROVEMENTS FROM 2 MI W OF HIGHLAND SPRINGS RD TO .3 MI E OF CO RD 213	GREENE	MODOT	GR1403	2014-2017, 2015-2018, 2017-2020, 2018-2021 A1, 2019-2022	2014, 2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020, 2021	\$79,200.00	\$24,000.00	2001	8/6/2018 7/28/2018 7/8/2018 12/15/2017	\$65,824.00 \$10,616.80 \$11,401.94 \$65,824.00	\$58,257.28	\$0.00
0602095	J8P3032	US 60, GREENE CO, CAPACITY IMPROVEMENTS ON JAMES RIVER FREEWAY FROM RT 13(KANSAS EXPRESSWAY) TO RT 65	GREENE	MODOT	SP1405	2015-2018 AM5, 2018-2021 A1, 2019-2022	2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020	\$126,400.00	\$80,000.00	2001	6/21/2018 12/14/2017	\$5,914.40 \$147,826.40	\$95,783.31	\$0.00
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	2001	11/20/2017	\$123,420.20	\$761,842.20	\$857,137.60
0602099	J8P3113	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM RT 174 IN REPUBLIC TO RT 413	GREENE	MODOT	RP1802	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$1,637,600.00	2001	1/2/2018	\$31,200.00	\$0.00	\$1,608,000.00
0602100	J8P3127	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .3 MI WEST OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	RP1803	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$697,600.00	2001	1/2/2018	\$0.00	\$0.00	\$699,200.00
0602105	J8P3122	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .7 MI E OF BUS 65 (GLENSTONE AVE) TO RT 125	GREENE	MODOT	GR1804	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$1,123,200.00	2001	1/8/2018	\$46,400.00	\$0.00	\$1,078,400.00
0602106	J8P3129	US 60, GREENE CO, ADA TRANSITION PLAN IMPROVEMENTS AT VARIOUS LOCATIONS FROM .3 MI W OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	EN1801	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$894,400.00	2001	1/8/2018	\$121,600.00	\$0.00	\$774,400.00
0602107	J8P3132	US 60, GREENE CO; GUARDRAIL IMPROVEMENTS AT THE RT 65 INTERCHANGE IN SPRINGFIELD	GREENE	MODOT	SP1808	2018-2021 AM2	2018	\$52,800.00	\$0.00	2001 ZS30 S6A0	5/30/2018 3/8/2018 5/30/2018 3/8/2018 3/8/2018	\$68,448.66 \$0.00 (\$1,192.85) \$117,012.00 \$6,855.59	\$0.00	\$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	\$361,600.00	\$2,979,200.00	2240 MS30	9/13/2018 4/10/2018 10/13/2017 9/13/2018	\$2,691,786.22 \$14,549.95 \$20,000.00 \$509,662.59	\$304,000.00	\$0.00
0652073	J8O2397	RTE 65, GREENE CO, BRIDGE IMPROVEMENTS OVER RTE 65 ON EVANS RD INTERCHANGE, 0.015 MI	GREENE	MODOT	SP1204	2012-2015, 2013-2016, 2014-2017, 2015-2018, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$1,039,200.00	\$0.00	2001 LO50	6/21/2018 4/2/2018 4/2/2018	\$157,814.55 \$1,090,981.02 \$0.00	\$0.00	\$0.00
0652079	J8P0850B	OR 65, GREENE CO; RELOCATE EASTGATE AVE (EAST OUTER RD) INTERSECTION EAST OF RTE 65	GREENE	MODOT	SP1106	2015-2018 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$438,607.00	\$0.00	L23R Z240	1/8/2018 1/8/2018	\$0.01 (\$40,616.96)	\$155,816.99 \$186,099.58	\$137,307.38
0652098	J8P3048	US 65 GREENE CO; PAVEMENT IMPROVEMENTS FROM 0.1 MI N/O VALLEY WATER MILL RD TO RT 60; 9.18 MI	GREENE	MODOT	SP1602	2015-2018 A5, 2017-2020	2016, 2017	\$5,342,400.00	\$0.00	MOE1 Z001 Z002	-- -- 7/10/2018	\$0.00 \$0.00 (\$1,364,714.27)	\$0.00 \$123,194.00 \$6,339,756.35	COMPLETE - \$0.00
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 MOE1	-- 2/15/2018 2/15/2018	\$0.00 \$179,000.03 (\$64,000.00)	\$52,250.00 \$2,229,606.93 \$70,400.00	\$1,403,943.04
0652101	J8P3079	US 65, GREENE CO, GUARDRAIL IMPROVE FROM RT 744(KEARNEY ST) TO .3 MI N OF RT D (SUNSHINE ST). 3.711 MI	GREENE	MODOT	SP1703	2017-2020	2017	\$380,800.00	\$0.00	MOE1 MS3E MOE2	7/10/2018 7/10/2018 7/10/2018	(\$3,228.38) (\$2,500.00) (\$49,159.61)	(\$4,754.67) \$264,600.00 \$206,744.51	COMPLETE - \$0.00
0652104	J8P3130	US 65, GREENE CO, PAVE IMPROVE FROM .6 MI S OF RT 60 TO S TO RT CC	GREENE	MODOT	GR1803	2018-2021	2018	\$988,800.00	\$0.00	2001	6/28/2018 4/2/2018 10/30/2017	(\$14,122.77) \$869,759.85 \$73,600.00	\$0.00	\$59,562.92
0652105	J8P3080B	US 65, GREENE CO, PAVEMENT REPLACEMENT FROM 1 MI N OF VALLEY WATER MILL RD TO RT 744 (KEARNEY ST)	CHRISTIAN	MODOT	SP1813	2018-2021 AM1	2018	\$1,747,200.00	\$0.00	2001	7/25/2018 4/23/2018 2/3/2018 11/27/2017	\$1,115,848.35 (\$9,600.00) \$0.00 \$29,600.00	\$0.00	\$611,351.65

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0652106	J8P3079C	US 65, GREENE CO; GUARDRAIL IMPROVEMENTS FROM 0.1 MI N/O VALLEY WATER MILL RD TO RTE 744 (KEARNEY ST)	GREENE	MODOT	SP1814	2018-2021 AM1	2018	\$212,000.00	\$0.00	Z001	5/31/2018	\$93,544.60	\$0.00	\$2,067.90
											4/23/2018	\$0.00		
											2/3/2018	\$0.00		
										Z530	4/23/2018	\$962.50		
0653105	J8P0605H	US 65, CHRISTIAN CO, ROADWAY & BRIDGE IMPROVEMENTS FROM .7 MI S OF EVANS RD TO RT CC IN OZARK	CHRISTIAN	MODOT	OK1703	2017-2020, 2018-2021	2017, 2018	\$6,021,600.00	\$0.00	Z001	6/14/2018	\$1,457,355.03	\$632,772.00	\$0.00
											4/7/2018	\$3,979,669.58		
1601053	J8S0690	US 160 GREENE CO; INTERSECTION IMPROVEMENTS ON CAMPBELL AVENUE AT PLAINVIEW ROAD; 0.2 MI	GREENE	MODOT	SP1407	2014-2017	2014, 2015 (AC)	\$924,000.00	\$0.00	L23R	1/8/2018	\$208,757.98	\$0.00	COMPLETE - \$0.00
										MS30	1/8/2018	\$7,288.43		
1601054	J8S0690B	US160 GREENE CO; INTERSECTION & OUTER RD IMPROVE AT CAMPBELL AVE & PLAINVIEW RD INTERSECTION IN SPRINGFIELD; 0.40 MI	GREENE	MODOT	SP1408	2014-2017 AM4, 2015-2018	2014, 2015	\$1,021,600.00	\$0.00	L23E	--	\$0.00	\$148,640.74	COMPLETE - \$0.00
										MOE1	2/4/2018	(\$235,914.13)		
										MO01	--	\$0.00		
										L23R	--	\$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	\$300,000.00	\$1,600,800.00	M2E1	--	\$0.00	\$98,751.56	\$1,620,800.00
										Z001	12/22/2017	\$49,221.20		
										Z230	12/22/2017	\$18,778.80		
										MS3E	9/17/2018	\$266,074.00		
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	\$19,200.00	\$880,000.00	Z001	9/17/2018	\$701,339.95	\$0.00	\$0.00
											10/24/2017	\$20,800.00		
1601065	J8P3051B	US 160, GREENE CO; PVMT IMPROVEMENTS ON VARIOUS SECTIONS FROM RTE 60 (JAMES RIVER FRWY) TO N/O PLAINVIEW RD	GREENE	MODOT	SP1701	2017-2020, 2018-2021	2017, 2018	\$316,800.00	\$0.00	Z001	1/8/2018	(\$93,480.36)	\$312,758.87	\$0.00
										Z530	1/8/2018	(\$521.41)		
1601066	J8S3138	US 160, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM RT AA TO RT CC	CHRISTIAN	MODOT	CC1802	2018-2021, 2019-2022	2018, 2019, 2020, 2021, 2022, 2023	\$80,000.00	\$18,663,200.00	Z001	10/24/2017	\$641,600.00	\$0.00	\$18,101,600.00
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	\$178,200.00	\$2,079,000.00	Z530	4/6/2018	\$203,393.18	\$0.00	\$1,873,806.82
											10/18/2017	\$180,000.00		
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	\$80,000.00	\$2,090,400.00	Z001	9/18/2018	\$262,400.00	\$0.00	\$1,908,000.00
2661014	J8S3106	MO 266, GREENE CO; PVMT IMPROVE ON RT 266 FROM FARM RD 97 TO E/O RT A8 & ON RT O FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1802	2018-2021	2018	\$84,000.00	\$0.00	Z240	1/22/2018	\$9,416.59	\$0.00	\$0.00
											10/30/2017	\$86,451.67		
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	2018, 2019, 2020	\$1,600.00	\$1,517,600.00	Z001	10/23/2017	\$32,800.00	\$0.00	\$1,486,400.00
5901809	N/A	CITY OF SPRINGFIELD, OPERATIONS & MANAGEMENT OF OZARKS TRAFFIC ITS IN OTO AREA	GREENE	SPRINGFIELD	MO1717	2017-2020, 2018-2021 A5, 2019-2022	2017, 2018, 2019	\$516,000.00	\$324,800.00	L23R	8/9/2018	\$64,800.00	\$0.00	\$516,800.00
											8/1/2018	\$259,200.00		
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	11/17/2017	(\$28,236.79)	\$28,236.79	\$0.00
										M3E1	11/17/2017	(\$61,024.03)		
										Z301	11/17/2017	\$89,260.82		
5911803	N/A	CITY OF SPRINGFIELD, IMPROVE TO COLLEGE ST CROSS SECTION - PED PLAZA AT BROADWAY & COLLEGE & BICYCLE/SIDEWALK IMPROVEMENTS	GREENE	SPRINGFIELD	EN1515	2015-2018 A4, 2015-2018 AM6	2016	\$240,000.00	\$0.00	M3E1	--	\$0.00	\$240,000.00	COMPLETE - \$0.00
5921801	N/A	CITY OF SPRINGFIELD, STREETScape ON JEFFERSON INCLUDING SIDEWALK, LIGHTING, & LANDSCAPING IMPROVEMENTS BETWEEN PHELPS & WATER	GREENE	SPRINGFIELD	EN1306	2015-2018 AM6	2016	\$320,000.00	\$0.00	L22R	--	\$0.00	\$320,000.00	COMPLETE - \$0.00
5938806	N/A	CITY OF SPRINGFIELD, OPERATION & MANAGEMENT OF OZARKS TRAFFIC INTELLIGENT TRANSPORTATION SYSTEM IN OTO AREA	CHRISTIAN/ GREENE	SPRINGFIELD	MO1603	2015-2018 AM5	2016	\$838,400.00	\$0.00	M23E	11/17/2017	(\$0.20)	\$295,361.60	COMPLETE - \$0.00
5944803	N/A	CITY OF WILLARD, GREENE CO, RELOCATE UTILITIES & WIDEN MILLER RD BETWEEN JACKSON ST & US 160	GREENE	WILLARD	WI1701-17A1	2017-2020 AM1, 2018-2021, 2019-2022	2017, 2018, 2019	\$216,000.00	\$733,896.00	M23E	--	\$0.00	\$152,509.91	\$657,386.09
										L23R	11/9/2017	\$140,000.00		

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6900811	N/A	CITY OF REPUBLIC, CAPACITY & GEOMETRIC IMPROVEMENTS - OAKWOOD AND HINES	GREENE	REPUBLIC	RP1501 RP1502	RP1501: 2015-2018 A3, 2015-2018 A8 (REMOVED), RP1502: 2015-2018 A4, 2017-2020, 2018-2021	2016, 2018	\$1,911,623.00	\$0.00	M23E M2E1 L23E	5/8/2018 -- --	\$1,566,571.70 \$0.00 \$0.00	\$89,290.44 \$64,190.76 \$191,571.10	\$0.00
9900843	N/A	CITY OF STRAFFORD, GREENE CO, MADISON/JEFFERSON/PINE	GREENE	STRAFFORD	EN1510	2015-2018 A3, 2015-2018 AM6, 2017-2020	2015, 2017	\$250,000.00	\$0.00	M303 M301	-- --	\$0.00 \$0.00	\$246,831.90 \$3,168.10	COMPLETE - \$0.00
9900845	N/A	STRAFFORD R-IV SCHOOLS, STRAFFORD, MO GREENE CO, PINE ST SIDEWALKS	GREENE	STRAFFORD SCHOOLS	EN1511	2015-2018 A3, 2015-2018 AM6, 2017-2020	2015, 2017	\$160,000.00	\$0.00	L220 M303 Z301	-- 10/31/2017 --	\$0.00 (\$7.23) \$0.00	\$26,138.94 \$110,615.97 \$13,158.04	COMPLETE - \$0.00
9900856	N/A	GREENE COUNTY, WILLARD SCHOOLS, KIME ST SIDEWALKS	GREENE	WILLARD SCHOOLS	EN1512	2015-2018 A3, 2015-2018 AM6, 2017-2020	2016, 2017	\$135,741.00	\$0.00	M3E2 M301 M302	10/31/2017 -- --	(\$9,657.43) \$0.00 \$0.00	\$81,580.38 \$6,212.13 \$0.00	COMPLETE - \$0.00
9901804	N/A	CITY OF NIXA, WIDEN MAIN STREET AND CONSTRUCT SIGNALIZED INTERSECTION AT TRACKER RD. AND MAIN ST	CHRISTIAN	NIXA	NX0601	2015-2018 A3, 2015-2018 AM6	2013, 2016	\$1,423,212.00	\$0.00	L23R	5/9/2018	(\$285,941.73)	\$1,264,618.71	COMPLETE - \$0.00
9901811	N/A	CITY OF OZARK, CHRISTIAN CO, SIDEWALK CONNECTING NEIL GRUBAUGH PARK TO FINLEY RIVER PARK	CHRISTIAN	OZARK	EN1503-17A1	2015-2018 A3, 2017-2020 A1	2015, 2017	\$122,966.00	\$0.00	M3E1 M301	5/4/2018 --	\$5,812.80 \$0.00	\$92,949.94 \$18,441.18	\$5,762.08
9901812	N/A	CITY OF OZARK, CHRISTIAN CO, SIDEWALKS AT E HARTLEY RD & S 18TH AVE INTERSECTION & RUNNING E ALONG E HARTLEY RD UNTIL OZARK E ELEMENTARY	CHRISTIAN	OZARK	EN1504-17A1	2015-2018 A3, 2017-2020 A1	2015, 2017	\$141,635.00	\$0.00	M3E1 Z301 M301	2/1/2018 11/22/2017 --	(\$524.62) \$1,665.60 \$0.00	\$88,202.03 \$0.00 \$21,569.35	\$30,722.64
B022009	N/A	CHRISTIAN COUNTY-BRIDGE REPLACEMENT ON RIVERSIDE ROAD OVER FINLEY RIVER	CHRISTIAN	OZARK	OK1802-17A5	2017-2020 A5, 2018-2021, 2019-2022	2017, 2018, 2019	\$1,933,588.00	\$341,330.00	Z233 L11E	10/16/2017 --	\$95,667.71 \$0.00	\$131,602.56 \$76,534.17	\$1,971,113.56
B039035	N/A	GREENE COUNTY, BRIDGE REPLACEMENT & APPROACHES, FARM RD 102 BRIDGE #10201641 OVER PEA RIDGE CREEK	GREENE	GREENE	GR1312	2015-2018	2015	\$371,200.00	\$0.00	M2E3 Z233	7/10/2018 7/10/2018	(\$635.75) (\$3,382.77)	\$105,921.55 \$560,563.45	COMPLETE - \$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	1/2/2018 10/20/2017	(\$75,534.25) \$439,399.25	\$0.00	\$0.00
H32G501	N/A	GREENE CO. MOBILE CLASSROOM FOR BIKE PED EDUCATION	CHRISTIAN/ GREENE	MODOT	EN1308	2013-2016 A4	2013	\$74,990.00	\$0.00	LU1E	11/3/2017	\$0.00	\$24,989.50	COMPLETE - \$0.00
NBIS816	N/A	GREENE CO; 2016 NATIONAL BRIDGE INSPECTIONS - OFF SYSTEM	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	M233	10/24/2017	(\$14,746.45)	\$20,000.00	COMPLETE - \$0.00
NBIS817	N/A	GREENE CO; 2018 NATIONAL BRIDGE INSPECTION STANDARD INSPECTION PLAN - OFF SYSTEM	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Z240	2/26/2018	\$12,000.00	\$0.00	\$0.00
S600040	J8P3003	CSTREPUBLIC RD GREENE CO; SCOPING TO IMPROVE REPUBLIC RD BRIDGES OVER RT 60 0.6 MI E/O RT 13 & 0.5 MI E/O RTE 160; 0.05 MI	GREENE	MODOT	SP1213	2012-2015 A2, 2013-2016, 2014-2017 A1	2012, 2013, 2014, 2015 (AC)	\$2,768,800.00	\$0.00	MO01 L23E	10/30/2017 --	(\$20,476.51) \$0.00	\$152,744.00 \$2,584,800.00	COMPLETE - \$0.00
S600073	J8S0556	RT H, GREENE CO, BRIDGE IMPROVEMENTS OVER SOUTH DRY SAC CREEK, .400 MI	GREENE	MODOT	MO1619	2015-2018 A8, 2017-2020	2016, 2017	\$805,600.00	\$0.00	MOE1 MOE2 MS3E Z001	-- 6/14/2018 -- 6/14/2018	\$0.00 (\$20,241.89) \$0.00 \$52,190.85	\$0.00 \$187,219.62 \$42,050.00 \$544,246.90	COMPLETE - \$0.00
S600095	J8P3057	MO 14, CHRISTIAN CO, PAVEMENT & SAFETY IMPROVEMENTS FROM RT W TO RT OO. 2.959 MI	CHRISTIAN	MODOT	MO1613	2015-2018 A8, 2017-2020	2016, 2017	\$491,200.00	\$0.00	Z531 M24E Z231	3/7/2018 -- --	(\$22,915.78) \$0.00 \$0.00	\$155,088.76 \$0.00 \$228,450.44	COMPLETE - \$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	1/8/2018 5/16/2018 4/9/2018 1/8/2018	\$78,000.00 \$53,997.60 \$0.00 \$42,980.11	\$0.00	\$121,022.29
S601051	J8P3091	MO13, GREEN CO; SAFETY IMPROVEMENTS AT VARIOUS INTERSECTIONS FROM N/O RTE WW TO .05 MI S/O FARM RD 94	GREENE	MODOT	MO1713	2017-2020, 2018-2021	2017, 2018	\$3,118,500.00	\$0.00	ZS30 ZS31	8/10/2018 4/2/2018 8/10/2018 4/2/2018	(\$218,521.65) \$2,527,291.98 (\$119,141.49) \$1,374,327.13	\$0.00 \$0.00	\$0.00
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	\$672,000.00	\$7,568,000.00	MS3E Z240	-- 11/3/2017	\$0.00 \$0.00	\$318,347.43 \$0.00	\$8,240,000.00

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S601054	J8S3090	RT H, GREENE CO; CHIP SEAL & PVMT IMPROVEMENTS FROM RTE 22 TO FARM RD 100	GREENE	MODOT	GR1702	2017-2020	2017	\$4,000.00	\$0.00	Z240	5/9/2018	\$0.00	\$85,839.88	COMPLETE - \$0.00
S601057	J8P0601	US 160, GREENE CO, TO IMPROVE CAPACITY & SAFETY FROM RT 123 IN WILLARD TO I-44 IN SPRINGFIELD	GREENE	MODOT	WI1001-17A2	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$87,200.00	\$12,000.00	Z240	11/3/2017	\$604,800.00	\$99,200.00	\$0.00
S601061	J8P3088D	RT M, GREENE CO, INTERSECTION IMPROVEMENTS ON REPUBLIC RD AT CO RD 103 & REPMO DR IN REPUBLIC	GREENE	MODOT	RP1801-17A2	2017-2020 A2, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$141,600.00	\$1,844,000.00	M230 Z240	8/27/2018 8/27/2018	\$42,800.00 \$48,150.00	\$100,000.00 \$112,500.00	\$1,682,150.00
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 Z531	11/20/2017 11/20/2017	(\$21,546.49) (\$1,077.32)	\$191,289.28 \$9,044.46	\$14,290.07
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 Z531	10/30/2017 10/30/2017	(\$97,375.60) (\$37,276.60)	\$459,339.25 \$175,840.81	\$283,472.14
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	\$16,000.00	\$208,800.00	Z240 Z530	9/4/2018 10/24/2017	\$188,881.55 \$20,000.00	\$0.00 \$0.00	\$0.00
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	1/8/2018	(\$170,158.17)	\$593,634.59	\$0.00
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	1/8/2018	(\$45,700.01)	\$178,088.15	\$57,211.86
S601099	J8I3098	RT B, GREENE CO, SAFETY IMPROVEMENTS AT I-44 & RT MM	GREENE	MODOT	GR1706	2017-2020, 2018-2021	2017, 2018	\$416,800.00	\$0.00	Z530 Z240	5/21/2018 2/28/2018	\$378,964.66 \$0.00	\$0.00 \$0.00	\$11,435.34
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	\$508,800.00	\$6,364,800.00	Z232	10/24/2017	\$512,800.00	\$0.00	\$6,360,800.00
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	3/8/2018 11/28/2017 10/23/2017	\$73,532.02 \$281,282.45 \$65,700.00	\$0.00	\$199,485.53
S602006	J8S3061	LP 44, GREENE CO, PAVE IMPROVE ON DISCONNECTED SECTIONS OF GLENSTONE AVE FROM I-44 TO LOMBARD ST IN SPRINGFIELD	GREENE	MODOT	MO1616	2015-2018 A8, 2017-2020, 2018-2021	2016, 2017, 2018	\$3,248,800.00	\$0.00	Z001 Z530	7/28/2018 4/23/2018 2/5/2018 11/7/2017 10/24/2017 4/23/2018 2/5/2018	\$1,943,988.94 (\$141,600.00) \$0.00 \$80,000.00 \$213,600.00 (\$7,425.50) \$19,455.00	\$0.00 \$0.00	\$1,140,781.56
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	2018, 2019	\$1,208,000.00	\$2,084,000.00	Z001	4/16/2018	\$8,000.00	\$0.00	\$3,284,000.00
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, 2020	\$3,200.00	\$641,600.00	Z240 Z530	9/4/2018 7/15/2018 9/4/2018	\$431,859.85 \$0.00 \$254,312.19	\$0.00 \$0.00	\$0.00
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	\$4,800.00	\$445,600.00	Z240 Z530	9/4/2018 7/15/2018 9/4/2018	\$223,791.16 \$8,000.00 \$213,846.87	\$0.00 \$0.00	\$4,761.97
S602050	J8S3121	GREENE CO, RT FF, PAVEMENT RESURFACING FROM .2 MI S OR RT 60 (JAMES RIVER FREEWAY) TO SOUTH OF WEAVER RD IN BATTLEFIELD	GREENE	MODOT	BA1801	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$604,800.00	Z001	7/15/2018	\$10,400.00	\$0.00	\$596,000.00
S602051	J8S3124	GREENE CO, RT EE, PAVEMENT RESURFACING FROM FARM RD 97 TO RT AB	GREENE	MODOT	GR1805	2018-2021, 2019-2022	208, 2019	\$6,400.00	\$53,600.00	Z240	7/15/2018	\$0.00	\$0.00	\$60,000.00
MO90X324	N/A	5307 OTHER CAPITAL ITEMS, OPERATING ASSISTANCE, BUS SUPPORT EQUIPMENT AND FACILITIES, OTHER CAPITAL ITEMS, METROPOLITAN PLANNING	GREENE	CITY UTILITIES	CU1805 CU1801 CU1800 CU1804	2018-2021 2018-2021 2018-2021 2018-2021	2018 2018 2018 2018	\$26,357.00 \$760,000.00 \$1,608,743.00 \$240,550.00	\$0.00 \$0.00 \$0.00 \$0.00	CAPITAL MAINT OPERATING PLANNING	6/11/2018 6/11/2018 6/11/2018 6/11/2018	\$16,000.00 \$760,000.00 \$1,575,094.00 \$240,550.00	\$0.00 \$0.00 \$0.00 \$0.00	\$10,357.00 \$0.00 \$33,649.00 \$0.00
MO340024	N/A	CAPITAL REPLACEMENT PURCHASE OF TWO, 35-FOOT LOW FLOOR FIXED ROUTE BUSES	GREENE	CITY UTILITIES	CU2006	2018-2021, 2019-2022	2020	\$0.00	\$651,208.00	CAPITAL	7/31/2018 7/31/2018 7/31/2018 7/31/2018 7/31/2018	\$40,000.00 \$50,000.00 \$50,000.00 \$50,000.00 \$239,129.00	\$0.00	\$0.00

*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 7

BOARD OF DIRECTORS AGENDA 12/20/2018; ITEM II.E.

Federal Funds Balance Report – September 30, 2018

**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). The region also has some remaining funds from the Small Urban and BRM (On-System Bridge) program.

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, 2019.

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. 2018

FUNDS BALANCE REPORT

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Note:

As OTO is awaiting official balances for FY 2018, current and future balances should be considered estimates.

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.

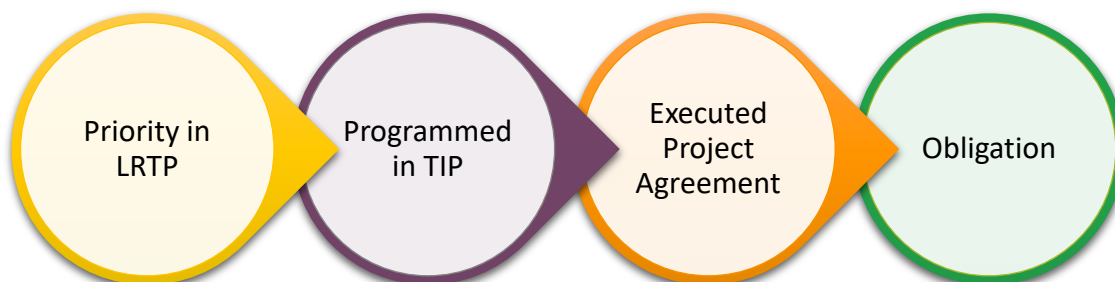
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for three subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside), On-System Bridge (BRM), and STBG funding (both Urban and Small Urban). This report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

Staff has included 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 not to be rescinded by MoDOT. 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 2018.

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

Through FY 2018 (9/30/2018)

STBG-Urban	\$24,938,597.85
Maximum Allowed	\$18,888,215.22
TAP	\$587,953.51
Maximum Allowed	\$1,248,851.01
BRM	\$963,132.19
Maximum Allowed	\$0.00
(Program Ended, Must Obligate by 9/30/2019)	

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 2019-2022 STIP.

Federal Funds Balance Report

Balance Summary

Accounts	9/30/2018 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Bridge (BRM)	963,132.19	963,132.19	963,132.19
Transportation Alternatives Program (TAP)	693,064.19	177,539.91	1,435,932.88
Total Small Urban	39,777.10	39,777.10	39,777.10
Republic Small Urban	(0.25)	--	--
Springfield Area Small Urban	39,777.35	--	--
Total STBG-Urban	20,051,564.88	14,488,060.91	17,288,598.51
STBG-Urban	19,877,007.19	--	--
OTO STBG Payback	174,557.69	--	--
	21,747,538.36	15,668,510.11	19,727,440.68

Total Balance All Accounts (10/1/2002-9/30/2018)

Allocations	85,301,000.46
Obligations	(63,553,462.10)
	21,747,538.36

Ending Balance (All Funding Sources)	All Accounts	Unobligated Cost Shares	Remaining Balance
Bridge (BRM)	963,132.19	0.00	963,132.19
Transportation Alternatives Program (TAP)	693,064.19	0.00	693,064.19
Christian County	(578,650.25)	0.00	(578,650.25)
Greene County	8,255,449.97	0.00	8,255,449.97
City of Battlefield	684,216.56	0.00	684,216.56
City of Nixa	1,890,303.93	(1,997,508.00)	(107,204.07)
City of Ozark	1,135,405.29	(1,901,195.97)	(765,790.68)
City of Republic	(165,789.11)	(992,800.00)	(1,158,589.11)
City of Springfield	8,411,907.75	(672,000.00)	7,739,907.75
City of Strafford	113,066.35	0.00	113,066.35
City of Willard	345,431.49	0.00	345,431.49
	21,747,538.36	(5,563,503.97)	16,184,034.39

MoDOT Cost Shares	Total	Obligated	Balance
1601063 Tracker/Northview/160	901,178.80	(18,778.80)	882,400.00
160 and South	1,115,108.00	0.00	1,115,108.00
OK1801 South and Third (Ozark)	1,517,720.00	(1,279,524.03)	238,195.97
9901815 Jackson/NN (Ozark)-OK1701	2,108,667.96	(445,667.96)	1,663,000.00
S601061 M/Repmo Drive	1,092,800.00	(100,000.00)	992,800.00
MO1804-18 FY 2020 TMC Staff	332,000.00	0.00	332,000.00
MO2101-18 FY 2021 TMC Staff	340,000.00	0.00	340,000.00
	7,407,474.76	(1,843,970.79)	5,563,503.97

Balance Based on Current Obligations (Program cancelled, effective 10/1/2016)

Bridge (BRM)

Name	Account	Amount	Balance
FY 2004 BRM Allocation	BRM	210,242.66	210,242.66
FY 2005 BRM Allocation	BRM	203,613.48	413,856.14
FY 2006 BRM Allocation	BRM	265,090.64	678,946.78
Adjustment to Balance	BRM	(0.43)	678,946.35
FY 2007 BRM Allocation	BRM	255,748.00	934,694.35
FY 2008 BRM Allocation	BRM	297,860.03	1,232,554.38
FY 2009 BRM Allocation	BRM	299,406.62	1,531,961.00
0602066 James River Bridge	BRM	(780,000.00)	751,961.00
FY 2010 BRM Allocation	BRM	341,753.00	1,093,714.00
FY 2011 BRM Allocation	BRM	326,535.00	1,420,249.00
FY 2012 BRM Allocation	BRM	395,013.02	1,815,262.02
FY 2013 BRM Allocation	BRM	388,603.66	2,203,865.68
0651064 Farmer Branch	BRM	(1,000,000.00)	1,203,865.68
FY 2014 BRM Allocation	BRM	352,601.99	1,556,467.67
0652086 Battlefield/65	BRM	(1,189,657.00)	366,810.67
0602066 James River Bridge	BRM	21,990.93	388,801.60
FY 2015 BRM Allocation	BRM	342,850.16	731,651.76
FY 2016 BRM Allocation	BRM	269,417.23	1,001,068.99
5901807 Mt. Vernon Bridge	BRM	(37,936.80)	963,132.19
		963,132.19	963,132.19
Remaining Balance BRM Funds			963,132.19
Maximum BRM Balance Allowed			808,251.69
Amount Subject to MoDOT Lapse Policy			154,880.50
Programmed	Funding	Remaining Amount	Future Balance
5901807 Mt. Vernon Bridge	BRM	(963,132.19)	0.00
No Future Funding Projected (Program Ended)		0.00	0.00

Balance Based on Current Obligations

Transportation Alternatives Program (TAP)

Name	Account	Amount	Balance
FY 2013 TAP Allocation	TAP	602,196.69	602,196.69
0141021 14ADA	TAP	(165,587.00)	436,609.69
FY 2014 TAP Allocation	TAP	612,826.23	1,049,435.92
FY 2015 TAP Allocation	TAP	397,253.54	1,446,689.46
9901807 Strafford Sidewalks	TAP	(211,573.18)	1,235,116.28
9901807 Strafford Sidewalks	TAP	34,777.20	1,269,893.48
9901811 Finley R. Park Connection	TAP	(18,441.18)	1,251,452.30
9901812 Hartley Road Sidewalks	TAP	(21,569.35)	1,229,882.95
9901813 McGuffy Park Sidewalks	TAP	(10,814.75)	1,219,068.20
6900809 Rte 174 Trail	TAP	(44,535.20)	1,174,533.00
9901807 Strafford Sidewalks	TAP	(12,930.00)	1,161,603.00
FY 2016 TAP Allocation	TAP	425,853.11	1,587,456.11
5901805 Main Cycle Track	TAP	(250,000.00)	1,337,456.11
9900856 Willard Kime Sidewalks	TAP	(10,646.13)	1,326,809.98
9901807 Strafford Sidewalks	TAP	(2,968.80)	1,323,841.18
5901806 S. Dry Sac Trail Parks	TAP	(12,007.42)	1,311,833.76
5911803 Broadway and College	TAP	(240,000.00)	1,071,833.76
9901807 Strafford Sidewalks	TAP	2,024.24	1,073,858.00
FY 2017 TAP Allocation	TAP	401,110.90	1,474,968.90
9901812 Hartley Road Sidewalks	TAP	(120,076.05)	1,354,892.85
5901806 S. Dry Sac Trail Parks	TAP	(2,118.22)	1,352,774.63
5901806 S. Dry Sac Trail Parks	TAP	(178,554.36)	1,174,220.27
6900809 Rte 174 Trail	TAP	(14,594.17)	1,159,626.10
6900809 Rte 174 Trail	TAP	(190,870.63)	968,755.47
9901811 Finley R. Park Connection	TAP	(93,233.14)	875,522.33
9901812 Hartley Road Sidewalks	TAP	31,874.02	907,396.35
9900843 Strafford Sidewalks 2014	TAP	(246,831.90)	660,564.45
9900856 Willard Kime Sidewalks	TAP	(77,146.38)	583,418.07
9901813 McGuffy Park Sidewalks	TAP	(29,219.25)	554,198.82
9900845 Strafford Schools SW 2014	TAP	(904.04)	553,294.78
9900845 Strafford Schools SW 2014	TAP	(122,869.97)	430,424.81
9900843 Strafford Sidewalks 2014	TAP	(3,168.10)	427,256.71
9901811 Finley R. Park Connection	TAP	283.20	427,539.91
5911802 College and Grant SW	TAP	(250,000.00)	177,539.91
FY 2018 TAP Allocation	TAP	421,887.00	599,426.91
9901811 Finley R. Park Connection	TAP	(5,812.80)	593,614.11
9900856 Willard Kime Sidewalks	TAP	9,657.43	603,271.54
9900845 Strafford Schools SW 2014	TAP	7.21	603,278.75
9901812 Hartley Road Sidewalks	TAP	524.62	603,803.37
5911802 College and Grant SW	TAP	28,236.79	632,040.16
5911802 College and Grant SW	TAP	61,024.03	693,064.19
		693,064.19	693,064.19
Maximum TAP Balance Allowed			1,248,851.01
Amount Subject to MoDOT Lapse Policy			0.00

Funds Balance Scenarios by Jurisdiction

STBG-U/Small Urban Summary

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	STBG-Urban	15,779,038.90	15,779,038.90
FY 2017 Allocation	STBG-Urban	6,071,695.15	21,850,734.05
Obligations	STBG-Urban	(3,102,664.13)	18,748,069.92
<i>9/30/2017 Balance</i>			18,748,069.92
FY 2018 Allocation	STBG-Urban	6,296,071.74	25,044,141.66
Obligations	STBG-Urban	(4,952,799.68)	20,091,341.98
<i>9/30/2018 Balance</i>			20,091,341.98
FY 2019 Allocation*	STBG-Urban	6,421,993.17	26,513,335.16
Programmed Cost Shares/Transfers	STBG-Urban	(2,476,395.97)	24,036,939.19
<i>9/30/2019 Balance</i>			24,036,939.19
FY 2020 Allocation*	STBG-Urban	6,550,433.04	30,587,372.23
Programmed Cost Shares/Transfers	STBG-Urban	(2,747,108.00)	27,840,264.23
<i>9/30/2020 Balance</i>			27,840,264.23
*Estimate		27,840,264.23	27,840,264.23

Remaining Balance All Funds (9/30/2020) 27,840,264.23

September 30, 2018 Balance	20,091,341.98
MoDOT STIP Programmed Cost Shares	
160 and South	(1,115,108.00)
1601063 Tracker/Northview/160	(882,400.00)
9901815/0141029 Jackson/NN	(1,663,000.00)
0141030 South and Third	(238,195.97)
S601061 M/Repmo Drive	(992,800.00)
MO1804-18 FY 2020 TMC Staff	(332,000.00)
MO2101-18 FY 2021 TMC Staff	(340,000.00)
9/30/2018 Balance after MoDOT STIP Programmed Cost Shares	14,527,838.01
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	19,265,979.52
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2018)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

As of September 30, 2019, the projected balance after STIP-Programmed Cost Shares is \$20,949,831.19. This is \$1,683,851.67 over the amount allowed.

Funds Balance Scenarios by Jurisdiction

STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	STBG-Urban	15,779,038.90	15,779,038.90
FY 2017 Allocation	STBG-Urban	6,071,695.15	21,850,734.05
Obligations	STBG-Urban	(3,102,664.13)	18,748,069.92
<i>9/30/2017 Balance</i>			18,748,069.92
FY 2018 Allocation	STBG-Urban	6,296,071.74	25,044,141.66
Obligations	STBG-Urban	(4,952,799.68)	20,091,341.98
<i>9/30/2018 Balance</i>			20,091,341.98
FY 2019 Allocation*	STBG-Urban	6,421,993.17	26,513,335.16
Programmed:		(22,024,853.97)	4,488,481.19
5909802 Kansas Extension GR1501	Programmed	(180,119.00)	
SP1714-17A2 Springfield KS Ext	Programmed	(1,600,000.00)	
5909802 Kansas Extension Phase I	Programmed	(10,156,075.00)	
5909802 Kansas Extension Phase II	Programmed	(2,935,796.00)	
9901814 FF SW Weaver to Rose	STBG-Urban	(488,494.00)	
160 and South	Programmed Cost Share	(50,000.00)	
1601063 Tracker/Northview/160	Programmed Cost Share	(882,400.00)	
0141030 South and Third	Programmed Cost Share	(238,195.97)	
OK1802 Riverside Bridge	Programmed	(173,278.00)	
9901815/0141029 Jackson/NN	Programmed Cost Share	(313,000.00)	
S601061 M/Repmo Drive	Programmed Cost Share	(992,800.00)	
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	
SP1818-18A4 Campbell and Republic	Cost Share-Unprogrammed	(200,800.00)	
SP1902-18A4 Republic Road	Programmed	(1,200,000.00)	
5944803 Miller Road Widening	STBG-Urban	(613,896.00)	
<i>9/30/2019 Balance</i>			4,488,481.19
FY 2020 Allocation*	STBG-Urban	6,550,433.04	11,038,914.23
Programmed:		(9,860,660.00)	1,178,254.23
5909802 Kansas Extension Phase I	Programmed	(5,935,589.00)	
EN2001 Gregg Rd Sidewalk	Programmed	(132,160.00)	
160 and South	Programmed Cost Share	(1,065,108.00)	
9901815/0141029 Jackson/NN	Programmed Cost Share	(1,350,000.00)	
MO1804-18 FY 2020 TMC Staff	Programmed Cost Share	(332,000.00)	
Kearney/West Bypass*	Cost Share-Unprogrammed	(1,045,803.00)	
<i>9/30/2020 Balance</i>			1,178,254.23
FY 2021 Allocation*	STBG-Urban	6,681,441.70	7,859,695.92
Programmed:		(468,128.00)	7,391,567.92
EN2101 Main Street SW South	Programmed	(53,760.00)	
EN2102 Main Street SW North	Programmed	(74,368.00)	
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(340,000.00)	
<i>9/30/2021 Balance</i>			7,391,567.92
FY 2022 Allocation*	STBG-Urban	6,815,070.53	14,206,638.46
Programmed:		(5,058,803.00)	9,147,835.46
5909802 Kansas Extension Phase II	Programmed	(3,246,479.00)	
Kansas/Walnut Lawn*	Cost Share-Unprogrammed	(903,652.00)	
Kansas/Sunset*	Cost Share-Unprogrammed	(908,672.00)	
<i>9/30/2022 Balance</i>			9,147,835.46
FY 2023 Allocation*	STBG-Urban	6,951,371.94	16,099,207.40
Programmed:		(1,120,000.00)	14,979,207.40
GR1502 East-West Arterial	Programmed	(1,120,000.00)	
<i>9/30/2023 Balance</i>			14,979,207.40
*Estimate		14,979,207.40	14,979,207.40
Remaining Balance All Funds (9/30/2023)			14,979,207.40
Funds Available to be Programmed through 2023			14,979,207.40

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	317,773.31	1,166,757.41
FY 2017 Rideshare	City of Springfield	(523.37)	1,166,234.04
Transfer (OK1802)	City of Ozark	(400,000.00)	766,234.04
Transfer (OK1801)	City of Ozark	(150,000.00)	616,234.04
Transfer (NX1801)	City of Nixa	(451,443.00)	164,791.04
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	66,234.04
<i>9/30/2017 Balance</i>			<i>66,234.04</i>
FY 2018 Allocation	STBG-Urban	329,516.47	395,750.51
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(578,126.88) **
FY 2018 Rideshare	City of Springfield	(523.37)	(578,650.25)
<i>9/30/2018 Balance</i>			<i>(578,650.25)</i>
FY 2019 Allocation*	STBG-Urban	336,106.80	(242,543.45)
FY 2019 Rideshare	City of Springfield	(523.37)	(243,066.82)
<i>9/30/2019 Balance</i>			<i>(243,066.82)</i>
FY 2020 Allocation*	STBG-Urban	342,828.94	99,762.11
<i>9/30/2020 Balance</i>			<i>99,762.11</i>
*Estimate		99,762.11	99,762.11

**Advance Agreement on File

Remaining Balance All Funds (9/30/2020)	99,762.11
September 30, 2018 Balance	(578,650.25)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,008,320.40
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2018)[†]	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>	<i>STBG-Urban</i>	<i>848,984.10</i>	<i>848,984.10</i>
FY 2017 Allocation	STBG-Urban	317,773.31	1,166,757.41
FY 2017 Rideshare	City of Springfield	(523.37)	1,166,234.04
Transfer (OK1802)	City of Ozark	(400,000.00)	766,234.04
Transfer (OK1801)	City of Ozark	(150,000.00)	616,234.04
Transfer (NX1801)	City of Nixa	(451,443.00)	164,791.04
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	66,234.04
<i>9/30/2017 Balance</i>			<i>66,234.04</i>
FY 2018 Allocation	STBG-Urban	329,516.47	395,750.51
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(578,126.88) **
FY 2018 Rideshare	City of Springfield	(523.37)	(578,650.25)
<i>9/30/2018 Balance</i>			<i>(578,650.25)</i>
FY 2019 Allocation*	STBG-Urban	336,106.80	(242,543.45)
FY 2019 Rideshare	City of Springfield	(523.37)	(243,066.82)
<i>9/30/2019 Balance</i>			<i>(243,066.82)</i>
FY 2020 Allocation*	STBG-Urban	342,828.94	99,762.11
<i>9/30/2020 Balance</i>			<i>99,762.11</i>
*Estimate		99,762.11	99,762.11
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			99,762.11
Funds Available to be Programmed through 2020			99,762.11

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>		<i>5,764,855.81</i>	<i>5,764,855.81</i>
FY 2017 Allocation	STBG-Urban	1,352,518.23	7,117,374.04
FY 2017 Rideshare	City of Springfield	(2,227.58)	7,115,146.46
5909802 Kansas Extension	STBG-Urban	(59,968.80)	7,055,177.66
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,955,177.66
<i>9/30/2017 Balance</i>			<i>6,955,177.66</i>
FY 2018 Allocation	STBG-Urban	1,402,499.89	8,357,677.55
Transfer	City of Republic	(100,000.00)	8,257,677.55
FY 2018 Rideshare	Greene County	(2,227.58)	8,255,449.97
<i>9/30/2018 Balance</i>			<i>8,255,449.97</i>
FY 2019 Allocation*	STBG-Urban	1,430,549.89	9,685,999.86
FY 2019 Rideshare	City of Springfield	(2,227.58)	9,683,772.28
<i>9/30/2019 Balance</i>			<i>9,683,772.28</i>
FY 2020 Allocation*	STBG-Urban	1,459,160.89	11,142,933.16
<i>9/30/2020 Balance</i>			<i>11,142,933.16</i>
*Estimate		11,142,933.16	11,142,933.16
Remaining Balance All Funds (9/30/2020)			11,142,933.16
September 30, 2018 Balance			8,255,449.97
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,291,649.66
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2018)[†]			3,963,800.31

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>		<i>5,764,855.81</i>	<i>5,764,855.81</i>
FY 2017 Allocation	STBG-Urban	1,352,518.23	7,117,374.04
FY 2017 Rideshare	City of Springfield	(2,227.58)	7,115,146.46
5909802 Kansas Extension	STBG-Urban	(59,968.80)	7,055,177.66
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,955,177.66
<i>9/30/2017 Balance</i>			<i>6,955,177.66</i>
FY 2018 Allocation	STBG-Urban	1,402,499.89	8,357,677.55
Transfer	City of Republic	(100,000.00)	8,257,677.55
FY 2018 Rideshare	Greene County	(2,227.58)	8,255,449.97
<i>9/30/2018 Balance</i>			<i>8,255,449.97</i>
FY 2019 Allocation*	STBG-Urban	1,430,549.89	9,685,999.86
FY 2019 Rideshare	City of Springfield	(2,227.58)	9,683,772.28
5909802 Kansas Extension Eng.	Programmed	(180,119.00)	9,503,653.28
5909802 Kansas Extension Early ROW	Programmed (See Springfield)	0.00	9,503,653.28
5909802 Kansas Extension Ph. I R/C	Programmed (See Springfield)	(6,976,075.00)	2,527,578.28
5909802 Kansas Extension Ph. II ROW	Programmed	(2,935,796.00)	(408,217.72) **
<i>9/30/2019 Balance</i>			<i>(408,217.72)</i>
FY 2020 Allocation*	STBG-Urban	1,459,160.89	1,050,943.16
5909802 Kansas Extension Ph. I Const.	Programmed	(5,935,589.00)	(4,884,645.84)
<i>9/30/2020 Balance</i>			<i>(4,884,645.84)</i>
FY 2021 Allocation*	STBG-Urban	1,488,344.10	(3,396,301.73)
<i>9/30/2021 Balance</i>			<i>(3,396,301.73)</i>
FY 2022 Allocation*	STBG-Urban	1,518,110.99	(1,878,190.75)
5909802 Kansas Extension Ph. II Const.	Programmed	(3,246,479.00)	(5,124,669.75)
<i>9/30/2022 Balance</i>			<i>(5,124,669.75)</i>
FY 2023 Allocation*	STBG-Urban	1,548,473.21	(3,576,196.54)
GR1502 East-West Arterial	Programmed	(1,120,000.00)	(4,696,196.54)
<i>9/30/2023 Balance</i>			<i>(4,696,196.54)</i>
*Estimate		(4,696,196.54)	(4,696,196.54)
** Need Advance Agreement on File			
Remaining Balance All Funds (9/30/2023)			(4,696,196.54)
Funds Available to be Programmed through 2023			--

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	109,678.49	616,804.30
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,846.24
FY 2017 Rideshare	City of Springfield	(180.64)	570,665.60
<i>9/30/2017 Balance</i>			<i>570,665.60</i>
FY 2018 Allocation	STBG-Urban	113,731.60	684,397.20
FY 2018 Rideshare	City of Springfield	(180.64)	684,216.56
<i>9/30/2018 Balance</i>			<i>684,216.56</i>
FY 2019 Allocation*	STBG-Urban	116,006.23	800,222.79
FY 2019 Rideshare	City of Springfield	(180.64)	800,042.15
<i>9/30/2019 Balance</i>			<i>800,042.15</i>
FY 2020 Allocation*	STBG-Urban	118,326.36	918,368.51
<i>9/30/2020 Balance</i>			<i>918,368.51</i>
*Estimate		918,368.51	918,368.51
Remaining Balance All Funds (9/30/2020)			918,368.51
September 30, 2018 Balance			684,216.56
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			341,194.80
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2018)[†]			343,021.76

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	109,678.49	616,804.30
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,846.24
FY 2017 Rideshare	City of Springfield	(180.64)	570,665.60
<i>9/30/2017 Balance</i>			<i>570,665.60</i>
FY 2018 Allocation	STBG-Urban	113,731.60	684,397.20
FY 2018 Rideshare	City of Springfield	(180.64)	684,216.56
<i>9/30/2018 Balance</i>			<i>684,216.56</i>
FY 2019 Allocation*	STBG-Urban	116,006.23	800,222.79
FY 2019 Rideshare	City of Springfield	(180.64)	800,042.15
9901814 FF SW Weaver to Rose	STBG-Urban	(488,494.00)	311,728.79
<i>9/30/2019 Balance</i>			<i>311,728.79</i>
FY 2020 Allocation*	STBG-Urban	118,326.36	430,055.15
<i>9/30/2020 Balance</i>			<i>430,055.15</i>
*Estimate		429,874.51	430,055.15
Remaining Balance All Funds (9/30/2020)			430,055.15
Funds Available to be Programmed through 2020			430,055.15

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>578,343.20</i>	<i>578,343.20</i>
FY 2017 Allocation	STBG-Urban	373,220.79	951,563.99
FY 2017 Rideshare	City of Springfield	(614.69)	950,949.30
0141023 160/14	STBG-Urban	(264,206.59)	686,742.71
Transfer	Christian County	451,443.00	1,138,185.71
Transfer	Christian County	98,557.00	1,236,742.71
<i>9/30/2017 Balance</i>			<i>1,236,742.71</i>
FY 2018 Allocation	STBG-Urban	387,012.98	1,623,755.69
1601063 Tracker/Northview/160	STBG-Urban	(18,778.80)	1,604,976.89
9901804 Tracker/Main	STBG-Urban	285,941.73	1,890,918.62
FY 2018 Rideshare	City of Springfield	(614.69)	1,890,303.93
<i>9/30/2018 Balance</i>			<i>1,890,303.93</i>
FY 2019 Allocation*	STBG-Urban	394,753.24	2,285,057.17
FY 2019 Rideshare	City of Springfield	(614.69)	2,284,442.48
160 and South	Programmed Cost Share	(50,000.00)	2,234,442.48
1601063 Tracker/Northview/160	Programmed Cost Share	(882,400.00)	1,352,042.48
<i>9/30/2019 Balance</i>			<i>1,352,042.48</i>
FY 2020 Allocation*	STBG-Urban	402,648.30	1,754,690.78
160 and South	Programmed Cost Share	(1,065,108.00)	689,582.78
<i>9/30/2020 Balance</i>			<i>689,582.78</i>
*Estimate		689,582.78	689,582.78
Remaining Balance All Funds (9/30/2020)			689,582.78
September 30, 2018 Balance			1,890,303.93
MoDOT STIP Programmed Cost Shares			
160 and South			(1,115,108.00)
1601063 Tracker/Northview/160			(882,400.00)
9/30/2018 Balance after MoDOT STIP Programmed Cost Shares			(107,204.07)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,184,259.72
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2018)[†]			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	373,220.79	951,563.99
FY 2017 Rideshare	City of Springfield	(614.69)	950,949.30
0141023 160/14	STBG-Urban	(264,206.59)	686,742.71
Transfer	Christian County	451,443.00	1,138,185.71
Transfer	Christian County	98,557.00	1,236,742.71
<i>9/30/2017 Balance</i>			<i>1,236,742.71</i>
FY 2018 Allocation	STBG-Urban	387,012.98	1,623,755.69
1601063 Tracker/Northview/160	Cost Share	(18,778.80)	1,604,976.89
9901804 Tracker/Main	STBG-Urban	285,941.73	1,890,918.62
FY 2018 Rideshare	City of Springfield	(614.69)	1,890,303.93
<i>9/30/2018 Balance</i>			<i>1,890,303.93</i>
FY 2019 Allocation*	STBG-Urban	394,753.24	2,285,057.17
FY 2019 Rideshare	City of Springfield	(614.69)	2,284,442.48
160 and South	Programmed Cost Share	(50,000.00)	2,234,442.48
1601063 Tracker/Northview/160	Programmed Cost Share	(882,400.00)	1,352,042.48
<i>9/30/2019 Balance</i>			<i>1,352,042.48</i>
FY 2020 Allocation*	STBG-Urban	402,648.30	1,754,690.78
EN2001 Gregg Rd Sidewalk	Programmed	(132,160.00)	1,622,530.78
160 and South	Programmed Cost Share	(1,065,108.00)	557,422.78
<i>9/30/2020 Balance</i>			<i>557,422.78</i>
FY 2021 Allocation*	STBG-Urban	410,701.27	968,124.05
EN2101 Main Street SW South	Programmed	(53,760.00)	914,364.05
EN2102 Main Street SW North	Programmed	(74,368.00)	839,996.05
<i>9/30/2021 Balance</i>			<i>839,996.05</i>
*Estimate		839,996.05	839,996.05
Remaining Balance All Funds (9/30/2021)			839,996.05
Funds Available to be Programmed through 2021			839,996.05

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	349,636.97	1,949,191.34
FY 201 Rideshare	City of Springfield	(575.85)	1,948,615.49
9901815 Jackson/NN	STBG-Urban	(280,000.00)	1,668,615.49
9901815 Jackson/NN	STBG-Urban	(40,000.00)	1,628,615.49
9901815 Jackson/NN	STBG-Urban	7,346.13	1,635,961.62
Transfer	Christian County	400,000.00	2,035,961.62
Transfer	Christian County	150,000.00	2,185,961.62
<i>9/30/2017 Balance</i>			<i>2,185,961.62</i>
FY 2018 Allocation	STBG-Urban	362,557.64	2,548,519.26
FY 2018 Rideshare	City of Springfield	(575.85)	2,547,943.41
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,414,929.32
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,135,405.29
<i>9/30/2018 Balance</i>			<i>1,135,405.29</i>
FY 2019 Allocation*	STBG-Urban	369,808.79	1,505,214.08
FY 2019 Rideshare	City of Springfield	(575.85)	1,504,638.23
0141030 South and Third	Programmed Cost Share	(238,195.97)	1,266,442.26
9901815/0141029 Jackson/NN	Programmed Cost Share	(313,000.00)	953,442.26
<i>9/30/2019 Balance</i>			<i>953,442.26</i>
FY 2020 Allocation*	STBG-Urban	377,204.97	1,330,647.23
9901815/0141029 Jackson/NN	Programmed Cost Share	(1,350,000.00)	(19,352.77) **
<i>9/30/2020 Balance</i>			<i>(19,352.77)</i>
*Estimate		(19,352.77)	(19,352.77)

**Advance Agreement on File

Remaining Balance All Funds (9/30/2020) (19,352.77)

September 30, 2018 Balance	1,135,405.29
MoDOT STIP Programmed Cost Shares	
9901815/0141029 Jackson/NN	(1,663,000.00)
0141030 South and Third	(238,195.97)
9/30/2018 Balance after MoDOT STIP Programmed Cost Shares	(765,790.68)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,109,426.38
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2018)[†]	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	349,636.97	1,949,191.34
FY 201 Rideshare	City of Springfield	(575.85)	1,948,615.49
9901815 Jackson/NN	STBG-Urban	(280,000.00)	1,668,615.49
9901815 Jackson/NN	STBG-Urban	(40,000.00)	1,628,615.49
9901815 Jackson/NN	STBG-Urban	7,346.13	1,635,961.62
Transfer	Christian County	400,000.00	2,035,961.62
Transfer	Christian County	150,000.00	2,185,961.62
<i>9/30/2017 Balance</i>			<i>2,185,961.62</i>
FY 2018 Allocation	STBG-Urban	362,557.64	2,548,519.26
FY 2018 Rideshare	City of Springfield	(575.85)	2,547,943.41
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,414,929.32
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,135,405.29
<i>9/30/2018 Balance</i>			<i>1,135,405.29</i>
FY 2019 Allocation*	STBG-Urban	369,808.79	1,505,214.08
FY 2019 Rideshare	City of Springfield	(575.85)	1,504,638.23
0141030 South and Third	Programmed Cost Share	(238,195.97)	1,266,442.26
OK1802 Riverside Bridge	Programmed	(173,278.00)	1,093,164.26
9901815/0141029 Jackson/NN	Programmed Cost Share	(313,000.00)	780,164.26
<i>9/30/2019 Balance</i>			<i>780,164.26</i>
FY 2020 Allocation*	STBG-Urban	377,204.97	1,157,369.23
9901815/0141029 Jackson/NN	Programmed Cost Share	(1,350,000.00)	(192,630.77) **
<i>9/30/2020 Balance</i>			<i>(192,630.77)</i>
*Estimate		(192,630.77)	(192,630.77)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			(192,630.77)
Funds Available to be Programmed through 2020			

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>854,997.06</i>	<i>854,997.06</i>
FY 2017 Allocation	STBG-Urban	289,421.71	1,144,418.77
FY 2017 Rideshare	City of Springfield	(476.67)	1,143,942.10
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,942.10
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,942.10
<i>9/30/2017 Balance</i>			<i>1,143,942.10</i>
FY 2018 Allocation	STBG-Urban	300,117.16	1,444,059.26
FY 2018 Rideshare	City of Springfield	(476.67)	1,443,582.59
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(122,989.11) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(165,789.11)
<i>9/30/2018 Balance</i>			<i>(165,789.11)</i>
FY 2019 Allocation*	STBG-Urban	306,119.50	140,330.39
FY 2019 Rideshare	City of Springfield	(476.67)	139,853.72
S601061 M/Repmo Drive	Programmed Cost Share	(992,800.00)	(852,946.28)
<i>9/30/2019 Balance</i>			<i>(852,946.28)</i>
FY 2020 Allocation*	STBG-Urban	312,241.89	(540,704.38)
<i>9/30/2020 Balance</i>			<i>(540,704.38)</i>
*Estimate		(540,704.38)	(540,704.38)

**Advance Agreement on File

Remaining Balance All Funds (9/30/2020)	(540,704.38)
September 30, 2018 Balance	(165,789.11)
MoDOT STIP Programmed Cost Shares	
S601061 M/Repmo Drive	(992,800.00)
9/30/2018 Balance after MoDOT STIP Programmed Cost Shares	(1,158,589.11)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	918,358.51
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2018)[†]	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>854,997.06</i>	<i>854,997.06</i>
FY 2017 Allocation	STBG-Urban	289,421.71	1,144,418.77
FY 2017 Rideshare	City of Springfield	(476.67)	1,143,942.10
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,942.10
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,942.10
<i>9/30/2017 Balance</i>			<i>1,143,942.10</i>
FY 2018 Allocation	STBG-Urban	300,117.16	1,444,059.26
FY 2018 Rideshare	City of Springfield	(476.67)	1,443,582.59
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(122,989.11) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(165,789.11)
<i>9/30/2018 Balance</i>			<i>(165,789.11)</i>
FY 2019 Allocation*	STBG-Urban	306,119.50	140,330.39
FY 2019 Rideshare	City of Springfield	(476.67)	139,853.72
S601061 M/Repmo Drive	Programmed Cost Share	(992,800.00)	(852,946.28)
<i>9/30/2019 Balance</i>			<i>(852,946.28)</i>
FY 2020 Allocation*	STBG-Urban	312,241.89	(540,704.38)
<i>9/30/2020 Balance</i>			<i>(540,704.38)</i>
*Estimate		(540,704.38)	(540,704.38)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			(540,704.38)
Funds Available to be Programmed through 2020			--

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	3,129,427.46	8,162,124.45
FY 2017 Rideshare	All Other Cities and Counties	4,845.88	8,166,970.33
0652087 Chestnut RR	STBG-Urban	6,553.61	8,173,523.94
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,149,894.91
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,138,695.23
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,133,276.93
0652088 Division/65	STBG-Urban	(813,318.86)	6,319,958.07
0652088 Division/65	STBG-Urban	(62,616.16)	6,257,341.91
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,201,980.31
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,146,163.32
<i>9/30/2017 Balance</i>			6,146,163.32
FY 2018 Allocation	STBG-Urban	3,245,073.95	9,391,237.27
FY 2018 Rideshare	All Other Cities and Counties	4,845.88	9,396,083.15
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,396,083.35
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,081,083.35
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,081,083.34
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,872,325.36
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,735,907.75
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,476,707.75
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,411,907.75
<i>9/30/2018 Balance</i>			8,411,907.75
FY 2019 Allocation*	STBG-Urban	3,309,975.43	11,721,883.18
FY 2019 Rideshare	All Other Cities and Counties	4,845.88	11,726,729.06
<i>9/30/2019 Balance</i>			11,726,729.06
FY 2020 Allocation*	STBG-Urban	3,376,174.94	15,102,904.00
MO1804-18 FY 2020 TMC Staff	Programmed Cost Share	(332,000.00)	14,770,904.00
<i>9/30/2020 Balance</i>			14,770,904.00
FY 2021 Allocation*	STBG-Urban	3,443,698.44	18,214,602.43
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(340,000.00)	17,874,602.43
<i>9/30/2021 Balance</i>			17,874,602.43
*Estimate		17,874,602.43	17,874,602.43

Remaining Balance All Funds (9/30/2020) 17,874,602.43

September 30, 2018 Balance	8,411,907.75
MoDOT STIP Programmed Cost Shares	
MO1804-18 FY 2020 TMC Staff	(332,000.00)
MO2101-18 FY 2021 TMC Staff	(340,000.00)
9/30/2018 Balance after MoDOT STIP Programmed Cost Shares	7,739,907.75
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	9,929,926.29
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2018)[†]	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	3,129,427.46	8,162,124.45
FY 2017 Rideshare	All Other Cities and Counties	4,845.88	8,166,970.33
0652087 Chestnut RR	STBG-Urban	6,553.61	8,173,523.94
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,149,894.91
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,138,695.23
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,133,276.93
0652088 Division/65	STBG-Urban	(813,318.86)	6,319,958.07
0652088 Division/65	STBG-Urban	(62,616.16)	6,257,341.91
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,201,980.31
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,146,163.32
<i>9/30/2017 Balance</i>			6,146,163.32
FY 2018 Allocation	STBG-Urban	3,245,073.95	9,391,237.27
FY 2018 Rideshare	All Other Cities and Counties	4,845.88	9,396,083.15
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,396,083.35
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,081,083.35
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,081,083.34
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,872,325.36
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,735,907.75
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,476,707.75
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,411,907.75
<i>9/30/2018 Balance</i>			8,411,907.75
FY 2019 Allocation*	STBG-Urban	3,309,975.43	11,721,883.18
FY 2019 Rideshare	All Other Cities and Counties	4,845.88	11,726,729.06
5909802 Kansas Extension Ph. I ROW	Programmed (See Greene)	(2,080,000.00)	9,646,729.06
5909802 Kansas Extension Ph. I Const.	Programmed (See Greene)	(2,700,000.00)	6,946,729.06
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	4,946,729.06
SP1818-18A4 Campbell and Republic	Cost Share- STIP Unprogrammed	(200,800.00)	4,745,929.06
SP1902-18A4 Republic Road	Programmed	(1,200,000.00)	3,545,929.06
<i>9/30/2019 Balance</i>			3,545,929.06
FY 2020 Allocation*	STBG-Urban	3,376,174.94	6,922,104.00
MO1804-18 FY 2020 TMC Staff	Programmed Cost Share	(332,000.00)	6,590,104.00
Kearney/West Bypass*	Cost Share-Unprogrammed	(1,045,803.00)	5,544,301.00
<i>9/30/2020 Balance</i>			5,544,301.00
FY 2021 Allocation*	STBG-Urban	3,443,698.44	8,987,999.43
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(340,000.00)	8,647,999.43
<i>9/30/2021 Balance</i>			8,647,999.43
FY 2022 Allocation*	STBG-Urban	3,512,572.41	12,160,571.84
Kansas/Walnut Lawn*	Cost Share-Unprogrammed	(903,652.00)	11,256,919.84
Kansas/Sunset*	Cost Share-Unprogrammed	(908,672.00)	10,348,247.84
<i>9/30/2022 Balance</i>			10,348,247.84
*Estimate		10,348,247.84	10,348,247.84
Remaining Balance All Funds (9/30/2022)			10,348,247.84
Funds Available to be Programmed through 2022			10,348,247.84

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	46,265.09	224,043.95
FY 2017 Rideshare	City of Springfield	(76.20)	223,967.75
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,167.75
<i>9/30/2017 Balance</i>			<i>65,167.75</i>
FY 2018 Allocation	STBG-Urban	47,974.80	113,142.55
FY 2018 Rideshare	City of Springfield	(76.20)	113,066.35
<i>9/30/2018 Balance</i>			<i>113,066.35</i>
FY 2019 Allocation*	STBG-Urban	48,934.30	162,000.65
FY 2019 Rideshare	City of Springfield	(76.20)	161,924.45
<i>9/30/2019 Balance</i>			<i>161,924.45</i>
FY 2020 Allocation*	STBG-Urban	49,912.98	211,837.43
<i>9/30/2020 Balance</i>			<i>211,837.43</i>
*Estimate		211,837.43	211,837.43
Remaining Balance All Funds (9/30/2020)			211,837.43
September 30, 2018 Balance			113,066.35
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			146,802.89
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2018)[†]			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	46,265.09	224,043.95
FY 2017 Rideshare	City of Springfield	(76.20)	223,967.75
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,167.75
<i>9/30/2017 Balance</i>			<i>65,167.75</i>
FY 2018 Allocation	STBG-Urban	47,974.80	113,142.55
FY 2018 Rideshare	City of Springfield	(76.20)	113,066.35
<i>9/30/2018 Balance</i>			<i>113,066.35</i>
FY 2019 Allocation*	STBG-Urban	48,934.30	162,000.65
FY 2019 Rideshare	City of Springfield	(76.20)	161,924.45
<i>9/30/2019 Balance</i>			<i>161,924.45</i>
FY 2020 Allocation*	STBG-Urban	49,912.98	211,837.43
<i>9/30/2020 Balance</i>			<i>211,837.43</i>
*Estimate		211,837.43	211,837.43
Remaining Balance All Funds (9/30/2020)			211,837.43
Funds Available to be Programmed through 2020			211,837.43

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	103,753.10	518,455.80
FY 2017 Rideshare	City of Springfield	(170.88)	518,284.92
9900841 160/Hughes	STBG-Urban	12,240.11	530,525.03
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	378,015.12
<i>9/30/2017 Balance</i>			378,015.12
FY 2018 Allocation	STBG-Urban	107,587.25	485,602.37
FY 2018 Rideshare	City of Springfield	(170.88)	485,431.49
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	345,431.49
<i>9/30/2018 Balance</i>			345,431.49
FY 2019 Allocation*	STBG-Urban	109,739.00	455,170.49
FY 2019 Rideshare	City of Springfield	(170.88)	454,999.61
<i>9/30/2019 Balance</i>			454,999.61
FY 2020 Allocation*	STBG-Urban	111,933.77	566,933.38
<i>9/30/2020 Balance</i>			566,933.38
*Estimate		566,933.38	566,933.38

Remaining Balance All Funds (9/30/2020)	566,933.38
September 30, 2018 Balance	345,431.49
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	329,216.99
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2018)[†]	16,214.51

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>		<i>414,702.70</i>	<i>414,702.70</i>
FY 2017 Allocation	STBG-Urban	103,753.10	518,455.80
FY 2017 Rideshare	City of Springfield	(170.88)	518,284.92
9900841 160/Hughes	STBG-Urban	12,240.11	530,525.03
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	378,015.12
<i>9/30/2017 Balance</i>			<i>378,015.12</i>
FY 2018 Allocation	STBG-Urban	107,587.25	485,602.37
FY 2018 Rideshare	City of Springfield	(170.88)	485,431.49
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	345,431.49
<i>9/30/2018 Balance</i>			<i>345,431.49</i>
FY 2019 Allocation*	STBG-Urban	109,739.00	455,170.49
FY 2019 Rideshare	City of Springfield	(170.88)	454,999.61
5944803 Miller Road Widening	STBG-Urban	(613,896.00)	(158,896.40) **
<i>9/30/2019 Balance</i>			<i>(158,896.40)</i>
FY 2020 Allocation*	STBG-Urban	111,933.77	(46,962.62)
<i>9/30/2020 Balance</i>			<i>(46,962.62)</i>
*Estimate		(46,962.62)	(46,962.62)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			(46,962.62)
Funds Available to be Programmed through 2020			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003/2004	FY 2005	FY 2006	FY 2007	FY 2008
Republic Small Urban Allocation	58,255.44	33,077.66	33,077.66	33,077.66	33,077.66
STP-Urban Allocation	6,310,146.59	3,802,833.24	3,380,864.78	3,715,512.23	3,977,123.62
STP-Urban Distribution					
Christian County	348,765.16	210,184.62	186,862.21	205,358.35	219,817.75
Greene County	1,399,042.73	843,138.29	749,582.31	823,778.07	881,780.76
City of Battlefield	63,402.45	38,209.72	33,969.91	37,332.34	39,960.94
City of Nixa	315,253.93	189,988.95	168,907.47	185,626.40	198,696.47
City of Ozark	257,927.98	155,441.25	138,193.24	151,872.00	162,565.39
City of Republic	N/A	N/A	N/A	N/A	N/A
City of Springfield	3,925,754.34	2,365,870.41	2,103,349.64	2,311,545.07	2,474,302.31
City of Strafford	N/A	N/A	N/A	N/A	N/A
City of Willard	N/A	N/A	N/A	N/A	N/A
	6,310,146.59	3,802,833.24	3,380,864.78	3,715,512.23	3,977,123.62
Republic Small Urban Distribution	58,255.44	33,077.66	33,077.66	33,077.66	33,077.66
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Republic Small Urban Allocation	33,077.66	33,077.66	33,077.66	33,077.66	33,077.66
STP-Urban Allocation	4,081,943.45	4,772,637.00	4,847,733.00	4,547,306.00	5,404,229.00
STP-Urban Distribution					
Christian County	225,611.20	263,786.21	255,649.77	239,722.79	284,571.43
Greene County	905,020.70	1,058,156.57	1,025,518.01	1,020,316.77	1,211,203.16
City of Battlefield	41,014.13	47,954.01	46,474.89	82,739.59	98,218.96
City of Nixa	203,933.25	238,440.19	231,085.56	281,551.42	334,225.59
City of Ozark	166,849.92	195,082.09	189,064.84	263,760.19	313,105.87
City of Republic	N/A	N/A	127,291.02	185,257.16	226,104.43
City of Springfield	2,539,514.25	2,969,217.93	2,877,633.17	2,360,786.90	2,802,455.71
City of Strafford	N/A	N/A	34,761.39	34,901.60	41,431.18
City of Willard	N/A	N/A	60,254.35	78,269.58	92,912.67
	4,081,943.45	4,772,637.00	4,847,733.00	4,547,306.00	5,404,229.00
Republic Small Urban Distribution	33,077.66	33,077.66	33,077.66	33,077.66	33,077.66
	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Republic Small Urban Allocation	33,077.66	33,077.66	31,112.85	0.00	0.00
STP/BG-Urban Allocation	5,607,071.55	5,451,998.01	5,984,809.50	6,071,695.15	6,296,071.74
STP/BG-Urban Distribution					
Christian County	295,187.56	287,071.50	314,854.34	317,773.31	329,516.47
Greene County	1,256,387.95	1,221,844.09	1,340,094.39	1,352,518.23	1,402,499.89
City of Battlefield	101,883.09	99,081.85	108,671.01	109,678.49	113,731.60
City of Nixa	346,694.10	337,161.90	369,792.49	373,220.79	387,012.98
City of Ozark	324,786.51	315,856.64	346,425.31	349,636.97	362,557.64
City of Republic	235,773.39	228,381.45	255,650.32	289,421.71	300,117.16
City of Springfield	2,907,003.30	2,827,076.46	3,100,681.46	3,129,427.46	3,245,073.95
City of Strafford	42,976.80	41,795.17	45,840.12	46,265.09	47,974.80
City of Willard	96,378.85	93,728.95	102,800.06	103,753.10	107,587.25
	5,607,071.55	5,451,998.01	5,984,809.50	6,071,695.15	6,296,071.74
Republic Small Urban Distribution	33,077.66	33,077.66	31,112.85	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
Springfield Area Small Urban	(184,224.00)	14.67	
STBG-Urban			(10,000.00)
Distribution			
Christian County	(10,182.16)	0.81	(523.37)
Greene County	(40,844.89)	3.25	(2,227.58)
City of Battlefield	(1,851.03)	0.15	(180.64)
City of Nixa	(9,203.80)	0.73	(614.69)
City of Ozark	(7,530.18)	0.60	(575.85)
City of Republic	N/A	N/A	(476.67)
City of Springfield	(114,611.94)	9.13	(5,154.12)
City of Strafford	N/A	N/A	(76.20)
City of Willard	N/A	N/A	(170.88)
	(184,224.00)	14.67	(10,000.00)

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

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
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	317,773.31	317,773.31
	Deposit	10/01/2016	Greene County	1,352,518.23	1,670,291.54
	Deposit	10/01/2016	City of Battlefield	109,678.49	1,779,970.03
	Deposit	10/01/2016	City of Nixa	373,220.79	2,153,190.82
	Deposit	10/01/2016	City of Ozark	349,636.97	2,502,827.79
	Deposit	10/01/2016	City of Republic	289,421.71	2,792,249.50
	Deposit	10/01/2016	City of Springfield	3,129,427.46	5,921,676.96
	Deposit	10/01/2016	City of Strafford	46,265.09	5,967,942.05
	Deposit	10/01/2016	City of Willard	103,753.10	6,071,695.15
Total FY 2017 Allocation*				6,071,695.15	6,071,695.15
FY 2017 TAP Allocation					
	Deposit	10/01/2016	Enhancements (TAP)	401,110.90	401,110.90
Total FY 2017 TAP Allocation				401,110.90	401,110.90

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	329,516.47	329,516.47
	Deposit	10/01/2017	Greene County	1,402,499.89	1,732,016.36
	Deposit	10/01/2017	City of Battlefield	113,731.60	1,845,747.96
	Deposit	10/01/2017	City of Nixa	387,012.98	2,232,760.94
	Deposit	10/01/2017	City of Ozark	362,557.64	2,595,318.58
	Deposit	10/01/2017	City of Republic	300,117.16	2,895,435.74
	Deposit	10/01/2017	City of Springfield	3,245,073.95	6,140,509.69
	Deposit	10/01/2017	City of Strafford	47,974.80	6,188,484.49
	Deposit	10/01/2017	City of Willard	107,587.25	6,296,071.74
Total FY 2018 Allocation*				6,296,071.74	6,296,071.74
FY 2018 TAP Allocation					
	Deposit	10/01/2017	Enhancements (TAP)	421,887.00	421,887.00
Total FY 2018 TAP Allocation				421,887.00	421,887.00
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				85,301,000.46	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0132056 13/I-44			
	08/21/2009	City of Springfield	(978,000.00)
			<u>(978,000.00)</u>
0132070 Kansas/JRF			
	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			
	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			
	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)
			<u>(1,197,263.30)</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)
			<u>(1,279,524.03)</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			
	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			
	10/02/2011	City of Springfield	(100,000.00)
			<u>(100,000.00)</u>
0602066 James River Bridge			
	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u>(758,009.07)</u>
0602067 National/JRF			
	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u>0.00</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0602068 JRF/Campbell (160)			
	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			<u>(1,800,000.00)</u>
0602076 Oakwood/60			
	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u>(223,050.00)</u>
0651056 65/CC/J			
	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u>(2,300,000.00)</u>
0651064 Farmer Branch			
	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u>(1,000,000.00)</u>
0652048 44/65			
	04/17/2007	City of Springfield	(74,000.00)
			<u>(74,000.00)</u>
0652058 Glenstone/Primrose			
	12/21/2007	City of Springfield	(134,432.60)
	02/29/2008	City of Springfield	22,101.02
	07/09/2009	City of Springfield	(312,694.65)
	10/02/2009	City of Springfield	(7,570.99)
			<u>(432,597.22)</u>
0652065 US 65 6-Laning			
	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u>0.00</u>
0652067 US65			
	10/02/2009	City of Springfield	(1,061,000.00)
			<u>(1,061,000.00)</u>
0652069 Glenstone Sidewalks			
	10/02/2010	City of Springfield	(106,000.00)
			<u>(106,000.00)</u>
0652074 South Glenstone			
	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			<u>(4,541,168.92)</u>
0652076 65/Chestnut			
	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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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			
	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			
	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			<u>(357,398.72)</u>
1601054 160/Campbell/Plainview 3			
	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			
	12/22/2017	City of Nixa	(18,778.80)
			<u>(18,778.80)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
2661009 Midfield Terminal Access			
	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			
	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			
	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			
	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			
	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u>(250,000.00)</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>(192,680.00)</u>
5901807 Mt. Vernon Bridge			
	08/05/2016	Bridge (BRM)	(37,936.80)
			<u>(37,936.80)</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>(324,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5903802 Commercial St.scape Ph 5			
	03/17/2016	City of Springfield	(459,587.00)
			<u>(459,587.00)</u>
5904810 Division Underground Tank			
	10/02/2006	Greene County	(64,027.15)
			<u>(64,027.15)</u>
5905804 FY 2008 TMC Staff			
	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u>(111,340.76)</u>
5905805 FY 2009 TMC Staff			
	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			<u>(189,540.94)</u>
5905806 FY 2010 TMC Staff			
	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u>(227,869.98)</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>(2,217,020.84)</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)
			<u>(780,041.30)</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
			<u>(160,739.18)</u>
5911803 Broadway and College			
	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u>(240,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5916806 Highway M Study			
	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			
	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			
	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			
	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			
	10/02/2012	City of Springfield	(260,000.00)
			<u>(260,000.00)</u>
5938804 FY 2014 TMC Staff			
	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			
	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u>(187,782.10)</u>
5938806 FY 2016 TMC Staff			
	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			
	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u>(48,300.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5944803 Miller Road Widening			
	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
			<u><u>(292,509.91)</u></u>
6900804 60 East			
	03/19/2004	City of Republic	(303,436.00)
			<u><u>(303,436.00)</u></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><u>(250,000.00)</u></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	(64,190.76)
	05/08/2018	City of Republic	(1,566,571.70)
			<u><u>(1,911,624.00)</u></u>
7441012 Kearney/Packer			
	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u><u>(728,721.00)</u></u>
9900077 Republic Trans. Plan			
	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u><u>(63,984.87)</u></u>
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><u>(1,078,283.68)</u></u>
9900841 Hwy160/Hughes			
	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u><u>(27,759.89)</u></u>
9900843 Strafford Sidewalks 2014			
	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u><u>(250,000.00)</u></u>
9900845 Strafford Schools SW 2014			
	03/30/2017	Enhancements (TAP)	(122,869.97)
	04/10/2017	Enhancements (TAP)	(904.04)
	10/31/2017	Enhancements (TAP)	7.21
			<u><u>(123,766.80)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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			
	02/22/2008	City of Nixa	(236,800.00)
	10/02/2012	City of Nixa	3,168.42
			<u>(233,631.58)</u>
9900855 Roadway Prioritization			
	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			
	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			
	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			
	08/07/2008	City of Nixa	(53,822.02)
	10/02/2012	City of Nixa	7,167.08
			<u>(46,654.94)</u>
9900860 CC Study			
	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u>(205,706.70)</u>
9900861 Northview Road			
	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			
	10/02/2009	City of Battlefield	(1,998.24)
			<u>(1,998.24)</u>
9900867 Cloverdale Lane Sidewalks			
	10/02/2009	City of Battlefield	(795.68)
			<u>(795.68)</u>
9900869 14/Gregg			
	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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900878 125/OO			
	10/02/2011	City of Strafford	(9,819.76)
	10/02/2011	City of Strafford	(53,955.24)
	03/01/2014	City of Strafford	(66,236.44)
			<u><u>(130,011.44)</u></u>
9900891 Evans/65			
	10/02/2011	Greene County	(500,000.00)
			<u><u>(500,000.00)</u></u>
9901804 Tracker/Main			
	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			<u><u>(978,676.98)</u></u>
9901807 Strafford Sidewalks			
	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><u>(190,670.54)</u></u>
9901810 Weaver Rd Widening			
	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><u>(196,697.22)</u></u>
9901811 Finley R. Park Connection			
	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)
			<u><u>(117,203.92)</u></u>
9901812 Hartley Road Sidewalks			
	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	02/01/2018	Enhancements (TAP)	524.62
			<u><u>(109,246.76)</u></u>
9901813 McGuffy Park Sidewalks			
	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u><u>(40,034.00)</u></u>
9901814 FF SW Weaver to Rose			
	09/01/2017	City of Battlefield	(45,958.06)
			<u><u>(45,958.06)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901815 Jackson/NN			
	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>
ES08006 Traffic Analysis			
	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			
	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			
	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)
			<u>(158,800.00)</u>
S601061 M/Repmo Drive			
	03/22/2017	City of Republic	(100,000.00)
	03/22/2017	City of Republic	(42,800.00)
			<u>(142,800.00)</u>
S601071 FY 2017 TMC Staff			
	12/06/2017	City of Springfield	(315,000.00)
			<u>(315,000.00)</u>
S947010 Glenstone (H) I-44 to VWM			
	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			
	10/02/2009	City of Republic	(198,465.00)
			<u>(198,465.00)</u>
S959003 Route FF Pavement Imp			
	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>(63,553,462.10)</u>

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

TAB 8

BOARD OF DIRECTORS AGENDA 12/20/2018; ITEM II.F.

Independent Financial Statement Audit Report for FY 2018

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

AGENDA DESCRIPTION:

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

The Audit for FY 2018, which ran from July 1, 2017 to June 30, 2018 is included for the 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 2018 was \$435,240. This was an increase from the prior year balance of \$397,944 by \$37,296.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its November 7, 2018 meeting, the Executive Committee unanimously moved to approve the Board of Directors accept the Fiscal Year 2018 Independent Financial Statement Audit report.

BOARD OF DIRECTORS ACTION REQUESTED.

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

"Move to accept the Fiscal Year 2018 Independent Financial Statement Audit report."

OR

"Move to reject the Fiscal Year 2018 Independent Financial Statement Audit in consideration of the following...."

**OZARKS TRANSPORTATION
ORGANIZATION**

**Financial Statements and
Supplementary Data with
Independent Auditor's Report**

June 30, 2018

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Ozarks Transportation Organization

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, 2018, 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, 2018, 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 schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and is also not a required part of the financial statements.

The schedule of expenditures of federal awards is the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

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 18, 2018 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 18, 2018

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF NET POSITION AND GOVERNMENTAL FUND BALANCE SHEET -
MODIFIED CASH BASIS
JUNE 30, 2018

	<u>General Fund</u>	<u>Adjustments (Note E)</u>	<u>Statement of Net Position</u>
ASSETS			
Cash	\$ 435,241	\$ -	\$ 435,241
Employee Health FSA Receivable	<u>1,396</u>	<u>-</u>	<u>1,396</u>
Total Assets	<u><u>436,637</u></u>	<u><u>-</u></u>	<u><u>436,637</u></u>
LIABILITIES			
Current Liabilities			
Credit card payable	<u>2,604</u>	<u>-</u>	<u>2,604</u>
Total Liabilities	<u>2,604</u>	<u>-</u>	<u>2,604</u>
FUND BALANCES/NET ASSETS			
Fund Balances:			
Unassigned	<u>434,033</u>	<u>(434,033)</u>	<u>-</u>
Total Liabilities and Fund Balances	<u><u>\$ 436,637</u></u>		
Net Position:			
Unrestricted		<u>434,033</u>	<u>434,033</u>
Total Net Position		<u><u>\$ 434,033</u></u>	<u><u>\$ 434,033</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, 2018

	<u>Governmental Fund</u> General Fund	Adjustments (Note E)	Statement of Activities
EXPENDITURES			
Building expenses	\$ 74,379	\$ -	\$ 74,379
Commodities	9,214	-	9,214
In-kind match expense	97,659	-	97,659
Information Technology	29,006	-	29,006
Insurance	9,249	-	9,249
Equipment lease	4,557	-	4,557
Dues and memberships	4,507	-	4,507
Education/training/travel	20,211	-	20,211
Food/meeting expense	4,150	-	4,150
Legal/bid notices	668	-	668
Postage	593	-	593
Printing/mapping services	1,291	-	1,291
Public relations	325	-	325
Staff mileage	3,126	-	3,126
Telephone/internet	6,400	-	6,400
Personnel	464,110	-	464,110
Miscellaneous	13	-	13
Services	252,697	-	252,697
Total Expenditures	982,155	-	982,155
PROGRAM REVENUES			
Operating grants	797,919	-	797,919
In-kind match income	97,659	-	97,659
NET PROGRAM EXPENSES	86,577	-	86,577
GENERAL REVENUES			
Local jurisdiction match funds	118,998	-	118,998
Interest income	1,718	-	1,718
Miscellaneous	3,140	-	3,140
Total General Revenues	123,856	-	123,856
REVENUES OVER (UNDER) EXPENDITURES	37,279	-	37,279
OTHER FINANCING SOURCES (USES)	-	-	-
EXCESS OF REVENUES AND OTHER FINANCING SOURCES OVER EXPENDITURES AND OTHER FINANCING USES	37,279	(37,279)	-
INCREASE IN NET POSITION	-	37,279	37,279
FUND BALANCE/NET POSITION:			
Beginning of Year	396,754	-	396,754
End of Year	\$ 434,033	\$ -	\$ 434,033

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2018

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, 2018

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, 2018

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, 2018

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, 2018.

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, 2018

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

All deposits with financial institutions should be collateralized in an amount at least equal to uninsured deposits. However, the Organization has elected to forgo the collateral in exchange for maximum yield on its deposits. Management believes the risk of loss is sufficiently low to support this position. As of June 30, 2018, uninsured deposits amounted to \$32,200.

The Organization's deposits are comprised of the following as of June 30, 2018:

	<u>Book Balance</u>	<u>Bank Balance</u>
Checking, Money Market, ICS (interest bearing)	\$435,241	\$573,867

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2018

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.

NOTE D – RELATED PARTY TRANSACTIONS

During the fiscal year ended June 30, 2018, the Organization had transactions with the following related parties:

Spouse of board member - employee	\$15,653
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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 18, 2018, 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 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,	
2019	\$51,480
2020	51,480
2021	34,320

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2018

NOTE H – ECONOMIC DEPENDENCY

Approximately 78% of total revenue was received from the Missouri Department of Transportation.

OZARKS TRANSPORTATION ORGANIZATION
BUDGETARY COMPARISON SCHEDULE - MODIFIED CASH BASIS
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2018

	Budgeted Amounts		General	Variance with
	Original	Final	Fund	Final Budget
				Pos (Neg)
BEGINNING BUDGETARY FUND BALANCE	\$ 396,754	\$ 396,754	\$ 396,754	\$ -
RESOURCES (INFLOWS)				
Consolidated planning grant	897,323	897,323	797,919	(99,404)
In-kind match income - direct cost	-	-	97,659	97,659
Local jurisdiction match funds	133,792	133,792	118,998	(14,794)
Interest income	-	-	1,718	1,718
Miscellaneous	-	-	3,140	3,140
Amounts Available for Appropriation	1,427,869	1,427,869	1,416,188	(11,681)
CHARGES TO APPROPRIATIONS (OUTFLOWS)				
Building expenses	79,988	79,988	74,379	5,609
Commodities	17,300	17,300	9,214	8,086
In-kind match expense	-	-	97,659	(97,659)
Information Technology	35,000	35,000	29,006	5,994
Insurance	13,450	13,450	9,249	4,201
Equipment lease	4,000	4,000	4,557	(557)
Dues and memberships	6,000	6,000	4,507	1,493
Education/training/travel	25,000	25,000	20,211	4,789
Food/meeting expense	4,000	4,000	4,150	(150)
Legal/bid notices	3,500	3,500	668	2,832
Postage	2,500	2,500	593	1,907
Printing/mapping services	10,000	10,000	1,291	8,709
Public relations	1,500	1,500	325	1,175
Staff mileage	4,500	4,500	3,126	1,374
Telephone/internet	11,500	11,500	6,400	5,100
Personnel	465,736	465,736	464,110	1,626
Miscellaneous	240	240	13	227
Services	290,180	290,180	252,697	37,483
Total Charges to Appropriations	974,394	974,394	982,155	(7,761)
OTHER FINANCING SOURCES	-	-	-	-
ENDING BUDGETARY FUND BALANCE	\$ 453,475	\$ 453,475	\$ 434,033	\$ (19,442)

**OZARKS TRANSPORTATION ORGANIZATION
NOTES TO SUPPLEMENTARY INFORMATION
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2018**

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.

**OZARKS TRANSPORTATION ORGANIZATION
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2018**

Federal Grantor/Pass-through Grantor/Program Title	Federal CFDA No.	Pass-through Entity Identifying Number	Federal Expenditures
U. S. Department of Transportation			
Pass-through from Missouri Department of Transportation			
Consolidated Planning Grant	20.505	830464397	<u>\$ 797,919</u>
Total			<u><u>\$ 797,919</u></u>

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For the Year Ended June 30, 2018

NOTE A – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the “Schedule”) includes the federal award activity of Ozarks Transportation Organization under programs of the federal government for the year ended June 30, 2018. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Ozarks Transportation Organization, it is not intended to and does not present the financial position, changes in net assets, or cash flows of Ozarks Transportation Organization

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the modified cash basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

NOTE C – INDIRECT COST RATE

Ozarks Transportation Organization has not elected to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

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, 2018, 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 18, 2018.

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 18, 2018

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH
MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED
BY THE UNIFORM GUIDANCE

To the Board of Directors of
Ozarks Transportation Organization

Report on Compliance for Each Major Federal Program

We have audited Ozarks Transportation Organization's compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of Ozarks Transportation Organization's major federal programs for the year ended June 30, 2018. Ozarks Transportation Organization's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of Ozarks Transportation Organization's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Ozarks Transportation Organization's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of Ozarks Transportation Organization's compliance.

Opinion on Each Major Federal Program

In our opinion, Ozarks Transportation Organization complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2018.

Report on Internal Control Over Compliance

Management of Ozarks Transportation Organization is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to

above. In planning and performing our audit of compliance, we considered Ozarks Transportation Organization's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Ozarks Transportation Organization's internal control over compliance.

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Cinda L. Rodgers, CPA, PC

Springfield, Missouri
September 18, 2018

OZARKS TRANSPORTATION ORGANIZATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year ended June 30, 2018

A. SUMMARY OF AUDIT RESULTS

FINANCIAL STATEMENTS

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

Material weakness(es) identified?	<u> </u> Yes	<u> X </u> No
Significant deficiencies identified?	<u> </u> Yes	<u> X </u> None reported
Noncompliance material to financial statements noted?	<u> </u> Yes	<u> X </u> No

FEDERAL AWARDS

Internal control over major federal programs:

Material weakness(es) identified?	<u> </u> Yes	<u> X </u> No
Significant deficiencies identified?	<u> </u> Yes	<u> X </u> None reported

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?	<u> </u> Yes	<u> X </u> No
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Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
20.505	U.S. Department of Transportation Consolidated Planning Grant

Threshold for distinguishing between Type A and Type B programs: \$750,000

Auditee determined to be a low-risk auditee?	<u> </u> Yes	<u> X </u> No
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**OZARKS TRANSPORTATION ORGANIZATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended June 30, 2018**

B. FINDINGS - FINANCIAL STATEMENTS AUDIT

No matters reported.

**C. FINDINGS AND QUESTIONED COSTS - MAJOR FEDERAL AWARD PROGRAMS
AUDIT**

No matters reported.

September 18, 2018

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, 2018, and have issued our report thereon dated September 18, 2018. 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, 2018.

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, 2018.

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 18, 2018.

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.

Linda J. Rodgen CPA PC

TAB 9

BOARD OF DIRECTORS AGENDA 12/20/2018; ITEM II.G.

Financial Statements for the First Quarter 2018-2019 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the first quarter financial statements for the 2018-2019 Budget Year. This period includes July 1, 2018 through September 30, 2018. The first quarter expenses were 21.9 percent of budget. The revenue was 34.1 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 – \$2,369
 - Liability Insurance – \$2,492
 - Workmen's Compensation Insurance – \$1,253
 - Aerial Photography – \$25,000
 - TIP Tool Maintenance – \$9,600
 - Travel Sensing & Time Serv Proj – \$2,490
- *Budget vs. Actual*
The OTO budgeted expenses in the amount of \$872,195.00 for the budget year. Actual expenses at the end of the first quarter are \$191,351.47. This is 21.9 percent of budgeted expenses. During this period, revenue exceeded expenses in the amount of \$136,340.60.
- *Balance Sheet*
The current outstanding liabilities are \$867.95 which represents the OTO purchasing cards for the month of September which are paid in full monthly and the Health FSA accounts for employees.
- *Operating Fund Balance Report* which shows a fund balance of \$557,546.76.

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 \$1,023,095.00 once the in-kind expense is included.
- *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 \$9,006.38 of in-kind match income during the first quarter. Staff would like to thank all member jurisdictions and MoDOT for helping with the in-kind match documentation.

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 93.74 percent, whereas without the in-kind match, OTO would only be reimbursed at the 80 percent rate.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the OTO Operational First Quarter Financial Statements for the 2018-2019 Budget Year.”

OR

“Move to return to staff the OTO Operational First Quarter Financial Statements for the 2018-2019 Budget Year in order to...”

OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

Ozarks Transportation Organization
Operational Profit & Loss
 July through September 2018

	<u>Jul - Sep 18</u>
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	1,034.16
Miscellaneous Revenue	935.11
Total Other Types of Income	<u>1,969.27</u>
OTO Revenue	
Consolidated Planning Grant CPG	237,477.26
Local Jurisdiction Match Funds	87,245.54
Total OTO Revenue	<u>324,722.80</u>
Total Income	<u>326,692.07</u>
Gross Profit	326,692.07
Expense	
Building	
Building Lease	16,905.00
Maintenance	212.16
Office Cleaning	750.00
Utilities	640.48
Total Building	<u>18,507.64</u>
Commodities	
Office Supplies/Furniture	892.55
OTO Promotional Items	906.07
Publications	94.00
Total Commodities	<u>1,892.62</u>
Information Technology	
Computer Upgrades/Equip Replace	2,742.60
Data Storage/Backup	500.00
IT Maintenance Contract	1,936.60
Software	233.60
Webhosting	533.85
Total Information Technology	<u>5,946.65</u>
Insurance	
Board of Director Insurance	2,369.00
Liability Insurance	2,492.00
Workmen's Compensation Ins	1,253.00
Total Insurance	<u>6,114.00</u>
Operating	
Copy Machine Lease	693.75
Dues/Memberships	814.00
Education/Training/Travel	
Meals	35.55
Registration	800.00
Training	231.26
Transportation	631.10
Total Education/Training/Travel	<u>1,697.91</u>
Food/Meeting Expense	821.45
Legal/Bid Notices	270.60
Postage/Postal Services	147.97
Printing/Mapping Services	26.25
Staff Mileage Reimbursement	526.67
Telephone/Internet	1,127.62
Total Operating	<u>6,126.22</u>
Personnel	
Mobile Data Plans	450.00
Payroll Services	490.50
Salaries	112,257.12

Ozarks Transportation Organization
Operational Profit & Loss
July through September 2018

	<u>Jul - Sep 18</u>
Total Personnel	113,197.62
Services	
Aerial Photos	25,000.00
Legislative Education	335.48
Professional Services (Legal &	2,141.00
TIP Tool Maintenance	9,600.00
Travel Sensing & Time Serv Proj	2,490.24
Total Services	<u>39,566.72</u>
Total Expense	<u>191,351.47</u>
Net Ordinary Income	<u>135,340.60</u>
Net Income	<u><u>135,340.60</u></u>

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through September 2018

	Jul - Sep 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	1,034.16			
Miscellaneous Revenue	935.11			
Total Other Types of Income	1,969.27	0.00	1,969.27	100.0%
OTO Revenue				
Consolidated Planning Grant CPG	237,477.26	818,475.00	-580,997.74	29.0%
Local Jurisdiction Match Funds	87,245.54	134,423.00	-47,177.46	64.9%
Total OTO Revenue	324,722.80	952,898.00	-628,175.20	34.1%
Total Income	326,692.07	952,898.00	-626,205.93	34.3%
Gross Profit	326,692.07	952,898.00	-626,205.93	34.3%
Expense				
Bank Fees	0.00	100.00	-100.00	0.0%
Building				
Building Lease	16,905.00	72,804.00	-55,899.00	23.2%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	212.16	4,000.00	-3,787.84	5.3%
Office Cleaning	750.00	3,300.00	-2,550.00	22.7%
Utilities	640.48	3,500.00	-2,859.52	18.3%
Total Building	18,507.64	85,604.00	-67,096.36	21.6%
Commodities				
Office Supplies/Furniture	892.55	7,000.00	-6,107.45	12.8%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	906.07	1,500.00	-593.93	60.4%
Public Input Promotional Items	0.00	2,000.00	-2,000.00	0.0%
Publications	94.00	300.00	-206.00	31.3%
RideShare Signs	0.00	10,000.00	-10,000.00	0.0%
Total Commodities	1,892.62	23,300.00	-21,407.38	8.1%
Information Technology				
Computer Upgrades/Equip Replace	2,742.60	8,000.00	-5,257.40	34.3%
Data Storage/Backup	500.00	4,200.00	-3,700.00	11.9%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	1,936.60	10,000.00	-8,063.40	19.4%
Software	233.60	4,800.00	-4,566.40	4.9%
Webhosting	533.85	1,500.00	-966.15	35.6%
Total Information Technology	5,946.65	34,000.00	-28,053.35	17.5%
Insurance				
Board of Director Insurance	2,369.00	3,000.00	-631.00	79.0%
Errors & Omissions Insurance	0.00	3,000.00	-3,000.00	0.0%
Liability Insurance	2,492.00	2,500.00	-8.00	99.7%
Workmen's Compensation Ins	1,253.00	1,700.00	-447.00	73.7%
Total Insurance	6,114.00	10,200.00	-4,086.00	59.9%
Operating				
Copy Machine Lease	693.75	5,700.00	-5,006.25	12.2%
Dues/Memberships	814.00	5,000.00	-4,186.00	16.3%
Education/Training/Travel				

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through September 2018

	Jul - Sep 18	Budget	\$ Over Budget	% of Budget
Meals	35.55			
Registration	800.00			
Training	231.26			
Transportation	631.10			
Education/Training/Travel - Other	0.00	20,000.00	-20,000.00	0.0%
Total Education/Training/Travel	1,697.91	20,000.00	-18,302.09	8.5%
Food/Meeting Expense	821.45	4,000.00	-3,178.55	20.5%
Legal/Bid Notices	270.60	2,500.00	-2,229.40	10.8%
Postage/Postal Services	147.97	1,800.00	-1,652.03	8.2%
Printing/Mapping Services	26.25	2,500.00	-2,473.75	1.1%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	526.67	3,500.00	-2,973.33	15.0%
Telephone/Internet	1,127.62	5,000.00	-3,872.38	22.6%
Total Operating	6,126.22	51,500.00	-45,373.78	11.9%
Personnel				
Mobile Data Plans	450.00	3,240.00	-2,790.00	13.9%
Payroll Services	490.50	2,700.00	-2,209.50	18.2%
Salaries	112,257.12	503,351.00	-391,093.88	22.3%
Total Personnel	113,197.62	509,291.00	-396,093.38	22.2%
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	0.00	4,600.00	-4,600.00	0.0%
Legislative Education	335.48	7,000.00	-6,664.52	4.8%
Professional Services (Legal & TIP Tool Maintenance	2,141.00	24,000.00	-21,859.00	8.9%
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	25,000.00	-25,000.00	0.0%
Website Redesign	2,490.24	3,000.00	-509.76	83.0%
	0.00	30,000.00	-30,000.00	0.0%
Total Services	39,566.72	158,200.00	-118,633.28	25.0%
Total Expense	191,351.47	872,195.00	-680,843.53	21.9%
Net Ordinary Income	135,340.60	80,703.00	54,637.60	167.7%
Net Income	135,340.60	80,703.00	54,637.60	167.7%

Ozarks Transportation Organization
Balance Sheet
As of September 30, 2018

	<u>Sep 30, 18</u>
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	352,051.27
Southern Bank--Money Market	200,119.78
Southern Bank-Sm Bus Checking	<u>18,070.56</u>
Total Checking/Savings	<u>570,241.61</u>
Total Current Assets	<u>570,241.61</u>
TOTAL ASSETS	<u>570,241.61</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	1,539.92
Total Credit Cards	<u>1,539.92</u>
Other Current Liabilities	
Employee Overage/Shortage	-0.04
Health FSA - Employee 003	-175.76
Health FSA - Employee 004	-350.00
Health FSA - Employee 015	50.45
Health FSA - Employee 019	<u>-196.62</u>
Total Other Current Liabilities	<u>-671.97</u>
Total Current Liabilities	<u>867.95</u>
Total Liabilities	867.95
Equity	
Unrestricted Net Assets	434,033.06
Net Income	<u>135,340.60</u>
Total Equity	<u>569,373.66</u>
TOTAL LIABILITIES & EQUITY	<u>570,241.61</u>

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2019

Southern Bank, Checking				
Date	Previous Balance	Deposits	Withdrawals	Current Balance
7/31/2018	\$201,045.32	\$414,795.62	\$559,634.66	\$56,206.28
8/31/2018	\$56,206.28	\$100,197.76	\$50,158.67	\$106,245.37
9/30/2018	\$106,245.37	\$934.00	\$89,108.81	\$18,070.56
10/31/2018				\$0.00
11/30/2018				\$0.00
12/31/2018				\$0.00
Southern Bank, ICS Funds				
7/31/2018	\$291,667.14	\$215,094.76	\$165,000.00	\$341,761.90
8/31/2018	\$341,761.90	\$145.15	\$0.00	\$341,907.05
9/30/2018	\$341,907.05	\$10,144.22	\$0.00	\$352,051.27
10/31/2018				\$0.00
11/30/2018				\$0.00
12/31/2018				\$0.00
Southern Bank, Money Market				
7/31/2018	\$81,154.22	\$120,148.98	\$0.00	\$201,303.20
8/31/2018	\$201,303.20	\$211.97	\$25,000.00	\$176,515.17
9/30/2018	\$176,515.17	\$23,604.61		\$200,119.78
10/31/2018				\$0.00
11/30/2018				\$0.00
12/31/2018				\$0.00

Checkbook Ledger Balance

Southern Bank & ICS Balances 9/30/2018	\$570,241.61
Total Outstanding Withdrawals Southern Bank	\$12,694.85
Total available Balance 9/30/2018	\$557,546.76

FY 2019 UPWP Budget

\$1,023,094.00

3 months of expenses

\$255,773.50

6 months of expenses

\$511,547.00

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 2018

	Jul - Sep 18
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	9,006.38
Interest Income	1,034.16
Miscellaneous Revenue	935.11
Total Other Types of Income	10,975.65
OTO Revenue	
Consolidated Planning Grant CPG	237,477.26
Local Jurisdiction Match Funds	87,245.54
Total OTO Revenue	324,722.80
Total Income	335,698.45
Gross Profit	335,698.45
Expense	
Building	
Building Lease	16,905.00
Maintenance	212.16
Office Cleaning	750.00
Utilities	640.48
Total Building	18,507.64
Commodities	
Office Supplies/Furniture	892.55
Publications	94.00
Total Commodities	986.55
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	2,242.00
Member Attendance at Meetings	6,764.38
Total In-Kind Match Expense	9,006.38
Information Technology	
Computer Upgrades/Equip Replace	2,742.60
Data Storage/Backup	500.00
IT Maintenance Contract	1,936.60
Software	233.60
Webhosting	533.85
Total Information Technology	5,946.65
Insurance	
Board of Director Insurance	2,369.00
Liability Insurance	2,492.00
Workmen's Compensation Ins	1,253.00
Total Insurance	6,114.00
Operating	
Copy Machine Lease	693.75
Dues/Memberships	814.00
Education/Training/Travel	
Meals	35.55
Registration	800.00
Training	231.26
Transportation	631.10
Total Education/Training/Travel	1,697.91
Food/Meeting Expense	805.23
Legal/Bid Notices	270.60
Postage/Postal Services	147.97
Printing/Mapping Services	26.25
Staff Mileage Reimbursement	526.67
Telephone/Internet	1,127.62

Ozarks Transportation Organization

UPWP Profit & Loss

July through September 2018

	Jul - Sep 18
Total Operating	6,110.00
Personnel	
Mobile Data Plans	450.00
Payroll Services	490.50
Salaries	112,257.12
Total Personnel	113,197.62
Services	
Aerial Photos	25,000.00
Professional Services (Legal &	2,141.00
TIP Tool Maintenance	9,600.00
Travel Sensing & Time Serv Proj	2,490.24
Total Services	39,231.24
Total Expense	199,100.08
Net Ordinary Income	136,598.37
Net Income	136,598.37

**Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual**

July through September 2018

	Jul - Sep 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	9,006.38	162,000.00	-152,993.62	5.6%
Interest Income	1,034.16			
Miscellaneous Revenue	935.11			
Total Other Types of Income	10,975.65	162,000.00	-151,024.35	6.8%
OTO Revenue				
Consolidated Planning Grant CPG	237,477.26	818,475.00	-580,997.74	29.0%
Local Jurisdiction Match Funds	87,245.54	42,619.00	44,626.54	204.7%
Total OTO Revenue	324,722.80	861,094.00	-536,371.20	37.7%
Total Income	335,698.45	1,023,094.00	-687,395.55	32.8%
Gross Profit	335,698.45	1,023,094.00	-687,395.55	32.8%
Expense				
Building				
Building Lease	16,905.00	72,804.00	-55,899.00	23.2%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	212.16	4,000.00	-3,787.84	5.3%
Office Cleaning	750.00	3,300.00	-2,550.00	22.7%
Utilities	640.48	3,500.00	-2,859.52	18.3%
Total Building	18,507.64	85,604.00	-67,096.36	21.6%
Commodities				
Office Supplies/Furniture	892.55	7,000.00	-6,107.45	12.8%
Public Input Promotional Items	0.00	2,000.00	-2,000.00	0.0%
Publications	94.00	300.00	-206.00	31.3%
RideShare Signs	0.00	10,000.00	-10,000.00	0.0%
Total Commodities	986.55	19,300.00	-18,313.45	5.1%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	2,242.00	150,000.00	-147,758.00	1.5%
Member Attendance at Meetings	6,764.38	12,000.00	-5,235.62	56.4%
Total In-Kind Match Expense	9,006.38	162,000.00	-152,993.62	5.6%
Information Technology				
Computer Upgrades/Equip Replace	2,742.60	8,000.00	-5,257.40	34.3%
Data Storage/Backup	500.00	4,200.00	-3,700.00	11.9%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	1,936.60	10,000.00	-8,063.40	19.4%
Software	233.60	4,800.00	-4,566.40	4.9%
Webhosting	533.85	1,500.00	-966.15	35.6%
Total Information Technology	5,946.65	34,000.00	-28,053.35	17.5%
Insurance				
Board of Director Insurance	2,369.00	3,000.00	-631.00	79.0%
Errors & Omissions Insurance	0.00	3,000.00	-3,000.00	0.0%
Liability Insurance	2,492.00	2,500.00	-8.00	99.7%
Workmen's Compensation Ins	1,253.00	1,700.00	-447.00	73.7%
Total Insurance	6,114.00	10,200.00	-4,086.00	59.9%
Operating				
Copy Machine Lease	693.75	5,700.00	-5,006.25	12.2%
Dues/Memberships	814.00	5,000.00	-4,186.00	16.3%

**Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual**

July through September 2018

	Jul - Sep 18	Budget	\$ Over Budget	% of Budget
Education/Training/Travel				
Meals	35.55			
Registration	800.00			
Training	231.26			
Transportation	631.10			
Education/Training/Travel - Other	0.00			
		20,000.00	-20,000.00	0.0%
Total Education/Training/Travel	1,697.91	20,000.00	-18,302.09	8.5%
Food/Meeting Expense	805.23	4,000.00	-3,194.77	20.1%
Legal/Bid Notices	270.60	2,500.00	-2,229.40	10.8%
Postage/Postal Services	147.97	1,800.00	-1,652.03	8.2%
Printing/Mapping Services	26.25	2,500.00	-2,473.75	1.1%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	526.67	3,500.00	-2,973.33	15.0%
Telephone/Internet	1,127.62	5,000.00	-3,872.38	22.6%
Total Operating	6,110.00	51,500.00	-45,390.00	11.9%
Personnel				
Mobile Data Plans	450.00	3,240.00	-2,790.00	13.9%
Payroll Services	490.50	2,700.00	-2,209.50	18.2%
Salaries				
Dental Premium	1,516.32			
Health & Dental Insurance				
Employee Family Contribution	-2,712.00	-12,278.00	9,566.00	22.1%
Health & Dental Insurance - Other	0.00	50,776.00	-50,776.00	0.0%
Total Health & Dental Insurance	-2,712.00	38,498.00	-41,210.00	-7.0%
Health Insurance	10,867.17			
Payroll Tax Expense	6,069.16	30,478.00	-24,408.84	19.9%
Salaries	84,705.57	380,978.00	-296,272.43	22.2%
SEP-IRA Contribution	11,810.90	53,397.00	-41,586.10	22.1%
Total Salaries	112,257.12	503,351.00	-391,093.88	22.3%
Total Personnel	113,197.62	509,291.00	-396,093.38	22.2%
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	0.00	4,600.00	-4,600.00	0.0%
Professional Services (Legal & TIP Tool Maintenance	2,141.00	24,000.00	-21,859.00	8.9%
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	25,000.00	-25,000.00	0.0%
Website Redesign	2,490.24	3,000.00	-509.76	83.0%
	0.00	30,000.00	-30,000.00	0.0%
Total Services	39,231.24	151,200.00	-111,968.76	25.9%
Total Expense	199,100.08	1,023,095.00	-823,994.92	19.5%
Net Ordinary Income	136,598.37	-1.00	136,599.37	-13,659,837.0%
Net Income	136,598.37	-1.00	136,599.37	-13,659,837.0%

**Ozarks Transportation Organization
Unified Planning Work Program Year-End Completion Report
Period July 1, 2018 to September 30, 2018**

Task 1 OTO General Administration 25% Complete

1.1 Financial Management

OTO prepared and presented the FY 2018 quarterly and year-end financial reports. Staff prepared and submitted the monthly CPG reimbursement requests for June, July and August. Biweekly payrolls were prepared and processed. Staff maintained the monthly budget and accounting functions. All remaining outstanding dues were received. An RFP for website design and development was written and posted. Reviewed specifications for new laptop purchase.

1.2 Financial Audit

The OTO worked with the Independent Auditor, Cinda Rodgers, CPA, to conduct a Single Audit of the FY 2018 Financial Statements. Staff reviewed and approved the Single 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 2018 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

Ozark Mountain Section of Missouri Chapter of American Planning Association
Missouri Trails Advisory Board Online Meeting
Ozark Trail Study Meetings
Public Transportation Agency Safety Plan Final Rule Webinar for Bus -Only Agencies
OCITE Tech Seminar
FTA Final Safety Rules
Sustainable Transportation- What is it? With Examples from a Sustainability Icon, Norway
AMPO National Conference
Census Public Input Webinar
FTA Transit Safety Plan Webinar

GIS

Network Analysis Using ArcGIS
Do-It-Yourself Geo Apps (6-week course)
HTML & CSS Tutorials

Other

Monthly OCITE meetings
Quarterly GFOA-MO meeting
Bi-monthly SAHRA meetings
Occupational Health and Safety Conference
Investing in Infrastructure is Critical and Challenging: Creative Strategies that Close the Funding Gap
SAHRA Roundtable

1.5 General Administration and Contract Management

Continued to track and monitor contracts and contract payments. Conducted bids for payroll services, computer upgrades and HVAC services. Routine office duties including: responding to requests for information, posting, agendas/notices, preparing and mailing items as required. Prepared LAGERS documentation for approval by the Board of Directors and sent out a press release for comments on OTO joining LAGERS beginning January 1, 2019. Provided UPWP to Tracy Dalton at MSU for (ENG377) English Editing Course—Service Learning Editing Project. Prepared and posted RFP for website design and development.

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 changeovers. Staff coordinated with IT company for a new computer for a staff member on our rotation schedule and replace a computer in the conference room with a new back-up tower.

Updated all work products to ensure current logo and the OzarksCommute.com. Replaced MapIt with ArcGIS Online Public Comment. Reviewed RFP for website design and development. Researched computer models for future needs, reviewed Adobe license needs, helped coordinate and provide information to IT Service vendor during Office 365 migration.

Task 2 OTO Committee Support 23% Complete

2.1 OTO Committee Support

Two Board of Directors, including one E-Meeting 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.

The following items were approved:

- Transportation Plan 2040 Amendment 9A
- Transportation Plan 2040 Amendment 9B
- Federal Function Classification Map Change Request
- Nixa Trail Study Addendum
- Draft FY 2019-2022 Transportation Improvement Program
- Commence 45 Day Public Comment Period for LAGERS Participation
- FY 2018 Year End Financial Statements
- Transportation Alternatives Program Guidelines and Application
- OTO/MoDOT Freeway Study
- Resolution of Support for Proposition D
- Certified Compliance with Metropolitan Transportation Planning Process and Financial Capacity of CU

The following items were reviewed:

- 2019-2023 STIP Priorities
- 2020-2024 STIP Priorities
- Amendment One to FY 2019-2022 TIP

- Bicycle & Pedestrian Funding Update
- Bridge Pavement and System Performance Measures

Two meetings of the Executive Committee were held. The Committee discussed and approved an additional job description, LAGERS participation and held a closed session for Performance Review. Recommendations were made to the Board of Directors to approve the 2020-2024 STIP Priorities and Legislative Priorities.

One Bicycle and Pedestrian Advisory Committee and Transportation Alternatives Program Committee was held. The committee reviewed the progress report from the Walkability Action Institute, Nixa Bike/Ped Trail Investment Study update, Transportation Alternatives Application and Guidelines including: implementation of the trail study, distribution of funding to trails and sidewalks, and project selection criteria.

One Traffic Incident Management Committee meeting was held. The annual Traffic Incident Management Self-Assessment was discussed. A single regional score was assigned.

One meeting of the Performance Measures Target Setting Committee was held. The Committee discussed Bridge and Pavement Requirements, System Performance Requirements, Target Setting Process, and Reviewed the Data.

One meeting of the Transit Signal Priority Committee was held. The Committee discussed: Summer Construction Impacts, Striped on Street Bus Boxes, CMP Implementation Report.

One Project STIP Prioritization Subcommittee meeting was held. The committee reviewed scoring criteria and the prioritization process and discussed questions regarding specific projects and criteria and then ranked the projects.

MoDOT Coordination Meetings for discussion of MoDOT/OTO projects and issues. Staff participated on the 2019 Planning Partners Steering Committee.

2.2 Community Committee Participation

Staff participated in and attended: MPTA Board Meeting, Republic Roundabout Meeting, Republic Comprehensive Plan Update Meeting, Railroad Safety Meeting, the Springfield Area Chamber Transportation Committee, Let's Go Smart Committee, Abilities First Grant Meeting, the Ozarks Clean Air Alliance, Ozark Greenways Technical Committee, Willard Trail Meeting, Southwest Missouri Council of Governments Board and TAC meetings, MoAPA Awards Committee, City of Springfield Transportation Advisory Board Project Tour, SW Regional ADA Coordinators Group, Community Partnership of the Ozarks Transportation Collaborative, Traffic Advisory Board, Transit Fixed Route Advisory Committee, and TAB Operations Committee, MoDOT Planning Partners Meeting Collaboration, 21st Century Task Force, Chamber meetings in Springfield, Ozark, and Nixa and the Missouri Trails Advisory Board. Presented Ozone/OCAA at SMOG Board Meeting and attended OCAA Lawnmower Equipment demonstration at Farmer's Market of the Ozarks. Attended MoDOT Route 65 Widening Project Public Meeting and MoDOT Route 60 in Republic Public meeting.

2.3 OTO Policy and Administrative Documents

A review of the updated Uniform Guidance determined the Employee Handbook in compliance and no current revisions were needed. A review of the Procurement, Financial Controls and Employee Handbook was begun for approval in 2nd Quarter.

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. Gathered public comment per the Public Participation Plan for the FY 2019-2022 Transportation Improvement Program. Asked for public input for the development of the FY 2019-2022 Transportation Improvement Program on the givesyourinput.org site and social media outlets. Purchased a display ad in the Springfield News-Leader for FY 2019-2022 TIP public comment notice.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-Kind Match reporting. A total of 482 committee member hours were reported.

Task 3 General Planning and Plan Implementation 27% Complete

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

Processed Amendment 9 to LRTP, which included moving Route 60 Freeway Improvements to the Constrained Project List, updating to comply with the FAST Act regarding Performance Measures, and two changes to the Major Thoroughfare Plan.

3.2 Performance Measures

Bridge, Pavement, and System Performance Measures Subcommittee Meeting, preparation of Measures, presentation to TPC. FAST Act Conference Calls with MoDOT and other MPOs. Coordination of Performance Measures with MoDOT. Coordination with MoDOT on Statewide Transit Asset Management Plan. Draft State of Transportation Report. Finalization of Data for Performance Measure Infographic.

3.3 Congestion Management Process Implementation

Travel Time Data for Annual Report was collected.

3.4 Federal Functional Classification Maintenance and Updates

Processed application for Functional Classification change along Truman and Norton in Nixa. Prepared for a Functional Classifications call for changes to be issued in October.

3.5 Bicycle and Pedestrian Plan Implementation

Nomination of Trail Study for MoAPA Outstanding Plan Award. Preparation for and hosting of Ozark Trail Study Meeting. Meeting with Willard to discuss sidewalk needs. Provided Bicycle/Pedestrian Safety Targets and Stats to Executive Director. Made Christian County Destination Routes available for comment by bicyclists. Developed presentation for Walkability Action Institute Action Plan. Monthly Walkability Team Meetings were attended.

3.6 Freight Planning

Used freight corridors as a factor in prioritizing projects for STIP recommendations.

3.7 Traffic Incident Management Planning

Completed annual FHWA self-assessment with TIM Subcommittee.

3.8 Air Quality Planning

Educational Information summarized for VW Trust Settlement and staff attended the VW Trust Advisory Committee Meeting.

3.9 Hazard Environmental Assessment

Continued to monitor database for project impacts.

3.10 Demographics and Future Projections

Collected building permit data for use in annual report.

3.11 Geographic Information Systems (GIS)

Maintained GIS data including: crash data, volumes and new capacity information. Analysis and preparation of prioritization criteria. Continued to work on GIS database of information. Conducted analysis and scoring for STIP Prioritization and prepared maps.

3.12 Mapping and Graphics Support for OTO Operations

Maps were produced as needed for various projects and analysis. Reviewed Map It Issues. Staff developed option of ArcGIS Online Map to replace Map It on GiveUsYourInput.org.

3.13 Support for Jurisdictions' Plans

Provided Ozarks information for use in development of localized trail plan.

3.14 Studies of Parking, Land Use, and Traffic Circulation

Meeting to discuss corridor planning of US 60 West was held.

3.15 Transportation Consultant/Modeling Services

Continued work with Spack Consulting to develop Traffic Impact Studies Policy.

3.16 Civil Rights Compliance

Staff planned training for 2nd quarter. No complaints were received. No Annual DBE Goal is currently required.

3.17 Travel Demand Model Update

Review call held with current consultant for Travel Demand Model.

3.18 Aerial Photography

Aerial photography project was completed in FY 2018 and was paid as per the UPWP Amendment Two during the 1st Quarter of FY 2019.

Task 4 Project Selection and Programming 25% Complete

4.1 FY 2019-2022 Transportation Improvement Program (TIP)

Draft FY 19-22 TIP to TPC and BOD. Incorporated USDOT comments. Finalized and Reviewed Draft. Draft available for public comment (with copies at community locations, News-Leader ad). Revised draft for public comment (with copies at community locations, News-Leader ad). Planning and Financial Certifications e-meeting, submittal of Draft TIP to MoDOT. Presented Amendment 1 to the Technical Planning Committee.

4.2 FY 2020-2023 Transportation Improvement Program (TIP)

Staff prepared to start public input process for FY 2020-2023 TIP.

4.3 Project Programming

Enhancement Funding History Update was performed, and a TAP Application Guidelines Review. Meeting was held.

4.4 Federal Funds Tracking

Developed Template for future reports. STBG-Urban research for City of Springfield completed. Continual tracking of funds obligated through FMIS occurred.

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. Review of TIP Tool with DTS and comments for future improvements and research on other TIP Tool Software was conducted.

Task 5 OTO Transit Planning 28% Complete

5.1 Operational Planning

Attended the fixed route advisory committee. Maintained a list of transit operators. Transit brochure is available. Staff training selected and distributed on title VI/ADA. Updated the Title VI maps.

5.2 Transit Coordination Plan Implementation

Coordinated with LCBT on 5310 call-for-projects scheduled for the 2nd quarter of 2019.

5.3 Program Management Plan Implementation

Coordinated with LCBT on 5310 call-for-projects scheduled for the 2nd quarter of 2019.

5.4 Data Collection and Analysis

Origin/Destination Study was conducted using Google Transit feed specifications including routes, stops, schedules and adding cost matrix to determine reachable areas.

5.5 Community Support

Participated in the Transportation Collaborative at the Community Partnership of the Ozarks to discuss transportation needs of the under-resourced, including needs related to transit.

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 2018 Section 5307 grant – As of September 30, 2018, CU's short-range transit planning was 90% complete, since CU's fiscal year begins October 1 to September 30. CU was also able to ask for 100% of our operating assistance grant request, 100% of CU preventive maintenance expenses, and a portion of CU 1% security requirement.

CU's FY 2018 Section 5339 grant – CU has executed a grant application to FTA for the purchase of two, 35-foot fixed route buses. This grant will be combined with MODOT's Section 5339 funding transferred to CU.

CU's FY 2018 Section 5310 grant - CU will wait until FY 2019 to combine FY 2018 – 2020 Section 5310 grant funding for the W. Division ADA Sidewalk Project in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project.

CU's FY 2017 Section 5310 grant application for the purchase of 19 bus shelters is progressing and should be nearing completion by January 2019. The installation of the bus stop sign stickers on all the routes has been completed as of August 2018.

6.2 ADA Accessibility

FTA Grant MO-2017-012 for installation of the remaining 16 bus shelters will begin in May and should be completed by January 2019.

A portion of the remaining funding for bus bench pads/sidewalks on FTA Grant MO-16-X053 was used to extend the bus turnout at Campbell & Walnut Lawn that requires extra length to accommodate two, 35-foot buses. This bus turnout was completed as of September 2018. The remaining funds will be used to extend sidewalk on Battlefield Road to connect our bus stops.

6.3 Transit Fixed Route and Regional Service Analysis Implementation

Route adjustment on Route 3 took effect on May 14, 2018 to improve on-time performance 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.

6.5 Financial Planning

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually. CU has also participated in several OTO committees this past quarter.

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.

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 the Section 5310 grant program.

6.10 Data Collection and Analysis

- CU collects and analyzes ridership data monthly for transit planning purposes.
- CU completed the FY 2018 Triennial Review in June with three corrective actions. CU made the corrective actions and FTA approved the final report in August 2018.
- CU collected and provided MODOT asset related data for CU's inclusion in the MODOT State-wide TAM Plan that was completed in October 2018.
- CU is preparing for the annual Single Audit of the federal grants completed by our external auditors in October and November 2018.
- CU is gathering data for the annual National Transit Database report that is due January 31, 2019.

Task 7 Special Studies and Projects 23% Complete

7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems

Staff continued coordination efforts.

7.2 Grant Applications to support Livability/Sustainable Planning

City of Springfield BUILD Grant support provided.

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

No special studies were completed in the first quarter.

7.4 Travel Sensing & Travel Time Service Project

Continued to monitor travel times.

Task 8 Transportation Demand Management 100% Complete

8.1 Coordinate Employer Outreach Activities

Drafted OzarksCommute newsletter and prepared for first distribution in September 2018 and inquired regarding a vendor spotlight with Springfield Human Resources Association.

8.2 Collect and Analyze Data to Determine Potential Demand

Continues to partner with Springfield on OzarksCommute.com, providing OTO access to registered users.

Task 9 MoDOT Transportation Studies & Data Collection 25% Complete

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 50.5 MoDOT staff hours were completed.

TAB 10

BOARD OF DIRECTORS MEETING AGENDA 12/20/2018; ITEM II.H.

Calendar Year 2019 Action Items

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

AGENDA DESCRIPTION:

In 2014, the OTO worked to develop a mission statement with and goals objectives as part of a strategic planning effort. Each year, the Executive Director and the Executive Committee work to develop action items to further the mission and goals of the organization. Implementation of these action items are reviewed annually, which ensures staff accountability to furthering the mission of the OTO. The proposed action items for calendar years 2019 are included for approval.

The proposed action items are developed from several different OTO plans. These plans include *Transportation 2040*, the Traffic Incident Management Plan, the Bicycle and Pedestrian Plan, as well as other community initiatives as needed.

EXECUTIVE COMMITTEE ACTION TAKEN:

At the November 7, 2018 Executive Committee meeting, the EC voted unanimously to recommend the Board of Directors accept the 2019 Action Items.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

At the November 14, 2018 Technical Planning Committee, the Committee voted unanimously to recommend the Board of Directors accept the Action Items for Calendar Year 2019.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move the Board of Directors accept the Calendar Year 2019 Action Items.”

OR

“Move the Board of Directors accept the Calendar Year 2019 Action Items with the following changes...”



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

CALENDAR YEAR 2019 Action Items

Mission:

To provide a forum for cooperative decision making in support of an excellent regional transportation system

Action 1: Increased Involvement and Organizational Identification

Redesign website merging ozarkstransportation.org and giveusyouinput.org

Continued Activity in non-government groups

Continue to use social media to engage a transportation dialogue

Action 2: Increase Legislative Education

Adopt legislative priorities that are consistent with other local agency priorities

Support legislative member education through visits to Jefferson City, letter writing and meetings with legislators

Conduct a legislative event to educate legislators in transportation issues

Action 3: Continued Education of OTO Staff, Boards and Committees

Continue professional development of staff through education

Educate board and committees through outside speakers

Action 4: Implement Long and Short Range Plans

Review and Update the Priority Projects of Regional Significance

Continue to work with the Traffic Incident Management Committee, the Bicycle and Pedestrian Committee the Local Coordinating Board for Transit and other committees to implement plans

Update the Travel Demand Model to reflect current conditions

Action 5: Monitor transportation system performance

Complete an annual transportation report card

Establish and Monitor National Transportation Performance Measures and Targets

Action 6: Foster Collaboration in the Project Prioritization and Programming Process

Provide additional opportunities for MoDOT to communicate project and programming issues

Seek to provide a baseline understanding of project prioritization criteria

Work to Update Prioritization Criteria for Annual STIP Prioritization

Action 7: Aggressively Seek to Ensure the Timely Expenditure of Federal Funds

Provide a bi-annual federal funds balance report

Monitor reasonable progress to ensure no loss of federal funding

Encourage partnerships to stretch limited resources

Work to ensure all Fast-Act funds are obligated expeditiously

Mission Statement

To provide a forum for cooperative decision making in support of an excellent regional transportation system

Goals

Foster collaboration in the planning, decision-making and construction of the transportation network.

Establish regional priorities in which to focus limited federal, state and local funding.

Encourage partnerships to stretch limited financial resources.

Assist MoDOT in accomplishing their mission statement of “providing a world-class transportation experience that delights customers and promotes a prosperous Missouri”.

Conduct short and long range transportation planning through monitoring system performance, forecasting future needs and prioritizing projects.

Provide a fair and impartial setting to conduct a continuing, comprehensive, and cooperative transportation planning process.

Actively seek participation from local stakeholders and the general public.

Seek to make decisions which improve the air quality of the region.

Objectives

Encourage economic growth and vitality for the region by providing transportation infrastructure and facilities that ensure opportunities for future economic development and promote desired growth.

Develop, implement, and maintain a multi-modal transportation system that supports jobs, housing, education, accessibility, recreation, clean air, water conservation and sustainability.

Improve quality of life and livability by enhancing the effectiveness and aesthetics of the collective transportation system, improving the connectivity and accessibility of the street, pedestrian, and bicycle networks, promoting urban density and efficient development patterns, and increasing the efficiency and convenience of the existing public transit system.

Support the maintenance of streets, sidewalks, trails, transit, and the airport, using the most effective strategies to maximize the efficient operation of the existing systems, keeping in mind safety, accessibility, sustainability, and collaboration.

Ensure the safety and security of all users focusing on reductions in crash rates through engineering, education, enforcement and emergency response, as well as security improvements through incident management and partnerships with local and regional enforcement agencies and the public transit agency.

Monitor the transportation network, providing feedback for the support of the most comprehensive solution for transportation demand, safety, quality of life, economic development, availability of applicable funding, and the maximizing of beneficial returns on transportation investments.

TAB 11

BOARD OF DIRECTORS MEETING AGENDA 12/20/2018; ITEM II.I.

Appointment of 2019 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 2019 OTO Board of Directors and to appoint the remaining members of the Executive Committee.

The 2018 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 a slate of officers at the December Board meeting. Greene County is next in the rotation schedule for Chairman of the OTO Board of Directors as set out in the OTO By-Laws and Christian County, Nixa or Ozark 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.

2019 Slate of Officers/Executive Committee

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

2019 Citizen Representatives	Current	Recommended
Springfield nominated	Richard Walker	Richard Walker (1 year)
Springfield nominated	Jim O'Neal	Jim O'Neal (1 year)
MPO nominated	Jerry Compton	Jerry Compton (3 years)
Christian County nominated	Elise Crain	Chuck Branch (3 years)

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move the Board of Directors appoint the 2019 OTO Officers as presented.”

OR

“Move the Board of Directors appoint the 2019 OTO Officers with the following changes...”

TAB 12



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors

2019 Meeting Schedule

Meetings are held every other month on the third Thursday from 12:00 P.M. to 1:30 P.M. Lunch is provided.

February 21, 2019

April 18, 2019

June 20, 2019

August 15, 2019

October 17, 2019

December 19, 2019

**Meetings will be held in the Ozarks Transportation Organization's
Conference Room:**

***2208 W Chesterfield Blvd, Suite 101
Springfield, MO 65807***

TAB 13

⚠ Weather Alert

Winter Weather Advisory until 12PM CST THU

advertisement

A banner advertisement for Magento. On the left is the Magento logo with the text "An Adobe Company". In the center, text reads "We did it again! Magento Commerce named as a Leader. 2018 Magic Quadrant for Digital Commerce Report". On the right, an orange box contains the text "GET THE REPORT". The background of the banner shows a hand holding a glowing sphere over a city skyline at night.

Magento
An Adobe Company

We did it again! Magento Commerce named as a Leader.
2018 Magic Quadrant for Digital Commerce Report

GET THE REPORT

http://www.houstonherald.com/news/gas-tax-defeat-means-missouri-lawmakers-will-be-seeking-money/article_068138ce-e81c-11e8-9714-bf089a0eb900.html

ONLINE EXCLUSIVE

Gas tax defeat means Missouri lawmakers will be seeking money for roads

Houston Herald • news@houstonherald.com Nov 14, 2018



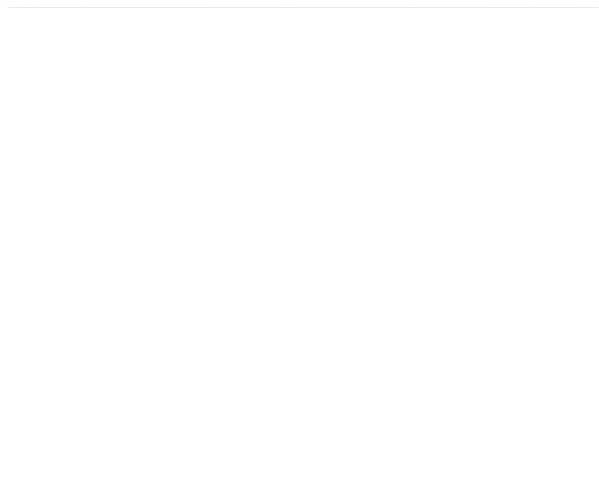
Morning commuters travel on Interstate 70 in the St. Louis area.

Submitted photo

Missouri voters' rejection of a gasoline tax increase last week leaves state officials scrambling again for a successful route to solving the Missouri Department of Transportation's chronic money problems.

The measure, Proposition D, was defeated by a vote of about 54 percent to 46 percent. The gradual 10-cent-a-gallon hike carried only in St. Louis city, three metro Kansas City counties and four outstate.

Rejection by voters in St. Louis, St. Charles, Jefferson and Franklin counties came despite bipartisan support from the top elected leaders in each one.



They joined Republican Gov. Mike Parson, Democratic Mayor Lyda Krewson and a long list of business and labor groups on the campaign.

The loss followed the defeat in 2014 of a statewide sales tax hike for transportation also put before voters by the Legislature. More than 59 percent voted against that proposal.

"I am sitting here kind of dumbfounded as to what do we do next" to deal with road and bridge funding needs, said state Sen. Dave Schatz, R-Sullivan, a key player in crafting the defeated measure.

But Schatz, who will likely take over as Senate president pro tem when the Legislature reconvenes in January, said he and other state leaders intend to make transportation funding a priority next session — seeing it as a key to economic growth.

He said he is meeting with Parson, Lt. Gov. Mike Kehoe, the incoming Missouri House leadership and MoDOT officials to try to come up with a proposal to the Legislature to address at least some of the estimated \$825 million a year in unfunded road and bridge needs.

Kehoe said the same.

"I believe most Missourians feel we do have a shortage in funding for the highways," Kehoe said. "We just haven't been able to coalesce around the solution."

The two, in separate interviews, said at this point they weren't pushing any particular ideas.

And it's unclear now if another ballot proposal would emerge or if the Legislature could be asked to simply pass a more limited revenue infusion itself.

Under the state's Hancock Amendment, tax and fee hikes raising revenue below a certain level — about \$101 million last year, according to a report from the state auditor's office — don't have to go before voters. Schatz said the allowable level is now more in the \$80 million range.

Some lawmakers interviewed said increasing various license and registration fees might be one possibility to raise some revenue for MoDOT.

Another fix conceivably could have the Legislature itself raise the gas tax incrementally (2 cents for one year would raise about \$80 million) without putting it before voters.

But many lawmakers probably would be loath to do that so soon after Tuesday's rejection at the ballot box. "You have to respect the voters," said Rep. Jean Evans, R-Manchester, who supported Prop D.

Another idea, said Rep. Kevin Corlew, R-Kansas City, might be assigning to road projects some of a big increase in state revenue considered likely to occur following a U.S. Supreme Court ruling last June that widened the reach of state taxes on online purchases.

Giving MoDOT a cut from taxes if Missouri legalizes sports betting also could be looked at, another legislator speculated.

Corlew, who lost his own re-election bid last week, had chaired a bipartisan transportation task force which held hearings across Missouri last year and studied the funding issue in depth.

The panel, which Schatz served as vice chairman, concluded that a gas tax hike was the best idea for the immediate future. That's in part because it's a user fee and paid by both Missourians and out-of-staters passing through on state roads.

Schatz said it's possible that lawmakers might at some point consider a system in which motorists paid a fee based on vehicle miles driven, not on gasoline purchases.

The task force report said that would be in response to increased use of electric or hybrid vehicles and could either be in addition or in lieu of a gas tax.

Meanwhile, Kehoe and Schatz said they oppose toll roads, an idea that's been raised on and off for decades — especially for rebuilding and widening Interstate 70 between the outer edges of metro St. Louis and the Kansas City area.

Kehoe said 60 percent of the state's population lives within 30 miles north or south of I-70 and "before you get to the letter L in toll, they start freaking out." Moreover, the Legislature last year went on record against the idea.

Sen. Bill Eigel, R-Weldon Spring, who opposed Prop D, said a majority of voters simply didn't believe raising taxes was needed to address MoDOT's funding issues.

The convoluted wording of the proposition, which didn't refer to legislators' plans to channel most of the added money to MoDOT, could have been a factor as well.

Eigel suggested that the Legislature consider shifting to roads some other existing state revenue, arguing that this is "a prioritization problem" and not "a money problem."

He also said the Legislature should discuss “what is the right size and scope” of the state road system. That was an apparent reference to proposals to shift some smaller lettered state roads to county responsibility.

But Corlew said that wouldn’t save much. Under a state ban on unfunded mandates, he noted, the state would have to send counties money to cover their extra road costs. He added that counties would lose “economies of scale” achieved when MoDOT maintains those roads statewide.

ST. LOUIS POST-DISPATCH

FACT CHECK See inaccurate information in this story? Tell us here.

WHAT IS AN ‘ONLINE EXCLUSIVE?’

An “online exclusive” is an article or story that does not run in the print edition of the *Houston Herald*. Typically 2-3 are posted online every Wednesday morning. It’s another feature designed for users who purchase full web access from the *Herald*.

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To: Executive Board and Interested Parties
From: David Barklage, General Consultant
Date: November 19, 2018
RE: Proposition D Summary

Proposition D received 1,101,830 votes, enough votes to have won any ballot issue in any other mid-term election cycle this century. In 2014, 725,000 “yes” votes were enough to carry every ballot issue that year. In 2006, even with a US Senate race, a controversial stem cell initiative, minimum wage, and tobacco tax initiatives, it only took 1,050,000 “yes” votes to win. In 2002, 897,000 votes would have won every single initiative election. Proposition D received 170% percent more votes than the last transportation sales tax in August 2014, Amendment 7, which received a total of 408,288 votes.¹

However, with unprecedented media spend for the US Senate race, the arrival of President Trump for three Missouri stops, Vice President Pence for one and the Republican National Committee spending millions, the result was a record turnout from the most conservative base of Republican voters.

A Short Campaign

In spite of being placed on the ballot by the legislature and thus having only four months to fully mobilize and educate voters on a very complicated issue, the campaign team raised almost \$5.5 million, eliminated potential opposition organizations from the field, and won endorsements from every major newspaper in the state.

Arguably the most diverse coalition in state history was built including the Missouri REALTORS®, Missouri Chamber, local Chambers of Commerce, the Farm Bureau and other agriculture groups, the Missouri Auto Dealers, and the St. Louis NAACP. Every major state and regional municipal organization endorsed the effort, including the mayors of St. Louis and Kansas City, and County Executives from the major counties throughout the state. Both Missouri U.S. Senators, the Governor, and the Lt. Governor endorsed and appeared around the state on behalf of the issue. State educational groups and local school boards endorsed. Unions from the Laborers, Teamsters, Carpenters, and Firefighters supported the effort.

Combined with grassroots efforts including door to door canvassing and distribution of over 27,000 signs Proposition D was in a strong position to succeed.

¹ Missouri Secretary of State

The Language

The late start meant the language provided by the legislature had to be attached to a proposition that included a prohibition on taxing Olympic medals, a new unfunded line item in the budget for a “bottleneck fund,” and increased funding to state law enforcement. The ballot language provided repeated challenges to the campaign. The challenge was clearly on display when the focus groups were conducted and when additional polling was commissioned. Messaging was changed and crafted accordingly. Internal and external polling showed our team late in the campaign that Proposition D would likely pass in spite of the ballot language hurdle. It is clear that while the language was a complicating and challenging factor, it was not an obstacle that was insurmountable had the expected electorate been what showed up to vote on Election Day.

The Electorate

It was believed throughout the year that the electorate would be decidedly Democrat based on national polling and the president’s polarization. With Senator McCaskill leading by almost 6 points when the issue of Proposition D was first polled, Missouri, too, looked as though it would have a Democrat-leaning electorate.

Polling from July 15-17 showed Republican enthusiasm at 49% versus Democrat enthusiasm at 65%, a 16-point Democrat advantage.² Enthusiasm translates into voter’s intensity or likelihood to vote. Mid October saw a bump for Republican intensity, likely due to the Kavanaugh hearings. The campaign responded by adjusting our second broadcast message toward more Republican voters and utilizing the Governor in a four-day press tour fly around.

Polling taken on October 23rd showed our ground and air campaign was working. It showed Prop D passing 52%-41% among likely voters.³ However, polling also sounded a warning alarm. It showed Republican intensity had skyrocketed from 49% to 67%, an 18-point increase and Democrat intensity dropped from 65% to 62%. Of even greater concern was that very conservative voter intensity had grown to the highest of any group at 74%. As a result, polling showed the campaign dropping to 48% support of high propensity voters.

The campaign’s response was to make every effort to pivot in the final weeks to appeal to conservatives. The campaign ran targeted digital advertising toward Republicans and executed over 600,000 phone calls to Republican households from various Republicans including former Governor Kit Bond, Treasurer Eric Schmitt, and a former Colonel of the Missouri Highway Patrol to persuade conservative voters to support the issue.

Our internal polling two weeks out, even with a less supportive potential voter turnout, showed us ahead 52% to 41%. External polling showed Proposition D passing 55-40% on November 2nd.⁴ Furthermore, a sampling of 46% of the absentee ballots showed the proposition at 53.4% favorable. All of these data points would indicate that Proposition D was tracking to pass until a last-minute surge of very conservative voters upended the campaign.

² American Viewpoint Poll commissioned by SaferMO.com, July 17, 2018

³ American Viewpoint Poll commissioned by SaferMO.com, October 23, 2018

⁴ Remington Research Group Poll commissioned by Missouri Scout, November 2, 2018

A McCaskill campaign memo noted the vote share of Kansas City, St. Louis, and St. Louis City was higher as a percentage of the statewide vote in 2018 than in 2006, 2010, 2016. McCaskill's performance in those areas was higher than that any of the three major Democrat candidates received in 2016.⁵

While voter turnout increased in Kansas City 29%, St. Louis City 26%, and St. Louis County 20%, the outstate RED wave was even more significant.

St. Louis County

Underperformance in St. Louis County can be attributed to several factors. St. Louis media market costs surged to record levels, limiting our budget. Combined with five months of a massive onslaught of political commercials, that created voter fatigue – making it harder to break through on Proposition D. Increased turnout of progressive voters who helped McCaskill did not help Proposition D. Progressives opposed the gas taxes as regressive, saw little value due to no mass transit or alternative transportation funding in the proposal, and opposed the law enforcement language. In the final brushfire organized labor was under-performing. While unions did engage, it was clear there was union voter fatigue from the August Right to Work election, hurting their ability to engage fully in the campaign.

The Media

The record spending by national groups associated with the US Senate race poured over \$100 million into Missouri. This created several obstacles: It increased our costs to advertise, created a massive amount of clutter to break through and educate voters, and it polarized the electorate and eventually provided the intensity for a Conservative surge.

Conclusion

Ultimately, despite putting together a historically broad coalition and polling that suggested that we had increased support enough to win over 50% support for the first general tax increase this century, victory was turned into a loss by a massive, and in many places record off-year turnout, by the state's most conservative and anti-tax voters. That wave dropped the final "yes" vote margin to 46.375%, or 5.63% less than our internal poll taken two weeks out. While this margin is the closest we have come to raising the gas tax, it tells us that it will remain extremely difficult to pass any fuel tax language on a partisan August or November ballot with the current state of politics.

The transportation funding crisis will not go away and, in fact, it will get worse. The campaign built awareness, support above 50% for a normal voter turnout, and a significant coalition for transportation that should not be allowed to disappear. Any future campaign will need a diverse coalition to be fully engaged. This means business, labor, contractors, realtors, and all other stakeholders are fully committed both from a financial and

⁵ McCaskill Campaign Memo, November 15, 2018

grassroots perspective. If all entities aren't making this a top priority, a fuel tax increase will never pass in Missouri.

A year-long effort would increase the campaign's effectiveness. This would provide longer and more robust messaging and targeting. Significant resources and time could be dedicated to analytics to identify key persuadable universes and core turnout universes. From there a longer targeted effort with digital and mail could be utilized. This isn't something that can be done in a four-month campaign.

It is important that any measure has clean language and does not add other elements as that just underscores voters' skepticism that the funds will be diverted. One option would be to place a straight fuel tax with a sunset proposition on another fall ballot or explore the possibility of an April ballot along with municipal/education elections. There was significant support from municipal and education groups that may translate well to an April election. Avoiding a fall ballot would reduce the media clutter and cost as well.

Another option is to push for legislative action such as a smaller phased-in gas tax or use potential Internet taxes for transportation. All options come with challenges, but with a supportive Governor and Lt. Governor for the first time in decades ---it would be an opportunity lost not to find a solution sooner rather than later.

Addendum 1:

Analysis provided by SaferMO.com Pollster, American Viewpoint

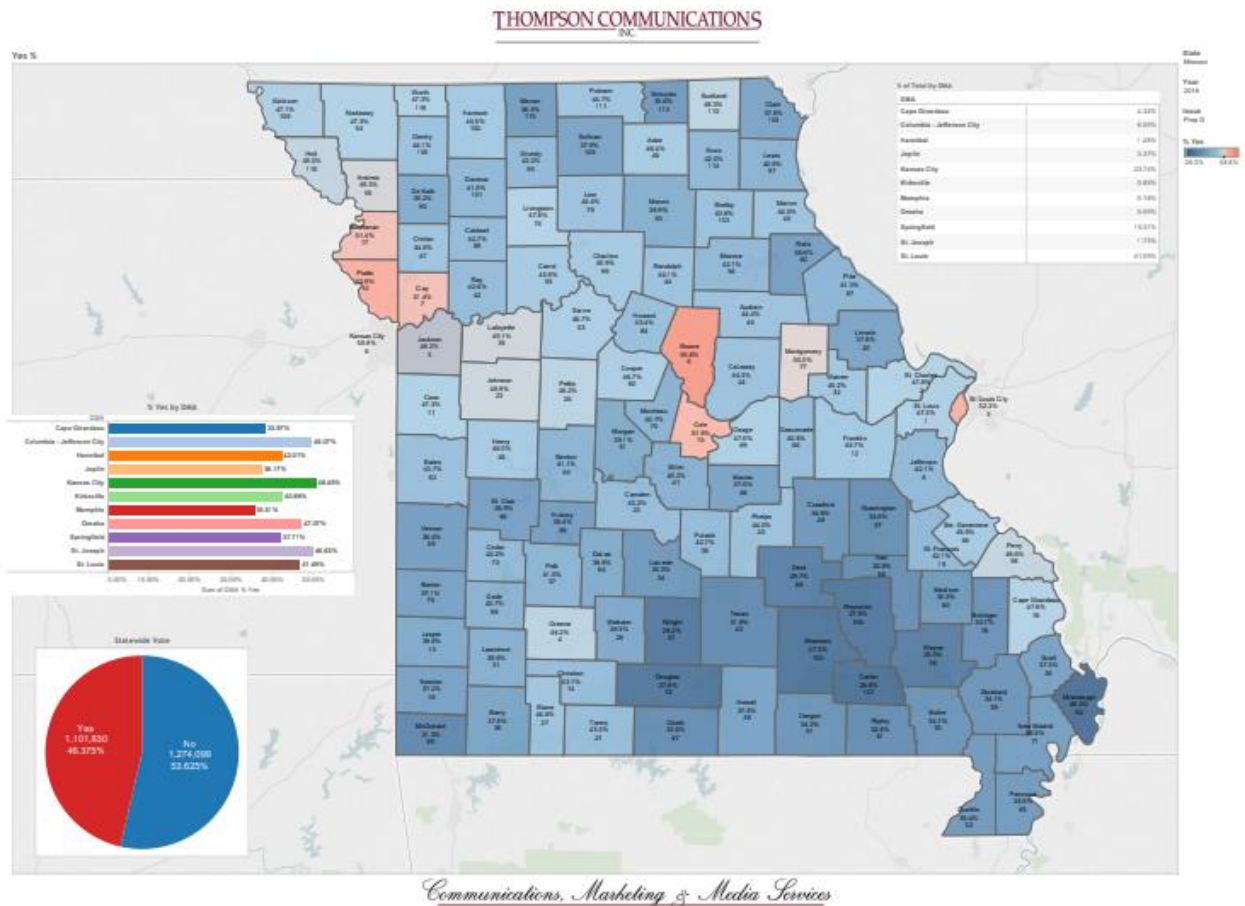
PROP. D RESULTS

	2018 PoE	U.S. Senate		Prop D over McCask.	Prop D		Survey 10/20- 10/23		Drop in Yes Vote in Last 2 Weeks	Cons. Amend. 7 2014		Yes Increase from 2014
		Hawley	McCaskill		Yes	No	Yes	No		Yes	No	
St. Louis	41%	42%	55%	-9%	47%	53%	51%	43%	-4%	35%	65%	11%
Kansas City	24%	46%	50%	0%	51%	49%	52%	40%	-1%	45%	55%	6%
Columbia-Jefferson City	8%	57%	40%	9%	50%	50%	56%	42%	-6%	47%	53%	3%
Springfield, MO	15%	67%	30%	12%	42%	58%	50%	39%	-8%	42%	58%	0%
Balance	12%	69%	27%	13%	41%	59%	51%	43%	-10%	44%	56%	-4%
St. Louis County	19%	36%	62%	-15%	47%	53%	48%	46%	-1%	33%	67%	14%
St. Louis City	5%	14%	84%	-32%	52%	48%	49%	44%	3%	32%	68%	20%
St. Louis Collar	18%	56%	40%	4%	44%	56%	55%	39%	-11%	39%	61%	6%
Total	100%	51%	45%	1%	46%	54%	52%	41%	-6%	41%	59%	6%

- There was significant improvement from the 2014 results in the St. Louis market as a whole, especially in STL City. The only area where Prop D under-performed Amendment 7 was in the Balance, undoubtedly impacted by increased conservative enthusiasm and President Trump's presence.
- The difficulty is that support eroded in the final two weeks in the areas where Hawley ran the strongest in terms of the Balance, Springfield and the St. Louis Collar counties (and based on other polling was where Hawley was increasing his vote share), while still significantly under-performing McCaskill's performance in both St. Louis City and County.
- Given the collar county results, it is likely that union voters did not support Prop D to the level they needed to for a win.
- The Senate race undoubtedly hurt the ability to pass Prop D. Late turnout activity that was successful for Republican efforts in the Senate race largely ran counter to the objectives of SaferMO.com's efforts.

Addendum 2:

Electorate map provided by SaferMo.com media firm, Thompson Communications



October 22, 2018 1:05 pm » Tom Everett set to Become FHWA Executive Director



(<https://aashtojournal.org/>)



President Trump asked for a 5 percent across-the-board budget cut from each federal department during a cabinet meeting (<https://www.whitehouse.gov/briefings-statements/remarks-president-trump-cabinet-meeting-11/>) on Oct. 17; a budget cut intended to stem the rise of the federal deficit.

[Official White House photo above by Shealah Craighead.]

"I'm going to ask each of you to come back with a 5 percent budget cut from your various departments," the president said. "Whether it's a secretary, an administrator, whatever, I'm going to ask everybody with a 5 percent cut for our next meeting. I think you'll all be able to do it. Get rid of the fat. Get rid of the waste. It will have a huge impact."

The request came on the heels of a report released jointly (<https://home.treasury.gov/news/press-releases/sm522>) by the U.S. Treasury Department and the Office of Management and Budget on Oct. 15 that said the federal deficit in fiscal year 2018 increased by \$113 billion to \$779 billion. Overall, the federal deficit now represents 3.9 percent of gross domestic product, the report noted, which is, a 0.4 percentage point higher compared to fiscal year 2017.

President Trump's cabinet meeting primarily focused on what he called "my administration's historic and unprecedented effort to remove job-killing regulations" and each cabinet secretary provided a summation of their department's regulatory-reduction initiatives to date.

USDOT Secretary Elaine Chao noted in the meeting that her agency withdrew 23 regulations that, in her words, "didn't make sense, that were nonsensical, that were overly burdensome, that were basically red tape. And we've added only one significant regulation that was needed, saving the taxpayers more than \$1.2 billion in regulatory cost."

She added that in 2019, USDOT plans to achieve an additional \$2 billion in regulatory cost savings.



USDOT Secretary Elaine Chao

"On the horizon, the [transportation] department will address unrealistic and overly burdensome fuel economy standards to help make newer, safer cars more affordable for working Americans [and] expand the U.S. lead in commercial space ... by streamlining procedures for commercial space launches," Chao said.

"On the horizon, the [USDOT] will also allow the safe operation of drones over the heads of people, out of the line of sight, and at night, she added. "And we are looking at pilot programs that will give us more information with which to allow this, rather than individual case-by-case waivers for a drone population that is now 1.2 million as of August 12th of this year."

President Trump also noted during the meeting that his administration still remains focused on reducing the time required to

approve (<https://news.transportation.org/Pages/041318permitting.aspx>) roadway and highway projects.

"We've cut them down many, many years. And ultimately, maybe we'll get down to one, but we are getting very close to two," the president said.

"And in some cases, you know many stories where they're 21 years, 22 years, 18 years, 19 years to get just approvals. And in many cases ... after spending tens of millions and hundreds of millions of dollars on the approval process, in many cases they don't even get approved after so many years," he continued. "So we're down to two years. We'll very soon be down to two years, and maybe we'll even do better than that. And they may not get approved, and that's okay, too, but at least you're going to know if it's not going to happen."



Photo by Missouri DOT

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October 15, 2018

1:17 pm » State DOTs Mobilize as Hurricane Michael Hits Southeastern U.S.

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Legislation proposed Oct. 9 by Sen. John Barrasso, R-Wyo., who is chairman of the Senate Committee on Environment and Public Works, aims to terminate and repeal the up to \$7,500 electric vehicle federal tax credit, impose a “federal highway user fee” on the owners of alternative fuel vehicles and require that those fees be collected with the user’s tax return – with the monies gained from those fees to be transferred into the Highway Trust Fund.

[Above photo of an EV recharging station, courtesy of DDOT.]

“The electric vehicle tax credit largely benefits the wealthiest Americans and costs taxpayers billions of dollars,” Barrasso noted in a statement (<https://www.epw.senate.gov/public/index.cfm/press-releases-republican?ID=315BDF28-7F63-453F-A5EB-D13A2808E928>). “[Natural] gas, electric, and [other] alternative fuel vehicles use the same roads. All should contribute to maintain them. My bill (https://www.epw.senate.gov/public/_cache/files/7/2/72cb34f8-278a-4141-a378-b45b226b4127/547C60876A746A9AB45DB0DD88E82F57.the-fairness-for-every-driver-act.pdf) supports the Highway Trust Fund by making sure all drivers pay into the account that improves America’s roads.”

He added in an editorial (<https://www.epw.senate.gov/public/index.cfm/press-releases-republican?ID=458C8DCD-65E4-4E6B-8C7D-01C996164B75>) published with Investor’s Business Daily that between 2011 and 2017, electric-vehicle buyers received \$4.7 billion in tax credits – and that stopping such tax credits now could, according to calculations by the Manhattan Institute, save taxpayers roughly \$20 billion.



Sen. John Barrasso, photo by Gage Skidmore

“Removing the federal subsidy won’t collapse the electric-vehicle market,”

Barrasso stressed in his op-ed. “Forty-nine states have created their own subsidies. Most have also made it simpler to license or purchase electric cars. And drivers of electric cars pay nearly nothing for the wear and tear on our nation’s roads. Yet a Tesla causes just as much strain on America’s highways as traditional fuel-powered vehicles.”



Rep. Bill Shuster


Retiring Rep. Bill Shuster, R-Penn., the outgoing chairman of the House of Representatives Transportation & Infrastructure Committee, made a similar user fee proposition as part of a 108-page infrastructure funding proposal (<https://news.transportation.org/Pages/072718shuster.aspx>) released on July 23.


One aspect of that “draft plan” as he called it would create “new levies” on electric vehicles and bicycles – a 10 percent fee on the wholesale price of electric vehicle batteries and a 10 percent user fee on the wholesale price of adult bicycle tires – as well as reinstate the 4.3-cent-per-gallon fuel tax on diesel fuel (indexed to inflation) used by passenger trains eligible for funding under certain federal public transportation programs.

Barrasso noted in his op-ed that the Highway Trust Fund is “due to run out of money in 2021,” so the additional user fee that owners and operators of alternative fueled vehicles would pay under his legislation – a fee that is calculated using rates comparable to those already being paid by the drivers of traditionally powered vehicles – would help restore the fund’s solvency.

“That alone won’t make the trust fund solvent, but it’s a good start,” Barrasso said. “The Energy Information Administration projects 4 million light-duty electric vehicles will be on the road in 2025. If that holds true, this change will generate several billion dollars for the Highway Trust Fund over the next decade.”

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http://www.dailystarjournal.com/news/local/state-transportation-director-addresses-funding-needs-for-roads-bridges/article_8bc23176-48f2-5085-86a6-4e08e7df994b.html

TOP STORY

State transportation director addresses funding needs for roads, bridges

SUE STERLING Staff writer Oct 25, 2018 Updated 15 hrs ago



Missouri Department of Transportation Director Patrick McKenna addresses the Noon Rotary Club on the condition of Missouri's road and bridges and the need for increased funding to maintain them.

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WARRENSBURG – Missouri has one of the best – and possibly the most underfunded – transportation systems in the nation, according to Patrick McKenna, director of the Missouri Department of Transportation.

McKenna, who has led MoDOT since December 2015, was guest speaker at the Noon Rotary Club on Tuesday, Oct. 23, where he presented facts and figures about the state's road and bridge system and the cost of maintaining and repairing it.

Over the last 10 years, MoDOT has executed 4,700 construction projects, bringing them in on time 94 percent of the time and 7 percent under budget, saving \$950 million, he said.

"A record unrivaled anywhere in the nation," he said.

The department accomplished that with 1,200 fewer employees, he said, following the economic downturn that led the Missouri Highway Commission to downsize the department in 2011, resulting in \$700 million in savings that were reinvested in the highway system.

But that did not satisfy all the needs, McKenna said.

"We have a very large task before us," he said, with 34,000 miles of roads and 10,400 bridges to maintain, with 900 of those bridges in poor condition and another 1,300 weight-restricted.

The state has the seventh largest transportation system in the nation but ranks 46th in the revenue per mile, with \$50,000 in revenue per mile compared to Iowa's \$149,000, and New Jersey's \$2.3 million per mile.

The road system, that costs \$55 billion to create will cost \$125 billion to replace, he said, with no ability to do so at the speed required.

The state also has 97,000 miles of local and county roads and 14,000 bridges maintained at the local level, he said.

Bridges built in the 1930s, during the infrastructure push during the Great Depression, benefited from repair work done the last 12 to 15 years, McKenna said.

He said what's ahead is the largest infrastructure investment the world has ever known to rehabilitate roads and bridges built in the 1950s and 1960s that are "well beyond their design life."

The Chain of Rocks bridge in St. Louis, Interstate 270 and Interstate 70 are important supply lines, he said, that need expensive upgrades, as well as the I-70 bridge at Rocheport, which carries all the east and westbound traffic on I-70.

"If we don't do something, we'll have lane closures on a regular basis in the next two or three years," McKenna said.

The state plans to take I-70 down to one lane in each direction starting in 2020 or 2021, he said, a project that could last from seven months to a year.

"If the plan is to proceed with the resources we have, traffic will back up to Columbia on a good day ... and to Kingdom City on a bad day," he said, causing an eight-hour delay.

Freight bottlenecks cost the economy \$64 billion per year, he said, far exceeding the cost of road improvements needed to prevent them.

One study of Missouri's transportation system concluded that current conditions cost \$7.8 billion per year in delays, vehicle repairs and incidents.

"That's a drag on the economy," McKenna said.

Revenue for transportation improvements have not kept pace with inflation over the last 22 years, he said, so the department has lost purchasing power.

"We can't build what we can't fund," he said.

Of the \$2.5 billion in transportation revenue, two-thirds comes from user fees, including the gas tax and vehicle license fees, he said, and one-third comes from the federal gas tax.

Revenue is shared with cities and counties, he said, and about a quarter-billion goes to the Missouri State Highway Patrol, a constitutional requirement.

Proposition D on the Nov. 6 election ballot would raise the gas tax from 17 cents to 27 cents per gallon over four years, which would return purchasing power to the 1996 level, he said.

"We're not expanding the size of government," he said. "It's about putting road work on the roads."

The increase would cost the average driver about \$1.25 per month, McKenna said.

Sue Sterling

Figure 2
Missouri Population by County
Top-Ten Largest Projected Numeric Increases
2000 through 2030

Rank		County	Population		30-Year Change	
Numeric Increase	Percent Increase		2000	2030	Numeric	Percent
1	4	St. Charles	283,893	499,126	215,233	75.8%
2	8	Clay	184,006	300,021	116,015	63.0%
3	16	Greene	240,391	329,825	89,434	37.2%
4	1	Christian	54,285	131,066	76,781	141.4%
5	10	Boone	135,454	204,264	68,810	50.8%
6	22	Jefferson	198,099	260,276	62,177	31.4%
7	52	Jackson	654,880	714,467	59,587	9.1%
8	7	Cass	82,092	136,933	54,841	66.8%
9	2	Lincoln	38,944	91,294	52,350	134.4%
10	12	Jasper	104,686	152,490	47,804	45.7%

Figure 3
Missouri Population by County
Top-Ten Largest Projected Numeric Decreases
2000 through 2030

Rank		County	Population		30-Year Change	
Numeric Decrease	Percent Decrease		2000	2030	Numeric	Percent
1	25	St. Louis	1,016,300	956,817	-59,483	-5.9%
2	1	New Madrid	19,760	12,554	-7,206	-36.5%
3	18	Dunklin	33,155	28,765	-4,390	-13.2%
4	9	Pemiscot	20,047	16,447	-3,600	-18.0%
5	3	Iron	10,697	7,494	-3,203	-29.9%
6	7	Linn	13,754	10,696	-3,058	-22.2%
7	21	Saline	23,756	21,140	-2,616	-11.0%
8	4	Chariton	8,438	6,172	-2,266	-26.9%
9	2	Gentry	6,861	4,759	-2,102	-30.6%
10	13	Wayne	13,259	11,200	-2,059	-15.5%

Figure 4
Missouri Population by County
Top-Ten Largest Projected Percentage Increases
2000 through 2030

Rank		County	Population		30-Year Change	
Percent Increase	Numeric Increase		2000	2030	Percent	Numeric
1	4	Christian	54,285	131,066	141.4%	76,781
2	9	Lincoln	38,944	91,294	134.4%	52,350
3	15	Warren	24,525	46,241	88.5%	21,716
4	1	St. Charles	283,893	499,126	75.8%	215,233
5	14	Webster	31,045	53,282	71.6%	22,237
6	12	Taney	39,703	68,041	71.4%	28,338
7	8	Cass	82,092	136,933	66.8%	54,841
8	2	Clay	184,006	300,021	63.0%	116,015
9	11	Platte	73,781	114,904	55.7%	41,123
10	5	Boone	135,454	204,264	50.8%	68,810

Figure 5
Missouri Population by County
Top-Ten Largest Projected Percentage Decreases
2000 through 2030

Rank		County	Population		30-Year Change	
Percent Decrease	Numeric Decrease		2000	2030	Percent	Numeric
1	2	New Madrid	19,760	12,554	-36.5%	-7,206
2	9	Gentry	6,861	4,759	-30.6%	-2,102
3	5	Iron	10,697	7,494	-29.9%	-3,203
4	8	Chariton	8,438	6,172	-26.9%	-2,266
5	14	Holt	5,351	4,094	-23.5%	-1,257
6	27	Worth	2,382	1,826	-23.3%	-556
7	6	Linn	13,754	10,696	-22.2%	-3,058
8	13	Sullivan	7,219	5,822	-19.4%	-1,397
9	4	Pemiscot	20,047	16,447	-18.0%	-3,600
10	15	Atchison	6,431	5,280	-17.9%	-1,151



Structurally-deficient bridges will benefit from Erie County's \$5 fee

By **Matthew Rink**

Posted Sep 17, 2018 at 2:00 AM

Planning committee trims list but has more work to do.

The extra \$5 it costs to register a vehicle in Erie County will fund repairs to bridges in the worst condition.

The county expects to receive \$1.2 million annually from the local-use fee, which took effect April 1. A steering committee of the Erie County Metropolitan Planning Organization met this past week to further discuss how the revenue will be spent. State law limits use of the funding to more than 30 different types of infrastructure projects. Erie County's MPO, which is made up of elected officials from around the county, as well as local and state engineers, will determine how the money is spent.

This past week, the committee reduced the list of projects up for consideration to 29 — specifically, the 29 locally-owned structurally-deficient bridges in the county. Bridge work will take precedence in the first two years the county receives the local-use fee. That's because the Pennsylvania Department of Transportation is matching local-use fee revenue up to \$2 million for bridge work.

There are 40 locally-owned structurally-deficient bridges in the county and six bridges that are considered structurally obsolete. Work has already been scheduled for some of those bridges.

Harborcreek Township Supervisor Tim May, a member of the MPO, said the committee will prioritize the list by considering average daily traffic counts, environmental impact and the effects a bridge closure would have on traffic detours. As for the condition of each bridge, factors like the materials a bridge is made from will also be weighed.

Emily Aloiz, secretary of the MPO, said there is still a lot of work to do before a decision will be reached on which projects will be funded.

"We're going to decide the bridges from that list of structurally-deficient bridges based on a ranking system," she said. "That ranking system will be the ADT (average daily traffic) and detour category and then the structural assessment that (PennDOT engineer) Mark Bredl is giving each bridge."

Aloiz said financing will also be a factor. If the MPO asks a municipality to cover some of the costs of a project, even if it means paying interest on a loan, that municipality could choose to participate or to forgo the improvements until a later date, which would, of course, factor into the final decision of the MPO. What, if any, financial role a municipality plays has not been determined. She also said the factors like project readiness will also be considered.

The MPO will hold a meeting to further discuss the local-use fee at 10 a.m. Wednesday at the Summit Township Municipal Building, 1230 W. Townhall Road.

Matthew Rink can be reached at 870-1884 or by email. Follow him on Twitter at www.Twitter.com/ETNrink.

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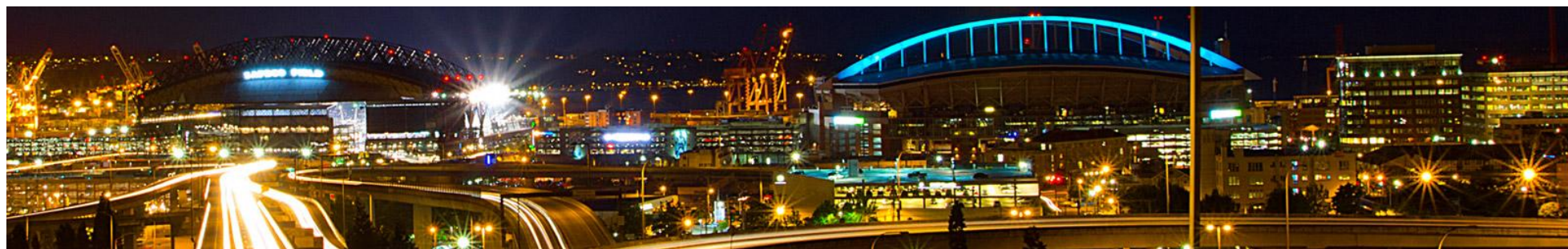
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Eno Transportation Weekly

Week of October 1, 2018

Texas Is Once Again the Only Highway "Donor State" As FHWA Distributes \$42B in FY19 Funding



By [Jeff Davis](#)

Senior Fellow and Editor, Eno Transportation Weekly

FHWA

FY19

Highways

October 4, 2018

On the first day of the new fiscal year, the Federal Highway Administration issued a [formal notice](#) apportioning \$42.3 billion in highway formula contract authority to state governments. The main notice apportions \$42.355

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billion in funding, but a [second notice](#) then takes back \$39.6 million of the money for budgetary sequestration, for a net total of \$42.316 billion.

The gross total is the precise amount [predicted in December 2015](#) when the conference report on the FAST Act was presented to Congress, but the distribution to states is slightly different, because once again, Texas is the only state to have triggered the 95 percent "donor state" rule in [23 U.S.C. §104\(c\)\(1\)\(B\)](#).

Because Texas's estimated [fiscal year 2017 excise tax payments to the Highway Trust Fund's Highway Account](#) totaled \$3.99 billion, Texas's total highway formula funding for 2019 was guaranteed to be at least 95 percent of that, or \$3.79 billion. The Lone Star State's revised FY 2019 formula apportionment was \$56.9 million more than originally predicted in December 2015, and that money was then proportionally taken out of the apportionments of the other 49 states and the District of Columbia.

(Texas actually made more Highway Account tax payments than California, despite having almost 40 percent fewer people (39.5 million people in California per the 2017 Census estimates vs 28.3 million in Texas). Put another way, the residents of California paid \$86.53 per capita in excise taxes into the Highway Account in 2017, versus Texans paying \$141.04 per capita in excise taxes.)

This means it is as good at time as any to take a quick look at how the Highway Trust Fund going bankrupt has affected the old donor-donee arguments between states. As the table at the end of this article shows, Texas is the only state whose highway formula funding to Highway Account tax payment ratio, in terms of dollars in vs dollars out, is less than 100 percent. Every other state is getting more money than it put in, from Alaska (which gets 680 cents of highway formula funding for every dollar of tax payments) down to Colorado (the only other state close to being a donor state, at 101 cents on the dollar of tax payments).

The excess, of course, comes from the \$51.9 billion of general fund bailout money deposited in the Highway Account by the FAST Act, which is equivalent to about one-and-a-half years of Highway Account excise tax receipts and which keeps the Highway Account solvent until sometime in spring or summer of 2021.

In the aggregate, total highway formula funding for 2019 was 119 percent of total 2017 Highway Account excise tax receipts.

In addition, so-called "allocated" (non-formula) highway programs – FHWA administrative overhead and research programs, highways on federal lands and in U.S. territories, FASTLANE grants, and TIFIA loans – are not included in the donor state calculation and totaled an additional \$3.9 billion in contract authority in 2019, all of which can be presumed to have been supported from the general fund bailouts.

And the donor state calculation in title 23 does not apply to the HTF's Mass Transit Account, which received \$5.286 billion in excise taxes in 2017 (and which got \$18.1 billion in general fund bailout money in the FAST Act, or 3.4 years worth of excise taxes, because the overspending problem is proportionally much worse in the Mass Transit Account than it is in the Highway Account). The Federal Transit Administration's annual apportionment tables are not broken down by state, making a donor-donee comparison of the Mass Transit Account difficult (but it's a safe bet that New York is the mega-donee and about 40+ states are donors in that regard).

Document of the Week

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1978 Conable-Gibbons Amendment to the Highway Bill

This PDF is a series of documents relating to a proposed amendment in the House Ways and Means Committee to the revenue title of the highway bill in 1978. Drafted (at the Department of Transportation's request) by Reps. Barber Conable (R-NY) and Sam Gibbons (D-FL), the amendment would have put the Highway Trust Fund on a form of "accrual accounting" and ensured that each year's new funding authorizations were reduced to that upcoming year's estimated excise tax revenues.

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Policy & Op-Eds

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Automated Transportation Policy and Guidance Flies Ahead, but Stalls in Senate

So Jung Kim | October 5, 2018



Op-Ed: Eno's Certification Recommendations in Final FAA Bill

Robert Puentes | October 5, 2018



Carving a Path Forward on Connected Vehicles

Alice Grossman | September 28, 2018

FY 2017 Highway Trust Fund Highway Account Tax Payments Attributed to States, vs. FY 2019 Highway Contract Authority Formula Apportionments

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Millions of dollars.

	FY 2017 HTF-HA <u>Tax Payments</u>	FY 2019 Highway <u>Formula C.A.</u>	Funding Exceeds <u>Taxes By:</u>	Funding As Pct. Of <u>Taxes</u>
Alabama	\$738.7	\$819.3	\$80.7	111%
Alaska	\$79.6	\$541.5	\$461.9	680%
Arizona	\$722.8	\$790.2	\$67.4	109%
Arkansas	\$442.0	\$559.1	\$117.2	127%
California	\$3,421.2	\$3,963.8	\$542.5	116%
Colorado	\$571.4	\$577.5	\$6.1	101%
Connecticut	\$325.4	\$542.4	\$217.0	167%
Delaware	\$97.1	\$182.7	\$85.6	188%
Dist. of Col.	\$23.9	\$172.3	\$148.4	721%
Florida	\$1,881.7	\$2,046.2	\$164.5	109%
Georgia	\$1,185.9	\$1,394.4	\$208.6	118%
Hawaii	\$88.9	\$182.7	\$93.8	206%
Idaho	\$216.3	\$308.9	\$92.6	143%
Illinois	\$1,273.2	\$1,535.4	\$262.2	121%
Indiana	\$914.9	\$1,029.0	\$114.2	112%
Iowa	\$496.3	\$530.8	\$34.5	107%
Kansas	\$364.1	\$408.1	\$44.0	112%
Kentucky	\$605.3	\$717.6	\$112.3	119%
Louisiana	\$577.0	\$758.0	\$181.0	131%
Maine	\$173.5	\$199.4	\$25.8	115%
Maryland	\$606.0	\$649.0	\$43.0	107%
Massachusetts	\$591.7	\$655.9	\$64.2	111%
Michigan	\$1,050.2	\$1,137.1	\$86.8	108%
Minnesota	\$664.3	\$704.2	\$39.9	106%
Mississippi	\$501.1	\$522.3	\$21.2	104%
Missouri	\$844.6	\$1,022.4	\$177.8	121%
Montana	\$167.7	\$443.1	\$275.4	264%
Nebraska	\$292.6	\$312.2	\$19.6	107%
Nevada	\$290.9	\$392.2	\$101.3	135%
New Hampshire	\$140.2	\$178.4	\$38.2	127%
New Jersey	\$958.0	\$1,078.3	\$120.3	113%
New Mexico	\$325.6	\$396.6	\$71.0	122%
New York	\$1,362.7	\$1,812.8	\$450.0	133%
North Carolina	\$1,098.5	\$1,126.3	\$27.8	103%



Week of October 1, 2018



Week of September 24, 2018

Announcements

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September 28, 2018

[Eno Releases Study of Chinese Railcar Issue](#)

August 24, 2018

[Eno Mourns the Passing of Transit Icon Lou Gambaccini](#)

July 27, 2018

[Eno Center for Transportation Welcomes Intel's Marjorie Dickman to Board of Directors](#)

10/8/2018	Texas Is Once Again the Only Highway "Donor State" As FHWA Distributes \$42B in FY19 Funding - The Eno Center for Transportation			
North Dakota	\$162.0	\$268.1	\$106.1	166%
Ohio	\$1,318.1	\$1,447.6	\$129.5	110%
Oklahoma	\$591.3	\$684.9	\$93.6	116%
Oregon	\$431.3	\$539.8	\$108.5	125%
Pennsylvania	\$1,263.5	\$1,771.9	\$508.4	140%
Rhode Island	\$75.9	\$236.2	\$160.3	311%
South Carolina	\$697.6	\$723.2	\$25.5	104%
South Dakota	\$150.3	\$304.6	\$154.2	203%
Tennessee	\$851.8	\$912.6	\$60.8	107%
Texas	\$3,992.1	\$3,790.2	-\$202.0	95%
Utah	\$347.8	\$375.0	\$27.2	108%
Vermont	\$71.5	\$219.2	\$147.7	306%
Virginia	\$979.5	\$1,099.0	\$119.5	112%
Washington	\$660.9	\$732.1	\$71.2	111%
West Virginia	\$221.5	\$472.0	\$250.5	213%
Wisconsin	\$661.2	\$812.6	\$151.4	123%
Wyoming	\$163.7	\$276.7	\$112.9	169%
TOTAL	\$35,733.5	\$42,355.4	\$6,621.9	119%

Related Articles

<div>April 27, 2018</div> <div>FHWA, FTA, MARAD Defend FY19 Budget Request</div>	<div>October 6, 2016</div> <div>Government Stays Open Under CR, But On A Limited Basis</div>	<div>June 1, 2017</div> <div>FHWA Releases FY17 Highway Obligation Authority</div>	<div>September 7, 2016</div> <div>States Get Extra \$2.8 Billion in Highway Funding in August Redistribution</div>
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