



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

FEBRUARY 21, 2024
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, February 21, 2024 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

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

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

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Nelson)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of October 18, 2023 and January 16, 2024 Meeting Minutes..... Tab 1

(1 minute/Nelson)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

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

(5 minutes/Nelson)

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

E. Executive Director's Report

(5 minutes/Fields)

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(5 minutes/Miller)

Representatives from MoDOT will provide an update on activities in the District and State.

H. Committee Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

Staff will provide an update on OTO Committee work activities and grant opportunities.

II. New Business

A. Safe Streets and Roads for All Update

(5 minutes/Longpine)

Staff will provide an update on the Safe Streets and Roads for All Action Planning Grant.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. OTO Growth Trends Report Tab 3

(15 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUESTED – INFORMATIONAL ONLY

C. MoDOT/OTO Sidewalk Cost Share Program Recommendations..... Tab 4

(5 minutes/Longpine)

Two projects were recommended by the Bicycle and Pedestrian Advisory Committee to receive TAP funding as part of a cost share program with MoDOT.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF TAP FUNDING FOR SIDEWALK COST SHARE PROJECTS TO THE BOARD OF DIRECTORS

D. FY 2024-2027 TIP Amendment Three Tab 5

(5 minutes/Longpine)

Changes are proposed to the FY 2024-2027 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2024-2027 TIP AMENDMENT THREE TO THE BOARD OF DIRECTORS

E. FY 2024-2027 TIP Administrative Modifications Two, Three, and Four Tab 6

(2 minute/Longpine)

Revisions have been made to the FY 2024-2027 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

F. Federal Funds Balance Report Tab 7

(10 minutes/Longpine)

OTO has updated the Federal Funds Balance Report for the Federal Fiscal Year ending September 30, 2023. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUESTED – INFORMATIONAL ONLY

G. Technical Planning Committee Chair Rotation..... Tab 8
(5 minutes/Fields)

A chair rotation was adopted in 2003 to provide every jurisdiction the opportunity to serve as chair. A chairman-elect for 2024 to serve as chair for 2025 is needed at this time.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO ELECT THE TECHNICAL PLANNING COMMITTEE CHAIRMAN-ELECT FOR 2024

H. UPWP Subcommittee

(2 minutes/Parks)

OTO is requesting the appointment of a subcommittee to prepare the FY 2025 Unified Planning Work Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE UPWP SUBCOMMITTEE

I. TIP Subcommittee

(2 minutes/Longpine)

OTO is requesting the appointment of a subcommittee to prepare the FY 2025-2028 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE TIP SUBCOMMITTEE

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles for Technical Planning Committee Member Information..... Tab 9

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, April 17, 2024 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Si usted necesita la ayuda de un traductor, por favor comuníquese con Nicole Stokes 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 Nicole Stokes at (417) 865-3042 at

least 24 hours ahead of the meeting.

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 2/21/2024; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the October 18, 2023 meeting and the January 16, 2024 e-meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee meeting minutes for October 18, 2023 and January 16, 2024.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
OCTOBER 18, 2023**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present. Chair Roussell began the meeting at approximately 1:31 p.m.

The following members were present:

King Coltrin (a), City of Springfield	Frank Miller, MoDOT
Matt Crawford, City Utilities	John Montgomery (a), Ozark Greenways
Angel Falig (a), City of Republic	Jeremy Parsons, City of Ozark
Martin Gugel, City of Springfield	Jeff Roussell, City of Nixa (Chair)
Kirk Juranas, City of Springfield	Beth Schaller, MoDOT
Tristan Losh, City of Battlefield	Aishwarya Shrestha (non-voting), SMCOG
Joel Keller (a), Greene County	Todd Wiesehan, Christian County
John Matthews, Missouri State University	

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

The following members were not present:

Keith Adams, Springfield Public Schools	Mark Schenkelberg, FAA
Scott Hayes, City of Willard	Tim Schowe, City of Strafford
Adam Humphrey, Greene County	Mark Webb, Greene County
Ahmad Mokhtee, FTA	Jeremy Wegner, BNSF
David Schaumburg, Springfield-Branson Airport	Daniel Weitkamp, FHWA

Others present were: Kimberly Ader and Marc Lewis, MoDOT; Eric Claussen, City of Springfield; Angela Nelson, Greene County; Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, Nicole Stokes, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Roussell welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Todd Wiesehan made a motion to approve the Technical Planning Committee Meeting Agenda for October 18, 2023. Beth Schaller seconded the motion. The motion passed.

C. Approval of August 16, 2023 Meeting Minutes

Jeff Roussell made a motion to approve the minutes from the August 16, 2023 Technical Planning Committee Meeting. Kirk Juranas seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Chair Roussell advised there were public comments included in the packet and asked for comments or questions.

E. Executive Director's Report

Sara Fields reported that OTO is fully staffed. Jen Thomas is the new OTO Transportation Engineer, taking over the project management role.

The Legislative Breakfast will be November 9th at 7:30 a.m. at Drury University's Judy Thompson Executive Center. Invitations have been sent out.

Staff have been working on the Safe Streets and Roads for All grant. Consultants have been selected and contracts are being finalized. This is a federal grant to conduct safety planning for the region. This will provide the opportunity for implementation grants in the future.

The current Travel Demand Model the OTO utilizes needs updating with the new census data. Staff will be working on this update at the beginning of next year.

The OTO awarded 3 trail projects which were approximately 3.75 miles in total with COVID Relief funds. The Chadwick Flyer Trail Phase III was the first project to be awarded. That project started within 2 years of the Board of Directors awarding that project. It is close to being completed and will be open soon. The second COVID Relief project was the Chadwick Flyer Trail Phase II which is planned to go to construction in March. The third project is the Wilson's Creek National Battlefield trail. This trail runs from Wilson's Creek National Battlefield to M Highway. It is currently under construction with a completion date of November 2024.

There have been several staffing changes within member jurisdictions. If there is a change to the voting seat and/or alternate, the member jurisdiction needs to send in a letter designating those positions to allow them to vote.

F. Legislative Report

Jered Taylor, with Congressman Burlison's Office, shared that there was another vote held for the Speaker of the House with no one getting enough votes. There will be another vote held in the next few days. There is a potential government shutdown in approximately 30 days when the Continuing Resolution expires.

G. MoDOT Report

Frank Miller stated MoDOT has started the STIP updating process with new estimate updates. There have not been very many OTO project estimates come in yet. MoDOT has completed its Draft Asset Management Plan.

Beth Schaller shared the bridge at the J and NN interchange is closed due to being hit. MoDOT is working on a plan and timeline for the repair. MoDOT hosted two Legislative forums, one in Joplin and one in Springfield.

H. Committee Reports and Grant Opportunities

David Knaut stated there is a Traffic Incident Management Subcommittee scheduled for November 6, 2023 at 1:00 pm. The next Local Coordinating Board for Transit meeting will be November 9, 2023 at

3:00 pm. The Bicycle and Pedestrian Advisory Committee met and discussed the Pedestrian Safety Analysis. The Committee also finalized the Bicycle/Pedestrian Implementation Plan. The OTO Trail Dashboard has been updated.

Debbie Parks shared that the Federal Highway Administration issued the first ever rolling Notice of Funding Opportunity (NOFO) for the Large Bridge Program, bridges over \$100 million. The first deadline is November 27th, with August 1, 2024, and August 1, 2025 being the next two deadlines using the same NOFO.

MoDOT has their Off-System Bridge Program that will be coming out in the late spring of 2024. In January, MoDOT will have some safety grants that will be opening back up. The safety grants can be found on the MoDOT website.

The Electric Vehicle Charger Reliability Accessibility Accelerator Program, which is for temporarily unavailable EV Chargers, is currently open. The deadline is November 13th.

Announcements for the Railroad Crossing Elimination Grant, Consolidated Rail Infrastructure Safety and Improvements (CRRSAA Grant), and the RAISE Grant should all be coming out this fall. Jurisdictions are encouraged to reach out to OTO staff for assistance with RAISE grants.

II. New Business

A. SafeAcross Pedestrian Campaign

Mandy Buettgen-Quinn presented an overview of the Springfield SafeAcross pedestrian safety program. SafeAcross is a pedestrian safety campaign that provides a toolkit to help communities initiate cultural change toward becoming more pedestrian friendly.

This was informational only. No action was required.

B. FY 2024-2027 TIP Administrative Modification One

Natasha Longpine reviewed the ADA improvements at various locations which are included as part of Administrative Modification 1 to the FY 2024-2027 Transportation Improvement Program.

This was informational only. No action was required.

C. FY 2025-2029 STIP Priorities

Sara Fields shared the STIP Priorities, as recommended by the Technical Planning Subcommittee, for inclusion in the FY 2025-2029 Statewide Transportation Improvement Program.

Tristan Losh made a motion to recommend the Board of Directors approve the STIP Priorities, as presented. Beth Schaller seconded the motion. A roll call vote was taken.

Member		Member	
Coltrin, King (a)	Yes	Matthews, John	Abstain
Crawford, Matt	Abstain	Miller, Frank	Abstain
Falig, Angel	Abstain	Montgonery, John	No
Gugel, Martin	----*	Parsons, Jeremy	No

Juranas, Kirk	No	Roussell, Jeff	No
Losh, Tristan	Yes	Schaller, Beth	Yes
Keller, Joel	Yes	Wiesehan, Todd	No

*--- indicates no vote was submitted

The motion did not pass.

Jeremy Parsons made a motion to recommend the Board of Directors approve the STIP Priorities, as presented with the removal of Number 3, Route FF/Weaver, and review the prioritization scoring criteria. Jeff Roussell seconded the motion. A roll call vote was taken.

Member		Member	
Coltrin, King (a)	No	Matthews, John	Abstain
Crawford, Matt	Abstain	Miller, Frank	Yes
Falig, Angel	Yes	Montgonery, John	Yes
Gugel, Martin	----*	Parsons, Jeremy	Yes
Juranas, Kirk	Yes	Roussell, Jeff	Yes
Losh, Tristan	No	Schaller, Beth	No
Keller, Joel	No	Wiesehan, Todd	Yes

*--- indicates no vote was submitted

The motion did not pass.

D. National Performance Targets

Natasha Longpine presented the proposed performance targets.

Jeremy Parsons made a motion to recommend the Board of Directors approve the proposed performance targets. Jeff Roussell seconded the motion. The motion passed.

E. Urban Area Smoothing

Natasha Longpine shared the OTO's recommendation for adjustments to the urban areas in the MPO boundary.

Todd Wiesehan made a motion to recommend the Board of Directors approve the proposed urban areas. Beth Schaller seconded the motion. The motion passed.

F. Safe Streets and Roads for All Update

Natasha Longpine reported staff are developing a contract with an equity engagement firm and a safety transportation engineer. OTO will remain the lead on the planning project. Staff are also working on a Safety Analysis to draft a high-injury network, looking at crashes from 2018-2022. Member jurisdictions will be able to use this information to apply for implementation grants once the planning grant is completed.

This was informational only. No action was required.

III. Other Business

A. Technical Planning Committee Member Announcements

Kirk Juranas shared that Eric Claussen will be filling his position with the City of Springfield once he retires.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

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

IV. Adjournment

Jeff Roussell made a motion to adjourn the meeting. Frank Miller seconded the motion. The motion passed. The meeting was adjourned at approximately 3:02 p.m.

Jeff Roussell
Technical Planning Committee Chair

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
JANUARY 16, 2024**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Tuesday, January 16, 2024, to consider recommending approval of the FY 2024-2027 Transportation Improvement Program (TIP) Amendment Six to the Board of Directors.

Chair Angela Nelson called the electronic meeting to order at approximately 9:00 a.m.

Beth Schaller moved the Technical Planning Committee recommend approval of the FY 2024-2027 Transportation Improvement Program (TIP) Amendment Two to the Board of Directors. Mary Kromrey seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Matt Crawford, Martin Gugel, Karen Haynes, Adam Humphrey, Joel Keller, Mary Kromrey, John Matthews, Frank Miller, Jeff Roussell, Beth Schaller, Tim Schowe, Todd Wiesehan

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Jeff Roussell adjourned the electronic meeting at approximately 10:22 a.m.

Angela Nelson
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 2/21/2024; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between October 12, 2023 and February 14, 2024.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Pedestrian Safety

City/County of concern: OTO MPO Area

Date received: 10/13/2023

Received through: Facebook

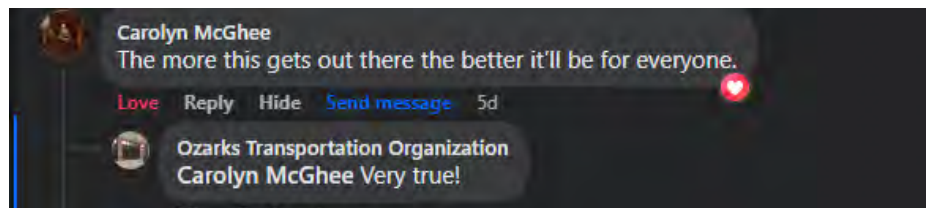
Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment





PUBLIC COMMENT



Area of concern: Bike Trail – Lake Springfield over Highway 60

City/County of concern: Springfield/Greene County

Date received: 10/13/2023

Received through: Email

Contact Name: Curtis [REDACTED]

Contact Email/Ph #: [REDACTED]

Email comment sent to Ozark Greenways

Hi Mary,

I would like to propose a bike trail, pedestrian trail, greenway corridor--

From Lake Springfield, over highway 60--through parts of the city (basically following the high voltage power lines)--parallel charleston from Lake Springfield Park--safely cross Republic Rd. a bike/pedestrian bridge over James River Expressway--connections to surrounding neighborhoods--and continuing onward to either the mall--or east-- past glenstone--to sequiota park.

Please connect--and let me know, how to suggest such a project, it would tie in to the Lake Springfield redevelopment,

Curtis [REDACTED]

Ozark Greenways Response

Hello,

Thanks for sharing your ideas!

I am happy to pass this along to the Bicycle Pedestrian Committee of Ozarks Transportation Organization. I've included the OTO Staffer, David, on this email. You may also submit your proposal directly to OTO here: Give Us Your Input | OTO (ozarkstransportation.org)

In the meantime, see below for some additional information you may find helpful and interesting.

Click here for some more information: Plans, Reports, and Studies | OTO (ozarkstransportation.org)

Partners in this service area are currently working off the OTO Regional Trail Study, Parks & Recreation Plan, and Forward SGF.

Components of what you suggest are currently part of the planned/built trail system.

One trail corridor is the Chadwick Flyer Trail which will connect from Sunshine Street in Springfield to the OC in Ozark, MO, intersecting/connecting with the Lake Springfield Plan, James River Greenway, Galloway Creek Greenway, Finley River Greenway, Nature Center Trail Connector, and the future Galloway Rd. trail.

One exploratory trail alignment not currently in the adopted plans includes extending the Fassnight Creek Greenway trail over to Enterprise along Bennett St. for future connection to the Chadwick Flyer Trail.

The South Creek Greenway trail will also be extended from where it ends now to Meador Park/Mall entrance. Additionally, It is being studied how to connect via a trail from Glenstone over to the Galloway Creek Greenway trail.

The Ward Branch Greenway trail is still fragmented but does provide an underpass of Republic Rd and James River Expressway. We are working with partners to extend this from where it ends now behind Cox Health over to Fremont Avenue, where it can tie into the future Fremont Ave Trail (multi-use sidepath.) The planned Fremont Ave Trail will connect to the South Creek Greenway trail on the north and the Ward Branch Greenway Trail on the south.

Thanks for your enthusiasm for seeing our community connected by trails so that folks can walk and bicycle comfortably.

Sincerely,
Mary



PUBLIC COMMENT



Area of concern: MM & 60 Intersection

City/County of concern: Republic/Greene County

Date received: 10/17/2023

Received through: From the Republic

Contact Name: Austin [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hello,

I wanted to ask the City to consider some solutions for helping traffic flow at mm and 60 intersection, particularly about west bound MM Highway where west bound traffic wants to turn left into the K&G gas station.

That entrance to the gas station regularly inhibits traffic flow, and even safety at times, by two primary issues:

1. The entrance is blocked by waiting east bound vehicles and someone wanting to turn left into the gas station in the west bound lane will stop and wait for an opening and traffic backs up, often to 60. Sometimes traffic is kept from getting through the light because the west bound lane backed up so far and cars can even block part of south bound 60 traffic.
2. East bound MM traffic is moving, but busy, and a west bound traveler wants to turn into the station and must wait for traffic to clear. This results in the same problems mentioned above.

Some solutions I request you to consider is:

1. Paint a do not block intersection pattern and words on the road in the east bound lane at that entrance and post signs that fines or tickets can be levied for violations.
2. Prohibit people from turning left in that gas station, or at least from stopping traffic during certain hours if they are unable to immediately turn left into it. West bound traffic crossing 60 could turn left at the light and then right into the gas station, and there is an Eagle stop a mile further down MM Highway. People on south bound 60 can turn right on the gas station entrance that's on 60.

Thank you,

Austin [REDACTED]



PUBLIC COMMENT



Area of concern: Bus to the Airport

City/County of concern: Springfield/Greene County

Date received: 10/18/2023

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comment

The screenshot shows a Facebook post from the 'Ozarks Transportation Organization' (profile picture of a bus) posted 16 hours ago. The post text reads: 'The Springfield-Branson National Airport is seeking public comment on it's Master Plan. For more information, follow the link below.' Below the text is a link to 'PROJECTMEETINGONLINE.COM' and a thumbnail image of a document titled 'Springfield-Branson Airport Master Plan - Project Meeting Online'. The thumbnail text says 'The last Master Plan Update at Springfield-Branson National Airport (Sponsor or SGF) was completed in 2013. Since then, the Airport has seen significant development and shifting landscapes, including, but not limited...'. To the right of the post is a comment from Carolyn McGhee: 'Haven't been able to get anywhere near it via transit for years. Thought 35 might get close but nope.' Below the comment are options to 'Like', 'Reply', 'Hide', and 'Send message', along with a timestamp of '16h'. Below the comment is a reply from the 'Ozarks Transportation Organization': 'Thank you, Carolyn McGhee!' with options to 'Like', 'Reply', and a timestamp of '1m'.



PUBLIC COMMENT



Area of concern: Highway 13 & Norton Road

City/County of concern: Springfield/Greene County

Date received: 11/01/2023

Received through: Phone Call

Contact Name: Debra [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment

Debra [REDACTED] called regarding an incident that happened 10/31/2023 in the evening. She was traveling south on Highway 13 to Kansas Expressway in the left lane. As she was approaching the Norton Road intersection the light was green. She observed a semi in the right light completely stopped at the light, not proceeding. She slowed down and a pedestrian crossed right in front of her. This was on the north side of the intersection in the dark. She had a green light and could not see the pedestrian coming due to the semi. She stated that if the semi had not caught her eye, she probably would have ended up hitting the pedestrian. The incident scared her and her children. She wanted to share her story to draw attention to the need for a better pedestrian crossing (possibly over the road).

OTO Response: (Call taken by Nicole) Caller was advised of the Highway 13 Corridor study and that improvements will be made in the future. Also, shared that this information will be shared with the OTO Board of Directors and Technical Planning Committee. The caller appreciated the opportunity to share her experience.



PUBLIC COMMENT



Area of concern: Light Timing

City/County of concern: Springfield/Greene County

Date received: 11/06/2023

Received through: Comment Email

Contact Name: Glenda Sharp

Contact Email/Ph #: [REDACTED]

Comment:

Another thing that causes a lot of accidents is whenever you make a left hand turn it will only let two cars through people gets aggravated having a set through the cycle all over again. And there's also such as Fremont going north getting on the sunshine that light will only let three cars through at a time and then you have to wait for the whole cycle to be start all over again. People gets impatient they don't want to sit through two or three cycles just to get through.

OTO Response:

Thank you for your comments! Public input is vital to the planning process. This information will be shared with the OTO Board of Directors and Technical Planning Committee. It will also be shared with the City of Springfield. Thank you!



PUBLIC COMMENT



Area of concern: Trails – A Braille Trail

City/County of concern: OTO MPO Area

Date received: 11/17/2023

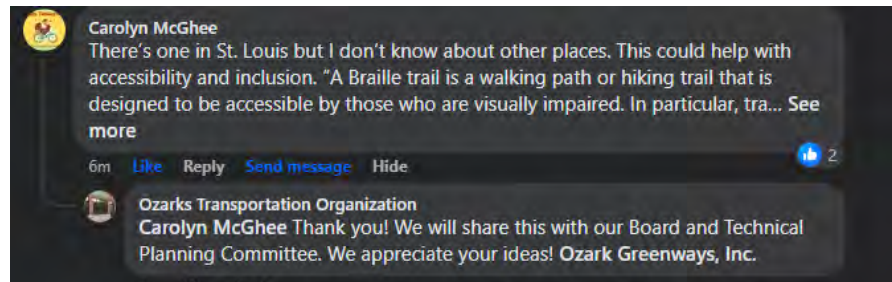
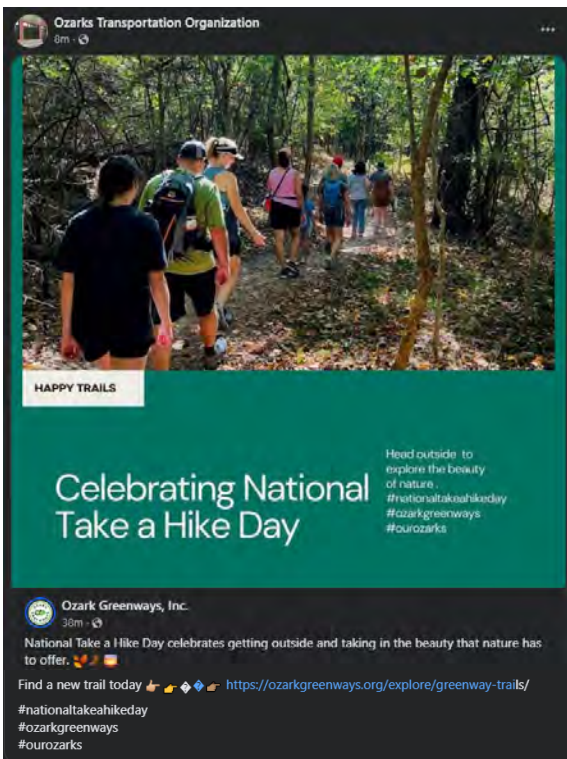
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comment





PUBLIC COMMENT



Area of concern: Old Route 66 & Washington Avenue

City/County of concern: Strafford/Greene County

Date received: 11/29/2023

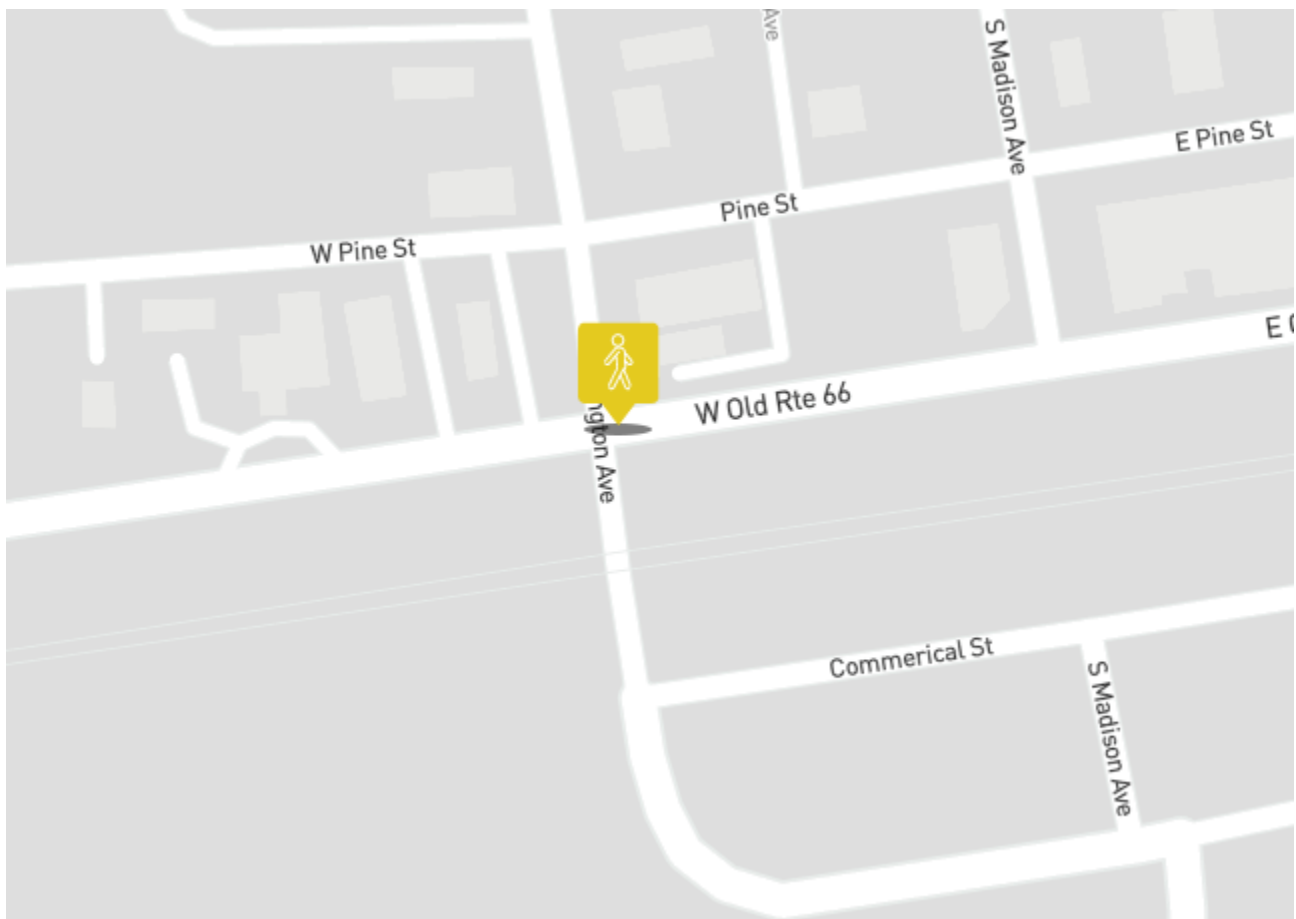
Received through: Map-A-Concern (OTO website)

Contact Name: Matthew

Contact Email/Ph #: N/A

Comment: Needs pedestrian infrastructure for people to cross. Students are dashing across the road, many more would be able to walk to school, home, and to shops, taking cars off the road and reducing traffic.

Map



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



PUBLIC COMMENT



Area of concern: Crosswalk at Glenstone & Barataria St & Mall Access Road

City/County of concern: Springfield/Greene County

Date received: 12/01/2023

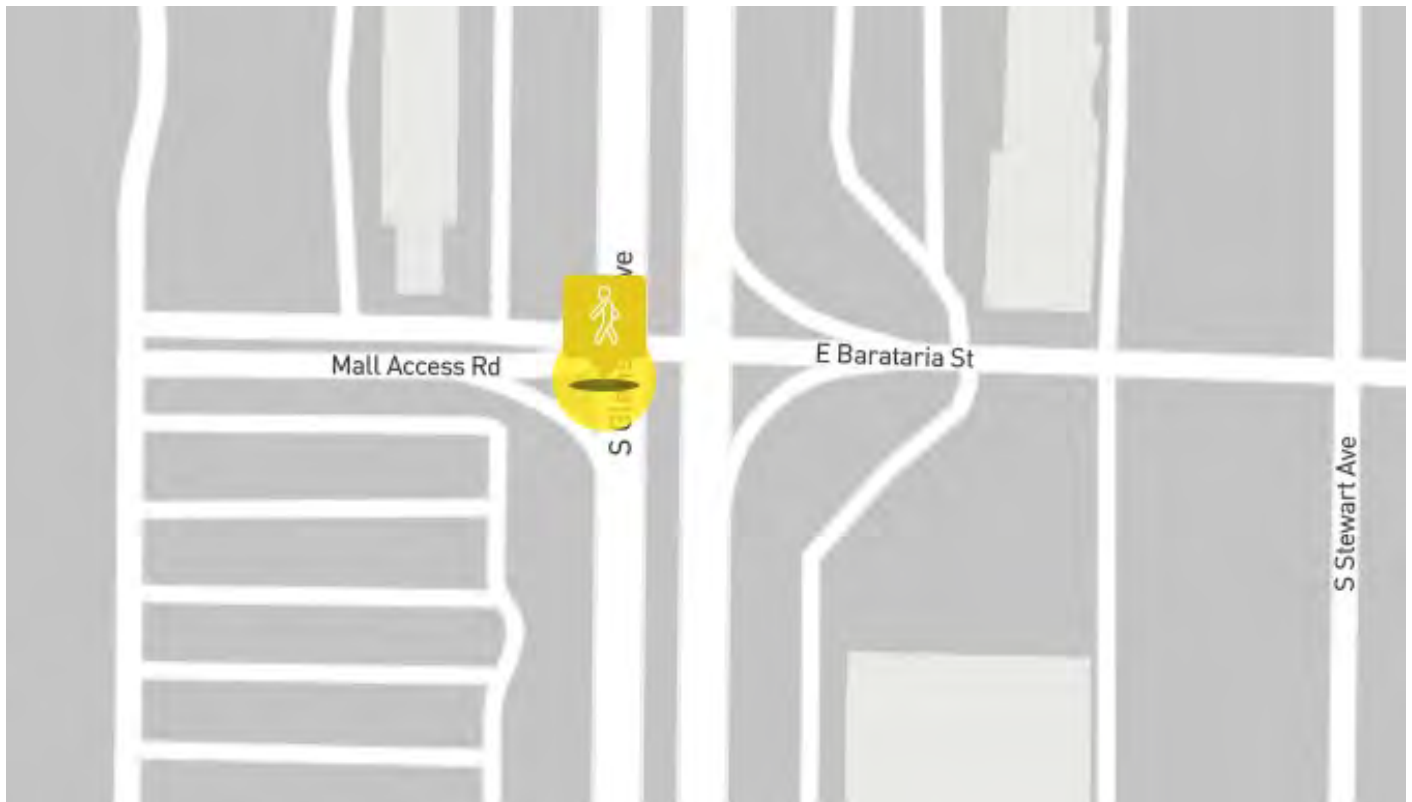
Received through: Map-A-Concern (OTO website)

Contact Name: Matthew

Contact Email/Ph #: N/A

Comment: 4 Way crossing here would be great, allowing safe and quick transfers to the brentwood center and the mall. As well as allowing transit riders to quickly and safely transfer across the street from 5, 25, and 31 to 12 and vice versa. Daylighting and traffic calming would be nice to help enforce the frequently disregarded speed limit

Map



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



PUBLIC COMMENT



Area of concern: Crosswalk at Seminole and Brentwood Blvd

City/County of concern: Springfield/Greene County

Date received: 12/01/2023

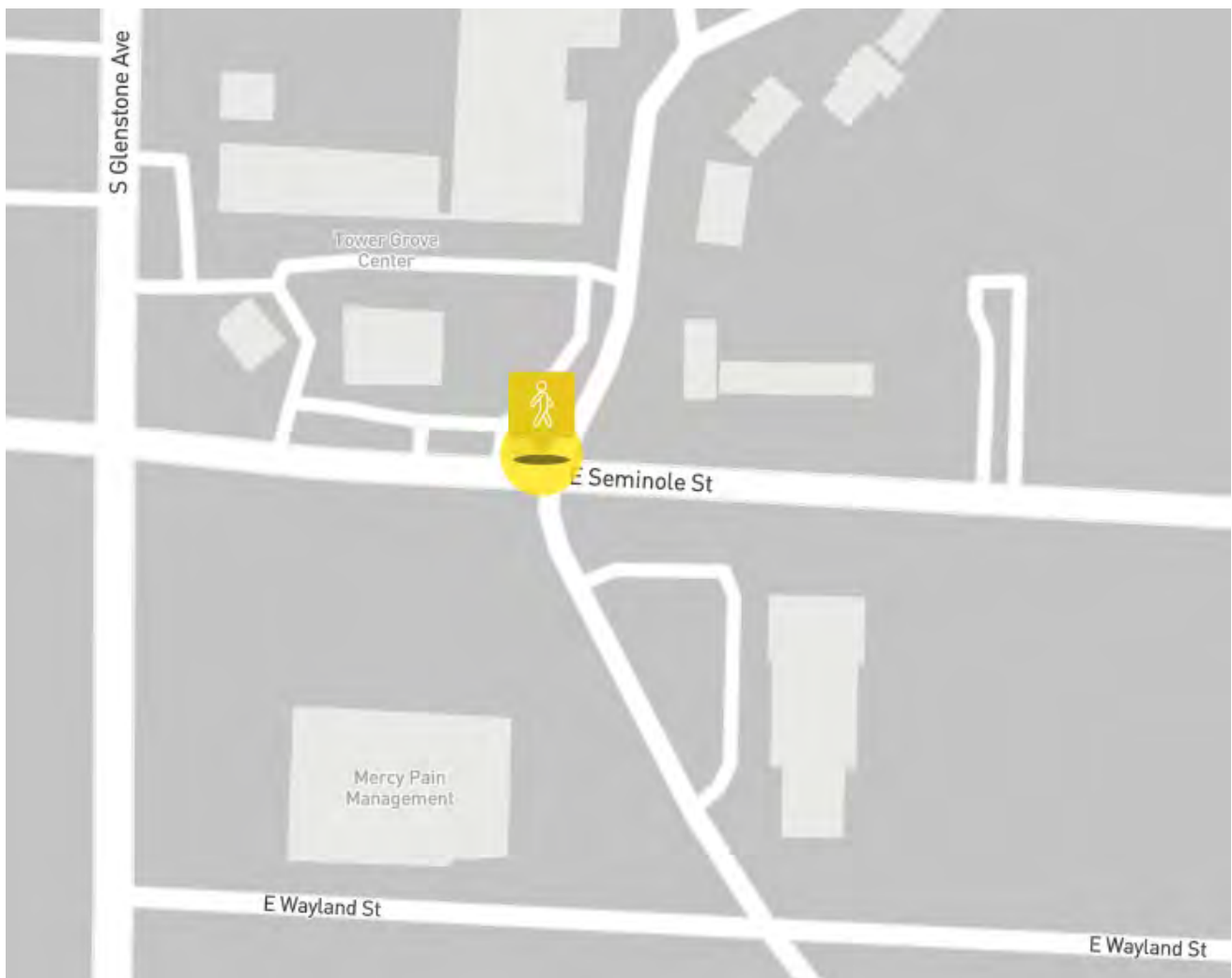
Received through: Map-A-Concern (OTO website)

Contact Name: Matthew

Contact Email/Ph #: N/A

Comment: Sidewalks that touch on both sides but no crosswalk

Map



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



PUBLIC COMMENT



Area of concern: Crosswalk at Sunset & Glenstone

City/County of concern: Springfield/Greene County

Date received: 12/01/2023

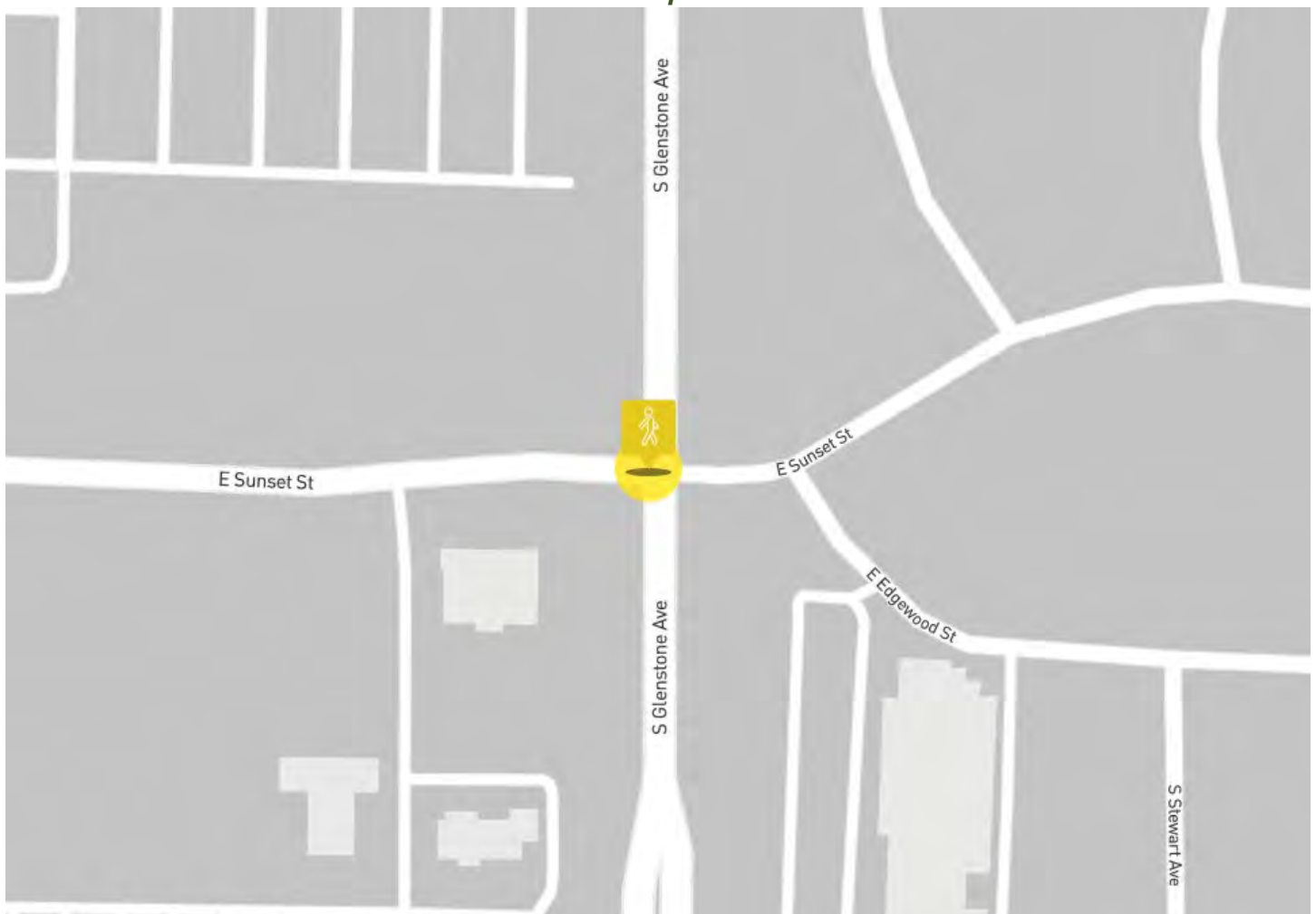
Received through: Map-A-Concern (OTO website)

Contact Name: Matthew

Contact Email/Ph #: N/A

Comment: Current crosswalk is unmaintained and unsingnaled should be a 4 way crossing

Map



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



PUBLIC COMMENT



Area of concern: Bridge at James River on Nelson Mill Road

City/County of concern: Christian County

Date received: 12/20/2023

Received through: Comment Email

Contact Name: Paul [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

on 12-20-2023, it appears that no progress has been made for a while and at worse it looks like the project has been abandoned. I would like to know the status of the project.

OTO Response:

We contacted Christian County for an update. Please see their response below. (Provided by Miranda Beadles)

Our project site is a good place for info/updates...feel free to direct people there or copy/paste what you need. Anyone can also subscribe to updates from this site.

<https://christiancounty.cleargov.com/projects/7859/nelson-mill-bridge-improvement-project--construction-phase>

That's a direct link but you can also get there two different ways"

- Visit the County Highway Department's site and scroll down to projects
- Visit the County Auditor's site, click on the transparency portal, click on projects.



PUBLIC COMMENT



Area of concern: US 65 North of Buffalo

City/County of concern: Christian County

Date received: 01/08/2024

Received through: Comment Email

Contact Name: Dallas County Resident ***Contact Email/Ph #:*** me@me.com

Comment:

The same road that carries Springfield and Branson with tons of improvements, turns into the final destination franchise a half hour north... There are four fatality crosses within 12 miles Buffalo to Urbana, approx. every 3 minutes. Today was a brutal head on north of Preston.. CONSTANT tractor trailers, winging 70 oncoming make for toxic chunks with nothing to stop disaster. DIVIDING THE ROADWAY from Buffalo to Warsaw needs to be completed and continually gets shuffled under the rug.. please help this area - Thank you

OTO Response:

Thank you for your comment. Public input is vital to the planning process. The area you mentioned, from Buffalo to Warsaw, is outside of our planning area (see attached map). We will forward this information to MoDOT. Thank you again and have a wonderful day!

Response was returned due to the email provided was not valid.



PUBLIC COMMENT



Area of concern: FF Alignment

City/County of concern: Nixa/Christian County

Date received: 01/10/2024

Received through: Comment Email

Contact Name: Mike [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Are there any updates on this?

Thank you,

Michael [REDACTED]
[REDACTED]

OTO Response:

We have no updates yet. We decided to wait for some updated population numbers from the American Community Survey for the 2022 population before proceeding. I am still hoping to get the study started back up by summer. We will notify you by mail of any scheduled meetings.



PUBLIC COMMENT



Area of concern: I-44

City/County of concern: Springfield/Greene County

Date received: 01/18/2024

Received through: Comment Email

Contact Name: Becky [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I-44 needs to be 6 lanes. I wouldn't waste money on just repaving it when it needs to widened to 6 lanes. There is so much semi-truck traffic on I-44. It's actually scary on I-44 during rush hour or any time for that matter.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors.

Have a wonderful day



PUBLIC COMMENT



Area of concern: SS4A Survey

City/County of concern: OTO MPO Area

Date received: 01/27/2024-01/30/2024

Received through: Facebook


Contact Name: Various

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comments

- Carolyn McGhee**
[Becky Thompson Boyer](#)
4d Like Reply [Send message](#) Hide
- Mandy Prosser**
Thanks for the opportunity to provide feedback!
4d Like Reply [Send message](#) Hide
- Mary Frye**
Your map is out of date
2d Like Reply [Send message](#) Hide
- Aaron Issac**
Sidewalks that actually don't end and put you on the street every three blocks.
Yield to pedestrian signs at the crosswalks that everyone ignores.
Or better yet, STOP giving drivers licenses to dumbasses.
1d Like Reply [Send message](#) Hide
- Carolyn McGhee**
[Aaron Issac](#) at the very least it's not good for wheelchair users, not good for blind people, maybe others. If you can see and move fast without tripping then maybe but we shouldn't leave things set up to where you have to do that.
11h Like Reply [Send message](#) Hide
- Carolyn McGhee**
Might have to take their car away, I think some still drive despite not having a license. Though if it's true that the few who have lost their vehicle get bikes and are just as reckless on sidewalks we need to deal with that too. Are some of the orgs who think they're helping actually contributing to the problem? We'd only know if we were able to ask where someone got their wheels and I don't know if that's possible.
11h Like Reply [Send message](#) Hide
- Jim Lee**
I could never find the survey
12h Like Reply [Send message](#) Hide
- Ozarks Transportation Organization**
[Jim Lee](#)
<https://survey123.arcgis.com/.../d36c298f8f8449f4a70fd...>

SURVEY123.ARCGIS.COM



PUBLIC COMMENT



Area of concern: Trails

City/County of concern: Taney County

Date received: 01/29/2024

Received through: Comment Email

Contact Name: Amber [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Dear OTO Coalition,

I hope this message finds you well. My name is Amber [REDACTED], and I am a local business owner residing in Taney County. I am honored to serve on the Taney County Park Board, where I actively engage in community initiatives that enhance our region's recreational offerings.

I am writing to express my admiration for the incredible work that the OTO Coalition is doing to promote accessible greenway trails and enhance the quality of life in various communities. Your commitment to creating sustainable, interconnected trail networks has not gone unnoticed, and it has inspired many of us here in Taney County.

Given the positive impact your organization has had in other areas, I am reaching out to explore the future possibility of OTO expanding its efforts to Taney County. We believe that the future introduction of OTO's expertise and initiatives in our region could significantly contribute to our community's well-being, providing residents and visitors with enhanced recreational opportunities.

I am particularly interested in understanding how local businesses and organizations can actively participate and contribute to OTO's efforts. We are eager to explore future potential collaborations and ways in which we can support the implementation of greenway trails in our community.

Are there any upcoming meetings that would be beneficial for me to attend to learn more about OTO engagement opportunities? I look forward to the opportunity to connect and discuss potential of a future collaboration further. Please feel free to reach me at [REDACTED].

Thank you once again for your dedication to creating vibrant, accessible communities through trail investments. I eagerly await your response and the possibility of working together to bring OTO's positive impact to Taney County.

Sincerely,

Amber [REDACTED]
Taney County Park Board Member
[REDACTED]

OTO Response:

Thank you so much for your kind email! We are excited to see our trail system continue to grow and connect our communities. Due to federal law, we are limited to work within our boundaries (see attached map). Mary Kromrey with Ozark Greenways would be a great source of information. Her email is mary@ozarkgreenways.org. It is wonderful to see other communities interested in expanding the trail system. We look forward to watching your trail system grow!

Have a wonderful evening.



PUBLIC COMMENT



Area of concern: SS4A Survey

City/County of concern: OTO MPO Area

Date received: 01/29/2024

Received through: Website

Contact Name: Bruce [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hey Natasha! Sorry for the email - I took the survey.

But forgot to add a comment about walking routes. Seems like we should identify more than one complete bike / ped connection (The Link) in our city.

I think we need to identify at least two or three in each direction (N-S / E-W)

Also why is it that we US citizens decide we can walk 10 miles when we go to Europe but can't walk to the coffee shop when we get home?

--

Bruce [REDACTED]
[REDACTED]

OTO Response:

Thank you for this additional information. It will be shared with the Safety Action Plan team. Public input is vital to the planning process.

Thank you!



PUBLIC COMMENT



Area of concern: SS4A Survey

City/County of concern: OTO MPO Area

Date received: 01/30/2024

Received through: Email

Contact Name: Trevor [REDACTED] / leftfootbraking.com **Contact Email/Ph #:**
leftfootbraking2014@gmail.com

Comment:

Suggestions? Do what science tells you to do, not politics!!

Joe, Do what your journalism professor told you to do, 'Seek the truth and expose it'

Natasha and Patrick, dare to ask those in charge why DOT refuses to go with science instead of politics which means you live the lie and let them die

Why is the media letting DOT get away without using SCIENCE? The biggest cover-up in automotive history!

Joe, you wrote about the pedestrian and cyclist death and injury epidemic. We assume you care about it. But do you care enough to get your hands journalistically dirty? If so, read on. If not, throw this in the garbage and 'Live the lie and let them die'. Please read on but if this is not your calling, please pass this on to someone whose long-range plan is to win a PULITZER.

What if every vehicle stopped instantaneously when the brakes were applied in a panic stop? Not too healthy for the driver but life-saving for the pedestrian or cyclist! The laws of physics won't let us do that but would 3/4 OF A SECOND SHORTER BRAKING TIME AND DISTANCE prevent a lot of the pedestrian and cyclist deaths? Would 3/4 OF A SECOND SHORTER BRAKING TIME AND DISTANCE prevent most of the RIGHT TURN ON RED DEATHS? WOULD THE LEFT FOOT BRAKING METHOD MAKE 'HIT THE GAS INSTEAD OF THE BRAKE', IMPOSSIBLE? (e.g.: Recent crash at Rainbow Bridge, Niagara Falls, the Tiger Woods crash, the Mark Saylor (Download Malcolm Gladwell's Revisionist History, Episode 8, Blame Game) crash, the Michael B. Jordan crash, the David Foster-Katharine McPhee crash, the recent death of Joseph Zadroga, a prominent advocate for families of 9/11 first responders, et., etc., etc.!) We can prove it would but the 'boys' don't want to listen because, 'Real men brake with their right foot!' NHTSA, TRB and GHSA know this as well but seem to be too scared to SCIENTIFICALLY examine this epidemic!

Joe, saving pedestrian and cyclist lives is like the weather, everybody talks about it but nobody does anything about it. Each day 20 pedestrians and cyclists will die because a driver was forced to use the 'KILLER' RIGHT FOOT BRAKING METHOD and COULD NOT STOP IN TIME! The equivalent of another mass shooting. Like the mass shootings, we will cry and pray but do nothing about the cause. There are organizations who could do something about it. They are NHTSA, GHSA and TRB. All government agencies who claim to care about these deaths but who refuse to run the BTSCRIP study that would show us how to reduce these deaths. Joe, ONLY THE MEDIA (YOU) can change this. There is a Pulitzer waiting for a journalist willing to take on the DOT. Please care and contact us at leftfootbraking2014@gmail.com for additional information on this apparent cover-up.

TRADITION, TESTOSTERONE, AND POLITICS CAN BE A TERRIBLE THING! EACH YEAR WE ARE TEACHING 10 MILLION STUDENT DRIVERS HOW TO BRAKE. WE ARE TEACHING THEM A BRAKING METHOD THAT HAS NO SCIENTIFIC JUSTIFICATION. DOT MAY BELIEVE THE MOON IS MADE OF CHEESE BUT THEY SHOULD HAVE TO SCIENTIFICALLY PROVE IT!!

Joe, we know how short most journalists are for time. To make it easy for you please consider using the following format to contact the people who are blocking this study. We need a courageous journalist to tell the emperors that they are naked! You will either get a reply which justifies their actions or you may well be on your way to a Pulitzer concerning the biggest cover-up in automotive history. Or you can do nothing and just, 'Live the lie and let them die'

To: Ann Carison, Acting Administrator NHTSA, webmaster@dot.gov

Diane Scaccetti, Chair TRB, diane.scaccetti@dot.nj.gov

Johnathan Adkins, Executive Director GHSA, jadkins@ghsa.org

From:

Subject: Request for comment regarding claims made by the website leftfootbraking.org regarding the banning of the teaching of the right foot braking method, currently taught to brake electric and automatic vehicles.

We have recently been made aware of a website called leftfootbraking.org which is calling for a ban on the teaching of the right foot braking method currently being taught to brake electric and automatic vehicles and replacing it with the left foot braking method.

This website has made the following claims:

1. That 20 cyclists and pedestrians die each day, most because of the failure of the right foot braking method. Some die directly because of what they call 'hit the gas instead of the brake' which they say is impossible if the driver had been trained to use the left foot braking method. Some die because the driver could not apply the brakes fast enough. They claim a driver using the left foot braking method could stop a car in a shorter distance from 30 mph than one using the right foot braking method could from 20 mph.
2. That there is no scientific justification for the claimed benefits of the right foot braking method and that it boils down to 'That's the way it's always been taught'.
3. That NHTSA, TRB and GHSA have a program called the Behavioral Traffic Safety Cooperative Research Program which could scientifically determine which of the two braking methods is the safest for drivers of all ages and gender but that they refuse to run the test (a copy of their submission is attached), because of tradition, objections from male drivers and concern about political backlash.

We look forward to a prompt reply and thank you for your help in our investigative efforts.

P.S.

WHEN WE WENT FROM 2 WHEEL BRAKING TO 4-WHEEL BRAKING, WE HAD SCIENCE. WHEN WE WENT FROM MECHANICAL BRAKING TO HYDRAULIC BRAKING, DISC BRAKES ETC. WE HAD SCIENCE. WHY NO SCIENCE, EXCEPT, 'GEE, THAT'S THE WAY IT'S ALWAYS BEEN TAUGHT', TO COMPARE BRAKING METHODS? JUST TRADITION, TESTOSTERONE AND POLITICS!

The Bottom Line:

As Professor Schmidt told DOT a long time ago, because of the principles of kinesiology, the right foot braking method will eventually fail all drivers, especially young drivers, old drivers, and female drivers. It happens 40, 000 times per day, resulting in either death, injury, or destruction. DOT does not want to try to scientifically defend this 'killer' braking method because they know they will lose and then they will have to deal with Tradition, Testosterone, and Political backlash from the 'real men'.

Please 'Seek the truth and expose it'

All we are asking for is a scientific study. leftfootbraking.org.



PUBLIC COMMENT



Area of concern: US 65 and Bluegrass Road J-Turn

City/County of concern: Greene County

Date received: 02/01/2024

Received through: Phone call

Contact Name: Joe [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Joe [REDACTED] relayed safety concerns for the J-turn that is going in at US 65 and Bluegrass road. Specific examples included buses and semi-trucks being able to use them safely.

OTO Response:

Listened to Joe [REDACTED] concerns and let him know they would be shared with the Technical Planning Committee, Board of Directors, and MoDOT.



PUBLIC COMMENT



Area of concern: Sunshine Street Project – Multi-Use Path

City/County of concern: Springfield/Greene County

Date received: 02/02/2024

Received through: MoDOT

Contact Name: Jason [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hello,

I saw some info about a proposed median in the Sunshine street project. I wanted to take this opportunity to throw in a plug for adding a “multi-use protected side path” to this project. We just don’t have enough protected bike lanes in Springfield. If you are not a savvy cyclist the options for getting around town are too intimidating, overwhelming, and unsafe for most people. People just won’t use cycling as a means of commuting if we don’t build any infrastructure. Look at Fayetteville, AR or Bentonville, AR and other towns that focus on this, and you’ll find the impact has been overwhelmingly positive. We should be actively looking for ways to decrease motor vehicle traffic and increase other forms of commuting such as cycling.

I enjoy riding my bicycle to and from work. Not getting in a car and riding my bike is less stressful, allows me time to decompress from a day at work, and also has the added benefit of some exercise. What I can tell you is that a lot more people would do this sort of thing if we made it safe and convenient. I encourage you to take a look at the Facebook page “Melissa & Chris Bruntlett” or their website “modacitylife.com”. They are authors of “Building the Cycling City: The Dutch Blueprint for Urban Vitality” and “Curbing Traffic: The Human Case for Fewer Cars in Our Lives” This isn’t something that happens overnight. It has taken the Dutch many years to make cycling a seamless part of the overall transportation system. What they have done is truly amazing.

We can start by making the conscious decision to make Springfield a better place to live. It’s time to start thinking outside the box.

I am a husband, father of 3 kids, physician, avid cyclist, coach and team director of Springfield Youth Cycling Club (nationalmtb.org, missourimtb.org), and outdoor enthusiast.

I love living in Springfield, and I'm hopeful that we can continue to enrich our outdoor spaces. Increasing the connection and vibrancy of our town by making it more pedestrian/cycling friendly would help make Springfield more appealing to visit and live in.

Thanks for your time.

Sincerely,

Jason [REDACTED]

OTO Response:

MoDOT forwarded your comments to us. We appreciate your input. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors. Thank you, again!

To learn more about our organization: <https://www.ozarkstransportation.org/>

To learn more about our Regional Trail Plan: <https://www.ozarkstransportation.org/what-we-do/bikeped>



PUBLIC COMMENT



Area of concern: SS4A Survey

City/County of concern: OTO MPO Area

Date received: 02/04/2024

Received through: Email

Contact Name: Gregory [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hello,

I am wanting to participate in the public input period that's currently occurring and the link took me to what appears to be a general contact page.

My concerns are pedestrian, bicycle, and public transit ease of use. I have shown the KY3 story regarding the public input period to a handful of friends who always think I'm being dramatic when I tell them the bicycle lanes just disappear without warning and I have to merge into traffic with cars and there is no signage whatsoever for the cars to be ready. I try to take the sidewalks illegally on routes where I already know that is going to occur and it is hard to merge. I chuckle because I was actually hit by a car the day before the story aired on KY3 when, as a pedestrian, I was already in the right turn crosswalk and the woman driving just made her turn failing to yield in the small crosswalk in the designated right turn circular lane portion of the road (on National Ave at Republic Road). I think more signage throughout the city, especially on the south side where household incomes are higher and there is less pedestrian and bicycle traffic per capita. I am not specifically referring to signage at the intersections themselves, though that is included in my thought, I am referring to signage in general throughout the OTO region that brings more attention that pedestrians have the right of way, especially when legally crossing at an intersection. The Yield to Pedestrians generic signs don't seem to grab true attention. As someone who was regularly a driver before I decided to stop with my disability causing 2 car accidents and danger to others if I do drive, I understand the inconvenience of having to wait a few seconds, but I also understand how much perspective matters. It would also be nice to see more enforcement of the legality violations of vehicles parked in driveways blocking sidewalks. I think the mass transit system in Springfield is horrific, but I understand it is likely due to funding and usage numbers. I also think it is thought out well, but the time frame and general signage setup for both riders and drivers is terrible, including marketing. If more buses could be added or hours could be extended, that would help quite a bit. I actually have friends who have said they would love to be able to go out and take a bus home at 0100 instead of driving or spending \$20 on a taxi. It is very much a giant piece of my budget to spend \$8-\$12 on average to go to the gas station near my home and back (1 mile) on a very rainy day instead of walking. The time spent on walking or biking places can add up, though I enjoy the health benefits. If transit ran more frequently on the weekends it would be a huge help to what I could do economically and for my family. For example, I could get a few more errands done instead of spending 2x as much for some groceries to be delivered. Finding ways to either increase frequency on the weekends and/or add more routes in general could help transit's usefulness. In places that are

"transfer" stations, more small shelter buildings would be extremely beneficial in preventing people from getting sick in cold winds or having to stand in the rain. It wouldn't be too hard for police to glance at these when going by in the evenings to prevent them from being misused during hours that transit isn't operational. However, for a city this size, it could probably be improved quite a bit. This is true for all of my suggestions, especially if we tried to catch up to "release dates," if you will, of changes. I went to college at OTC, UNLV, and MSU. My friends and I who went to college in other places joked, often offending our families until they visit us regularly and saw things in other cities, "give it 10-15 more years to start to make it to Springfield." It's true. When I first moved back here in 2011, I remember being accustomed to every single intersection having countdown timers at crosswalks in Clark County (Las Vegas) and almost zero being in Springfield. I was naturally looking for the timer and always shocked they weren't here yet. My family used to get offended because I would tell them "give it 10 years." Those timers were slowly installed, and about 10 years later, at most intersections. I pointed it out to them one day a few years ago and they said they had already noticed that I was correct and not simply being rude. It took significantly longer to come to Springfield.

In summary:

Pedestrian & Bicycle Ease of Use

- More signage for drivers, especially south side
- Bike lane ending warnings for cars & bikes
- More citations/enforcement for vehicles in driveways blocking sidewalks

Mass Transit

- Frequency Issues
- Location Issues
- Signage issues
- Hours of Operation Issues
- Shelter at Stops Issues

General

- Time frame for updates completion

I appreciate OTO and the organization taking public input. Transportation and infrastructure are two things that have always been of my interest since childhood and my friends call me a nerd about it. I sincerely appreciate the public input allowance.

Thank you!"

--

Gregory [REDACTED]

Mobile: [REDACTED]

OTO Response:

Thank you for this information. Public input is vital to the planning process. Also, thank you for letting us know the link did not work. We have staff working on fixing it. This information will be shared with the Safety Action plan team, our Technical Planning Committee, and our Board of Directors. Thank you, again!



PUBLIC COMMENT



Area of concern: Pedestrian Safety

City/County of concern: OTO MPO Area

Date received: 02/08/2024

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

X-WALK STUDY SITES
4th Quarter 2023

Location	Percent of drivers yielding
Mt Vernon at Golden	28%
Grant Ave near Talmage	61%
Bennett at Delaware	34%
Mentor near Greenlee	46%
Broadway at Swan	75%
Trafficway at Ironpark	63%

WHEN CROSSING A STREET, USE YOUR WITS
PLEASE TAKE CARE!
WATCH & BE SEEN
IDENTIFY THE RISKS
TAKE CARE

SGF Yields
5h

Driver compliance at Springfield crosswalks has decreased slightly to 51% across Springfield, according to fourth quarter 2023 crosswalk compliance assessments conducted by the City's SGF Yields pedestrian safety program. That is a decrease of three percentage points compared to results from the fourth quarter of 2022.

In an effort to reduce fatalities, SGF Yields has launched two initiatives to help bridge the gap between drivers and Springfield's most vulnerable pedestrians. SGF Yields' new "Use your WITS" outreach initiative and Pedestrian Dignity Project aim to increase understanding and empathy between the groups.

Read more at <https://www.springfieldmo.gov/civicalerts.aspx?ID=10919> and visit springfieldmo.gov/sgfyields for more information and resources.

Facebook Comments

Carolyn McGhee
We're not at the point right now where we can afford to back off on the messages. I've personally seen improvement but I am just one person. Still have to look before crossing each lane of traffic just in case though.

3h Like Reply Send message Hide

Ozarks Transportation Organization
Carolyn McGhee Thanks, Carolyn!

3m Like Reply

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 2/21/2024; ITEM II.B.

OTO Growth Trends Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Growth Trends report is based on the most recent census data and building permit information collected from area jurisdictions.

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website under ***Our Resources > Plans, Reports, and Studies:***

<https://www.ozarkstransportation.org/uploads/documents/2023-Growth-Trends-Report.pdf>.

Conclusions from the report include:

- In 2023, single-family housing permitting reached 1,152 units. This marks the third time in four years that single-family permitting climbed above 1,000 units. Greene County had the largest growth in single-family residential units in 2023 (383) for the OTO area followed by Republic (260), Nixa (193), and Ozark (110).
- There were 1,124 multi-family units permitted in 2023. This is only the second time in the last ten years that multi-family permits reached 1,000 units. Republic had the most multi-family units added (430) followed by Springfield (318) and Nixa (236).
- Total units permitted in 2023 was the highest annual total since 2007.
- Natural Increase (births minus deaths) in Greene County continues to decline and was negative for the second consecutive year while net migration has remained relatively high. Natural increase was slightly over 100 in Christian County which was the second lowest since 2000.
- The annual average number of jobs in the MSA climbed to 218,245 in 2022 – an increase of 6,805 from 2021. Greene and Christian Counties account for 96% of new MSA jobs.
- Vehicle miles travelled in the OTO area were up only 0.3% in 2022 compared to 2021.

If there is additional information that the Technical Planning Committee is interested in seeing in the annual growth trends report, members are asked to let staff know.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

Growth Trends Report

Through December 31, 2023

2208 W. Chesterfield Blvd, Suite
101

Springfield, Missouri 65807



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

The information compiled in this report was retrieved from a variety of sources. Permit data and employment information were derived from federal and local administrative records and should be considered fairly reliable.

It is important to note that demographic information from the American Community Survey is derived from sampling methods used by the U.S. Census Bureau and is reported with a margin of error. For the sake of presentation, margins of error are not included in the tables and charts.

To account for margins of error, five-year comparisons of ACS data and tests for statistical differences are addressed in the narrative sections where appropriate.

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Introduction

Each year, the Ozarks Transportation Organization (OTO) analyzes residential construction activity and demographic information for the MPO study area and member jurisdictions.

This report is comprised of three sections that include tables, charts, and maps along with narrative descriptions of noteworthy trends within the OTO.

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD) data for the Springfield, MO MSA at the county level.

- Residential Units

Single-family and multi-family residential construction and demolition activity for each jurisdiction within the OTO study area is tabulated and discussed here.

- Growth Trend Maps

Maps displaying the distribution of permitted residential construction within the OTO Study area and county-level migration trends are presented in this section. In addition, In- and out-migration maps are included depicting information from the IRS and other data from the American Community Survey.

- Demographics & Employment

Historical and current population, income, poverty, education, commuting, employment, and workforce statistics are presented in charts and graphs to identify trends.

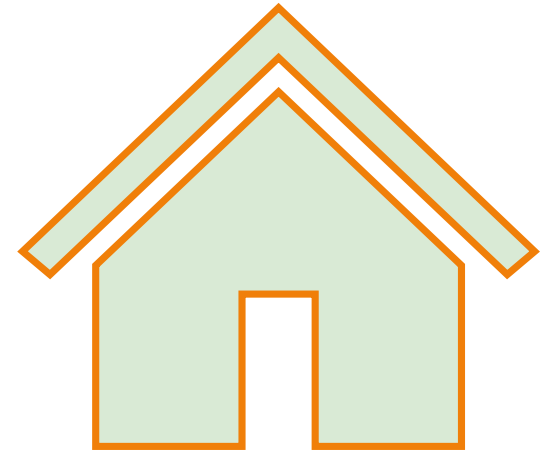
Residential Units

Building Permit Activity

Building permit data for new single-family, duplex, and multi-family structures were collected for each county and municipality in the OTO area during 2023. For the purpose of this report, single-family structures represent one residential unit. Any structures divided into more than one residence, including duplexes, are counted as multi-family units.

In addition, permits for demolition of existing residential units were subtracted from the total of newly constructed residential structures and existing structures converted to residential use to produce the net total housing units added in each city and county within the OTO area in 2023. Permit activity in unincorporated portions of counties that lie within the OTO boundary is included in this report.

In this section of the report, the new housing units added in 2023 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units. A table of permit activity in the OTO area from 2001 – 2021 is included as an appendix.



Residential Units

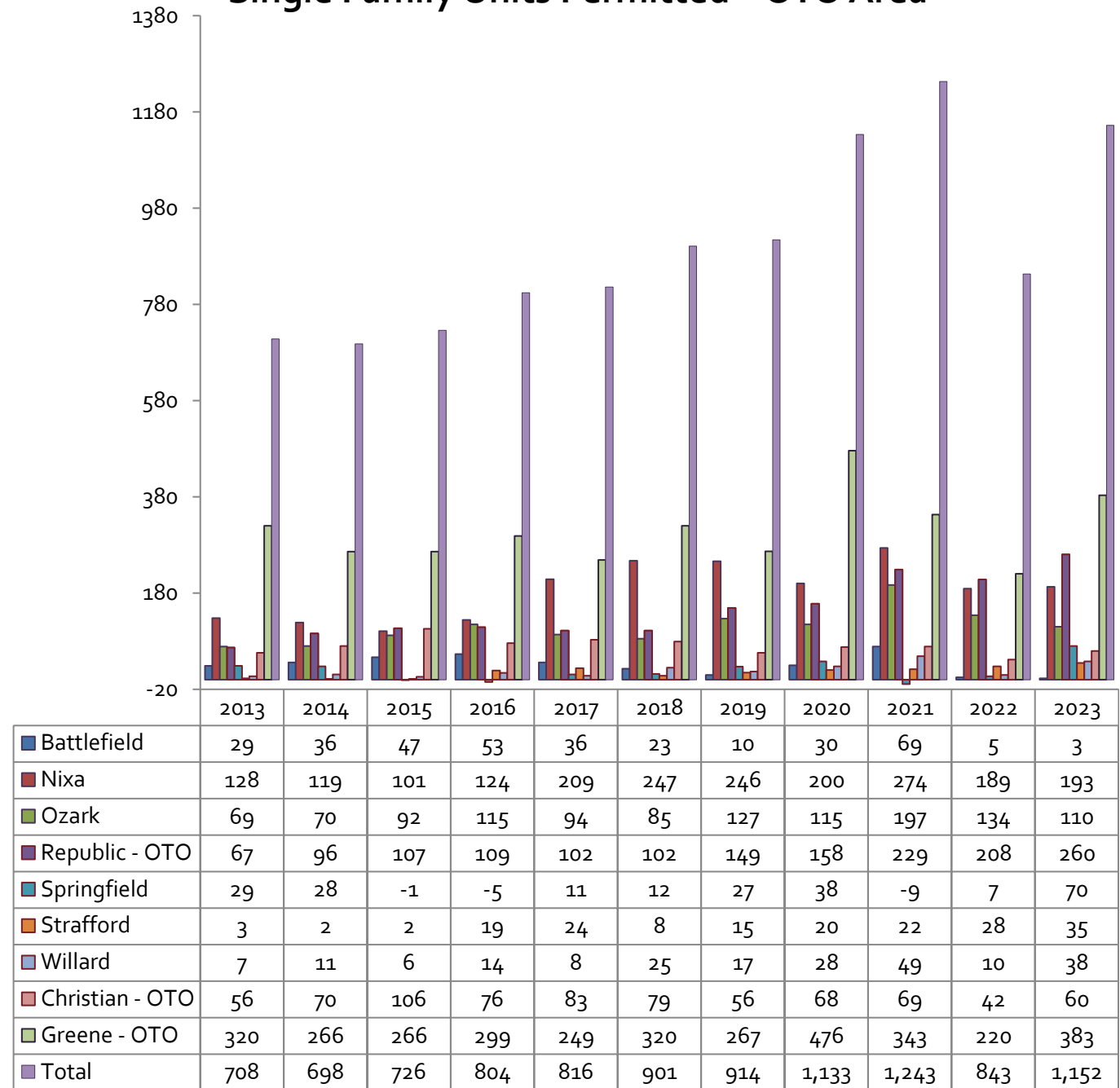
Single-Family

The information on this page depicts permitted construction of single-family housing in the OTO area from 2013 – 2023.

After a significant decrease in 2022, single-family permitting is on the rise. The number of residences permitted in 2023 (1,152) is comparable to the numbers permitted in 2020 (1,133) and 2021 (1,243).

The permit total for new single-family structures in the OTO Area was offset by the demolition of 111 houses. Most demolitions occurred in Springfield (80).

Single Family Units Permitted – OTO Area



Residential Units

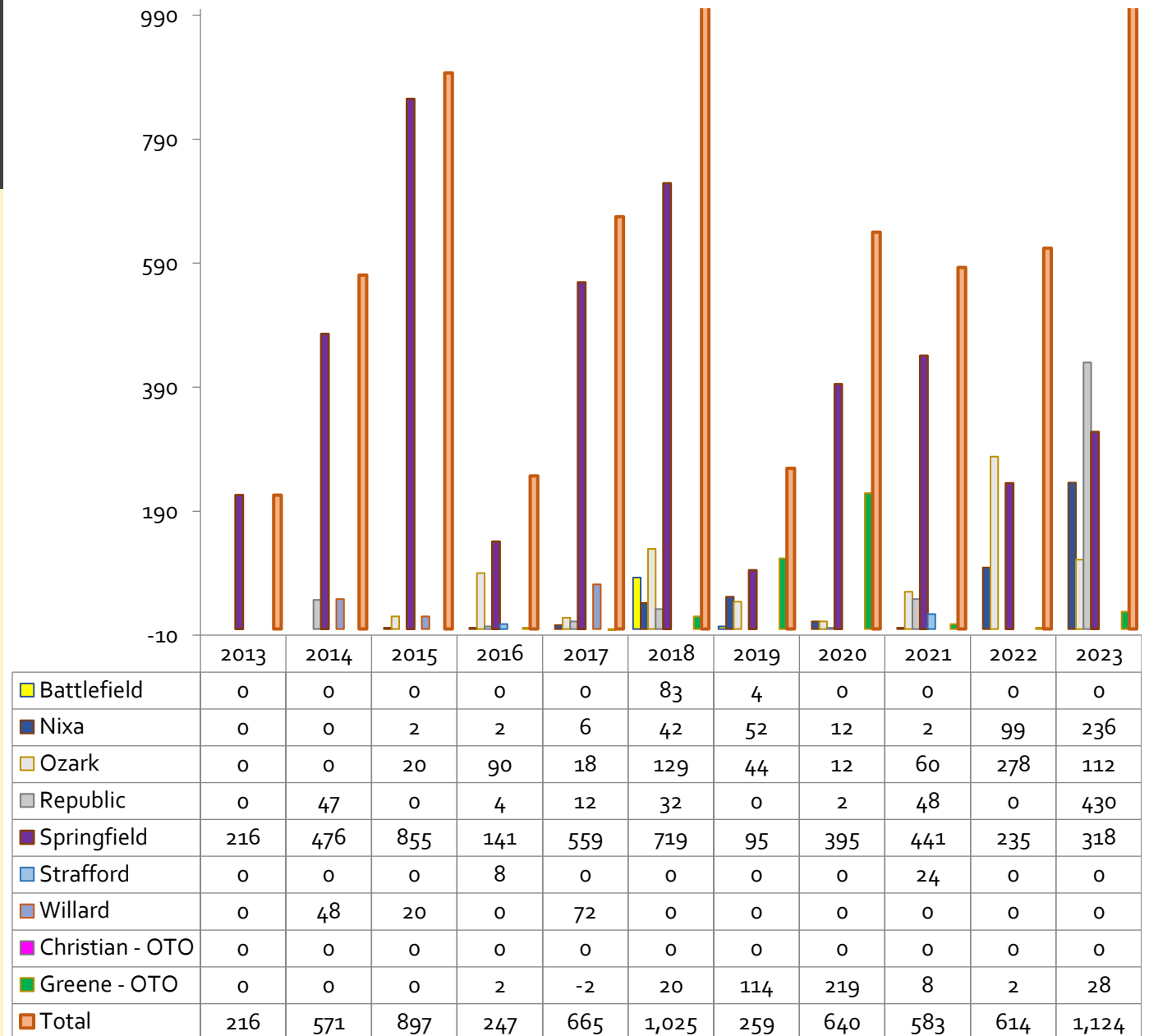
Multi-Family

Between 2013 and 2023, Springfield has generally had the highest number of multi-family housing construction permits.

In 2023, Republic had the highest number of multi-family units (430). Springfield had the second-highest number (318), followed by Nixa (236).

The largest multi-family development permitted in 2023 was the Stone Creek Falls project in Republic, with 360 units.

Multi-Family Units Permitted - OTO Area



Residential Units Totals

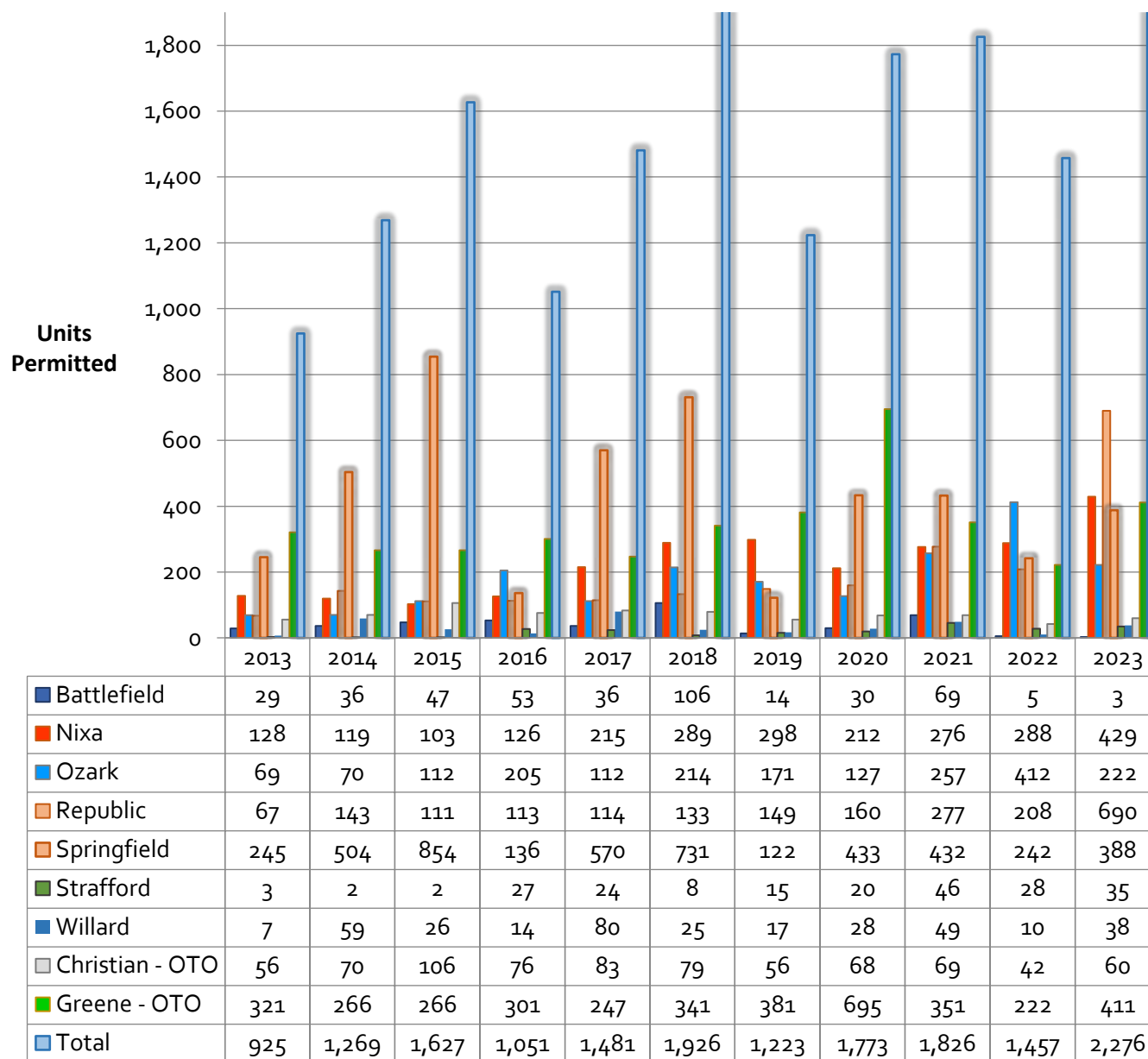
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2023 and the prior ten years.

While residential unit construction peaked in the mid-2000s, it had dropped considerably by 2011 during the “great recession” (see Appendix A).

Growth in residential permits has recovered somewhat in the last ten years, driven by single-family developments in Nixa, Republic, and Greene County as well as 55+ communities.

After a dip in 2022, the number of permits issued in 2023 has recovered to be the highest in this ten year range.

OTO Area Total Residential Units Permitted



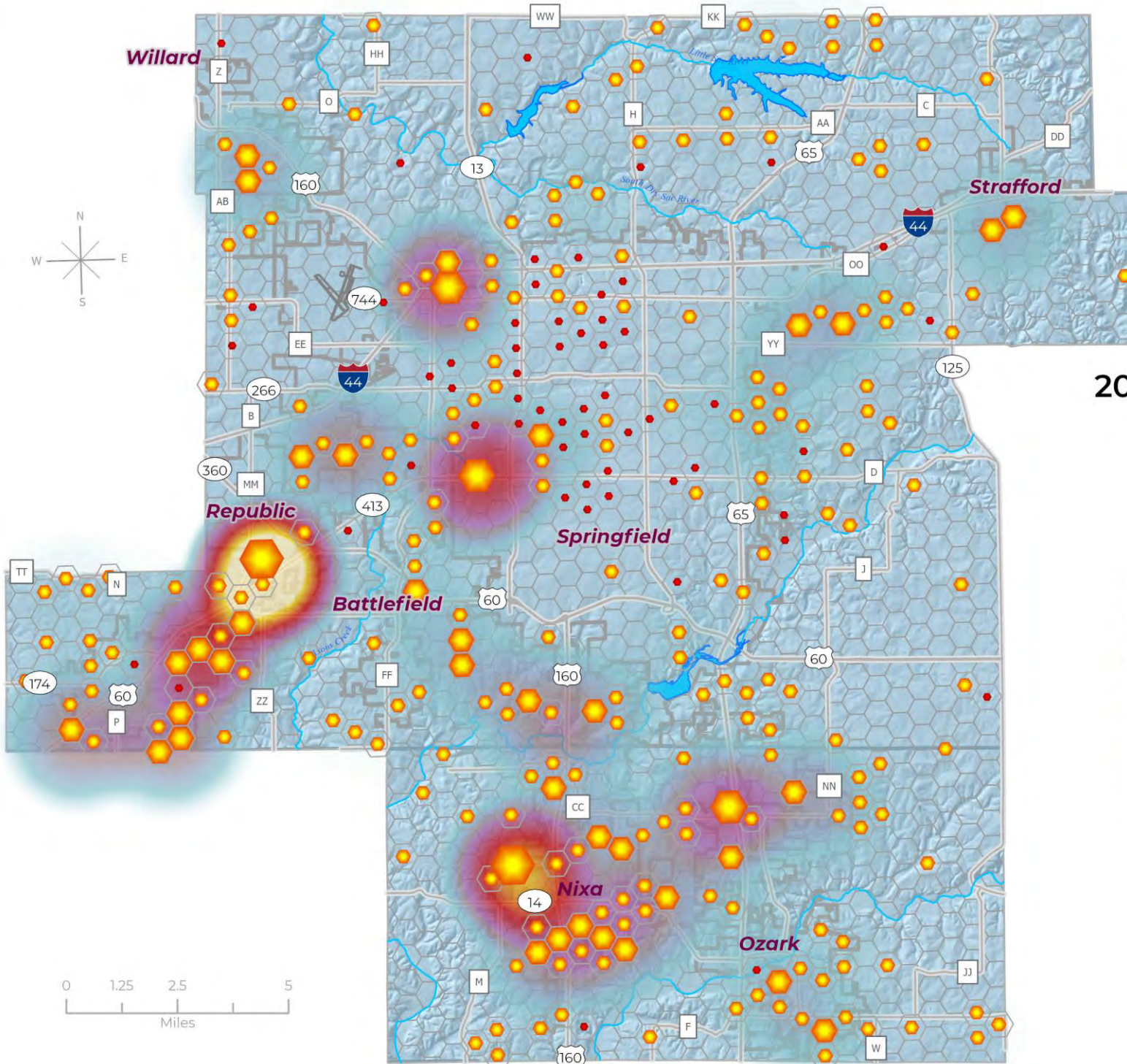
Growth Trend Maps

Changes in Housing Units

The maps on the following pages illustrate the locations of housing units added in 2023 as well as the period from 2010 to 2023.

Additionally, heat map symbology has been added to demonstrate densities of new residential structure development. A layer of geocoded permit address points aggregated into a grid of hexagons was added as an overlay to provide more information about the location and magnitude of residential development in 2023 as well as 2010 - 2023.

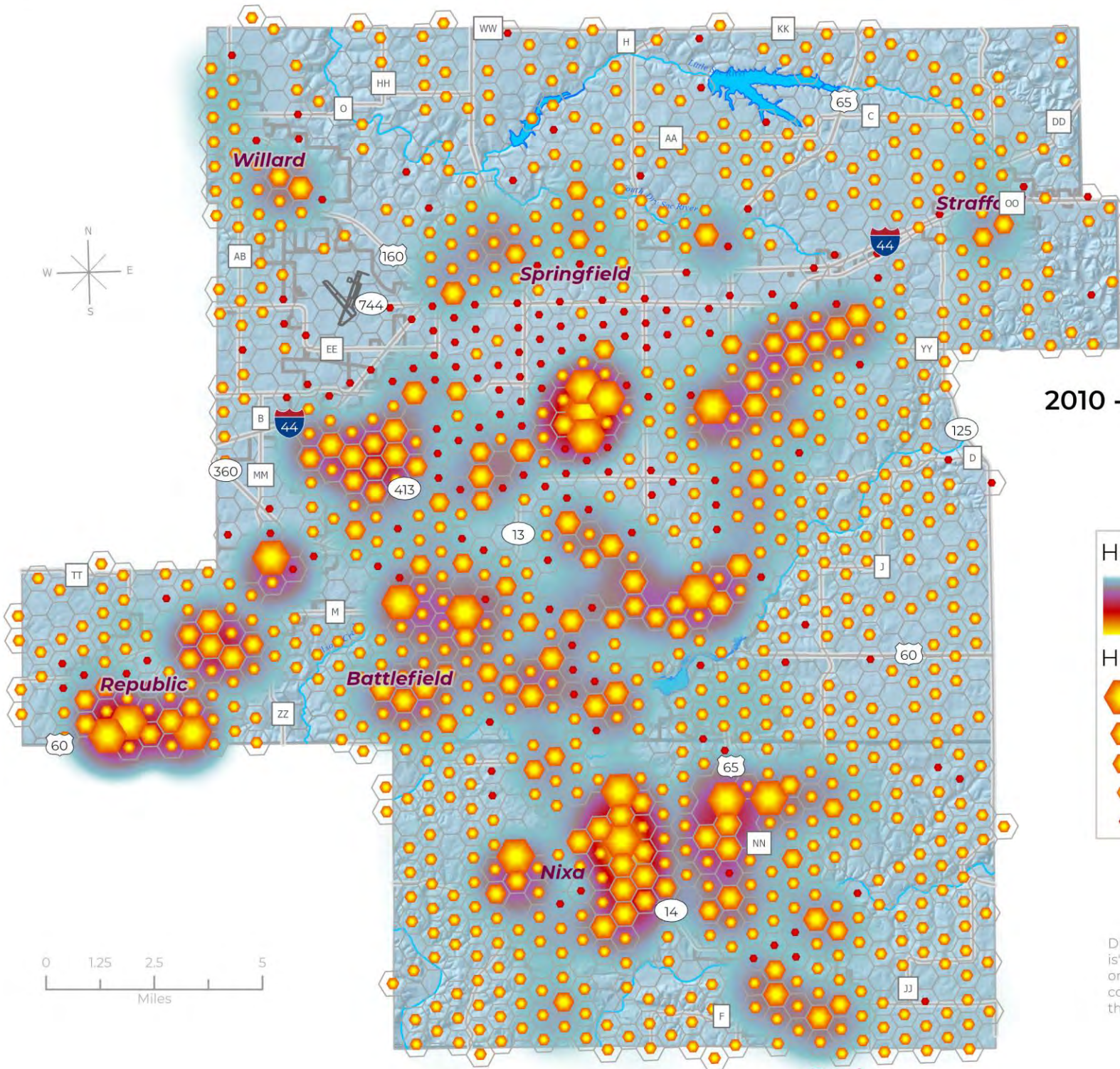




2023 Housing Permit Heat Map



Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented therein.



2010 - 2023 Housing Permit Heat Map

Housing Unit Density

Sparse
Dense

Housing Units Added

- 175 - 416
- 90 - 175
- 45 - 90
- 1 - 45
- 15 - (-1)

Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented therein.

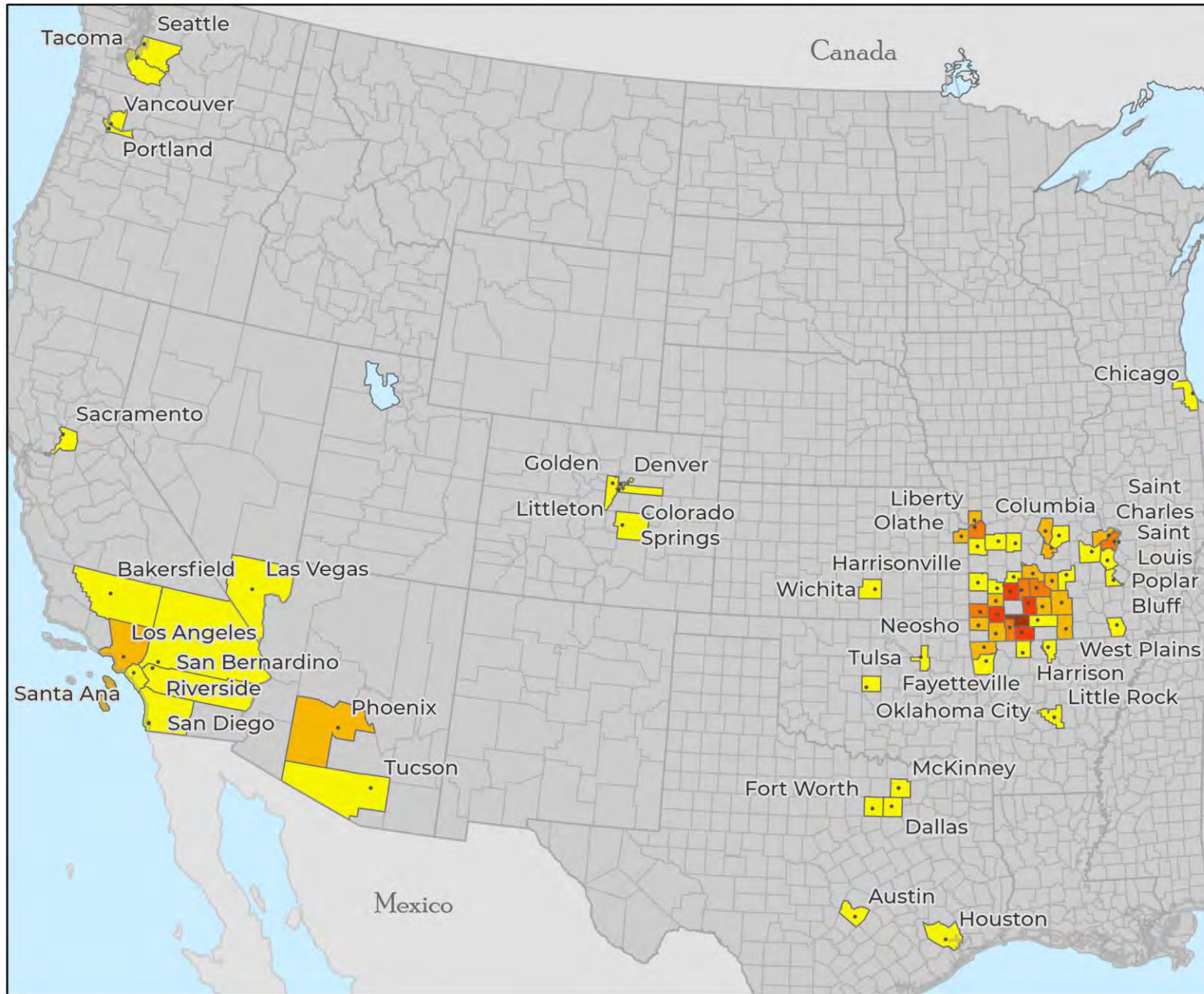
Growth Trend Maps

Migration Flows

County-to-County flow maps for in- and out-migration to and from Greene and Christian counties prepared with IRS tax statistics from 2020 – 2021 are included.



IRS Migration Statistics County-to-County Inflow Greene County 2020-2021



Returns Filed: 5,875
Total Exemptions: 10,409
Total Income*: \$275,423,000
Income per Return: \$46,880
*Adjusted Gross Income

Regional inflow from other counties that did not meet a 20 return threshold:

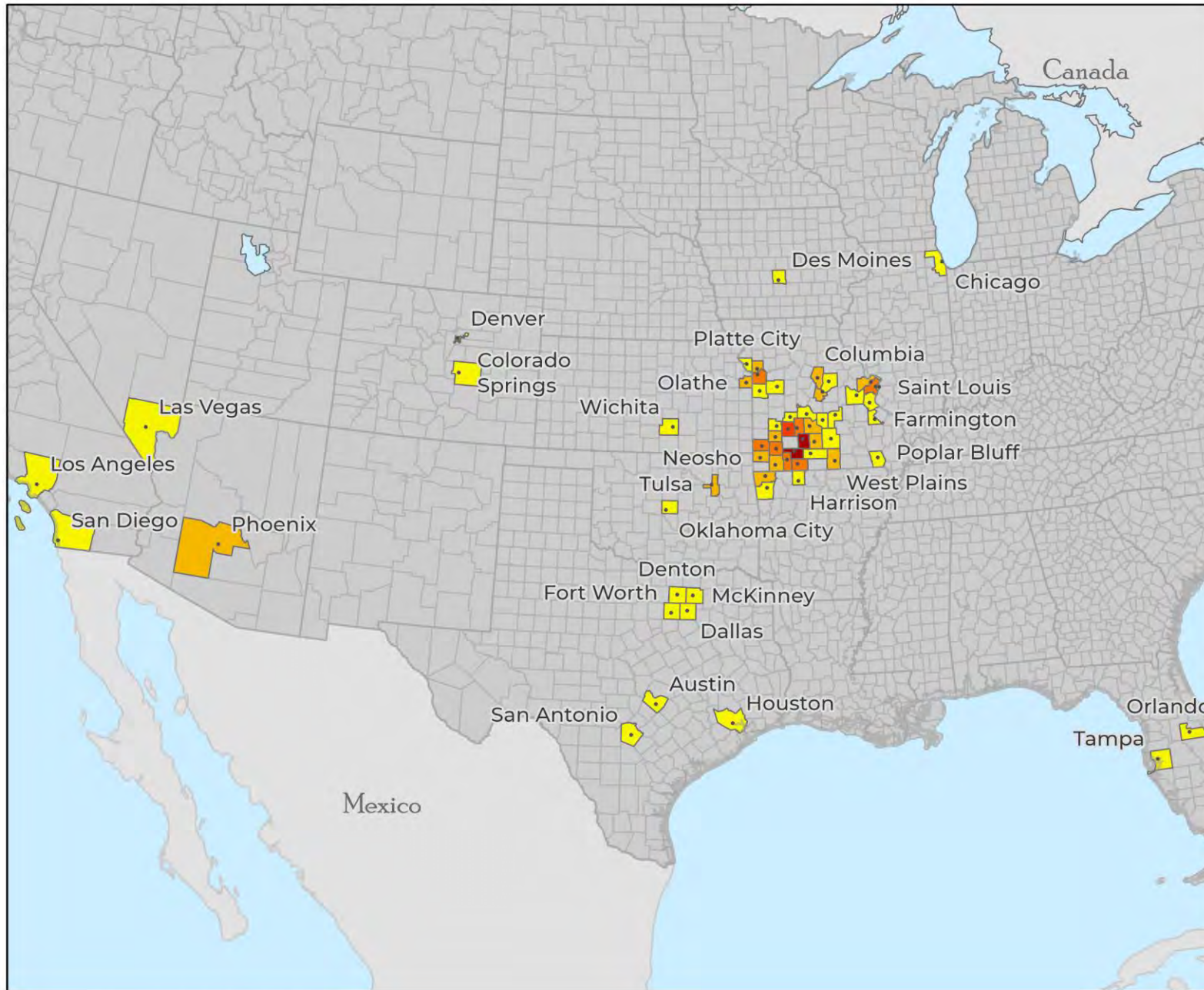
Northeast - 178
Midwest - 725
South - 1,107
West - 526

Source: Internal Revenue Service
<https://www.irs.gov/statistics/soi-tax-stats-migration-data>
Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

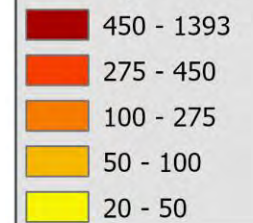


IRS Migration Statistics

County-to-County Outflow Greene County 2020-2021



County Outflow



Returns Filed: 5,571
 Total Exemptions: 10,017
 Total Income*: \$265,219,000
 Income per Return: \$47,607
 *Adjusted Gross Income

Regional outflow to other counties that did not meet a 20 return threshold:

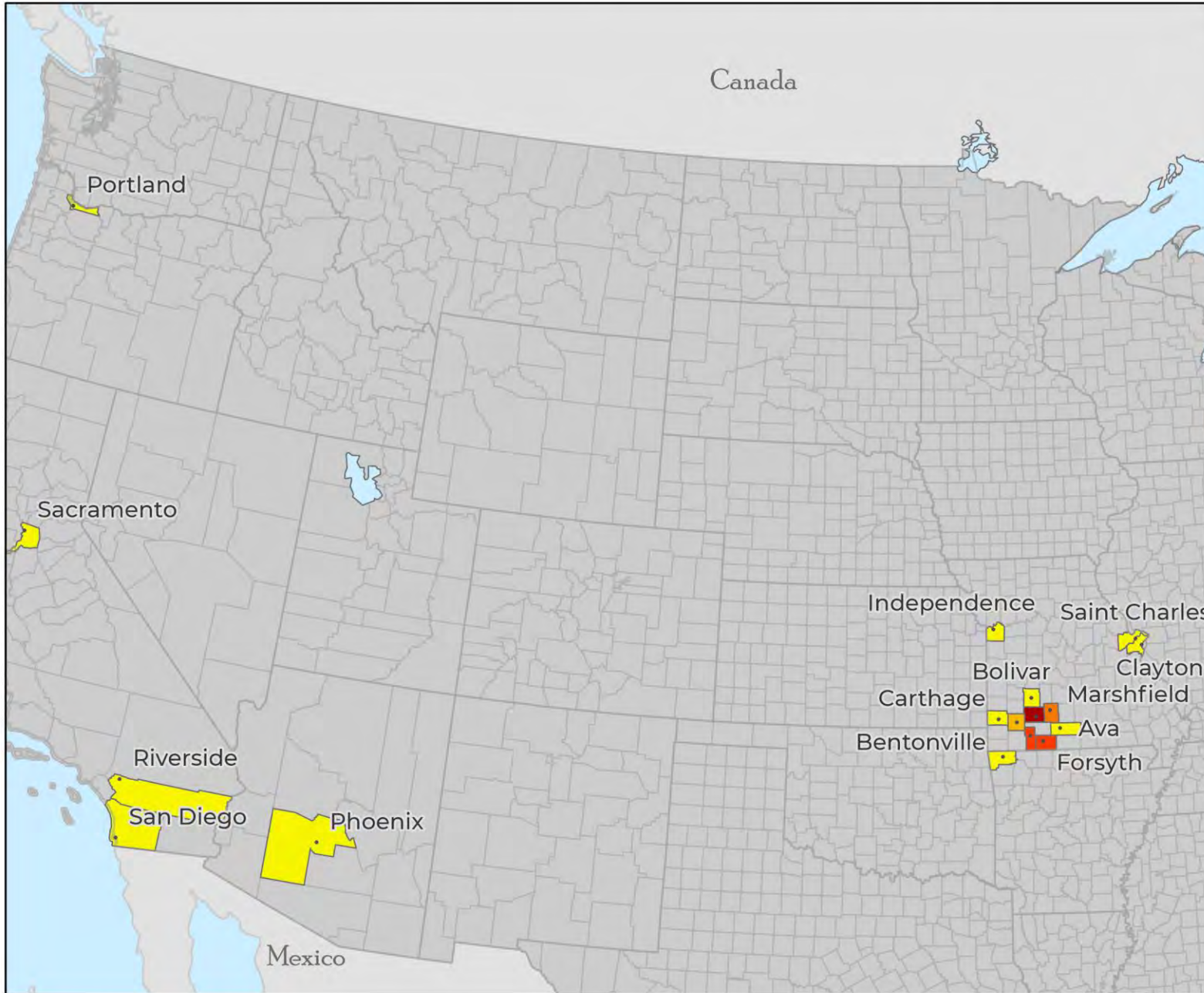
Northeast - 135
 Midwest - 600
 South - 1,196
 West - 453

Source: Internal Revenue Service
<https://www.irs.gov/statistics/soi-tax-stats-migration-data>
 Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

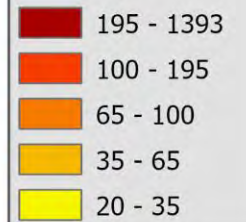


IRS Migration Statistics

County-to-County Inflow Christian County 2020-2021



County Inflows



Returns Filed: 2,208
 Total Exemptions: 4,593
 Total Income*: \$124,896,000
 Income per Return: \$56,565
 *Adjusted Gross Income

Regional inflow from other counties that did not meet a 20 return threshold:

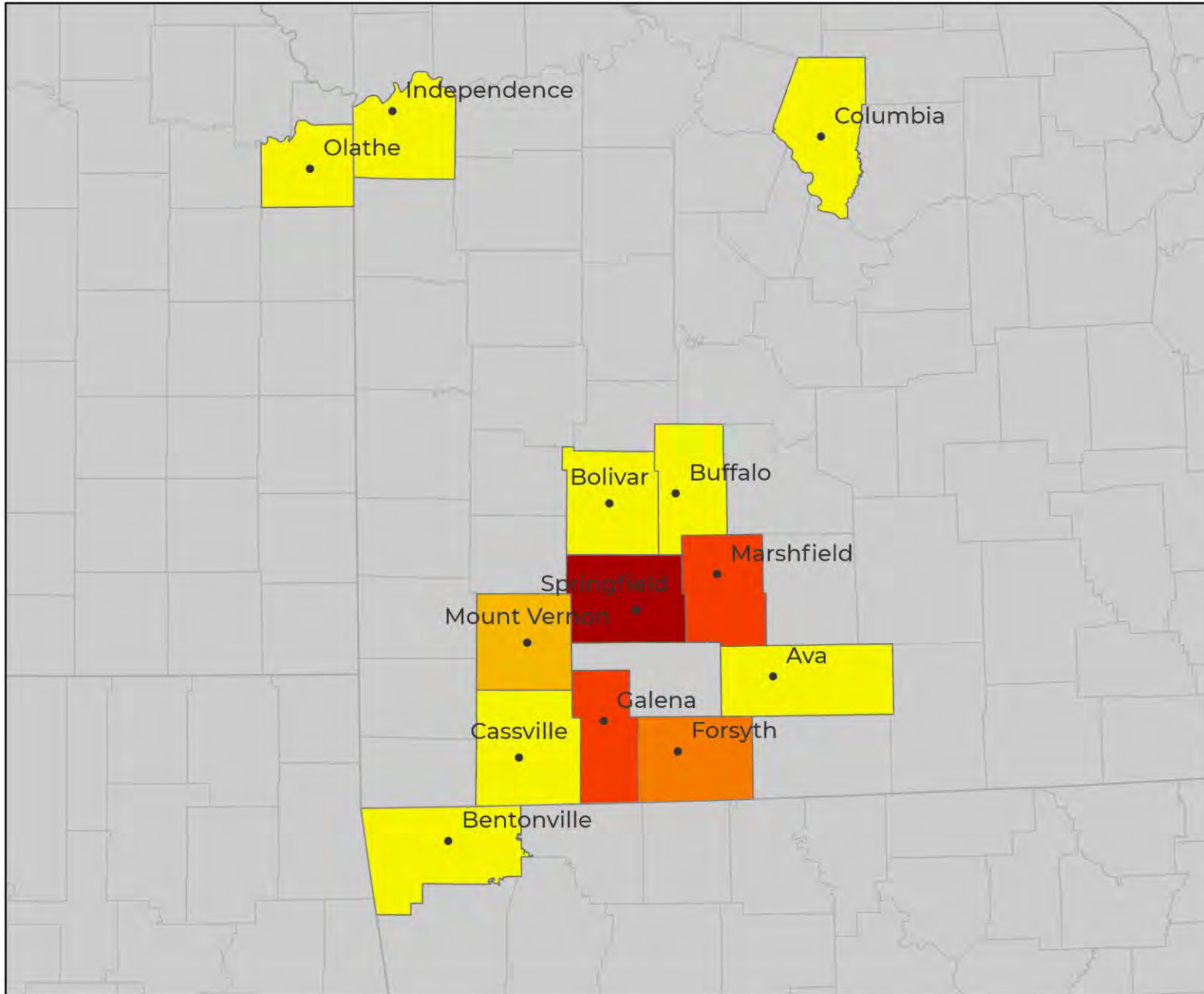
Northeast - 39
 Midwest - 247
 South - 429
 West - 337

Source: Internal Revenue Service
<https://www.irs.gov/statistics/soi-tax-stats-migration-data>
 Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

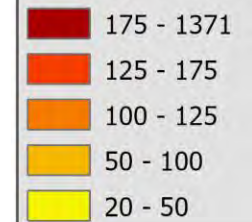


IRS Migration Statistics

County-to-County Outflow Christian County 2020-2021



County Outflows



Returns Filed: 2,011
 Total Exemptions: 3,790
 Total Income*: \$111,094,000
 Income per Return: \$55,243
 *Adjusted Gross Income

Regional outflow to other counties that did not meet a 20 return threshold:

Northeast - 23
 Midwest - 160
 South - 366
 West - 123

Source: Internal Revenue Service
<https://www.irs.gov/statistics/soi-tax-stats-migration-data>
 Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.



Demographics & Employment

Population Change

This section contains information about the population of the Springfield, Missouri Metropolitan Statistical Area (MSA). The Springfield MSA is made up of Christian, Dallas, Greene, Polk, and Webster counties in southwest Missouri. Metropolitan Statistical Areas are designated by the U.S. Census Bureau based on the economic ties to a large population center. The number of commuters from the five counties in the MSA that are employed in the OTO area have a tremendous impact on the transportation system and local economies.

The OTO prepares the Growth Trends report annually to keep stakeholders and the public informed of changes and trends in population and employment aimed at facilitating cooperative decision making in support of an excellent regional transportation system.

Other transportation related demographics for municipalities and counties in the OTO area as well as the MSA, such as population growth, income, poverty, mean travel time, workforce by industry, and job growth by jurisdiction are presented in this section.



Springfield MSA

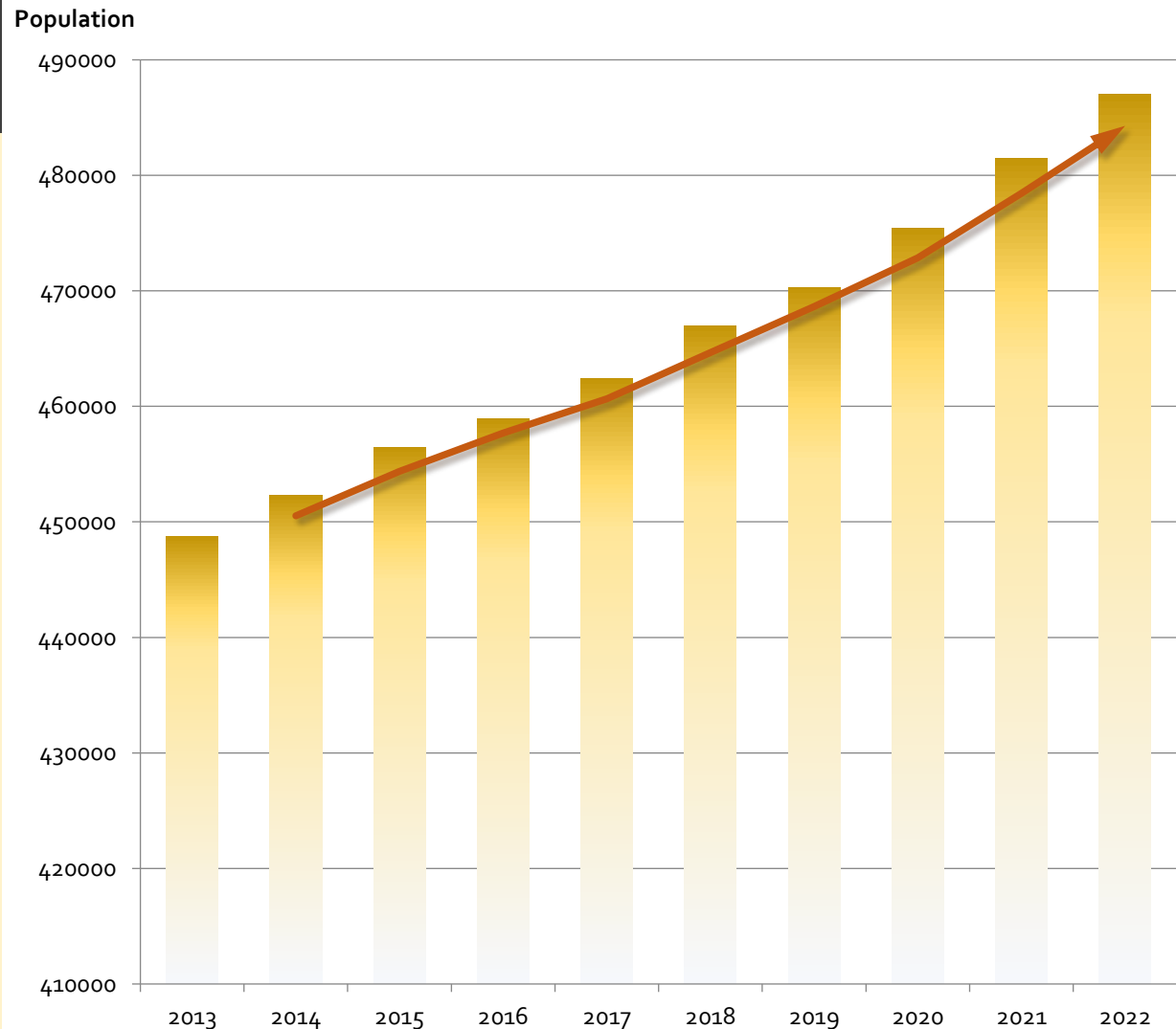
The Springfield, Missouri Metropolitan Statistical Area (MSA) includes Greene, Christian, Webster, Polk, and Dallas Counties.

The chart on this page shows the steady increase of the combined MSA county populations.

From 2013 to 2022, the MSA population has increased from 448,744 to 487,061. This is an increase of 8.5%, equaling a 0.85% annual rate of growth.

Using the rule of 70, at an annual growth percent of 0.85, it will take the Springfield MSA over 82 years to double in population to 974,122.

Springfield MSA Population (Greene, Christian, Webster, Polk and Dallas Counties) Source: U.S. Census Bureau Population Estimates Program & 2020 Decennial Census



Springfield MSA

Continued

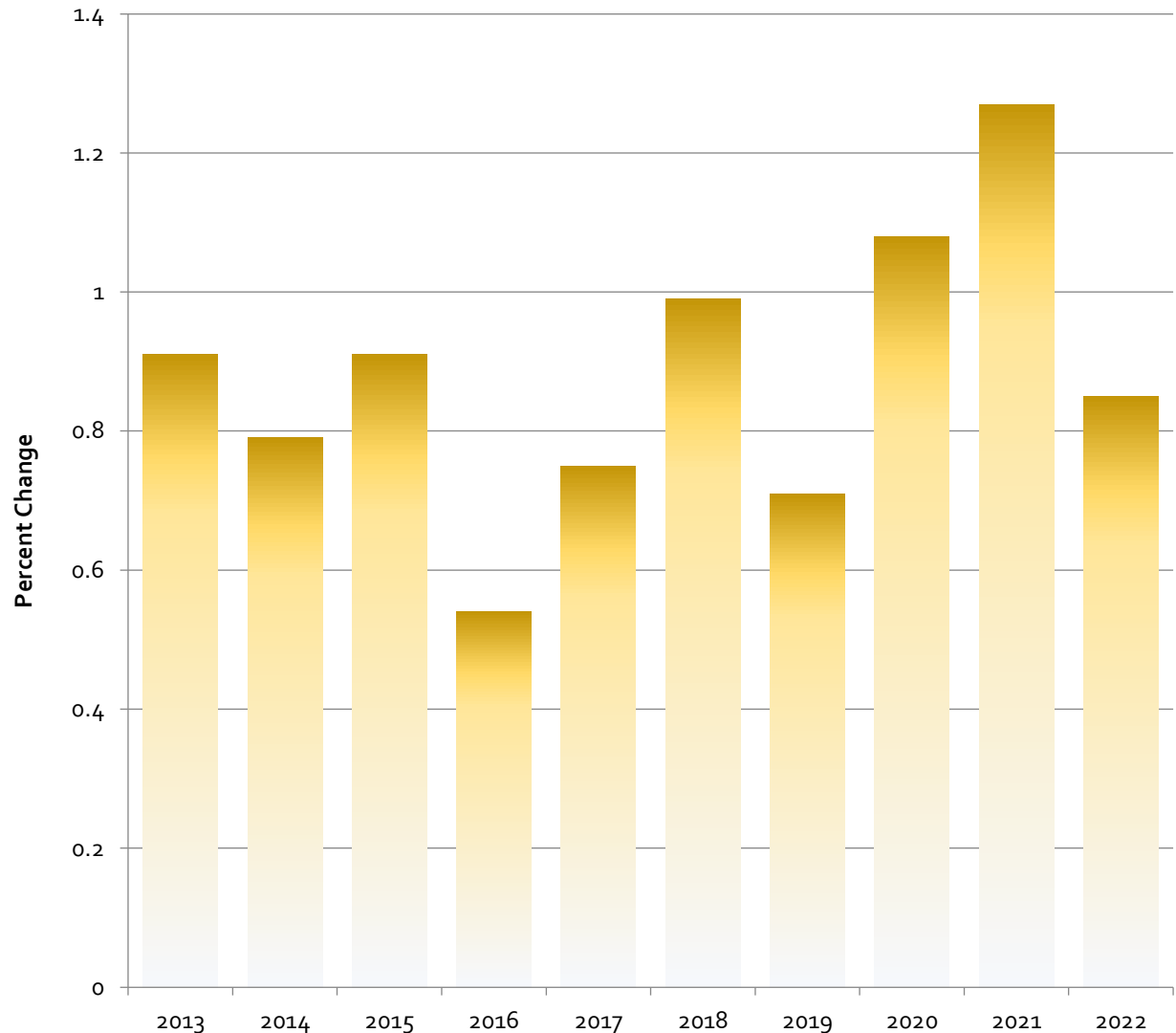
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 10-year period from 2013 to 2022 was from 2020 to 2021.

The lowest year-over-year percent change was from 2015 to 2016 at 0.52%. The percent change in population from 2019 to 2020 is the first time it had been over 1% since 2009 to 2010.

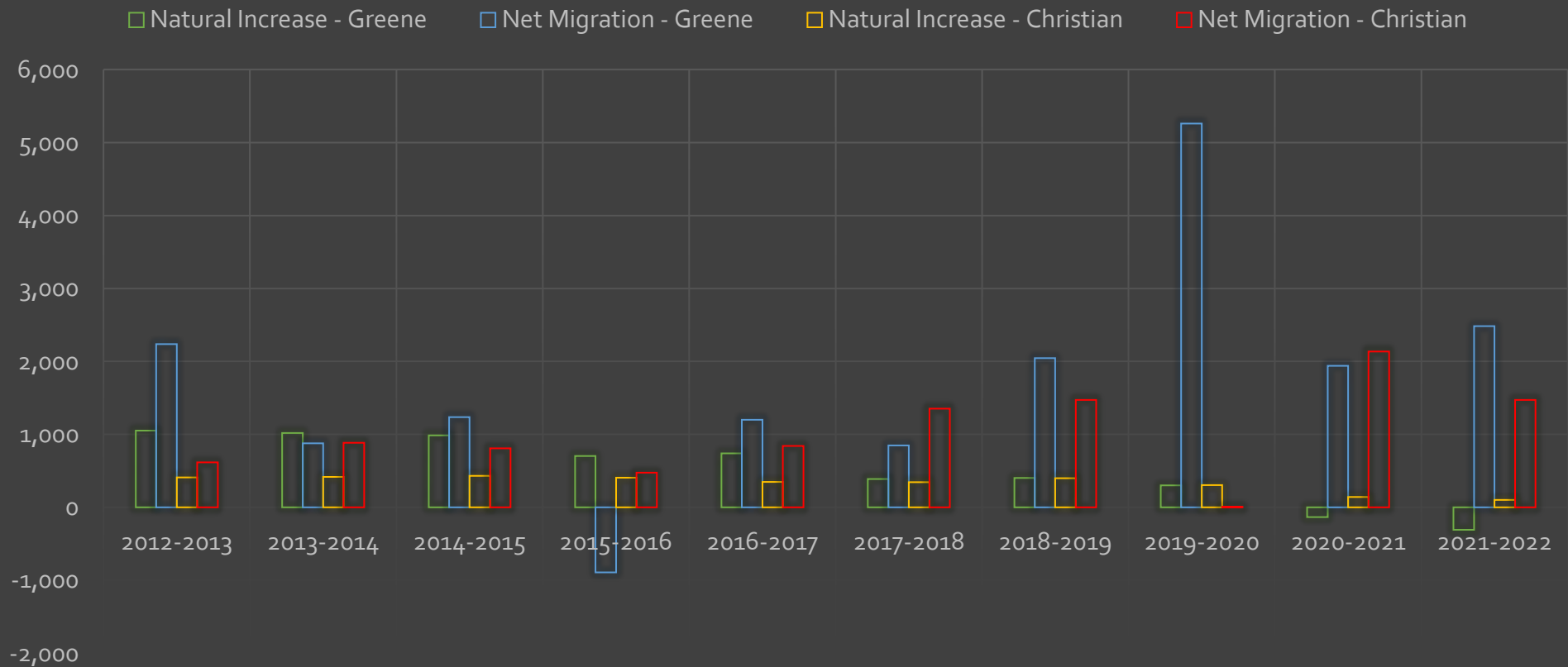
Year-over-Year Population Percent Change Springfield MSA

Source: US Census Bureau Population Estimates Program & 2020 Decennial Census



Components of Population Change

US Census Bureau Population & Housing Estimates



Natural Increase & Net Migration

Components of population change for Greene and Christian counties from 2012 to 2022 are presented on this page. Natural Increase, births minus deaths, in Greene County has been on the decline over the past decade although births still outnumbered deaths until 2021 which was the first time deaths outnumbered births. Natural increase was the lowest in Christian County in the same year. This is most likely a response to the Covid-19 pandemic. In 2022, deaths further outnumbered births in Greene County, and natural increase in Christian County continued to decline. Net migration has been steadily climbing since reaching a low point in 2016 for both counties apart from 2019 to 2020. The extreme outliers for both counties during this period is due to the Covid-19 pandemic.

Median Household Income

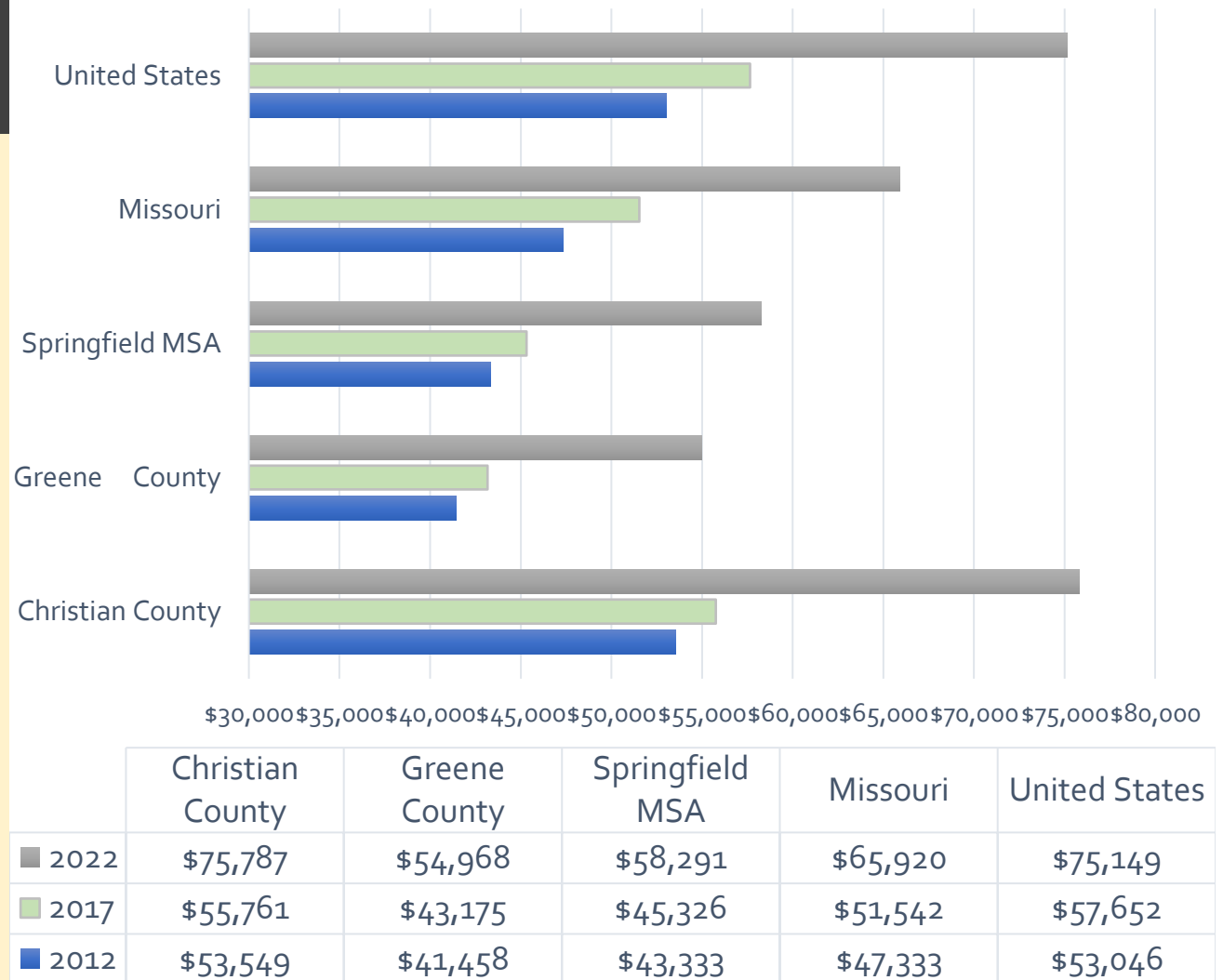
Median household income for Greene and Christian Counties, the Springfield MSA, Missouri, and the United States for each year from 2011, 2016, & 2021 American Community Survey 5-year estimates are presented here.

The ACS estimates are based on sampling and are reported within a margin of error. The ACS estimates should only be compared at 5-year intervals to ensure the population sampled is not included in any other survey.

A comparison of survey estimates between survey years indicates that the rise in median household incomes is statistically different in 2021. Based on the sample margins of error, the median income of households in all geographies is significantly higher than 2011 & 2016 estimates and even outpace the rate of inflation.

Median Household Income Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



Median Household Income

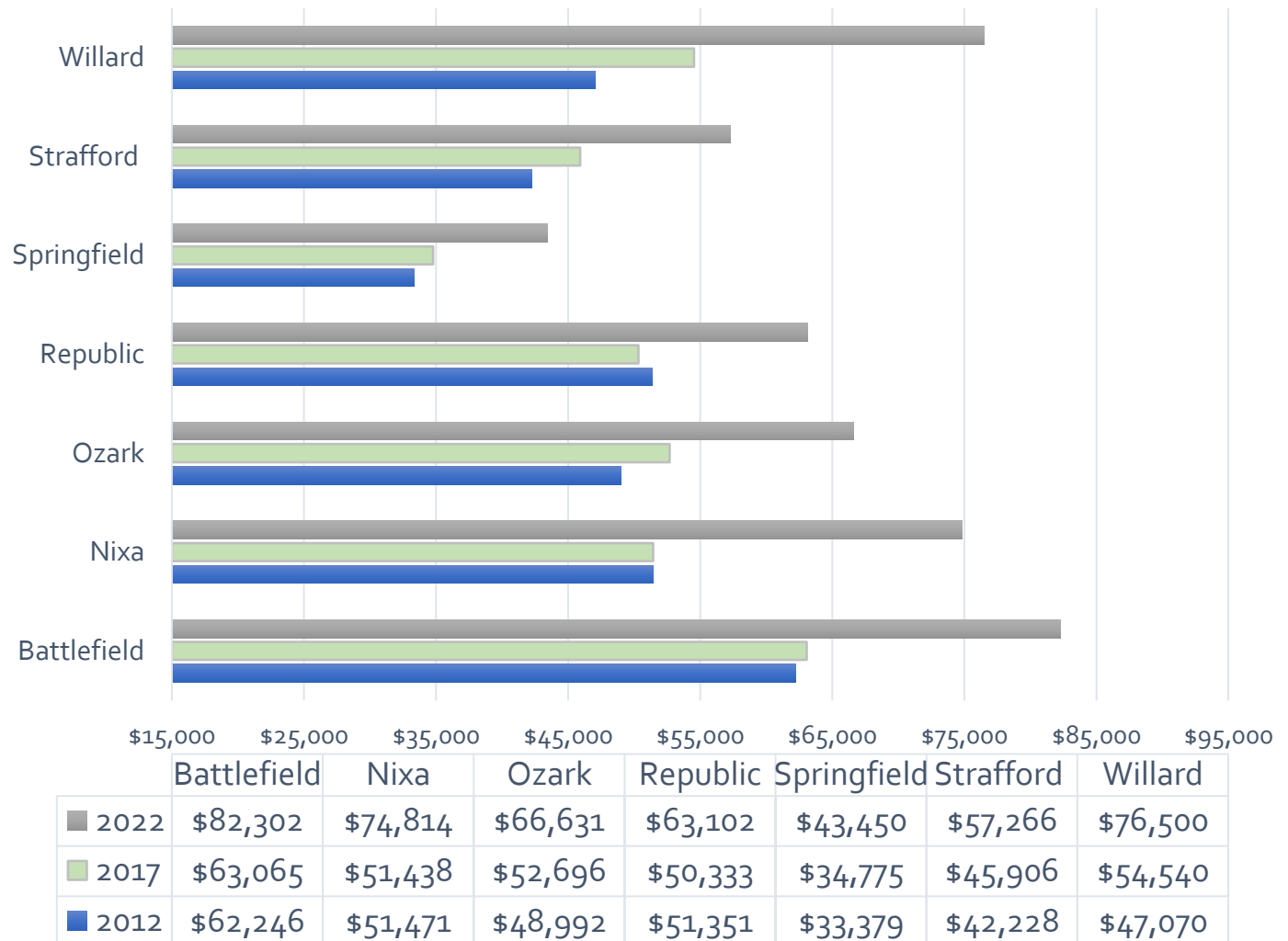
The chart to the right shows median household income for each city within the OTO planning area.

The ACS estimate for 2022 is higher for all cities. In Springfield, there is a significant difference between 2012, 2017, and 2022.

In the cases of Battlefield, Ozark, Nixa, Republic, Strafford & Willard there is no significant difference between 2012 & 2017, but the 2022 estimate is statistically different from the earlier five-year samples.

Median Household Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



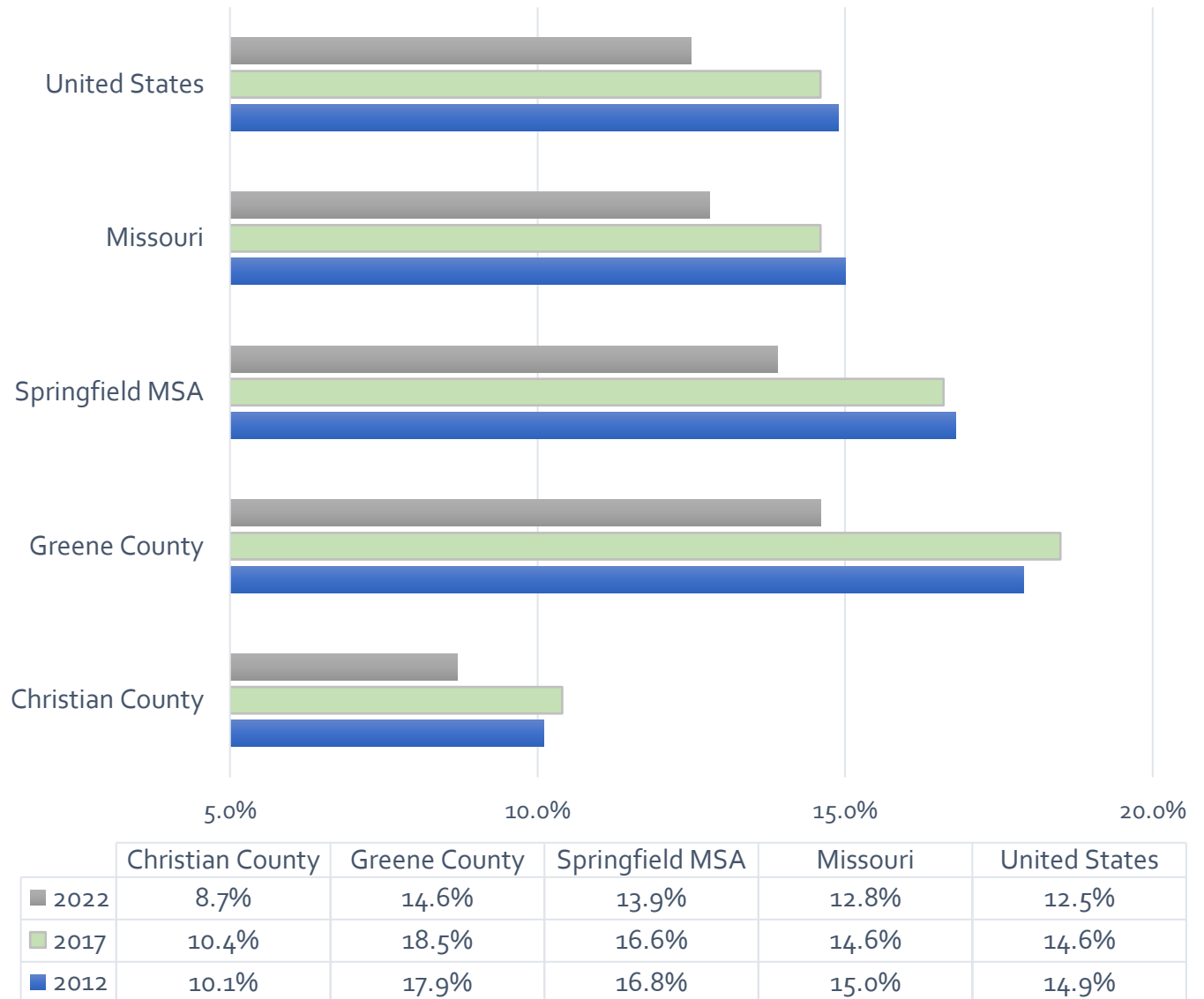
Individuals Living Below Poverty

In 2021, the percentage of people living at or below the poverty level had dropped below 2011 & 2016 levels for the US & Missouri. This represents a near complete recovery from the surge of people living at or below poverty resulting from the great recession.

Survey estimates for 2021 are statistically different from 2011 & 2016 estimates for all geographies. This indicates that percentages of people living below poverty level were reduced over the past decade but also impacted by financial stimulus during the pandemic.

Persons Living Below Poverty Level Springfield, MO MSA and Counties

American Community Survey 5-Year Estimates



Children Living in Poverty

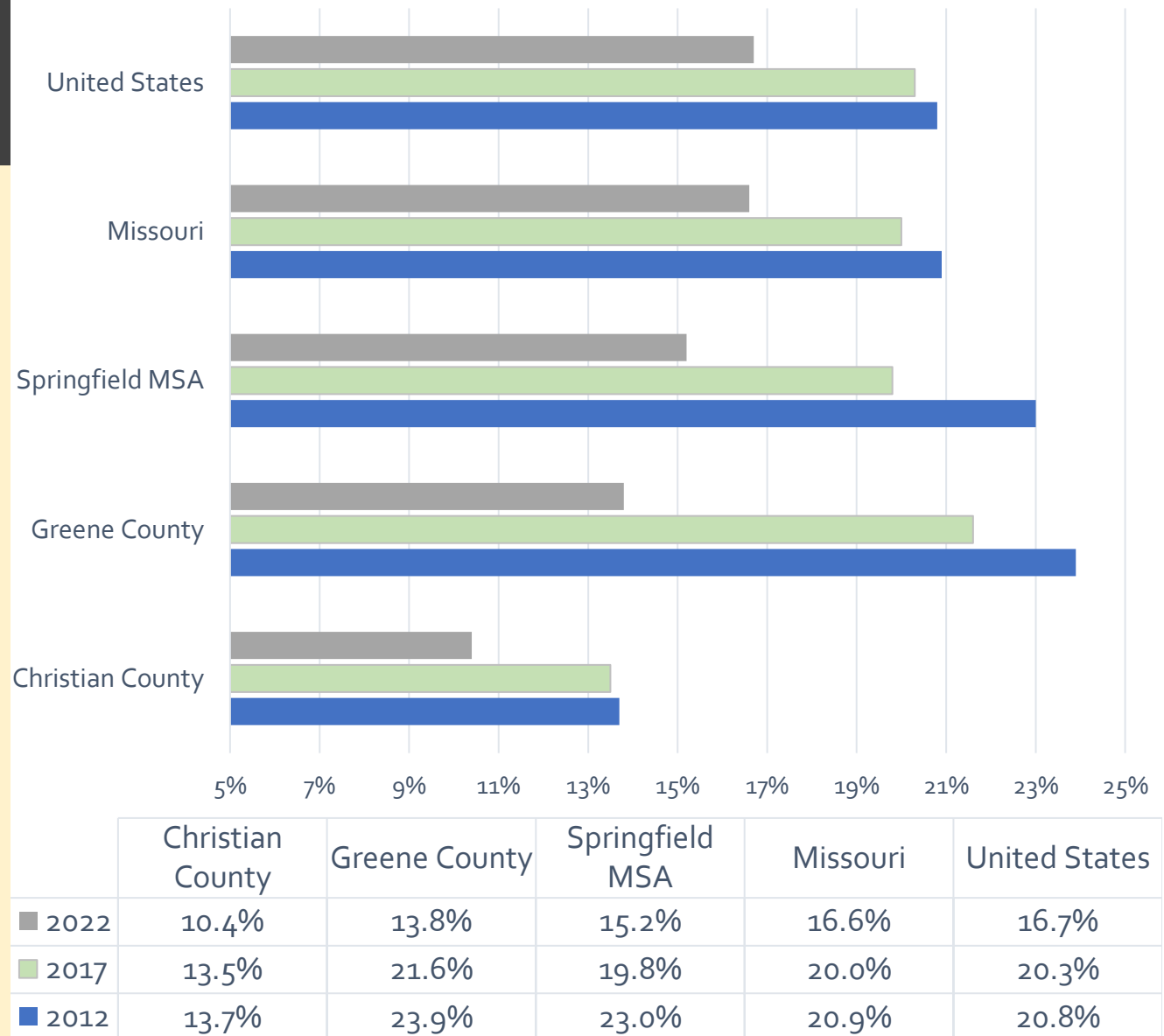
Estimates for the number of Children ages 17 and younger living at or below the poverty level for the Springfield MSA, Greene, and Christian Counties are compared with Missouri and the United States in the chart.

The estimates for the percentage of children living at or below the poverty level in 2011 & 2016 samples are not statistically different across all geographies. The five-year estimates for 2016 are significantly different from the 2021 sample in all geographies.

This indicates that children living at or below poverty level has returned to pre-recession levels or better across the board.

Children Living in Poverty

Source: American Community Survey 5-Year Estimates



Workforce Education Levels

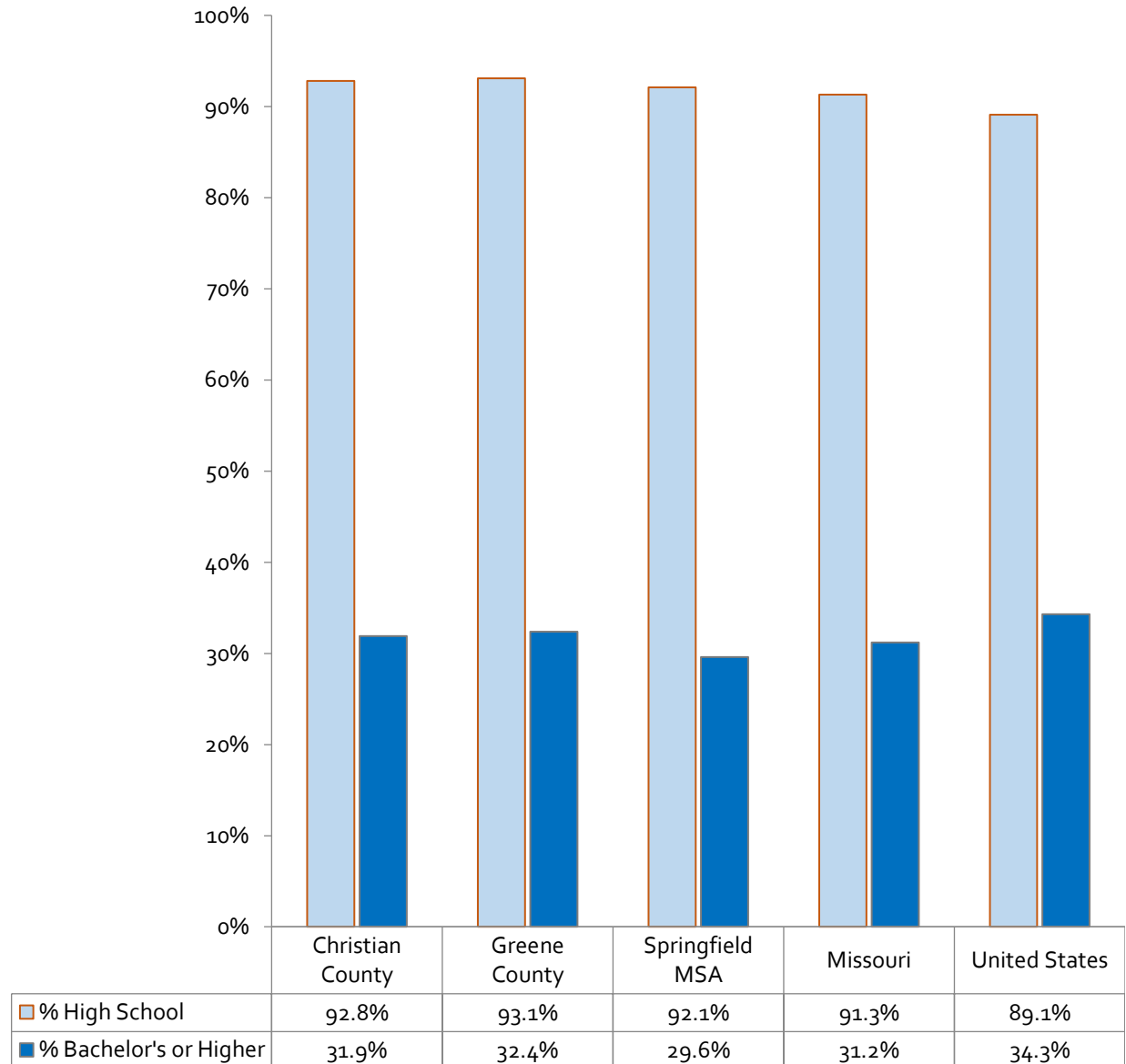
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have higher percentages of residents 25 years of age or older with a high school diploma than the MSA, State, or the U.S. Greene County has the higher percentage of residents 25 years of age or older with a four-year college degree at 32.4 percent compared to all other geographies except for the U.S.

The Springfield MSA as a whole, has the lowest percentage of people over 25 with a bachelor's degree or higher while all areas have a higher percentage of high school graduates than the U.S.

Workforce Education Levels Percent with High School Diploma and College Degrees in Springfield MSA Counties

Source: 2022 ACS 5-Year Estimates



Commuting Patterns

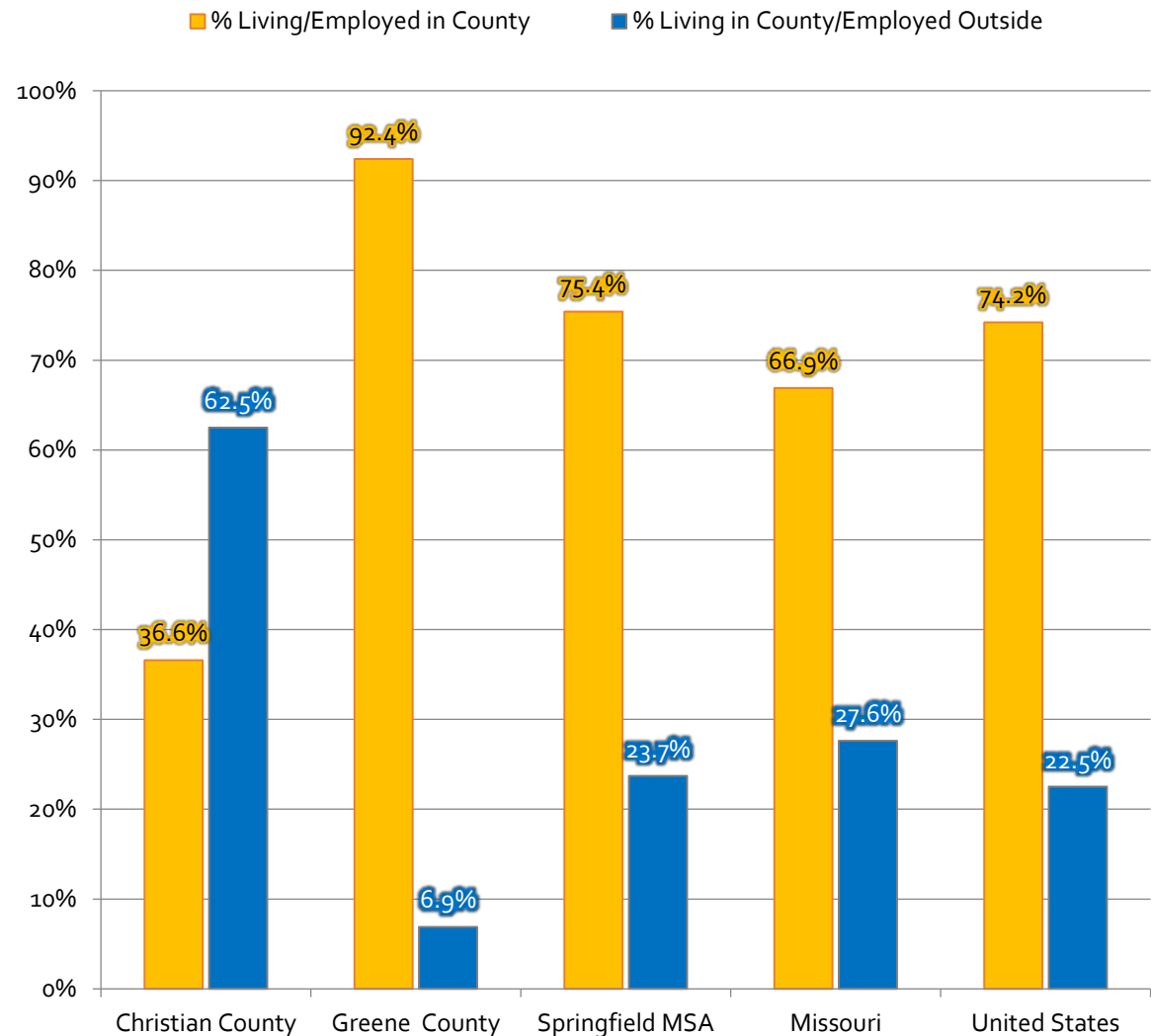
The chart to the right shows the percentage of workers who work in their county of residence compared to the percentage who work in a different county.

Of the people who work in Greene County, 92.4 percent also live in Greene County. Conversely, the majority (62.5%) of Christian County residents commute to another county for work.

The MSA percentage of workers living in the same county as they are employed is comparable to that of the United States but greater than Missouri as a whole.

County of Residence vs. County of Employment

Source: 2022 ACS 5-Year Estimates



Mean Travel Time to Work

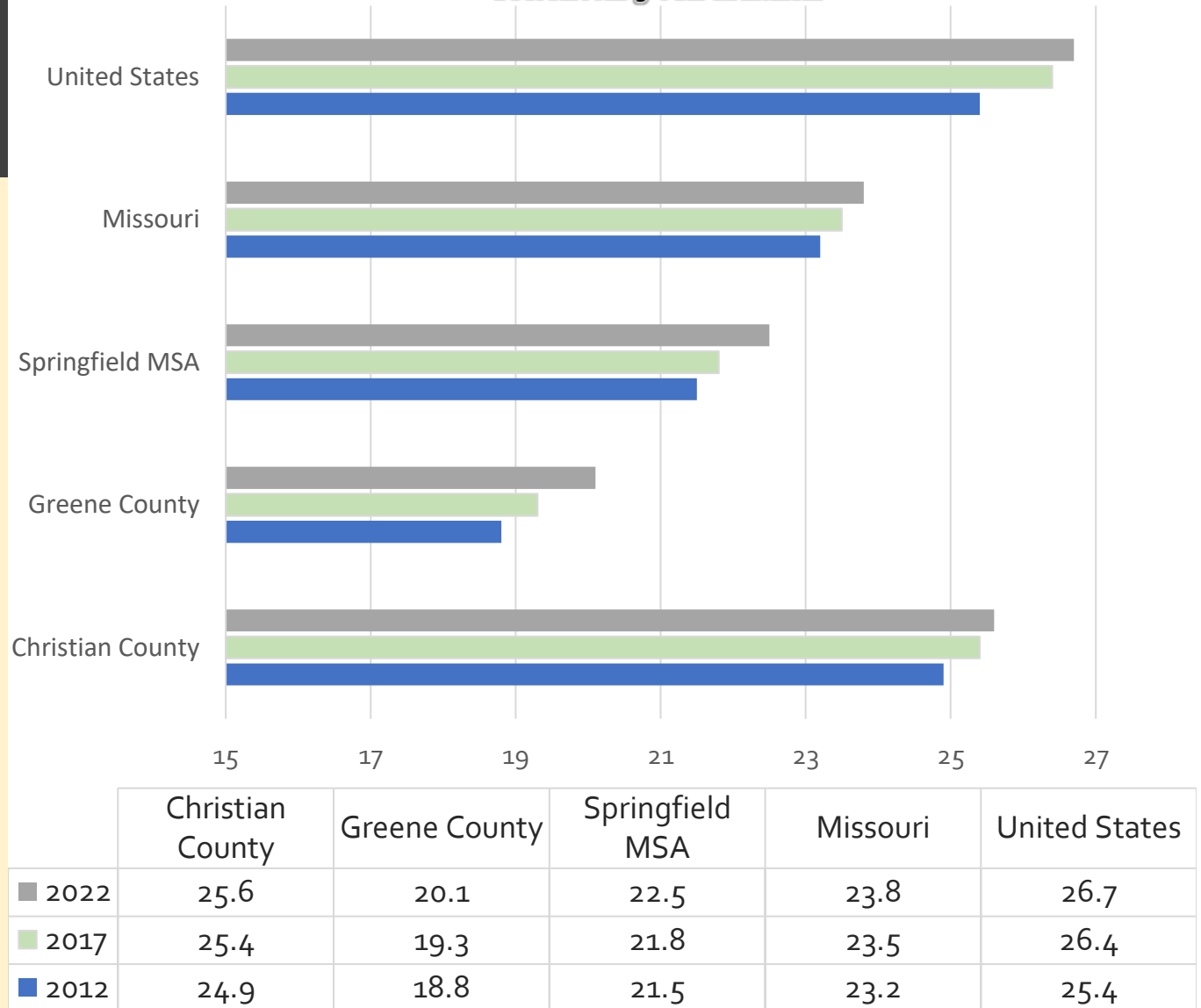
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, Missouri, the United States, and the Springfield, MO MSA.

Residents of Greene County have the shortest commutes to work at 20.1 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25.6 minutes. This is comparable to the United States as a whole.

Travel time estimates for the United States and Missouri are statistically different and have increased across all five-year samples. Greene County and the Springfield MSA had statistically significant increases between 2017 and 2022. Christian County was not statistically different across any of the samples.

Mean Travel Time to Work in Minutes Counties & MSA

Source: ACS 5-Year Estimates



Mean Travel Time to Work

The chart to the right shows the average commute time for residents living in the seven cities within the OTO area.

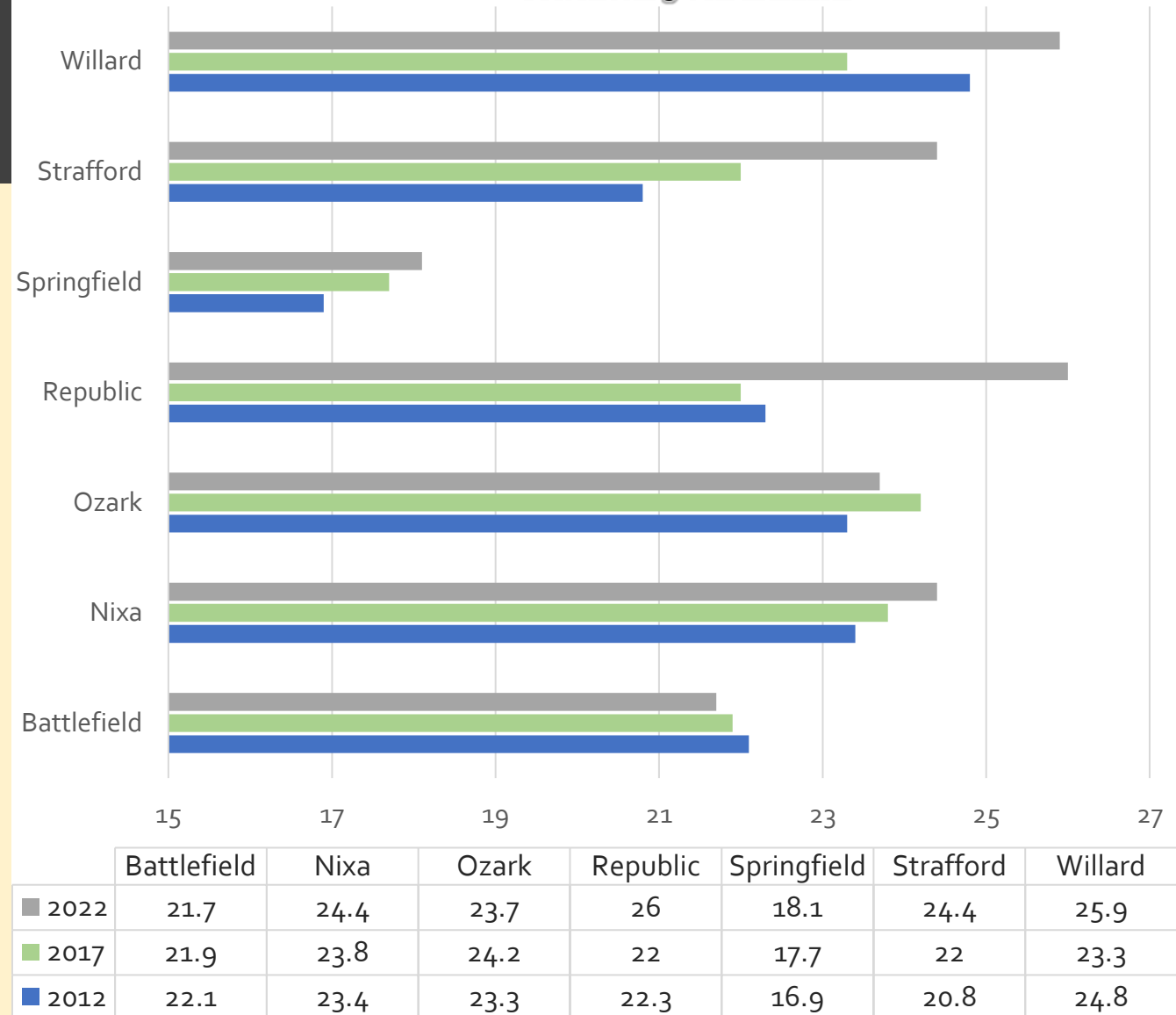
The 2022 estimate for Republic is statistically different from 2017 showing an increase but the 2017 estimate is not statistically different from 2012.

The 2022 estimates for Springfield and Strafford are significantly higher than 2012 but no different than 2017.

There is no statistical difference between any of the estimates for Battlefield, Nixa, Ozark, or Willard.

Mean Travel Time to Work in Minutes OTO Area Cities

Source: ACS 5-Year Estimates



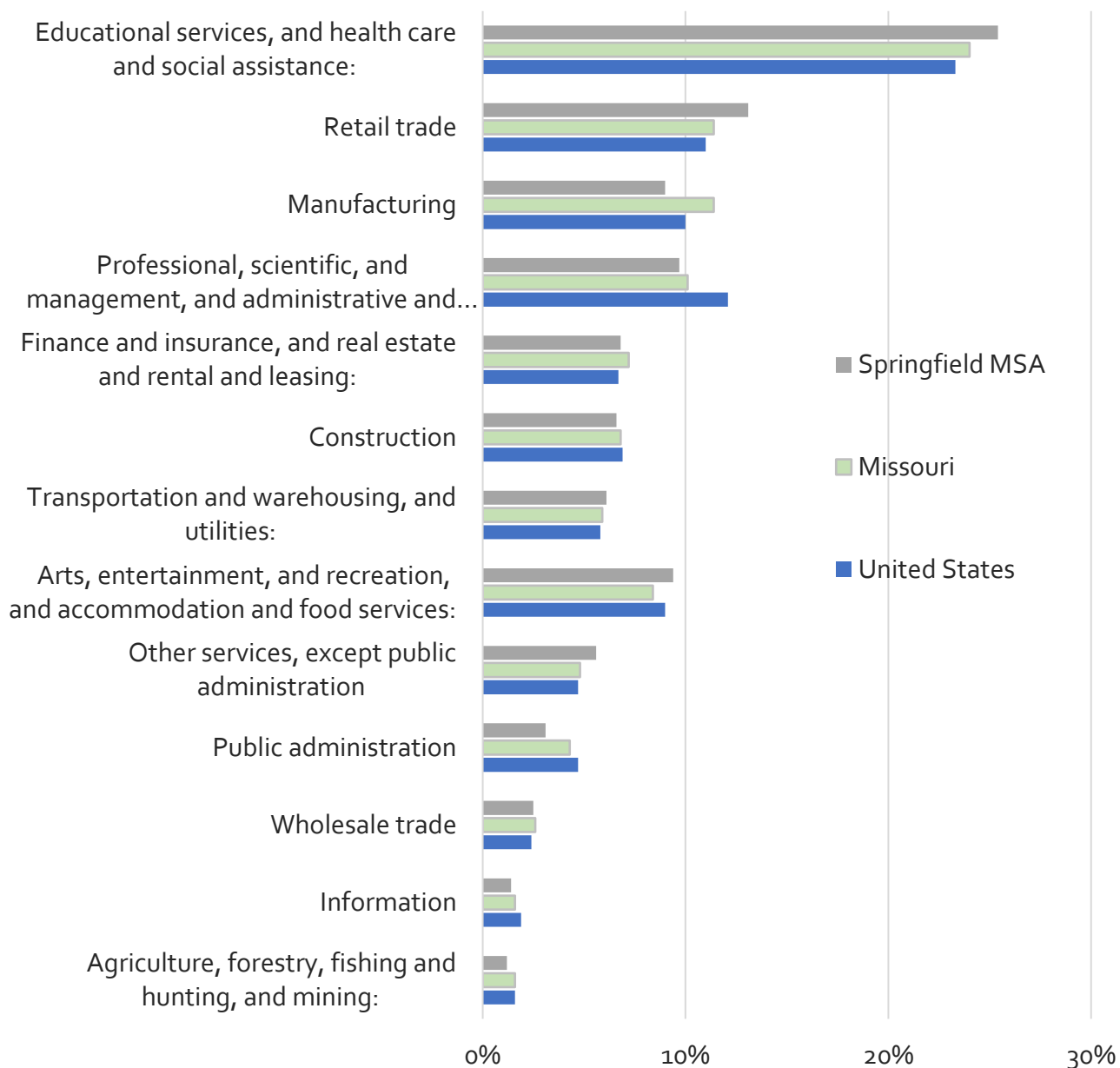
Workforce By Industry

The chart to the right compares industry employment percentages for the workforce for the Springfield, MO MSA, Missouri, & the United States.

The percent of industry employment in the Springfield MSA is most significantly greater than MO & the U.S. in Professional, Scientific, and Management, and Administrative and Waste Management Services.

The MSA percentage lags MO & the U.S. most significantly in Educational Services, and Health Care and Social Assistance. The MSA percentage of Manufacturing workers is greater than the U.S. but still falls short of MO.

Springfield MSA Percentage of Workers by Industry
Source: ACS 2022 5-Year Estimates



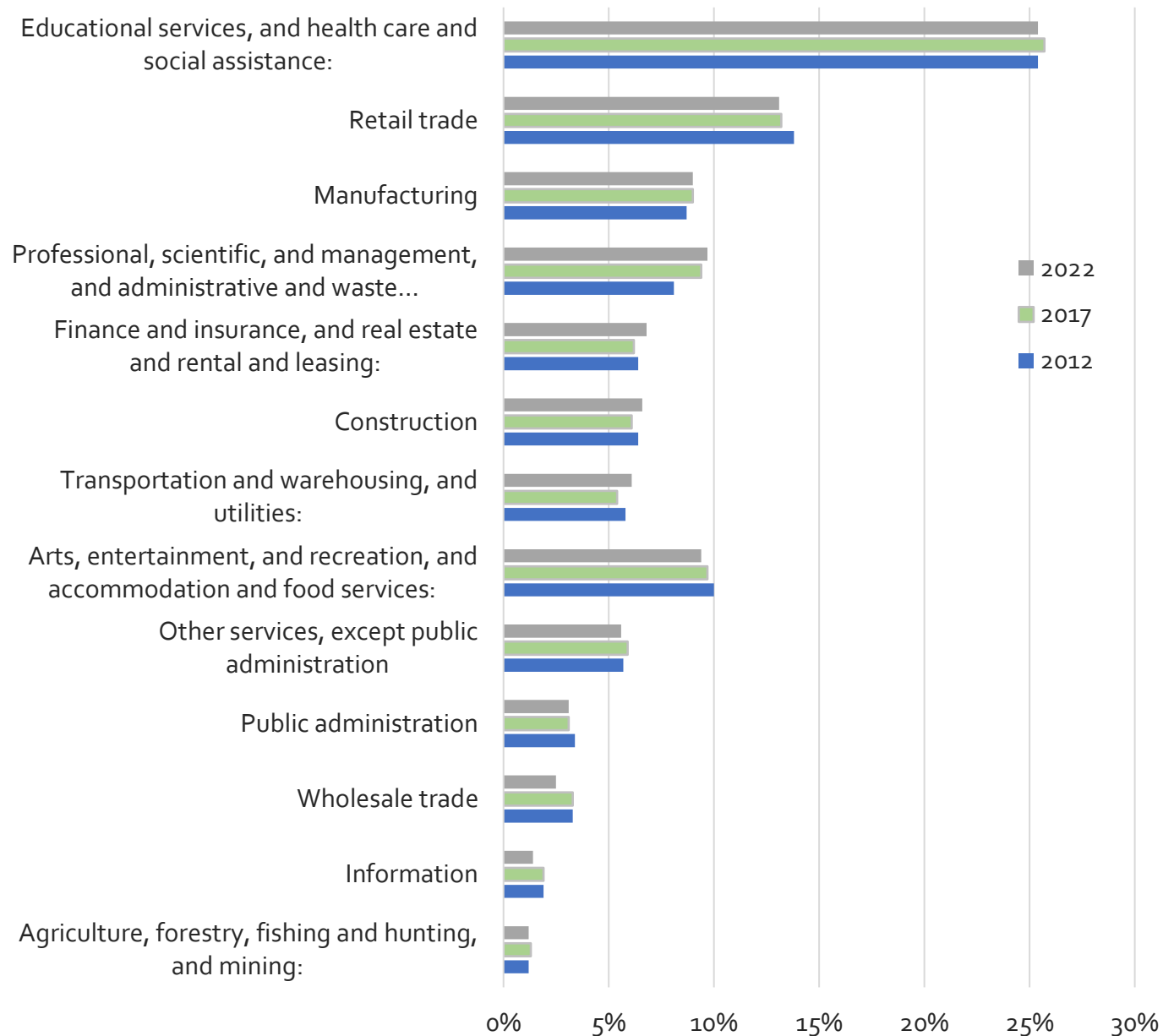
Workforce By Industry Springfield MSA

The chart to the right shows the 5-year estimates for the percentage of workers by industry in the Springfield MSA for 2022, 2017, & 2012.

There is no statistical difference for most industries amongst the surveys. However, the estimates are significantly different for Education & Healthcare and Construction Industries from prior 5-year samples, 2012 & 2017, respectively.

Employment percentages in the Wholesale Trade, Public Administration, & Information sectors declined from 2017 to 2022 while employment in the Professional, Scientific, etc. sector increased.

Springfield MSA Percentage of Workers by Industry Source:
ACS 5-Year Estimates



Springfield MSA Workforce Change by Industry 2012 – 2022, American Community Survey 5-yr Estimates

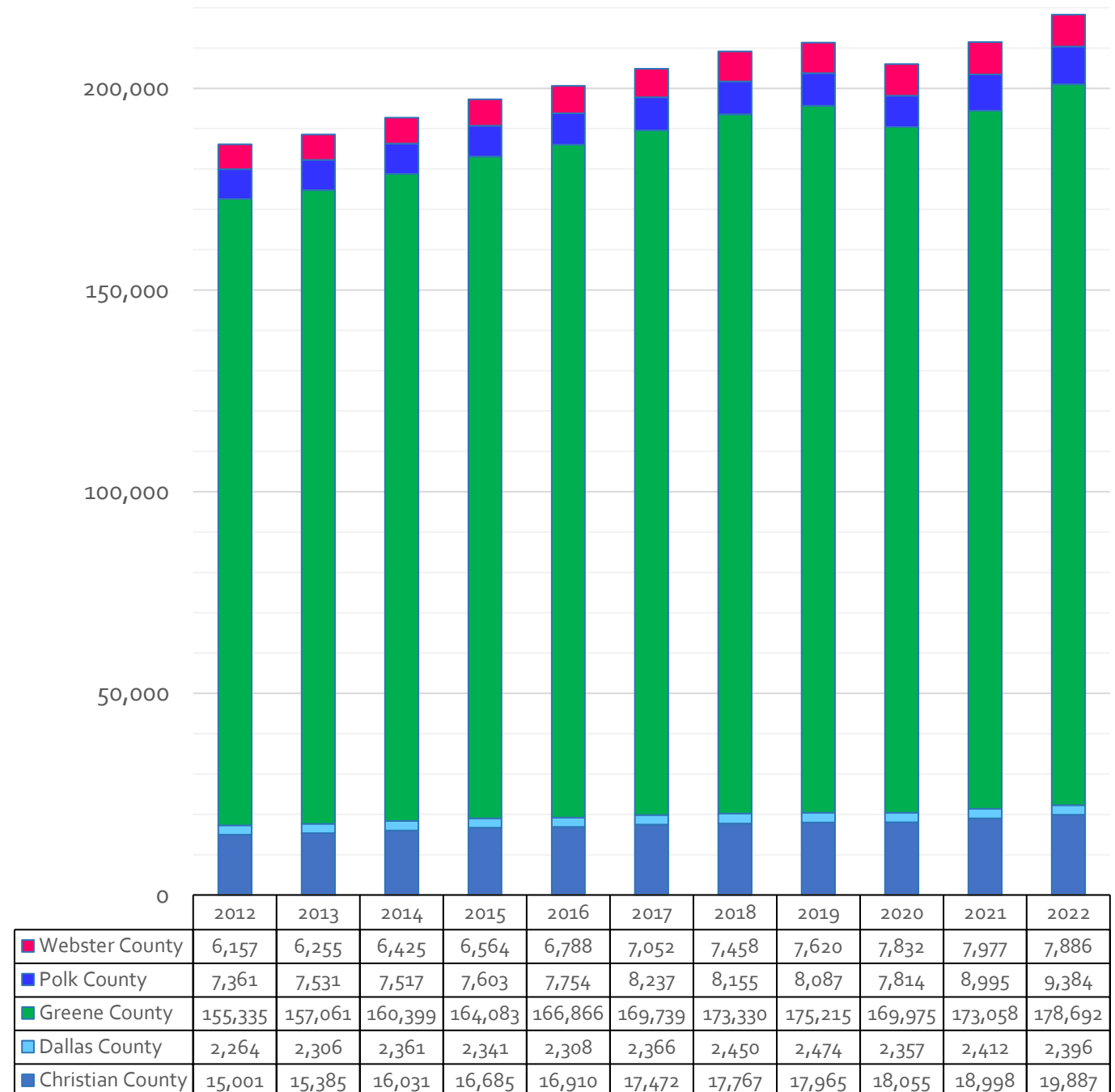
	2012	2022	Difference	% Change
Full-time, year-round civilian employed population 16 years and over	136,075	161,180	25,105	18.4
Agriculture, forestry, fishing and hunting, and mining:	1,668	1,738	70	4.2
Agriculture, forestry, fishing and hunting	1,468	1,544	76	5.2
Mining, quarrying, and oil and gas extraction	200	194	-6	-3.0
Construction	8,644	10,784	2,140	24.8
Manufacturing	14,618	17,299	2,681	18.3
Wholesale trade	5,549	5,236	-313	-5.6
Retail trade	16,928	18,607	1,679	9.9
Transportation and warehousing, and utilities:	9,690	10,493	803	8.3
Transportation and warehousing	7,829	8,842	1,013	12.9
Utilities	1,861	1,651	-210	-11.3
Information	2,870	2,266	-604	-21.0
Finance and insurance, and real estate and rental and leasing:	10,173	12,102	1,929	19.0
Finance and insurance	7,797	9,486	1,689	21.7
Real estate and rental and leasing	2,376	2,616	240	10.1
Professional, scientific, and management, and administrative and waste management services:	10,776	16,125	5,349	49.6
Professional, scientific, and technical services	6,025	9,727	3,702	61.4
Management of companies and enterprises	293	292	-1	-0.34
Administrative and support and waste management services	4,458	6,106	1,648	37.0
Educational services, and health care and social assistance:	34,080	40,192	6,112	17.9
Educational services	11,711	14,008	2,297	19.6
Health care and social assistance	22,369	26,184	3,815	17.1
Arts, entertainment, and recreation, and accommodation and food services:	7,939	9,975	2,036	25.6
Arts, entertainment, and recreation	1,425	1,900	475	33.3
Accommodation and food services	6,514	8,075	1,561	24.0
Other services, except public administration	7,171	8,082	911	12.7
Public administration	5,969	6,187	218	3.7

Number of Jobs by MSA County

The data contained in the chart on this page was retrieved from the U.S. Census Bureau The Local Employment and Household Dynamics (LEHD) Quarterly Workforce Indicators.

The data show job losses from 2021 to 2022. Beginning in 2011, jobs numbers start to climb every year through 2019. The overwhelming number of jobs in the MSA are in Greene County.

Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2010 to 2020 has remained relatively constant.



Data Sources

The figures provided in this report are for informational purposes only. The Ozarks Transportation Organization (OTO) offers no warranty, either expressed or implied, that the population and housing unit numbers published here are accurate and assumes no liability for any use to which the data may be put.

Building permit data were provided by the Springfield Department of Building Development Services, the Greene County Department of Building Regulations, the Christian County Planning and Development Department, and the cities of Battlefield, Republic, Nixa, Ozark, Strafford, and Willard.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns.

Other data sources include:

U.S. Census Bureau, 2020 Decennial Census. P.L. 94_171 Redistricting Data

U.S. Census Bureau, 2020. Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 2/13/2024
<https://lehd.ces.census.gov/data/#qwi>.

U.S. Census Bureau. 2022. LEHD Origin-Destination Employment Statistics (2002-2021) LEHD Origin-Destination Employment Statistics (2002-2021) at <https://onthemap.ces.census.gov>. LODS 7.4 [version]

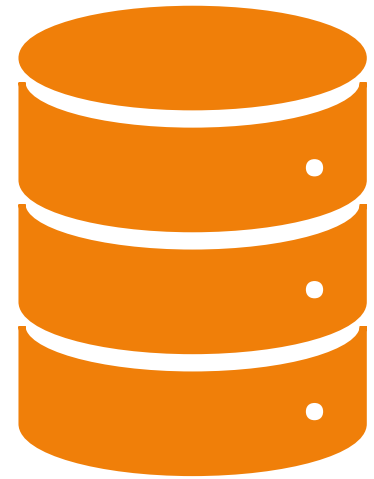
Missouri Census Data Center, (2020). <http://mcdc.missouri.edu/decennial-census/1980-1990.shtml>

Missouri Census Data Center, (2020). <http://mcdc.missouri.edu/decennial-census/2000.shtml>

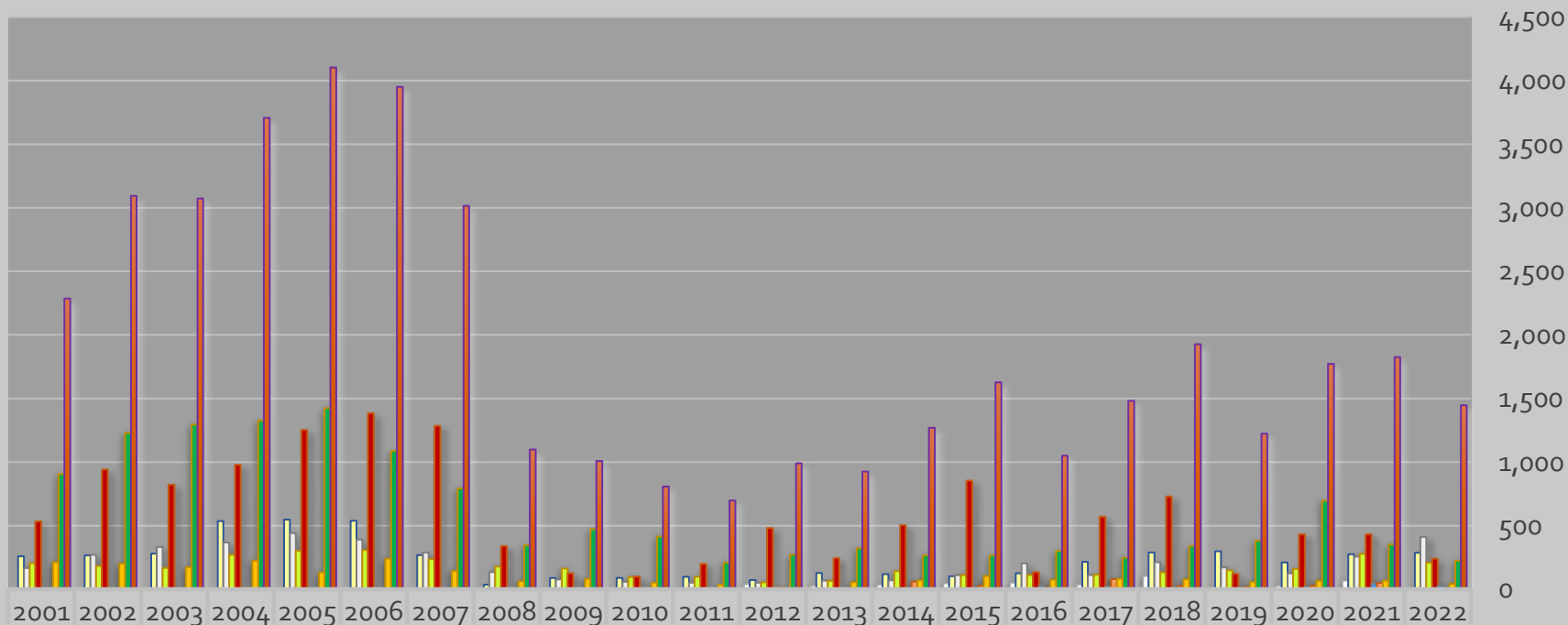
Missouri Census Data Center. (2024). *State/County Annual Population Change* [dataset application]. Available from <https://mcdc.missouri.edu/applications/population/change/>.

U.S. Census Bureau, 2020 & 2022, 2017, 2012 American Community Survey 5-Year Estimates.
<https://data.census.gov/cedsci/>

[Internal Revenue Service, SOI Tax Stats – Migration Data](#), 2024.

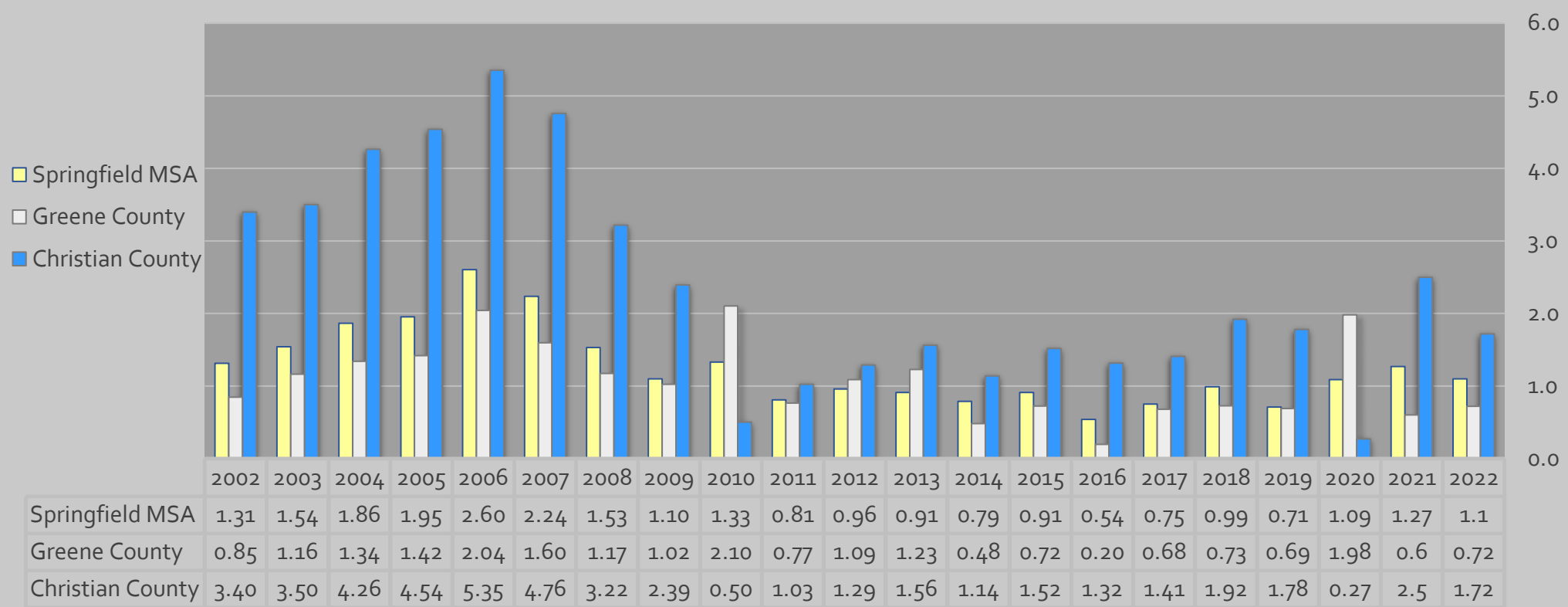


Appendix A: OTO Area Permit Activity 2001 - 2022

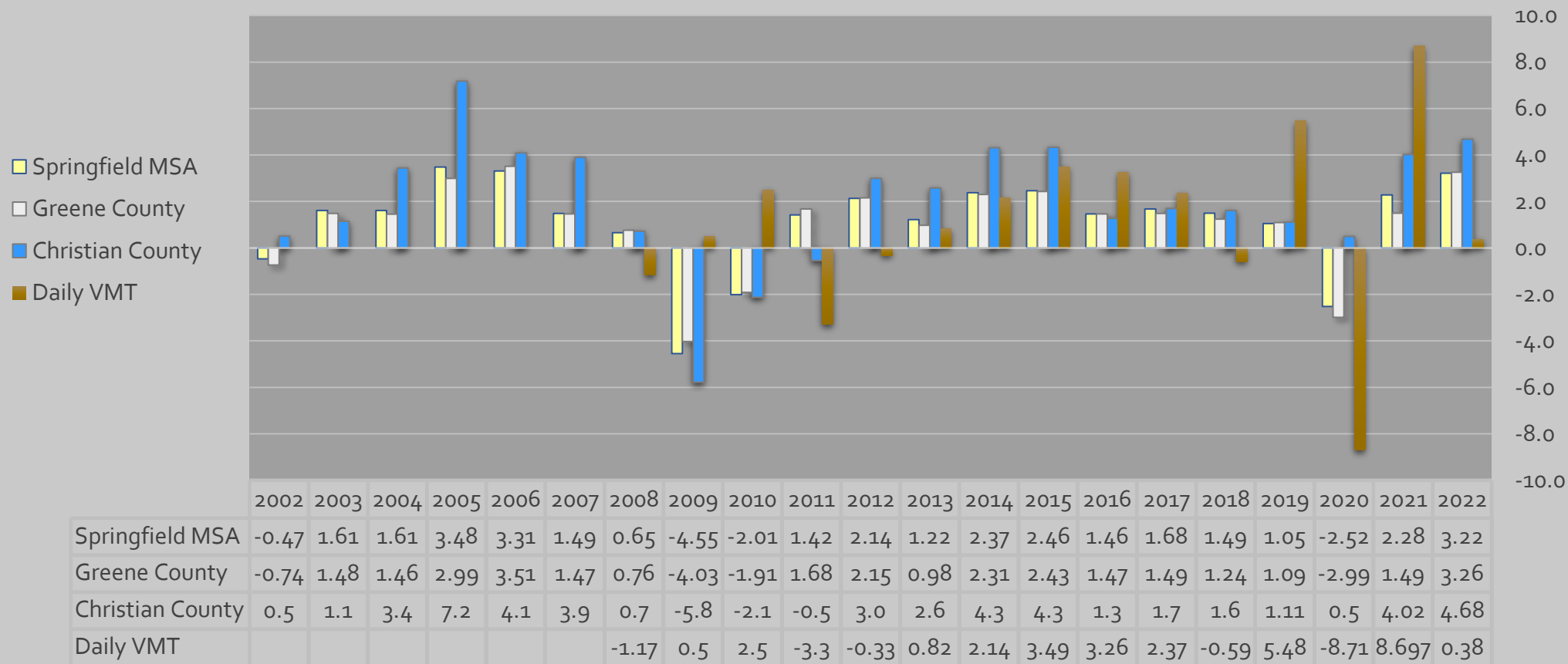


	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Battlefield	-	-	-	-	-	-	-	-	-	-	-	40	29	36	47	53	36	106	14	30	69	5
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	215	289	298	212	276	288
Ozark	168	271	333	367	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171	127	257	412
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149	160	277	208
Springfield	535	943	823	980	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	122	433	432	242
Strafford												0	3	2	2	27	24	8	15	20	46	28
Willard												13	7	59	26	14	80	25	17	28	49	
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56	68	69	42
Greene - OTO	906	1,229	1,294	1,328	1,424	1,087	792	345	472	413	210	270	321	266	266	301	247	341	381	695	351	222
Total	2,287	3,094	3,073	3,706	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,269	1,627	1,051	1,481	1,926	1,223	1,773	1,826	1,447

Appendix B: Year-over-Year Population Percent Change 2002 - 2022



Appendix C: Year-over-Year Total Jobs Percent Change 2002 – 2022 & Daily Vehicle Miles Travelled



TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 2/21/2024; ITEM II.C.

MoDOT/OTO Sidewalk Cost Share Program Recommendations

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Background

At its meeting on September 15, 2022, the OTO Board of Directors voted to partner with MoDOT on a sidewalk cost share program to benefit the state system. The Board approved the use of \$3 million from OTO's 2022-2026 Transportation Alternatives and Carbon Reduction Program funding, that when matched by the local jurisdiction, would cover 50 percent of proposed sidewalk projects along state routes, with MoDOT covering the other 50 percent.

Recommended Projects

City of Republic – Route MM

Over 4,500 feet of trail on the east side of MM – this project is planned as part of MoDOT Job number 8S0836D, and will be amended into RP1704.

Total Cost: \$855,000

MoDOT Share: \$427,500

TAP/CRP Share: \$342,000

Republic Share: \$85,500

City of Springfield – Connection from Doling, across I-44, to Norton

This project will be part of the planned trail and underpass connections associated with the project to six-lane I-44, as part of MoDOT Job Number SU0076, and will be amended into SP2310.

Total Cost: \$31,809,535

MoDOT Share: \$28,507,529

TAP/CRP Share: \$302,006

Springfield Share: \$1,000,000

The application will remain open for additional requests to be considered as they are received. After these projects are approved, the available funding for the sidewalk cost share program will be \$1,635,764. All funds remaining by August 2024 will be moved to the Bicycle/Pedestrian Infrastructure Call for Projects.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The OTO Bicycle and Pedestrian Advisory Committee recommended that the City of Republic MM Project receive \$342,000 in TAP/CRP funds and that the I-44 project receive \$302,006 in TAP/CRP funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend TAP/CRP funding for Republic in the amount of \$342,000 for a cost share with MoDOT along MM and for Springfield in the amount of \$302,006 to create a pedestrian connection as part of the I-44 project.”

OR

“Move to recommend the following...”

Informational	Jurisdiction	Republic
	Project Title	MM Multi-Use Path
	Eligible Project Type	Lettered State Routes
	Eligible Road	Yes
	Roadway	Route MM
	From	Farm Road 160
	To	Route 60
	Description	4,567.2 feet of trail on the east side of MM
	Existing MoDOT Project	8S0836D
	Total Cost	855000
	TAP/CRP Share	342000
	MoDOT Share	427500
	Local Share	85500
Scoring	TAP/CRP Match Percentage	20.00
	Match Points	0
	Budget Source	Engineer's Estimate
	Budget Points	1
	Fits within Existing MoDOT ROW	No
	ROW Points	0
	Buffer between Curb and Sidewalk	Yes
	Curb Points	1
	Alignment Source	Other
	Alignment Points	0
	Sidewalk Network	New Sidewalk Segment
	Network Points	1
	Meets Need	In Recent Engineering or Corridor Report
	Need Points	1
	School Route	Within 1/2 mile
	School Points	1
	Community Support	General Vicinity
	Support Points	1
	Community Facilities	Connects Vulnerable Population Facilities
	Facilities Points	2
	Shopping and Essential Services	Connections to Pedestrian Major Generators
	Services Points	2
	TOTAL POINTS	10

OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: [City of Republic](#)

Point of Contact: [Garrett Brickner](#)

Phone: [\(417\) 732-3405](#)

Email: gbrickner@republicmo.com

State System and Project Information

Which MoDOT Road will this project occur along? [Route MM](#)

Will this project fit within the existing MoDOT right-of-way? ☐ Yes ☒ No

Will this be a part of an existing MoDOT improvement project? ☒ Yes ☐ No

If project is not part of an existing/planned MoDOT project, it is not eligible for this program.

List Project and include TIP Number or MoDOT Job Number:

MoDOT job number - 8S0836D

Funding Request

Expected Total Project Cost: \$ [\\$855,000.00](#)

Expected OTO Cost Share Funding Request: [\\$342,000](#)

Expected Local Match Percentage: %

Please Provide Project Budget Information In The Table Below:

Category	Community Funds		MoDOT Funds	Other Funding Sources	Totals
	Local Match	Requested Cost Share Funds			
Engineering	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
ROW	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
Construction	<input type="text" value="\$85,500.00"/>	<input type="text" value="\$342,000.00"/>	<input type="text" value="\$427,500.00"/>	<input type="text"/>	<input type="text" value="\$855,000.00"/>
Totals	<input type="text" value="\$85,500.00"/>	<input type="text" value="\$342,000.00"/>	<input type="text" value="\$427,500.00"/>	<input type="text"/>	<input type="text" value="\$855,000.00"/>

Please list other funding sources included in project budget:

Source of Budget Information: ☒ Program Estimate ☒ Engineer's Estimate (w/quantities)

Project Details

Please provide the following project details and **provide a map** showing the location of each planned sidewalk segment.

Total Length of Proposed Trail (s):

4567.2 feet

	Segment Length (ft)	Side of Road	Within Existing /Planned ROW?	Sidewalk Width (ft)	Distance off back of curb (ft)
Segment #1	1	<input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	10	6
Segment #2		<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N		
Segment #3		<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N		
Segment #4		<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N		
Segment #5		<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N		

*Provide a map that shows the location of each planned sidewalk segment, including proposed sidewalk connections and ROW lines if available.

Source of Alignment Information: ☒ Program Estimate ☐ Engineer's Estimate

Who is expected to administer and deliver this project? ☐ Applicant ☒ MoDOT ☐ TBD

Project Description

Please describe how this project will enhance your community's overall sidewalk network, including any new connections made.

This project will add trail connection for planned development of a regional park complex and new Intermediate school, to the larger trail and sidewalk network of Republic. This alignment is poised for development with multiple commercial and apartment lots currently under construction and may more expected in the next 5 years.

Please describe how this project meets a known community need, especially a safety need.

Feel free to attach images of worn paths, discuss known accident patterns, or existing engineering studies.

This project will add a safe way for pedestrians and bicyclists to traverse a corridor that has already been identified as a primary arterial, without having to be in traffic with vehicles and large trucks

Please discuss if this project will create safer routes to school. Include distance to nearest school.

The school district currently owns property directly to the East and plans to build a new 5 & 6 school on the property in 2025 as well as potential for future elementary school(s) as acreage provides. This portion of trail will connect to a future trail alignment that will connect to Republic Highschool, Wilson's Creek National Battlefield, and the greater Republic residential area. the ultimate trail plan will connect all school buildings in Republic through trails.

Please describe the level of community support for this project.

Feel free to attach relevant public comments or community plans/surveys.

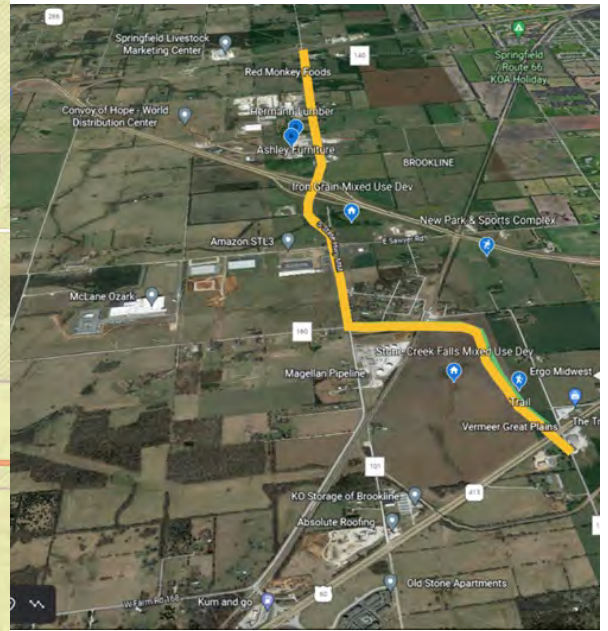
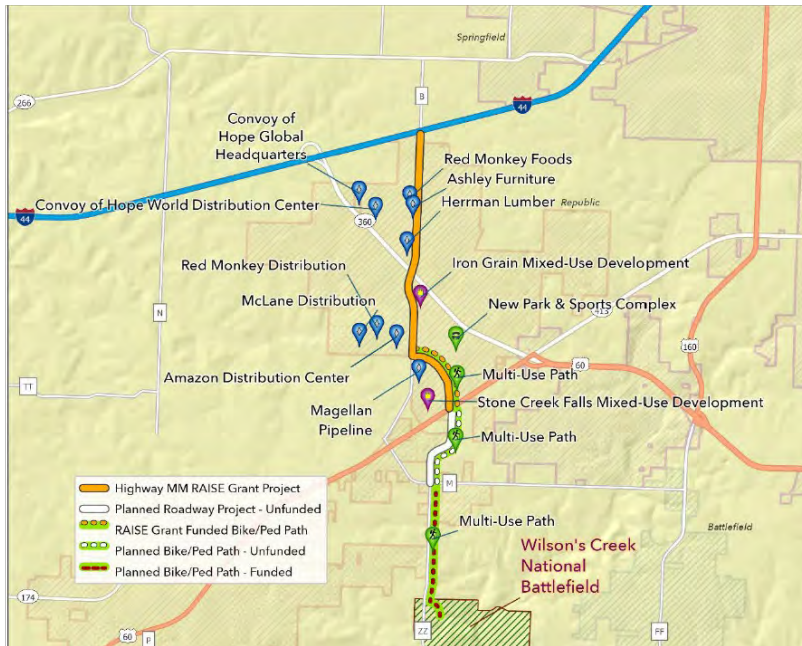
Trails and pedestrian accessibility is a large scoring question on many citizen surveys we have conducted.

Please describe how this project will create connections to community facilities or social service agencies.

The City of Republic owns 137 acres in proximity to this this project that we are creating a regionals sports complex and world class park facility at. This trail will connect to a city funded portion of trail that connects to the park

Please describe how this project will create connections to shopping and essential services, such as grocery stores, convenience stores, restaurants, or medical clinics.

This trail alignment will be along a new segment of primary arterial State Highway that is primed for development. It will also act as a connection between residential, commercial, school, and recreational areas. It is expected that ancillary uses will follow the development such as grocery stores, convenience stores, retail shops, restaurants, and medical clinics.



Informational	Jurisdiction		OTO	
	Project Title	I-44		
	Eligible Project Type	Named Interstate Outer Roads (MoDOT Owned)		
	Eligible Road	Yes		
	Roadway	I-44		
	From	Doling Park		
	To	Norton		
	Description	Connect I-44 underpass to Doling and Norton		
	Existing MoDOT Project	Yes - SU0076		
	Total Cost	\$31,809,535		
	TAP/CRP Share	\$302,006		
	MoDOT Share	\$28,507,529		
	Local Share	\$1,000,000		
	Scoring	TAP/CRP Match Percentage	662.24	
Match Points		3		
Budget Source		Engineer's Estimate		
Budget Points		1		
Fits within Existing MoDOT ROW		No		
ROW Points		0		
Buffer between Curb and Sidewalk		Yes		
Curb Points		1		
Alignment Source		Engineer's Estimate		
Alignment Points		1		
Sidewalk Network		Expands System		
Network Points		3		
Meets Need		Other		
Need Points		0		
School Route		Within 1/2 mile		
School Points		1		
Community Support		Action Plan or Survey		
Support Points		3		
Community Facilities		Connects Community Facilities		
Facilities Points		1		
Shopping and Essential Services		Connections to Pedestrian Major Generators		
Services Points		2		
TOTAL POINTS		16		

OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: [Ozarks Transportation Organization](#)

Point of Contact: [Jen Thomas](#)

Phone: [417-865-3042](#)

Email: jthomas@ozarkstransportation.org

State System and Project Information

Which MoDOT Road will this project occur along? I-44

Will this project fit within the existing MoDOT right-of-way? ☐ Yes ☒ No

Will this be a part of an existing MoDOT improvement project? ☒ Yes ☐ No

If project is not part of an existing/planned MoDOT project, it is not eligible for this program.

List Project and include TIP Number or MoDOT Job Number:

SU0076

Funding Request

Expected Total Project Cost: \$ [\\$31,786,435](#)

Expected OTO Cost Share Funding Request: [\\$302,006](#)

Expected Local Match Percentage: %

Please Provide Project Budget Information In The Table Below:

Category	Community Funds		MoDOT Funds	Other Funding Sources	Totals
	Local Match	Requested Cost Share Funds			
Engineering	<input type="text" value="\$250,000"/>	<input type="text" value="\$28,000"/>	<input type="text" value="\$6,232,326"/>	<input type="text" value="\$450,000"/>	<input type="text" value="\$6,960,326"/>
Utilities	<input type="text"/>	<input type="text" value="\$7,500"/>	<input type="text" value="\$803,500"/>	<input type="text" value="\$50,000"/>	<input type="text" value="\$861,000"/>
ROW	<input type="text"/>	<input type="text"/>	<input type="text" value="\$23,100"/>	<input type="text"/>	<input type="text" value="\$23,100"/>
Construction	<input type="text" value="\$750,000"/>	<input type="text" value="\$266,506"/>	<input type="text" value="\$21,448,603"/>	<input type="text" value="\$1,500,000"/>	<input type="text" value="\$23,965,109"/>
Totals	<input type="text" value="\$1,000,000"/>	<input type="text" value="\$302,006"/>	<input type="text" value="\$28,507,529"/>	<input type="text" value="\$2,000,000"/>	<input type="text" value="\$31,809,535"/>

Please list other funding sources included in project budget: **STBG - \$2 Million, Local - \$1 Million**

Source of Budget Information: ☒ Program Estimate ☐ Engineer's Estimate (w/quantities)

Please include copies of estimates used in this application

Project Details

Please provide the following project details and **provide a map** showing the location of each planned sidewalk segment.

Total Length of Proposed Sidewalk(s):

	Segment Length (ft)	Side of Road	Within Existing /Planned ROW?	Sidewalk Width (ft)	Distance off back of curb (ft)
Segment #1	<input type="text" value="1320"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="text" value="10"/>	<input type="text"/>
Segment #2	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #3	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #4	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #5	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>

*Provide a map that shows the location of each planned sidewalk segment, including proposed sidewalk connections and ROW lines if available.

Source of Alignment Information: ☒ Program Estimate ☐ Engineer's Estimate

Who is expected to administer and deliver this project? ☐ Applicant ☒ MoDOT ☐ TBD

Project Description

Please describe how this project will enhance your community's overall sidewalk network, including any new connections made.

This project will create a new connection from Doling Park, across I-44 to Norton Road. Pedestrian facilities across I-44 are limited and construction of the proposed improvements will greatly enhance the walkability of the apartment complexes located north of the freeway.

Please describe how this project meets a known community need, especially a safety need.

Feel free to attach images of worn paths, discuss known accident patterns, or existing engineering studies.

There is 1.25 miles between the existing pedestrian facilities at National Avenue and Grant Avenue. Providing this much needed mid-block crossing will provide a safe location for vulnerable road users to cross the freeway without having to travel so far out of their way.

Please discuss if this project will create safer routes to school. Include distance to nearest school.

This project will provide a safe route for students of Watkins Elementary and Hillcrest High School to cross I-44. Hillcrest is located 0.64 miles from the proposed connection location and Watkins is located less than a half mile to Doling park where the proposed connection location is made south of I-44.

Please describe the level of community support for this project.

Feel free to attach relevant public comments or community plans/surveys.

This project is included in the OTO Trail Plan, as part of *Destination 2045*.

Please describe how this project will create connections to community facilities or social service agencies.

This connection will provide a safe location for people who live north of I-44 to access Doling Park with all of its many amenities, including a gym with fitness classes, swimming pool, tennis courts, senior center, playgrounds and more.

Please describe how this project will create connections to shopping and essential services, such as grocery stores, convenience stores, restaurants, or medical clinics.

In addition to being able to access Doling Park, from there trail users can utilize the existing sidewalk network to travel to the many businesses along Kearney.

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 2/21/2024; ITEM II.D.

Amendment Number Three to the FY 2024-2027 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are multiple items included as part of Amendment Number Three to the FY 2024-2027 Transportation Improvement Program.

1. ***Revised*** Weaver Road Improvements (BA2402)
The City of Battlefield is requesting to add additional STBG-U funding as the estimate for engineering increased from what was originally programmed. The total programmed amount is \$176,352.
2. ***Removed*** Jefferson Avenue Footbridge (EN1803)
The City of Springfield received funding through the State of Missouri budget for this project and will not be using federal funds.
3. ***Removed*** Kali Springs Trail (EN2409)
The Kali Springs Trail was initially awarded Bicycle/Pedestrian Infrastructure funding, but has since been determined to be ineligible.
4. ***Removed*** Chadwick Flyer Trailhead (EN2404)
Removed Garrison Springs Trailhead (EN2408)
Revised Chadwick Flyer Spur to OHS (OK2302)
The City of Ozark has requested to withdraw two projects and use that funding on the Chadwick Flyer Spur project, for a total programmed cost of \$345,892.
5. ***Pending Revised*** RT MM Road Relocation, Railroad Grade Separation, and Corridor Scoping (RP1704)
This project will be amended to include the already approved MM Underpass project and the MM Sidewalk Cost Share Project. Final estimates and the amount of required local share is being finalized. It is requested that the TPC recommend including any necessary changes into the TIP Amendment recommendation to the Board of Directors. Final information is expected before this Amendment is put out for public comment.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment 3 to the FY 2024-2027 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 3 to the FY 2024-2027 Transportation Improvement Program, with these changes...”

Project Overview

6 Projects Listed

BA2402-24A3 - WEAVER ROAD IMPROVEMENTS

Plan Revision

24A3

Section

Cost Shares

Project Type

Scoping

Lead Agency

MoDOT

County

Greene County

Municipality

Battlefield

Status

Programmed

Total Cost

\$176,352

MoDoT ID

JSU0210, SU0210

Federal ID

-

Project From

Route FF

Project To

Cloverdale Lane

Project Considerations

Environmental Justice Area, Bike/Ped Plan

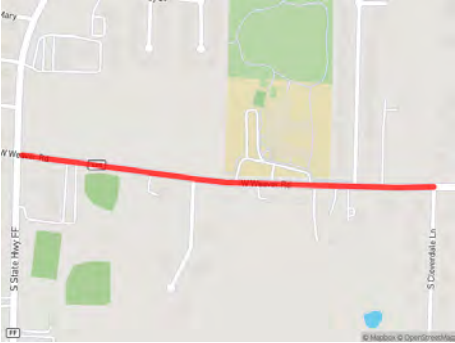
Project Description

Scoping for roadway improvements from east of Rte. FF to Cloverdale Lane.

Funding Source Notes

Non-Federal Funding Source: City of Battlefield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$141,082	-	-	-	-	\$141,082
Engineering	Local	-	\$35,270	-	-	-	-	\$35,270
Total Engineering		-	\$176,352	-	-	-	-	\$176,352
Total Programmed		-	\$176,352	-	-	-	-	\$176,352

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 "BA2402-24A1" to "BA2402-24A3" Plan Revision Name changed from "24A1" to "24A3"	
FUNDING CHANGES	Local + Increase funds in FY 2024 in ENG from \$20,000 to \$35,270 STBG-U (FHWA) + Increase funds in FY 2024 in ENG from \$80,000 to \$141,082	
FEDERAL PROJECT COST	Increased from \$80,000 to \$141,082 (76.35%)	
TOTAL PROJECT COST	Increased from \$100,000 to \$176,352 (76.35%)	

EN1803-20A6 - JEFFERSON AVENUE FOOTBRIDGE

Plan Revision
24A3

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Withdrawn/Removed from TIP

Total Cost
\$3,200,000

MoDoT ID
-

Federal ID
5903803

Project From
Chase Street

Project To
Commercial Street

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Rehabilitate the historic Jefferson Avenue Footbridge including replacing structurally deficient members, adding ADA ramps to both sides of the bridge, painting the entire structure, and adding lighting and site improvements.

Funding Source Notes
Non-Federal Funding Source: City of Springfield Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$20,000	-	-	-	-	\$20,000
Engineering	STBG-U (FHWA)	-	\$80,000	-	-	-	-	\$80,000
Total Engineering		-	\$100,000	-	-	-	-	\$100,000
Construction	Local	-	\$620,000	-	-	-	-	\$620,000
Construction	STBG-U (FHWA)	-	\$2,480,000	-	-	-	-	\$2,480,000
Total Construction		-	\$3,100,000	-	-	-	-	\$3,100,000
Total Programmed		-	\$3,200,000	-	-	-	-	\$3,200,000

CURRENT CHANGE REASON

Project Removed

PROJECT CHANGES

Plan Revision Name changed from "24Adopted" to "24A3"
Status changed from "Programmed" to "Withdrawn/Removed from TIP"

FUNDING CHANGES

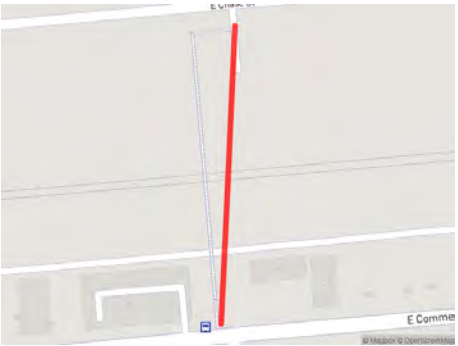
N/A

FEDERAL PROJECT COST

Stays the same \$2,560,000

TOTAL PROJECT COST

Stays the same \$3,200,000



EN2404-24 - CHADWICK FLYER TRAILHEAD

Plan Revision
24A3

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Withdrawn/Removed from TIP

Total Cost
\$120,321

MoDoT ID
-

Federal ID
9901861

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Construct restroom facilities at trailhead for the Chadwick Flyer trail at the OC in Ozark.

Funding Source Notes
Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	TAP (FHWA)	-	\$8,257	-	-	-	-	\$8,257
Engineering	Local	-	\$2,064	-	-	-	-	\$2,064
Total Engineering		-	\$10,321	-	-	-	-	\$10,321
Construction	Local	-	-	\$22,000	-	-	-	\$22,000
Construction	TAP (FHWA)	-	-	\$88,000	-	-	-	\$88,000
Total Construction		-	-	\$110,000	-	-	-	\$110,000
Total Programmed		-	\$10,321	\$110,000	-	-	-	\$120,321

CURRENT CHANGE REASON

Project Removed

PROJECT CHANGES

Plan Revision Name changed from "24Adopted" to "24A3"

Status changed from "Programmed" to "Withdrawn/Removed from TIP"

FUNDING CHANGES

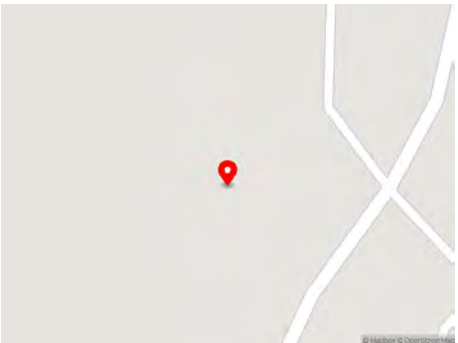
N/A

FEDERAL PROJECT COST

Stays the same \$96,257

TOTAL PROJECT COST

Stays the same \$120,321



EN2408-24 - GARRISON SPRINGS TRAILHEAD

Plan Revision
24A3

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Withdrawn/Removed from TIP

Total Cost
\$70,321

MoDoT ID
-

Federal ID
9901865

Project From
-

Project To
-

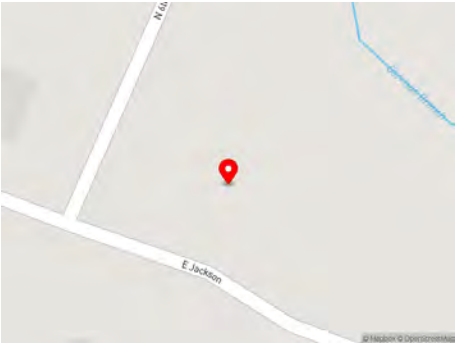
Project Considerations
Bike/Ped Plan

Project Description
Create trailhead with parking for the Garrison Springs trail, including a 10-foot wide connector trail.

Funding Source Notes
Non-Federal Funding Source: City of Ozark; FYI: Construction-Award pending Reasonable Progress compliance.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$10,321	-	-	-	-	\$10,321
Total Engineering		-	\$10,321	-	-	-	-	\$10,321
Construction	TAP (FHWA)	-	-	\$48,000	-	-	-	\$48,000
Construction	Local	-	-	\$12,000	-	-	-	\$12,000
Total Construction		-	-	\$60,000	-	-	-	\$60,000
Total Programmed		-	\$10,321	\$60,000	-	-	-	\$70,321

CURRENT CHANGE REASON	Project Removed
PROJECT CHANGES	Plan Revision Name changed from "24Adopted" to "24A3" Status changed from "Programmed" to "Withdrawn/Removed from TIP"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same \$48,000
TOTAL PROJECT COST	Stays the same \$70,321



EN2409-24 - KALI SPRINGS TRAIL

Plan Revision
24A3

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Withdrawn/Removed from TIP

Total Cost
\$160,316

MoDoT ID
-

Federal ID
9901866

Project From
-

Project To
-

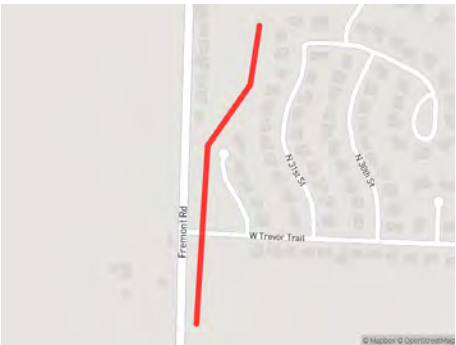
Project Considerations
Bike/Ped Plan

Project Description
Construct 10-foot wide trail through Kali Springs.

Funding Source Notes
Non-Federal Funding Source: City of Ozark; FYI: PE-Award only, Construction-Award pending Reasonable Progress Compliance

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	TAP (FHWA)	-	\$14,963	-	-	-	-	\$14,963
Engineering	Local	-	\$3,741	-	-	-	-	\$3,741
Total Engineering		-	\$18,704	-	-	-	-	\$18,704
Construction	TAP (FHWA)	-	-	\$113,290	-	-	-	\$113,290
Construction	Local	-	-	\$28,322	-	-	-	\$28,322
Total Construction		-	-	\$141,612	-	-	-	\$141,612
Total Programmed		-	\$18,704	\$141,612	-	-	-	\$160,316

CURRENT CHANGE REASON	Project Removed
PROJECT CHANGES	Plan Revision Name changed from "24Adopted" to "24A3" Status changed from "Programmed" to "Withdrawn/Removed from TIP"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same \$128,253
TOTAL PROJECT COST	Stays the same \$160,316



OK2302-24A3 - CHADWICK FLYER SPUR TO OHS

Plan Revision
24A3

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$345,892

MoDoT ID
-

Federal ID
9901851

Project From
-

Project To
-

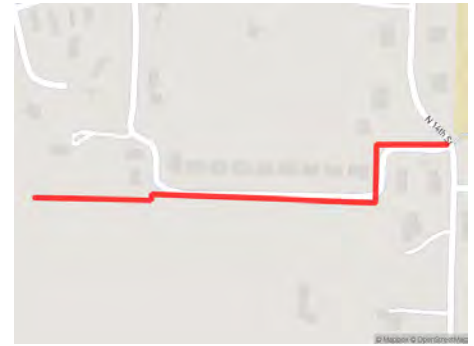
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Construction of 10-foot wide trail connecting the Chadwick Flyer and the Ozark High School.

Funding Source Notes
Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$4,050	-	-	-	-	\$4,050
Engineering	TAP (FHWA)	-	\$16,200	-	-	-	-	\$16,200
Total Engineering		-	\$20,250	-	-	-	-	\$20,250
Construction	Local	-	\$73,385	-	-	-	-	\$73,385
Construction	TAP (FHWA)	-	\$252,257	-	-	-	-	\$252,257
Total Construction		-	\$325,642	-	-	-	-	\$325,642
Total Programmed		-	\$345,892	-	-	-	-	\$345,892

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000), Adding funding to construction. due to Adding funding to construction.
PROJECT CHANGES	ID changed from "OK2302-23A3" to "OK2302-24A3" Plan Revision Name changed from "24Adopted" to "24A3"
FUNDING CHANGES	TAP (FHWA) + Increase funds in FY 2024 in CON from \$0 to \$48,000 + Increase funds in FY 2024 in CON from \$0 to \$96,257 Local + Increase funds in FY 2024 in CON from \$0 to \$22,321 + Increase funds in FY 2024 in CON from \$0 to \$24,064
FEDERAL PROJECT COST	Increased from \$124,200 to \$268,457 (116.15%)
TOTAL PROJECT COST	Increased from \$155,250 to \$345,892 (122.80%)



REVENUE

Revenue Source	Carryover	2024	2025	2026	2027	Total
MoDOT State/Federal		\$80,371,088	\$125,885,699	\$64,545,322	\$66,317,065	\$337,119,174
Suballocated STBG-U	\$16,638,414	\$7,568,166	\$7,719,529	\$7,873,920	\$8,031,398	\$47,831,427
Suballocated TAP	\$3,134,365	\$1,551,388	\$1,568,998	\$1,587,191	\$1,618,935	\$9,460,877
Suballocated CRP	\$1,772,594	\$904,761	\$904,761	\$904,761	\$904,761	\$5,391,638
Aviation - FAA	\$0	\$7,866,000	\$22,262,580	\$9,693,000	\$3,402,000	\$43,223,580
FTA 5307	\$4,605,375	\$3,541,107	\$3,611,929	\$3,684,168	\$3,757,851	\$19,200,430
FTA 5310	\$863,053	\$444,515	\$453,405	\$462,473	\$471,723	\$2,695,170
FTA 5339	\$845,868	\$283,357	\$289,024	\$294,805	\$300,701	\$2,013,754
Transit MO HealthNet Contract	\$0	\$55,000	\$55,000	\$55,000	\$55,000	\$220,000
Transit State Operating Funding	\$0	\$263,282	\$40,200	\$40,200	\$40,200	\$383,882
CU Transit Utility Ratepayers	\$5,461,692	\$7,169,545	\$7,227,017	\$7,089,367	\$6,911,255	\$33,858,876
CU Transit Farebox, Ads, Rent	\$0	\$886,964	\$886,964	\$886,964	\$886,964	\$3,547,856
Human Service Agencies	\$118,670	\$61,121	\$62,343	\$63,590	\$64,862	\$370,586
TOTAL	\$33,440,031	\$110,966,295	\$170,967,449	\$97,180,761	\$92,762,715	\$505,317,251

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$17,864,056)	(\$3,663,043)	(\$1,663,052)	(\$191,355)	(\$23,381,506)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$62,493,116	\$76,785,353	\$78,879,031	\$80,446,945	\$298,604,445

Transit Local Operations/Maint.	Carryover	2024	2025	2026	2027	Total
System Operations Local	\$5,271,692	\$7,710,791	\$7,710,791	\$7,710,791	\$7,710,791	\$36,114,856
System Maintenance Local	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Local Programmed O&M	--	(\$13,362,483)	(\$7,900,791)	(\$7,900,791)	(\$7,900,791)	(\$37,064,856)
Carryover	\$5,461,692	\$5,461,692	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$1,218,611	\$1,754,714	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$31,284,340	\$38,418,007	\$45,921,887	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$31,170,848	\$8,815,446	\$2,368,226	\$761,419
TAP (FHWA)	\$4,671,771	\$2,189,463	\$302,006	\$0
Federal Subtotal	\$87,277,342	\$72,942,130	\$49,193,119	\$42,559,219
STATE				
MoDOT	\$17,856,911	\$19,819,610	\$7,332,500	\$12,307,400
MoDOT-AC	\$20,008,200	\$22,095,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$43,369,199	\$47,567,950	\$15,668,222	\$24,514,265
LOCAL/OTHER				
Local	\$17,864,056	\$3,663,043	\$1,663,052	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,251,066	\$3,663,043	\$1,663,052	\$191,355
Total	\$152,897,607	\$124,173,123	\$66,524,393	\$67,264,839

Pending A2

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,251,066	\$3,663,043	\$1,663,052	\$191,355	\$27,768,516
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,205,558	\$145,449,729	\$82,434,567	\$83,080,580	\$469,956,522
Carryover		\$40,786,088	\$6,094,038	\$27,370,644	\$43,280,819	--
Programmed State and Federal Funding		(\$152,897,607)	(\$124,173,123)	(\$66,524,393)	(\$67,264,839)	(\$410,859,962)
TOTAL REMAINING	\$40,786,088	\$6,094,038	\$27,370,644	\$43,280,819	\$59,096,559	\$59,096,559

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 2/21/2024; ITEM II.E.

Administrative Modifications 2, 3, and 4 to the FY 2024-2027 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There is 1 item each included as part of Administrative Modifications 2 and 3, and 3 items as part of Administrative Modification 4 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

Administrative Modification 2

Route MM Ramp Intersection Improvements at I-44 (RP2201, RP2401)

Adding a project to the TIP which is split from a “parent project” provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change.

Split ROW into its own project, including some preliminary engineering.

- RP2201-24AM2 – Original project less ROW and a portion of PE, for a new programmed amount of \$642,000
- RP2401-24AM2 – New project split from RP2201, with just ROW and some PE, for a new programmed amount of \$677,000.

Administrative Modification 3

Finley River Trail Extension (RP2407-24AM3)

- *Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*
- *Moving a project’s funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*

Moved \$32,669 in funds from construction in FY 2025 to preliminary engineering in FY 2024 to allow for finalization of design before construction.

Administrative Modification 4

Job Order Contracting for Guard Cable and Guardrail Repair (MO2307)

Moving a project’s funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP.

Moving funding from FY 2025 to FY 2024 with no other changes.

Melville Road Bridge Over I-44 (SP1911)

Minor changes to funding sources between federal funding categories or between state and local sources.

Moved NHPP and MoDOT funding to STBG-U and Local funding, with no changes to the overall programmed amount.

I-44 Add lanes and Replace Bridges from Kansas to Glenstone in Springfield (SP2310)

- *Moving a project’s funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*

- *Minor changes to funding sources between federal funding categories or between state and local sources*
- *Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project*

Adding City of Springfield STBG-U funding, adding Greene County local funding, and adding OTO TAP funding, all replacing MoDOT and NHPP funding, while also moving construction funds to right-of-way for land acquisition.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

28 December 2023

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Two to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on December 28, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



OZARKSTRANSPORTATION.ORG

Project Overview

2 Projects Listed

RP2201-24AM2 - ROUTE MM RAMP INTERSECTION IMPROVEMENTS AT I-44

Plan Revision
24AM2

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$722,000

MoDOT ID
J8S3239

Federal ID
S604043

Project From
Rte. MM and I-44 intersection

Project To
-

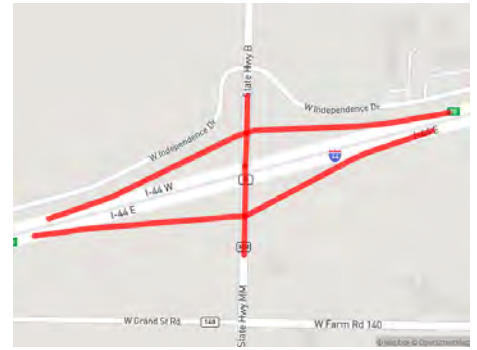
Project Considerations
Advance Construction

Project Description
Add signals at Route MM ramps and reconfigure lanes at I-44.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$16,000	\$36,000	-	-	-	-	\$52,000
Engineering	MoDOT-AC	\$64,000	\$144,000	-	-	-	-	\$208,000
Total Engineering		\$80,000	\$180,000	-	-	-	-	\$260,000
Construction	MoDOT	-	\$92,400	-	-	-	-	\$92,400
Construction	MoDOT-AC	-	\$369,600	-	-	-	-	\$369,600
Total Construction		-	\$462,000	-	-	-	-	\$462,000
Total Prior Costs		\$80,000	-	-	-	-	-	\$80,000
Total Programmed		\$80,000	\$642,000	-	-	-	-	\$722,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change (an additional administrative modification may be made to the split project, as allowed elsewhere in this list), Per FHWA request, moved the ROW costs out of Project 8S3239 (RP2201-22) [Route MM Ramp Intersection Improvements at I-44] and created a new project of 8S3239B for the ROW Costs. due to The full ROW budget of \$674,000 and \$3,000 from Preliminary Engineering budget was moved out of SFY2024 on project 8S3239. Project 8S3239B was created with ROW budget in SFY 2024 of \$674,000 and a Preliminary Engineering budget in SFY 2024 of \$3,000. Project description for this split project is "Right of way acquisition for interchange improvements at I-44."
PROJECT CHANGES	ID changed from "RP2201-22" to "RP2201-24AM2" Plan Revision Name changed from "24Adopted" to "24AM2"
FUNDING CHANGES	MoDOT - Decrease funds in FY 2024 in ENG from \$36,600 to \$36,000 - Decrease funds in FY 2024 in ROW from \$134,800 to \$0 MoDOT-AC - Decrease funds in FY 2024 in ENG from \$146,400 to \$144,000 - Decrease funds in FY 2024 in ROW from \$539,200 to \$0
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Decreased from \$1,399,000 to \$722,000 (-48.39%)



RP2401-24AM2 - ROUTE MM RAMP INTERSECTION IMPROVEMENTS AT I-44 ROW

Plan Revision
24AM2

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$677,000

MoDoT ID
J8S3239B

Federal ID
-

Project From
Rte. MM and I-44 Intersection

Project To
-

Project Considerations
Advance Construction

Project Description
Right of way acquisition for interchange improvements at I-44.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	-	\$2,400	-	-	-	-	\$2,400
Engineering	MoDOT	-	\$600	-	-	-	-	\$600
Total Engineering		-	\$3,000	-	-	-	-	\$3,000
ROW	MoDOT-AC	-	\$539,200	-	-	-	-	\$539,200
ROW	MoDOT	-	\$134,800	-	-	-	-	\$134,800
Total ROW		-	\$674,000	-	-	-	-	\$674,000
Total Programmed		-	\$677,000	-	-	-	-	\$677,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$677,000





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

14 February 2024

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Three to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on February 14, 2024. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Project Overview
1 Projects Listed

EN2407-24AM3 - FINLEY RIVER TRAIL EXTENSION

Plan Revision

24AM3

Section

Sponsored by Local Public Agencies

Project Type

Bicycle and Pedestrian

Lead Agency

City of Ozark

County

Christian County

Municipality

Ozark

Status

Programmed

Total Cost

\$242,105

MoDoT ID

-

Federal ID

9901864

Project From

-

Project To

-

Project Considerations

Bike/Ped Plan

Project Description

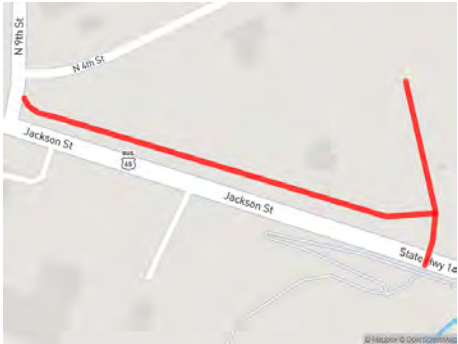
Construct 10-foot wide trail under Jackson St., from the Finley River to 9th Street, and from Jackson to Finley Farms.

Funding Source Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax; FYI: Construction-Award pending Reasonable Progress compliance.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$6,534	-	-	-	-	\$6,534
Engineering	CRP (FHWA)	-	\$26,135	-	-	-	-	\$26,135
Total Engineering		-	\$32,669	-	-	-	-	\$32,669
Construction	Local	-	-	\$41,887	-	-	-	\$41,887
Construction	CRP (FHWA)	-	-	\$167,549	-	-	-	\$167,549
Total Construction		-	-	\$209,436	-	-	-	\$209,436
Total Programmed		-	\$32,669	\$209,436	-	-	-	\$242,105

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	ID changed from "EN2407-24" to "EN2407-24AM3" Plan Revision Name changed from "24Adopted" to "24AM3"
FUNDING CHANGES	CRP (FHWA) + Increase funds in FY 2024 in ENG from \$0 to \$26,135 - Decrease funds in FY 2025 in CON from \$193,684 to \$167,549 Local + Increase funds in FY 2024 in ENG from \$0 to \$6,534 - Decrease funds in FY 2025 in CON from \$48,421 to \$41,887
FEDERAL PROJECT COST	Stays the same \$193,684
TOTAL PROJECT COST	Stays the same \$242,105



REVENUE

Revenue Source	Carryover	2024	2025	2026	2027	Total
MoDOT State/Federal		\$80,371,088	\$125,885,699	\$64,545,322	\$66,317,065	\$337,119,174
Suballocated STBG-U	\$16,638,414	\$7,568,166	\$7,719,529	\$7,873,920	\$8,031,398	\$47,831,427
Suballocated TAP	\$3,134,365	\$1,551,388	\$1,568,998	\$1,587,191	\$1,618,935	\$9,460,877
Suballocated CRP	\$1,772,594	\$904,761	\$904,761	\$904,761	\$904,761	\$5,391,638
Aviation - FAA	\$0	\$7,866,000	\$22,262,580	\$9,693,000	\$3,402,000	\$43,223,580
FTA 5307	\$4,605,375	\$3,541,107	\$3,611,929	\$3,684,168	\$3,757,851	\$19,200,430
FTA 5310	\$863,053	\$444,515	\$453,405	\$462,473	\$471,723	\$2,695,170
FTA 5339	\$845,868	\$283,357	\$289,024	\$294,805	\$300,701	\$2,013,754
Transit MO HealthNet Contract	\$0	\$55,000	\$55,000	\$55,000	\$55,000	\$220,000
Transit State Operating Funding	\$0	\$263,282	\$40,200	\$40,200	\$40,200	\$383,882
CU Transit Utility Ratepayers	\$5,461,692	\$7,169,545	\$7,227,017	\$7,089,367	\$6,911,255	\$33,858,876
CU Transit Farebox, Ads, Rent	\$0	\$886,964	\$886,964	\$886,964	\$886,964	\$3,547,856
Human Service Agencies	\$118,670	\$61,121	\$62,343	\$63,590	\$64,862	\$370,586
TOTAL	\$33,440,031	\$110,966,295	\$170,967,449	\$97,180,761	\$92,762,715	\$505,317,251

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$18,458,527)	(\$3,193,412)	(\$1,195,005)	(\$191,355)	(\$23,038,299)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$61,898,645	\$77,254,984	\$79,347,078	\$80,446,945	\$298,947,652

Transit Local Operations/Maint.	Carryover	2024	2025	2026	2027	Total
System Operations Local	\$5,271,692	\$7,710,791	\$7,710,791	\$7,710,791	\$7,710,791	\$36,114,856
System Maintenance Local	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Local Programmed O&M	--	(\$13,362,483)	(\$7,900,791)	(\$7,900,791)	(\$7,900,791)	(\$37,064,856)
Carryover	\$5,461,692	\$5,461,692	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$1,218,611	\$1,754,714	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$31,284,340	\$38,789,600	\$47,853,700	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$33,669,766	\$8,443,653	\$740,019	\$761,419
TAP (FHWA)	\$4,550,734	\$2,438,753	\$0	\$0
Federal Subtotal	\$89,655,223	\$73,191,220	\$49,194,719	\$42,559,219
STATE				
MoDOT	\$17,489,311	\$20,756,810	\$7,800,900	\$12,307,400
MoDOT-AC	\$18,537,800	\$23,635,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$41,531,199	\$50,045,150	\$16,136,622	\$24,514,265
LOCAL/OTHER				
Local	\$18,458,527	\$3,193,412	\$1,195,005	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,845,537	\$3,193,412	\$1,195,005	\$191,355
Total	\$154,031,959	\$126,429,782	\$66,526,346	\$67,264,839

Pending A2

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,845,537	\$3,193,412	\$1,195,005	\$191,355	\$27,425,309
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,800,029	\$144,980,098	\$81,966,520	\$83,080,580	\$469,613,315
Carryover		\$40,786,088	\$5,554,157	\$24,104,473	\$39,544,648	--
Programmed State and Federal Funding		(\$154,031,959)	(\$126,429,782)	(\$66,526,346)	(\$67,264,839)	(\$414,252,926)
TOTAL REMAINING	\$40,786,088	\$5,554,157	\$24,104,473	\$39,544,648	\$55,360,388	\$55,360,388



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

15 February 2024

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on February 15, 2024. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



OZARKSTRANSPORTATION.ORG

Project Overview

3 Projects Listed

SP1911-24AM4 - MELVILLE ROAD BRIDGE OVER I-44

Plan Revision
24AM4

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$5,319,953

MoDoT ID
J8S3156

Federal ID
S604089

Project From
EB log mile 2.043

Project To
EB log mile 2.112

Project Considerations

Bike/Ped Plan

Project Description

Bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$52,800	\$97,800	\$174,600	-	-	-	\$325,200
Engineering	NHPP (FHWA)	\$211,200	\$391,200	\$698,400	-	-	-	\$1,300,800
Total Engineering		\$264,000	\$489,000	\$873,000	-	-	-	\$1,626,000
ROW	MoDOT	-	\$5,000	-	-	-	-	\$5,000
ROW	NHPP (FHWA)	-	\$20,000	-	-	-	-	\$20,000
Total ROW		-	\$25,000	-	-	-	-	\$25,000
Construction	MoDOT	-	-	\$201,600	-	-	-	\$201,600
Construction	STBG-U (FHWA)	-	-	\$371,793	-	-	-	\$371,793
Construction	Local	-	-	\$531,953	-	-	-	\$531,953
Construction	NHPP (FHWA)	-	-	\$2,563,607	-	-	-	\$2,563,607
Total Construction		-	-	\$3,668,953	-	-	-	\$3,668,953
Total Prior Costs		\$264,000	-	-	-	-	-	\$264,000
Total Programmed		\$264,000	\$514,000	\$4,541,953	-	-	-	\$5,319,953

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources
PROJECT CHANGES	ID changed from "SP1911-19A2" to "SP1911-24AM4" Plan Revision Name changed from "24Adopted" to "24AM4"
FUNDING CHANGES	<p>MoDOT</p> <p>- Decrease funds in FY 2025 in CON from \$733,800 to \$201,600</p> <p>NHPP (FHWA)</p> <p>- Decrease funds in FY 2025 in CON from \$2,935,200 to \$2,563,607</p> <p>STBG-U (FHWA)</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$371,793</p> <p>Local</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$531,953</p>
FEDERAL PROJECT COST	Increased from \$4,256,000 to \$4,256,200 (0.00%)
TOTAL PROJECT COST	Decreased from \$5,320,000 to \$5,319,953 (0.00%)



SP2310-24AM4 - I-44 ADD LANES AND REPLACE BRIDGES FROM KANSAS TO GLENSTONE IN SPRINGFIELD

Plan Revision 24AM4	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield	Status Programmed	Total Cost \$46,282,047
MoDoT ID JSU0076	Federal ID 0442344	Project From Kansas Expressway (Rte. 13), Kansas Expy	Project To Glenstone Avenue (Rte. H), Glenstone Ave

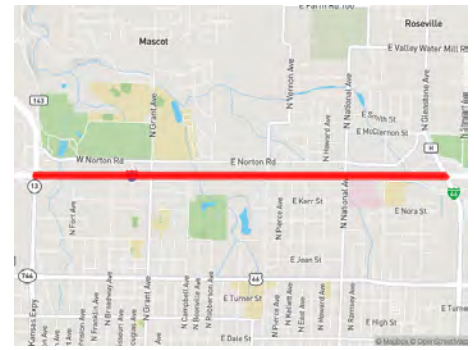
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Add lanes and replace bridges on I-44 from Kansas Expressway (Rte. 13) to Glenstone Avenue (Rte. H) in Springfield. Project involves bridges A0444, A0445, A0446 and A0447.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$720,000	\$1,601,100	\$1,800,000	\$6,237,000	-	-	\$10,358,100
Engineering	MoDOT	\$80,000	\$177,900	\$200,000	\$693,000	-	-	\$1,150,900
Total Engineering		\$800,000	\$1,779,000	\$2,000,000	\$6,930,000	-	-	\$11,509,000
ROW	NHPP (FHWA)	-	-	-	\$13,500	-	-	\$13,500
ROW	MoDOT	-	-	-	\$1,500	-	-	\$1,500
Total ROW		-	-	-	\$15,000	-	-	\$15,000
Construction	TAP (FHWA)	-	-	-	\$302,006	-	-	\$302,006
Construction	NHPP (FHWA)	-	-	-	\$29,352,187	-	-	\$29,352,187
Construction	STBG-U (FHWA)	-	-	-	\$1,628,207	-	-	\$1,628,207
Construction	Local	-	-	-	\$468,047	-	-	\$468,047
Construction	MoDOT	-	-	-	\$3,007,600	-	-	\$3,007,600
Total Construction		-	-	-	\$34,758,047	-	-	\$34,758,047
Total Prior Costs		\$800,000	-	-	-	-	-	\$800,000
Total Programmed		\$800,000	\$1,779,000	\$2,000,000	\$41,703,047	-	-	\$46,282,047

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources - Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project, Add suballocated federal funds and Greene County funds, move construction funds to right-of-way. due to Add City of Springfield STBG, Add Greene County local funds, and OTO TAP funds. Move construction funds to right-of-way for land acquisition.
PROJECT CHANGES	ID changed from "SP2310-23" to "SP2310-24AM4" Plan Revision Name changed from "24Adopted" to "24AM4"
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in CON from \$3,477,500 to \$3,007,600 + Increase funds in FY 2026 in ROW from \$0 to \$1,500 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in CON from \$31,297,500 to \$29,352,187 + Increase funds in FY 2026 in ROW from \$0 to \$13,500 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in CON from \$0 to \$1,628,207 <p>TAP (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in CON from \$0 to \$302,006 <p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in CON from \$0 to \$468,047
FEDERAL PROJECT COST	Decreased from \$41,655,600 to \$41,654,000 (0.00%)
TOTAL PROJECT COST	Decreased from \$46,284,000 to \$46,282,047 (0.00%)



MO2307-24AM4 - JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR (2025)

Plan Revision
24AM4

Section
Sponsored by MoDOT

Project Type
Asset Management - Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$1,846,000

MoDoT ID
JSU0072

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$800	\$62,400	-	-	-	-	\$63,200
Engineering	MoDOT-AC	\$3,200	\$249,600	-	-	-	-	\$252,800
Total Engineering		\$4,000	\$312,000	-	-	-	-	\$316,000
Construction	MoDOT	-	\$306,000	-	-	-	-	\$306,000
Construction	MoDOT-AC	-	\$1,224,000	-	-	-	-	\$1,224,000
Total Construction		-	\$1,530,000	-	-	-	-	\$1,530,000
Total Prior Costs		\$4,000	-	-	-	-	-	\$4,000
Total Programmed		\$4,000	\$1,842,000	-	-	-	-	\$1,846,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP, Accelerate project to FY 2024 due to Previous contract was not renewed for a second year, necessitating the acceleration of this project to allow for continuous coverage of guardrail/guard cable repair contracts.
PROJECT CHANGES	ID changed from "M02307-23" to "M02307-24AM4" Plan Revision Name changed from "24Adopted" to "24AM4"
FUNDING CHANGES	MoDOT - Decrease funds in FY 2025 in ENG from \$61,600 to \$0 - Decrease funds in FY 2025 in CON from \$327,400 to \$0 + Increase funds in FY 2024 in ENG from \$800 to \$62,400 + Increase funds in FY 2024 in CON from \$0 to \$306,000 MoDOT-AC - Decrease funds in FY 2025 in ENG from \$246,400 to \$0 - Decrease funds in FY 2025 in CON from \$1,309,600 to \$0 + Increase funds in FY 2024 in ENG from \$3,200 to \$249,600 + Increase funds in FY 2024 in CON from \$0 to \$1,224,000
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Decreased from \$1,953,000 to \$1,846,000 (-5.48%)

REVENUE

Revenue Source	Carryover	2024	2025	2026	2027	Total
MoDOT State/Federal		\$80,371,088	\$125,885,699	\$64,545,322	\$66,317,065	\$337,119,174
Suballocated STBG-U	\$16,638,414	\$7,568,166	\$7,719,529	\$7,873,920	\$8,031,398	\$47,831,427
Suballocated TAP	\$3,134,365	\$1,551,388	\$1,568,998	\$1,587,191	\$1,618,935	\$9,460,877
Suballocated CRP	\$1,772,594	\$904,761	\$904,761	\$904,761	\$904,761	\$5,391,638
Aviation - FAA	\$0	\$7,866,000	\$22,262,580	\$9,693,000	\$3,402,000	\$43,223,580
FTA 5307	\$4,605,375	\$3,541,107	\$3,611,929	\$3,684,168	\$3,757,851	\$19,200,430
FTA 5310	\$863,053	\$444,515	\$453,405	\$462,473	\$471,723	\$2,695,170
FTA 5339	\$845,868	\$283,357	\$289,024	\$294,805	\$300,701	\$2,013,754
Transit MO HealthNet Contract	\$0	\$55,000	\$55,000	\$55,000	\$55,000	\$220,000
Transit State Operating Funding	\$0	\$263,282	\$40,200	\$40,200	\$40,200	\$383,882
CU Transit Utility Ratepayers	\$5,461,692	\$7,169,545	\$7,227,017	\$7,089,367	\$6,911,255	\$33,858,876
CU Transit Farebox, Ads, Rent	\$0	\$886,964	\$886,964	\$886,964	\$886,964	\$3,547,856
Human Service Agencies	\$118,670	\$61,121	\$62,343	\$63,590	\$64,862	\$370,586
TOTAL	\$33,440,031	\$110,966,295	\$170,967,449	\$97,180,761	\$92,762,715	\$505,317,251

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$18,458,527)	(\$3,725,365)	(\$1,663,052)	(\$191,355)	(\$24,038,299)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$61,898,645	\$76,723,031	\$78,879,031	\$80,446,945	\$297,947,652

Transit Local Operations/Maint.	Carryover	2024	2025	2026	2027	Total
System Operations Local	\$5,271,692	\$7,710,791	\$7,710,791	\$7,710,791	\$7,710,791	\$36,114,856
System Maintenance Local	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Local Programmed O&M	--	(\$13,362,483)	(\$7,900,791)	(\$7,900,791)	(\$7,900,791)	(\$37,064,856)
Carryover	\$5,461,692	\$5,461,692	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$1,218,611	\$1,754,714	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$31,284,340	\$38,418,007	\$45,921,887	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$33,669,766	\$8,815,446	\$2,368,226	\$761,419
TAP (FHWA)	\$4,550,734	\$2,438,753	\$302,006	\$0
Federal Subtotal	\$89,655,223	\$73,191,420	\$49,193,119	\$42,559,219
STATE				
MoDOT	\$17,856,911	\$19,819,610	\$7,332,500	\$12,307,400
MoDOT-AC	\$20,008,200	\$22,095,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$43,369,199	\$47,567,950	\$15,668,222	\$24,514,265
LOCAL/OTHER				
Local	\$18,458,527	\$3,725,365	\$1,663,052	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,845,537	\$3,725,365	\$1,663,052	\$191,355
Total	\$155,869,959	\$124,484,735	\$66,524,393	\$67,264,839

Pending A2

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,845,537	\$3,725,365	\$1,663,052	\$191,355	\$28,425,309
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,800,029	\$145,512,051	\$82,434,567	\$83,080,580	\$470,613,315
Carryover		\$40,786,088	\$3,716,157	\$24,743,473	\$40,653,648	--
Programmed State and Federal Funding		(\$155,869,959)	(\$124,484,735)	(\$66,524,393)	(\$67,264,839)	(\$414,143,926)
TOTAL REMAINING	\$40,786,088	\$3,716,157	\$24,743,473	\$40,653,648	\$56,469,388	\$56,469,388

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 2/21/2024; ITEM II.F.

Federal Funds Balance Report – September 30, 2023

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations is 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.

The OTO region ended Federal Fiscal Year 2023 with a federal funds balance of \$4.4 million. This entire balance was comprised of Transportation Alternatives Program and Carbon Reduction Program funding. OTO is hopeful that two projects, the Shuyler Creek Trail and the Chadwick Flyer Overpass, will offset the majority of these funds in FY 2024. If all projects proceed as programmed through FY 2026, the total OTO balance, for all funding programs, is estimated to be about \$1.5 million.

THE OTO AREA MUST OBLIGATE \$13.29 MILLION BY SEPTEMBER 30, 2024 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year.

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. Also provided is a status update for FY 2024.

BOARD OF DIRECTORS ACTION REQUESTED:

No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

Federal Funds Balance Report

FY 2024 Status

FY 2023 Ending Balance	All Funds	4,444,316.10
FY 2024 Allocations (100%)	All Funds	10,481,073.00
FY 2024 Obligations/Deobligations	All Funds	1,763,424.56
Balance as of 2/14/2024	All Funds	16,688,813.66
Pending Obligations/Deobligations		(76,938.16)
Pending Balance		16,611,875.50

List of FY 2024 Obligations/Deobligations

0652099 Chestnut RR Utilities	STP-Urban	26,678.57
9901849 Chadwick Flyer 65 Overpass	STP-Urban	(57,671.89)
9901849 Chadwick Flyer 65 Overpass	TAP	(230,687.54)
9901831 N. Main Street	STP-Urban	(4,209.45)
9901851 Chadwick Spur	TAP	(39,088.45)
S602027 Campbell and Republic	STP-Urban	(10,154.76)
5900849 FR 135/102 Mill/Fill/ADA	STP-Urban	0.01
5900849 FR 135/102 Mill/Fill/ADA	STP-Urban	0.01
5905811 TMC Staff 2023	STP-Urban	2,350.15
9901828 Trail of Tears Elm SmrSet	STP-Urban	18,939.37
9901835 I-44/13 Study	STP-Urban	61.65
9901835 I-44/13 Study	STP-Urban	61.65
9901835 I-44/13 Study	STP-Urban	61.65
5909802 KS Extension	STP-Urban	2,138,827.85
5909802 KS Extension	STP-Urban	41,040.72
5909802 KS Extension	STP-Urban	(0.01)
9901827 ChadwickFlyr Jackson/Clay	STP-Urban	(5,927.20)
9901860 Cheyenne Multi-Use Path	TAP	(102,057.00)
5901827 Jordan Creek Smith Park	TAP	(14,800.77)

Amount added to balance **1,763,424.56**

MODOT MANDATED MINIMUM

FY 2024 Allocations @ 110%	All Funds	11,529,180.30
FY 2024 Obligations/Deobligations	All Funds	1,763,424.56
110% Goal Obligations Remaining	All Funds	13,292,604.86
Max Balance on 9/30/24 to Prevent MoDOT Rescinding Funds		3,396,208.80

MODOT MANDATED GOAL

FY 2024 Allocations @ 120%	All Funds	12,577,287.60
FY 2024 Obligations/Deobligations	All Funds	1,763,424.56
120% Goal Obligations Remaining	All Funds	14,340,712.16
Max Balance on 9/30/24 to Achieve MoDOT's Mandated Goal		2,348,101.50

Critical Obligations

Name	Responsible Agency	Transactions	Balance
PENDING OBLIGATIONS			
9901859 Trail of Tears Connector	Battlefield	(38,133.00)	(38,133.00)
9901858 Strafford East Sidewalks	Strafford	(18,019.51)	(56,152.51)
WI2301 Jackson Street Resurfacing	Willard	(20,785.65)	(76,938.16)
PLANNED CRITICAL OBLIGATIONS			
BA2402 Weaver Road Improvements	Battlefield/MoDOT	(80,000.00)	(156,938.16)
9900794 Green Bridge	Greene County	(450,000.00)	(606,938.16)
9901867 Lost Hill Park Bridge	Greene County	(10,400.00)	(617,338.16)
OT1901-19A5 (UPWP FY 2025)	OTO	(255,256.00)	(872,594.16)
OT2402 EV Chargers	OTO	(514,721.00)	(1,387,315.16)
9901849 Chadwick Flyer US65 X-ing	Ozark	(317,328.11)	(1,704,643.27)
9901862 Chadwick Phase V	Ozark	(578,800.00)	(2,283,443.27)
9901837 Chadwick Flyer Phase II	Ozark	(684,132.00)	(2,967,575.27)
9901851 Chadwick Flyer Spur to OHS	Ozark	(268,457.00)	(3,236,032.27)
9901849 Chadwick Flyer Overpass	Ozark	(1,269,312.46)	(4,505,344.73)
CC Cost Share	Ozark/MoDOT	(447,588.00)	(4,952,932.73)
6900813 Shuyler Creek Trail	Republic	(1,765,878.97)	(6,718,811.70)
5901824 TMC Signal Replacements	Springfield	(1,070,770.00)	(7,789,581.70)
5900851 Pavement Resurfacing	Springfield	(3,885,000.00)	(11,674,581.70)
5900852 ADA Improvements	Springfield	(1,165,000.00)	(12,839,581.70)
MO2502 FY 2025 TMC Staff	Springfield	(460,000.00)	(13,299,581.70)
SP2314 Grand Street Design	Springfield	(240,000.00)	(13,539,581.70)
WI2301 Jackson Street Resurfacing	Willard	(336,527.35)	(13,876,109.05)
<i>Total Critical Obligations</i>			(13,876,109.05)

MODOT MANDATED MINIMUM

110% Goal Obligations Remaining	All Funds	13,292,604.86
Critical Obligations	All Funds	(13,876,109.05)
Obligations over MoDOT Mandated Minimum		(583,504.19)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	14,340,712.16
Critical Obligations	All Funds	(13,876,109.05)
Obligations under MoDOT Mandated Goal		464,603.11

NO CURRENT PATH TO 120% MANDATED GOAL



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Sept. 2023

FUNDS BALANCE REPORT

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Summary

The OTO region ended Federal Fiscal Year 2023 with a federal funds balance of \$4.4 million. This entire balance was comprised of Transportation Alternatives Program and Carbon Reduction Program funding. OTO is hopeful that two projects, the Shuyler Creek Trail and the Chadwick Flyer Overpass, will offset the majority of these funds in FY 2024.

If all projects proceed as programmed through FY 2026, the total OTO balance, for all funding programs, is estimated to be about \$1.5 million. In any given year, the State of Missouri and the Transportation Management Areas (including OTO), must maximize the obligations made by September 30th. If the combined obligations do not meet minimum thresholds, Missouri's funding can be reallocated to other states.

Federal Suballocated Funding Programs

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 IIJA 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

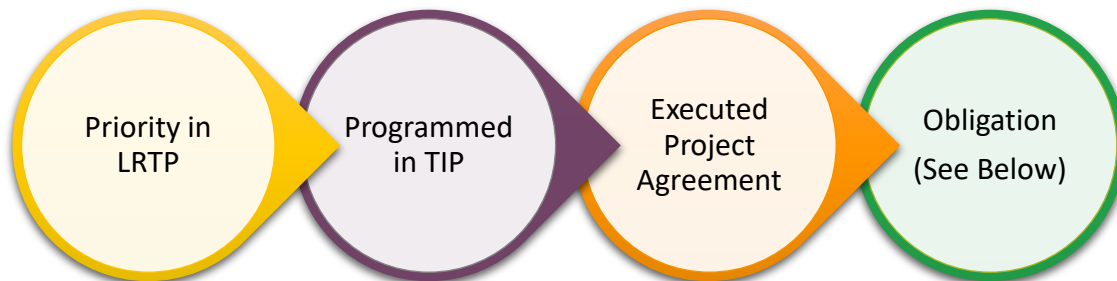
An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. This is a key step in financing and obligated funds are deemed "used" even though no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

Obligating a Project

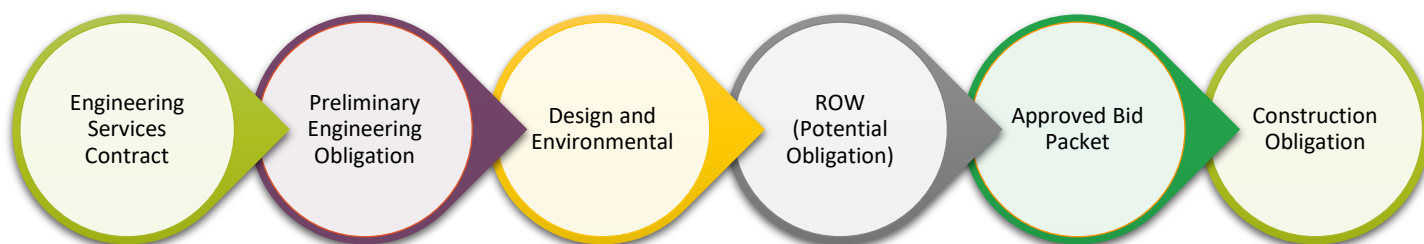
Obligations occur at various milestones throughout the project life cycle and the amount depends on the funding programmed for that particular phase of the project. For example, preliminary engineering funds are obligated after the execution of the engineering services contract. Construction funds are obligated once the

bid packet is approved and ready for advertising. All funds not obligated are subject to rescissions and potential fund lapses, actions which may be based on existing policies or future actions by Congress.

Basics of Program Delivery



Stages of Obligation



Reasonable Progress and Program Delivery

Each year that OTO does not fully obligate its allocation of funding, spending power erodes. First, the amount of funding that can be obligated on an annual basis is limited by Congress with each annual appropriation bill. This limitation is regardless of OTO's annual allocation as authorized by the IIJA or any existing balances accumulated from prior years. Secondly, inflation compounds every year increasing project costs and reducing the value of the funding available in a given future year. It is in OTO's best interest to obligate all funds as soon as possible, also ensuring prompt project delivery.

Reasonable Progress Policy

OTO enforces reasonable progress milestones for each project sponsored by a local public agency. These milestones are established at the time of project award. If these dates are not met, the following will occur:

- A first letter of violation will be sent advising of the missed deadline for any phase.
- A second letter of violation will be sent advising of the missed deadline for any additional phase, allowing the project to get back on track within 30 days.
- If the project is not back on track within 30 days, a third letter will advise that funds have been rescinded and reallocated to another project. If federal funds were spent on any part of the project, they will be required to be repaid.

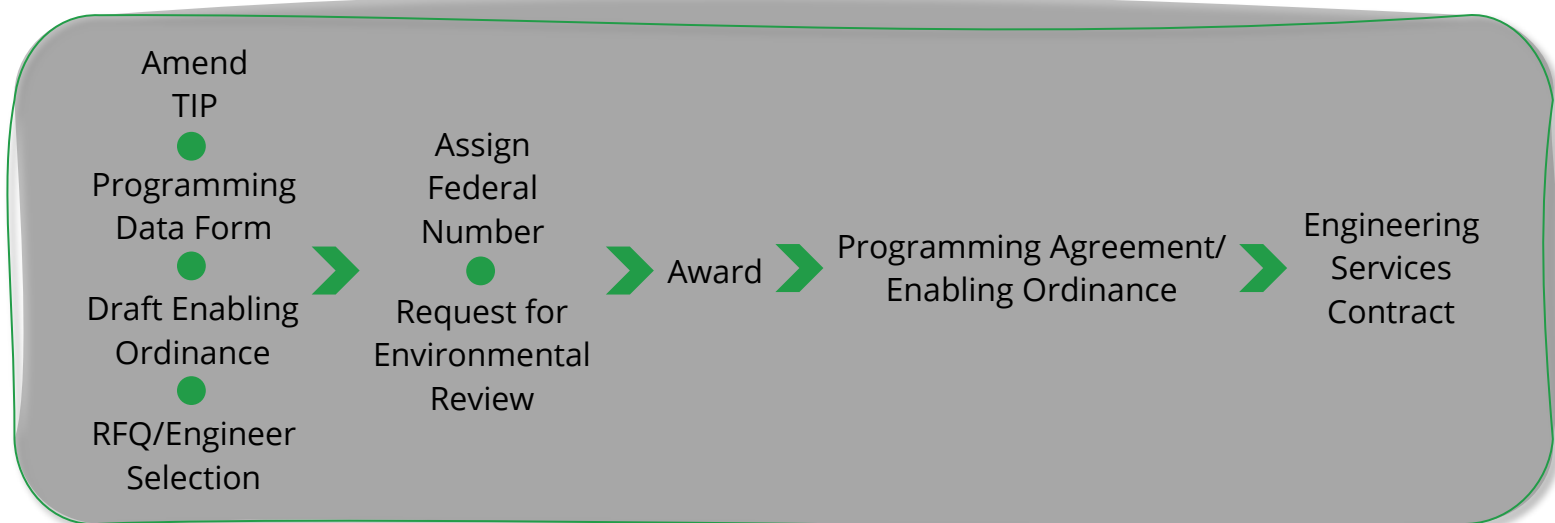
A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. The request may be made prior

to or after a reasonable progress violation. All requests will be considered in terms of the overall possible lapsing of funds for the OTO area.

Furthermore, to encourage moving projects through the process, OTO has outlined project management fees in the bylaws, supporting the project manager position at OTO. Communities will be charged \$1,000 annually for each project programmed in the TIP. Completing projects within the year they are programmed will prevent paying multiple years for the same project.

Program Delivery

Projects can stay on schedule through active management and milestone tracking. Many steps in the project delivery process can happen concurrently and even ahead of official award:



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.

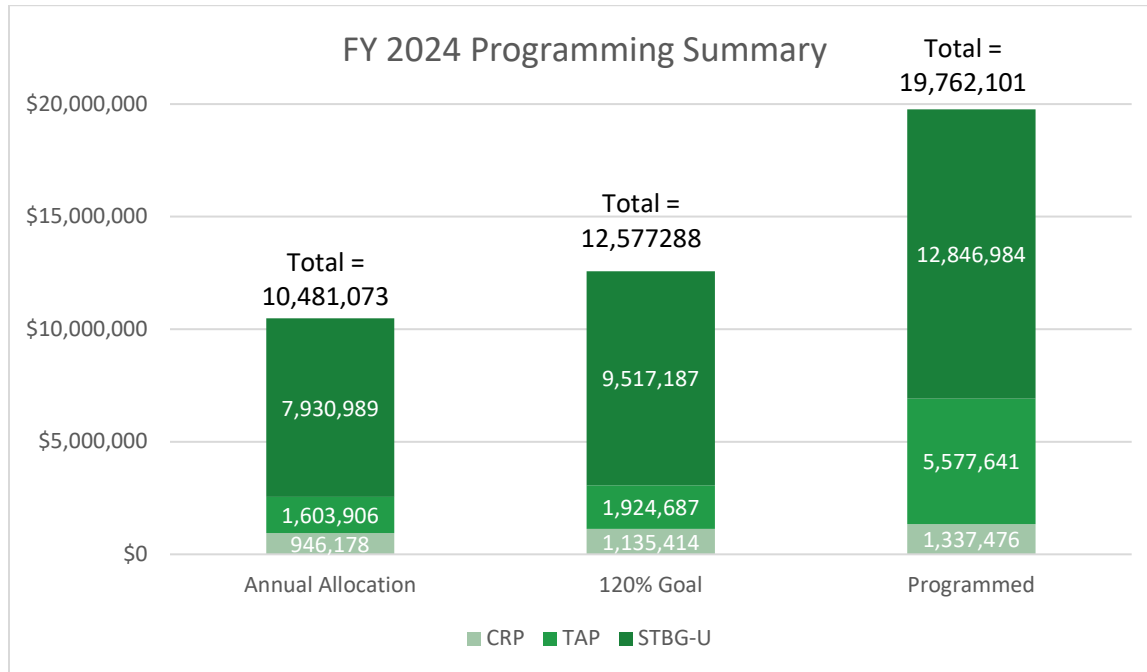
The report also outlines activity in other OTO funding accounts, such as the Transportation Alternatives Program (STBG Set-Aside) and the new Carbon Reduction Program (CRP).

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 Bicycle and Pedestrian Infrastructure projects. All of this funding has specific obligation deadlines and OTO is monitoring the use of this funding to ensure its timely obligation.

Programming Goals

In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a

statewide goal that 120 percent of allocated funds are obligated each year. As described earlier, the amount of funding that can be obligated during the year is limited by Congress. The Federal Highway Administration manages this amount at a national level. Each state is required to report those projects that will be obligated before the end of the federal fiscal year. Should states be unable to utilize all available obligation authority, the remaining amounts are aggregated and redistributed to those states who can obligate beyond the initial limitation set by Congress. This is called the August Redistribution. Effort is required by all project sponsors in Missouri to take advantage of August Redistribution.



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 2023, 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 2024-2027 TIP, through FY 2026.

Accounts	Ending Balance 9/30/2023
Transportation Alternatives Program (TAP) (Includes HIP)	\$4,328,328.91
<i>TAP Only</i>	\$3,102,024.41
<i>STBG-U HIP Flexed to TAP</i>	\$652,554.50
<i>CRRSAA Funds Flexed to TAP</i>	\$573,750.00
Carbon Reduction Program (CRP)	\$1,808,230.90
Total STBG-Urban	(\$1,692,243.92)
<i>STBG-Urban</i>	(\$1,988,060.35)
<i>OTO STBG Payback</i>	\$295,816.43
TOTAL	\$4,444,315.89

Ending Balance (All Funding Sources)	All Accounts 9/30/2023	Allocations through FY 2026	Programmed through FY 2026	Remaining Balance
Transportation Alternatives Program (TAP)	\$4,328,328.91	\$4,908,593.92	(\$7,299,088.97)	\$1,937,833.86
Carbon Reduction Program (CRP)	\$1,808,230.90	\$2,895,683.15	(\$3,600,133.00)	\$1,103,781.05
OTO Operations	\$52,368.00	\$804,695.05	(\$804,633.35)	\$52,429.70
Christian County	\$498,785.46	\$1,271,441.77	(\$825,000.00)	\$945,227.23
Greene County	(\$11,197,879.48)	\$5,283,725.61	\$2,179,930.23	(\$3,734,223.64)
City of Battlefield	\$798,720.03	\$409,305.51	(\$61,060.63)	\$1,146,964.91
City of Nixa	\$810,363.41	\$1,589,183.22	(\$1,741,561.69)	\$657,984.94
City of Ozark	\$1,028,485.75	\$1,454,365.91	(\$2,575,985.00)	(\$93,133.34)
City of Republic	\$798,402.59	\$1,281,214.60	(\$2,296,000.00)	(\$216,382.81)
City of Springfield	\$4,801,137.47	\$11,560,031.87	(\$17,113,834.39)	(\$752,665.05)
City of Strafford	\$345,429.31	\$164,541.46	(\$481,362.00)	\$28,608.77
City of Willard	\$371,943.54	\$433,493.75	(\$357,313.00)	\$448,124.29
TOTAL	\$4,444,315.89	\$32,056,275.82	(\$34,976,041.80)	\$1,524,549.91

Federal Funds Balance Report

Balance Summary

Accounts	9/30/2023 Ending Balance	FY 2024 Estimated Annual Allocation
Transportation Alternatives Program (TAP) (Includes HIP)	4,328,328.91	1,603,906.00
TAP Only	3,102,024.41	
STBG-U HIP Flexed to TAP	652,554.50	
CRRSAA Funds Flexed to TAP	573,750.00	
Carbon Reduction Program (CRP)	1,808,230.90	946,178.00
Total STBG-Urban	(1,692,243.92)	7,930,989.00
STBG-Urban	(1,988,060.35)	
OTO STBG Payback	295,816.43	
	4,444,315.89	10,481,073.00

Total Balance All Accounts (10/1/2002-9/30/2023)

Allocations	133,955,497.13
Obligations	(129,511,181.24)
	4,444,315.89

Ending Balance (All Funding Sources) 9/30/2023	All Accounts	Allocations and Programmed Projects through FY 2026	Remaining Balance through FY 2026
Transportation Alternatives Program (TAP)	4,328,328.91	(2,390,495.05)	1,937,833.86
Carbon Reduction Program (CRP)	1,808,230.90	(704,449.85)	1,103,781.05
OTO Operations	52,368.00	61.70	52,429.70
Christian County	498,785.46	446,441.77	945,227.23
Greene County	(11,197,879.48)	7,463,655.84	(3,734,223.64)
City of Battlefield	798,720.03	348,244.88	1,146,964.91
City of Nixa	810,363.41	(152,378.47)	657,984.94
City of Ozark	1,028,485.75	(1,121,619.09)	(93,133.34)
City of Republic	798,402.59	(1,014,785.40)	(216,382.81)
City of Springfield	4,801,137.47	(5,553,802.52)	(752,665.05)
City of Strafford	345,429.31	(316,820.54)	28,608.77
City of Willard	371,943.54	76,180.75	448,124.29
	4,444,315.89	(2,919,765.98)	1,524,549.91

MoDOT Cost Shares

	Total	Obligated	Balance
CC Cost Share	2,575,985.00	0.00	2,575,985.00
S602093 MM I-44 to 360	2,296,000.00	0.00	2,296,000.00
MO2502 FY 2025 TMC Staff	460,000.00	0.00	460,000.00
MO2604 FY 2025 TMC Staff	472,000.00	0.00	472,000.00
MO2701 FY 2026 TMC Staff	480,000.00	0.00	480,000.00
	6,283,985.00	0.00	6,283,985.00

Summary

FY 2022 Balance	17,596,051.76
FY 2023 Allocations	10,389,676.97
FY 2023 Obligations	(23,541,412.84)
Remaining Balance	4,444,315.89

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP)

Lapse Potential

Name	Account	Amount	Balance
<i>FY 2013-2021 TAP Balance</i>	<i>TAP</i>	<i>3,633,440.34</i>	<i>5,742,762.47</i>
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
<i>9/30/2022 Balance</i>			<i>6,048,359.45</i>
FY 2023 TAP Allocation	TAP	1,566,741.00	7,615,100.45
9901822 Ozark West Elementary SW	TAP	4,208.19	7,619,308.64
9901822 Ozark West Elementary SW	TAP	23.88	7,619,332.52
6900813 Shuyler Creek Trail	TAP	(324,125.91)	7,295,206.61
9901850 OGI Regional Trail Planning	TAP	(260,201.00)	7,035,005.61
5901814 Luster/Fassnight Sidewalks	TAP	(6,046.26)	7,028,959.35
5901822 Chadwick Flyer Phase III	STBG-U	(295,567.32)	6,733,392.03
5901822 Chadwick Flyer Phase III	CRRSAA	(863,750.00)	5,869,642.03
5901815 Springfield Harvard	STBG-U	15,261.00	5,884,903.03
5901811 Springfield Greenwood	STBG-U	10,146.70	5,895,049.73
5901812 Springfield Galloway Recon	STBG-U	5,101.32	5,900,151.05
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(54,307.00)	5,845,844.05
9901837 Chadwick Flyer Phase II	STBG-U	(58,716.29)	5,787,127.76
5901822 Chadwick Flyer Phase III	STBG-U	(84,516.80)	5,702,610.96
9901817 Battlefield Third St Sidewalk	TAP	(2,588.60)	5,700,022.36
S605022 Wilson's Creek Blvd Trail	STBG-U	(245,494.96)	5,454,527.40
S605022 Wilson's Creek Blvd Trail	STBG-U	(23,973.95)	5,430,553.45
S605022 Wilson's Creek Blvd Trail	STBG-U	(5,405.81)	5,425,147.64
S605022 Wilson's Creek Blvd Trail	STBG-U	(13,829.74)	5,411,317.90
S605022 Wilson's Creek Blvd Trail	CRRSAA	(1,246,730.00)	4,164,587.90
S605022 Wilson's Creek Blvd Trail	STBG-U	240,505.26	4,405,093.16
S605022 Wilson's Creek Blvd Trail	STBG-U	(0.02)	4,405,093.14
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(13,088.60)	4,392,004.54
FY 2022 TAP Funds Lapse	TAP	(63,675.63)	4,328,328.91
<i>9/30/2023 Balance</i>			<i>4,328,328.91</i>
		2,219,006.78	4,328,328.91

Remaining Balance TAP Funds (9/30/2023)		3,102,024.41
Remaining Balance Omnibus Funds (9/30/2023)		652,554.50
Remaining Balance CRRSAA Funds (9/30/2023)	Converted to STBG-U on 6/1/2023	573,750.00
Remaining Balance All Funds (9/30/2023)		4,328,328.91

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP) Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2023 TAP Balance</i>	<i>TAP</i>	<i>2,219,006.78</i>	<i>4,328,328.91</i>
FY 2024 TAP Allocation*	TAP	1,603,906.00	5,932,234.91
9901849 Chadwick Flyer Overpass	TAP	(230,687.54)	5,701,547.37
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.45)	5,662,458.92
9901837 Chadwick Flyer Phase II	STBG-U Programmed	(684,132.00)	4,978,326.92
6900813 Shuyler Creek Trail	STBG-U Programmed	(177,737.97)	4,800,588.95
6900813 Shuyler Creek Trail	TAP Programmed	(1,588,141.00)	3,212,447.95
9901859 Trail of Tears Connector	TAP Programmed	(38,133.00)	3,174,314.95
9901867 Lost Hill Park Bridge	TAP Programmed	(10,400.00)	3,163,914.95
9901860 Nixa Multi-Use Path	TAP Programmed	(102,057.00)	3,061,857.95
9901861 OC Trailhead	TAP Programmed	(8,257.00)	3,053,600.95
5901827 Jordan Creek Trail Smith Park	TAP Programmed	(15,032.00)	3,038,568.95
5901829 Mt. Vernon/Miller Sidewalks	TAP Programmed	(130,385.00)	2,908,183.95
9901851 Chadwick Flyer Spur to OHS	TAP Programmed	(85,111.55)	2,823,072.40
OK2303 Garrison Springs	TAP Programmed	(440,000.00)	2,383,072.40
9901849 Chadwick Flyer Overpass	TAP Programmed	(1,269,312.46)	1,113,759.94
SP2313 LeCompte Trail	TAP Programmed	(383,160.00)	730,599.94
ST2302 Route OO East Sidewalks	TAP Awarded CS	(196,006.00)	534,593.94
TAP Bonus Available	TAP Awarded	(180,000.00)	354,593.94
<i>9/30/2024 Balance</i>			<i>354,593.94</i>
FY 2025 TAP Allocation*	TAP	1,635,984.12	1,990,578.06
9901859 Trail of Tears Connector	TAP Programmed	(284,718.00)	1,705,860.06
9901867 Lost Hill Park Bridge	TAP Programmed	(107,000.00)	1,598,860.06
9901860 Nixa Multi-Use Path	TAP Programmed	(602,134.00)	996,726.06
9901861 OC Trailhead	TAP Programmed	(88,000.00)	908,726.06
9901863 Ozark Downtown Sidewalks	TAP Programmed	(226,165.00)	682,561.06
9901865 Garrison Trailhead	TAP Programmed	(48,000.00)	634,561.06
5901827 Jordan Creek Trail Smith Park	TAP Programmed	(100,210.00)	534,351.06
5901829 Mt. Vernon/Miller Sidewalks	TAP Programmed	(130,385.00)	403,966.06
<i>9/30/2025 Balance</i>			<i>403,966.06</i>
FY 2026 TAP Allocation*	TAP	1,668,703.80	2,072,669.86
OK2002 South Sidewalks 6th-14th	TAP Awarded CS	(134,836.00)	1,937,833.86
<i>9/30/2026 Balance</i>			<i>1,937,833.86</i>
*Estimate		(171,488.27)	1,937,833.86
Funds Immediately Available to be Programmed through 2026			1,937,833.86
TAP Portion MoDOT SW Cost Share			(1,215,368.00)
Remaining Balance			722,465.86

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
FY 2023 CRP Allocation*	CRP	940,398.01	1,808,230.90
9/30/2023 Balance			1,808,230.90
		1,808,230.90	1,808,230.90
Remaining Balance All Funds (9/30/2023)			1,808,230.90

Carbon Reduction Program Balance

Carbon Reduction Program (CRP) Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2023 CRP Balance</i>	<i>CRP</i>	<i>1,808,230.90</i>	<i>1,808,230.90</i>
FY 2024 CRP Allocation*	CRP	946,178.00	2,754,408.90
9901862 Chadwick Phase V	CRP Programmed	(44,540.00)	2,709,868.90
5901828 Sherman Parkway Link	CRP Programmed	(61,295.00)	2,648,573.90
5901830 South Ck Fremont/Glenstone	CRP Programmed	(96,641.00)	2,551,932.90
OT2402 EV Chargers	CRP Programmed	(750,000.00)	1,801,932.90
SP2314 Grand Street Design	CRP Programmed	(240,000.00)	1,561,932.90
CRP Bonus Available	CRP Awarded	(145,000.00)	1,416,932.90
<i>9/30/2024 Balance</i>			<i>1,416,932.90</i>
FY 2025 CRP Allocation*	CRP	965,101.56	2,382,034.46
9901862 Chadwick Phase V	CRP Programmed	(534,260.00)	1,847,774.46
9901864 Finley River Trail Extension	CRP Programmed	(193,684.00)	1,654,090.46
5901828 Sherman Parkway Link	CRP Programmed	(408,635.00)	1,245,455.46
5901830 South Ck Fremont/Glenstone	CRP Programmed	(644,270.00)	601,185.46
RP1704 MM Relocation	CRP Awarded CS	(241,488.00)	359,697.46
ST2201 Strafford West OO SW	CRP Awarded CS	(240,320.00)	119,377.46
<i>9/30/2025 Balance</i>			<i>119,377.46</i>
FY 2026 CRP Allocation*	CRP	984,403.59	1,103,781.05
<i>9/30/2026 Balance</i>			<i>1,103,781.05</i>
*Estimate		1,103,781.05	1,103,781.05

Funds Immediately Available to be Programmed through 2026	1,103,781.05
CRP Portion MoDOT SW Cost Share	(1,064,402.00)
Remaining Balance	39,379.05

Combined STBG-U Balance

STBG-U/Small Urban Summary

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STBG-Urban/Small/Payback</i>	<i>22,707,152.73</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	(27,403,873.09)	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	1,487,362.34	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>
FY 2023 Allocation	STBG-Urban	7,882,537.96	18,562,397.38
Obligations	STBG-Urban	(19,975,438.88)	(1,413,041.50)
OTO Operations	STBG-Urban	(279,202.42)	(1,692,243.92)
<i>9/30/2023 Balance</i>			<i>(1,692,243.92)</i>
*Estimate		(1,692,243.92)	(1,692,243.92)

Remaining Balance All Funds (9/30/2023)

(1,692,243.92)

MoDOT STIP Programmed Cost Shares	
CC Cost Share	(2,575,985.00)
S602093 MM I-44 to 360	(2,296,000.00)
MO2502 FY 2025 TMC Staff	(460,000.00)
MO2604 FY 2025 TMC Staff	(472,000.00)
MO2701 FY 2026 TMC Staff	(480,000.00)

Combined STBG-U Balance

STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2023 Balance	STBG-Urban	(1,692,243.92)	(1,692,243.92)
FY 2024 Allocation*	STBG-Urban	7,930,989.00	6,238,745.08
Obligated:		2,155,985.52	8,394,730.60
9901835 North 13 Corridor Study	STBG-Urban	184.95	
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.02	
5909802 Kansas Extension	STBG-Urban	2,179,868.56	
9901828 Trail of Tears Elm to Somerset	STBG-Urban	18,939.37	
9901831 N. Main Street	STBG-Urban	(4,209.45)	
9901849 Chadwick Flyer US65 X-ing	STBG-Urban	(57,671.89)	
0652099 Chestnut RR Utilities	STBG-Urban	26,678.57	
S602027 Campbell and Republic	STBG-Urban	(10,154.76)	
5905811 TMC Salaries 2023	STBG-Urban	2,350.15	
Programmed:		(15,002,969.35)	(6,608,238.75)
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	
9900794 Green Bridge	Programmed	(450,000.00)	
BA2402 Weaver Road Improvements	STBG-Urban Programmed	(80,000.00)	
9901831 N. Main Street	STBG-Urban Programmed	(1,737,352.24)	
9901849 Chadwick Flyer US65 X-ing	STBG-Urban Programmed	(317,328.11)	
CC Cost Share	Programmed Cost Share	(447,588.00)	
S602093 MM I-44 to 360	Programmed	(2,296,000.00)	
5901824 TMC Signal Replacements	Programmed	(1,070,770.00)	
5900853 Main Bridge over Jordan	Programmed	(2,000,000.00)	
5900851 Pavement Resurfacing	Programmed	(3,885,000.00)	
5900852 ADA Improvements	Programmed	(1,165,000.00)	
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(460,000.00)	
9901838 N. Old Orchard	Programmed	(481,362.00)	
WI2301 Jackson Street Resurfacing	Programmed	(357,313.00)	
9/30/2024 Balance			(6,608,238.75)
FY 2025 Allocation*	STBG-Urban	8,140,356.27	1,532,117.52
Programmed:		(10,468,416.00)	(8,936,298.48)
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	
CC Cost Share	Programmed Cost Share	(2,128,397.00)	
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	
MO2604 FY 2026 TMC Staff	Programmed Cost Share	(472,000.00)	
I-44	Unprogrammed Cost Share	(2,000,000.00)	
9/30/2025 Balance			(8,936,298.48)
FY 2026 Allocation*	STBG-Urban	8,241,400.97	(694,897.51)
Programmed:		(761,420.00)	(1,456,317.51)
OT1901-19A5 (UPWP FY 2027)	Programmed	(281,420.00)	
MO2701 FY 2027 TMC Staff	Programmed Cost Share	(480,000.00)	
*Estimate		(1,456,317.51)	(1,456,317.51)
Funds Available to be Programmed through 2026			(1,456,317.51)

Funds Balance by Jurisdiction

OTO

Funds Obligated

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
Expended	STBG-Urban	142,119.42	
9/30/2021 Balance			80,000.00
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	231,525.00	311,525.00
9901835 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	STBG-Urban	(50,782.00)	280,788.42
00FY822 FY 2022 UPWP	STBG-Urban	14,680.58	295,469.00
00FY824 FY 2024 UPWP	STBG-Urban	(243,101.00)	52,368.00
9/30/2023 Balance			52,368.00
		52,368.00	52,368.00

Funds Balance by Jurisdiction

OTO

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>52,368.00</i>	<i>52,368.00</i>
FY 2024 Allocation* (for 2025 UPWP)	STBG-Urban	255,256.05	307,624.05
9901835 North 13 Corridor Study	STBG-Urban	61.65	307,685.70
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	52,429.70
<i>9/30/2024 Balance</i>			<i>52,429.70</i>
FY 2025 Allocation* (for 2026 UPWP)	STBG-Urban	268,019.00	320,448.70
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	52,429.70
<i>9/30/2025 Balance</i>			<i>52,429.70</i>
FY 2026 Allocation* (for 2027 UPWP)	STBG-Urban	281,420.00	333,849.70
OT1901-19A5 (UPWP FY 2027)	Programmed	(281,420.00)	52,429.70
<i>9/30/2026 Balance</i>			<i>52,429.70</i>
*Estimate		52,429.70	52,429.70

Funds Balance by Jurisdiction

Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STBG-Urban</i>	<i>145,840.38</i>	<i>145,840.38</i>
FY 2021 Allocation	STBG-Urban	349,595.62	495,436.00
<i>9/30/2021 Balance</i>			<i>495,436.00</i>
FY 2022 Allocation	STBG-Urban	381,897.17	877,333.17
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	485,333.17
<i>9/30/2022 Balance</i>			<i>485,333.17</i>
FY 2023 Allocation	STBG-Urban	414,252.29	899,585.46
9901830 Nelson Mill Bridge	STBG-Urban	(400,800.00)	498,785.46
			<i>498,785.46</i>
		498,785.46	498,785.46
Remaining Balance All Funds (9/30/2023)			498,785.46

Funds Balance by Jurisdiction

Christian County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>498,785.46</i>	<i>498,785.46</i>
FY 2024 Allocation*	STBG-Urban	416,220.46	915,005.92
9901849 Chadwick Flyer US65 X-ing	Transfer to Ozark	(375,000.00)	540,005.92
9900794 Green Bridge	Programmed	(450,000.00)	90,005.92
<i>9/30/2024 Balance</i>			<i>90,005.92</i>
FY 2025 Allocation*	STBG-Urban	423,587.36	513,593.28
<i>9/30/2025 Balance</i>			<i>513,593.28</i>
FY 2026 Allocation*	STBG-Urban	431,633.95	945,227.23
<i>9/30/2026 Balance</i>			<i>945,227.23</i>
*Estimate		945,227.23	945,227.23
**Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			945,227.23

Funds Balance by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>		6,052,595.44	6,052,595.44
FY 2021 Allocation	STBG-Urban	1,487,885.35	7,540,480.79
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	7,102,657.99
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	9,182,657.99
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	11,882,657.99
9901826 FR 169 Bridge	STBG-Urban	37,475.60	11,920,133.59
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	11,657,690.68
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	11,636,382.46
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	11,411,038.97
5909802 Kansas Extension	STBG-Urban	(345,782.74)	11,065,256.23
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	(947,468.91)
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	(3,270,823.95)
5909802 Kansas Extension	STBG-Urban	(352,977.68)	(3,623,801.63)
5909802 Kansas Extension	STBG-Urban	(41,436.78)	(3,665,238.41)
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	(5,290,523.41)
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	(5,762,408.41)
<i>9/30/2021 Balance</i>			(5,762,408.41)
FY 2022 Allocation	STBG-Urban	1,587,048.60	(4,175,359.81)
5909802 Kansas Extension	STBG-Urban	4,192,964.59	17,604.78
5909802 Kansas Extension	STBG-Urban	345,782.74	363,387.52
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	427,252.82
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	477,747.42
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	399,079.36
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	339,588.24
5909802 Kansas Extension	STBG-Urban	(72,878.43)	266,709.81
<i>9/30/2022 Balance</i>			266,709.81
FY 2023 Allocation	STBG-Urban	1,721,506.63	1,988,216.44
5909802 Kansas Extension	STBG-Urban	(12,968.61)	1,975,247.83
5901823 FR 175 Bridge	STBG-Urban	(225,906.50)	1,749,341.33
5901823 FR 175 Bridge	STBG-Urban (HIP)	(63,865.30)	1,685,476.03
5901823 FR 175 Bridge	STBG-Urban (HIP)	(281,917.44)	1,403,558.59
9901826 FR 169 Bridge	STBG-Urban	3,936.80	1,407,495.39
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(40,193.00)	1,367,302.39
5909802 Kansas Extension	STBG-Urban	(6,575,516.11)	(5,208,213.72)
5909802 Kansas Extension	STBG-Urban	(3,686,085.19)	(8,894,298.91)
5909802 Kansas Extension	STBG-Urban	(2,303,580.57)	(11,197,879.48)
<i>9/30/2023 Balance</i>			(11,197,879.48)
		(11,197,879.48)	(11,197,879.48)
Remaining Balance All Funds (9/30/2023)			(11,197,879.48)

Funds Balance by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>(11,197,879.48)</i>	<i>(11,197,879.48)</i> **
FY 2024 Allocation*	STBG-Urban	1,729,685.73	(9,468,193.75)
9901835 North 13 Corridor Study	STBG-Urban	61.65	(9,468,132.10)
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.01	(9,468,132.09)
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.01	(9,468,132.08)
5909802 Kansas Extension	STBG-Urban	2,138,827.85	(7,329,304.23)
5909802 Kansas Extension	STBG-Urban	(0.01)	(7,329,304.24)
5909802 Kansas Extension	STBG-Urban	41,040.72	(7,288,263.52)
<i>9/30/2024 Balance</i>			<i>(7,288,263.52)</i>
FY 2025 Allocation*	STBG-Urban	1,760,300.36	(5,527,963.16)
<i>9/30/2025 Balance</i>			<i>(5,527,963.16)</i>
FY 2026 Allocation*	STBG-Urban	1,793,739.52	(3,734,223.64)
<i>9/30/2026 Balance</i>			<i>(3,734,223.64)</i>
*Estimate		(3,734,223.64)	(3,734,223.64)
**Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			--

Funds Balance by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STP-Urban</i>	<i>551,327.21</i>	<i>551,327.21</i>
FY 2021 Allocation	STBG-Urban	120,628.52	671,955.73
<i>9/30/2021 Balance</i>			<i>671,955.73</i>
FY 2022 Allocation	STBG-Urban	122,941.23	794,896.96
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	795,315.63
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	795,316.66
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	698,149.58
<i>9/30/2022 Balance</i>			<i>698,149.58</i>
FY 2023 Allocation	STBG-Urban	133,357.06	831,506.64
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(32,786.61)	798,720.03
<i>9/30/2023 Balance</i>			<i>798,720.03</i>
		798,720.03	798,720.03
Remaining Balance All Funds (9/30/2023)			798,720.03

Funds Balance by Jurisdiction

City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>798,720.03</i>	<i>798,720.03</i>
FY 2024 Allocation*	STBG-Urban	133,990.66	932,710.69
9901828 Trail of Tears Elm to Somerset	STBG-Urban	18,939.37	951,650.06
BA2402 Weaver Road Improvements	STBG-Urban Programmed	(80,000.00)	871,650.06
<i>9/30/2024 Balance</i>			<i>871,650.06</i>
FY 2025 Allocation*	STBG-Urban	136,362.24	1,008,012.30
<i>9/30/2025 Balance</i>			<i>1,008,012.30</i>
FY 2026 Allocation*	STBG-Urban	138,952.61	1,146,964.91
<i>9/30/2026 Balance</i>			<i>1,146,964.91</i>
*Estimate		1,146,964.91	1,146,964.91
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			1,146,964.91

Funds Balance by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>		<i>1,524,745.60</i>	<i>1,524,745.60</i>
FY 2021 Allocation	STBG-Urban	410,577.81	1,935,323.41
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	1,751,775.81
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	1,321,421.82
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	1,336,148.22
<i>9/30/2021 Balance</i>			<i>1,336,148.22</i>
FY 2022 Allocation	STBG-Urban	477,335.72	1,813,483.94
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	1,929,562.11
1601071 160 and South	STBG-Urban	(6,623.36)	1,922,938.75
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	392,388.75
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	431,323.14
<i>9/30/2022 Balance</i>			<i>431,323.14</i>
FY 2023 Allocation	STBG-Urban	517,776.59	949,099.73
9901831 N. Main Street	STBG-Urban	(131,584.31)	817,515.42
9901833 North MH to Cheyenne	STBG-Urban	(13,516.80)	803,998.62
9901833 North MH to Cheyenne	STBG-Urban	6,364.79	810,363.41
<i>9/30/2023 Balance</i>			<i>810,363.41</i>
		810,363.41	810,363.41
Remaining Balance All Funds (9/30/2023)			810,363.41

Funds Balance by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>810,363.41</i>	<i>810,363.41</i>
FY 2024 Allocation*	STBG-Urban	520,236.62	1,330,600.03
9901831 N. Main Street	STBG-Urban	(4,209.45)	1,326,390.58
9901831 N. Main Street	STBG-Urban Programmed	(1,737,352.24)	(410,961.66) **
<i>9/30/2024 Balance</i>			<i>(410,961.66)</i>
FY 2025 Allocation*	STBG-Urban	529,444.56	118,482.90
<i>9/30/2025 Balance</i>			<i>118,482.90</i>
FY 2026 Allocation*	STBG-Urban	539,502.04	657,984.94
<i>9/30/2026 Balance</i>			<i>657,984.94</i>
*Estimate		657,984.94	657,984.94
** Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			657,984.94

Funds Balance by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	STBG-Urban	(86,839.28)	(86,839.28) **
FY 2021 Allocation	STBG-Urban	384,595.25	297,755.97
<i>9/30/2021 Balance</i>			297,755.97
FY 2022 Allocation	STBG-Urban	436,841.26	734,597.23
0141030 South and Third	STBG-Urban	(179,962.84)	554,634.39
<i>9/30/2022 Balance</i>			554,634.39
FY 2023 Allocation	STBG-Urban	473,851.36	1,028,485.75
<i>9/30/2023 Balance</i>			
		1,028,485.75	1,028,485.75

**Advance Agreement on File

Remaining Balance All Funds (9/30/2023)	1,028,485.75
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MoDOT STIP Programmed Cost Shares	
CC Cost Share	(2,575,985.00)

Funds Balance by Jurisdiction

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>1,028,485.75</i>	<i>1,028,485.75</i>
FY 2024 Allocation*	STBG-Urban	476,102.69	1,504,588.44
9901849 Chadwick Flyer US65 X-ing	Transfer from Christian	375,000.00	1,879,588.44
9901849 Chadwick Flyer US65 X-ing	STBG-Urban	(57,671.89)	1,821,916.55
9901849 Chadwick Flyer US65 X-ing	STBG-Urban Programmed	(317,328.11)	1,504,588.44
CC Cost Share	Programmed Cost Share	(225,769.00)	1,278,819.44
CC Cost Share	Programmed Cost Share	(221,819.00)	1,057,000.44
<i>9/30/2024 Balance</i>			<i>1,057,000.44</i>
FY 2025 Allocation*	STBG-Urban	484,529.48	1,541,529.92
CC Cost Share	Programmed Cost Share	(2,128,397.00)	(586,867.08) **
<i>9/30/2025 Balance</i>			<i>(586,867.08)</i>
FY 2026 Allocation*	STBG-Urban	493,733.74	(93,133.34)
<i>9/30/2026 Balance</i>			<i>(93,133.34)</i>
*Estimate		(93,133.34)	(93,133.34)
**Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			

Funds Balance by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2020 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>(262,388.14)</i>	<i>(262,388.14)</i>
FY 2021 Allocation	STBG-Urban	318,403.19	56,015.05
S601061 M/Repmo Drive	STBG-Urban	<i>(59,881.47)</i>	<i>(3,866.42)</i>
<i>9/30/2021 Balance</i>			<i>(3,866.42)</i>
FY 2022 Allocation	STBG-Urban	384,832.60	380,966.18
S602093 MM I-44 to 360	STBG-Urban	<i>(302,916.17)</i>	78,050.01
<i>9/30/2022 Balance</i>			<i>78,050.01</i>
FY 2023 Allocation	STBG-Urban	417,436.41	495,486.42
S602093 MM I-44 to 360	STBG-Urban	302,916.17	798,402.59
<i>9/30/2023 Balance</i>			<i>798,402.59</i>
		798,402.59	798,402.59

**Advance Agreement on File

Remaining Balance All Funds 9/30/2023) 798,402.59

MoDOT STIP Programmed Cost Shares	
S602093 MM I-44 to 360	<i>(2,296,000.00)</i>

Funds Balance by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		798,402.59	798,402.59
FY 2024 Allocation*	STBG-Urban	419,419.70	1,217,822.29
S602093 MM I-44 to 360	Programmed	(2,296,000.00)	(1,078,177.71) **
<i>9/30/2024 Balance</i>			(1,078,177.71)
FY 2025 Allocation*	STBG-Urban	426,843.23	(651,334.48)
<i>9/30/2025 Balance</i>			(651,334.48)
FY 2026 Allocation*	STBG-Urban	434,951.67	(216,382.81)
<i>9/30/2026 Balance</i>			(216,382.81)
*Estimate		(216,382.81)	(216,382.81)
**Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			

Funds Balance by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2021 Balance</i>		4,640,946.12	4,640,946.12
FY 2022 Allocation	STBG-Urban	3,472,234.13	8,113,180.25
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	7,889,421.69
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	7,810,753.63
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	7,723,153.63
0132092 Kansas/Walnut Lawn	STBG-Urban	(134,930.67)	7,588,222.96
0132092 Kansas/Walnut Lawn	STBG-Urban	(13,869.33)	7,574,353.63
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	7,458,545.56
S602027 Campbell and Republic	STBG-Urban	807,784.84	8,266,330.40
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	10,266,330.40
5901810 Republic Road Widening	STBG-Urban	161,828.02	10,428,158.42
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	9,016,505.35
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	9,037,202.69
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	8,794,670.29
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	8,542,781.67
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	7,906,362.23
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	7,590,928.23
<i>9/30/2022 Balance</i>			7,590,928.23
FY 2023 Allocation*	STBG-Urban	3,766,408.96	11,357,337.19
5905811 TMC Salaries 2023	STBG-Urban	(360,000.00)	10,997,337.19
S603084 FY 2022 TMC Staff	STBG-Urban	12,943.32	11,010,280.51
5901824 TMC Signal Replacements	STBG-Urban	(125,229.00)	10,885,051.51
5916807 Overlay Improvements	STBG-Urban	26,830.88	10,911,882.39
5916808 ADA Improvements	STBG-Urban	(329,463.00)	10,582,419.39
5901818 Signal Improvements	STBG-Urban	22,044.23	10,604,463.62
0132092 Kansas/Walnut Lawn	STBG-Urban	(731,915.71)	9,872,547.91
0132092 Kansas/Walnut Lawn	CRRSAA	(573,750.00)	9,298,797.91
5910811 TMC Salaries 2024	STBG-Urban	(358,400.00)	8,940,397.91
0132093 Kansas/Sunset	STBG-Urban	(902,460.65)	8,037,937.26
0132093 Kansas/Sunset	STBG-Urban	(102,682.55)	7,935,254.71
S602027 Campbell and Republic	STBG-Urban	262,614.97	8,197,869.68
0132092 Kansas/Walnut Lawn	STBG-Urban	(49,305.04)	8,148,564.64
0132091 Kansas ADA I-44 to 60	STBG-Urban	(718,571.00)	7,429,993.64
0132093 Kansas/Sunset	STBG-Urban	(0.01)	7,429,993.63
5905811 TMC Salaries 2023	STBG-Urban	(16,000.00)	7,413,993.63
5916808 ADA Improvements	STBG-Urban	(162,856.16)	7,251,137.47
5900850 TMS Improvements	STBG-Urban	(2,450,000.00)	4,801,137.47
<i>9/30/2023 Balance</i>			4,801,137.47
		4,801,137.47	4,801,137.47
Remaining Balance All Funds (9/30/2023)			4,801,137.47
MoDOT STIP Programmed Cost Shares			
MO2502 FY 2025 TMC Staff			(460,000.00)
MO2604 FY 2025 TMC Staff			(472,000.00)
MO2701 FY 2026 TMC Staff			(480,000.00)

Funds Balance by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		4,801,137.47	4,801,137.47
FY 2024 Allocation*	STBG-Urban	3,784,303.68	8,585,441.15
0652099 Chestnut RR Utilities	STBG-Urban	26,678.57	8,612,119.72
S602027 Campbell and Republic	STBG-Urban	(10,154.76)	8,601,964.96
9901835 North 13 Corridor Study	STBG-Urban	61.65	8,602,026.61
5905811 TMC Salaries 2023	STBG-Urban	2,350.15	8,604,376.76
5901824 TMC Signal Replacements	Programmed	(1,070,770.00)	7,533,606.76
5900853 Main Bridge over Jordan	Programmed	(2,000,000.00)	5,533,606.76
5900851 Pavement Resurfacing	Programmed	(3,885,000.00)	1,648,606.76
5900852 ADA Improvements	Programmed	(1,165,000.00)	483,606.76
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(460,000.00)	23,606.76
<i>9/30/2024 Balance</i>			23,606.76
FY 2025 Allocation*	STBG-Urban	3,851,284.05	3,874,890.81
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	(125,109.19) **
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	(1,725,109.19)
MO2604 FY 2026 TMC Staff	Programmed Cost Share	(472,000.00)	(2,197,109.19)
I-44	Unprogrammed Cost Share	(2,000,000.00)	(4,197,109.19)
<i>9/30/2025 Balance</i>			(4,197,109.19)
FY 2026 Allocation*	STBG-Urban	3,924,444.14	(272,665.05)
MO2701 FY 2027 TMC Staff	Programmed Cost Share	(480,000.00)	(752,665.05)
<i>9/30/2026 Balance</i>			(752,665.05)
* Estimate		(752,665.05)	(752,665.05)
** Advance Agreement Needed			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			--

Funds Balance by Jurisdiction

City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STP-Urban</i>	<i>191,500.56</i>	<i>191,500.56</i>
FY 2021 Allocation	STBG-Urban	50,896.42	242,396.98
<i>9/30/2021 Balance</i>			<i>242,396.98</i>
FY 2022 Allocation	STBG-Urban	49,422.58	291,819.56
<i>9/30/2022 Balance</i>			<i>291,819.56</i>
FY 2023 Allocation	STBG-Urban	53,609.75	345,429.31
<i>9/30/2023 Balance</i>			<i>345,429.31</i>
		345,429.31	345,429.31
Remaining Balance All Funds (9/30/2023)			345,429.31

Funds Balance by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		345,429.31	345,429.31
FY 2024 Allocation*	STBG-Urban	53,864.46	399,293.77
9901838 N. Old Orchard	Programmed	(481,362.00)	(82,068.23) **
<i>9/30/2024 Balance</i>			(82,068.23)
FY 2025 Allocation*	STBG-Urban	54,817.83	(27,250.40)
<i>9/30/2025 Balance</i>			(27,250.40)
FY 2026 Allocation*	STBG-Urban	55,859.17	28,608.77
<i>9/30/2026 Balance</i>			28,608.77
*Estimate		28,608.77	28,608.77
**Advance Agreement on File			
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			28,608.77

Funds Balance by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>		<i>(49,914.01)</i>	<i>(49,914.01)</i> **
FY 2021 Allocation	STBG-Urban	114,149.58	64,235.57
<i>9/30/2021 Balance</i>			<i>64,235.57</i>
FY 2022 Allocation	STBG-Urban	130,206.54	194,442.11
<i>9/30/2022 Balance</i>			<i>194,442.11</i>
FY 2023 Allocation	STBG-Urban	141,237.91	335,680.02
5944803 Miller Road Widening	STBG-Urban	36,263.52	371,943.54
<i>9/30/2023 Balance</i>			<i>371,943.54</i>
**Advance Agreement on File		371,943.54	371,943.54
Remaining Balance All Funds (9/30/2023)			371,943.54

Funds Balance by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2023 Balance</i>		<i>371,943.54</i>	<i>371,943.54</i>
FY 2024 Allocation*	STBG-Urban	141,908.95	513,852.49
WI2301 Jackson Street Resurfacing	Programmed	(357,313.00)	156,539.49
<i>9/30/2024 Balance</i>			<i>156,539.49</i>
FY 2025 Allocation*	STBG-Urban	144,420.67	300,960.16
<i>9/30/2025 Balance</i>			<i>300,960.16</i>
FY 2026 Allocation*	STBG-Urban	147,164.13	448,124.29
<i>9/30/2026 Balance</i>			<i>448,124.29</i>
*Estimate		448,124.29	448,124.29
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			448,124.29

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Republic Small Urban Allocation	453,222.55	0.00	0.00	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	7,882,537.96	7,930,989.00
STP/BG-Urban Distribution									
OTO Operations	N/A	N/A	N/A	200,000.00	100,000.00	236,800.00	231,525.00	243,101.00	255,256.05
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00	0.00	0.00	0.00	0.00
Christian County	3,337,442.89	317,405.64	335,454.60	343,250.56	375,669.67	349,595.62	381,897.17	414,252.29	416,220.46
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,598,857.01	1,487,885.35	1,587,048.60	1,721,506.63	1,729,685.73
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.16	129,625.42	120,628.52	122,941.23	133,357.06	133,990.66
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	410,577.81	477,335.72	517,776.59	520,236.62
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	384,595.25	436,841.26	473,851.36	476,102.69
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.26	342,150.81	318,403.19	384,832.60	417,436.41	419,419.70
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,699,348.59	3,442,588.38	3,472,234.13	3,766,408.96	3,784,303.68
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,896.42	49,422.58	53,609.75	53,864.46
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	114,149.58	130,206.54	141,237.91	141,908.95
	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	7,882,537.96	7,930,989.00
Republic Small Urban Distribution	453,222.55	0.00	0.00	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	FY 2023 OTO Operations
Springfield Area Small Urban	(184,224.00)	14.67		For FY 2020	For FY 2021	For FY 2022	For FY 2023	For FY 2024
STBG-Urban			(10,000.00)	(200,000.00)	(100,000.00)	(236,800.00)	(231,525.00)	(243,101.00)
Distribution								
Christian County	(10,182.16)	0.81	(523.40)	(10,468.00)	(5,234.00)	(12,394.11)	(12,554.57)	(13,182.27)
Greene County	(40,844.89)	3.25	(2,227.60)	(44,552.00)	(22,276.00)	(52,749.57)	(52,172.93)	(54,781.52)
City of Battlefield	(1,851.03)	0.15	(180.60)	(3,612.00)	(1,806.00)	(4,276.61)	(4,041.59)	(4,243.67)
City of Nixa	(9,203.80)	0.73	(614.70)	(12,294.00)	(6,147.00)	(14,556.10)	(15,692.02)	(16,476.61)
City of Ozark	(7,530.18)	0.60	(575.80)	(11,516.00)	(5,758.00)	(13,634.94)	(14,360.80)	(15,078.83)
City of Republic	N/A	N/A	(476.70)	(9,534.00)	(4,767.00)	(11,288.26)	(12,651.06)	(13,283.60)
City of Springfield	(114,611.94)	9.13	(5,154.10)	(103,082.00)	(51,541.00)	(122,049.09)	(114,146.87)	(119,854.09)
City of Strafford	N/A	N/A	(76.20)	(1,524.00)	(762.00)	(1,804.41)	(1,624.73)	(1,705.96)
City of Willard	N/A	N/A	(170.90)	(3,418.00)	(1,709.00)	(4,046.91)	(4,280.43)	(4,494.45)
	(184,224.00)	14.67	(10,000.00)	(200,000.00)	(100,000.00)	(236,800.00)	(231,525.00)	(243,101.00)

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 2017 and beyond
Rideshare Discontinued FY 2021 and beyond

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	<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	0.00	236,800.00
	Deposit	10/01/2020	Christian County	349,595.62	586,395.62
	Deposit	10/01/2020	Greene County	1,487,885.35	2,074,280.97
	Deposit	10/01/2020	City of Battlefield	120,628.52	2,194,909.49
	Deposit	10/01/2020	City of Nixa	410,577.81	2,605,487.30
	Deposit	10/01/2020	City of Ozark	384,595.25	2,990,082.55
	Deposit	10/01/2020	City of Republic	318,403.19	3,308,485.74
	Deposit	10/01/2020	City of Springfield	3,442,588.38	6,751,074.12
	Deposit	10/01/2020	City of Strafford	50,896.42	6,801,970.54
	Deposit	10/01/2020	City of Willard	114,149.58	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	0.00	231,525.00
	Deposit	10/01/2021	Christian County	381,897.17	613,422.17
	Deposit	10/01/2021	Greene County	1,587,048.60	2,200,470.77
	Deposit	10/01/2021	City of Battlefield	122,941.23	2,323,412.00
	Deposit	10/01/2021	City of Nixa	477,335.72	2,800,747.72
	Deposit	10/01/2021	City of Ozark	436,841.26	3,237,588.98
	Deposit	10/01/2021	City of Republic	384,832.60	3,622,421.58
	Deposit	10/01/2021	City of Springfield	3,472,234.13	7,094,655.71
	Deposit	10/01/2021	City of Strafford	49,422.58	7,144,078.29
	Deposit	10/01/2021	City of Willard	130,206.54	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
	Lapse	10/01/2022	Enhancements (TAP)	-63,675.63	1,407,532.02
Total FY 2022 TAP Allocation				1,407,532.02	1,407,532.02
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
FY 2023 Allocation					
	Deposit	10/01/2022	OTO Operations	243,101.00	243,101.00
	Deposit	10/01/2022	Rideshare	0.00	243,101.00
	Deposit	10/01/2022	Christian County	414,252.29	657,353.29
	Deposit	10/01/2022	Greene County	1,721,506.63	2,378,859.92
	Deposit	10/01/2022	City of Battlefield	133,357.06	2,512,216.98
	Deposit	10/01/2022	City of Nixa	517,776.59	3,029,993.57
	Deposit	10/01/2022	City of Ozark	473,851.36	3,503,844.93
	Deposit	10/01/2022	City of Republic	417,436.41	3,921,281.34
	Deposit	10/01/2022	City of Springfield	3,766,408.96	7,687,690.30
	Deposit	10/01/2022	City of Strafford	53,609.75	7,741,300.05
	Deposit	10/01/2022	City of Willard	141,237.91	7,882,537.96
Total FY 2023 Allocation				7,882,537.96	7,882,537.96

All Allocations

	Type	Date	Account	Amount	Balance
FY 2023 TAP Allocation					
	Deposit	10/01/2022	Enhancements (TAP)	1,566,741.00	1,566,741.00
Total FY 2023 TAP Allocation				1,566,741.00	1,566,741.00
FY 2023 CRP Allocation					
	Deposit	10/01/2022	CO2 Reduction (CRP)	940,398.01	940,398.01
Total FY 2023 CRP Allocation				940,398.01	940,398.01
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				133,955,497.13	

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			
Closed	06/28/2021	OTO Operations	(156,800.00)
	05/12/2023	OTO Operations	14,680.58
			<u><u>(142,119.42)</u></u>
00FY823 OTO Operations/Planning			
Active	06/14/2022	OTO Operations	(180,743.00)
	11/10/2022	OTO Operations	(50,782.00)
			<u><u>(231,525.00)</u></u>
00FY824 OTO Operations/Planning			
Active	06/23/2023	OTO Operations	(243,101.00)
			<u><u>(243,101.00)</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>
0132091 KS ADA Upgrades			
Active	08/22/2023	City of Springfield	(718,571.00)
			<u><u>(718,571.00)</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)
	06/01/2023		(731,915.71)
	06/01/2023		(573,750.00)
	07/21/2023		(49,305.04)
			<u><u>(1,503,770.75)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0132093 Kansas/Sunset			
Active	11/18/2021	City of Springfield	(87,600.00)
	07/19/2023	City of Springfield	(902,460.65)
	07/19/2023	City of Springfield	(102,682.55)
	08/22/2023	City of Springfield	(0.01)
			<u><u>(1,092,743.21)</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>
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			
Closed	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>

All Obligations by Project

	Date	Jurisdiction	Amount
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
			(3,949,229.96)
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			(100,000.00)
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			(758,009.07)
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			0.00
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			(1,800,000.00)
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			(223,050.00)
0651056 65/CC/J			
Closed	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			(2,300,000.00)
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			(1,000,000.00)
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			(74,000.00)
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)
			(432,597.22)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u><u>0.00</u></u>
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u><u>(1,061,000.00)</u></u>
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u><u>(106,000.00)</u></u>
0652074 South Glenstone			
Closed	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			<u><u>(4,541,168.92)</u></u>
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><u>(1,450,562.09)</u></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><u>(146,718.63)</u></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><u>(6,223,258.28)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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><u>(3,482,241.03)</u></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><u>(1,347,640.11)</u></u>
0652099 Chestnut RR Utilities			
Closed	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><u>(1,108,035.39)</u></u>
0652112 Oper/Safety/ADA Glenstone			
Active	09/21/2022	City of Springfield	(315,434.00)
			<u><u>(315,434.00)</u></u>
1601043 160/Hunt Road			
Closed	10/02/2012	City of Willard	(21,000.00)
			<u><u>(21,000.00)</u></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><u>(357,398.72)</u></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><u>(538,233.28)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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><u>(707,129.72)</u></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><u>(528,809.29)</u></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><u>(965,680.60)</u></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><u>(3,995,539.57)</u></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><u>(214,977.98)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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><u>(184,209.33)</u></u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u><u>(24,992.27)</u></u>
5900849 FR 135/102 Mill/Fill/ADA			
Closed	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)
	05/26/2023	Greene County	(40,193.00)
			<u><u>(558,284.14)</u></u>
5900850 TMS Improvements			
Active	09/12/2023	City of Springfield	(2,450,000.00)
			<u><u>(2,450,000.00)</u></u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u><u>(250,000.00)</u></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><u>(192,680.00)</u></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><u>(1,001,068.99)</u></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><u>(316,923.00)</u></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><u>(1,150,755.18)</u></u>
5901811 Springfield Greenwood			
Closed	10/19/2020	Enhancements (TAP)	(183,365.00)
	01/28/2021	Enhancements (TAP)	32,923.48
	11/28/2022	Enhancements (TAP)	10,146.70
			<u><u>(140,294.82)</u></u>
5901812 Galloway Reco			
Closed	10/19/2020	Enhancements (TAP)	(146,098.00)
	01/28/2021	Enhancements (TAP)	32,994.00
	11/18/2022	Enhancements (TAP)	5,101.32
			<u><u>(108,002.68)</u></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)
	01/09/2023	Enhancements (TAP)	(6,046.26)
			<u><u>(145,457.46)</u></u>
5901815 SGF Harvard Sidewalks			
Closed	06/15/2020	Enhancements (TAP)	(110,869.00)
	01/28/2021	Enhancements (TAP)	31,920.60
	11/28/2022	Enhancements (TAP)	15,261.00
			<u><u>(63,687.40)</u></u>
5901817 Fassnight Clay Brookside			
Active	06/09/2022	Enhancements (TAP)	(216,461.00)
	09/01/2022	Enhancements (TAP)	(1,000.00)
			<u><u>(217,461.00)</u></u>
5901818 Signal Improvements			
Closed	10/20/2020	City of Springfield	(640,000.00)
	05/26/2023	City of Springfield	22,044.23
			<u><u>(617,955.77)</u></u>
5901819 Walnut Street Bridge			
Active	07/15/2021	City of Springfield	(240,000.00)
			<u><u>(240,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901821 Traffic Signal Imp.			
Active	07/06/2021	City of Springfield	(620,000.00)
			<u>(620,000.00)</u>
5901822 Chadwick Phase III			
Active	07/06/2021	Enhancements (TAP)	(71,419.94)
	03/14/2023	Enhancements (TAP)	(295,567.32)
	03/14/2023	Enhancements (CRRSAA)	(863,750.00)
	05/16/2023	Enhancements (TAP)	(84,516.80)
			<u>(1,315,254.06)</u>
5901823 FR 175 Bridge			
Active	11/16/2022	Greene County (HIP)	(63,865.30)
	11/16/2022	Greene County (HIP)	(281,917.44)
	11/16/2022	Greene County	(225,906.50)
			<u>(571,689.24)</u>
5901824 TMC Signal Replacements			
Active	04/17/2023	City of Springfield	(125,229.00)
			<u>(125,229.00)</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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5905811 TMC Salaries 2023			
Closed	11/10/2022	City of Springfield	(360,000.00)
	08/28/2023	City of Springfield	(16,000.00)
			<u><u>(376,000.00)</u></u>
5907801 Campbell/Weaver			
Closed	03/07/2008	City of Springfield	(124,524.56)
	10/02/2009	City of Springfield	(124,524.56)
	10/02/2009	Greene County	(1,328,793.88)
	10/02/2009	City of Springfield	(1,328,793.88)
	10/02/2009	Greene County	164,058.91
	10/02/2009	City of Springfield	164,058.91
	03/02/2014	City of Springfield	145,202.00
	03/02/2014	Greene County	145,202.01
	03/28/2014	City of Springfield	35,547.11
	03/28/2014	Greene County	35,547.10
			<u><u>(2,217,020.84)</u></u>
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)
	11/10/2022	Greene County	(12,968.61)
	09/15/2023	Greene County	(6,575,516.11)
	09/15/2023	Greene County	(3,686,085.19)
	09/15/2023	Greene County	(2,303,580.57)
			<u><u>(31,288,064.16)</u></u>
5910811 TMC Salaries 2024			
Active	06/16/2023	City of Springfield	(358,400.00)
			<u><u>(358,400.00)</u></u>

All Obligations by Project

	Date	Jurisdiction	Amount
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			
Closed	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)
	05/05/2023	City of Springfield	26,830.88
			<u>(2,993,347.12)</u>
5916808 ADA Sun., Nat'I, B.field			
Active	08/27/2021	City of Springfield	(295,001.60)
	05/16/2023	City of Springfield	(329,463.00)
	09/01/2023	City of Springfield	(162,856.16)
			<u>(787,320.76)</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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			<u><u>(260,000.00)</u></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><u>(251,031.34)</u></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><u>(187,782.10)</u></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><u>(295,361.40)</u></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><u>(320,268.54)</u></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><u>(48,300.00)</u></u>
5944803 Miller Road Widening			
Closed	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
	01/30/2023	City of Willard	36,263.52
			<u><u>(888,163.77)</u></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><u>(207,438.60)</u></u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u><u>(303,436.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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><u>(250,000.00)</u></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><u>(1,911,623.75)</u></u>
6900813 Shuyler Creek Trail			
Active	01/29/2021	Enhancements (TAP)	(178,969.03)
	01/06/2023	Enhancements (TAP)	(324,125.91)
			<u><u>(503,094.94)</u></u>
7441012 Kearney/Packer			
Active	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u><u>(728,721.00)</u></u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u><u>(63,984.87)</u></u>
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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>
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><u>(78,135.08)</u></u>
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u><u>(38,029.66)</u></u>
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><u>0.00</u></u>
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u><u>(205,706.70)</u></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><u>0.00</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			<u><u>(1,998.24)</u></u>
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			<u><u>(795.68)</u></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><u>(296,590.47)</u></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><u>(130,011.44)</u></u>
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			<u><u>(500,000.00)</u></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><u>(978,676.98)</u></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><u>(190,670.54)</u></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><u>(196,697.22)</u></u>

All Obligations by Project

	Date	Jurisdiction	Amount
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><u>(117,203.90)</u></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><u>(110,912.36)</u></u>
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u><u>(40,034.00)</u></u>
9901814 FF SW Weaver to Rose			
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><u>(428,352.74)</u></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><u>(312,653.87)</u></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><u>(236,957.22)</u></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
	05/26/2023	Enhancements (TAP)	(2,588.60)
			<u><u>(234,868.51)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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><u>(350,821.84)</u></u>
9901820 Ozark N. Fremont SW			
Closed	06/14/2019	Enhancements (TAP)	(17,531.92)
	04/07/2021	Enhancements (TAP)	(188,028.08)
			<u><u>(205,560.00)</u></u>
9901821 Ozark South Elem SW			
Closed	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><u>(152,670.00)</u></u>
9901822 Ozark West Elem SW			
Closed	08/23/2019	Enhancements (TAP)	(27,739.94)
	03/11/2021	Enhancements (TAP)	(239,439.67)
	06/15/2021	Enhancements (TAP)	31,996.00
	12/19/2022	Enhancements (TAP)	23.88
	01/06/2023	Enhancements (TAP)	4,208.19
			<u><u>(230,951.54)</u></u>
9901826 FR 169 Bridge			
Closed	02/09/2021	Greene County	(437,822.80)
	04/16/2021	Greene County	37,475.60
	12/07/2022	Greene County	3,936.80
			<u><u>(396,410.40)</u></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)
	11/02/2022	Enhancements (TAP)	(54,307.00)
	09/15/2023	Enhancements (TAP)	(13,088.60)
			<u><u>(827,453.16)</u></u>
9901828 Trail of Tears SmrSet			
Closed	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)
	06/16/2023	City of Battlefield	(32,786.61)
			<u><u>(232,005.69)</u></u>

All Obligations by Project

	Date	Jurisdiction	Amount
9901829 OGI Trail Plng Services			
Closed	06/26/2020	Enhancements (TAP)	(100,000.00)
			(100,000.00)
9901830 Nelson Mill Bridge			
Active	09/09/2022	Christian County	(392,000.00)
	08/22/2023	Christian County	(400,800.00)
			(792,800.00)
9901831 N. Main Street			
Active	11/02/2022	City of Nixa	(131,584.31)
			(131,584.31)
9901832 Truman Blvd			
Active	05/12/2022	City of Nixa	(1,530,550.00)
			(1,530,550.00)
9901833 North St - MH to Cheyenne			
Active	06/28/2021	City of Nixa	(430,353.99)
	05/26/2023	City of Nixa	(13,516.80)
	06/16/2023	City of Nixa	6,364.79
			(437,506.00)
9901835 I-44/13 Study			
Closed	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)
			(236,004.19)
9901837 Chadwick Ph II			
Active	11/10/2022	Enhancements (TAP)	(58,716.29)
			(58,716.29)
9901850 Trail Planning Services			
Active	02/08/2023	Enhancements (TAP)	(260,201.00)
			(260,201.00)
B022009 Riverside Bridge			
Closed	09/01/2109	City of Ozark	(800,000.00)
			(800,000.00)
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			(6,804.21)
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			0.00
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			(2,584,800.00)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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			
Closed	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)
	07/21/2023	City of Springfield	262,614.97
			<u><u>(1,614,496.76)</u></u>
S602083 Northview Rd Improvements			
Closed	03/28/2019	City of Nixa	(180,000.00)
			<u><u>(180,000.00)</u></u>
S602093 MM from I-44 to 360			
Active	09/08/2022	City of Republic	(302,916.17)
	11/16/2022	City of Republic	302,916.17
			<u><u>0.00</u></u>
S603084 TMC Staff 2022			
Closed	06/01/2021	City of Springfield	(360,000.00)
	04/07/2023	City of Springfield	12,943.32
			<u><u>(347,056.68)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S605022 Wilson's Creek Blvd Trail			
Active	05/30/2023	Enhancements (TAP)	(245,494.96)
	05/30/2023	Enhancements (TAP)	(23,973.95)
	05/30/2023	Enhancements (TAP)	(5,405.81)
	05/30/2023	Enhancements (TAP)	(13,829.74)
	05/30/2023	Enhancements (TAP)	(1,246,730.00)
	07/28/2023	Enhancements (TAP)	(0.02)
	07/28/2023	Enhancements (TAP)	240,505.26
			<u><u>(1,294,929.22)</u></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><u>(2,700,000.00)</u></u>
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			<u><u>(198,465.00)</u></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><u>(30,868.56)</u></u>
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			<u><u>(0.43)</u></u>
TOTAL OBLIGATIONS			<u><u>(129,511,181.24)</u></u>

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 2/21/2024; ITEM II.G.

Technical Planning Committee Chair Rotation

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In 2003, the Technical Planning Committee voted to establish a rotation schedule for the chair of the Technical Planning Committee. This rotation, as shown below, has been followed since. The Chair-Elect serves as the Chair in absence of the Chair.

Angela Nelson of Greene County will be serving as Chair in 2024. The chair-elect will be Jeremy Parsons of Ozark.

TECHNICAL PLANNING COMMITTEE CHAIR ROTATION SCHEDULE

Year	Jurisdiction	
2014	Nixa	Travis Cossey
2015	Greene County	Adam Humphrey
2016	Ozark	Larry Martin
Fall 2016-2017	Strafford	King Coltrin
2018	Springfield	Kirk Juranas
2019	Willard	Dave O'Connor
2020	Republic	Andrew Nelson
2021	Christian County	Todd Wiesehan
2022	Battlefield	Tommy Van Horn, Chairman
2023	Nixa	Jeff Roussell, Chairman
2024	Greene County	Angela Nelson, Chair
2025	Ozark	Jeremy Parsons, Chair-Elect

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to elect the Chair-Elect position for 2024 for the Technical Planning Committee as shown above.”

OR

“Move to elect the Chair-Elect position for 2024 for the Technical Planning Committee with the following changes...”

TAB 9

TRANSPORTATION

Kansas Expressway Extension as seen from the air



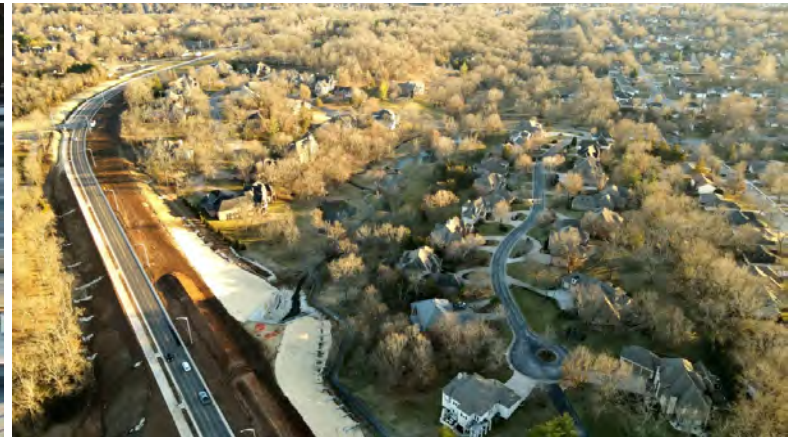
by Rance Burger
February 6, 2024



Phase 1 of the Kansas Expressway Extension opened to the public on February 2, 2024. These photos were taken during the 5 p.m. rush hour on February 5, 2024. (Photo by Bruce Stidham)

Not many drivers were using the Kansas Expressway Extension on its maiden Monday afternoon rush hour.

The road opened to traffic at 6 p.m. Feb. 2. It will likely take some time for commuters to get used to the new connection from Republic Road to Plainview Road just south of Springfield.



The Greene County Highway Department started planning a southern extension of Kansas Expressway in the 1980s. The idea truly took shape in the 2000s. The contract for Phase 1 of the Kansas Expressway extension was awarded at \$15.7 million. The project is funded by Greene County, the City of Springfield and federal transportation funds.



Phase 1 of the Kansas Expressway Extension seen looking north from Weaver Road toward Republic Road and U.S. Highway 60 in Springfield. Kansas Avenue can be seen running north and south on the right side of the photograph. A community pool at the north end of South Sydney Avenue sits just west of the expressway extension. (Photo by Bruce Stidham)

The corridor is constructed in a “parkway” style, with speed limits of 40 mph. The right-of-way for the corridor is wide enough for the Kansas Expressway Extension to eventually be made into a four lane road.

The second phase of the project will extend Kansas Expressway south from Plainview Road, turn west just north of the James River and end at Farm Road 190, known farther north as Cox Avenue. When it's done, Kansas Expressway will be 2.3 miles longer than the original.



Phase 1 of the Kansas Expressway Extension, seen looking toward the south from Republic Road. The parking lot for the Gene Taylor Veterans Clinic can be seen on the lower left corner of the photo. (Photo by Bruce Stidham)

Emery Sapp and Sons, the firm awarded the contract for Phase 1 of the extension, has also been selected as the contractor for Phase 2. Work on the second phase has already begun and is set to be completed in late 2025, according to Greene County Highway Department Assistant Administrator Mark Webb.



Phase 1 of the Kansas Expressway Extension, seen looking toward the south from Republic Road. The Gene Taylor Veterans Clinic can be seen on left side of the photo. To the south of the clinic, four lanes of traffic consolidate into two lanes. (Photo by Bruce Stidham)



Rance Burger

Rance Burger is the managing editor for the Daily Citizen. He previously covered local governments from February 2022 to April 2023. He is a graduate of the University of Missouri-Columbia with 17 years experience in journalism. Reach him at rburger@sgfcitizen.org or by calling 417-837-3669. Twitter: [@RanceBurger](https://twitter.com/RanceBurger) **More by Rance Burger**



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Missouri approves first I-70 expansion contract, construction could begin in late spring

Missouri Independent | By [Sarah Kellogg](#)

Published February 15, 2024 at 4:00 AM CST



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Sarah Kellogg / St. Louis Public Radio

Missouri Department of Transportation Patrick McKenna speaks to media on Feb. 14, 2024.

Members of Missouri Highways and Transportation Commission earlier in the day approved the first contract to expand Interstate 70 into three lanes both directions.

The \$2.8 billion project will expand Interstate 70 to three lanes in each direction across the state.

The project to expand Interstate 70 has its first contractor.

The Missouri Highways and Transportation Commission on Wednesday awarded a St. Charles company, Millstone Weber, the first contract in expanding the interstate.

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"We promise we are not going to do anything to make people's lives miserable. It's not why we're here. We're here to make their lives better," Millstone Weber CEO Thom Kuhn said.

The company will be responsible for the expansion of a 20-mile stretch of highway between Columbia and Kingdom City.

The project is starting on this stretch of highway because it is the most shovel-ready, said Jeff Gander, the Improve I-70 Central Project Director.

"We've done a lot of work for the 63 Interchange, preliminary work for that, as well as the 54 interchange and the 20 miles in between those two is relatively rural," Gander said. "So if we had one of these projects that we could move quickly on, this was the one."

The first section will not go through Columbia itself, but does involve redoing the I-70 and Highway 63 interchange. Redoing that intersection is a part of the plan.

The total cost of this segment of construction is \$420 million, with the bulk of that going to the contract.

The project is slated to begin as soon as late spring. The current end date goal is Dec. 31, 2027.

Speaking just before the recommendation was approved, Commissioner and former St. Louis Mayor Francis Slay said this marked the beginning of a generational opportunity.

"I have a high level of confidence based on the professionalism in this room that this is going to be not only exciting, but also very productive and positive program in the state of Missouri," Slay said.

Millstone Weber's proposal includes a series of roundabouts that would help decongest traffic in the I-70-Highway 63 interchange. It also includes new pavement for the entire highway, not just the new lanes.

Missouri Department of Transportation Director Patrick McKenna, said the new pavement and the innovation of the design were reasons why Millstone Weber was

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“Those were incredibly important aspects for the long life and duration for the traveling public. That will minimize the maintenance demands in the next 10 to 15 years significantly,” McKenna said.

Additionally, two lanes of traffic in each direction, with few exceptions, are expected to be open while construction occurs.

“It is that important of a corridor to keep and maintain traffic volumes. The notion of everything having to be diverted is just simply not the case,” McKenna said.

However, McKenna did say the lanes would be narrower through the construction zone and MODOT will be asking travelers to reduce their speed and pay more attention within the work zone.

Eric Kopinski, director of MODOT’s Improve I-70 program, said there will be public meetings later this spring in both Columbia and Kingdom City where a more specific schedule will be discussed.

“Residents, citizens, businesses can come talk to the engineers, talk to MODOT, talk to the designers and get a better understanding for how this is going to look and feel for the next three to four years,” Kopinski said.

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Tags

[Politics, Elections and Government](#)[I-70](#)[Interstate 70](#)[highways](#)[MoDOT](#)[transportation](#)[Missouri Department of Transportation](#)

Sarah Kellogg

Sarah Kellogg is St. Louis Public Radio’s Statehouse and Politics Reporter, taking on the position in August 2021. Sarah is from the St. Louis area and even served as a newsroom intern for St. Louis Public Radio back in 2015.

Contact Sarah Kellogg

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DIVE BRIEF

US traffic control device standards get long-awaited update

Better protection for cyclists and pedestrians, and adaptations for EVs and autonomous vehicles, are in the Transportation Department's first major update to the standards since 2009.

Published Dec. 19, 2023



Dan Zukowski
Reporter

Raysonho @ Open Grid Scheduler / Grid Engine. (2015). "A pedestrian signal push button" [Photograph]. Retrieved from [Wikimedia Commons](#).

Dive Brief:

- The Federal Highway Administration today issued a long-awaited update to the federal regulations governing traffic signs, signals and other roadway markings. The rule will take effect Jan. 18, 2024, and states must adopt the new standards within two years from the effective date.
- The new regulations include improvements for vulnerable road users — including pedestrians and bicyclists — such as rapid-flashing beacons that pedestrians can activate at marked crosswalks and green-colored pavement for bicycle lanes.
- “The new edition of this important transportation tool reflects how transportation has changed and continues to change,” said FHWA Administrator Shailen Bhatt in a YouTube video.

Dive Insight:

Close to 43,000 people lost their lives in motor vehicle crashes in the U.S. in 2022, including more than 7,500 pedestrians.

According to the National Association of City Transportation Officials, under the current federal traffic manual, “someone crossing a street is less important than the fast-flowing movement of cars.”

According to Bhatt, the new rules will make streets safer for pedestrians through “stronger language on crosswalk markings, traffic signals and sidewalk detours and closures,” and more audible information devices for visually impaired pedestrians. Bicycle safety measures include turn boxes at intersections and traffic lights that encourage separation between cars and bikes.

The new standards also include signage for electric vehicle charging stations and ways to prepare roadways for autonomous vehicles.

The FHWA plans to update the manual more frequently in the future “because transportation is changing much more rapidly, and we know we need to keep up” Bhatt said in the video. He added that the manual updates requires significant research and public engagement.

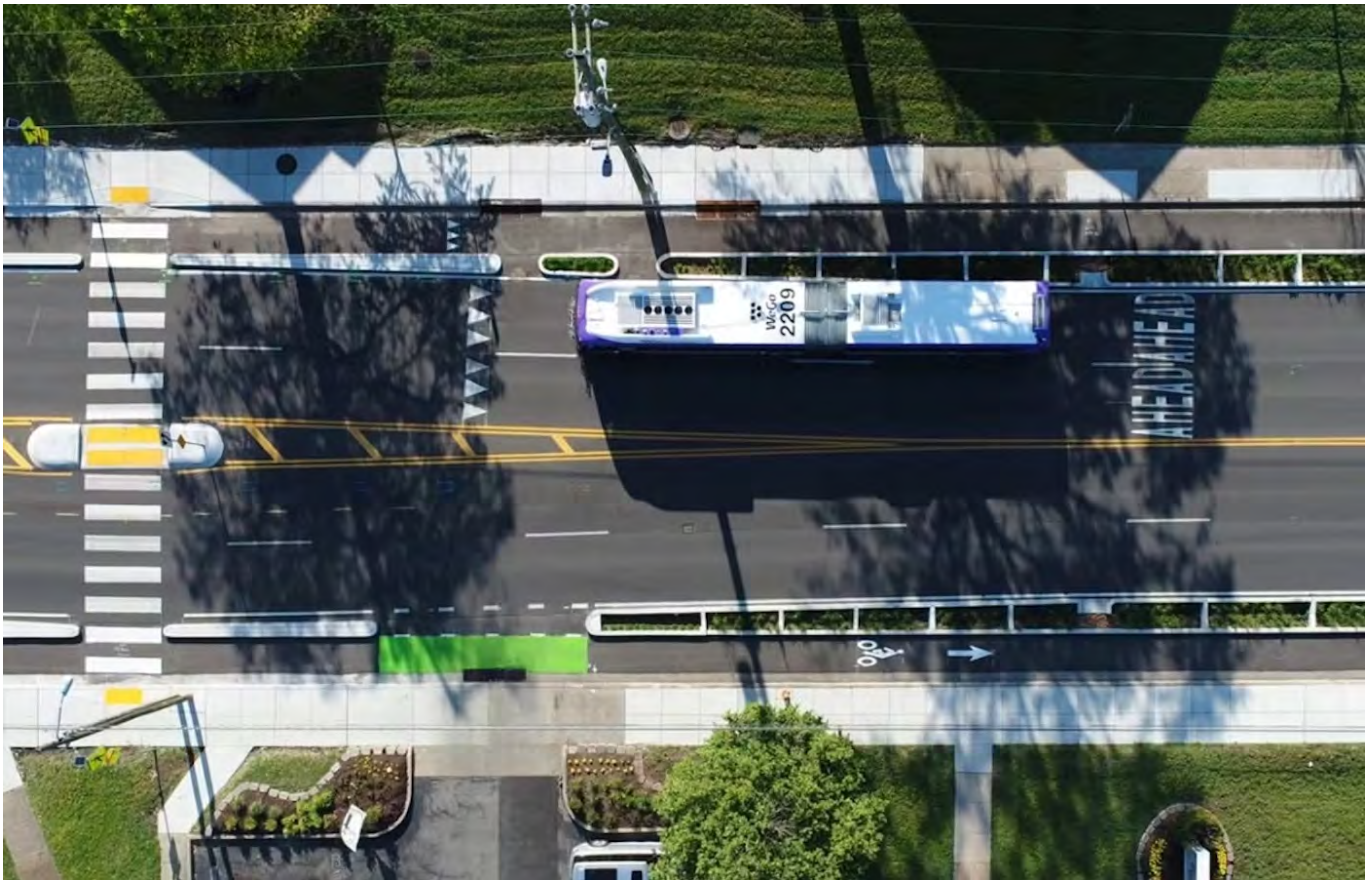
“We know these updates will keep you safer [and] encourage you to use all the modes of transportation, from walking and biking to driving,” Bhatt said.



January 12, 2024

The Best New U.S. Bike Lanes of 2023

By: Martina Haggerty, senior director of local innovation



As we pedal into 2024, we're excited to share the best new bike lanes built across the country in 2023.

GIVE TODAY



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Even for the most ardent naysayers, it's difficult to deny that the landscape of bicycling in America is transforming (although not as quickly as many of us would like to see). While we have yet to see any U.S. cities emerge with truly bold citywide plans for bike networks as we've seen in places like [London](#), [Paris](#), and [Bogota](#), many are (slowly) beginning to envision a future where cycling takes center stage. Although there remains a substantial amount of work ahead of us to cultivate a safe and comfortable environment for people of all ages and abilities to ride bikes in the U.S., it's well worth pausing to commemorate the significant infrastructure victories U.S. cities achieved in 2023.

1. Broadway | New York City, New York



Photo credit: New York City Department of Transportation

After car-free streets took the top spot on [last year's list](#), we're delighted to witness locales like New York City continuing to adopt more of these low-stress environments for cyclists. Launched in March, NYC's [much-anticipated vision for Broadway](#) is beginning to transform the iconic street with pedestrian plazas, inviting outdoor dining structures, planters, and more. The stretch between West 25th and 32nd streets being reimagined is just the start. The full vision includes a "people-centric" Broadway connecting Times Square to Columbus Circle, the city's next phase



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Photo credit: City of Redmond

Featuring a two-way cycle track, Redmond's 156th Street Cycle Track improves access to the Redmond Technology Station — part of Sound Transit's East Link Extension — and the NE 40th Street Shared Use Path. This area of Redmond, the longstanding home of the Microsoft Corporate Campus, remains a focal point for the tech giant's ongoing commitment to community development. While the Microsoft-funded section is complete, the City of Redmond is working to expand it further from 140th to Turing.

3. 300 West | Salt Lake City, Utah



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Photo credit: Avenue Consultants

In September, Salt Lake City celebrated the completion of its most significant public works project to date, the [300 West Reconstruction Project](#), which features a separated, two-way, 10-foot-wide bike lane, upgraded sidewalks, and more than 200 new trees to provide shade and serve as a buffer to the roadway. New "bioswales" were also integrated to improve water quality by filtering debris from stormwater runoff. The project, funded through a combination of federal, state, and local funds, showcases Salt Lake City's commitment to prioritizing sustainable and accessible mode of transportation while fostering a safer environment for all road users. Special



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Photo credit: Jonathan Berk

After two and a half years of construction, the Inman Square project in Cambridge reached its much-anticipated completion in 2023, featuring sidewalk-level bike lanes, protected intersections, shorter crosswalks, and a vibrant new plaza. Serving as a pivotal crossroads for various modes of transportation, these enhancements further Cambridge's dedication to Vision Zero and demonstrate the power of their Cycling Safety Ordinance, which propelled Cambridge to a score of 58 in PeopleForBikes' annual [City Ratings program](#). As evidence of its high quality, [the project made headlines](#) earlier this year after a social media video seemingly showcasing bike infrastructure in the Netherlands went viral, only to be revealed as a playful deception filmed in Cambridge's Inman Square.

5. Bryant Avenue South | Minneapolis, Minnesota

**peopleforbikes**

Photo credit: Alex Schieferdecker

Minneapolis's Bryant Avenue South reconstruction project, stretching from Lake St. to 50th St. W., reshaped a residential street in the heart of south Minneapolis. Despite its quiet residential character, Bryant Avenue is a key bicycling corridor parallel to the congested Lyndale Avenue. Previously converted into a "bicycle boulevard" in 2010, the reconstruction — which created a bidirectional sidewalk-level protected bikeway, intersection improvements, pedestrian-scale lighting, and stormwater infrastructure — reflects a forward-looking commitment to safer and more sustainable transportation that's helped Minneapolis become [the best large U.S. city](#) this year's City Ratings.

6. Union Street | Pasadena, California



peopleforbikes



Photo credit: Joe Linton/[Streetsblog](#)

In September, Pasadena celebrated the completion of its first two-way protected bike lane along Union Street. The new 1.5-mile protected bike lane enhances connectivity to Pasadena's popular destinations, including Old Pasadena, Playhouse Village, Pasadena City College, Caltech, and the Metro Gold Line Station at Memorial Park. Approved by the City Council in 2016, the project repurposed existing road space to accommodate the protected bike lane, converting the previous one-way westbound street into a cyclist-friendly corridor. This initiative supports Pasadena's commitment to sustainable transportation and efficient urban planning. The project was funded through a combination of local and federal sources, including the American Rescue Plan Act, California's Active Transportation Program, Gas Tax, [Los Angeles County's Measure R](#), CMAQ, and Pasadena's [Traffic Reduction Fee](#).

7. Baseline Road | Boulder, Colorado



peopleforbikes



Photo Credit: City of Boulder

Inspired by successful implementations in cities like Toronto, Boulder introduced [new "tall curbs"](#) along [Baseline Road](#) in 2023 to physically separate bike and vehicle lanes, offering increased protection for people biking. The project is a critical element of Boulder's [Core Arterial Network \(CAN\)](#), which includes plans for strategic improvements along some of the city's least safe corridors for people walking and biking. With local artist Talia Swartz Parsell adding vibrant paintings to the barriers, the initiative combines safety and public art that complements the surrounding mountainous landscape. Further enhancements are slated for 2024, including additional bike lane barriers.

8. Pinellas Bayway South | Tierra Verda, Florida

**peopleforbikes**

Photo credit: Forward Pinellas (via X)

The Pinellas Bayway South Cycle Track in Tierra Verde is a significant addition to the more extensive Pinellas Trail network that spans more than 50 miles. Originating in 1983, the Pinellas Trail has steadily expanded since, becoming a regional destination with more than 1.5 million annual users. The new cycle track, separated from traffic by a raised concrete island, rectifies safety issues caused by vehicles parking in the prior non-protected bike lanes and helps reduce speeding along the corridor. Managed by the Florida Department of Transportation (FDOT) as part of a resurfacing project, the new cycle track closes a two-mile gap between the Pinellas Trail, connecting trail users to Fort De Soto County Park. “FDOT was able to use their existing standard detail for median islands to separate the cycle track from the travel lanes,” said Kyle Simpson, an active transportation planner with Forward Pinellas. “[That] reduced the cost of the project and did not require moving any drainage.”

9. East Main Street | Rochester, New York



people**forbikes**



Photo credit: Erdman, Anthony and Associates, Inc.

Rochester's East Main Street Reconstruction project features sidewalk-level bicycle lanes designed in accordance with the City's Complete Streets policy. While addressing needs such as roadway repaving, water main replacement, and new sidewalks, the project also introduced decorative lighting, street trees, and new signage. As part of Rochester's "spine network," a vital element outlined in the city's Active Transportation Master Plan, the East Main Street project reinforces the city's dedication to creating a well-connected and accessible bike network.

10. Avenue B | San Antonio, Texas



people**forbikes**



Photo credit: City of San Antonio

Through a \$6 million [Midtown Tax Increment Reinvestment Zone](#) project, San Antonio transformed Avenue B into a one-way, southbound street to accommodate protected bike lanes, wider sidewalks, on-street parking, and landscaping. Serving as a vital connection between the River Walk, Downtown, and various amenities, Avenue B contributes to San Antonio's expanding network of bike lanes and links to trails along the San Antonio River. Ultimately, the city hopes to extend the bike lane north of I-35 to reach the Witte Museum and Brackenridge Park.

11. Salem Avenue | Dayton, Ohio



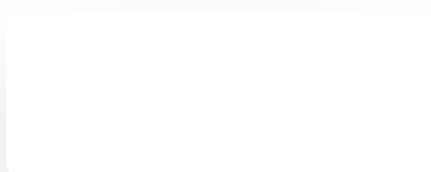
peopleforbikes



Photo credit: City of Dayton

In a commitment to enhance road safety, the City of Dayton completed a \$12 million reconstruction project along Salem Avenue between the Great Miami River and Cornell Drive. The federally funded initiative transformed a six-lane “[stroad](#)” into a lower-speed street with widened sidewalks, a bi-directional protected cycle track, decorative lighting, and pedestrian islands. The Salem Avenue project connects to more than 350 miles of regional trails as part of the Miami Valley Trails network. In September, Dayton approved an Active Transportation Plan to expand the network further, with more than 20 projects slated for construction by 2027.

12. 12th Avenue South | Nashville, Tennessee



**peopleforbikes**

Photo credit: Nashville Department of Transportation

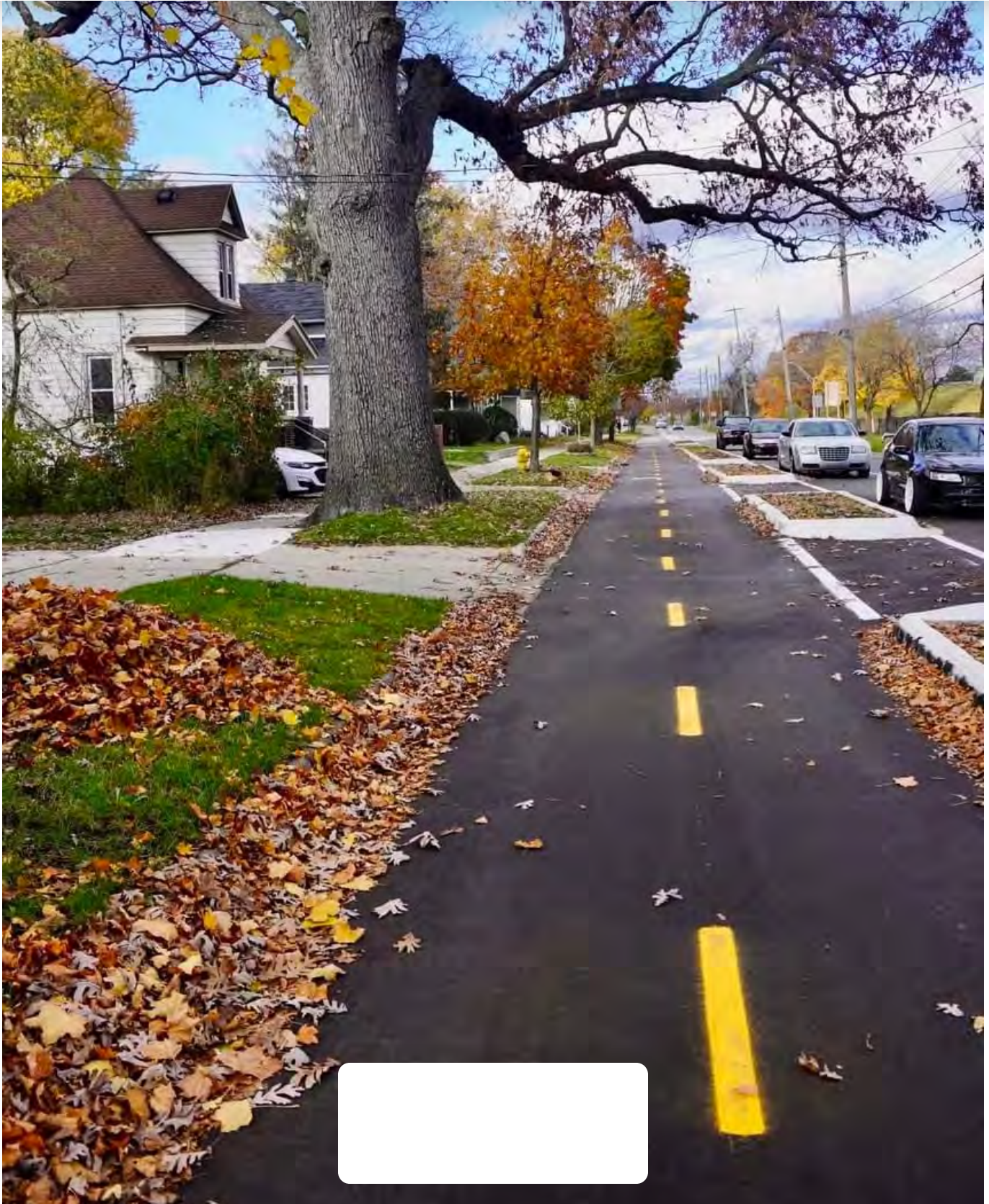
The 12th Avenue project in Nashville — envisioned as part of the 2017 WalknBike master planning process and subsequently identified as a top bikeway priority by the community — transformed a vital stretch of Nashville into the city's first complete and green street. The 1.5-mile project includes physically protected bike lanes, bioswales for stormwater management, bus boarding islands, and safer pedestrian crossings. "The corridor had existing, substandard bikeways — with significant demand for better, safer facilities to connect affordable housing and student housing with Nashville's downtown and other commercial districts," said Anna Dearman, NDOT's walking and biking manager. In response, NDOT moved the project swiftly from conceptualization to reality, with accelerated final design and construction phases to improve connectivity for affordable and student housing residents along the corridor to downtown and other commercial districts.

13. Turner Avenue | Grand Rapids, Michigan





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bike infrastructure upgrade for Grand Rapids. This transformative project, which replaced a striped one-way bike lane with a new, separated, two-way facility, spans 1.2 miles from 4th Street to Richmond. The project also increased greenspace to mitigate stormwater runoff and filter pollutants entering the Grand River. The city plans to begin design work to extend the bikeway from 4th Street to Fulton Street West in 2024.

14. Martin Luther King Jr. Drive | Atlanta, Georgia



Photo credit: Central Atlanta Progress/The Atlanta Downtown Improvement District

The Martin Luther King Jr. Drive Cycle Track in Downtown Atlanta was a collaboration between the City of Atlanta Department of Transportation and the Atlanta Downtown Improvement District, further safety and accessibility in the manager with Central Atlanta

Master Plan by enhancing
acy Grolimund, senior project
Downtown Improvement



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Mercedes-Benz Stadium, Georgia World Congress Center, and westside neighborhoods like Vine City.

15. Main Street | Agawam, Massachusetts



Photo credit: [Streetsblog MASS](#)

Physically separated bike lanes in the suburbs? Yes, please! In Agawam, Massachusetts, Dutch-style bike infrastructure emerged as one of the standout bike lanes of 2023. Sparked by the Morgan-Sullivan Bridge replacement and [MassDOT's Complete Streets directive](#), the project resulted in separated bike paths along Main Street, Springfield Street, Suffield Street, and Memorial Avenue. The area, dotted with strip malls, now offers improved accessibility to local businesses and schools, marking a significant step toward sustainable transportation in this suburban area. Since completion, it's proven highly popular, with increased student biking and plans for further extensions to expand the network. Agawam's town engineer,



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Photo credit: Joe Linton/Streetsblog

Santa Monica further solidified its reputation as a great city for bicycling with the [completion of curb-protected bike lanes along 17th Street](#). Stretching just over a mile from Wilshire Boulevard to Pico Boulevard, this project features Southern California's first curb-protected intersections, offering significant safety improvements for cyclists. The 17th Street bikeway conveniently connects key locations such as the 17th Street Metro E Line Station, Santa Monica College, and the Michigan Avenue Greenway, creating a more accessible and interconnected bike network.

Earlier in 2023, Santa Monica's innovative use of a concrete extrusion machine for bike lane construction garnered significant attention, with the efficient, precise technology creating multiple blocks of protected bikeways in a single day. In a [Streetsblog article](#) from June, the city's principal highlighted the sustainability, cost-effectiveness, and speed of the project, as well as the significant



people**forbikes**



Photo credit: Robert Lee

Jackson's new Meadowbrook Road project, unveiled in May 2023, has been [championed by the Mississippi Department of Health](#) for its role in improving public health and well-being. From Old Canton Road to West Street/Northbrook Drive, the \$3.3 million project features a new road-adjacent shared-use path for people walking, rolling, and biking. Funded through a federal FAST Act grant and Jackson's One-Percent Municipal Sales Tax, the project also included roadway resurfacing, ADA modifications, and traffic signal upgrades. Meadowbrook Road is one of several projects the city has underway to connect its downtown to the Fondren District and Jackson State University. "In our community, our residents value both cycling and walking along with accommodating wheelchair users. With a smaller right-of-way in the heart of the city and the need to use our limited space efficiently, the shared-use path has become our go-to choice for the city," said Robert Lee, Jackson's city engineer.

18. Belmont Avenue | Chicago

**peopleforbikes**

Photo credit: City of Chicago

Stretching approximately 1.25 miles, the recently constructed Belmont Avenue protected bike lanes create a low-stress, east-west route across Chicago's Kennedy Expressway and over the Chicago River while connecting several north-south protected lanes, neighborhood greenways, the Chicago Transit Authority (CTA) Belmont Station, and the 312 Riverrun Bike Trail. The project also improved safety for pedestrians and transit riders through curb bump-outs, concrete refuge islands, and bus priority treatments.

The project marks just one of the dozens recently completed by Chicago — contributing to more than 55 miles of bikeway projects completed in the last year alone along streets like [Augusta](#), [Central Park Avenue in Garfield Park](#), Clinton, Dearborn, Grand, Kedzie, and Milwaukee. Together, these projects are signs of definite improvement for Chicago, which scored only 7 out of 100 points in our [2023 City Ratings](#). We'll be watching closely to see how the city's score improves in the coming years with its new commitment to protected bike lanes.

19. West Marginal Way SW | Seattle, Washington



Photo credit: Seattle Department of Transportation

Seattle's new protected bike lane on West Marginal Way SW, linking the Duwamish Trail to the West Seattle Bridge Trail, led to a [144% increase in weekday biking and more than a 90% increase in people walking](#). Despite initial concerns from some community members about traffic impacts, the city saw only a one-second increase in drivers' travel time. Initially conceived during the West Seattle Bridge closure in 2020, the trail connection was solidified this year by adding concrete jersey barriers, ensuring a lasting, safe separation between the bike lane and vehicular traffic.

20. North Manhattan Avenue | Manhattan, Kansas

**peopleforbikes**

Photo credit: BikeWalkMHK

The North Manhattan Avenue project in Manhattan, Kansas, originated from a need to improve bike infrastructure between Kansas State University and Aggieville. In 1998, the city implemented one of the state's first road diets on this corridor, reducing vehicular lanes and introducing standard bike lanes. Over time, it became clear that greater protection was needed for cyclists. In 2016, the Flint Hills Metropolitan Planning Organization proposed a two-way protected bike lane, which BikeWalkMHK championed. The project was ultimately funded by the Aggieville Tax Increment Finance district and a voter-approved Economic Recovery and Relief sales tax.

Related Locations:

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https://www.thecentersquare.com/national/article_2e67e776-c1ff-11ee-a6ff-e7d68bfe61b4.html

TOP STORY

Outlook for public mass transit remains dim

By Brett Rowland | The Center Square

Feb 14, 2024



A crowd of travelers at Penn Station in New York City on Saturday, December 9, 2023, move to the steps to the platform to board a New Jersey Transit train.

AP Photo/Ted Shaffrey

(The Center Square) – Mass transit agencies across the country could continue to struggle this year with depressed ridership as federal funding is set to expire.

S&P Global Ratings, one of three major credit rating agencies, gave the public transit sector a negative outlook as challenges pile up for operators while they spend down more than \$70 billion in federal aid given out during the COVID-19 pandemic.

Airports, toll roads, maritime ports and parking operators have bounced back after the pandemic. In some cases, U.S. airports outperformed previous peaks. But not mass transit. Ridership was at 77% of pre-pandemic levels with significant variances between U.S. regions and modes of transit.

"Looking ahead to 2024, the outlier in this back-to-normal mobility story is U.S. mass transit," according to the latest sector report from S&P. "Heavy regional commuter rail-only systems still face lower ridership due to remote work trends while bus and subway systems serving cities and metropolitan areas have performed better."

The report contains some bright spots, but mass transit agencies are expected to struggle to replace fare revenue as many former commuters spend more time working from home.

"Despite lower ridership, transit providers for which tax revenue makes up a large majority of their operating revenue should maintain favorable metrics, including debt service coverage and debt-to-net revenue, in 2024, albeit at lower levels as sales tax growth slows," according to the report. "We still expect public transit ridership will recover to only about 85% of pre-pandemic levels by 2026 under our base case and 80% under our downside case."

Taxpayer-funded agencies with good credit ratings that rely less on fares are in a better position.

"For 'AAA' and 'AA' rated mass transit operators, tax revenue generally makes up more than 60% of total revenue, providing credit stability and in some cases, more than offsetting declines in farebox revenue," according to the report.

Those that have relied for decades on revenue from fare-paying passengers face challenges ahead.

Fare-dependent agencies are looking for other sources of revenue to fill the gap when federal money runs out.

In Chicago, the Regional Transportation Authority's five-year **strategic plan** calls for consideration of 11 tax and fee hikes. Among them: congestion pricing, a vehicle miles traveled tax, expanding sales tax coverage areas, increasing vehicle registration fees and raising the gas tax.

The Regional Transportation Authority in Illinois – which oversees the Chicago Transit Authority, Metra and Pace Suburban Bus – has also proposed scrapping a state law that requires the agency to recover 50% of operating costs through fare revenue.

Transit ridership was declining before the pandemic hit and the bottom fell out. Public transit ridership peaked in 2014. That year, public agencies reported 10.7 billion unlinked passenger trips. Since that peak, unlinked passenger trips have declined nearly every year. By 2019, 9.9 billion unlinked passenger trips were reported to the **National Transit Database**. When the COVID-19 pandemic hit in 2020, unlinked passenger trips plummeted to 4.7 billion, meaning ridership dropped by just over half in one year.

While ridership has partially recovered in the post-pandemic era, challenges remain.

"A few transit agencies have since received a combination of temporary relief and long-term tax support to plug the operating fund gap amid an ongoing policy debate at the state, regional, and local levels regarding how to support operating and capital requirements with sustainable tax and revenue models," according to the report. "Identifying such a model to meet operating and long-term capital needs remains an ongoing topic of debate, setting up key decisions in the coming months that will pit service levels against available resources for 2024 and beyond."

Brett Rowland

Investigative Reporter

Shapiro Administration Opens Pennsylvania's First EV Charging Station Completed Under Federal Program, One of the First States to Reach this Milestone

01/23/2024

Pennsylvania remains among national leaders in deploying EV-charging investments from the Bipartisan Infrastructure Law

Harrisburg, PA – Pennsylvania Department of Transportation (PennDOT) Secretary Mike Carroll, U.S. Department of Transportation Secretary Pete Buttigieg, U.S. Department of Energy Secretary Jennifer Granholm, U.S. Senator Bob Casey, U.S. Representative Matt Cartwright and other federal officials announced the completion of

[Pennsylvania's first federally-funded electric vehicle \(EV\) charging station](https://www.penndot.pa.gov/pages/all-news-details.aspx?newsid=1093)

(<https://www.penndot.pa.gov/pages/all-news-details.aspx?newsid=1093>)

. The station – which opened to the public on December 21, 2023, and has since provided over 200 charging sessions – was built as part of the [National Electric Vehicle Infrastructure \(NEVI\)](https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Pages/NEVI.aspx).

(<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Pages/NEVI.aspx>)

program, funded by the federal Bipartisan Infrastructure Law (BIL), and administered by PennDOT.

This milestone helps to further the Shapiro Administration's work to address climate change, grow the Commonwealth's economy and ensure that Pennsylvania is ready for the next generation of transportation, one that will be cleaner, safer, more affordable, and more reliable than ever before. Pennsylvania is one of the first states in the country to reach this milestone.

"The Shapiro Administration is quickly making these federal investments work for Pennsylvanians and I'm proud that we remain among the nation's leaders in expanding EV charging options," **Carroll** said. "In partnership with the companies electrifying these sites, we are creating healthier communities by reducing our carbon footprint and supporting clean-energy jobs."

The charging station was installed at the Pilot travel center at 417 Route 315 in Pittston, as part of Pilot Travel Center LLC's collaboration with General Motors. The cost of construction is supported by \$610,393 in NEVI funds. Pilot Travel Centers LLC will own the charging station, working with EVgo to deploy the chargers as part of its eXtend service. The site gives EV drivers access to four charging ports capable of providing up to 350 kW of power. While charging, customers will have 24/7 access to restrooms, Wi-Fi, food, beverages, and other convenience items for purchase.

"President Biden's infrastructure law is delivering results for Pennsylvania, from repairing aging roads and bridges to building new electric vehicle charging stations," said **Buttigieg**. "These investments are helping America lead the electric vehicle revolution into the future."

"As more Americans choose to drive EVs, Pennsylvania is delivering on President Biden's Investing in America agenda, building out a robust and reliable EV charging network that is accessible and easy to use," **Granholm** said. "With federally-funded charging stations popping up all around the country, Americans can expect hundreds of thousands more as a result of the collaboration between the public and private sectors—paving the way for widespread electric mobility that works for everyone."

This location is one of

([https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Documents/NEVI Round 1 Conditional Awards_Updated List 9.23.pdf](https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Documents/NEVI_Round_1_Conditional_Awards_Updated_List_9.23.pdf))
56 projects in 37 counties

which were selected to expand access to and reliability of EV charging in Pennsylvania. The projects that were conditionally awarded funding in Pennsylvania's first round will receive a total \$34.8 million. The investment is part of the \$171.5 million PennDOT will receive and distribute for EV charging infrastructure over five years through the BIL.

"The Federal Highway Administration is excited to celebrate the opening of Pennsylvania's first federally funded EV charging station made possible by President Biden's Bipartisan Infrastructure Law," said **Federal Highway Administrator Shailen Bhatt**. "This milestone represents an important step forward not only for Pennsylvania, but for the entire nation's historic transition to electric vehicles with a national network of publicly accessible EV charging stations that will ensure a convenient, accessible, reliable, and equitable charging experience for drivers along America's highways."

"Thanks to funding from the infrastructure law, Pennsylvania is leading the way on building an efficient and reliable electric vehicle charging network that helps clean up the air for generations to come and keeps our economy competitive," said **U.S. Senator Bob Casey (D-PA)**. "This investment will help ensure that no Pennsylvanian, from cities to college campuses to rural communities, will be left behind as we strengthen our burgeoning electric vehicle industry and reduce our carbon footprint."


"Northeast Pennsylvania is leading the way by taking full advantage of the Bipartisan Infrastructure Law and the resources it affords," said **U.S. Rep. Matt Cartwright, (PA-08)**. "With every new electric vehicle charging station that's introduced, we're modernizing our infrastructure, reducing our carbon footprint, and creating good-paying jobs."

"The Bipartisan Infrastructure Law is catalyzing public-private partnerships that are creating convenient, accessible high-power charging infrastructure to serve our nation's growing population of EV drivers," said **EVgo Chief Executive Officer Badar Khan**. "Through our collaboration with GM and Pilot Company, EVgo is delivering an elevated customer experience, and we commend the leadership of the Shapiro Administration and PennDOT for moving swiftly to deploy NEVI funding that will connect communities within the Keystone State."

"It's energizing to celebrate the opening of another NEVI-funded charging station, and the first in Pennsylvania, to provide EV travelers with more places to charge across the nation," said **Tim Langenkamp, vice president of business development - sustainability at Pilot Travel Centers LLC**. "Our partnerships with GM, EVgo, PennDOT and federal stakeholders show our joint commitment to building the necessary charging infrastructure for convenient, safe EV travel across the US."

The NEVI funding supports the Commonwealth and federal goal of expanding EV charging along the previously designated

(https://www.penndot.pa.gov/ProjectAndPrograms/Planning/PublishingImages/PA_AFC_EV.png)
Alternative Fuel Corridors

(https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/all_corridors/) (AFCs) (see a [list](#)  of AFCs


here). Pennsylvania has over 1,800 miles of AFCs. Per guidance from U.S. DOT, NEVI formula funds must first be used to "build out" designated AFCs (meaning there must be no more than 50 miles between stations and less than 1 mile from an AFC exit) and meet U.S. DOT minimum standards and requirements.

The PA NEVI program includes multiple rounds of funding. During Round 1 selection, the focus was on building out the AFC network along the interstates to meet the NEVI requirements. Once AFCs are fully built out, PennDOT will shift to expanding the footprint EV chargers for Pennsylvania's community charging infrastructure.

PennDOT opened the proposal period

(<https://www.penndot.pa.gov/pages/all-news-details.aspx?newsid=1095>)

for Round 1A of NEVI funding in December, with the period closing on January 26 at 5:00 PM EST. Thirty-five corridor-groups are eligible for funding in Round 1A and approximately \$22 million will be available for this round, which will help fill the remaining gaps along the AFC network. A

map of priority locations  (<https://experience.arcgis.com/experience/6696d9749a124136b9d28a7507f300d5/>)

for Round 1A is available on PennDOT's website.

The Round 1A Funding Opportunity and additional materials for proposers' reference and use are available on PennDOT's

Apply for NEVI Funds (<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Pages/Apply.aspx>)

webpage. All proposals must be submitted electronically through PA Department of Community and Economic Development's eGrants system at

<https://www.esa.dced.state.pa.us/Login.aspx>

(<https://www.esa.dced.state.pa.us/Login.aspx>)

by 5:00

PM EST on January 26, 2024.

For more information on NEVI funds in Pennsylvania visit the

PennDOT website (<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EV/Pages/NEVI.aspx>)

Pennsylvania can compete for billions of dollars in federal funds across a wide range of federal grant programs through the BIL, also known as the Infrastructure Investment and Jobs Act (IIJA). To help communities and organizations learn about these opportunities, PennDOT created a web page,

[www.penndot.pa.gov/IIJA](https://www.penndot.pa.gov/Doing-Business/Pages/IIJA.aspx)   , with details on

federal grant opportunities to help municipalities, townships, and other community agencies with understanding the multiple transportation program grants that are available. The page includes Grant Alerts, guides, and links to important resources for local municipalities and organizations interested in pursuing federal funding opportunities.

Information about state infrastructure in Pennsylvania, including completed work and significant projects, is available at

(<https://www.penndot.pa.gov/about-us/Results/Pages/index.html>) . Find

PennDOT's planned and active construction projects at

www.projects.penndot.gov

(<https://gis.penndot.pa.gov/paprojects/PAProjects.aspx>) .

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(<https://www.penndot.pa.gov/Pages/News.aspx>) on the department's website.

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Contact: Alexis Campbell, (<mailto:alecampbel@pa.gov>) or 717-783-8800

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