



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

NOVEMBER 17, 2022
12:00 - 1:30 PM

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



OT
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

November 17, 2022

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

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

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

and the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to OrderNOON

I. Administration

A. Roll Call

B. Approval of Board of Directors Meeting Agenda

(2 minutes/Russell)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Public Comment Period for All Agenda Items..... Tab 1

(5 minutes/Russell)

Individuals attending the meeting in person and 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). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on November 16th to comment@ozarkstransportation.org or at www.givesusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

D. Adoption of the Consent Agenda..... Tab 10

(5 minutes/Russell)

1. September 15, 2022 Minutes
2. Financial Statements for 1st Quarter 2022-2023 Budget Year
3. FY 2023-2026 TIP Amendment Two
4. Board of Directors 2023 Meeting Schedule

Any member may request removal of an item from the Consent Agenda at this time. Any item removed from the Consent Agenda will be considered at the end of the Agenda. Abstentions may be noted for any item on the Consent Agenda.

BOARD OF DIRECTORS ACTION REQUESTED TO ADOPT THE CONSENT AGENDA

E. Executive Director's Report

(5 minutes/Fields)

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

F. MoDOT Update

(5 minutes/MoDOT)

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

G. Legislative Reports

(5 minutes/Russell)

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

H. Ozark Greenways Update

(10 minutes/Kromrey)

Ozark Greenways' Executive Director Mary Kromrey will be providing an update regarding activities of Ozark Greenways.

II. New Business

A. Chadwick Flyer US65 Crossing Funding and Support..... Tab 2

(5 minutes/Fields)

Staff is requesting a resolution of support and funding approval to add TAP funding to the TIP for the Chadwick Flyer Overpass project.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE RESOLUTION AND CERTIFICATION FOR THE CHADWICK FLYER US 65 CROSSING PROJECT

B. Federal Discretionary Grant Support – City of Springfield Tab 3

(5 minutes/Longpine)

Staff is requesting approval of a resolution of support and certification to add the project to the TIP for the City of Springfield's 7Response Project.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE RESOLUTION AND CERTIFICATION FOR THE CITY OF SPRINGFIELD'S SYNCHRONIZED EMERGENCY VEHICLE AND EFFICIENT NETWORK RESPONSE "7RESPONSE" PROJECT

C. September 30, 2022 Federal Fund Balance Report Tab 4

(5 minutes/Longpine)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. FY 2024-2028 STIP Priorities Tab 5

(10 minutes/Fields)

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2024-2028 STIP PRIORITIES

- E. Unfunded Needs List..... Tab 6**
(5 minutes/Fields)
A Subcommittee of the Technical Planning Committee has recommended additions to the MoDOT Unfunded Needs List.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE UNFUNDED NEEDS LIST

- F. Unfunded Multimodal Needs List Tab 7**
(5 minutes/Thomason)
A Subcommittee of the Technical Planning Committee has recommended additions to the MoDOT Multimodal Needs List.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE MULTIMODAL NEEDS LIST

- G. Amendment to the OTO Technical Planning Committee Bylaw..... Tab 8**
(10 minutes/Fields)
Changes are proposed to the bylaws for the OTO Technical Planning Committee membership.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE OTO TECHNICAL PLANNING COMMITTEE BYLAW CHANGES

- H. Appointment of 2023 OTO Officers..... Tab 9**
(5 minutes/Fields)
The OTO Board of Directors Nominating Committee will present the 2023 Slate of Officers and the Executive Committee members (1-year term).

BOARD OF DIRECTORS ACTION REQUESTED TO APPOINT THE 2023 OTO OFFICERS AND EXECUTIVE COMMITTEE AS PRESENTED

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 11**
(Articles attached)

IV. Adjourn Meeting

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

The next Board of Directors regular meeting is scheduled for Thursday, January 19, 2023 at 12:00 PM in person.

Attachments

Si usted necesita la ayuda de un traductor, por favor comuníquese con Andy Thomason al (417) 865-3042, al menos 48 horas antes de la reunión.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Andy Thomason at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services, please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org or call (417) 865-3042.

TAB 1

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM I.C.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 1 of the agenda packet, for Board member review, are Public Comments for the time frame between September 14, 2022 and November 9, 2022. Any additional public comment received by November 16, 2022 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Highway 65 & Chestnut Expressway

City/County of concern: Springfield/Greene County

Date received: 10/13/2022

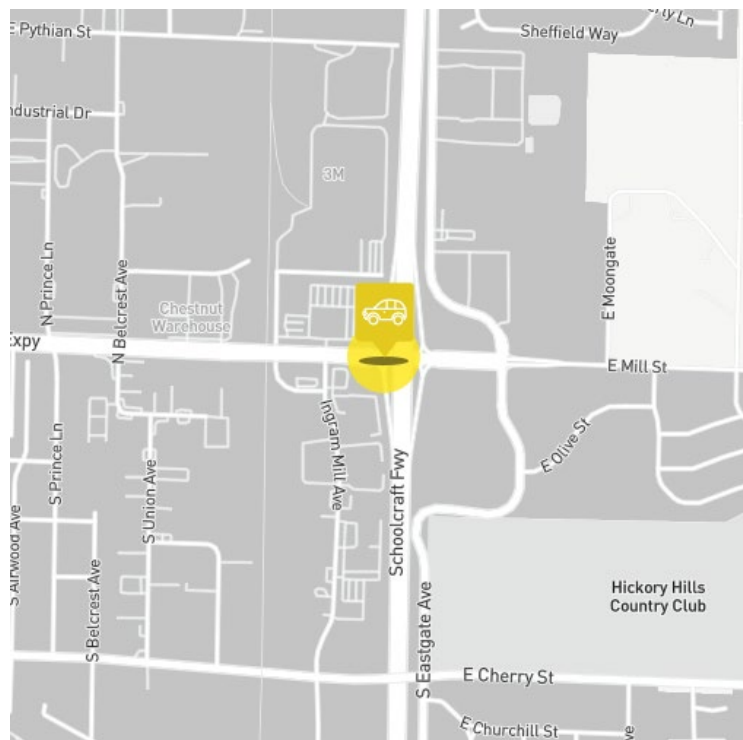
Received through: Map-A-Concern (OTO website)

Contact Name: Anonymous

Contact Email/Ph #:

Comment: Please, stop screwing traffic exiting north-bound Hwy 65 to go west on Chestnut Expy. I don't know why the "No Left On Red" signs were placed on a diverging diamond or why a brain damaged lemming was hired to program the traffic lights, but maybe a responsible adult could fix the problem. Take down the signs and fix the light. How many millions were spent to improve the intersection so someone could back up traffic to the highway once again with their impressive power of ignorance? Bravo!

Map



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



PUBLIC COMMENT



Area of concern: Highway 266 and Highway B/MM

City/County of concern: Greene County

Date received: 11/04/2022

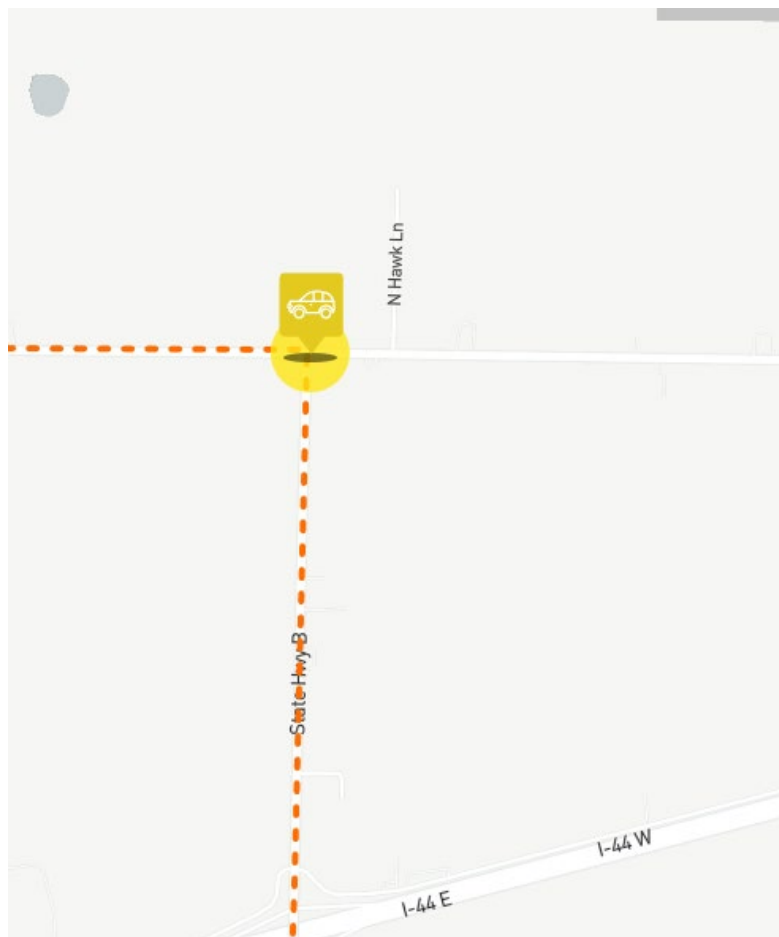
Received through: Map-A-Concern (OTO website)

Contact Name: Brent

Contact Email/Ph #:

Comment: This intersection is incredibly busy and dangerous. There's a LOT of traffic during rush hour times. A person can wait up to 15 minutes to turn left onto 266 due to traffic on 266. I have seen several semi-type trucks that have had a tire slide off the road to the culvert.

Map



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



PUBLIC COMMENT



Area of concern: Highway B/MM and I-44

City/County of concern: Greene County

Date received: 11/04/2022

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

Contact Name: Brent

Contact Email/Ph #:

Comment: This bridge is a blind spot for people coming off of I44 in either direction. There's been a lot of almost accidents due to people pulling out into traffic due to wait times.

Map



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



PUBLIC COMMENT



Area of concern: Intersection Improvements

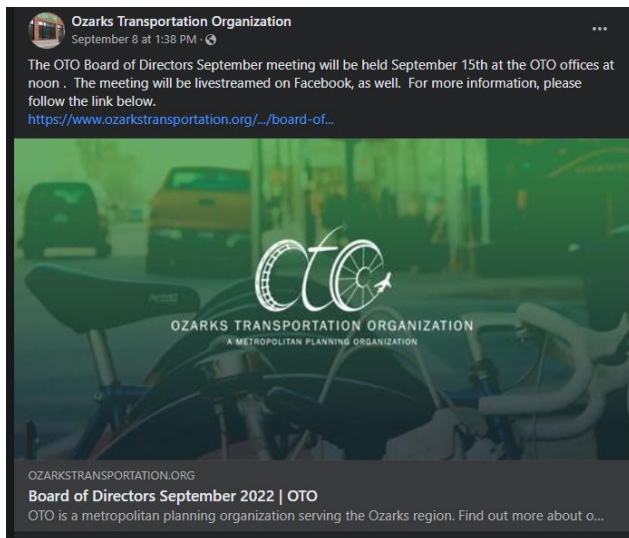
City/County of concern: Springfield/Greene County

Date received: 09/15/2022

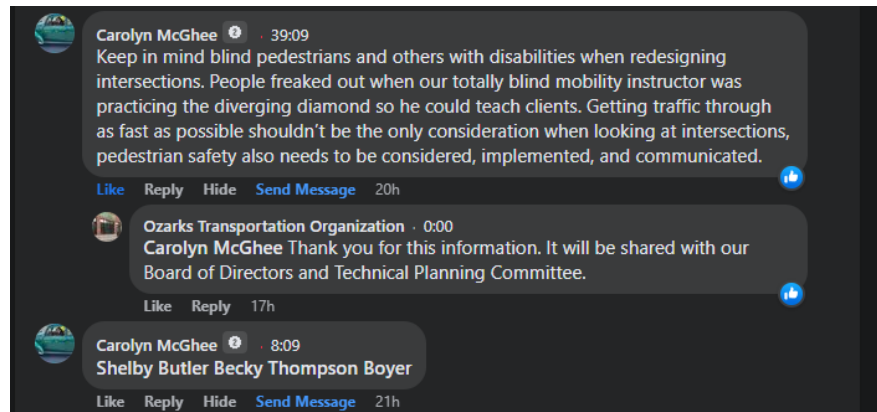
Received through: Facebook

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

OTO's Original Posting



Facebook Comment



OTO Response: See above.



PUBLIC COMMENT



Area of concern: Map information request

City/County of concern: Springfield/Greene County

Date received: 09/26/2022

Received through: Phone call

Contact Name: Cord

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

Phone Call

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

OTO Response:

Good morning, Cord!

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

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

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

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

Have a wonderful day!

TAB 2

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM II.A.

Chadwick Flyer US 65 Crossing Funding and Support

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

AGENDA DESCRIPTION:

The City of Ozark is submitting a grant application through the Missouri Department of Economic Development for local tourism asset development, a grant made possible through Missouri's ARPA funding. This project will be to construct the crossing of US 65 for the Chadwick Flyer trail, connecting 7.5 miles between Springfield and Ozark.

The OTO conducted a Chadwick Flyer overpass study to determine the costs and location to cross US 65. This study provided the information needed to submit the grant.

Funding:

MO DED ARPA	\$1,500,000
OTO Transportation Alternatives Program	\$1,500,000
Christian County STBG-U	\$300,000
Christian County Local	\$75,000
City of Ozark Local	<u>\$375,000</u>
	\$3,750,000

In September, the OTO issued a request for expression of interest in which over \$17 million of projects were submitted. Among these projects staff is working to identify projects that can obligate FY 2022 funds by the end of fiscal year 2023. This project was submitted and awarded and can meet the deadline.

The Board of Directors is asked to commit \$1,500,000 Transportation Alternatives Program funding to this project, should it be selected through the DED application process. Furthermore, the Board is asked to adopt a resolution of support and commitment to program the project in the TIP upon award of funding.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to approve the use of TAP funding on the Chadwick Flyer US 65 Crossing project, as well as the resolution and TIP Certification of Inclusion as provided."

OR

"Move to support the project as follows..."

**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION
OF SUPPORT FOR THE CHADWICK FLYER US 65 CROSSING PROJECT**

WHEREAS, the Ozarks Transportation Organization has identified a connected, integrated, multi-modal system as a goal in *Destination 2045*; and

WHEREAS, crossing US 65 with the Chadwick Flyer trail is a key project to achieving a regional trail system; and

WHEREAS, building this phase of the Chadwick Flyer trail is a step in implementation of *Towards a Regional Trail System*; and

WHEREAS, creating this vital link in the Chadwick Flyer trail will accelerate recovery of communities that rely on travel, tourism, and outdoor recreation sectors; and

WHEREAS, Christian County and the City of Ozark have been unable to able to identify adequate funding sources to make the improvement; and

WHEREAS, the State of Missouri is making available funds for the purpose of supporting local tourism;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to include the CHADWICK FLYER US 65 CROSSING project in the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the CHADWICK FLYER US 65 CROSSING project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Resolution of Support for the CHADWICK FLYER US 65 CROSSING project was duly passed and adopted at the regular meeting thereof assembled this 17th day of November, 2022.

John Russell
Chairman of the Ozarks Transportation Organization Board of Directors



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE
FY 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of discretionary funding, the **Chadwick Flyer US 65 Crossing** project will be included in the FY 2023-2026 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the investment in the region.

Honorable John Russell, Chairman
Ozarks Transportation Organization
Board of Directors

November 17, 2022

Date

TAB 3

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM II.B.

Federal Discretionary Grant Support

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

AGENDA DESCRIPTION:

Federal discretionary funding requires a project to appear in a Transportation Improvement Program or have a commitment that a project will appear in the TIP if funding is awarded. The City of Springfield is applying for a SMART grant, a discretionary funding program available through the Bipartisan Infrastructure Law. Strengthening Mobility and Revolutionizing Transportation (SMART) funding is available for demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.

The City of Springfield is proposing a project titled 7Response – Synchronized Emergency Vehicle and Efficient Network Response, which includes the development of a centralized condition-based Emergency Vehicle Traffic Signal Priority system and mobile CCTV video sharing for the Springfield Fire Department incident responders. Springfield is requesting up to \$2 million for this project. Cost sharing or matching is not required. This is not yet part of the TIP process, but will be amended into the TIP should funding be awarded.

OTO has prepared resolutions and certificates of inclusion for the application. These do not specify the particular discretionary funding program should another avenue of funding be necessary.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the resolution and TIP Certification of Inclusion as provided.”

OR

“Move to approve the included resolution and certification with amendments as follows...”

**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION
OF SUPPORT FOR THE CITY OF SPRINGFIELD 7RESPONSE PROJECT**

WHEREAS, the Ozarks Transportation Organization has identified a safe, resilient system and connected network as goals in *Destination 2045*; and

WHEREAS, advancing technology and roadway operations are a primary focus area for transportation systems management and operations (TSM&O); and

WHEREAS, reducing response times and incident clearance times minimize disruptions to the roadway network, reducing congestion, delay, fuel consumption, and greenhouse gas emissions, while improving safety; and

WHEREAS, the City of Springfield has been unable to able to identify adequate funding sources to make the improvement; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to include the SPRINGFIELD 7RESPONSE project in the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the SPRINGFIELD 7RESPONSE project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Resolution of Support for the SPRINGFIELD 7RESPONSE project was duly passed and adopted at the regular meeting thereof assembled this 17th day of November, 2022.

John Russell
Chairman of the Ozarks Transportation Organization Board of Directors



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE
FY 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of federal discretionary funding, the **City of Springfield Synchronized Emergency Vehicle and Efficient Network Response "7Response"** project will be included in the FY 2023-2026 Transportation Improvement Program. The local match funding is not required, but should another opportunity that requires match arise, OTO will confirm it is identified and available. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

Honorable John Russell, Chairman
Ozarks Transportation Organization
Board of Directors

November 17, 2022

Date

TAB 4

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM II.C.

Federal Funds Balance Report – September 30, 2022

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2023.

Staff has developed a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. The report also outlines projects programmed to use STBG-Urban funding, so jurisdictions can have a clear picture of what is remaining.

Congress continues to propose rescissions as part of the annual budgeting process. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. OTO commends those who have taken action to plan for the use of available funds. While the current balance is now much below the allowed amount due to the recent obligations of several projects, members should be aware that balances accrue quickly and should continue to be monitored.

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. 2022

FUNDS BALANCE REPORT

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Surface Transportation Block Grant Funding

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

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

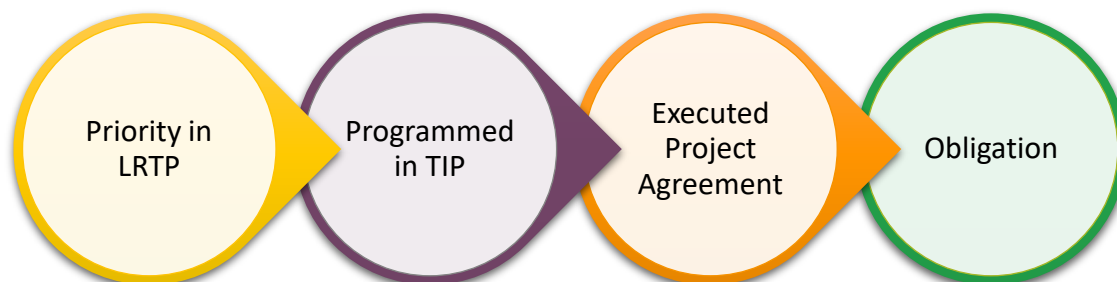
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside) and STBG-Urban funding, as well as Highway Improvement Program Funding which has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

Eligible Entities for OTO Suballocated Surface Transportation Funds

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

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

Obligating a Project



To ensure each jurisdiction has access to STBG funding, OTO monitors how each OTO member utilizes available funding. Also, MoDOT has a statewide policy regarding the accumulation of STBG funds, which is limited to a three-year accrual. Committed cost share funds are allowed to count against that balance. Any unobligated funding, however, is subject to rescission by Congress. The following report highlights the amount of funding which needs to be obligated to meet MoDOT’s accrual policy, as well as the amount of funding subject to rescission by Congress.

Program Balances

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. MoDOT calculates the OTO balance based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from the Federal Highway Administration (FHWA). OTO has access to the FHWA Fiscal Management Information System, which provides details on project obligations. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2022.

This report documents the balance allowed, the balance obligated, and the balance available to be programmed. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2022.

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

Highway Improvement Program funding, also described as Omnibus funding in this report, has been allocated through the FY 2018, FY 2019, FY 2020, and FY 2021 Federal Omnibus Appropriations bills. The OTO Board of Directors voted to apply this and FY 2021 CRRSAA funding for use on Transportation Alternatives Program projects. All of this funding has specific obligation deadlines and OTO is monitoring the use of this funding to ensure its timely obligation.

FY 2022 ending 9/30/2022

Federal Funding Category	Balance
STBG-Urban	\$10,679,859.42
Balance After Cost Shares	\$4,715,014.99
Maximum Allowed	\$21,477,891.98
 TAP Only (No HIP)	 \$2,187,688.74
Maximum Allowed	\$2,332,201.65
 FY 2018-2021 Omnibus (HIP) – Flexed for TAP	 \$1,176,440.71
FY 2021 CRRSAA – Flexed for TAP	\$2,684,230.00

Obligated vs. Programmed

The following funds balance reports show two scenarios for each OTO member jurisdiction. The first, labeled "Lapse Potential," includes only obligations and STIP-programmed cost shares, along with allocations through FY 2022, at a minimum. The second scenario, labeled "Funds Available for Programming," includes everything from the first scenario, plus all projects with STBG-Urban programmed or planned to be programmed in the FY 2023-2026 TIP, through FY 2025.

Federal Funds Balance Report

Balance Summary

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

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

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

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

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

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP)

Lapse Potential

Name	Account	Amount	Balance
FY 2013-2018 TAP Balance	TAP	624,281.24	624,281.24
FY 2019 TAP Allocation	Estimated	435,146.37	1,059,427.61
FY 2018 Omnibus Transfer	STBG-U	1,153,506.00	2,212,933.61
9901811 Finley R. Park Connection	TAP	0.02	2,212,933.63
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,184,933.63
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,157,606.89
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,140,074.97
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,112,335.03
9/30/2019 Balance			2,112,335.03
FY 2020 TAP Allocation	TAP	430,497.00	2,542,832.03
FY 2019 Omnibus Transfer	STBG-U	1,625,285.00	4,168,117.03
FY 2020 Omnibus Transfer	STBG-U	471,885.00	4,640,002.03
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,608,001.69
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,580,001.69
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,567,001.33
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	4,437,001.33
5944804 Hunt Road SW Connections	TAP	(800.00)	4,436,201.33
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	4,435,401.33
5944804 Hunt Road SW Connections	TAP	(178,638.60)	4,256,762.73
5901814 Springfield Luster/Fassnight Sidewalks	TAP	(158,078.40)	4,098,684.33
9901829 OGI Trail Planning Services	STBG-U	(100,000.00)	3,998,684.33
5901815 Springfield Harvard	STBG-U	(110,869.00)	3,887,815.33
9901828 Trail of Tears Elm to Somerset	STBG-U	(33,592.92)	3,854,222.41
9901816 Pine and McCabe Sidewalks	TAP	(220,782.07)	3,633,440.34
9/30/2020 Balance			3,633,440.34
FY 2021 TAP Allocation	TAP	430,497.00	4,063,937.34
CRRSAA	CRRSAA	2,684,230.00	6,748,167.34
FY 2021 Omnibus Transfer	STBG-U	384,600.00	7,132,767.34
5901811 Springfield Greenwood	STBG-U	(183,365.00)	6,949,402.34
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	6,803,304.34
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	6,723,430.11
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	6,385,223.79
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	6,400,593.49
5901814 Springfield Luster/Fassnight SW	TAP	30,737.52	6,431,331.01
5901811 Springfield Greenwood	STBG-U	32,923.48	6,464,254.49
5901812 Springfield Galloway Recon	STBG-U	32,994.00	6,497,248.49
5901815 Springfield Harvard	STBG-U	31,920.60	6,529,169.09
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	6,350,200.06
9901821 Ozark South Elementary SW	TAP	(132,594.01)	6,217,606.05
9901822 Ozark West Elementary SW	TAP	(239,439.67)	5,978,166.38
5901814 Springfield Luster/Fassnight SW	TAP	(12,070.32)	5,966,096.06
9901818 Nicholas SW Ph 1 and 2	STBG-U	8,233.20	5,974,329.26
9901820 Ozark Fremont	STBG-U	(188,028.08)	5,786,301.18
9901822 Ozark West Elementary SW	TAP	31,996.00	5,818,297.18
9901821 Ozark South Elementary SW	TAP	(7,075.63)	5,811,221.55
9901828 Trail of Tears Elm to Somerset	STBG-U	(68,459.08)	5,742,762.47
9/30/2021 Balance			5,742,762.47
FY 2022 TAP Allocation	TAP	1,471,207.65	7,213,970.12
9901816 Pine and McCabe Sidewalks	TAP	1,255.49	7,215,225.61
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(791,075.77)	6,424,149.84
9901827 Chadwick Flyer Jackson to Clay	STBG-U	157,174.06	6,581,323.90
9901817 Battlefield Third St Sidewalk	TAP	(265,666.40)	6,315,657.50
5901817 Fassnight Clay to Brookside	STBG-U	(216,461.00)	6,099,196.50
9901818 Nicholas SW Ph 1 and 2	STBG-U	14.50	6,099,211.00
9901818 Nicholas SW Ph 1 and 2	STBG-U	6,463.52	6,105,674.52
5901822 Chadwick Flyer Phase III	STBG-U	(71,419.94)	6,034,254.58
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(46,281.62)	5,987,972.96
5901817 Fassnight Clay to Brookside	STBG-U	(1,000.00)	5,986,972.96
9901817 Battlefield Third St Sidewalk	TAP	61,386.49	6,048,359.45
9/30/2022 Balance			6,048,359.45
		6,048,359.45	6,048,359.45

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

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

OTO Omnibus Funding Reasonable Progress Deadlines [‡]		Amount Remaining to Obligate
FY 2018	9/30/2020	0.00
FY 2019	9/30/2021	319,955.71
FY 2020	9/30/2022	471,885.00
FY 2021	9/30/2023	384,600.00
FY 2021 CRRSAA	9/30/2023	2,684,230.00

Note:

†Potential Lapse amount should OTO Regional Balance be rescinded

‡Reasonable Progress Deadline is 1 Year Prior to Funding Lapse Deadline

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP) Funds Available for Programming

Name	Account	Amount	Balance
FY 2013-2018 TAP Balance	TAP	624,281.24	624,281.24
FY 2019 TAP Allocation	Estimated	435,146.37	1,059,427.61
FY 2018 Omnibus Transfer	STBG-U	1,153,506.00	2,212,933.61
9901811 Finley R. Park Connection	TAP	0.02	2,212,933.63
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,184,933.63
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,157,606.89
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,140,074.97
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,112,335.03
9/30/2019 Balance			2,112,335.03
FY 2020 TAP Allocation	TAP	430,497.00	2,542,832.03
FY 2019 Omnibus Transfer	STBG-U	1,625,285.00	4,168,117.03
FY 2020 Omnibus Transfer	STBG-U	471,885.00	4,640,002.03
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,608,001.69
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,580,001.69
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,567,001.33
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	4,437,001.33
5944804 Hunt Road SW Connections	TAP	(800.00)	4,436,201.33
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	4,435,401.33
5944804 Hunt Road SW Connections	TAP	(178,638.60)	4,256,762.73
5901814 Springfield Luster/Fassnight Sidewalks	TAP	(158,078.40)	4,098,684.33
9901829 OGI Trail Planning Services	STBG-U	(100,000.00)	3,998,684.33
5901815 Springfield Harvard	STBG-U	(110,869.00)	3,887,815.33
9901828 Trail of Tears Elm to Somerset	STBG-U	(33,592.92)	3,854,222.41
9901816 Pine and McCabe Sidewalks	TAP	(220,782.07)	3,633,440.34
9/30/2020 Balance			3,633,440.34
FY 2021 TAP Allocation	TAP	431,185.80	4,064,626.14
CRRSAA	CRRSAA	2,684,230.00	6,748,856.14
FY 2021 Omnibus Transfer	STBG-U	384,600.00	7,133,456.14
5901811 Springfield Greenwood	STBG-U	(183,365.00)	6,950,091.14
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	6,803,993.14
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	6,724,118.91
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	6,385,912.59
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	6,401,282.29
5901814 Luster/Fassnight Sidewalks	TAP	30,737.52	6,432,019.81
5901811 Springfield Greenwood	STBG-U	32,923.48	6,464,943.29
5901812 Springfield Galloway Recon	STBG-U	32,994.00	6,497,937.29
5901815 Springfield Harvard	STBG-U	31,920.60	6,529,857.89
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	6,350,888.86
9901821 Ozark South Elementary SW	TAP	(132,594.01)	6,218,294.85
9901822 Ozark West Elementary SW	TAP	(239,439.67)	5,978,855.18
5901814 Luster/Fassnight Sidewalks	TAP	(12,070.32)	5,966,784.86
9901818 Nicholas SW Ph 1 and 2	STBG-U	8,233.20	5,975,018.06
9901820 Ozark Fremont	STBG-U	(188,028.08)	5,786,989.98
9901822 Ozark West Elementary SW	TAP	31,996.00	5,818,985.98
9901821 Ozark South Elementary SW	TAP	(7,075.63)	5,811,910.35
9901828 Trail of Tears Elm to Somerset	STBG-U	(68,459.08)	5,743,451.27
9/30/2021 Balance			5,743,451.27
FY 2022 TAP Allocation*	TAP	1,471,207.65	7,214,658.92
9901816 Pine and McCabe Sidewalks	TAP	1,255.49	7,215,914.41
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(791,075.77)	6,424,838.64
9901827 Chadwick Flyer Jackson to Clay	STBG-U	157,174.06	6,582,012.70
9901817 Battlefield Third St Sidewalk	TAP	(265,666.40)	6,316,346.30
5901817 Fassnight Clay to Brookside	STBG-U	(216,461.00)	6,099,885.30
9901818 Nicholas SW Ph 1 and 2	STBG-U	14.50	6,099,899.80
9901818 Nicholas SW Ph 1 and 2	STBG-U	6,463.52	6,106,363.32
5901822 Chadwick Flyer Phase III	STBG-U	(71,719.94)	6,034,643.38
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(46,281.62)	5,988,361.76
5901817 Fassnight Clay to Brookside	STBG-U	(1,000.00)	5,987,361.76
9901817 Battlefield Third St Sidewalk	TAP	61,386.49	6,048,748.25
9/30/2022 Balance			6,048,748.25
FY 2023 TAP Allocation*	TAP	1,534,360.00	7,583,108.25
6900813 Shuyler Creek Trail	STBG-U Programmed	(177,737.97)	7,405,370.28
6900813 Shuyler Creek Trail	TAP Programmed	(509,392.00)	6,895,978.28
5901822 Chadwick Flyer Phase III	STBG-U Programmed	(269,000.00)	6,626,978.28
5901822 Chadwick Flyer Phase III	CRRSAA Programmed	(863,750.00)	5,763,228.28
EN2204 Chadwick Flyer Phase II	STBG-U Programmed	(181,000.00)	5,582,228.28
EN2204 Chadwick Flyer Phase II	CRRSAA Programmed	(573,750.00)	5,008,478.28
EN2205 Wilson's Creek Blvd Trail	STBG-U Programmed	(169,400.00)	4,839,078.28
EN2205 Wilson's Creek Blvd Trail	CRRSAA Programmed	(1,246,730.00)	3,592,348.28
EN2301 OGI Regional Trail Planning	TAP Programmed	(260,201.00)	3,332,147.28
9/30/2023 Balance			3,332,147.28
FY 2024 TAP Allocation*	TAP	1,551,388.00	4,883,535.28
9/30/2024 Balance			4,883,535.28
FY 2025 TAP Allocation*	TAP	1,568,998.00	6,452,533.28
9/30/2025 Balance			6,452,533.28
*Estimate		6,452,533.28	6,452,533.28

Remaining Balance All Funds (9/30/2022) 6,452,533.28

Funds Immediately Available to be Programmed through 2025 6,452,533.28

Carbon Reduction Program Balance

Carbon Reduction Program (CRP)

Lapse Potential

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

Carbon Reduction Program Balance

Carbon Reduction Program (CRP) Funds Available for Programming

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

Combined STBG-U Balance

STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STBG-Urban/Small/Payback</i>	<i>18,600,901.08</i>	<i>18,600,901.08</i>
FY 2018 Allocation	STBG-Urban	6,409,144.05	25,010,045.13
FY 2018 Omnibus	STBG-Urban (HIP)	1,153,506.00	26,163,551.13
FY 2018 Omnibus Transfer to TAP	STBG-Urban	(1,153,506.00)	25,010,045.13
Obligations	STBG-Urban	(4,852,799.68)	20,157,245.45
<i>9/30/2018 Balance</i>			<i>20,157,245.45</i>
FY 2019 Allocation	STBG-Urban	6,768,092.40	26,925,337.85
FY 2019 Omnibus	STBG-Urban (HIP)	1,625,285.00	28,550,622.85
FY 2019 Omnibus Transfer to TAP	STBG-Urban	(1,625,285.00)	26,925,337.85
Obligations	STBG-Urban	(4,853,398.68)	22,071,939.17
OTO Operations	STBG-Urban	(200,000.00)	21,871,939.17
Rideshare	STBG-Urban	(10,000.00)	21,861,939.17
<i>9/30/2019 Balance</i>			<i>21,861,939.17</i>
FY 2020 Allocation	STBG-Urban	7,287,487.03	29,149,426.20
FY 2020 Omnibus	STBG-Urban (HIP)	471,885.00	29,621,311.20
FY 2020 Omnibus Transfer to TAP	STBG-Urban	(471,885.00)	29,149,426.20
Obligations	STBG-Urban	(6,332,273.47)	22,817,152.73
Rideshare	STBG-Urban	(10,000.00)	22,807,152.73
OTO Operations	STBG-Urban	(100,000.00)	22,707,152.73
<i>9/30/2020 Balance</i>			<i>22,707,152.73</i>
FY 2021 Allocation	STBG-Urban	6,916,120.12	29,623,272.85
FY 2021 Omnibus	STBG-Urban (HIP)	384,600.00	30,007,872.85
FY 2021 CRRSAA	STBG-Urban (CRRSAA)	2,684,230.00	32,692,102.85
FY 2021 Omnibus Transfer to TAP	STBG-Urban	(3,068,830.00)	29,623,272.85
Obligations	STBG-Urban	(27,393,873.09)	2,229,399.76
Rideshare	STBG-Urban	(10,000.00)	2,219,399.76
OTO Operations	STBG-Urban	(156,800.00)	2,062,599.76
<i>9/30/2021 Balance</i>			<i>2,062,599.76</i>
FY 2022 Allocation	STBG-Urban	7,274,284.83	9,336,884.59
Obligations	STBG-Urban	1,497,362.34	10,834,246.93
Rideshare	STBG-Urban	(10,000.00)	10,824,246.93
OTO Operations	STBG-Urban	(144,387.51)	10,679,859.42
<i>9/30/2022 Balance</i>			<i>10,679,859.42</i>
*Estimate		10,679,859.42	10,679,859.42

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

¹Potential Lapse amount should OTO Regional Balance be rescinded

Combined STBG-U Balance

STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2019 Balance	STBG-Urban	21,861,939.17	21,861,939.17
FY 2020 Allocation	STBG-Urban	7,287,487.03	29,149,426.20
Obligations	STBG-Urban	(6,332,273.47)	22,817,152.73
Rideshare	STBG-Urban	(10,000.00)	22,807,152.73
OTO Operations	STBG-Urban	(100,000.00)	22,707,152.73
9/30/2020 Balance			22,707,152.73
FY 2021 Allocation	STBG-Urban	6,916,120.12	29,623,272.85
Obligations:	STBG-Urban	(27,393,873.09)	2,229,399.76
Rideshare	STBG-Urban	(10,000.00)	2,219,399.76
OTO Operations	STBG-Urban	(156,800.00)	2,062,599.76
9/30/2021 Balance			2,062,599.76
FY 2022 Allocation*	STBG-Urban	7,274,284.83	9,336,884.59
Obligated:		1,497,362.34	10,834,246.93
SP2216 North 13 Corridor Study	STBG-Urban	(236,004.19)	
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	
5909802 Kansas Extension	STBG-Urban	4,192,964.59	
5909802 Kansas Extension	STBG-Urban	345,782.74	
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	
5909802 Kansas Extension	STBG-Urban	(72,878.43)	
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	
1601071 160 and South	STBG-Urban	(6,623.36)	
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	
0141030 South and Third	STBG-Urban	(179,962.84)	
S602093 MM I-44 to 360	STBG-Urban	(302,916.17)	
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	
0132092 Kansas/Walnut Lawn	STBG-Urban	(148,800.00)	
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	
S602027 Campbell and Republic	STBG-Urban	807,784.84	
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	
5901810 Republic Road Widening	STBG-Urban	161,828.02	
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	
Rideshare	STBG-Urban	(10,000.00)	10,824,246.93
OTO Operations	STBG-Urban	(144,387.51)	10,679,859.42
9/30/2022 Balance			10,679,859.42
FY 2023 Allocation*	STBG-Urban	7,422,294.11	18,102,153.53
Programmed:		(11,477,400.39)	6,624,753.14
00FY823 FY 2023 UPWP A1	Programmed	(50,782.00)	
OT1901-19A5 (UPWP FY 2024)	Programmed	(243,101.00)	
CC2304 Truss Bridge Bundle	Programmed	(450,000.00)	
GR2105 FR 175 Bridge Replacement	Programmed	(520,000.00)	
9901828 Trail of Tears Elm to Somerset	Programmed	(87,666.97)	
9901831 N. Main Street	Programmed	(1,873,146.00)	
NX2301 Downtown N. Main	Programmed	(247,277.00)	
5916808 ADA Improvements	Programmed	(1,288,000.00)	
SP2202 TMC Signal Replacements	Programmed	(112,000.00)	
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(376,000.00)	
SP1816 Kansas/Sunset	Programmed Cost Share	(1,005,143.20)	
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,089,058.00)	
5901810 Republic Road Widening	Programmed	(57,244.82)	
0132091 Kansas ADA I-44 to 60	Programmed Cost Share	(629,437.00)	
1602076 Kearney/West Bypass	Programmed Cost Share	(80,122.40)	
5903803 Jefferson Footbridge	Programmed	(2,560,000.00)	
ST2202 N. Old Orchard	Programmed	(481,362.00)	
WI2301 Jackson Street Resurfacing	Programmed	(327,060.00)	
9/30/2023 Balance			6,624,753.14
FY 2024 Allocation*	STBG-Urban	7,579,208.14	14,203,961.29
Programmed:		(10,356,999.83)	3,846,961.46
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	
5909802 Kansas Extension Ph. II Const.	Programmed	(6,628,660.00)	
S602093 MM I-44 to 360	Programmed	(1,993,083.83)	
SP2202 TMC Signal Replacements	Programmed	(1,088,000.00)	
MO2402 FY 2024 TMC Staff	Programmed Cost Share	(392,000.00)	
9/30/2024 Balance			3,846,961.46
FY 2025 Allocation*	STBG-Urban	7,710,715.58	11,557,677.03
Programmed:		(5,057,030.00)	6,500,647.03
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	
CC Cost Share	Approved/Not Programmed	(2,789,011.00)	
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(400,000.00)	
9/30/2025 Balance			6,500,647.03
*Estimate		6,500,647.03	6,500,647.03
Remaining Balance All Funds (9/30/2025)			6,500,647.03
Funds Available to be Programmed through 2025			6,500,647.03

Funds Balance by Jurisdiction

OTO

Lapse Potential

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

Funds Balance by Jurisdiction

OTO

Funds Available for Programming

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

Funds Balance by Jurisdiction

Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	STBG-Urban	65,866.34	65,866.34
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45)
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			(573,079.85)
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			(229,829.29) **
FY 2020 Allocation	STBG-Urban	375,669.67	145,840.38
<i>9/30/2020 Balance</i>			145,840.38
FY 2021 Allocation	STBG-Urban	349,072.22	494,912.60
<i>9/30/2021 Balance</i>			494,912.60
FY 2022 Allocation	STBG-Urban	381,354.92	876,267.52
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	484,267.52
<i>9/30/2022 Balance</i>			484,267.52
		484,267.52	484,267.52

**Advance Agreement on File

Remaining Balance All Funds (9/30/2022)	484,267.52
September 30, 2022 Balance	484,267.52
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,106,096.81
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

**Advance Agreement on File

Funds Balance by Jurisdiction

Christian County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	STBG-Urban	65,866.34	65,866.34
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45) **
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			(573,079.85)
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			(229,829.29)
FY 2020 Allocation	STBG-Urban	375,669.67	145,840.38
<i>9/30/2020 Balance</i>			145,840.38
FY 2021 Allocation	STBG-Urban	349,072.22	494,912.60
<i>9/30/2021 Balance</i>			494,912.60
FY 2022 Allocation	STBG-Urban	381,354.92	876,267.52
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	484,267.52
<i>9/30/2022 Balance</i>			484,267.52
FY 2023 Allocation*	STBG-Urban	388,616.24	872,883.76
CC2304 Truss Bridge Bundle	Programmed	(450,000.00)	422,883.76
<i>9/30/2023 Balance</i>			422,883.76
FY 2024 Allocation*	STBG-Urban	396,003.94	818,887.70
<i>9/30/2024 Balance</i>			818,887.70
FY 2025 Allocation*	STBG-Urban	403,519.61	1,222,407.31
<i>9/30/2025 Balance</i>			1,222,407.31
*Estimate		1,222,407.31	1,222,407.31
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			1,222,407.31
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			1,222,407.31

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		6,953,543.64	6,953,543.64
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,381,244.57
Transfer	City of Republic	(100,000.00)	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			8,279,016.97
FY 2019 Allocation	STBG-Urban	1,460,880.66	9,739,897.63
5909802 Kansas Extension	STBG-Urban	(180,118.70)	9,559,778.93
5909802 Kansas Extension	STBG-Urban	(1,448,152.50)	8,111,626.43
<i>9/30/2019 Balance</i>			8,111,626.43
FY 2020 Allocation	STBG-Urban	1,598,857.01	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(348,000.00)	9,362,483.44
5909802 Kansas Extension	STBG-Urban	348,000.00	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(3,657,888.00)	6,052,595.44
<i>9/30/2020 Balance</i>			6,052,595.44
FY 2021 Allocation	STBG-Urban	1,485,657.75	7,538,253.19
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	7,100,430.39
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	9,180,430.39
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	11,880,430.39
9901826 FR 169 Bridge	STBG-Urban	37,475.60	11,917,905.99
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	11,655,463.08
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	11,634,154.86
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	11,408,811.37
5909802 Kansas Extension	STBG-Urban	(345,782.74)	11,063,028.63
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	(949,696.51)
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	(3,273,051.55)
5909802 Kansas Extension	STBG-Urban	(352,977.68)	(3,626,029.23)
5909802 Kansas Extension	STBG-Urban	(41,436.78)	(3,667,466.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	(5,292,751.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	(5,764,636.01)
<i>9/30/2021 Balance</i>			(5,764,636.01)
FY 2022 Allocation	STBG-Urban	1,584,795.15	(4,179,840.86)
5909802 Kansas Extension	STBG-Urban	4,192,964.59	13,123.73
5909802 Kansas Extension	STBG-Urban	345,782.74	358,906.47
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	422,771.77
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	473,266.37
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	394,598.31
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	335,107.19
5909802 Kansas Extension	STBG-Urban	(72,878.43)	262,228.76
<i>9/30/2022 Balance</i>			262,228.76
		262,228.76	262,228.76
Remaining Balance All Funds (9/30/2022)			262,228.76
September 30, 2022 Balance			262,228.76
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,669,309.91
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		6,953,543.64	6,953,543.64
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,381,244.57
Transfer	City of Republic	(100,000.00)	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			8,279,016.97
FY 2019 Allocation	STBG-Urban	1,460,880.66	9,739,897.63
5909802 Kansas Extension Eng.	STBG-Urban	(180,118.70)	9,559,778.93
5909802 Kansas Extension	STBG-Urban	(1,448,152.50)	8,111,626.43
<i>9/30/2019 Balance</i>			8,111,626.43
FY 2020 Allocation	STBG-Urban	1,598,857.01	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(348,000.00)	9,362,483.44
5909802 Kansas Extension	STBG-Urban	348,000.00	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(3,657,888.00)	6,052,595.44
<i>9/30/2020 Balance</i>			6,052,595.44
FY 2021 Allocation	STBG-Urban	1,485,657.75	7,538,253.19
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	7,100,430.39
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	9,180,430.39
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	11,880,430.39
9901826 FR 169 Bridge	STBG-Urban	37,475.60	11,917,905.99
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	11,655,463.08
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	11,634,154.86
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	11,408,811.37
5909802 Kansas Extension	STBG-Urban	(345,782.74)	11,063,028.63
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	(949,696.51) **
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	(3,273,051.55)
5909802 Kansas Extension	STBG-Urban	(352,977.68)	(3,626,029.23)
5909802 Kansas Extension	STBG-Urban	(41,436.78)	(3,667,466.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	(5,292,751.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	(5,764,636.01)
<i>9/30/2021 Balance</i>			(5,764,636.01)
FY 2022 Allocation	STBG-Urban	1,584,795.15	(4,179,840.86)
5909802 Kansas Extension	STBG-Urban	4,192,964.59	13,123.73
5909802 Kansas Extension	STBG-Urban	345,782.74	358,906.47
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	422,771.77
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	473,266.37
SP2216 North 13 Corridor Study	STBG-Urban	(78,668.06)	394,598.31
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	335,107.19
5909802 Kansas Extension	STBG-Urban	(72,878.43)	262,228.76
<i>9/30/2022 Balance</i>			262,228.76
FY 2023 Allocation*	STBG-Urban	1,614,970.99	1,877,199.75
GR2105 FR 175 Bridge Replacement	Programmed	(520,000.00)	1,357,199.75
<i>9/30/2023 Balance</i>			1,357,199.75
FY 2024 Allocation*	STBG-Urban	1,645,672.05	3,002,871.80
5909802 Kansas Extension Ph. II Const.	Programmed	(6,628,660.00)	(3,625,788.20)
<i>9/30/2024 Balance</i>			(3,625,788.20)
FY 2025 Allocation*	STBG-Urban	1,676,904.90	(1,948,883.30)
<i>9/30/2025 Balance</i>			(1,948,883.30)
*Estimate		(1,948,883.30)	(1,948,883.30)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			(1,948,883.30)
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	STP-Urban	570,508.47	570,508.47
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			686,077.01
FY 2019 Allocation	STBG-Urban	118,439.16	804,516.17
<i>9/30/2019 Balance</i>			804,516.17
FY 2020 Allocation	STBG-Urban	129,625.42	934,141.59
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	479,619.65
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	551,327.21
<i>9/30/2020 Balance</i>			551,327.21
FY 2021 Allocation	STBG-Urban	120,447.92	671,775.13
<i>9/30/2021 Balance</i>			671,775.13
FY 2022 Allocation	STBG-Urban	122,766.67	794,541.80
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	794,960.47
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	794,961.50
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	697,794.42
<i>9/30/2022 Balance</i>			697,794.42
		697,794.42	697,794.42
Remaining Balance All Funds (9/30/2022)			697,794.42
September 30, 2022 Balance			697,794.42
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			372,840.01
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]			324,954.41

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>570,508.47</i>	<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	118,439.16	804,516.17
<i>9/30/2019 Balance</i>			<i>804,516.17</i>
FY 2020 Allocation	STBG-Urban	129,625.42	934,141.59
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	479,619.65
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	551,327.21
<i>9/30/2020 Balance</i>			<i>551,327.21</i>
FY 2021 Allocation	STBG-Urban	120,447.92	671,775.13
<i>9/30/2021 Balance</i>			<i>671,775.13</i>
FY 2022 Allocation	STBG-Urban	122,766.67	794,541.80
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	794,960.47
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	794,961.50
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	697,794.42
<i>9/30/2022 Balance</i>			<i>697,794.42</i>
FY 2023 Allocation*	STBG-Urban	125,104.25	822,898.67
9901828 Trail of Tears Elm to Somerset	Programmed	(87,666.97)	735,231.70
<i>9/30/2023 Balance</i>			<i>735,231.70</i>
FY 2024 Allocation*	STBG-Urban	127,482.52	862,714.22
<i>9/30/2024 Balance</i>			<i>862,714.22</i>
FY 2025 Allocation*	STBG-Urban	129,901.98	992,616.20
<i>9/30/2025 Balance</i>			<i>992,616.20</i>
*Estimate		992,616.20	992,616.20
Remaining Balance All Funds (9/30/2025)			992,616.20
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			992,616.20

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		<i>1,196,517.29</i>	<i>1,196,517.29</i>
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	STBG-Urban	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			<i>1,857,035.60</i>
FY 2019 Allocation	STBG-Urban	403,125.94	2,260,161.54
9900859 Main Street	STBG-Urban	46,654.94	2,306,816.48
9900854 CC Realignment	STBG-Urban	233,631.58	2,540,448.06
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,360,448.06
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,718,654.20
0141023 160/14	STBG-Urban	149,155.47	1,867,809.67
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,767,523.67
1601071 160 and South	STBG-Urban	(50,000.00)	1,717,523.67
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,555,731.40
<i>9/30/2019 Balance</i>			<i>1,555,731.40</i>
FY 2020 Allocation	STBG-Urban	441,200.13	1,996,931.53
1601071 160 and South	STBG-Urban	(524,703.35)	1,472,228.18
1601071 160 and South	STBG-Urban	52,517.42	1,524,745.60
<i>9/30/2020 Balance</i>			<i>1,524,745.60</i>
FY 2021 Allocation	STBG-Urban	409,963.11	1,934,708.71
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	1,751,161.11
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	1,320,807.12
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	1,335,533.52
<i>9/30/2021 Balance</i>			<i>1,335,533.52</i>
FY 2022 Allocation	STBG-Urban	476,657.96	1,812,191.48
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	1,928,269.65
1601071 160 and South	STBG-Urban	(6,623.36)	1,921,646.29
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	391,096.29
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	430,030.68
<i>9/30/2022 Balance</i>			<i>430,030.68</i>
		430,030.68	430,030.68
Remaining Balance All Funds (9/30/2022)			430,030.68
September 30, 2022 Balance			430,030.68
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,327,821.20
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		1,196,517.29	1,196,517.29
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	Cost Share	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			1,857,035.60
FY 2019 Allocation	STBG-Urban	403,125.94	2,260,161.54
9900859 Main Street	STBG-Urban	46,654.94	2,306,816.48
9900854 CC Realignment	STBG-Urban	233,631.58	2,540,448.06
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,360,448.06
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,718,654.20
0141023 160/14	STBG-Urban	149,155.47	1,867,809.67
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,767,523.67
1601071 160 and South	STBG-Urban	(50,000.00)	1,717,523.67
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,555,731.40
<i>9/30/2019 Balance</i>			1,555,731.40
FY 2020 Allocation	STBG-Urban	441,200.13	1,996,931.53
1601071 160 and South	STBG-Urban	(524,703.35)	1,472,228.18
1601071 160 and South	STBG-Urban	52,517.42	1,524,745.60
<i>9/30/2020 Balance</i>			1,524,745.60
FY 2021 Allocation	STBG-Urban	409,963.11	1,934,708.71
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	1,751,161.11
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	1,320,807.12
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	1,335,533.52
<i>9/30/2021 Balance</i>			1,335,533.52
FY 2022 Allocation	STBG-Urban	476,657.96	1,812,191.48
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	1,928,269.65
1601071 160 and South	STBG-Urban	(6,623.36)	1,921,646.29
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	391,096.29
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	430,030.68
<i>9/30/2022 Balance</i>			430,030.68
FY 2023 Allocation*	STBG-Urban	485,733.93	915,764.61
9901831 N. Main Street	Programmed	(1,873,146.00)	(957,381.39) **
NX2301 Downtown N. Main	Programmed	(247,277.00)	(1,204,658.39)
<i>9/30/2023 Balance</i>			(1,204,658.39)
FY 2024 Allocation*	STBG-Urban	494,967.87	(709,690.52)
<i>9/30/2024 Balance</i>			(709,690.52)
FY 2025 Allocation*	STBG-Urban	504,361.75	(205,328.77)
<i>9/30/2025 Balance</i>			(205,328.77)
*Estimate		(205,328.77)	(205,328.77)
** Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			(205,328.77)
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	STBG-Urban	2,185,507.29	2,185,507.29
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			1,141,431.88
FY 2019 Allocation	STBG-Urban	377,614.96	1,519,046.84
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			653,387.02
FY 2020 Allocation	STBG-Urban	413,279.70	1,066,666.72
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(86,839.28) **
<i>9/30/2020 Balance</i>			(86,839.28)
FY 2021 Allocation	STBG-Urban	384,019.45	297,180.17
<i>9/30/2021 Balance</i>			297,180.17
FY 2022 Allocation	STBG-Urban	436,220.99	733,401.16
0141030 South and Third	STBG-Urban	(179,962.84)	553,438.32
<i>9/30/2022 Balance</i>			553,438.32
		553,438.32	553,438.32

**Advance Agreement on File

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

September 30, 2022 Balance 553,438.32

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

Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†] 0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STBG-Urban</i>	<i>2,185,507.29</i>	<i>2,185,507.29</i>
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	377,614.96	1,519,046.84
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			<i>653,387.02</i>
FY 2020 Allocation	STBG-Urban	413,279.70	1,066,666.72
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(86,839.28) **
<i>9/30/2020 Balance</i>			<i>(86,839.28)</i>
FY 2021 Allocation	STBG-Urban	384,019.45	297,180.17
<i>9/30/2021 Balance</i>			<i>297,180.17</i>
FY 2022 Allocation	STBG-Urban	436,220.99	733,401.16
0141030 South and Third	STBG-Urban	(179,962.84)	553,438.32
<i>9/30/2022 Balance</i>			<i>553,438.32</i>
FY 2023 Allocation*	STBG-Urban	444,527.01	997,965.33
<i>9/30/2023 Balance</i>			<i>997,965.33</i>
FY 2024 Allocation*	STBG-Urban	452,977.59	1,450,942.92
<i>9/30/2024 Balance</i>			<i>1,450,942.92</i>
FY 2025 Allocation*	STBG-Urban	461,574.56	1,912,517.48
CC Cost Share	Approved/Not Programmed CS	(2,789,011.00)	(876,493.52) ***
<i>9/30/2025 Balance</i>			<i>(876,493.52)</i>
*Estimate		(876,493.52)	(876,493.52)
**Advance Agreement on File			
***Need Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			(876,493.52)
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			---

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2017 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>1,043,605.95</i>	<i>1,043,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,349,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,348,653.15
S601061 M/Repmo Drive	Greene County	100,000.00	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.26	151,905.71
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(626,867.22)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(515,193.91)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(551,193.92)
<i>9/30/2019 Balance</i>			<i>(551,193.92)</i>
FY 2020 Allocation	STBG-Urban	342,150.81	(209,043.11)
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	(262,388.14)
<i>9/30/2020 Balance</i>			<i>(262,388.14)</i>
FY 2021 Allocation	STBG-Urban	317,926.49	55,538.35
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	(4,343.12)
<i>9/30/2021 Balance</i>			<i>(4,343.12)</i>
FY 2022 Allocation	STBG-Urban	384,286.17	379,943.05
S602093 MM I-44 to 360	STBG-Urban	(302,916.17)	77,026.88
<i>9/30/2022 Balance</i>			<i>77,026.88</i>
		77,026.88	77,026.88

**Advance Agreement on File

Remaining Balance All Funds (9/30/2022)	77,026.88
September 30, 2022 Balance	77,026.88
MoDOT STIP Programmed Cost Shares	
S602093 MM I-44 to 360	(1,993,083.83)
9/30/22 Balance after MoDOT STIP Programmed Cost Shares	(1,916,056.95)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,044,363.47
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2017 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>1,043,605.95</i>	<i>1,043,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,349,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,348,653.15
S601061 M/Repmo Drive	Greene County	100,000.00	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.26	151,905.71
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(626,867.22)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(515,193.91)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(551,193.92)
<i>9/30/2019 Balance</i>			<i>(551,193.92)</i>
FY 2020 Allocation	STBG-Urban	342,150.81	(209,043.11)
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	(262,388.14)
<i>9/30/2020 Balance</i>			<i>(262,388.14)</i>
FY 2021 Allocation	STBG-Urban	317,926.49	55,538.35
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	(4,343.12)
<i>9/30/2021 Balance</i>			<i>(4,343.12)</i>
FY 2022 Allocation	STBG-Urban	384,286.17	379,943.05
S602093 MM I-44 to 360	STBG-Urban	(302,916.17)	77,026.88
<i>9/30/2022 Balance</i>			<i>77,026.88</i>
FY 2023 Allocation*	STBG-Urban	391,971.89	468,998.77
<i>9/30/2023 Balance</i>			<i>468,998.77</i>
FY 2024 Allocation*	STBG-Urban	399,811.33	868,810.10
S602093 MM I-44 to 360	Programmed	(1,993,083.83)	(1,124,273.73) ***
<i>9/30/2024 Balance</i>			<i>(1,124,273.73)</i>
FY 2025 Allocation*	STBG-Urban	407,807.56	(716,466.17)
<i>9/30/2025 Balance</i>			<i>(716,466.17)</i>
*Estimate		(716,466.17)	(716,466.17)
**Advance Agreement on File			
***Needs Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			(716,466.17)
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		6,142,338.50	6,142,338.50
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
9/30/2018 Balance			8,466,345.94
FY 2019 Allocation	STBG-Urban	3,380,106.40	11,846,452.34
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,856,452.34
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,776,452.34
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	11,818,939.22
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	11,578,939.22
9/30/2019 Balance			11,578,939.22
FY 2020 Allocation	STBG-Urban	3,699,348.59	15,278,287.81
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	15,288,287.81
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	15,022,687.81
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	14,956,287.81
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	14,963,364.81
5905809 FY2021 TMC Staff	STBG-Urban	(332,000.00)	14,631,364.81
0652079 Eastgate Relocation	STBG-Urban	8,920.16	14,640,284.97
9/30/2020 Balance			14,640,284.97
FY 2021 Allocation	STBG-Urban	3,437,434.28	18,077,719.25
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	18,087,719.25
5901818 Signal Improvements	STBG-Urban	(640,000.00)	17,447,719.25
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	17,402,919.25
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	17,414,650.71
0652079 Eastgate Relocation	STBG-Urban	178.21	17,414,828.92
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	15,254,828.92
5909802 Kansas Extension ROW	Transfer to Greene County	(2,080,000.00)	13,174,828.92
5909802 Kansas Extension CON	Transfer to Greene County	(2,700,000.00)	10,474,828.92
5901810 Republic Road Widening	STBG-Urban	33,912.00	10,508,740.92
5901810 Republic Road Widening	STBG-Urban	(1,023,962.80)	9,484,778.12
S603084 FY 2022 TMC Staff	STBG-Urban	(360,000.00)	9,124,778.12
S602027 Campbell and Republic	STBG-Urban	(781,354.88)	8,343,423.24
0652088 US65/Division Interchange	STBG-Urban	262,442.91	8,605,866.15
5901821 Traffic Signal System Imp.	STBG-Urban	(620,000.00)	7,985,866.15
5901819 Walnut Street Bridge	STBG-Urban	(240,000.00)	7,745,866.15
5916808 ADA Improvements	STBG-Urban	(295,001.60)	7,450,864.55
5903803 Jefferson Footbridge	STBG-Urban	(2,000,000.00)	5,450,864.55
1602076 Kearney/West Bypass	STBG-Urban	(805,072.53)	4,645,792.02
9/30/2021 Balance			4,645,792.02
FY 2022 Allocation	STBG-Urban	3,467,303.91	8,113,095.93
FY 2022 Rideshare	All Other Cities and Counties	10,000.00	8,123,095.93
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	7,899,337.37
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	7,820,669.31
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	7,733,069.31
0132092 Kansas/Walnut Lawn	STBG-Urban	(148,800.00)	7,584,269.31
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	7,468,461.24
S602027 Campbell and Republic	STBG-Urban	807,784.84	8,276,246.08
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	10,276,246.08
5901810 Republic Road Widening	STBG-Urban	161,828.02	10,438,074.10
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	9,026,421.03
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	9,047,118.37
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	8,804,585.97
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	8,552,697.35
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	7,916,277.91
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	7,600,843.91
9/30/2022 Balance			7,600,843.91
Remaining Balance All Funds (9/30/2022)			7,600,843.91
September 30, 2022 Balance			7,600,843.91
MoDOT STIP Programmed Cost Shares			
MO2301 FY 2023 TMC Staff		(376,000.00)	
MO2402 FY 2024 TMC Staff		(392,000.00)	
MO2502 FY 2025 TMC Staff		(400,000.00)	
S602027 Campbell and Republic		0.00	
1602076 Kearney/West Bypass		(80,122.40)	
0652112 Oper/Safety/ADA Glenstone		0.00	
0132091 Kansas ADA I-44 to 60		(629,437.00)	
0132093 Kansas/Sunset		(1,005,143.20)	
0132092 Kansas/Walnut Lawn		(1,089,058.00)	
9/30/2022 Balance after MoDOT STIP Programmed Cost Shares			3,629,083.31
3-Year Maximum STBG-Urban Balance Allowed in 2022 (MoDOT)			10,604,086.78
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		6,142,338.50	6,142,338.50
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
9/30/2018 Balance			8,466,345.94
FY 2019 Allocation	STBG-Urban	3,380,106.40	11,846,452.34
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,856,452.34
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,776,452.34
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	11,536,452.34
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	11,578,939.22
9/30/2019 Balance			11,578,939.22
FY 2020 Allocation	STBG-Urban	3,699,348.59	15,278,287.81
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	15,288,287.81
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	15,022,687.81
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	14,956,287.81
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	14,963,364.81
5905809 FY2021 TMC Staff	STBG-Urban	(332,000.00)	14,631,364.81
0652079 Eastgate Relocation	STBG-Urban	8,920.16	14,640,284.97
9/30/2020 Balance			14,640,284.97
FY 2021 Allocation	STBG-Urban	3,437,434.28	18,077,719.25
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	18,087,719.25
5901818 Signal Improvements	STBG-Urban	(640,000.00)	17,447,719.25
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	17,402,919.25
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	17,414,650.71
0652079 Eastgate Relocation	STBG-Urban	178.21	17,414,828.92
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	15,254,828.92
5909802 Kansas Extension ROW	Transfer to Greene County	(2,080,000.00)	13,174,828.92
5909802 Kansas Extension CON	Transfer to Greene County	(2,700,000.00)	10,474,828.92
5901810 Republic Road Widening	STBG-Urban	33,912.00	10,508,740.92
5901810 Republic Road Widening	STBG-Urban	(1,023,962.80)	9,484,778.12
S603084 FY 2022 TMC Staff	STBG-Urban	(360,000.00)	9,124,778.12
S602027 Campbell and Republic	STBG-Urban	(781,354.88)	8,343,423.24
0652088 US65/Division Interchange	STBG-Urban	262,442.91	8,605,866.15
5901821 Traffic Signal System Imp.	STBG-Urban	(620,000.00)	7,985,866.15
5901819 Walnut Street Bridge	STBG-Urban	(240,000.00)	7,745,866.15
5916808 ADA Improvements	STBG-Urban	(295,001.60)	7,450,864.55
5903803 Jefferson Footbridge	STBG-Urban	(2,000,000.00)	5,450,864.55
1602076 Kearney/West Bypass	STBG-Urban	(805,072.53)	4,645,792.02
9/30/2021 Balance			4,645,792.02
FY 2022 Allocation	STBG-Urban	3,467,303.91	8,113,095.93
FY 2022 Rideshare	All Other Cities and Counties	10,000.00	8,123,095.93
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	7,899,337.37
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	7,820,669.31
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	7,733,069.31
0132092 Kansas/Walnut Lawn	STBG-Urban	(134,930.67)	7,598,138.64
0132092 Kansas/Walnut Lawn	STBG-Urban	(13,869.33)	7,584,269.31
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	7,468,461.24
S602027 Campbell and Republic	STBG-Urban	807,784.84	8,276,246.08
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	10,276,246.08
5901810 Republic Road Widening	STBG-Urban	161,828.02	10,438,074.10
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	9,026,421.03
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	9,047,118.37
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	8,804,585.97
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	8,552,697.35
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	7,916,277.91
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	7,600,843.91
9/30/2022 Balance			7,600,843.91
FY 2023 Allocation*	STBG-Urban	3,533,324.31	11,134,168.22
5916808 ADA Improvements	Programmed	(992,998.40)	10,141,169.82
SP2202 TMC Signal Replacements	Programmed	(112,000.00)	10,029,169.82
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(376,000.00)	9,653,169.82
SP1816 Kansas/Sunset	Programmed Cost Share	(1,005,143.20)	8,648,026.62
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,089,058.00)	7,558,968.62
5901810 Republic Road Widening	Programmed	(57,244.82)	7,501,723.80
0132091 Kansas ADA I-44 to 60	Programmed Cost Share	(629,437.00)	6,872,286.80
1602076 Kearney/West Bypass	Programmed Cost Share	(80,122.40)	6,792,164.40
5903803 Jefferson Footbridge	Programmed	(2,560,000.00)	4,232,164.40
9/30/2023 Balance			4,232,164.40
FY 2024 Allocation*	STBG-Urban	3,600,493.80	7,832,658.20
SP2202 TMC Signal Replacements	Programmed	(1,088,000.00)	6,744,658.20
MO2402 FY 2024 TMC Staff	Programmed Cost Share	(392,000.00)	6,352,658.20
9/30/2024 Balance			6,352,658.20
FY 2025 Allocation*	STBG-Urban	3,668,826.78	10,021,484.98
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	8,421,484.98
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(400,000.00)	8,021,484.98
9/30/2025 Balance			8,021,484.98
* Estimate		8,021,484.98	8,021,484.98
Remaining Balance All Funds (9/30/2025)			8,021,484.98
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			8,021,484.98

Note: Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>65,112.65</i>	<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	54,692.45	191,500.56
<i>9/30/2020 Balance</i>			<i>191,500.56</i>
FY 2021 Allocation	STBG-Urban	50,820.22	242,320.78
<i>9/30/2021 Balance</i>			<i>242,320.78</i>
FY 2022 Allocation	STBG-Urban	49,352.40	291,673.18
<i>9/30/2022 Balance</i>			<i>291,673.18</i>
		291,673.18	291,673.18
Remaining Balance All Funds (9/30/2022)			291,673.18
September 30, 2022 Balance			242,320.78
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			155,485.33
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]			86,835.45

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>65,112.65</i>	<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	54,692.45	191,500.56
<i>9/30/2020 Balance</i>			<i>191,500.56</i>
FY 2021 Allocation	STBG-Urban	50,820.22	242,320.78
<i>9/30/2021 Balance</i>			<i>242,320.78</i>
FY 2022 Allocation	STBG-Urban	49,352.40	291,673.18
<i>9/30/2022 Balance</i>			<i>291,673.18</i>
FY 2023 Allocation*	STBG-Urban	50,292.10	341,965.28
ST2202 N. Old Orchard	Programmed	(481,362.00)	(139,396.72) **
<i>9/30/2023 Balance</i>			<i>(139,396.72)</i>
FY 2024 Allocation*	STBG-Urban	51,248.17	(88,148.55)
<i>9/30/2024 Balance</i>			<i>(88,148.55)</i>
FY 2025 Allocation*	STBG-Urban	52,220.80	(35,927.75)
<i>9/30/2025 Balance</i>			<i>(35,927.75)</i>
*Estimate		(35,927.75)	(35,927.75)
** Advance Agreement Needed			
Remaining Balance All Funds (9/30/2025)			(35,927.75)
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		377,900.95	377,900.95
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
9/30/2018 Balance			347,262.32
FY 2019 Allocation	STBG-Urban	112,077.80	459,340.12
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
9/30/2019 Balance			(198,045.97)
FY 2020 Allocation	STBG-Urban	122,663.25	(75,382.72)
5944803 Miller Road Widening	STBG-Urban	25,468.71	(49,914.01)
9/30/2020 Balance			(49,914.01)
FY 2021 Allocation	STBG-Urban	113,978.68	64,064.67
9/30/2021 Balance			64,064.67
FY 2022 Allocation	STBG-Urban	130,021.66	194,086.33
9/30/2022 Balance			194,086.33
		194,086.33	194,086.33
Remaining Balance All Funds (9/30/2022)			194,086.33
September 30, 2022 Balance			194,086.33
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			366,663.59
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

**Advance Agreement on File

Funds Balance by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		<i>377,900.95</i>	<i>377,900.95</i>
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			<i>347,262.32</i>
FY 2019 Allocation	STBG-Urban	112,077.80	459,340.12
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
<i>9/30/2019 Balance</i>			<i>(198,045.97)</i>
FY 2020 Allocation	STBG-Urban	122,663.25	(75,382.72)
5944803 Miller Road Widening	Programmed	25,468.71	(49,914.01)
<i>9/30/2020 Balance</i>			<i>(49,914.01)</i>
FY 2021 Allocation	STBG-Urban	113,978.68	64,064.67
<i>9/30/2021 Balance</i>			<i>64,064.67</i>
FY 2022 Allocation	STBG-Urban	130,021.66	194,086.33
<i>9/30/2022 Balance</i>			<i>194,086.33</i>
FY 2023 Allocation*	STBG-Urban	132,497.39	326,583.72
W12301 Jackson Street Resurfacing	Programmed	(327,060.00)	(476.28)
<i>9/30/2023 Balance</i>			<i>(476.28)</i>
FY 2024 Allocation*	STBG-Urban	135,016.20	134,539.92
<i>9/30/2024 Balance</i>			<i>134,539.92</i>
FY 2025 Allocation*	STBG-Urban	137,578.64	272,118.56
<i>9/30/2025 Balance</i>			<i>272,118.56</i>
*Estimate		272,118.56	272,118.56
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			272,118.56
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			272,118.56

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Republic Small Urban Allocation	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00
STP/BG-Urban Allocation	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,274,284.83
STP/BG-Urban Distribution							
OTO Operations	N/A	N/A	N/A	200,000.00	100,000.00	236,800.00	231,525.00
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00	10,000.00	10,000.00
Christian County	3,337,442.89	317,405.64	335,454.60	343,250.56	375,669.67	349,072.22	381,354.92
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,598,857.01	1,485,657.75	1,584,795.15
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.16	129,625.42	120,447.92	122,766.67
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	409,963.11	476,657.96
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	384,019.45	436,220.99
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.26	342,150.81	317,926.49	384,286.17
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,699,348.59	3,437,434.28	3,467,303.91
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,820.22	49,352.40
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	113,978.68	130,021.66
	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,274,284.83
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00

*Includes \$0.59
adjustment on 2010-
2014 allocations

Funding Allocation

OTO Population Distribution

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

OTO Special Projects

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

Notes:

FY 2003-FY2010 STP-Urban funds distribution based on percentage of 2000 Urbanized Population
FY 2011 STP-Urban funds distributed based on percentage of 2000 MPO Population
FY 2012-FY2021 STP/BG-Urban funds distribution based on percentage of 2010 MPO Population
FY 2022 STBG-Urban funds distribution based on percentage of 2020 MPO Population
Republic Small Urban FY 04-10 not included in overall distribution
Republic Small Urban FY 11-16 included in overall distribution
Small Urban Program Discontinued FY 17 and beyond

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	Type	Date	Account	Amount	Balance
FY 2019 Omnibus Allocation					
	Deposit	03/15/2019	STBG-U (HIP)	1,625,285.00	1,625,285.00
Total FY 2019 Omnibus Allocation				1,625,285.00	1,625,285.00
FY 2020 Allocation					
	Deposit	10/01/2019	OTO Operations	100,000.00	100,000.00
	Deposit	10/01/2019	Rideshare	10,000.00	110,000.00
	Deposit	10/01/2019	Christian County	375,669.67	485,669.67
	Deposit	10/01/2019	Greene County	1,598,857.01	2,084,526.68
	Deposit	10/01/2019	City of Battlefield	129,625.42	2,214,152.10
	Deposit	10/01/2019	City of Nixa	441,200.13	2,655,352.23
	Deposit	10/01/2019	City of Ozark	413,279.70	3,068,631.93
	Deposit	10/01/2019	City of Republic	342,150.81	3,410,782.74
	Deposit	10/01/2019	City of Springfield	3,699,348.59	7,110,131.33
	Deposit	10/01/2019	City of Strafford	54,692.45	7,164,823.78
	Deposit	10/01/2019	City of Willard	122,663.25	7,287,487.03
Total FY 2020 Allocation				7,287,487.03	7,287,487.03
FY 2020 TAP Allocation					
	Deposit	10/01/2019	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2020 TAP Allocation				430,497.00	430,497.00
FY 2020 Omnibus Allocation					
	Deposit	02/14/2020	STBG-U (HIP)	471,885.00	471,885.00
Total FY 2020 Omnibus Allocation				471,885.00	471,885.00
FY 2021 Allocation					
	Deposit	10/01/2020	OTO Operations	236,800.00	236,800.00
	Deposit	10/01/2020	Rideshare	10,000.00	246,800.00
	Deposit	10/01/2020	Christian County	349,072.22	595,872.22
	Deposit	10/01/2020	Greene County	1,485,657.75	2,081,529.97
	Deposit	10/01/2020	City of Battlefield	120,447.92	2,201,977.89
	Deposit	10/01/2020	City of Nixa	409,963.11	2,611,941.00
	Deposit	10/01/2020	City of Ozark	384,019.45	2,995,960.45
	Deposit	10/01/2020	City of Republic	317,926.49	3,313,886.94
	Deposit	10/01/2020	City of Springfield	3,437,434.28	6,751,321.22
	Deposit	10/01/2020	City of Strafford	50,820.22	6,802,141.44
	Deposit	10/01/2020	City of Willard	113,978.68	6,916,120.12
Total FY 2021 Allocation				6,916,120.12	6,916,120.12
FY 2021 TAP Allocation					
	Deposit	10/01/2020	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2021 TAP Allocation				430,497.00	430,497.00

All Allocations

	Type	Date	Account	Amount	Balance
FY 2021 Omnibus Allocation					
	Deposit	01/19/2021	STBG-U (HIP)	384,600.00	384,600.00
Total FY 2021 Omnibus Allocation				384,600.00	384,600.00
FY 2021 CRRSAA Allocation					
	Deposit	01/20/2021	STBG-U (CRRSAA)	2,684,230.00	2,684,230.00
Total FY 2021 CRRSAA Allocation				2,684,230.00	2,684,230.00
FY 2022 Allocation					
	Deposit	10/01/2021	OTO Operations	231,525.00	231,525.00
	Deposit	10/01/2021	Rideshare	10,000.00	241,525.00
	Deposit	10/01/2021	Christian County	381,354.92	622,879.92
	Deposit	10/01/2021	Greene County	1,584,795.15	2,207,675.07
	Deposit	10/01/2021	City of Battlefield	122,766.67	2,330,441.74
	Deposit	10/01/2021	City of Nixa	476,657.96	2,807,099.70
	Deposit	10/01/2021	City of Ozark	436,220.99	3,243,320.69
	Deposit	10/01/2021	City of Republic	384,286.17	3,627,606.86
	Deposit	10/01/2021	City of Springfield	3,467,303.91	7,094,910.77
	Deposit	10/01/2021	City of Strafford	49,352.40	7,144,263.17
	Deposit	10/01/2021	City of Willard	130,021.66	7,274,284.83
Total FY 2022 Allocation				7,274,284.83	7,274,284.83
FY 2022 TAP Allocation					
	Deposit	10/01/2021	Enhancements (TAP)	1,471,207.65	1,471,207.65
Total FY 2022 TAP Allocation				1,471,207.65	1,471,207.65
FY 2022 CRP Allocation					
	Deposit	10/01/2021	CO2 Reduction (CRP)	867,832.89	867,832.89
Total FY 2022 CRP Allocation				867,832.89	867,832.89
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				123,629,495.79	

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652076 65/Chestnut			
Closed	10/02/2011	Greene County	(589,570.53)
	10/02/2011	City of Springfield	(779,945.21)
	09/08/2015	City of Springfield	(81,046.35)
			<u>(1,450,562.09)</u>
0652079 Eastgate Relocation			
Closed	09/14/2017	Greene County	(100,000.00)
	09/14/2017	City of Springfield	(55,816.99)
	01/08/2018	City of Springfield	(0.01)
	09/09/2020	City of Springfield	8,920.16
	03/26/2021	City of Springfield	178.21
			<u>(146,718.63)</u>
0652086 Battlefield/65			
Closed	10/02/2013	Greene County	(452,800.00)
	06/12/2014	Bridge (BRM)	(1,189,657.00)
	07/23/2014	Greene County	(47,200.00)
	07/23/2014	City of Springfield	(4,660,769.24)
	02/26/2016	City of Springfield	127,167.96
			<u>(6,223,258.28)</u>
0652087 Chestnut RR			
Active	12/02/2013	City of Springfield	(500,000.00)
	07/31/2014	City of Springfield	(1,126,800.00)
	05/21/2015	City of Springfield	(1,946,401.00)
	08/27/2015	City of Springfield	1,946,401.00
	04/15/2016	City of Springfield	(353,624.14)
	08/08/2016	City of Springfield	(478,187.86)
	11/28/2016	City of Springfield	(1,023,629.03)
			<u>(3,482,241.03)</u>
0652088 US65/Division Interchange			
Closed	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/2017	City of Springfield	(62,616.16)
	07/06/2021	City of Springfield	262,442.91
			<u>(1,347,640.11)</u>
0652099 Chestnut RR Utilities			
Active	02/23/2016	Greene County	(400,000.00)
	02/23/2016	City of Springfield	(659,663.24)
	06/01/2016	City of Springfield	(54,925.76)
	11/18/2016	City of Springfield	6,553.61
			<u>(1,108,035.39)</u>
0652112 Oper/Safety/ADA Glenstone			
Active	09/21/2022	City of Springfield	(315,434.00)
			<u>(315,434.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
1601043 160/Hunt Road			
Closed	10/02/2012	City of Willard	(21,000.00)
			<u>(21,000.00)</u>
1601053 160/Campbell/Plainview 2			
Closed	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			<u>(357,398.72)</u>
1601054 160/Campbell/Plainview 3			
Closed	02/02/2014	City of Springfield	(386,800.00)
	12/08/2014	City of Springfield	(109,976.12)
	04/15/2015	City of Springfield	(41,457.16)
			<u>(538,233.28)</u>
1601063 Tracker/Northview/160			
Closed	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
	08/01/2019	City of Nixa	(161,792.27)
	01/07/2022	City of Nixa	116,078.17
	09/05/2022	City of Nixa	38,934.39
			<u>(707,129.72)</u>
1601071 160 and South			
Closed	05/13/2019	City of Nixa	(50,000.00)
	02/10/2020	City of Nixa	(524,703.35)
	04/27/2020	City of Nixa	52,517.42
	01/07/2022	City of Nixa	(6,623.36)
			<u>(528,809.29)</u>
1602076 Kearney/West Bypass			
Active	11/25/2020	City of Springfield	(44,800.00)
	09/16/2021	City of Springfield	(805,072.53)
	01/04/2022	City of Springfield	(115,808.07)
			<u>(965,680.60)</u>
2661009 Midfield Terminal Access			
Closed	11/08/2007	City of Springfield	(993,062.73)
	11/08/2007	Greene County	(1,000,000.00)
	11/09/2007	City of Springfield	(2,461,290.27)
	01/24/2008	City of Springfield	1,069,858.00
	02/15/2008	City of Springfield	(508,570.80)
	10/02/2010	City of Springfield	(43,205.64)
	10/02/2010	City of Springfield	(59,268.28)
	10/02/2010	City of Springfield	0.15
			<u>(3,995,539.57)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
3301486 160/Campbell/Plainview 1			
Closed	03/31/2016	City of Springfield	(247,061.44)
	06/16/2016	City of Springfield	48,701.44
	02/06/2017	City of Springfield	(11,199.68)
	02/27/2017	City of Springfield	(5,418.30)
			<u>(214,977.98)</u>
5900837 NS Corridor Study			
Closed	10/02/2007	City of Ozark	(7,530.18)
	10/02/2007	Christian County	(10,182.16)
	10/02/2007	Greene County	(40,844.89)
	10/02/2007	City of Battlefield	(1,851.03)
	10/02/2007	City of Nixa	(9,203.80)
	10/02/2007	City of Springfield	(114,611.94)
	10/02/2009	Christian County	0.81
	10/02/2009	Greene County	3.25
	10/02/2009	City of Battlefield	0.15
	10/02/2009	City of Nixa	0.73
	10/02/2009	City of Ozark	0.60
	10/02/2009	City of Springfield	9.13
			<u>(184,209.33)</u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u>(24,992.27)</u>
5900849 FR 135/102 Mill/Fill/ADA			
Active	09/14/2021	Greene County	(262,442.91)
	09/14/2021	Greene County	(225,343.49)
	09/14/2021	Greene County	(21,308.22)
	12/21/2021	Greene County	50,494.60
	06/17/2022	Greene County	(59,491.12)
			<u>(518,091.14)</u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u>(250,000.00)</u>
5901806 S. Dry Sac Trail Parks			
Closed	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			<u>(192,680.00)</u>
5901807 Mt. Vernon Bridge			
Closed	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			<u>(1,001,068.99)</u>

All Obligations by Project

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

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901822 Chadwick Phase III			
Active	07/06/2021	Enhancements (TAP)	(71,419.94)
			<u>(71,419.94)</u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u>(459,587.00)</u>
5903803 Jefferson Footbridge			
Withdrawn	09/14/2021	City of Springfield	(2,000,000.00)
	03/17/2022	City of Springfield	2,000,000.00
			<u>0.00</u>
FY94001 Division Underground Tank			
Closed (AKA 5904810)	04/17/2007	Greene County	(64,027.15)
			<u>(64,027.15)</u>
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u>(111,340.76)</u>
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			<u>(189,540.94)</u>
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u>(227,869.98)</u>
5905809 TMC Salaries 2021			
Closed	06/26/2020	City of Springfield	(332,000.00)
	05/17/2022	City of Springfield	20,697.34
			<u>(311,302.66)</u>
5907801 Campbell/Weaver			
Active	03/07/2008	City of Springfield	(124,524.56)
	10/02/2009	City of Springfield	(124,524.56)
	10/02/2009	Greene County	(1,328,793.88)
	10/02/2009	City of Springfield	(1,328,793.88)
	10/02/2009	Greene County	164,058.91
	10/02/2009	City of Springfield	164,058.91
	03/02/2014	City of Springfield	145,202.00
	03/02/2014	Greene County	145,202.01
	03/28/2014	City of Springfield	35,547.11
	03/28/2014	Greene County	35,547.10
			<u>(2,217,020.84)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5909802 KS Extension			
Active	09/11/2015	Greene County	(2,159,912.50)
	11/16/2015	Greene County	1,439,840.00
	05/02/2017	Greene County	(59,968.80)
	11/29/2018	Greene County	(180,118.70)
	12/12/2018	Greene County	(1,448,152.50)
	01/30/2020	Greene County	(348,000.00)
	04/27/2020	Greene County	348,000.00
	08/28/2020	Greene County	(3,657,888.00)
	09/16/2021	Greene County	(345,782.74)
	09/16/2021	Greene County	(12,012,725.14)
	09/16/2021	Greene County	(2,323,355.04)
	09/16/2021	Greene County	(352,977.68)
	09/16/2021	Greene County	(41,436.78)
	09/16/2021	Greene County	(1,625,285.00)
	09/16/2021	Greene County	(471,885.00)
	12/06/2021	Greene County	345,782.74
	12/06/2021	Greene County	4,192,964.59
	12/06/2021	Greene County	63,865.30
	09/09/2022	Greene County	(72,878.43)
			<u>(18,709,913.68)</u>
5911802 College and Grant SW			
Closed	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			<u>(250,000.00)</u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u>(240,000.00)</u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u>(14,215.22)</u>
5916807 Overlay Improvements			
Active	03/29/2021	City of Springfield	(2,160,000.00)
	10/26/2021	City of Springfield	(223,758.56)
	08/17/2022	City of Springfield	(636,419.44)
			<u>(3,020,178.00)</u>
5916808 ADA Sun., Nat'l, B.field			
Active	08/27/2021	City of Springfield	(295,001.60)
			<u>(295,001.60)</u>

All Obligations by Project

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

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5944803 Miller Road Widening			
Active	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
	04/01/2019	City of Willard	(657,386.09)
	07/27/2020	City of Willard	25,468.71
			<u>(924,427.29)</u>
5944804 Hunt Rd Sidewalks			
Closed	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			<u>(207,438.60)</u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u>(303,436.00)</u>
6900809 Rte 174 Trail			
Closed	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			<u>(250,000.00)</u>
6900811 Oakwood/Hines			
Closed	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			<u>(1,911,623.75)</u>
6900813 Shuyler Creek Trail			
Active	01/29/2021	Enhancements (TAP)	(178,969.03)
			<u>(178,969.03)</u>
7441012 Kearney/Packer			
Active	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u>(728,721.00)</u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u>(63,984.87)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900824 Third Street/14			
Closed	10/02/2006	City of Ozark	(89,600.00)
	10/02/2006	City of Ozark	(43,200.00)
	10/02/2009	City of Ozark	(56,192.80)
	10/02/2010	City of Ozark	(72,962.40)
	10/02/2011	City of Ozark	(177,500.00)
	09/30/2013	City of Ozark	(29,733.60)
	10/02/2013	City of Ozark	(643,549.07)
	06/17/2015	City of Ozark	18,156.26
	06/17/2015	City of Ozark	16,297.93
			<u><u>(1,078,283.68)</u></u>
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u><u>(27,759.89)</u></u>
9900843 Strafford Sidewalks 2014			
Closed	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u><u>(250,000.00)</u></u>
9900845 Strafford Schools SW 2014			
Closed	03/30/2017	Enhancements (TAP)	(122,869.97)
	04/10/2017	Enhancements (TAP)	(904.04)
	10/31/2017	Enhancements (TAP)	7.21
			<u><u>(123,766.80)</u></u>
9900846 Scenic Sidewalks			
Closed	05/23/2008	Greene County	(74,642.40)
	08/15/2008	Greene County	18,089.16
	10/02/2009	Greene County	(7,350.46)
			<u><u>(63,903.70)</u></u>
9900854 CC Realignment			
Withdrawn	02/22/2008	City of Nixa	(236,800.00)
	10/02/2012	City of Nixa	3,168.42
	02/07/2019	City of Nixa	233,631.58
			<u><u>0.00</u></u>
9900855 Roadway Prioritization			
Closed	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			<u><u>(14,331.69)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900856 Willard Kime Sidewalks			
Closed	11/20/2015	Enhancements (TAP)	(10,646.13)
	04/01/2017	Enhancements (TAP)	(77,146.38)
	10/31/2017	Enhancements (TAP)	9,657.43
			<u>(78,135.08)</u>
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u>(38,029.66)</u>
9900859 Main Street			
Withdrawn	08/07/2008	City of Nixa	(53,822.02)
	10/02/2012	City of Nixa	7,167.08
	02/07/2019	City of Nixa	46,654.94
			<u>0.00</u>
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u>(205,706.70)</u>
9900861 Northview Road			
Withdrawn	07/09/2009	City of Nixa	(17,386.10)
	10/02/2010	City of Nixa	(89,798.40)
	10/02/2011	City of Nixa	107,184.50
			<u>0.00</u>
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			<u>(1,998.24)</u>
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			<u>(795.68)</u>
9900869 14/Gregg			
Closed	10/02/2010	City of Nixa	(54,780.00)
	10/02/2011	City of Nixa	(209,764.71)
	10/02/2012	City of Nixa	(32,535.60)
	10/28/2014	City of Nixa	489.84
			<u>(296,590.47)</u>
9900878 125/OO			
Closed	10/02/2011	City of Strafford	(9,819.76)
	10/02/2011	City of Strafford	(53,955.24)
	03/01/2014	City of Strafford	(66,236.44)
			<u>(130,011.44)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			<u>(500,000.00)</u>
9901804 Tracker/Main			
Closed	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			<u>(978,676.98)</u>
9901807 Strafford Sidewalks			
Closed	12/02/2014	Enhancements (TAP)	(211,573.18)
	02/13/2015	Enhancements (TAP)	34,777.20
	09/11/2105	Enhancements (TAP)	(12,930.00)
	12/18/2015	Enhancements (TAP)	(2,968.80)
	11/08/2016	Enhancements (TAP)	2,024.24
			<u>(190,670.54)</u>
9901810 Weaver Rd Widening			
Closed	05/15/2014	City of Battlefield	(138,336.00)
	06/04/2014	City of Battlefield	(32,000.00)
	08/03/2015	City of Battlefield	(33,229.60)
	11/04/2015	City of Battlefield	6,868.38
			<u>(196,697.22)</u>
9901811 Finley R. Park Connection			
Closed	06/29/2015	Enhancements (TAP)	(18,441.18)
	03/08/2017	Enhancements (TAP)	(93,233.14)
	06/14/2017	Enhancements (TAP)	283.20
	06/14/2017	Enhancements (TAP)	(5,812.80)
	01/07/2019	Enhancements (TAP)	0.02
			<u>(117,203.90)</u>
9901812 Hartley Road Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	11/22/2017	Enhancements (TAP)	(1,665.60)
	02/01/2018	Enhancements (TAP)	524.62
			<u>(110,912.36)</u>
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u>(40,034.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901814 FF SW Weaver to Rose			
Closed	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
	11/10/2021	City of Battlefield	418.67
	11/10/2021	City of Battlefield	1.03
			<u>(428,352.74)</u>
9901815 Jackson/NN			
Closed	12/19/2016	City of Ozark	(280,000.00)
	02/24/2017	City of Ozark	(40,000.00)
	08/07/2017	City of Ozark	7,346.13
			<u>(312,653.87)</u>
9901816 Pine and McCabe Sidewalks			
Closed	10/18/2019	Enhancements (TAP)	(32,000.34)
	03/06/2020	Enhancements (TAP)	(800.00)
	09/22/2020	Enhancements (TAP)	(220,782.07)
	09/22/2020	Enhancements (TAP)	15,369.70
	12/06/2021	Enhancements (TAP)	1,255.49
			<u>(236,957.22)</u>
9901817 Battlefield Third Street Sidewalk			
Active	10/18/2019	Enhancements (TAP)	(28,000.00)
	04/28/2022	Enhancements (TAP)	(265,666.40)
	07/06/2022	Enhancements (TAP)	61,386.49
			<u>(232,279.91)</u>
9901818 Nicholas SW Ph 1 & 2			
Closed	06/14/2019	Enhancements (TAP)	(27,326.74)
	10/22/2020	Enhancements (TAP)	(338,206.32)
	04/07/2021	Enhancements (TAP)	8,233.20
	05/31/2022	Enhancements (TAP)	14.50
	05/31/2022	Enhancements (TAP)	6,463.52
			<u>(350,821.84)</u>
9901820 Ozark N. Fremont SW			
Active	06/14/2019	Enhancements (TAP)	(17,531.92)
	04/07/2021	Enhancements (TAP)	(188,028.08)
			<u>(205,560.00)</u>
9901821 Ozark South Elem SW			
Active	10/18/2019	Enhancements (TAP)	(13,000.36)
	02/24/2021	Enhancements (TAP)	(132,594.01)
	06/15/2021	Enhancements (TAP)	(7,075.63)
			<u>(152,670.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901822 Ozark West Elem SW			
Active	08/23/2019	Enhancements (TAP)	(27,739.94)
	03/11/2021	Enhancements (TAP)	(239,439.67)
	06/15/2021	Enhancements (TAP)	31,996.00
			<u>(235,183.61)</u>
9901826 FR 169 Bridge			
Active	02/09/2021	Greene County	(437,822.80)
	04/16/2021	Greene County	37,475.60
			<u>(400,347.20)</u>
9901827 ChadwickFlyr Jackson/Clay			
Active	10/19/2020	Enhancements (TAP)	(79,874.23)
	10/28/2021	Enhancements (TAP)	(791,075.77)
	03/03/2022	Enhancements (TAP)	157,174.06
	08/09/2022	Enhancements (TAP)	(46,281.62)
			<u>(760,057.56)</u>
9901828 Trail of Tears SmrSet			
Active	09/03/2020	Enhancements (TAP)	(33,592.92)
	09/13/2021	Enhancements (TAP)	(68,459.08)
	07/05/2022	City of Battlefield	(97,167.08)
			<u>(199,219.08)</u>
9901829 OGI Trail Plng Services			
Closed	06/26/2020	Enhancements (TAP)	(100,000.00)
			<u>(100,000.00)</u>
9901830 Nelson Mill Bridge			
Active	09/09/2022	Christian County	(392,000.00)
			<u>(392,000.00)</u>
9901832 Truman Blvd			
Active	05/12/2022	City of Nixa	(1,530,550.00)
			<u>(1,530,550.00)</u>
9901833 North St - MH to Cheyenne			
Active	06/28/2021	City of Nixa	(430,353.99)
			<u>(430,353.99)</u>
9901835 I-44/13 Study			
Active	10/27/2021	City of Springfield	(78,668.06)
	10/27/2021	City of Nixa	(78,668.06)
	10/27/2021	OTO Operations	(78,668.07)
			<u>(236,004.19)</u>
B022009 Riverside Bridge			
Closed	09/01/2109	City of Ozark	(800,000.00)
			<u>(800,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u><u>(6,804.21)</u></u>
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u><u>0.00</u></u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u><u>(2,584,800.00)</u></u>
S601055 I-44/125 Strafford			
Closed	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u><u>(185,838.68)</u></u>
S601061 M/Repmo Drive			
Active	03/22/2017	City of Republic	(100,000.00)
	08/27/2018	City of Republic	(42,800.00)
	12/03/2018	City of Republic	(778,772.93)
	03/05/2019	City of Republic	111,673.31
	03/21/2019	City of Republic	(36,000.01)
	10/29/2019	City of Republic	(53,345.03)
	10/29/2019	City of Republic	(59,881.47)
			<u><u>(959,126.13)</u></u>
S601065 14 SW Cedar Hts to Ellen			
Active	04/04/2019	City of Nixa	(100,286.00)
			<u><u>(100,286.00)</u></u>
S601071 FY 2017 TMC Staff			
Closed	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			<u><u>(272,513.12)</u></u>
S602027 Campbell and Republic			
Active	04/01/2019	City of Springfield	(240,000.00)
	07/01/2021	City of Springfield	(781,354.88)
	03/17/2022	City of Springfield	807,784.84
	03/30/2022	City of Springfield	(1,411,653.07)
	08/04/2022	City of Springfield	(251,888.62)
			<u><u>(1,877,111.73)</u></u>
S602083 Northview Rd Improvements			
Closed	03/28/2019	City of Nixa	(180,000.00)
			<u><u>(180,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S602093 MM from I-44 to 360			
Active	09/08/2022	City of Republic	(302,916.17)
			<u>(302,916.17)</u>
S603084 TMC Staff 2022			
Active	06/01/2021	City of Springfield	(360,000.00)
			<u>(360,000.00)</u>
S947010 Glenstone (H) I-44 to VWM			
Closed	09/18/2008	City of Springfield	(1,200,000.00)
	09/18/2008	Greene County	(1,500,000.00)
			<u>(2,700,000.00)</u>
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			<u>(198,465.00)</u>
S959003 Route FF Pavement Imp			
Closed	10/02/2009	City of Battlefield	(70,000.00)
	10/02/2010	City of Battlefield	35,578.89
	10/02/2011	City of Battlefield	3,552.55
			<u>(30,868.56)</u>
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			<u>(0.43)</u>
TOTAL OBLIGATIONS			<u>(106,033,444.03)</u>

Transportation Alternatives Program (TAP)

Springfield Urban Area

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

Transportation Alternatives Program (TAP)

Springfield Urban Area

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

Highway Infrastructure Program Springfield Urban Area

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

Highway Infrastructure Program Springfield Urban Area

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

Highway Infrastructure Program Springfield Urban Area

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

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

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

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

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

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

Carbon Reduction Program

Springfield Urban Area

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

Surface Transportation Program (STP-Large Urban)

Springfield Urban Area

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

Surface Transportation Program (STP-Large Urban)

Springfield Urban Area

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

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

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

Surface Transportation Program (STP-Payback)

Springfield Urban Area

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

Surface Transportation Program (STP-Payback)

Springfield Urban Area

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

BRO Fund Balances as of Sep. 30, 2022

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

BRO Fund Balances as of Sep. 30, 2022

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

BRO Fund Balances as of Sep. 30, 2022

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

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

TAB 5

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM II.D.

2024-2028 STIP Priorities

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects are requested to be considered in order. The proposed list has impacts from existing projects which might delay a project from consideration while the impacts of the improvement are assessed. Please be aware that if a top project cannot be ready, costs more than the funding available, or is being impacted by a planned construction project, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. There are cases where projects can be constructed together and therefore should be advanced. This list serves as OTO's request, not a final expected listing of projects.

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

FUTURE STEPS

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

TECHNICAL PLANNING COMMITTEE DISCUSSION:

At its regularly scheduled meeting held on October 19, 2022, the Committee did not have a quorum. There was one change requested to add FF from those in attendance.

BOARD OF DIRECTORS ACTION REQUESTED:

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

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

OR

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

Roadway	Project Description	Total Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi-Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
I-44	Route 125 to 360												
	Pavement rebuild at various locations from Rte. 13 (Kansas Expressway) to Rte. 65	51	6	14	0	14	5	4	1	2	3	0	2
	I-44 Auxilliary lanes from Glenstone to Kansas Expwy with Ped Underpass	50	6	12	0	14	5	4	2	2	3	0	2
	Widen to six lanes from Route 160 (West Bypass) to Route 13 (Kansas Expressway)	49	6	12	0	14	5	2	1	2	3	0	4
	Auxiliary lanes from Rte. H (Glenstone) to Rte. 65	49	6	14	0	14	5	4	1	2	3	0	0
	Auxiliary lanes from Rte. 13 (Kansas Expressway) to Rte. H (Glenstone)	49	6	12	0	14	5	4	1	2	3	0	2
	Auxiliary lanes from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway)	49	6	12	0	14	5	2	1	2	3	0	4
	Capacity/Operational Improvements from 125 to 65	48	6	14	0	11	5	0	1	2	3	4	2
MO 13 (Kansas Expwy)	Phase II interchange improvements at Interstate 44	52	4	14	0	14	5	4	1	2	3	4	2
SGF Arterials	Springfield- Arterial Safety, Operations and Pedestrian Connectivity												
	Kansas- Phase II	60	4	14	0	14	5	4	2	1	0	14	2
	Kearney- Phase II	65	5	18	0	14	5	4	1	0	2	14	2
	Sunshine- Phase II	52	4	16	0	11	5	0	2	0	0	14	0
	Glenstone- Phase II	49	5	10	0	14	5	4	1	0	0	10	0
	Chestnut-Phase II	47	5	10	0	14	5	2	1	0	0	10	0
US 60	From James River Freeway to Main Street- Capacity and Intersection Improvements Phase II	53	4	16	0	14	5	2	1	1	0	10	0
US65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks)	51	3	10	0	11	5	4	2	2	2	10	2
US 160	Six-Lane from Plainview to AA	49	6	14	0	7	5	2	1	0	0	14	0
Rte CC & Fremont	Intersection Improvement	47	3	10	0	14	5	0	1	0	0	14	0
US 160	Six lane from CC to 14	44	4	12	0	7	5	0	1	0	1	14	0
US 60	Upgrade to freeway from Routes NN/J to west of Route 125	44	4	16	0	14	5	0	1	2	2	0	0
US 60/US 65	Phase II interchange improvements at Rte. 65	41	6	10	0	14	5	0	1	2	1	0	2
Rte 14	NN to 3rd Bridge widening	41	3	10	0	14	5	2	1	0	0	4	2
Rte FF	Intersection Improvements at Weaver	25	3	12	0	0	5	0	1	0	0	4	0

TAB 6

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM II.E.

Unfunded Needs List

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

AGENDA DESCRIPTION:

MoDOT has requested a list of unfunded needs that can be used in planning for different scenarios. The request proposed specific funding for three tiers of projects. Projects should not be removed from the list until programmed in the STIP. It should be noted that the cost estimates provided are educated estimates and, in some cases, once a final project is determined, the estimate will be revised.

The list includes the OTO priority. Projects were added to the list that communities were planning to cost share. Projects were also added for some regional distribution.

After the TPC meeting, an error in the Tier II list was discovered resulting in fewer projects than originally forecasted. An email was sent to the TPC informing them of the removed projects. This amended list is included.

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

TECHNICAL PLANNING COMMITTEE DISCUSSION:

At its regularly scheduled meeting held on October 19, 2022, the Committee did not have a quorum. There were no objections, suggestions, or changes from those in attendance.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the presented list of unfunded needs for consideration by MoDOT.”

OR

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

OTO Unfunded Needs Tier 1

Available Funds \$ 29,481

Total Funds - Selected Projects \$ 27,721

Balance \$ 1,760

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

Total Cost of Tier \$ 27,721

OTO Unfunded Needs List Tier 2

Available Funds	\$ 117,923
Total Funds - Selected Projects	\$ 118,301
Balance	\$ (378)

OTO Score	ROUTE	COUNTY NAME	PROJECT DESCRIPTION	ENG COST	RW CONST COST	TOTAL FUNDS NEEDED	FUNDING COMMENTS
55	MO 13 S	GREENE	PHASE III KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS FROM BENNETT STREET TO RTE. 60 (JAMES RIVER FREEWAY)	\$ 2,200	\$ 9,737	\$ 11,937	POTENTIAL SIX-LANING. RESURFACING IN 2023. COORDINATE WITH INTERSECTION
51	US 65 S	GREENE	INTERCHANGE IMPROVEMENTS AT RTE. 744 (KEARNEY STREET).	\$ 2,873	\$ 14,410	\$ 17,283	
49	IS 44 E	GREENE	CAPITAL IMPROVEMENTS FROM RTE. 160 (WEST BYPASS) TO RTE. 13 (KANSAS EXPRESSWAY).	\$ 2,310	\$ 11,584	\$ 13,894	
34	RT FF S	GREENE	CORRIDOR IMPROVEMENTS FROM FARM ROAD 123 TO AZAELEA TERRACE IN BATTLEFIELD.	\$ 1,100	\$ 5,650	\$ 6,750	
						\$ -	
23	RT CC E	CHRISTIAN	EXTEND RTE. CC FROM MAIN STREET TO RTE. 160 (MASSEY BOULEVARD).	\$ 1,100	\$ 5,650	\$ 6,750	
22	RT ZZ S	GREENE	EXTEND RTE. ZZ TO NEW RTE. 60/RTE. MM INTERSECTION.	\$ 4,869	\$ 24,418	\$ 29,287	
100	VARIOUS	GREENE	SAFETY AND OPERATIONAL IMPROVEMENTS ON SPRINGFIELD ARTERIALS			\$ 15,000	
53	MO 13 S	GREENE	PHASE II INTERCHANGE IMPROVEMENTS AT I-44			\$ 3,400	
52	US 60 E	GREENE	INTERSECTION AND CAPITAL IMPROVEMENTS FROM ROUTE P (MAIN ST) TO ROUTE MM			\$ 14,000	

Total Cost of Tier	\$ 118,301
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OTO Unfunded Needs Tier 3

Available Funds	\$ 117,923
Total Funds - Selected Projects	\$ 117,604
Balance	\$ 319

OTO Score	ROUTE	COUNTY NAME	PROJECT DESCRIPTION	ENG COST	RW CONST COST	TOTAL FUNDS NEEDED	FUNDING COMMENTS
49	US 160 E	GREENE	CAPITAL IMPROVEMENTS FROM PLAINVIEW ROAD TO ROUTE 14 (MT. VERNON ST) IN NIXA			\$ 58,726	
47	RT CC E	CHRISTIAN	INTERSECTION IMPROVEMENTS AT FREMONT ROAD			\$ 2,000	
44	US 65 S	GREENE	INTERCHANGE IMPROVEMENTS AND MULTIUSE PATH AT RTE. YY (DIVISION ST) AND CAPITAL IMPROVEMENTS ON DIVISION ST			\$ 17,000	
44	US 60 E	GREENE	CAPITAL IMPROVEMENTS ON JAMES RIVER FREEWAY FROM RTE. 160 (WEST BYPASS) TO RTE. 13 (KANSAS EXPRESSWAY)			\$ 16,000	
41	US 60 E	GREENE	PHASE II INTERCHANGE IMPROVEMENT AT ROUTE 65			\$ 3,000	
41	RT AB S	GREENE	CAPITAL IMPROVEMENTS SOUTH OF ROUTE 160 IN WILLARD			\$ 2,000	
32	RT MM S	GREENE	CAPITAL IMPROVEMENTS FROM RTE. 360 (JAMES RIVER FREEWAY) TO FARM ROAD 160 IN REPUBLIC			\$ 12,457	
30	RT 174	GREENE	INTERSECTION IMPROVEMENTS AT MAIN ST			\$ 2,000	
24	RT ZZ S	GREENE	INTERSECTION IMPROVEMENTS AT HINES ST. IN REPUBLIC			\$ 2,170	
24	RP IS44E TO MO125 E	GREENE	RAMP IMPROVEMENTS AT RTE. 125 IN STRAFFORD.	\$ 330	\$ 1,921	\$ 2,251	

Total Cost of Tier	\$ 117,604
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TAB 7

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM II.F.

Unfunded Multimodal Needs List

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

AGENDA DESCRIPTION:

A multimodal unfunded needs list has been developed and shared with MoDOT. This list has been incorporated into a statewide list identifying \$1 billion in unfunded multimodal needs. The Bicycle and Pedestrian Advisory Committee and the STIP Priorities Subcommittee participated in the creation of the OTO's list. This list is now being considered for final adoption by the Technical Planning Committee and Board of Directors.

MoDOT has not stipulated what modes needed to be included or how the funds should be allocated. The OTO chose to include the following modes:

- Aviation
- Transit
- Railroad
- Regional Trails
- Local Sidewalks and Trails

Needs Identification

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

STIP PRIORITIZATION SUBCOMMITTEE ACTION TAKEN:

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

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

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

TECHNICAL PLANNING COMMITTEE DISCUSSION:

At its regularly scheduled meeting held on October 19, 2022, the Committee did not have a quorum. There were no objections, suggestions, or changes from those in attendance.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to approve the Multimodal Unfunded Needs List."

OR

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

MoDOT Multimodal Unfunded Needs List, 2022

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

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

TAB 8

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM II.G.

Amendment to the OTO Technical Planning Committee Bylaws

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

PROPOSED BYLAW AMENDMENT

Section 7.1: Membership

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

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

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

- ~~2.~~ 18. Representative from the City of Nixa
- ~~3.~~ 19. Representative from the City of Ozark
- ~~4.~~ 20. Representative from the City of Battlefield

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

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

C. Terms of Appointments

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

~~1-D.~~ Appointment of Alternates

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

EXECUTIVE COMMITTEE ACTION TAKEN:

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

TECHNICAL PLANNING COMMITTEE DISCUSSION:

At its regularly scheduled meeting held on October 19, 2022, the Committee did not have a quorum. One suggestion was made to change the MoDOT SW District Office Transportation Planning Manager seat appointment to MoDOT SW District Office Representative. There were no other suggestions, objections, or changes from those in attendance.

BOARD OF DIRECTRS ACTION REQUESTED:

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

"Move to approve the proposed Technical Planning Committee Bylaws Amendment."

OR

"Move to approve the proposed Technical Planning Committee Bylaws Amendment with these changes..."

TAB 9

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM II.H.

Appointment of 2023 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 2023 OTO Board of Directors and to appoint the remaining members of the Executive Committee.

The 2023 Nominating Committee is made up of the following three Board Members of OTO:

Travis Cossey, Assistant Director of Public Works, City of Nixa
Martha Smartt, City Administrator, City of Strafford
Dan Smith, Director of Public Works, City of Springfield

The Nominating Committee will present the slate of officers at the November Board meeting. The Chair and Vice Chair is prescribed in the bylaws as a rotation between Greene County, Christian County/Nixa/Ozark, and the City of Springfield. Nominations from the floor may also be made at this Board meeting prior to electing each officer.

The proposed slate of officers and Executive Committee members will be presented at the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to appoint the 2023 OTO Officers and Executive Committee as presented.”

OR

“Move to appoint the 2023 OTO Officers and Executive Committee with the following changes...”

TAB 10

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM I.D.

Consent Agenda

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

AGENDA DESCRIPTION:

Items included on the Consent Agenda:

1. September 15, 2022 Meeting Minutes
2. Financial Statements for 1st Quarter 2022-2023 Budget Year
3. FY 2023-2026 TIP Amendment Two
4. Board of Directors 2023 Meeting Schedule

Any member may request removal of an item from the Consent Agenda at this time. Any item removed from the Consent Agenda will be considered at the end of the Agenda. Abstentions may be noted for any item on the Consent Agenda.

Adoption of the consent agenda will result in approval of all items included.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to adopt the Consent Agenda.”

OR

“Move to adopt the Consent Agenda with the following changes...”

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM I.D.

September 15, 2022 Meeting Minutes

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

CONSENT AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors September 15, 2022 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Board of Directors September 15, 2022 Meeting Minutes”

OR

“Move to approve the Board of Directors September 15, 2022 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
SEPTEMBER 15, 2022**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in person.

The following members were present:

Mr. Chuck Branch, Citizen-at-Large
Mr. David Cameron, City of Republic (a)
Mr. Steve Campbell, MoDOT
Mr. Steve Childers, City of Ozark (a)
Mr. Jerry Compton, Citizen-at-Large
Mr. Travis Cossey, City of Nixa (a)
Mr. Skip Jansen, City Utilities Transit
Mr. Rusty MacLachlan, Greene County

Mr. James O’Neal, Citizen-at-Large
Ms. Stacy Reese, MoDOT (a)
Mr. John Russell, Greene County (Chair)
Mr. Mike Schilling, City of Springfield
Ms. Martha Smartt, City of Strafford (a)
Mr. Dan Smith, City of Springfield (a)
Mr. Richard Walker, Springfield Citizen-at-Large
Mr. Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA
Mr. Brad Gray, City of Willard (a)
Ms. Debra Hickey, City of Battlefield
Mr. Andrew Lear, City of Springfield

Mr. Lynn Morris, Christian County
Mr. Bradley McMahon, FHWA
Mr. Mark Schenkelberg, FAA

Others Present: Ms. Sonya Anderson, Senator Roy Blunt’s Office; Mr. Jeremy Pruett, Representative Billy Long’s Office; Mr. Steve Prange, CMT; Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chairman Russell called the meeting to order at approximately 12:01 p.m.

I. Administration

A. Welcome and Roll Call

Member	Vote	Member	Vote
Mr. Chuck Branch	Present	Mr. Rusty MacLachlan	Present
Mr. David Cameron	Present	Mr. Lynn Morris	Absent
Mr. Steve Childers	Present	Mr. James O’Neal	Present
Mr. Jerry Compton	Present	Mr. John Russell	Present
Mr. Travis Cossey	Present	Mr. Mike Schilling	Present
Mr. Brad Gray	Absent	Ms. Martha Smartt	Present
Ms. Debra Hickey	Absent	Mr. Dan Smith	Present
Mr. Skip Jansen	Present	Mr. Richard Walker	Present
Mr. Andrew Lear	Absent	Mr. Brian Weiler	Present

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Mr. Childers moved to approve the September 15, 2022 agenda. Mr. Cameron seconded the motion. The motion passed unanimously.

C. Public Comment Period for All Agenda Items

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

D. Adoption of the Consent Agenda

Mr. Weiler moved to adopt the Consent Agenda. Mr. Cameron seconded the motion. The motion passed unanimously.

Consent Agenda items:

1. July 21, 2022 Minutes
2. Financial Statements for 2021-2022 Budget Year
3. FY 2023 Operational Budget Amendment One
4. Annual Listing of Obligated Projects
5. FY 2023-2026 TIP Amendment One

E. Executive Director's Report

Ms. Fields reported the Safe Streets for All Planning safety grant was submitted today asking for a little over \$250,000 to conduct a regional safety study. A plan must be in place to apply for the Safe Streets for All for Infrastructure Grant.

OTO staff continue to look for funding opportunities. Information regarding possible funding opportunities are being sent out via email.

The Missouri Highways and Transportation Commission was in Springfield on September 7th. A joint presentation was made by Mr. Weiler with the Springfield-Branson National Airport, Mr. Rosenbury with the City of Springfield, Mr. Morrow with the Springfield Chamber of Commerce, and OTO.

The 2022 Legislative Breakfast will be October 20th. This will be an opportunity to present the OTO Legislative Priorities, to meet the candidates, and to get to know each other.

The Governor's Cost Share Program is due September 30th.

Mr. Stevenson, the OTO Project Manager, is managing the Main Street project for the City of Nixa, the Chadwick Flyer Trail Phase II and the Chadwick Flyer Trail Phase III.

There have been two STIP Prioritization meetings held. The next meeting is September 29th. The Technical Planning Committee is working through what priorities will be asked for from MoDOT. Inflation is impacting the list of needs.

F. MoDOT Update

Ms. Reese shared the Governor's Cost Share is due September 30th. Please let MoDOT know if in need of a letter of support. The Governor made a stop at the interchange of the Mulroy and I-44 improvement project on September 14th. There will be unfunded needs meetings held in mid-November, one in Springfield and one in Joplin. The day of the Board meeting, September 15th, was MoDOT's Day of Remembrance honoring 138 of their workers who lost their life in the line of duty. They have held meetings with the City of Springfield and the City of Ozark on what they want their cities to look like. Work continues on James River Freeway. Currently, there is bridge work being done. The expansion to six lanes will continue next spring with completion in 2024.

Mr. Campbell expanded on the unfunded needs process. MoDOT is focused on operational safety improvements.

G. Legislative Reports

Mr. Pruett with US Representative Long's Office reported this was their first week back after an August recess. They will go back to recess in October due to the elections. The fiscal year ends September 30th with either a passage of a budget or a continuing resolution. Congressman Long has been working with Senator Burlison to help with his transition to the office, if elected, which the poll numbers indicate.

Ms. Anderson with Senator Roy Blunt's Office shared that the Senator is in DC working. They are working on the appropriations process. The government is funded through the end of September. They are working on a continuing resolution to fund the government through December 16th.

II. New Business

A. FY 2023 UPWP Amendment One

Ms. Fields stated an amendment was proposed to the FY 2023 Unified Planning Work Program (UPWP) Budget. Ms. Fields detailed the changes.

Revenue

- Surface Transportation Block Grant (STBG) increase of \$50,782 to \$231,525
- Consolidated Planning Grant (CPG) increase of \$36,378 to \$925,953

Expense

- Telephone and Internet increase of \$1,800
- Computer Upgrades/Equipment increase of \$2,000
- IT Maintenance Contract decrease of \$1,200
- Transportation Consulting Services increase of \$106,351

Mr. Cameron made a motion to approve FY 2023 UPWP Amendment One as revised by the Executive Committee. Mr. Weiler seconded the motion. The motion passed unanimously.

B. Funding Plan for Carbon Reduction and TAP Funding

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

Ms. Fields highlighted the eligible activities. MoDOT has elected to allocate statewide funds to MPOs to be used as needed. This allocation results in MoDOT not having these funds to use on sidewalks on state roads. The Board has already approved funding for Ozark Greenways operations for five years in the amount of \$325,252.

The OTO Executive Director proposed the following recommendation.

1. Establish a 50/50 cost share program with MoDOT to add sidewalks to state highways. Start with 25% of available funds to create a partnership with MoDOT resulting in decreased local matching requirements.
2. Issue a Request for Information for trail and sidewalk projects in order to develop a plan for spending all funds in the timeline required.
3. Staff would develop a plan for using the remaining funding.

Mr. Childers made a motion to approve the allocation of 25% of the Carbon Reduction and Transportation Alternative Funding through FY 2026 to a cost share program with MoDOT to make sidewalk improvements along state highways. Mr. Cossey seconded the motion. The motion passed unanimously.

C. North 13 Transportation Study

Mr. Thomason reported the North Highway 13 Corridor Study was a partnership between OTO, Springfield, and Greene County to identify needed improvements at the interchange of MO-13 and I-44. Crawford, Murphy, and Tilly (CMT) was contracted to assist in the development of the corridor study. The study area ran from Farm Road 94, in the north, to Kearney Street, in the south. Ultimately, improvements along MO-13 were identified at the I-44 interchange, at Norton Road, and at Farm Road 94. The public was involved throughout the corridor study, with surveys, public meetings, and digital comment cards. The preferred alternative for the interchange and Norton Road includes a southbound to eastbound flyover and the grade separation of Norton Road at Highway 13. The conceptual cost for the Southbound to Eastbound Flyover option is \$48,876,000.

Mr. Thomason and Mr. Prange with CMT, presented the I-44/Route 13 Interchange Conceptual Report.

Mr. Smith made a motion to accept the North Highway 13 Corridor Study. Mr. Walker seconded the motion. The motion passed unanimously.

D. Federal Discretionary Grant Support

Ms. Fields stated that Federal discretionary funding requires a project to appear in a Transportation Program or have a commitment that a project will appear in the TIP if funding is awarded. The City of Springfield and Christian County are separately applying for funding through the Bridge Investment Program, a discretionary funding program available through the Bipartisan Infrastructure Law.

Christian County is applying for a bridge package that includes Green Bridge, Red Bridge, and Hawkins Bridge. These are before the Board for a TIP Amendment but will not be through the approval process until after the application is due. The City of Springfield is seeking a four bridge bundle along Jordan Creek, including crossings at Walnut Street, Main, Boonville, and Campbell.

These are not yet part of the TIP process but will be amended into the TIP should funding be awarded.

OTO prepared resolutions and certificates of inclusion for each application. These do not specify the discretionary funding program should another avenue of funding be necessary.

Mr. Childers made a motion to approve the resolutions and TIP Certifications of Inclusion as provided. Mr. Cameron seconded the motion. The motion passed unanimously.

E. 2021 State of Transportation

Ms. Longpine reported as another step to inform the public of transportation concerns in the region, OTO has produced a State of Transportation Report, which includes achievements and statistics from 2021. This report is produced annually and made available at public events and on the OTO website. Accompanying the report was an infographic showing progress on the performance measures from the long range transportation plan, *Destination 2045*.

This was informational only. No action was required.

F. Legislative Priorities

Ms. Fields stated that annually the OTO establishes a list of Legislative Priorities for use when communicating with area legislators. Ms. Fields reviewed the recommended priorities for the Board.

Mr. O'Neal made a motion to adopt the 2023 Legislative Priorities as presented. Mr. Branch seconded the motion. The motion passed.

G. Nominating Committee

Ms. Fields asked for volunteers to serve on the Nominating Committee which make a recommendation for the Executive Committee members and the OTO officers at the November Board of Directors meeting.

Ms. Smartt, Mr. Cossey, and Mr. Smith volunteered for the Nominating Committee.

III. Other Business

A. Board of Directors Member Announcements

There were no member announcements for the Board of Directors.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues for the Board of Directors member review.

C. Conflict of Interest Policy

Ms. Fields stated the OTO is a recipient of federal funds and is a subrecipient of USDOT grant funding through the Missouri Department of Transportation (MoDOT). As a grant recipient, the OTO must adhere to grant guidance that is outlined in Title 2 § CFR 200 of the Code of Federal Regulations. One of the items required for grant standards protocol is a signed conflict of interest policy from OTO's employees, committee members, and directors of the board.

Staff prepared a Conflict of Interest Policy and Declaration of Conflict Statement to be signed by employees, committee members, and directors of the board. The Conflict of Interest Policy has been previously approved in the OTO's Procurement Policy. The Conflict of Interest Policy will be reviewed and signed on an annual basis.

Board of Directors members were asked to review and complete the Conflict of Interest form.

D. Destruction of OTO Records

Ms. Fields shared a list of documents that have met retention per the Ozark Transportation Organization's Sunshine Law and Records Retention Policy. The policy states that OTO complies with the State of Missouri General Record Retention Schedule. The use of federal funds requires the keeping of records for 3 years after the final grant submittal. Many of the documents to be destroyed were never in an electronic form. Documents were from FY 2012, FY 2014, and FY 2015. A detailed list was included in the agenda packet.

E. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

With no further business to come before the Board, Mr. Cameron made a motion to adjourn the meeting. Mr. O'Neal seconded the motion. The motion passed unanimously.

The meeting adjourned at 1:21 p.m.

John Russell
Board of Directors Chairman

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM I.D.

Financial Statements for the First Quarter 2022-2023 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

CONSENT AGENDA DESCRIPTION:

Included for consideration are the first quarter financial statements for the 2022-2023 Budget Year. This period includes July 1, 2022, through September 30, 2022. The first quarter expenses total 15.8% of budget. The revenue was 17.2% of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Section One – OTO Operational Financial Statements

- Balance Sheet
The current outstanding liabilities include:
 - \$4,793.50 – Purchasing Card
 - -\$490.25 – FSA Accounts
 - \$1,378.88 – In outstanding checks
 - \$5,682.13 – **Total**
- Operating Fund Balance Report shows the OTO has a fund balance of \$397,817.16 at the end of September. This balance is within 6-month range set for expenses.
- Profit and Loss Statement
During this period, revenue exceeded expenses in the amount of \$7,415.54. The OTO has received the outstanding MoDOT reimbursements in the amount of \$252,756.48 for FY 2022.
- Budget vs. Actual
The OTO budgeted expenses in the amount of \$2,726,618.00 for the budget year. Actual expenses at the end of the first quarter are \$431,007.67. This is 15.8% of budgeted expenses. Work began on the Chadwick Flyer Phase III project, budgeted at \$1.2 million; the expenses will be paid beginning in December for this project. The North Highway 13 Study final invoice was submitted in September 2022 for MoDOT reimbursement. Year-to-date revenue exceeded expenses in the amount of \$7,415.54.

Section Two – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet
The UPWP Financial statements include the amount 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 expenses are 20.2% of the budgeted \$1,499,252.91.

The OTO utilized \$11,379.80 of in-Kind match income during the first quarter. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

- *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).

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the Financial Statements for the First Quarter 2022-2023 Budget Year”

OR

“Move to return to staff the Financial Statements for the First Quarter 2022-2023 Budget Year in order to...”

OTO Operational Financial Reports

Excludes the In-Kind Income/Expense



Ozarks Transportation Organization
Balance Sheet

As of September 30, 2022

	Sep 30, 22
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	351,429.81
Southern Bank--Money Market	10,961.19
Southern Bank-Sm Bus Checking	39,729.41
Total Checking/Savings	402,120.41
Total Current Assets	402,120.41
TOTAL ASSETS	402,120.41
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	4,793.50
Total Credit Cards	4,793.50
Other Current Liabilities	-490.25
Total Current Liabilities	4,303.25
Total Liabilities	4,303.25
Equity	
Unrestricted Net Assets	349,933.13
Net Income	47,884.03
Total Equity	397,817.16
TOTAL LIABILITIES & EQUITY	402,120.41

Ozarks Transportation Organization
Operational Profit & Loss
 July through September 2022

	Jul - Sep 22
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	897.80
Miscellaneous Revenue	109.05
Total Other Types of Income	1,006.85
OTO Revenue	
Consolidated Planning Grant CPG	140,251.64
Local Jurisdiction Match Funds	91,575.27
N Hwy 13 Corridor Study STBG	200,578.48
Surface Trans Block Grant	5,010.97
Total OTO Revenue	437,416.36
Total Income	438,423.21
Gross Profit	438,423.21
Expense	
Bank Fees	350.00
Building	
Building Lease	13,515.00
Common Area Main Exp	4,774.48
Maintenance	50.00
Office Cleaning	995.56
Utilities	716.47
Total Building	20,051.51
Commodities	
Office Supplies/Furniture	433.79
OTO Promotional Items	1,497.50
Public Input Promotional Items	24.95
Publications	69.00
Total Commodities	2,025.24
Information Technology	
Data Storage/Backup	315.00
IT Maintenance Contract	2,118.45
Software	-340.56
Webhosting	779.08
Total Information Technology	2,871.97
Insurance	
Directors & Officers	2,493.00
Professional Liability	2,719.00
Workers Compensation	118.00
Total Insurance	5,330.00
Operating	
Copy Machine Lease	
Lease Interest Expense	16.00
Lease Principal Expense	135.25
Maintenance for Copier	52.00
Toner & Overages	73.11
Copy Machine Lease - Other	12,125.00
Total Copy Machine Lease	12,401.36
Dues/Memberships	2,744.55
Education/Training/Travel	8,165.05

Ozarks Transportation Organization
Operational Profit & Loss
July through September 2022

	Jul - Sep 22
Food/Meeting Expense	1,530.14
Legal/Bid Notices	11.25
Postage/Postal Services	98.95
Printing/Mapping Services	350.35
Staff Mileage Reimbursement	387.86
Telephone/Internet	1,774.04
Total Operating	27,463.55
Personnel	
Mobile Data Plans	760.00
Payroll Services	730.24
Salaries and Fringe	196,024.27
Total Personnel	197,514.51
Services	
Aerial Photos	25,000.00
Data Acquisition	5,250.00
Legislative Education	4,368.80
Professional Services (Legal &	3,383.00
TIP Tool Maintenance	3,750.00
Trans Consult/Model Services	133,649.09
Total Services	175,400.89
Total Expense	431,007.67
Net Ordinary Income	7,415.54
Net Income	7,415.54

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through September 2022

	Jul - Sep 22	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	897.80	2,000.00	-1,102.20	44.9%
Miscellaneous Revenue	109.05	250.00	-140.95	43.6%
Total Other Types of Income	1,006.85	2,250.00	-1,243.15	44.7%
OTO Revenue				
Consolidated Planning Grant CPG	140,251.64	889,575.00	-749,323.36	15.8%
CRRSSA Funds	0.00	1,132,750.00	-1,132,750.00	0.0%
Local Jurisdiction Match Funds	91,575.27	161,276.00	-69,700.73	56.8%
Local Jurisdiction Study Fees	0.00	14,500.00	-14,500.00	0.0%
N Hwy 13 Corridor Study Match	0.00	40,000.00	-40,000.00	0.0%
N Hwy 13 Corridor Study STBG	200,578.48	240,000.00	-39,421.52	83.6%
Surface Trans Block Grant	5,010.97			
Trail Construction Match Funds	0.00	67,250.00	-67,250.00	0.0%
Total OTO Revenue	437,416.36	2,545,351.00	-2,107,934.64	17.2%
Total Income	438,423.21	2,547,601.00	-2,109,177.79	17.2%
Gross Profit	438,423.21	2,547,601.00	-2,109,177.79	17.2%
Expense				
Bank Fees	350.00	22.00	328.00	1,590.9%
Building				
Building Lease	13,515.00	54,060.00	-40,545.00	25.0%
Common Area Main Exp	4,774.48	18,000.00	-13,225.52	26.5%
Maintenance	50.00	2,000.00	-1,950.00	2.5%
Office Cleaning	995.56	4,500.00	-3,504.44	22.1%
Utilities	716.47	3,500.00	-2,783.53	20.5%
Total Building	20,051.51	82,060.00	-62,008.49	24.4%
Commodities				
Office Supplies/Furniture	433.79	7,500.00	-7,066.21	5.8%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	1,497.50	3,000.00	-1,502.50	49.9%
Public Input Promotional Items	24.95	2,500.00	-2,475.05	1.0%
Publications	69.00	1,000.00	-931.00	6.9%
Total Commodities	2,025.24	16,500.00	-14,474.76	12.3%
Information Technology				
Computer Upgrades/Equip Replace	0.00	10,000.00	-10,000.00	0.0%
Data Storage/Backup	315.00	4,800.00	-4,485.00	6.6%
GIS Licenses	0.00	6,100.00	-6,100.00	0.0%
IT Maintenance Contract	2,118.45	14,000.00	-11,881.55	15.1%
Software	-340.56	7,000.00	-7,340.56	-4.9%
Webhosting	779.08	4,000.00	-3,220.92	19.5%
Total Information Technology	2,871.97	45,900.00	-43,028.03	6.3%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through September 2022

	Jul - Sep 22	Budget	\$ Over Budget	% of Budget
Insurance				
Directors & Officers	2,493.00	2,600.00	-107.00	95.9%
Errors & Omissions	0.00	3,300.00	-3,300.00	0.0%
Professional Liability	2,719.00	3,000.00	-281.00	90.6%
Workers Compensation	118.00	1,800.00	-1,682.00	6.6%
Total Insurance	5,330.00	10,700.00	-5,370.00	49.8%
Operating				
Copy Machine Lease				
Lease Interest Expense	16.00			
Lease Principal Expense	135.25			
Maintenance for Copier	52.00			
Toner & Overages	73.11			
Copy Machine Lease - Other	12,125.00	12,500.00	-375.00	97.0%
Total Copy Machine Lease	12,401.36	12,500.00	-98.64	99.2%
Dues/Memberships	2,744.55	9,500.00	-6,755.45	28.9%
Education/Training/Travel	8,165.05	26,000.00	-17,834.95	31.4%
Food/Meeting Expense	1,530.14	9,500.00	-7,969.86	16.1%
Legal/Bid Notices	11.25	1,500.00	-1,488.75	0.8%
Postage/Postal Services	98.95	700.00	-601.05	14.1%
Printing/Mapping Services	350.35	4,000.00	-3,649.65	8.8%
Public Input Event Registration	0.00	800.00	-800.00	0.0%
Staff Mileage Reimbursement	387.86	3,200.00	-2,812.14	12.1%
Telephone/Internet	1,774.04	5,000.00	-3,225.96	35.5%
Total Operating	27,463.55	72,700.00	-45,236.45	37.8%
Personnel				
Mobile Data Plans	760.00	2,700.00	-1,940.00	28.1%
Payroll Services	730.24	4,000.00	-3,269.76	18.3%
Salaries and Fringe	196,024.27	750,803.00	-554,778.73	26.1%
Total Personnel	197,514.51	757,503.00	-559,988.49	26.1%
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Data Acquisition	5,250.00	21,000.00	-15,750.00	25.0%
Legislative Education	4,368.80	7,000.00	-2,631.20	62.4%
Professional Services (Legal &	3,383.00	55,000.00	-51,617.00	6.2%
Rideshare	0.00	500.00	-500.00	0.0%
TIP Tool Maintenance	3,750.00	15,228.00	-11,478.00	24.6%
Trail Construction	0.00	1,200,000.00	-1,200,000.00	0.0%
Trail Counters	0.00	5,000.00	-5,000.00	0.0%
Trans Consult/Model Services	133,649.09	395,005.00	-261,355.91	33.8%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
 July through September 2022

	Jul - Sep 22	Budget	\$ Over Budget	% of Budget
Travel Demand Model Update	0.00	15,000.00	-15,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	2,500.00	-2,500.00	0.0%
Total Services	175,400.89	1,741,233.00	-1,565,832.11	10.1%
Total Expense	431,007.67	2,726,618.00	-2,295,610.33	15.8%
Net Ordinary Income	7,415.54	-179,017.00	186,432.54	-4.1%
Net Income	7,415.54	-179,017.00	186,432.54	-4.1%

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2023

Monthly Ending Balance

Date	ICS Balance	Money Market Balance	Checking Balance	Total Balance
7/31/2022	\$200,797.67	\$10,956.54	\$73,965.79	\$285,720.00
8/31/2022	\$351,024.71	\$10,961.19	\$186,151.23	\$548,137.13
9/30/2022	\$351,429.81	\$10,966.07	\$41,103.41	\$403,499.29
10/31/2022				\$0.00
11/30/2022				\$0.00
12/31/2022				\$0.00
1/31/2023				\$0.00
2/28/2023				\$0.00
3/31/2023				\$0.00
4/30/2023				\$0.00
5/31/2023				\$0.00
6/30/2023				\$0.00

Balance After Liabilities

Southern Bank & ICS Balances 09/30/2022	\$403,499.29
Outstanding Checking Withdrawals	-\$1,378.88
Other Outstanding Liabilities	-\$4,303.25
Total Equity 06/30/2022	\$397,817.16

FY 2023 UPWP Budget

\$1,499,252.91

3 months of expenses

\$374,813.23

6 months of expenses

\$749,626.46

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 2022

	Jul - Sep 22
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	11,379.80
Interest Income	897.80
Miscellaneous Revenue	109.05
Total Other Types of Income	12,386.65
OTO Revenue	
Consolidated Planning Grant CPG	140,251.64
In Kind Match, Meeting Attend	705.23
Local Jurisdiction Match Funds	91,575.27
N Hwy 13 Corridor Study STBG	122,091.69
Surface Trans Block Grant	5,010.97
Total OTO Revenue	359,634.80
Total Income	372,021.45
Gross Profit	372,021.45
Expense	
Building	
Building Lease	13,515.00
Common Area Main Exp	4,774.48
Maintenance	50.00
Office Cleaning	995.56
Utilities	716.47
Total Building	20,051.51
Commodities	
Office Supplies/Furniture	433.79
Public Input Promotional Items	24.95
Publications	69.00
Total Commodities	527.74
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	8,070.07
Member Attendance at Meetings	4,014.96
Total In-Kind Match Expense	12,085.03
Information Technology	
Data Storage/Backup	315.00
IT Maintenance Contract	2,118.45
Software	97.44
Webhosting	779.08
Total Information Technology	3,309.97
Insurance	
Directors & Officers	2,493.00
Professional Liability	2,719.00
Workers Compensation	118.00
Total Insurance	5,330.00
Operating	
Copy Machine Lease	
Lease Interest Expense	16.00
Lease Principal Expense	135.25
Maintenance for Copier	52.00
Toner & Overages	73.11
Copy Machine Lease - Other	12,125.00
Total Copy Machine Lease	12,401.36

Ozarks Transportation Organization

UPWP Profit & Loss

July through September 2022

	Jul - Sep 22
Dues/Memberships	2,486.67
Education/Training/Travel	8,165.05
Food/Meeting Expense	1,185.10
Legal/Bid Notices	11.25
Postage/Postal Services	98.95
Printing/Mapping Services	350.35
Staff Mileage Reimbursement	387.86
Telephone/Internet	1,774.04
Total Operating	26,860.63
Personnel	
Mobile Data Plans	760.00
Payroll Services	730.24
Salaries and Fringe	196,024.27
Total Personnel	197,514.51
Services	
Aerial Photos	25,000.00
Data Acquisition	5,250.00
Professional Services (Legal &	3,383.00
TIP Tool Maintenance	3,750.00
Total Services	37,383.00
Total Expense	303,062.39
Net Ordinary Income	68,959.06
Net Income	68,959.06

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July through September 2022

	Jul - Sep 22	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	11,379.80	118,806.00	-107,426.20	9.6%
Interest Income	897.80			
Miscellaneous Revenue	109.05	250.00	-140.95	43.6%
Total Other Types of Income	12,386.65	119,056.00	-106,669.35	10.4%
OTO Revenue				
Consolidated Planning Grant CPG	140,251.64	889,575.00	-749,323.36	15.8%
In Kind Match, Meeting Attend	705.23			
Local Jurisdiction Match Funds	91,575.27	161,276.00	-69,700.73	56.8%
Local Jurisdiction Study Fees	0.00	14,500.00	-14,500.00	0.0%
N Hwy 13 Corridor Study STBG	122,091.69			
Surface Trans Block Grant	5,010.97			
Total OTO Revenue	359,634.80	1,065,351.00	-705,716.20	33.8%
Total Income	372,021.45	1,184,407.00	-812,385.55	31.4%
Gross Profit	372,021.45	1,184,407.00	-812,385.55	31.4%
Expense				
Building				
Building Lease	13,515.00	54,060.00	-40,545.00	25.0%
Common Area Main Exp	4,774.48	18,000.00	-13,225.52	26.5%
Maintenance	50.00	2,000.00	-1,950.00	2.5%
Office Cleaning	995.56	4,500.00	-3,504.44	22.1%
Utilities	716.47	3,500.00	-2,783.53	20.5%
Total Building	20,051.51	82,060.00	-62,008.49	24.4%
Commodities				
Office Supplies/Furniture	433.79	7,500.00	-7,066.21	5.8%
Public Input Promotional Items	24.95	2,500.00	-2,475.05	1.0%
Publications	69.00	1,000.00	-931.00	6.9%
Total Commodities	527.74	11,000.00	-10,472.26	4.8%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	8,070.07	82,806.00	-74,735.93	9.7%
Member Attendance at Meetings	4,014.96	36,000.00	-31,985.04	11.2%
Total In-Kind Match Expense	12,085.03	118,806.00	-106,720.97	10.2%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
 July through September 2022

	Jul - Sep 22	Budget	\$ Over Budget	% of Budget
Information Technology				
Computer Upgrades/Equip Replace	0.00	10,000.00	-10,000.00	0.0%
Data Storage/Backup	315.00	4,800.00	-4,485.00	6.6%
GIS Licenses	0.00	6,100.00	-6,100.00	0.0%
IT Maintenance Contract	2,118.45	14,000.00	-11,881.55	15.1%
Software	97.44	7,000.00	-6,902.56	1.4%
Webhosting	779.08	4,000.00	-3,220.92	19.5%
Total Information Technology	3,309.97	45,900.00	-42,590.03	7.2%
Insurance				
Directors & Officers	2,493.00	2,600.00	-107.00	95.9%
Errors & Omissions	0.00	3,300.00	-3,300.00	0.0%
Professional Liability	2,719.00	3,000.00	-281.00	90.6%
Workers Compensation	118.00	1,800.00	-1,682.00	6.6%
Total Insurance	5,330.00	10,700.00	-5,370.00	49.8%
Operating				
Copy Machine Lease				
Lease Interest Expense	16.00			
Lease Principal Expense	135.25			
Maintenance for Copier	52.00			
Toner & Overages	73.11			
Copy Machine Lease - Other	12,125.00	12,500.00	-375.00	97.0%
Total Copy Machine Lease	12,401.36	12,500.00	-98.64	99.2%
Dues/Memberships	2,486.67	9,500.00	-7,013.33	26.2%
Education/Training/Travel	8,165.05	26,000.00	-17,834.95	31.4%
Food/Meeting Expense	1,185.10	9,500.00	-8,314.90	12.5%
Legal/Bid Notices	11.25	1,500.00	-1,488.75	0.8%
Postage/Postal Services	98.95	700.00	-601.05	14.1%
Printing/Mapping Services	350.35	4,000.00	-3,649.65	8.8%
Public Input Event Registration	0.00	800.00	-800.00	0.0%
Staff Mileage Reimbursement	387.86	3,200.00	-2,812.14	12.1%
Telephone/Internet	1,774.04	5,000.00	-3,225.96	35.5%
Total Operating	26,860.63	72,700.00	-45,839.37	36.9%
Personnel				
Mobile Data Plans	760.00	2,700.00	-1,940.00	28.1%
Payroll Services	730.24	4,000.00	-3,269.76	18.3%
Salaries and Fringe	196,024.27	750,803.00	-554,778.73	26.1%
Total Personnel	197,514.51	757,503.00	-559,988.49	26.1%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
 July through September 2022

	Jul - Sep 22	Budget	\$ Over Budget	% of Budget
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Data Acquisition	5,250.00	21,000.00	-15,750.00	25.0%
Professional Services (Legal & Rideshare)	3,383.00	55,000.00	-51,617.00	6.2%
TIP Tool Maintenance	0.00	500.00	-500.00	0.0%
Trail Counters	3,750.00	15,228.00	-11,478.00	24.6%
Trans Consult/Model Services	0.00	5,000.00	-5,000.00	0.0%
Travel Demand Model Update	0.00	261,355.91	-261,355.91	0.0%
Travel Sensing & Time Serv Proj	0.00	15,000.00	-15,000.00	0.0%
	0.00	2,500.00	-2,500.00	0.0%
Total Services	37,383.00	400,583.91	-363,200.91	9.3%
Total Expense	303,062.39	1,499,252.91	-1,196,190.52	20.2%
Net Ordinary Income	68,959.06	-314,845.91	383,804.97	-21.9%
Net Income	68,959.06	-314,845.91	383,804.97	-21.9%

CRRSSA

Chadwick Trail Construction



Ozarks Transportation Organization
CRRSSA Profit & Loss Budget vs. Actual
 July through September 2022

	Jul - Sep 22	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
CRRSSA Funds	0.00	1,132,750.00	-1,132,750.00	0.0%
Trail Construction Match Funds	0.00	67,250.00	-67,250.00	0.0%
Total OTO Revenue	0.00	1,200,000.00	-1,200,000.00	0.0%
Total Income	0.00	1,200,000.00	-1,200,000.00	0.0%
Gross Profit	0.00	1,200,000.00	-1,200,000.00	0.0%
Expense				
Services				
Trail Construction	0.00	1,200,000.00	-1,200,000.00	0.0%
Total Services	0.00	1,200,000.00	-1,200,000.00	0.0%
Total Expense	0.00	1,200,000.00	-1,200,000.00	0.0%
Net Ordinary Income	0.00	0.00	0.00	0.0%
Net Income	0.00	0.00	0.00	0.0%

STBG

North Highway 13

Trail Study



Ozarks Transportation Organization
STBG Profit & Loss Budget vs. Actual
 July through September 2022

	Jul - Sep 22	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
N Hwy 13 Corridor Study Match	0.00	40,000.00	-40,000.00	0.0%
N Hwy 13 Corridor Study STBG	78,486.79	240,000.00	-161,513.21	32.7%
Total OTO Revenue	78,486.79	280,000.00	-201,513.21	28.0%
Total Income	78,486.79	280,000.00	-201,513.21	28.0%
Gross Profit	78,486.79	280,000.00	-201,513.21	28.0%
Expense				
Services				
Trans Consult/Model Services	133,649.09	133,649.09	0.00	100.0%
Total Services	133,649.09	133,649.09	0.00	100.0%
Total Expense	133,649.09	133,649.09	0.00	100.0%
Net Ordinary Income	-55,162.30	146,350.91	-201,513.21	-37.7%
Net Income	-55,162.30	146,350.91	-201,513.21	-37.7%

Ozarks Transportation Organization

Unified Planning Work Program First Quarter Report

Period July 1, 2022 to September 30, 2022

Task 1 – OTO General Administration (26% Complete)

1.1 Financial and Contract Management

OTO prepared and presented the FY 2022 quarterly and year-end financial reports. OTO staff maintained the monthly budget and accounting functions.

1.2 Financial Audit

The OTO worked with the Independent Auditor to conduct a Financial Statement Audit of the FY 2022 Financial Statements. The Audit will be presented by the Auditor to the Executive Committee and is expected to be approved in December by the Board of Directors.

1.3 Unified Planning Work Program

Staff prepared the FY 2022 UPWP Year-End Completion Report and submitted it to MoDOT for Review. OTO prepared and presented FY 2023 UPWP Amendment to the TPC in August and was approved by the Board in September. Invoices were submitted for June, July, and August of 2022.

1.4 Travel and Training

- AMPO Working Groups
- Missouri Public Transit Association Conference
- AMPO Policy Board Meetings
- Ozark Mountain Section of the APA Board Meetings
- Miscellaneous workshops and trainings

1.5 General Administration and Personnel

Continued to track and monitor contracts and payments.

1.6 Electronic Support for OTO Operations

Staff continued to maintain the www.ozarkstransportation.org and www.giveusyourinput.org websites and maintained the Twitter and Facebook accounts with online updates. Continued to maintain project specific websites and domains. Software subscriptions were maintained. Interviewed and selected new managed network services firm and worked to transition the OTO from prior IT firm.

1.7 MPO Compliance and Certification

With adoption of the FY 2023-2026 Transportation Improvement Program, passed planning self-certification resolution.

Task 2 – Coordination and Public Engagement (26% Complete)

2.1 OTO Committee Support

Two Board of Directors meetings, one regularly scheduled Technical Planning Committee, one e-meeting of the TPC, and one Executive Committee meeting were held. Training for the Board of Directors was held in July.

Agendas, minutes, and press releases were prepared for all meetings. Staff members attend these meetings to assist in the function of the meetings and present relevant items.

The following items were approved:

- Meeting Minutes
- *Destination 2045* Amendment 2
- FY 2023-2026 Transportation Improvement Program
- Planning Process and Financial Capacity Certifications
- Financial Statements for 2021-2022 Budget Year
- FY 2023 Operational Budget Amendment One
- Annual Listing of Obligated Projects
- FY 2023-2026 TIP Amendment One
- FY 2023 UPWP Amendment One
- Funding Plan for CRP and TAP Funding
- Acceptance of the completed North 13 Study
- Resolutions and Certifications for the Christian County and City of Springfield Bridge Bundle Projects
- Adopted the 2023 Legislative Priorities

The following items were reviewed:

- 2023-2027 STIP
- 2024-2028 Draft STIP Prioritization Criteria
- Safe Streets and Roads for All
- 2021 State of Transportation

One meeting each was held for the TIM Committee, Transit Operations Coordination, BPAC, and Local Coordinating Board for Transit.

2.2 Stakeholder Education and Outreach

Community Partnership of the Ozarks Let's Go Smart Transportation Collaborative
Network for Progress

Ozark Greenways Technical Planning Committee
SGF Yields

Southwest Missouri Coalition for Roadway Safety

Southwest Missouri Council of Governments Board and Transportation Advisory Committee

Springfield Chamber of Commerce Transportation Committee

MoDOT Coordination Meetings continued to be held between OTO Staff and MoDOT Southwest District staff to discuss projects and issues in the region. One coordination meeting was held between OTO, MoDOT District staff, MoDOT Central Office staff, and FHWA. OTO staff also participated on statewide Planning Partner calls with MoDOT leadership. A presentation was made to the MHTC on Springfield prioritization and priorities.

Staff attended the City of Springfield Council/Public Works project presentation.

Presented the OTO equity index hex bins and web application demo at the OSITE technical seminar in July.

2.3 Public Involvement

Monitored and updated OTO social media and media outlets. Continued to post incoming public comments to the Public Comment Database. Shared public comment with Technical Planning Committee, Board of Directors, and any relevant agencies, as well as responded to public comment as appropriate. Implemented the Public Participation Plan by sending out meeting notices and press releases, as well as solicited public comment, including through the OTO website and social media.

Held a community meeting on August 2 as part of the Route FF Corridor study to solicit input on needed improvements and desired land use patterns through the City of Battlefield.

Sent out the following meeting notices and press releases:

- FY 2023 UPWP Amendment #1
- Invitation for Informal Bid #004-2022
- Annual Listing of Obligated Projects
- FY 2023-2026 Transportation Improvement Program Amendment One
- *Destination 2045* Amendment Two
- July Board of Directors
- August Executive Committee
- August Technical Planning Committee
- September Board of Directors
- STIP Prioritization

Share the Final Board Approved FY 2023 Amendment One with MoDOT and Federal Partners.

2.4 Civil Rights Compliance

Maintained page on OTO website to house Civil Rights and Title VI related plans and data. Completed MoDOT's annual Title VI questionnaire in July. Provided feedback on MoDOT's proposed DBE Plan.

Continued work on script development to automate the annual update of ACS five-year estimates for disadvantaged groups using the data.census.gov API within hex bins to maintain online apps and resources.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-Kind Match reporting. A total of 72.6 committee hours were reported.

Task 3 – Planning and Implementation (25% Complete)

3.1 Long Range Transportation Plan

Amendment Two to *Destination 2045* was approved by the Board of Directors and submitted to MoDOT and USDOT. Updated the Major Thoroughfare Plan map on the OTO website and published updated feature layer to ArcGIS Online. TIP projects added through amendment were confirmed to be in the LRTP. Work continued on year one implementation of the LRTP, including safety analysis, public education strategizing, and developing a discretionary funding process.

3.2 Performance Measures

OTO continued to participate on the MoDOT Performance Measures Coordination calls. Discussed schedule and reporting of targets with MODOT.

The State of Transportation report, which outlines locally determined performance targets from *Destination 2045*, was produced, along with an infographic summarizing target progress.

Reviewed NPRM and researched information for comments regarding the proposed greenhouse gas emissions performance measures.

3.3 Congestion Management Process Implementation

Completed an historical speed assessment looking at before/after impacts of major constructions projects from 2017 to August 2022. Process included downloading RITIS probe analytics speed data from 2017 to August 2022 for before and after roadway improvement study for various locations within the OTO; importing RITIS data into SQL server to query 15th, 50th, and 85th percentile speeds for am peak, mid-day hours, and pm peak for each month from 2017 to present for the before and after analysis.

Discussed potential congestion measures to include in the next update of the CMP.

3.4 Federal Functional Classification Maintenance and Updates

Prepared application and issued a call for changes to functional classifications during September 2022. One application was submitted.

3.5 Active Transportation Planning and Implementation

Held one Bicycle and Pedestrian Advisory Committee meeting. The committee finalized the CY 21 Bicycle and Pedestrian Implementation Report, discussed a potential OTO/MoDOT sidewalk cost share program, reviewed the initial results of a pedestrian safety analysis, and began developing a regional trail map.

Issued a Request for Expressions of Interest in Trail and Sidewalk Funding to gauge community demand for construction funds. Expressions of Interest are due October 1, 2022.

3.6 Freight Planning

Participated in webinar on Overview of Freight Analysis Framework 5 (FAF5) Base Year/Forecasted Data and Web-Based Data Tool Demonstration.

3.7 Air Quality Planning

Participated with the Ozarks Clean Air Alliance. OCAA meets monthly and monitors local air quality, reviews MDNR activities, monitors MDNR VW Trust funding opportunities, and during the year has worked on electric vehicle planning, working through a partnership with St. Louis Clean Cities and their grant to promote EVs throughout Missouri

Reviewed weekly ozone monitor reports. Participated in EPA Advance Program Partner Meetings. Met with OCAA leadership and EPA staff for an Advance Partner Check-In.

Worked with EPA on a pilot Clean Air Action Plan database submittal.

3.8 Transition to a Clean Energy, Resilient Future

As part of the Ozarks Clean Air Alliance, hosted booth at Route 66 Festival, with over 60,000 attendees to promote electric vehicles, partnering with a local dealership and exhibiting a Ford Lightning. Supported MoDOT NEVI planning efforts.

3.9 Demographic and Geographic Data Management

Obtained Bridge condition ratings from MoDOT SW District NBI data and published as a web layer on OTO ArcGIS online. Acquired City Utilities of Springfield gas, water, electric, & fiber service area feature layers and stored on the OTO GIS server. Obtained Wejo Intelligence autonomous vehicle probe data c/o City of Springfield to evaluate & query in anticipation of procuring datasets from Wejo. Migrated the OTO online base map from ArcGIS web app builder to an ArcGIS experience builder platform. Attended NPMRDS Quarterly webinar.

3.10 Support for Jurisdictions' Plans

Provided review comments on Forward SGF (Springfield Comprehensive Plan) final draft, as well as attended a workshop and discussed quality of place with City staff.

Participate through seat on the Greene County US 60 East Land Use Study. Attended kick-off meeting, discussed plans for Route 60, and provided survey feedback.

Met with communities/MoDOT or provided information for the James River Extension concept, Chestnut Safety and Operational Improvements, US 65 Aesthetic Improvements in Ozark, 413/60 Corridor Study, CC/Main Public Meeting, as well as exported crash statistics from the datazone for Main St. in Nixa and prepared map of Rte AB/James River Freeway extension project area with existing utilities overlay.

3.11 Aerial Photography

Received 2022 Pictometry mosaic datasets on hard drive on 8/24/2022.

3.12 Strategic Highway Network (STAHNET) Planning

Contacted SDDC TEA/USTRANSCOM JDPAC at Scott Airforce Base regarding needed STRAHNET improvements on 8/3/22. No current improvements are needed. Future studies may occur along I-44 for the secondary Power Projection Platform (PPP) Route for Fort Leonard Wood.

3.13 Federal Land Management Agency (FLMA) Coordination

Discussion was had with the National Park Service regarding improvements to Wilson's Creek Boulevard and trail.

Task 4 – Project Selection and Programming (26% Complete)

4.1 Project Programming

Conducted public input and ushered approval of the FY 2023-2026 Transportation Improvement Program through the Board of Directors, MoDOT, and USDOT. Processed, conducted public input, and received approval of Amendment 1. Provided a demonstration of OTO TIP Tool through Ecointeractive for the East West Gateway Coordinating Council staff. Reviewed remaining implementation items for new TIP tool. Drafted TIP Public Input flyer for FY 2024-2027.

Staff served on committee representing the MPO planning partners with MoDOT for the regional bridge program, scoring and recommending projects for use of bridge funds. Participated in planning partner discussion regarding the MoDOT Southwest District Asset Management Plan.

4.2 Federal Funds Tracking

Completed and published Annual Listing of Obligated Projects. Tracked federal fiscal year-end obligations and monitored OTO funding balances. Completed semi-annual funds balance reports, including the tracking of area cost-share projects.

Discussed impact of obligation limitation with MoDOT and how it can be communicated to OTO members.

Through the use of FMIS and coordination with MoDOT, staff worked with member jurisdictions to ensure continued reasonable progress of awarded and active projects.

4.3 STIP Prioritization and Scenarios

Updated base map imagery, OTO roadway links, bus routes, crash data, Major thoroughfare plan, and vector tiles in advance of STIP prioritization meetings. Prioritization criteria maps for:

- Safety Scores
- High Volume Corridors
- Current Volume-to-Capacity
- Future Volume-to-Capacity
- AM Travel Delay
- PM Travel Delay
- Freight Tiers & Percent Commercial Traffic
- Bridge Conditions
- Environmental Justice populations

Held three prioritization meetings with a subcommittee of the Transportation Planning Committee to develop recommended priorities, unfunded needs, and the unfunded multimodal needs lists.

Task 5 – Safe and Accessible Transportation Options (25% Complete)

5.1 Transportation Options Best Practices

Continued to develop knowledge through attendance at ESRI User Conference, OSITE Technical Seminar, MPTA Conference, and AMPO GIS/Data Viz Working Group. Also participated in an FHWA Peer Exchange on MPOs Role in Planning for Shared Mobility.

5.2 Jurisdiction Project Planning

Reviewed possibility of crossing US 160 in Willard by a pedestrian underpass. Reviewed upcoming programmed projects to identify opportunities for additional funding and subsequent pedestrian improvements. Let's Go Smart: Transportation Collaborative sponsored a Walk and Talk along Commercial Street to discuss completed and planned improvements. This included a walk audit by participants.

5.3 Complete Streets

The OTO developed several initiatives to better understand the pedestrian safety needs and secure funding for pedestrian improvements along key MoDOT corridors. The Bicycle and Pedestrian Advisory Committee continues to review and revise a region wide pedestrian safety analysis. The OTO Board of Directors also approved the formation of a cost share program for sidewalks along MoDOT Corridors.

5.4 Pedestrian Transportation

The Bicycle and Pedestrian Advisory Committee reviewed the initial results of a pedestrian safety analysis that looked at ped crashes across the entire OTO area. The analysis identified accident clusters and identified common accident patterns and trends. The committee also proposed additional lines of inquiry to include in the overall report.

The trail dashboard was maintained and discussion continues on how to complete gaps.

5.5 Van Pool Program

Initial research was conducted by staff on a potential Van Pool Program.

5.6 Planning and Environmental Linkages

Continued to look for opportunities for PEL integration.

Task 6 – OTO Transit Planning (25% Complete)

6.1 Operational Planning

Held one transit operational committee meeting in July. Discussion related to potential concerns from a transit or operational perspective.

6.2 Transit Coordination Plan and Implementation

The Local Coordinating Board for Transit reviewed an application and guidebook for Section 5310 funding. A call for projects is expected in late 2022.

6.3 Program Management Plan Implementation

The Local Coordinating Board for Transit reviewed an application and guidebook for Section 5310 funding. A call for projects is expected in late 2022.

6.4 Data Collection and Analysis

No transit specific data collected this quarter.

6.5 Community Support

Attended CU Transit Advisory Committee meeting. Planned session at MPTA conference.

6.6 ADA/Title VI Appeal Process

No appeals from CU were received.

6.7 CU Transit Fixed Route Analysis Coordination

No coordination meetings were held as part of the CU Route Optimization Study.

Task 7 – CU Transit Planning (25% Complete)

7.1 Operational Planning

CU's Open FTA Grants:

CU's FY 2019 Section 5307 grant, MO-2019-006; As of September 30, 2022, this grant has been completed, and closed out with FTA.

CU's FY2020 Section 5307 CARES grant, MO-2020-012; As of September 30, 2022, City Utilities has requested \$2,000,000 in operating reimbursement from the CARES Act grant for Utility FY22, bringing the total reimbursed to \$6,000,000. City Utilities is budgeting \$2,000,000 in reimbursement annually until the grant is complete, which is anticipated to be Q2 FY23. City Utilities is following FTA guidance and utilizing this funding for operating expenses such as fuel, admin labor and operations labor, however, any expense normally eligible under the Section 5307 programs is eligible.

CU's FY2019 Section 5339 (c) Low or No Emissions Grant, MO-2020-001 – This competitive grant was awarded to CU on July 26th, 2019. This grant will allow CU to purchase two, 35-foot electric Gillig fixed route buses and two chargers and will be combined with a VW Trust award from the Missouri Department of Natural Resources. The electric buses were delivered in July 2021. The only remaining item on this grant is for workforce development training which is anticipated to be complete in 2023.

CU's FY 2019 Section 5339 grant, MO-2021-005; This grant will be utilized for a bus training simulator and (2) hybrid electric paratransit minivans. The TIP was voted to be amended September 18th, 2019 to revise the document for the changes to planned expenditures for the FY 2019 Section 5339 grant. The simulator was delivered in August 2021. The small fleet paratransit hybrid minivans have been a challenge to locate with our current specs – our first RFP was not successful. We are broadening our scope and hope to re-issue in Utility FY22 when the market is more favorable. The funds for the transit digital signage, previously included in this grant, have been reassigned to grant MO-2022-018 for the purchase of AE vehicles.

CU's FY2021 Section 5307 grant, MO-2021-011; As of September 30, 2022, 100% of the operating, preventive maintenance and short-range transit planning funds have been reimbursed. We still have 1% safety and security funds that will be spent during FY2023.

CU's FY2022 Section 5339 grant, MO-2022-018; The award for 6 Paratransit buses was made on 10/5/2022. City Utilities will take possession of (2) buses upon completion of the build, and the remaining (4) buses after 10/1/2023 in order to comply with useful life and budgetary requirements.

CU's FY2022 Section 5307 grant, MO-2022-019; As of September 30, 2022, 100% of the preventive maintenance funds have been reimbursed. We still have operating, short-range transit planning and 1% safety and security funds that will be spent during FY2023.

7.2 ADA Accessibility Planning

FY21 and FY22 5310 funding has not yet been obligated. However, we are currently working on a proposal for FY21, FY22 and FY23 funds to submit to the OTO. We anticipate using these funds to add ADA approved landing pads at bus stops, sidewalks to make our system more accessible, and to continue the shelter replacement plan which removes the plexiglass shelters and replaces them with a more ADA friendly option. We are also exploring utilizing this grant funding to add new wheelchair securement systems that are safer and provide passengers with more independence.

7.3 Transit Fixed Route/Regional Service Analysis Implementation

No permanent route modifications have been made in Q1 of SFY23. All fixed routes are consistently evaluated to make improvements as needed.

7.4 Service Planning

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

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

7.5 Financial Planning

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

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

In August 2022, CU staff attended training on Annual NTD Reporting. This report will be due January 31, 2023.

At the end of September 2022, which is City Utilities fiscal year end, we began preparing for the annual FORVIS audit, which includes a single audit of our federal grants.

7.6 Competitive Contract Planning

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

7.7 Safety, Security, and Drug/Alcohol Control Planning

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

During Q1, Transit reviewed our existing PTASP plan took the changes resulting from the Bipartisan Infrastructure Law to the Board of Public Utilities. A Safety Committee was also formed.

7.8 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 media outreach.

7.9 Program Management Plan Implementation

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

7.10 Data Collection and Analysis

- CU collects and analyzes ridership data monthly for transit planning purposes.
- City Utilities is preparing for the annual Single Audit of the federal grants to be completed by our external auditors in November 2022.
- CU is gathering data for the annual National Transit Database report that is due January 31, 2022.
- In October, CU started our required NTD Sampling program to develop statistically-valid estimates of passenger miles traveled (PMT) and unlinked passenger miles (UPT) to report to NTD. This will continue through September 2023.

7.11 Transit Fixed Route Analysis

In August, City Utilities Transit started a Transit Optimization Study with Olsson Consulting. We will take the results of this survey, and the Forward SGF Comprehensive Plan, into consideration when planning for the future of transit in Springfield.

Task 8 – Ad Hoc Studies and Projects (16% Complete)

8.1 Route FF through Battlefield Study

Held one public meeting and one core team meeting for the Route FF project. A community meeting was held on August 2 to solicit input on needed improvements along Route FF and desired land use patterns along the Route FF corridor in the City of Battlefield.

8.2 Transportation Consultant/Modeling Services

Consultant services were utilized for the Route FF Study and the CRRSAA funded project.

8.3 Grant Applications

Attended webinars related to the various discretionary programs that have become available through the BIL.

Staff prepared and submitted an application for the Safe Streets for All Planning Grant. The OTO prepared the grant for the member jurisdictions within the MPO boundary. Created SS4A web page to be used through the grant process. Prepared population & crash rate data for preliminary Safe Streets for All Grant application, in addition to a web map of the OTO study area.

Staff Assisted Nixa with development of Governor's Cost Share Application for their North Main Street Improvement project. Staff assisted Willard in developing estimates of costs for a project to determine whether to apply for the MoDOT Cost Share program. Held initial discussion on ARPA grant opportunities for the Chadwick Flyer Trail Overpass in Christian County.

Passed resolutions of support for Springfield and Christian County Bridge Bundle applications through the Bridge Investment Program. Provided letters of support for these projects, as well as local applications for the Governor's Cost Share Program, and the Jefferson Avenue Footbridge RR Crossing Elimination project.

8.4 Other Studies in Accordance with LRTP

Staff met with the City of Strafford and developed scope for the Route 66 Trail Alignment Study. The OTO entered into an intergovernmental cooperative agreement to proceed with hiring a consultant off the MO LPA On-Call List.

8.5 Administration of CRRSAA Funded Projects

Oversaw consultant contract for design of the Chadwick Flyer Phase 3 project including participating in biweekly meetings to discuss progress, review of preliminary design and development of and advertising the Rail Removal bid documents. Staff time allocated to the STBG funding outlined in the approved CPG and STBG program agreement.

8.6 Administration of Local Jurisdiction Projects

- Nixa North Main Street Project:
 - Assisted Nixa with development of the Engineering Services Contract (ESC).
 - Assisted Nixa in securing their City Council approval to move forward with execution of the ESC.
 - Submitted Nixa ESC and Ordinance to MoDOT for final approval and obligation of federal funds for Preliminary Engineering.
- Ozark's Chadwick Flyer Phase II Project:
 - Assisted Ozark in securing MoDOT approval to use the On-Call list for Preliminary and Construction Engineering.
 - Assisted Ozark with selecting consultant from On-Call list and negotiating the scope and costs of the Engineering Services Contract.
 - Assisted Ozark with development of the Engineering Services Contract (ESC).

- Assisted Ozark in securing their Board of Aldermen approval to move forward with execution of the ESC.
- Met weekly with MoDOT District Local Public Agency Coordinator to discuss status of all local jurisdiction projects.
- Staff time allocated to the STBG funding outlined in the approved CPG and STBG program agreement.

Task 9 – Operations and Demand Management (25% Complete)

9.1 Traffic Incident Management Planning

Attended Talking TIM webinar.

9.2 Intelligent Transportation Systems Coordination

Initiated discussions with MoDOT and the City of Springfield on planned ITS investments and the current status of the region's ITS architecture.

9.3 Travel Sensing and Travel Time Services

Obtained Wejo Intelligence autonomous vehicle probe data c/o City of Springfield to evaluate & query in anticipation of procuring datasets from Wejo.

9.4 Coordinate Employer Outreach Activities

Shared how-to information with the new Ozarks Commute network manager at Missouri State University.

9.5 Collect and Analyze Data to Determine Potential Rideshare Demand

Remained available for outreach and as a resource for employers and the travelling public regarding rideshare program opportunities.

Task 10 – MoDOT Studies and Data Collection (10% Complete)

10.1 MoDOT Transportation Studies and Data Collection

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 121 staff hours were completed.

BOARD OF DIRECTORS AGENDA 11/17/2022; ITEM I.D.

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

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

AGENDA DESCRIPTION:

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

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

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on October 19, 2022, the Technical Planning Committee reviewed Amendment Number Two and at an e-meeting on November 3, 2022, the Technical Planning Committee voted to recommend the Board of Directors approve FY 2023-2026 Transportation Improvement Program Number Two.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 2 to the FY 2023-2026 Transportation Improvement Program.”

OR

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

Project Overview
3 Projects Listed

SP2104-23A2 - WALNUT STREET BRIDGE

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

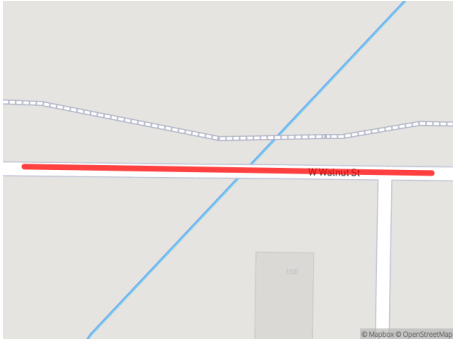
Replacement of Walnut Street Bridge over Jordan Creek and incorporate a future trail under the bridge.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
ROW	Local	\$60,000	-	-	-	-	-	\$60,000
ROW	STBG-U (FHWA)	\$240,000	-	-	-	-	-	\$240,000
Total ROW		\$300,000	-	-	-	-	-	\$300,000
Construction	Local	-	-	\$480,068	-	-	-	\$480,068
Construction	BRO (FHWA)	-	-	\$1,920,270	-	-	-	\$1,920,270
Total Construction		-	-	\$2,400,338	-	-	-	\$2,400,338
Total Programmed		\$300,000	-	\$2,400,338	-	-	-	\$2,700,338

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



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

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

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

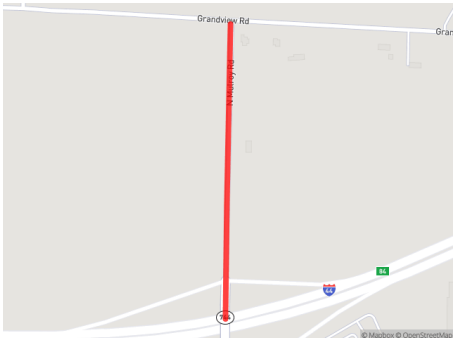
Mulroy Road Interchange ramp and roadway improvements at I-44

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Construction	Other	-	\$6,000,000	-	-	-	-	\$6,000,000
Total Construction		-	\$6,000,000	-	-	-	-	\$6,000,000
Total Programmed		-	\$6,000,000	-	-	-	-	\$6,000,000

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



SP2312-23A2 - LECOMPTE ROAD IMPROVEMENTS

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

Project Considerations

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

Project Description

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

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Construction	Other	-	\$2,756,010	-	-	-	-	\$2,756,010
Construction	Local	-	\$1,256,010	-	-	-	-	\$1,256,010
Total Construction		-	\$4,012,020	-	-	-	-	\$4,012,020
Total Programmed		-	\$4,012,020	-	-	-	-	\$4,012,020

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



REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	\$15,216,048	\$15,216,048	\$15,216,048	\$15,216,048	\$60,864,192
O&M (620.35 miles * \$5,291/mile)	(\$3,282,272)	(\$3,331,506)	(\$3,381,479)	(\$3,432,201)	(\$13,427,458)
TIP Programmed Funds All Jurisdictions	(\$15,815,028)	(\$11,082,843)	(\$576,814)	(\$1,077,005)	(\$28,551,690)
Other Committed Funds All Jurisdictions	\$53,997,353	\$53,997,353	\$53,997,353	\$53,997,353	\$215,989,412
TOTAL	\$50,116,101	\$54,799,052	\$65,255,108	\$64,704,195	\$234,874,456

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	\$1,240,000	\$0	\$0	\$0
BRO (FHWA)	\$924,000	\$1,988,270	\$48,000	\$36,000
CRISI (FRA)	\$343,000	\$0	\$0	\$0
CRP (FHWA)	\$0	\$0	\$0	\$0
CRRSAA (FHWA)	\$2,684,230	\$0	\$0	\$0
FLAP (FHWA)	\$870,000	\$0	\$0	\$0
I/M (FHWA)	\$90,000	\$90,000	\$135,000	\$135,000
NHPP (FHWA)	\$43,063,202	\$16,161,600	\$49,382,700	\$22,444,000
SAFETY (FHWA)	\$21,365,243	\$6,519,600	\$815,100	\$27,000
STAP (FHWA)	\$644,000	\$331,000	\$0	\$0
STBG (FHWA)	\$8,894,671	\$4,351,002	\$179,200	\$19,200
STBG-U (FHWA)	\$14,571,804	\$10,647,761	\$2,255,256	\$268,018
TAP (FHWA)	\$769,593	\$0	\$374,000	\$0
Federal Subtotal	\$95,459,743	\$40,089,233	\$53,189,256	\$22,929,218
STATE				
MoDOT	\$20,462,021	\$12,989,951	\$14,420,800	\$7,509,200
MoDOT-AC	\$20,947,791	\$27,913,600	\$27,856,200	\$6,273,600
MoDOT-GCSA	\$653,000	\$0	\$0	\$0
MoDOT O&M	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654
State Subtotal	\$47,998,340	\$46,928,112	\$48,391,930	\$19,989,454
LOCAL/OTHER	\$42,062,812	\$40,903,551	\$42,277,000	\$13,782,800
Local	\$15,815,028	\$11,082,843	\$576,814	\$1,077,005
Other	\$8,856,010	\$0	\$0	\$0
Local/Other Subtotal	\$24,671,038	\$11,082,843	\$576,814	\$1,077,005
Total	\$168,129,121	\$98,100,188	\$102,158,000	\$43,995,677
	\$162,193,593	\$92,075,627	\$96,043,070	\$37,789,023

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	\$19,735,000	\$113,486,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,263,007
Federal Discretionary Funding	\$1,213,000	\$0	\$0	\$0	\$0	\$1,213,000
Available Operations and Maintenance Funding	\$0	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654	\$24,281,673
Funds from Other Sources (inc. Local)	\$0	\$24,671,038	\$11,082,843	\$576,814	\$1,077,005	\$37,407,700
Available Suballocated Funding	\$15,364,104	\$9,352,020	\$9,539,060	\$9,729,841	\$9,924,438	\$53,909,464
TOTAL AVAILABLE FUNDING	\$36,312,104	\$153,444,586	\$94,573,465	\$109,634,585	\$86,110,104	\$480,074,844
Carryover		\$36,312,104	\$21,627,569	\$18,100,845	\$25,577,431	--
Programmed State and Federal Funding		(\$168,129,121)	(\$98,100,188)	(\$102,158,000)	(\$43,995,677)	(\$412,382,986)
TOTAL REMAINING	\$36,312,104	\$21,627,569	\$18,100,845	\$25,577,431	\$67,691,858	\$67,691,858



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors 2023 Meeting Schedule

Meetings are held every other month on the third Thursday from
12:00 to 1:30 pm in the Ozarks Transportation Organization's Conference Room:
2208 W. Chesterfield Blvd. Suite 101, Springfield, MO

January 19, 2023

March 16, 2023

May 18, 2023

July 20, 2023

September 21, 2023

November 16, 2023

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

TAB 11

October 12, 2022

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

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

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

[Above photo by TxDOT]

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

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

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



Photo by the Colorado DOT

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

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

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

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

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

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

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

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

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

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

100722 ([HTTPS://AASHTOJOURNAL.ORG/TAG/100722/](https://aashtojournal.org/tag/100722/))

The American Association of State Highway and Transportation Officials (AASHTO) welcomes the republication in whole or in part of any original content from The AASHTO Journal with proper attribution to the association and publication. This includes a link to direct visitors to the AASHTO Journal website.

Springfield News-Leader

TRAVEL

City Utilities wants more people to ride the bus. They hope a new survey provides answers.

Springfield News-Leader

Published 5:46 a.m. CT Nov. 7, 2022

City Utilities is conducting a multi-pronged study to improve public transportation in Springfield and is asking for public feedback on the city's bus system.

ConnectSGF is a planning project to improve the bus service operated by City Utilities, both in the near term and long term. An open house detailing the ConnectSGF plan is being held next week and City Utilities has created an online survey, which can be completed at cutransit.net/connect.

"The project will evaluate existing transit services and recommend improvements to better connect the Springfield community," reads a description of the survey.

More: City Utilities to study fare-free busing, other changes to Springfield transit system

This process includes:

- An in-depth review of transportation needs and the existing transit system.
- A public visioning process to define what the community wants the transit system to be.
- Creation of guidelines and alternatives for improvements to explore multiple options for growth.
- Development of short, medium, and long-term plans to meet the needs and opportunities discovered during the planning process.
- Documenting how plan recommendations impact the Springfield economy and residents.

Rather than a Regional Transit Authority, Springfield's transit system is one of the few in the nation to be operated through a utility company. Speaking to Springfield's city council earlier this year, CU Vice President Brent Baker said the bus system needs to "be advantageous for all its citizens," not just those who use it now.

"We have to make a cultural move in the community to really make riding the bus more advantageous for all of our citizens but also something that's not a stigma. To make it normal for an average Springfieldian to use the bus. And then the value of having a good public transit system is a healthier environment, improved air quality and increased property values," Baker said.

Of those who use the bus, most are happy with its services, he said. But only a very specific portion of Springfield residents use the bus in the first place. According to data provided by CU in their presentation, 60 percent of Springfield bus riders earn less than \$15,000 a year and 72 percent do not drive or have access to a car.

CU last made significant changes to Springfield's transit after a similar 2012 study. This included the construction of a new Transit Center in 2016, increased bus sizes, and the addition of three new night routes.

A member of city council and activist group Fare Free SGF have advocated for a free or reduced cost of bus fares as part of the study's conclusions.

More: City busing comes into focus as Fare Free SGF advocates for expanded and zero fare

City Utilities hired a consulting firm, Olsson, to conduct this study. The ConnectSGF process began in September 2022 and will be complete by the end of 2023. More specifically, the timeline includes:

- September-December 2022: Market & Operations Analysis, Public Visioning
- January-April 2023: Creation, Analysis, and Selection of Alternatives
- June-August 2023: Development of Short, Medium, and Long-Term Plans
- September-December 2023: Economic and Human Impact Analysis

The first phase of engagement included interviews with more than 20 stakeholders and community leaders that represent organizations in Springfield. The community survey was developed to gather input on the goals and objectives of the planning process and the bus system.

A ConnectSGF Open House will be held on November 10, 2022, from 7 a.m. to 6 p.m. at the City Utilities Transit Center at 211 Main Ave.



HEATHER MOSLEY | SBJ

Mary Kromrey, executive director of Ozark Greenways, pauses in her ride at a point on the James River Trail where it intersects with the planned expansion of the Chadwick Flyer Trail to connect Springfield with Ozark.

 Buy this photo

UnGapping the Map: Forward SGF calls for improved connections in city trail system



BY: KAREN CRAIGO, REPORTER | kraigo@sbj.net (mailto:kraigo@sbj.net)

Posted online September 26, 2022 | 4:33 pm

The city of Springfield has released a draft of its comprehensive plan for the next two decades. Titled Forward SGF, the 250-page document outlines a wide-ranging vision for the city and includes 10 main goals, which Springfield Business Journal is unpacking in this series. This is the fifth installment. Catch up on coverage at [SBJ.net/ForwardSGF](http://www.SBJ.net/ForwardSGF) (<http://www.SBJ.net/ForwardSGF>).

The Forward SGF comprehensive plan was born from the input of residents, and one message that came through loud and clear was their desire for connection.

Specifically, residents asked for connections in the city's trail system and for neighborhoods to have more connections to the trails.

“Neighborhoods should be connected to the trail system by sidewalks and multiuse paths,” the draft of the plan states. “Future residential development should be encouraged near Springfield’s existing trails, as well as parks and natural areas, to better connect residents to recreational opportunities and destinations across the city via walking and biking.”

The plan specifically calls on support for projects like Grant Avenue Parkway, a multimodal path that will connect Sunshine Street to downtown walkers, bikers and drivers, and like UnGap the Map, an initiative of Ozark Greenways Inc., whose mission is to connect the community via trails.

Within Springfield, 77 miles of trail already exist, according to Forward SGF, and the planned system will nearly double that to over 140 miles.

Mary Kromrey, executive director of Ozark Greenways, said she was thrilled but not surprised to see UnGap the Map included in the Forward SGF draft. After all, the previous comprehensive plan, Vision 2020, identified opportunities for trails that are still under development.

“As our community changes, we are seeing where we need to have new trail connections, and where maybe some that were forecast to be needed 20 years ago aren’t needed,” she said.

Trails should go where population growth is occurring, according to Kromrey.

There are plans for expansion to many of the existing trails. One example is the Fassnight Creek Greenway, which extends from Fassnight Park to Phelps Grove Park and will eventually reach west to Jordan Creek and Wilson’s Creek greenways and east to the Springfield Art Museum. City Council approved a \$460,000 bid for the project Sept. 19.

Another example is the \$20 million Chadwick Flyer Trail, the biggest so far for Ozark Greenways, now under development to hook up the city of Ozark with the Lake Springfield area.

Trails serve to connect people from Point A to Point B, and they also connect people with nature. At their best, trails serve both aims.

Kromrey said trails are being used more often for transportation – something she said is a beautiful thing.

“As we fill our gaps in our planned system, that connectivity is going to be able to increase,” she said.

The proposed plan

Forward SGF calls for further trail connectivity through a partnership of the city, the Springfield-Greene County Park Board, Ozark Greenways and the Ozarks Transportation Organization, as well as private developers.

“Existing trail plans should be integrated and streamlined to provide for a focused regional approach for the development of a variety of trails,” the plan states. “This effort could lead to one of the most robust and diverse trail systems in the country.”

The plan calls for older, existing parks to be enhanced through the addition of perimeter trails.

The plan also suggests efforts be made to connect Springfield’s trails with regional efforts in southwest Missouri and northwest Arkansas as part of a wider campaign for outdoor lifestyles and ecotourism.

In addition to trail development, the comprehensive plan promotes filling gaps in the city’s sidewalk system and improving wayfinding to direct residents and visitors to parks, trails, recreational facilities and natural areas.

Public-private partnerships have built most of Ozark Greenways trails, Kromrey said. For example, about a mile and a half of paved-trail gap on the Fulbright Spring Greenway was filled in 2020. Ozark Greenways was the project manager and lead; the city was the landowner, and Ozark Greenways raised public and private funds for construction. The Springfield-Greene County Park Board maintains and manages the trail.

Another example is the Fellows Lake trails. City Utilities of Springfield owns the land, while the organization TrailSpring funded the building of the trails. Ozark Greenways maintains and manages the trails, Kromrey said.

A means of connection

Angela Kersten Jackson is a committed user of the Ozark Greenways trail system. She likes to commute to her job as executive assistant at Kuat Innovations LLC, a company that manufactures bike racks for vehicles.

Kuat, located near the Partnership West Industrial Park, is nearly 8 miles from Jackson’s home north of Hillcrest High School. Jackson travels by The Link, which consists of cycle-friendly roadways, as well as the trail system to get to her office.

Jackson said one part of the UnGap the Map plan would provide a welcome connector between Kearney Street and her work.

“This is something I would use on a daily basis,” she said.

Bikes also provide a favorite recreational option for Jackson, her husband and their five kids. On a recent Monday, she noted she and her husband were planning to bike from their home to go out for a date night.

Frequently, Jackson rides on the roads, though she says she much prefers the safety and ease of a trail.

“If we do have an opportunity to take a greenway, it’s safer, and cars are happy when they don’t have to deal with bikes on the road,” she said.

Kromrey noted the trail system isn’t just for cyclists. People often walk and use wheelchairs on the trails.

“As more people are looking toward having options in their transportation, they want to be able to get somewhere by bike, car, bus or walking,” she said. “Greenways trails are a comfortable place to be able to do that. The streets aren’t very friendly for people on bicycles.”

She said greenways trails are most commonly paved trails located along urban streams. Some trails are unpaved with a natural surface, and some are even water trails for canoers or kayakers.

“We are very car-centric here. This could help change that,” Kromrey said. “Trails aren’t going to solve all transportation problems. Nor are sidewalks. Nor are roads. Nor is transit.”

A complete system

While Jackson likes the term UnGap the Map, she thinks there is another way to look at the issue.

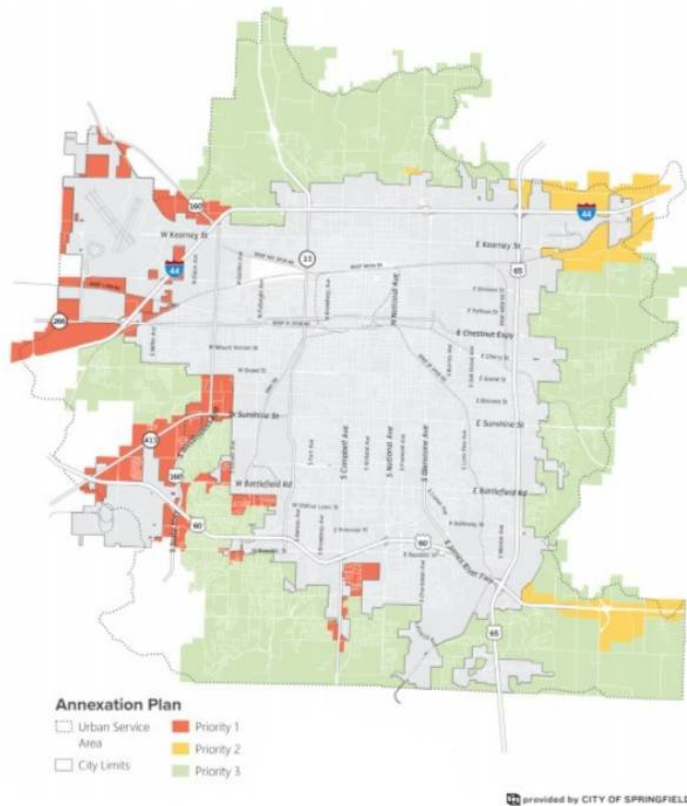
“Think about the map as not being gapped but being incomplete,” she said. “Any time you can actually connect more points on a map, you’re connecting parts of the community. You’re not just connecting neighborhoods; you’re connecting neighborhoods to schools, places to go to eat and spend money.”

Jackson said she and her husband were talking about a possible bikepacking trip.

“We don’t even really have to go down to Arkansas for that,” she said. “We could start from our house, ride out to the Frisco Trail and take that up to Bolivar. There’s a new section from Bolivar to Clinton; then we could get on the Katy Trail and go right on over to St. Louis. Just think of it – we could go from our house to St. Louis by bike.”

She noted a lot of bike trails, like the Katy Trail and the planned Chadwick Flyer extension, are built along former railways.

“I love the thought that they’re still connecting communities,” she said.



Annexation Priorities

This map of the city highlights annexation priorities in the Forward SGF plan. Priority One areas are seen as short-term growth areas where annexation should be considered within two to five years. Yellow areas, Priority Two, are long-term growth areas representing economic development opportunities to target within five to 10 years. Green areas, Priority Three, are mostly residential areas requiring extensive planning if annexation is to be pursued there.

Strategic growth: Annexation plan weighs costs and benefits of additions



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

Posted online November 7, 2022 | 3:42 pm

The city of Springfield has released a draft of its comprehensive plan for the next two decades. Titled Forward SGF, the 250-page document outlines a wide-ranging vision for the city and includes 10 main goals, which Springfield Business Journal is unpacking in this series. This is the sixth installment. Catch up on coverage at [SBJ.net/ForwardSGF](http://www.SBJ.net/ForwardSGF) (<http://www.SBJ.net/ForwardSGF>).

As a planning document, Forward SGF outlines a number of visions for the city of Springfield, from neighborhood revitalization to corridor improvements to regional planning and partnerships.

But a city's 20-year vision would not be complete without a growth and annexation plan, and the Forward SGF draft offers that. The plan is scheduled to be introduced before City Council on Nov. 14, and a vote is anticipated Nov. 28.

The plan calls for managed growth and the development of infrastructure to support existing community needs.

In the introduction to the section on growth and annexation, the document reads, "Sustainable growth should strive to balance the demand for new development, quality expectations, and environmental, community and fiscal resources, while supporting a desirable mix of uses."

It notes the strategy will serve as a guide to maximize short- and long-term public investment related decision making to support planned growth, but it urges a measured approach.

"Evaluating future decisions should be made with caution not to exchange short-term growth for long-term stability," the document reads.

The plan calls for the city to work with surrounding municipal and county governments, utility providers, regional planning agencies, business and environmental groups, and other stakeholders.

Randall Whitman, Springfield's principal planner, said it's necessary to take a cautious approach.

"We're very cautious of the fact that we do have to think about the logistics of providing services, not just from a police car or a fire truck getting to a property," he said. "We have to look at it on a case-by-case basis."

But Whitman said the city does intend to pursue annexations, particularly voluntary annexations of areas of high strategic or economic value.

"Our plan does talk about doing that. That's one of the first things we plan to do once it's adopted," he said.

Voluntary agreement

There are areas where the city has provided sewer service, and to take advantage of it, the property owner at the time had to sign an agreement for perpetual consent for annexation to the city, Whitman said, adding the policy began in the late 1990s.

Annexation consent is conveyed with the land, Whitman said, so if a 20-acre parcel was under such an agreement and it was divided and sold as 20 single-acre lots, all buyers have consented to annexation with their purchase.

"We could go out and pursue voluntary annexation on those properties and expand the city limits in those areas," Whitman said.

Sewer access is one of the biggest factors to development, he noted.

“You can’t develop a Buc-ee’s on a septic tank,” he said.

The city’s right to annex property doesn’t mean annexation is a foregone conclusion, he noted. For areas not currently in the city, fire coverage is provided by a rural fire district, like Brookline, Ebenezer or Willard. The city must consider its ability to provide timely and efficient safety services before deciding to annex.

“Some places have great fire coverage, especially the city’s west side,” Whitman said. “On the east side, that’s not so much the case. It would be challenging to get to those peripheral properties from some of our existing stations.”

Strategic value is another consideration that goes into annexation decisions, Whitman said.

“Economic development is a big factor,” he said. “We want to create jobs and have the ability to influence the type of development that occurs.”

He noted that annexation also may need to be undertaken to reach some parcels that are not contiguous.

“If it’s a large parcel that has development potential that can create jobs and revenue and we can’t get to it, well, we can get to it if we annex another piece to get to that strategic property,” he said. “All of those things have to be weighed when we consider any annexation.”

Compact and contiguous

The guiding principle for annexation is that land to be added should be compact and contiguous, as outlined in a section of Missouri Revised Code last updated in 2018. The law requires that land to be annexed must be contiguous. Parts of the current map of Springfield show the second box is checked – all parts of the city are connected – but the first is questionable.

That’s because some parts of the map are the result of flagpole annexation. An example is found in the southern part of the city, where for a little less than a mile the boundary is drawn to encompass the width of U.S. Route 65 from the James River southward to the point where the Evans Road/Millwood Drive interchange begins.

Another flagpole annexation is found to the west of the city, where the city’s boundaries hug tightly to West Bypass for a little over a mile to the area surrounding the Springfield Southwest Wastewater Treatment Plant.

“We recognize that’s not the best way to grow a city,” Whitman acknowledged. “We can’t provide the best services that way.”

At a council luncheon a year ago, members examined the map of Springfield with special attention to the four zone boundaries, which are studied after each census. Council decided to wait until the possible approval of the comprehensive plan before adjusting boundaries.

Brendan Griesemer, assistant director of planning and development, noted at the time, “The comprehensive plan is supposed to recommend an annexation strategy, and annexation could change populations in all four districts. ... We’re just in a holding pattern.”

Councilperson Craig Hosmer pointed to the flagpole annexation areas, particularly in Zone 3 to the southwest, and asked, “How is that compact and contiguous?”

Mayor Ken McClure noted during the meeting that voluntary annexation could ramp up the population very quickly.

Broad benefit

Whitman said with annexation, it’s important to think of what would benefit both the current and future residents of Springfield.

“We want to meet the needs of future residents without compromising the needs of current residents,” he said. “Philosophically, if you look at our annexation plan, there’s a big focus on taking care of what we have in the city. There are a lot of things we need to work on, and our resources are stretched thin.”

Springfield encompasses 84 square miles, he said, and being able to thoroughly care for the area within its boundaries is one reason voluntary annexation agreements have not yet been pursued of late.

He added that Springfield wants to be mindful of the county and other municipalities.

“We want to provide something beneficial to property owners and also benefit the existing city,” he said. “We also want to be good neighbors and good stewards of the services we offer. We don’t do this haphazardly; it takes a lot of analysis and a lot of study. A bad history with one property owner is going to compromise future annexation efforts, and we don’t want that.”

The Forward SGF plan prioritizes maximizing benefits to residents and businesses. It also aims to capitalize on development and redevelopment opportunities in urban areas, to outline a plan for infrastructure investments, to balance infrastructure maintenance while targeting areas for service and to prioritize transportation.

MORE FROM SBJ DAILY UPDATE

Curb Appeal: \$4M listing tops



MHTC Congratulates Two New Members

SPRINGFIELD — The Missouri Highways and Transportation Commission, preparing for its monthly meeting tomorrow in Springfield, congratulates Warren K. Erdman of Kansas City and Brian Treece of Columbia on their recent appointments by Governor Mike Parson as commissioners.

“We welcome our two newest members, Warren Erdman and Brian Treece, and look forward to the knowledge and experience they will bring to the Missouri Highways and Transportation Commission,” said Commission Chairman Robert Brinkmann.

Erdman and Treece replace, respectively, Tom Waters of Orrick and John Briscoe of New London, whose terms expired. The six-year terms of the new appointees will last through March 1, 2027.

“We express our appreciation for the service of Tom Waters and John Briscoe. Each has served on behalf of all Missourians in their role as commissioner. They provided exemplary leadership guiding the transportation funding challenges and the tough decisions required of them,” said Brinkmann.

Mr. Erdman currently serves as the Executive Vice-President of Administration and Corporate Affairs for Kansas City Southern (KCS). Mr. Erdman serves on the Executive Committee and Board of Directors of the Missouri Chamber of Commerce and Industry and the Kansas City, Missouri Downtown Council, amongst other community organizations. Mr. Treece recently served two terms as the Mayor of Columbia from 2016-2022. Additionally, he was just named Vice President of Strategy and Development of EquipmentShare. Mr. Treece has also been a partner of TreecePhillips, LLC since 2002.

To learn more about the MHTC, go to <https://www.modot.org/missouri-highways-and-transportation-commission-0>.

#

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Districts Involved

STATEWIDE

Published On: Tue, 09/06/2022 - 08:59

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Our Mission, Values and Tangible Results

Missouri Highways and Transportation Commission

October 12, 2022

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

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

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

[Above photo by the Arizona DOT]

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

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

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



Photo by the Arizona DOT

Upgrade of existing and construction of new EV charging infrastructure;

Operation and maintenance costs of these charging stations;

Installation of on-site electrical service equipment;

Community and stakeholder engagement;

Workforce development activities;

EV charging station signage;

Data sharing activities; and

Related mapping analysis and activities.

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

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

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

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

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



Photo by the Connecticut DOT



Gabe Klein. Photo by the District of Columbia DOT.

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

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

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

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

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

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

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



Jim Tymon. Photo by AASHTO.

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The U.S. Department of Transportation recently issued an update (<https://www.transportation.gov/NRSS/Implementation>) for its National Roadway Safety Strategy or NRSS, originally unveiled in January (<https://aashtojournal.org/2022/01/28/usdot-unveils-new-national-roadway-safety-strategy/>), as well as a new online dashboard (<https://www.transportation.gov/NRSS/Implementation>) that allows stakeholders and the public to track USDOT's progress on its commitments made as part of the NRSS.

[Above photo by USDOT]

The NRSS provides concrete steps for the agency to address an alarming rise in roadway fatalities via systemic changes to prevent these tragic and avoidable deaths and serious injuries, according to USDOT; considered the "first step" in working towards its long-term goal of reaching zero roadway fatalities.

In a statement (<https://www.transportation.gov/briefing-room/us-department-transportation-advances-key-actions-national-roadway-safety-strategy>), USDOT highlighted several “notable accomplishments” since the release of its NRSS in January:

USDOT issued a call for applications for \$1 billion in roadway safety funding for regional, tribal, and local governments through the new Safe Streets and Roads for All (<https://www.transportation.gov/grants/SS4A>) grant program and received over 700 applications from all 50 states and Puerto Rico.

USDOT adopted a Safe Systems Approach, which provides a framework for creating a safer transportation system and lower risks for people by building multiple layers of protection through safer roads, safer people, safer vehicles, safer speeds, and better post-crash care.

The Federal Highway Administration submitted a Complete Streets report to Congress in March (<https://aashtojournal.org/2022/03/04/fhwa-submits-complete-streets-report-to-congress/>) and encourages the adoption of Complete Streets (<https://highways.dot.gov/complete-streets>) policies by states and others that prioritize the safety of all users in transportation network planning, design, construction and operations.

Many state departments of transportation are already working to achieve goals laid out by USDOT. For example, the South Carolina Department of Transportation adopted a “Complete Streets” policy in February 2021 (<https://aashtojournal.org/2022/03/04/fhwa-submits-complete-streets-report-to-congress/>) – a move mirrored by state DOTs in California (<https://aashtojournal.org/2021/12/23/caltrans-adds-complete-street-rule-to-project-requirements/>) and Kentucky (<https://aashtojournal.org/2022/10/07/kentucky-updates-pedestrian-bicycle-travel-policy/>), to name just two.

Such efforts are critical to changing the “traffic culture,” argued Dr. Shawn Wilson – secretary of the Louisiana Department of Transportation and Development and 2021-2022 president of the American Association of State Highway and Transportation Officials – during a Congressional hearing in June (<https://aashtojournal.org/2022/06/10/louisiana-dotds-wilson-traffic-culture-needs-to-evolve/>).

Testifying before the Subcommittee on Highways and Transit – part of the House of Representatives Committee on Transportation and Infrastructure –

Wilson noted that the National Highway Traffic Safety Administration estimates that 42,915 people



Louisiana DOTD's Wilson. Photo by AASHTO.

died in motor vehicle traffic crashes in 2021 (<https://aashtojournal.org/2022/05/20/nhtsa-2021-crash-fatalities-highest-in-16-years/>). That is a 10.5 percent increase from the 38,824 fatalities in 2020 – the highest number of fatalities since 2005, according to preliminary agency data.

“An evolution of our traffic safety culture, both in our organizations and among road users, will help us prioritize the consideration of safety impacts in our planning and decision-making,” Wilson explained at the hearing.

“All state DOTs strive to achieve zero roadway fatalities,” he stressed. “In addition, our other public agency partners who work in behavioral traffic safety programs, passenger and commercial vehicle safety, and other disciplines have similar goals. We are all working toward the same goal of eliminating fatalities and serious injuries. This collaboration is critical to reaching our collective zero goal.”

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