



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

MAY 18, 2023
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

SECOND REVISED Board of Directors Meeting Agenda

May 18, 2023

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices and via Zoom (details to be emailed separately).

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

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

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

Call to OrderNOON

I. Administration

A. Roll Call

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of March 16, 2023 Minutes..... Tab 1
(2 minutes/Childers)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 13
(5 minutes/Childers)

Individuals attending the meeting in person and requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on May 17th to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. **Any public comment received since the last meeting has been included in the agenda packet under Tab 13.**

E. Executive Director's Report
(10 minutes/Fields)

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

F. MoDOT Update
(5 minutes/MoDOT)

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

G. Legislative Reports

(10 minutes/Childers)

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

II. New Business

A. Financial Statements for 3rd Quarter FY 2023 Budget Year Tab 2
(5 minutes/Cossey/Parks)

Staff will present the third quarter financial statements.

BOARD OF DIRECTORS ACTIONS REQUESTED TO ACCEPT THE THIRD QUARTER FINANCIAL STATEMENTS FOR THE FY 2023 BUDGET YEAR

B. FY 2024 Unified Planning Work Program and Budget..... Tab 3
(10 minutes/Parks)

The Draft Unified Planning Work Program that outlines work that will be completed by OTO during the next fiscal year is included for review and approval.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2024 UNIFIED PLANNING WORK PROGRAM AND TO AUTHORIZE ENTERING INTO THE ANNUAL MODOT CONTRACT

C. FY 2024 Operational Budget..... Tab 4
(5 minutes/Parks)

The Draft FY 2024 Operational Budget is included for review and consideration.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2024 OPERATIONAL BUDGET

D. SS4A Grant Agreement..... Tab 5
(5 minutes/Parks)

Staff will present a resolution for an SS4A Grant Agreement.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE A RESOLUTION TO AUTHORIZE THE OTO EXECUTIVE DIRECTOR TO ENTER INTO THE GRANT AGREEMENT FOR THE SS4A GRANT AWARD

E. Safe Streets and Roads for All Grant Match Tab 6
(5 minutes/Fields)

Staff will present a match proposal for the Safe Streets and Roads for All Grant.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE BILLING THE SAFE STREETS AND ROADS FOR ALL GRANT MATCH TO THE JURISDICTIONS IN PROPORTION OF THEIR POPULATIONS WITH FY 2025 DUES

F. FTA 5310 Vehicle Funding Tab 7

The Local Coordinating Board for Transit has recommended funding a vehicle for the Ozark Senior Center with Federal Transit Administration 5310 funds.

(5 minutes/Parks)

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AWARDED FTA 5310 FUNDING TO THE OZARK SENIOR CENTER

- G. FY 2023-2026 TIP Amendment Five Tab 8**
(5 minutes/Longpine)
One change is requested as part of FY 2023-2026 Transportation Improvement Program Amendment 5.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE FY 2023-2026 TIP AMENDMENT FIVE

- H. FY 2023-2026 TIP Amendment Six Tab 9**
(5 minutes/Longpine)
One change is requested as part of FY 2023-2026 Transportation Improvement Program Amendment 6.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE FY 2023-2026 TIP AMENDMENT SIX

- I. FY 2023-2026 TIP Administrative Modifications Two and Three Tab 10**
(2 minutes/Longpine)
Changes have been made to the FY 2023-2026 Transportation Improvement Program.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- J. Federal Funds Balance Report Tab 11**
(5 minutes/Longpine)
Staff will present the Federal Funds Balance Report. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- K. Public Participation Plan Annual Evaluation Tab 12**
(10 minutes/Faucett)
Staff will present the findings of the annual evaluation of the Participation Plan

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

- A. Board of Directors Member Announcements**
(5 minutes/Board of Directors Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.
- B. Transportation Issues for Board of Directors Member Review**
(5 minutes/Board of Directors Members)
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

C. Articles for Board of Directors Member Information Tab 14
(Articles attached)

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

The next Board of Directors regular meeting is scheduled for Thursday, July 20, 2023 at 12:00 P.M. in person.

Attachments

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

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM I.C.

March 16, 2023 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors March 16, 2023 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Board of Directors March 16, 2023 Meeting Minutes”

OR

“Move to approve the Board of Directors March 16, 2023 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
MARCH 16, 2023**

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

The following members were present:

Steve Bodenhamer, City of Willard (a)	Andrew Nelson, City of Republic
Chuck Branch, Christian County Citizen-at-Large	James O’Neal, Springfield Citizen-at-Large
Jerry Compton, OTO Citizen-at-Large	Mike Schilling, City of Springfield
Travis Cossey, City of Nixa (a)	Martha Smartt, City of Strafford (a)
Debra Hickey, City of Battlefield	Dan Smith, City of Springfield (a)
Skip Jansen, City Utilities Transit	Richard Walker, Springfield Citizen-at-Large
Lynn Morris, Christian County	Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Mokhtee Ahmad, FTA	John Russell, Greene County
Steve Childers, City of Ozark (a)	Mark Schenkelberg, FAA
Andrew Lear, City of Springfield	Daniel Weitkamp, FHWA
Rusty MacLachlan, Greene County	

Others Present: Jacque Knight and Dallas Joplin, CMT; Jered Taylor, Congressman Burlison’s Office; Bradley Jackson, Christian County; Tommy VanHorn, City of Battlefield; Frank Miller, MoDOT; Dave Faucett, Sara Fields, Natasha Longpine, Debbie Parks, JD Stevenson, and Nicole Stokes, Ozarks Transportation Organization.

Treasurer Travis Cossey, filling in as Chair, called the meeting to order at approximately 12:00 p.m.

I. Administration

A. Welcome and Roll Call

Member	Vote	Member	Vote
Steve Bodenhamer	Present	Lynn Morris	Present
Chuck Branch	Present	Andrew Nelson	Present
Steve Childers (Chair)	Absent	James O’Neal	Present
Jerry Compton	Present	John Russell	Absent
Travis Cossey (filling in as Chair)	Present	Mike Schilling	Present
Debra Hickey	Present	Martha Smartt	Present
Skip Jansen	Present	Dan Smith	Present
Andrew Lear	Absent	Richard Walker	Present
Rusty MacLachlan	Absent	Brian Weiler	Present

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Chuck Branch moved to approve the March 16, 2023 agenda. Brian Weiler seconded the motion. The motion passed.

C. Approval of January 19, 2023 Minutes

Skip Jansen moved to approve the January 19, 2023 minutes. Richard Walker seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Travis Cossey advised there were public comments included in the packet. Chair Travis Cossey asked for comments or questions.

E. Executive Director's Report

Sara Fields shared OTO staff are continuing to work on getting the approximately \$12 million in Transportation Alternative/Carbon Reduction Program funding awarded. The results of the first round of sidewalk cost share applications are on the agenda. There will be another call for projects in April that will be due in May. The CRRSAA funds went to 3 projects: Chadwick Flyer Phase III, Chadwick Flyer Phase II, and the Wilson's Creek National Battlefield Trail. Staff are continuing to work on an application for EV Charging Stations with an expected release in April.

MoDOT will be presenting the work that has been done on the STIP which is a wrap up from prioritization from 2022. Prioritization will begin again this summer. OTO staff will be meeting with each jurisdiction to understand their priorities.

Staff did a USDOT debriefing for the INFRA/MEGA Grant OTO submitted and did not receive, for the USDOT I-44 Project. Crawford, Murphy, & Tilly wrote the grant. While USDOT stated the application was well done, the reviewers applied a formula in an unexpected way to the Budget Cost Analysis, which altered the results. Staff will be researching more in depth on the BCA expectations. Staff will be working towards submitting the request again when the next round opens. MoDOT will have to approve another submittal.

The Chadwick Flyer Overpass was submitted to the Missouri Department of Economic Development (DED) under its ARPA Tourism program.

If OTO jurisdictions are applying for grants, OTO is offering grant writing services and assistance.

OTO continues to offer project management services. There will be a fee for this service and will be dependent upon the size of the project and the type of assistance requested. It will be approximately \$5,000-\$10,000 for each project. It is funded with federal funds and the jurisdiction is paying the match.

The Route 66 Trail Study has started. The study's goal is to locate the best location for a trail and get more refined cost estimates.

Staff sent out the first round of requests for TIP projects this week. Any STBG funded projects the jurisdictions have, please let staff know.

F. MoDOT Update

Stacy Reese, the new SW District Engineer, reported this week the SW District's concentrated effort is on litter pick-up across the district. There will be another concentrated effort in April prior to the mowing season. MoDOT SW District is also working on filling in potholes.

G. Legislative Reports

Jered Taylor, Congressman Burlison's Office, shared the Congressman is on the Transportation and Infrastructure Committee which is very important to this area. The Congressman has expressed interest in getting I-44 fixed. Congress has been working through different committee processes with their focus on the recent train derailments. Sub-committee work has been reviewing train regulations as well as pipeline regulations.

II. New Business

A. FY 2024-2028 Draft STIP List

Frank Miller stated the Statewide Transportation Improvement Program is the state's version of the Transportation Improvement Program. The STIP is incorporated into the TIP. Due to inflation, some projects are recommended to be delayed. MoDOT is seeing an approximate inflation rate of 27% on projects in the OTO area. The STIP will go out for public comment in May with the Missouri Highways & Transportation Commission adopting it in July. Frank Miller reviewed the STIP project list with the Board of Directors.

This was informational only. No action is required.

B. Route FF Corridor Study

Sara Fields reported that the Ozarks Transportation Organization (OTO) contracted with Crawford, Murphy, & Tilly (CMT) in October of 2021 to conduct a study to determine the future function and classification of the Route FF Corridor through the City of Battlefield, Missouri. In coordination with OTO, the City of Battlefield, and MoDOT, CMT has completed the study and developed a draft report of the findings that includes recommendations for design, traffic calming, and planning. A 15-day public review and comment period was January 24 through February 7, 2023.

Representatives from CMT presented the study to the Board.

Debra Hickey made a motion to accept the Route FF Corridor Study. Andrew Nelson seconded the motion. The motion passed.

C. OTO Growth Trends

Dave Faucett presented the Growth Trends report. The 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).

This was informational only. No action was required.

D. Financial Statements for 2nd Quarter FY 2023 Budget Year

Travis Cossey presented an overview of the second quarter financial statements for the FY 2023 (July 2022 through June 2023) Budget Year. This period includes October 1, 2022 through December 31,

2022. The second quarter expenses total 24.6% of the budget. The revenue was 26.6% of the budget. Debbie Parks reviewed the reports for the Board.

Martha Smartt made a motion to accept the Financial Statements for the Second Quarter FY 2023 Budget Year. Mike Schilling seconded the motion. The motion passed.

E. MoDOT Sidewalk Cost Share Recommendations

Natasha Longpine reported that at the September 15, 2022 OTO Board of Directors meeting, the Board 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. OTO solicited projects between November 7, 2022, and January 10, 2023. The City of Ozark submitted four applications, the City of Strafford submitted one, and the City of Republic submitted one.

The recommended projects include:

- City of Ozark – Route 14 (south) from 6th to 14th on both sides
- City of Strafford – Route OO from Route 125 to just east of Dollar General
- City of Republic – Route MM Multi-Use Path from Farm Road 160 to US 60

Brian Weiler made a motion to approve TAP/CRP funding for Ozark in the amount of \$134,836 for a sidewalk cost share with MoDOT along South Street from 6th to 14th and for Strafford in the amount of \$196,006 to construct sidewalk along Route OO between 125 and the east side of Dollar General, and for Republic in the amount of \$342,000 to construct the Route MM Multi-Use Path. Dan Smith seconded the motion. The motion passed.

F. FTA 5310 Funding Recommendation

Debbie Parks shared that OTO issued an FTA Section 5310 FY 2021-2023 Call for Projects that closed on January 31, 2023. These funds are for improving the mobility of seniors and individuals with disabilities in the OTO area. Public transportation providers are eligible to apply for the Non-Traditional Funding Category. City Utilities is the only public transportation entity in the area and has applied for eligible projects that address ADA enhancements throughout the CU Transit system for a total programmed amount of \$566,251 (\$453,001 federal, \$113,250 local match).

Debbie Parks reviewed the CU's proposed ADA enhancements.

Dan Smith made a motion to approve an award of \$453,001 in FY 2021-2023 FTA 5310 funds to City Utilities Transit. Skip Jansen seconded the motion. The motion passed.

G. FY 2023-2026 TIP Administrative Modification One

Natasha Longpine stated there were 2 items included as part of Administrative Modification 1 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same. Natasha Longpine provided an overview of the modifications.

1. Wilson's Creek Boulevard Trail (EN2205-23AM1)
Moving funding from Construction to Right-of-Way for temporary construction easements.

2. J-Turns on US 65 at Bluegrass Road (SP2308-23AM1)
Moving funding from Construction to Right-of-Way for temporary construction easements.

This was informational only. No action was required.

H. FY 2023-2026 TIP Amendment Four

Natasha Longpine reported that there were four items included as part of Amendment Number Four to the FY 2023-2026 Transportation Improvement Program.

1. ***Revised*** Various ADA Enhancement Projects (CU2205-23A4)
City Utilities applied for FY 2021-2023 FTA funding. Projects will address ADA enhancements throughout the CU Transit system for a total programmed amount of \$566,251.
2. ***New*** FY 21 5307 ARP Capital Funding (CU2304-23A4)
City Utilities is programming additional funding received through the FTA Section 5307 ARP apportionment for a total programmed amount of \$4,447,855.
3. ***Revised*** I-44 Pavement Improvements (GR2302-23A4)
MoDOT is programming additional funding to address an increase in construction costs due to pavement pricing and inflation for a new total programmed amount of \$4,708,200.
4. ***New*** Route OO East Sidewalks (ST2302-23A4)
Strafford has been recommended for TAP funds to construct sidewalks along Route OO from Route 125 to east of the Dollar General for a total programmed amount of \$245,008.

Jerry Compton made a motion to approve Amendment 4 to the FY 2023-2026 Transportation Improvement Program. Steve Bodenhamer seconded the motion. The motion passed.

I. STBG-U Advance Agreement Revisions

Natasha Longpine shared that in an effort to reduce the OTO STBG-Urban fund balance, a policy was approved that allows jurisdictions to spend up to three years funding in advance. This policy has been previously amended to allow jurisdictions receiving less than \$2 million per year to spend up to three years in advance, while those receiving more than \$2 million can spend up to one year in advance.

Staff proposed an amendment to the policy to allow the OTO Executive Director to sign Advance Agreements, since the agreement itself states that Board of Directors approval of the funding through the TIP demonstrates their concurrence. Natasha Longpine reviewed the text that was modified for clarification.

Mike Schilling made a motion to approve the amended STBG-U Advance Policy. James O'Neal seconded the motion. The motion passed.

J. FF Extension Alignment Study

Sara Fields stated the OTO is commissioning a study of the Route FF extension and preferred alignment. The study will determine the appropriate roadway alignment for the extension of Route FF from its current terminus at the Greene/Christian County line extending the roadway into

Christian County to Route 14 west of Nixa. The study will consider existing and future development plans, as well as environmental and right-of-way constraints in determining the preferred alignment for the extension.

The OTO would like to enter into negotiations and execute a contract with a consultant for professional engineering services, which was chosen off the MoDOT LPA On-Call Consultant list. OTO has selected CJW Transportation Consultants, LLC.

The OTO will issue a Notice to Proceed upon successful contract execution. The study was budgeted for in the OTO's FY 2023 Unified Planning Work Program (UPWP). The contract amount for the study is \$78,800.

Debra Hickey made a motion to approve the Executive Director to enter negotiations and contract execution with CJW Transportation Consultants, LLC to conduct a study for the future alignment of the Route FF Extension. Skip Jansen seconded the motion. The motion passed.

III. Other Business

A. Board of Directors Member Announcements

There were no Board of Directors member announcements.

B. Transportation Issues for Board of Directors Member Review

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

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

With no further business to come before the Board, Brian Weiler made a motion to adjourn the meeting. Steve Bodenhamer seconded the motion. The motion passed.

The meeting adjourned at 1:18 p.m.

Andrew Nelson
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM II.A.

Financial Statements for the Third Quarter FY 2023 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the third quarter financial statements for the FY 2023 (July 2022 through June 2023) Budget Year. This period includes January 1, 2023, through March 31, 2023. The expenses through the third quarter are 37.6% of budgeted expense. The revenue was 34.0% of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Section One – OTO Operational Financial Statements

- Balance Sheet
The current outstanding liabilities include:
 - \$9,276.92 – Purchasing Cards
 - \$252.13 – FSA Accounts
 - \$36,420.45 – In outstanding checks
 - \$45,949.50 – **Total**
- Operating Fund Balance Report shows the OTO has a fund balance of \$591,821.79 at the end of March. This balance is within 6-month range set for expenses.
- Profit and Loss Statement
During this period, expenses exceeded revenue in the amount of \$109,182.07.
- Budget vs. Actual
The OTO budgeted expenses in the amount of \$2,726,618.00 for the budget year. Actual expenses at the end of the third quarter are \$1,005,329.99. This is 37.6% of budgeted expenses. Year-to-date revenue exceeded expenses in the amount of \$143,495.39.

The Chadwick Flyer Trail Phase III construction bid was awarded, and construction is projected to begin at the end of May or beginning of June. Operational expenses are at 56% of budgeted expenses with the construction project removed.

Section Two – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet
The UPWP Financial statements include the amount in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 56.0% of the budgeted \$1,503,852.91.

The OTO utilized \$2,796.84 of in-Kind match income during the third quarter. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

- *Unified Planning Work Program Progress Report – 3rd Quarter*

This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the Financial Statements for the Third Quarter FY 2023 Budget Year.”

OR

“Move to return to staff the Financial Statements for the Third Quarter FY 2023 Budget Year in order to...”

OTO Operational Financial Reports

**Includes the various grant budgets as well as
the OTO Operational expenses.**



Ozarks Transportation Organization
Balance Sheet
As of March 31, 2023

	<u>Mar 31, 23</u>
ASSETS	
Current Assets	
Checking/Savings	
Arvest Bank Operational Checkin	456,261.36
Arvest Bank Special Projects	145,089.48
Total Checking/Savings	<u>601,350.84</u>
Total Current Assets	<u>601,350.84</u>
TOTAL ASSETS	<u>601,350.84</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Arvest Bank Purchasing Card	8,689.17
Central Bank--Purchasing Card	587.75
Total Credit Cards	<u>9,276.92</u>
Other Current Liabilities	252.13
Total Current Liabilities	<u>9,529.05</u>
Total Liabilities	9,529.05
Equity	
Unrestricted Net Assets	349,933.13
Net Income	241,888.66
Total Equity	<u>591,821.79</u>
TOTAL LIABILITIES & EQUITY	<u>601,350.84</u>

Ozarks Transportation Organization
Operational Profit & Loss
January through March 2023

	Jan - Mar 23
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	2,857.93
Miscellaneous Revenue	10.22
Total Other Types of Income	2,868.15
OTO Revenue	
Consolidated Planning Grant CPG	187,270.97
In Kind Match, Meeting Attend	6,475.92
Surface Trans Block Grant	41,575.44
Total OTO Revenue	235,322.33
Total Income	238,190.48
Gross Profit	238,190.48
Expense	
Building	
Building Lease	13,515.00
Common Area Main Exp	5,144.22
Maintenance	404.00
Office Cleaning	999.84
Utilities	1,220.84
Total Building	21,283.90
Commodities	
Office Supplies/Furniture	451.24
OTO Promotional Items	178.40
Publications	196.25
Total Commodities	825.89
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	4,486.15
Member Attendance at Meetings	1,989.77
Total In-Kind Match Expense	6,475.92
Information Technology	
Computer Upgrades/Equip Replace	3,199.00
IT Maintenance Contract	3,159.00
Software	509.40
Webhosting	404.99
Total Information Technology	7,272.39
Insurance	
Network Defender	245.00
Total Insurance	245.00
Operating	
Dues/Memberships	1,348.00
Education/Training/Travel	
Hotel	204.19
Training	15.00
Transportation	2,228.60
Education/Training/Travel - Other	4,895.56
Total Education/Training/Travel	7,343.35

Ozarks Transportation Organization
Operational Profit & Loss
January through March 2023

	Jan - Mar 23
Food/Meeting Expense	1,550.15
Legal/Bid Notices	737.99
Postage/Postal Services	51.60
Staff Mileage Reimbursement	728.17
Telephone/Internet	1,739.25
Total Operating	13,498.51
Personnel	
Mobile Data Plans	520.00
Payroll Services	909.16
Salaries and Fringe	181,713.58
Total Personnel	183,142.74
Services	
Professional Services (Legal & TIP Tool Maintenance	29,459.00
Trail Construction	5,076.00
Trans Consult/Model Services	42,593.20
	37,500.00
Total Services	114,628.20
Total Expense	347,372.55
Net Ordinary Income	-109,182.07
Net Income	-109,182.07

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2022 through March 2023

	Jul '22 - Mar 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	5,664.05	2,000.00	3,664.05	283.2%
Miscellaneous Revenue	186,778.37	250.00	186,528.37	74,711.3%
Total Other Types of Income	192,442.42	2,250.00	190,192.42	8,553.0%
OTO Revenue				
Consolidated Planning Grant CPG	568,592.08	925,953.00	-357,360.92	61.4%
CRRSSA Funds	0.00	1,132,750.00	-1,132,750.00	0.0%
In Kind Match, Meeting Attend	6,475.92			
Local Jurisdiction Match Funds	91,575.27	161,276.00	-69,700.73	56.8%
Local Jurisdiction Study Fees	8,000.00	14,500.00	-6,500.00	55.2%
N Hwy 13 Corridor Study Match	-665.96	40,000.00	-40,665.96	-1.7%
N Hwy 13 Corridor Study STBG	235,819.24	240,000.00	-4,180.76	98.3%
Surface Trans Block Grant	46,586.41	231,525.00	-184,938.59	20.1%
Trail Construction Match Funds	0.00	67,250.00	-67,250.00	0.0%
Total OTO Revenue	956,382.96	2,813,254.00	-1,856,871.04	34.0%
Total Income	1,148,825.38	2,815,504.00	-1,666,678.62	40.8%
Gross Profit	1,148,825.38	2,815,504.00	-1,666,678.62	40.8%
Expense				
Bank Fees	435.00	22.00	413.00	1,977.3%
Building				
Building Lease	40,545.00	54,060.00	-13,515.00	75.0%
Common Area Main Exp	15,062.92	18,000.00	-2,937.08	83.7%
Maintenance	854.00	2,000.00	-1,146.00	42.7%
Office Cleaning	2,995.24	4,500.00	-1,504.76	66.6%
Utilities	2,523.78	3,500.00	-976.22	72.1%
Total Building	61,980.94	82,060.00	-20,079.06	75.5%
Commodities				
Office Supplies/Furniture	2,028.15	7,500.00	-5,471.85	27.0%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	3,596.95	3,000.00	596.95	119.9%
Public Input Promotional Items	24.95	2,500.00	-2,475.05	1.0%
Publications	464.25	1,000.00	-535.75	46.4%
Total Commodities	6,114.30	16,500.00	-10,385.70	37.1%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	4,486.15			
Member Attendance at Meetings	1,989.77			
Total In-Kind Match Expense	6,475.92			

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2022 through March 2023

	Jul '22 - Mar 23	Budget	\$ Over Budget	% of Budget
Information Technology				
Computer Upgrades/Equip Replace	8,067.47	12,000.00	-3,932.53	67.2%
Data Storage/Backup	315.00	4,800.00	-4,485.00	6.6%
GIS Licenses	0.00	6,100.00	-6,100.00	0.0%
IT Maintenance Contract	8,436.45	12,800.00	-4,363.55	65.9%
Software	345.28	7,000.00	-6,654.72	4.9%
Webhosting	1,612.41	4,000.00	-2,387.59	40.3%
Total Information Technology	18,776.61	46,700.00	-27,923.39	40.2%
Insurance				
Directors & Officers	2,493.00	2,600.00	-107.00	95.9%
Errors & Omissions	0.00	3,300.00	-3,300.00	0.0%
Network Defender	245.00			
Professional Liability	3,003.00	3,000.00	3.00	100.1%
Workers Compensation	454.00	1,800.00	-1,346.00	25.2%
Insurance - Other	0.00	2,000.00	-2,000.00	0.0%
Total Insurance	6,195.00	12,700.00	-6,505.00	48.8%
Operating				
Copy Machine Lease				
Lease Interest Expense	16.00			
Lease Principal Expense	135.25			
Maintenance for Copier	52.00			
Toner & Overages	73.11			
Copy Machine Lease - Other	12,929.05	12,500.00	429.05	103.4%
Total Copy Machine Lease	13,205.41	12,500.00	705.41	105.6%
Dues/Memberships	5,317.55	9,500.00	-4,182.45	56.0%
Education/Training/Travel				
Hotel	3,776.32			
Training	160.00			
Transportation	3,922.00			
Education/Training/Travel - Other	11,353.94	26,000.00	-14,646.06	43.7%
Total Education/Training/Travel	19,212.26	26,000.00	-6,787.74	73.9%
Food/Meeting Expense	4,082.24	9,500.00	-5,417.76	43.0%
Legal/Bid Notices	749.24	1,500.00	-750.76	49.9%
Postage/Postal Services	371.64	700.00	-328.36	53.1%
Printing/Mapping Services	1,072.35	4,000.00	-2,927.65	26.8%
Public Input Event Registration	0.00	800.00	-800.00	0.0%
Staff Mileage Reimbursement	2,120.71	3,200.00	-1,079.29	66.3%
Telephone/Internet	5,220.95	6,800.00	-1,579.05	76.8%
Total Operating	51,352.35	74,500.00	-23,147.65	68.9%
Personnel				
Mobile Data Plans	1,800.00	2,700.00	-900.00	66.7%
Payroll Services	2,305.70	4,000.00	-1,694.30	57.6%
Salaries and Fringe	549,289.33	750,803.00	-201,513.67	73.2%
Total Personnel	553,395.03	757,503.00	-204,107.97	73.1%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2022 through March 2023

	Jul '22 - Mar 23	Budget	\$ Over Budget	% of Budget
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Data Acquisition	5,250.00	21,000.00	-15,750.00	25.0%
Legislative Education	7,161.17	7,000.00	161.17	102.3%
Long Range Plan Update	299.88			
Professional Services (Legal & Rideshare)	37,825.50	55,000.00	-17,174.50	68.8%
TIP Tool Maintenance	0.00	500.00	-500.00	0.0%
Trail Construction	11,326.00	15,228.00	-3,902.00	74.4%
Trail Counters	42,593.20	1,200,000.00	-1,157,406.80	3.5%
Trans Consult/Model Services	0.00	5,000.00	-5,000.00	0.0%
Travel Demand Model Update	171,149.09	340,000.00	-168,850.91	50.3%
Travel Sensing & Time Serv Proj	0.00	15,000.00	-15,000.00	0.0%
	0.00	2,500.00	-2,500.00	0.0%
Total Services	300,604.84	1,686,228.00	-1,385,623.16	17.8%
Total Expense	1,005,329.99	2,676,213.00	-1,670,883.01	37.6%
Net Ordinary Income	143,495.39	139,291.00	4,204.39	103.0%
Net Income	143,495.39	139,291.00	4,204.39	103.0%

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2023

Monthly Ending Balance

Date	ICS Balance	Money Market Balance	Southern Bank Checking Balance	Arvest Operational	Arvest Special Projects	Total Balance
7/31/2022	\$200,797.67	\$10,956.54	\$73,965.79			\$285,720.00
8/31/2022	\$351,024.71	\$10,961.19	\$186,151.23			\$548,137.13
9/30/2022	\$351,429.81	\$10,966.07	\$41,103.41			\$403,499.29
10/31/2022	\$291,892.07	\$10,973.06	\$64,044.86			\$366,909.99
11/30/2022	\$192,214.39	\$10,979.82	\$162,426.53	\$99,862.14	\$186,628.34	\$652,111.22
12/31/2022	\$192,214.39	\$10,987.57	\$9,883.55	\$449,777.80	\$186,921.58	\$849,784.89
1/31/2023	\$0.00	\$10,996.90	\$5,873.88	\$497,312.22	\$187,215.28	\$701,398.28
2/28/2023	\$0.00	\$11,005.34	\$4,254.43	\$450,387.90	\$144,861.87	\$610,509.54
3/31/2023	\$0.00	\$0.00	\$0.00	\$492,681.81	\$145,089.48	\$637,771.29
4/30/2023						\$0.00
5/31/2023						\$0.00
6/30/2023						\$0.00

Balance After Liabilities

Southern Bank, Arvest & ICS Balances 3/31/2023	\$637,771.29
Outstanding Checking Withdrawals	-\$36,420.45
Other Outstanding Liabilities	-\$9,529.05
Total Equity 3/31/2023	\$591,821.79

FY 2023 UPWP Budget
3 months of expenses
6 months of expenses

\$1,499,252.91
\$374,813.23
\$749,626.46

OTO UPWP Financial Reports

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



Ozarks Transportation Organization
UPWP Profit & Loss
January through March 2023

	Jan - Mar 23
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	2,796.84
Interest Income	2,857.93
Miscellaneous Revenue	10.22
Total Other Types of Income	5,664.99
OTO Revenue	
Consolidated Planning Grant CPG	187,270.97
In Kind Match, Meeting Attend	8,913.34
Surface Trans Block Grant	7,500.88
Total OTO Revenue	203,685.19
Total Income	209,350.18
Gross Profit	209,350.18
Expense	
Building	
Building Lease	13,515.00
Common Area Main Exp	5,144.22
Maintenance	404.00
Office Cleaning	999.84
Utilities	1,220.84
Total Building	21,283.90
Commodities	
Office Supplies/Furniture	433.25
Publications	196.25
Total Commodities	629.50
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	7,967.34
Member Attendance at Meetings	3,742.84
Total In-Kind Match Expense	11,710.18
Information Technology	
Computer Upgrades/Equip Replace	3,199.00
IT Maintenance Contract	3,159.00
Software	509.40
Webhosting	404.99
Total Information Technology	7,272.39
Insurance	
Network Defender	245.00
Total Insurance	245.00
Operating	
Dues/Memberships	1,295.00
Education/Training/Travel	
Training	15.00
Transportation	871.45
Education/Training/Travel - Other	4,895.56
Total Education/Training/Travel	5,782.01

Ozarks Transportation Organization
UPWP Profit & Loss
January through March 2023

	<u>Jan - Mar 23</u>
Food/Meeting Expense	1,481.54
Legal/Bid Notices	737.99
Postage/Postal Services	51.60
Staff Mileage Reimbursement	728.17
Telephone/Internet	<u>1,739.25</u>
Total Operating	11,815.56
Personnel	
Mobile Data Plans	520.00
Payroll Services	909.16
Salaries and Fringe	<u>181,713.58</u>
Total Personnel	183,142.74
Services	
Professional Services (Legal &	29,459.00
TIP Tool Maintenance	5,076.00
Trans Consult/Model Services	<u>37,500.00</u>
Total Services	<u>72,035.00</u>
Total Expense	<u>308,134.27</u>
Net Ordinary Income	<u>-98,784.09</u>
Net Income	<u><u>-98,784.09</u></u>

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2022 through March 2023

	Jul '22 - Mar 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	24,000.07	118,806.00	-94,805.93	20.2%
Interest Income	5,664.05			
Miscellaneous Revenue	219.82	250.00	-30.18	87.9%
Total Other Types of Income	29,883.94	119,056.00	-89,172.06	25.1%
OTO Revenue				
Consolidated Planning Grant CPG	568,592.08	925,953.00	-357,360.92	61.4%
In Kind Match, Meeting Attend	9,618.57			
Local Jurisdiction Match Funds	91,575.27	161,276.00	-69,700.73	56.8%
Local Jurisdiction Study Fees	0.00	14,500.00	-14,500.00	0.0%
N Hwy 13 Corridor Study STBG	122,091.69			
Surface Trans Block Grant	12,511.85	231,525.00	-219,013.15	5.4%
Total OTO Revenue	804,389.46	1,333,254.00	-528,864.54	60.3%
Total Income	834,273.40	1,452,310.00	-618,036.60	57.4%
Gross Profit	834,273.40	1,452,310.00	-618,036.60	57.4%
Expense				
Building				
Building Lease	40,545.00	54,060.00	-13,515.00	75.0%
Common Area Main Exp	15,062.92	18,000.00	-2,937.08	83.7%
Maintenance	854.00	2,000.00	-1,146.00	42.7%
Office Cleaning	2,995.24	4,500.00	-1,504.76	66.6%
Utilities	2,523.78	3,500.00	-976.22	72.1%
Total Building	61,980.94	82,060.00	-20,079.06	75.5%
Commodities				
Office Supplies/Furniture	1,976.12	7,500.00	-5,523.88	26.3%
Public Input Promotional Items	24.95	2,500.00	-2,475.05	1.0%
Publications	464.25	1,000.00	-535.75	46.4%
Total Commodities	2,465.32	11,000.00	-8,534.68	22.4%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	23,187.05	82,806.00	-59,618.95	28.0%
Member Attendance at Meetings	10,431.59	36,000.00	-25,568.41	29.0%
Total In-Kind Match Expense	33,618.64	118,806.00	-85,187.36	28.3%
Information Technology				
Computer Upgrades/Equip Replace	8,067.47	12,000.00	-3,932.53	67.2%
Data Storage/Backup	315.00	4,800.00	-4,485.00	6.6%
GIS Licenses	0.00	6,100.00	-6,100.00	0.0%
IT Maintenance Contract	8,436.45	12,800.00	-4,363.55	65.9%
Software	783.28	7,000.00	-6,216.72	11.2%
Webhosting	1,612.41	4,000.00	-2,387.59	40.3%
Total Information Technology	19,214.61	46,700.00	-27,485.39	41.1%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2022 through March 2023

	Jul '22 - Mar 23	Budget	\$ Over Budget	% of Budget
Insurance				
Directors & Officers	2,493.00	2,600.00	-107.00	95.9%
Errors & Omissions	0.00	3,300.00	-3,300.00	0.0%
Network Defender	245.00			
Professional Liability	3,003.00	3,000.00	3.00	100.1%
Workers Compensation	454.00	1,800.00	-1,346.00	25.2%
Insurance - Other	0.00	2,000.00	-2,000.00	0.0%
Total Insurance	6,195.00	12,700.00	-6,505.00	48.8%
Operating				
Copy Machine Lease				
Lease Interest Expense	16.00			
Lease Principal Expense	135.25			
Maintenance for Copier	52.00			
Toner & Overages	73.11			
Copy Machine Lease - Other	12,929.05	12,500.00	429.05	103.4%
Total Copy Machine Lease	13,205.41	12,500.00	705.41	105.6%
Dues/Memberships	4,781.67	9,500.00	-4,718.33	50.3%
Education/Training/Travel				
Hotel	3,572.13			
Training	160.00			
Transportation	2,564.85			
Education/Training/Travel - Other	11,353.94	26,000.00	-14,646.06	43.7%
Total Education/Training/Travel	17,650.92	26,000.00	-8,349.08	67.9%
Food/Meeting Expense	3,500.77	9,500.00	-5,999.23	36.9%
Legal/Bid Notices	749.24	1,500.00	-750.76	49.9%
Postage/Postal Services	266.64	700.00	-433.36	38.1%
Printing/Mapping Services	1,072.35	4,000.00	-2,927.65	26.8%
Public Input Event Registration	0.00	800.00	-800.00	0.0%
Staff Mileage Reimbursement	2,120.71	3,200.00	-1,079.29	66.3%
Telephone/Internet	5,220.95	6,800.00	-1,579.05	76.8%
Total Operating	48,568.66	74,500.00	-25,931.34	65.2%
Personnel				
Mobile Data Plans	1,800.00	2,700.00	-900.00	66.7%
Payroll Services	2,305.70	4,000.00	-1,694.30	57.6%
Salaries and Fringe	549,289.33	750,803.00	-201,513.67	73.2%
Total Personnel	553,395.03	757,503.00	-204,107.97	73.1%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2022 through March 2023

	Jul '22 - Mar 23	Budget	\$ Over Budget	% of Budget
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Data Acquisition	5,250.00	21,000.00	-15,750.00	25.0%
Long Range Plan Update	299.88			
Professional Services (Legal &	37,825.50	55,000.00	-17,174.50	68.8%
Rideshare	0.00	500.00	-500.00	0.0%
TIP Tool Maintenance	11,326.00	15,228.00	-3,902.00	74.4%
Trail Counters	0.00	5,000.00	-5,000.00	0.0%
Trans Consult/Model Services	37,500.00	261,355.91	-223,855.91	14.3%
Travel Demand Model Update	0.00	15,000.00	-15,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	2,500.00	-2,500.00	0.0%
Total Services	117,201.38	400,583.91	-283,382.53	29.3%
Total Expense	842,639.58	1,503,852.91	-661,213.33	56.0%
Net Ordinary Income	-8,366.18	-51,542.91	43,176.73	16.2%
Net Income	-8,366.18	-51,542.91	43,176.73	16.2%

CRRSSA



Ozarks Transportation Organization
CRRSSA Profit & Loss Budget vs. Actual
July 2022 through March 2023

	Jul '22 - Mar 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
CRRSSA Funds	0.00	1,132,750.00	-1,132,750.00	0.0%
Surface Trans Block Grant	34,074.56			
Trail Construction Match Funds	0.00	67,250.00	-67,250.00	0.0%
Total OTO Revenue	34,074.56	1,200,000.00	-1,165,925.44	2.8%
Total Income	34,074.56	1,200,000.00	-1,165,925.44	2.8%
Gross Profit	34,074.56	1,200,000.00	-1,165,925.44	2.8%
Expense				
Services				
Trail Construction	42,593.20	1,200,000.00	-1,157,406.80	3.5%
Total Services	42,593.20	1,200,000.00	-1,157,406.80	3.5%
Total Expense	42,593.20	1,200,000.00	-1,157,406.80	3.5%
Net Ordinary Income	-8,518.64	0.00	-8,518.64	100.0%
Net Income	-8,518.64	0.00	-8,518.64	100.0%

STBG



Ozarks Transportation Organization
STBG Profit & Loss Budget vs. Actual
July 2022 through March 2023

	Jul '22 - Mar 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
N Hwy 13 Corridor Study Match	-665.96	40,000.00	-40,665.96	-1.7%
N Hwy 13 Corridor Study STBG	113,727.55	240,000.00	-126,272.45	47.4%
Total OTO Revenue	113,061.59	280,000.00	-166,938.41	40.4%
Total Income	113,061.59	280,000.00	-166,938.41	40.4%
Gross Profit	113,061.59	280,000.00	-166,938.41	40.4%
Expense				
Services				
Trans Consult/Model Services	133,649.09	78,644.09	55,005.00	169.9%
Total Services	133,649.09	78,644.09	55,005.00	169.9%
Total Expense	133,649.09	78,644.09	55,005.00	169.9%
Net Ordinary Income	-20,587.50	201,355.91	-221,943.41	-10.2%
Net Income	-20,587.50	201,355.91	-221,943.41	-10.2%

TAB 3

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM II.B.

FY 2024 Unified Planning Work Program (UPWP)

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

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into the following tasks:

- Task 1 – OTO General Administration
- Task 2 – Coordination and Public Engagement
- Task 3 – Planning and Implementation
- Task 4 – Project Selection and Programming
- Task 5 – OTO Transit Planning
- Task 6 – Ad Hoc Studies and Projects
- Task 7 – Operations and Demand Management
- Task 8 – MoDOT Studies and Data Collection
- Task 9 – 2.5% Set Aside Safe and Accessible Transportation Options
- Task 10 – Studies and Project Administration (STBG eligible)
- Task 11 – CU Transit Planning (shown in Appendix A, but not included in OTO UPWP Budget)
- Task 12 – Safe Streets and Roads for All Grant (shown in Appendix A, but not included in OTO UPWP Budget)

The UPWP contains the proposed budget for FY 2024 for inclusion in the contract with MoDOT for funding the OTO annual operational expenses. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2023 and FY 2024 is shown below:

	Adopted FY 2023	Proposed FY 2024
OTO Consolidated FHWA/FTA PL Funds	\$925,953	\$1,037,729
Surface Transportation Block Funds	\$231,525	\$243,101
Local Jurisdiction Match Funds	\$170,564	\$162,954
Local Jurisdiction Studies & Project Fees	N/A	\$19,969
In-Kind Match	\$36,000	\$36,000
MoDOT “Direct Costs”	\$82,806	\$97,670
Total OTO Revenue	\$1,446,848	\$1,597,423

The total budget amount for FY 2024 UPWP is \$1,597,423. The UPWP also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$168,000. City Utilities is providing the local match in the amount of \$42,000.

OTO is utilizing In-Kind Match and Direct Cost Match Funds. These additional match sources allow OTO to build an operating fund balance. The budgeted federal reimbursement rate is 86.23%.

The primary tasks to be accomplished during the fiscal year include:

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee and Traffic Incident Management Subcommittee meetings
- Long Range Transportation Plan Implementation
- FY 2025 Unified Planning Work Program development
- Continued maintenance of Ozarkstransportation.org and giveusyourinput.org
- Social Media updates
- Public Participation Plan Annual Evaluation
- Bicycle and Pedestrian Plan Implementation
- Mapping and graphic support
- Financial Audit
- Annual State of Transportation Report
- Annual Listing of Obligated Projects
- Award suballocated funding via competitive process
- Statewide Transportation Improvement Program (STIP) Prioritization Process
- Congestion Management Process Monitoring
- Special Transportation Studies
- Title VI Update
- Discretionary grant applications
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2025-2028 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance
- CRRSSAA Trail Project Administration
- Local Jurisdiction Project Administration as needed
- Data acquisition for grants, plans, and performance measures
- Regional Electric Vehicle Plan
- ITS Coordination

UPWP SUBCOMMITTEE ACTION TAKEN:

The UPWP Subcommittee reviewed the draft FY 2024 UPWP at its March 21, 2023 meeting. The subcommittee recommended the Technical Planning Committee review the FY 2024 draft at its April 6, 2023, electronic meeting.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 12, 2023, the Executive Committee recommended that the FY 2024 Unified Planning Work Program move forward through the approval process by the Technical Planning Committee and the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 19, 2023, the Technical Planning Committee recommended the Board of Directors approve the FY 2024 Unified Planning Work Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY 2024 Unified Planning Work Program and to authorize the Executive Director to enter into a program agreement with MoDOT.”

OR

“Move to approve the Executive Director entering a program agreement with MoDOT and approve the FY 2024 Unified Planning Work Program with the following changes...”



Ozarks Transportation Organization

UNIFIED PLANNING WORK PROGRAM

Fiscal Year 2024

(July 1, 2023 - June 30, 2024)



OUR MISSION

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



Contact Us

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Ozarks Transportation Organization



POLICY STATEMENTS

The Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate based on race, color, national origin, English proficiency, religious creed, disability, age, or sex. Any person who believes they or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, they or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the Ozarks Transportation Organization (see below) or at www.ozarkstransportation.org.

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

Ozarks Transportation Organization



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Introduction

The Ozarks Transportation Organization (OTO) is the federally designated metropolitan planning organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, as well as regional transportation and planning agencies for the Springfield urbanized area. MPOs are charged with maintaining and conducting a “continuing, cooperative, and comprehensive” regional transportation planning and project programming process for the MPO’s planning area. The planning area is defined as the area projected to become urbanized within the next 20 years.

The MPO includes local elected and appointed officials from Christian and Greene Counties, as well as the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. Staff members from local governments and area transportation agencies serve on OTO’s Technical Planning Committee which provides technical review, comments, and recommendations on draft plans, programs, studies, and issues.

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2024 (July 2023 - June 2024). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (OTO), the Springfield Area Metropolitan Planning Organization (MPO), with assistance from various agencies, including the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), City Utilities (CU) Transit, and members of the OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a federal Transportation Grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, and members of the OTO Technical Planning Committee and OTO Board of Directors.

The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization’s Public Participation Plan may be found on the OTO website:

<https://media.ozarkstransportation.org/documents/OTO-2020-Public-Participation-Plan.pdf>

CFR §450.306 identifies the scope of the metropolitan planning process, which shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase accessibility and mobility of people and freight;
4. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation;
7. Emphasize the preservation of the existing transportation system;
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
9. Enhance travel and tourism.

In addition, the planning process shall include developing the long-range transportation plan and transportation improvement program (TIP) through a performance-driven, outcome-based approach to planning for the metropolitan area.

Planning Factors UPWP Tasks										
	1. Economic Vitality	2. Safety	3. Security	4. Accessibility & Mobility	5. Environment	6. Connectivity	7. Management & Operations	8. System Preservation	9. Resiliency & Reliability	10. Travel & Tourism
Task 1 – General Administration										
Task 2 – Coordination & Public Engagement										
Task 3 – Planning & Implementation										
Task 4 – Project Selection & Programming										
Task 5 – OTO Transit Planning										
Task 6 – Ad Hoc Studies & Projects										
Task 7 – Operations & Demand Management										
Task 8 – MoDOT Studies & Data Collection										
Task 9 – Safe & Accessible Transportation Options										
Task 10 – Studies and Project Management										
Task 11 – CU Transit Planning										
Task 12 – Safe Streets and Roads for All										

The tasks of the Unified Planning Work Program support these identified planning factors. The prior table demonstrates the intersectionality between OTO's work program and the planning process as prescribed in federal law.

The OTO also considered the Planning Emphasis Areas (PEAs) in the development of the FY 2024 UPWP. The PEAs alignment with the UPWP work program is shown below.

<div>Planning Emphasis Areas</div> <div>UPWP Tasks</div>	1. Transition to a Clean Energy, Resilient Future	2. Equity and Justice40 in Transportation Planning	3. Complete Streets	4. Public Involvement	5. STRAHNET/DOD Coordination	6. FLMA Coordination	7. Planning and Environment Linkages	8. Data in Transportation Planning
Task 1 – General Administration								
Task 2 – Coordination & Public Engagement								
Task 3 – Planning & Implementation								
Task 4 – Project Selection & Programming								
Task 5 – OTO Transit Planning								
Task 6 – Ad Hoc Studies & Projects								
Task 7 – Operations & Demand Management								
Task 8 – MoDOT Studies & Data Collection								
Task 9 – Safe & Accessible Transportation Options								
Task 10 – Studies and Project Management								
Task 11 – CU Transit Planning								
Task 12 – Safe Streets and Roads for All								

Ozarks Transportation Organization Metropolitan Planning Area

Approved by the
Governor of Missouri
2/8/2002

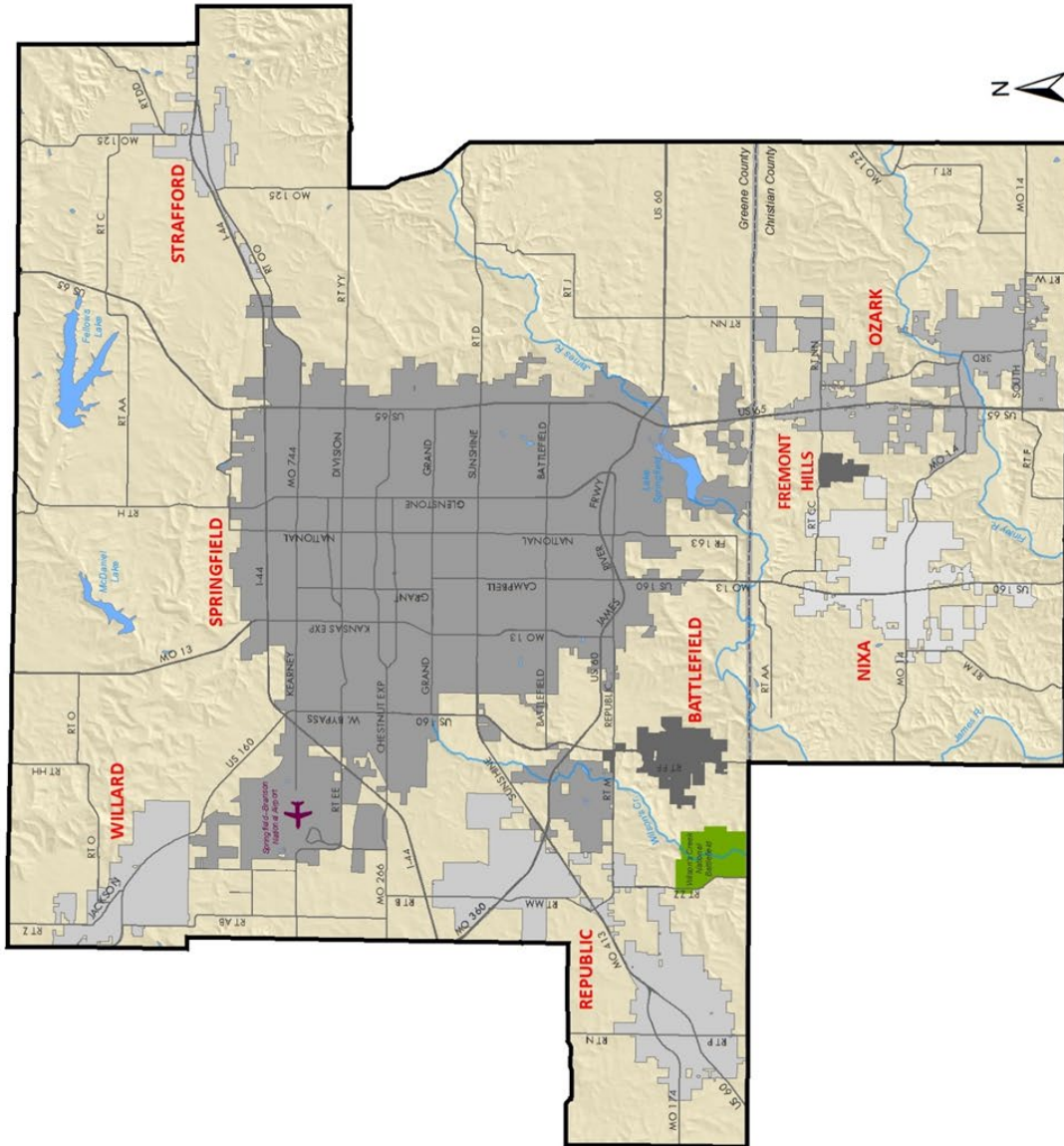


Legend

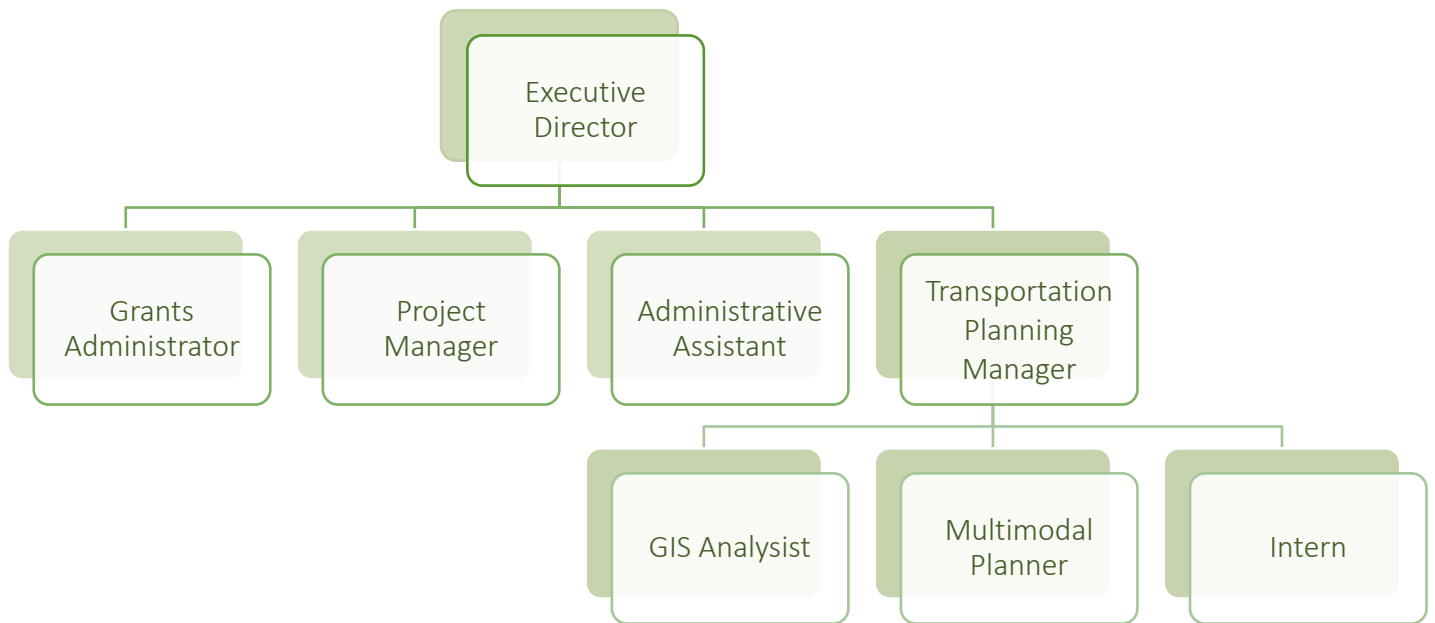
- Airport
- Major Road
- River
- Lake
- City Limits
- National Park
- OTO Study Area



DISCLAIMER
The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.



Ozarks Transportation Organization Planning Staff



Important Issues Facing the Ozarks Transportation Organization

The OTO adapted the planning process throughout the COVID-19 pandemic and subsequent recovery. Logistical challenges were tackled by incorporating virtual tools and conducting hybrid meetings. These changes have received positive feedback and have been incorporated into OTO processes for broader participation. OTO has stayed on mission and continued advancing the planning process and cooperative decision-making. The region is continuing its work toward a more multi-modal, aesthetically pleasing transportation system, but it continues to struggle with funding challenges. The OTO planning partners remain focused on ways to fund the transportation system with the continued threat of increased inflation in the upcoming transportation improvement program and statewide transportation improvement program. OTO staff and planning partners continue to seek additional US DOT grant assistance to bridge the funding gap.

Much of OTO's work is recurring, often annually, however, staff strives to improve upon past iterations, putting forth work exemplifying best practices and the region's needs. Recurring work includes:

- Transportation Improvement Program
- STIP Prioritization
- Performance Monitoring
- Committees such as Local Coordinating Board for Transit, Bicycle Pedestrian Advisory Committee, and Traffic Incident Management
- Technical Planning Committee
- Board of Directors/Executive Committee
- Public Involvement

The Unified Planning Work Program for FY 2024 will also continue to implement the recommendations contained within *Destination 2045 (adopted in 2021 and amended in 2022)*, as well as the *Regional Bicycle and Pedestrian Trail Investment Study*. Work products include studies and the ongoing effort to pursue discretionary funding for the region.

The OTO continues to implement Planning and Environmental Linkages (PEL) into the planning processes. PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process.

OTO will also continue to embrace the new tools that have more recently become available and necessary. The region stands ready to utilize additional transportation investment as it becomes available to the region.

Major Activities and Tasks

The Unified Planning Work Program is divided into tasks and work elements identifying how OTO's time and expenses will be allocated over the fiscal year. Appendix A outlines planning activities in the region that are outside the OTO's Unified Planning Work Program. The following pages outline each major activity and task, responsible agencies, schedule, resulting products, and proposed funding. Funding is summarized by source and federal share, with matching funds identified. Additional details on prior accomplishments can be found in the FY 2023 UPWP Year-End Report, which will be incorporated upon completion in July 2023.

OTO UPWP Work Program (CPG)

Task 1 – OTO General Administration

Purpose

Activities required to manage the transportation planning process and all UPWP work products on a continual basis by offering professional staff services, administering the work program and budget, executing agreements with partner agencies, and administrative/operational activities required to function as an independent MPO.

Work Elements

1.1 Financial and Contract Management

Timeframe – July 2023 to June 2024

- Preparation and submission of quarterly financial reports, regular payment requests, and year-end reports per existing agreements
- Maintenance of OTO accounts and budget, with reporting to Board of Directors
- Annual dues administration
- Coordinate contract development, management, and addendums
- Procurement in accordance with the OTO Purchasing manual and applicable guidance

1.2 Financial Audit

Timeframe – August 2023 to December 2023

- Conduct an annual, and if necessary, single audit of FY 2023 and report to Board of Directors
- Implement measures as suggested by audit

1.3 Unified Planning Work Program

Timeframe – July 2023 to June 2024

- Amendments to the FY 2024 UPWP as necessary
- Development of the FY 2025 UPWP, including subcommittee meetings and public participation in accordance with the OTO Public Participation Plan, as well as approval through the OTO Board of Directors, MoDOT, FHWA Missouri Division, and FTA Region VII.
- UPWP Quarterly Progress Reports
- Invoicing and Year-End Report

1.4 Travel and Training

Timeframe – July 2023 to June 2024

- Travel to meetings and trainings regionally, statewide, and nationally
 - MoDOT Planning Partner Meetings
 - Missouri Trails Advisory Board
 - Missouri Highways and Transportation Commission meetings
 - Missouri Public Transit Association Board Meetings
 - Springfield Traffic Advisory Board
 - Ozark Greenways Technical Committee
 - Let's Go Smart Collaborative
 - Ozarks Section of Institute of Transportation Engineers

- Southwest Missouri Council of Governments
- Training and development of OTO staff and members through relevant educational programs, which could potentially include:
 - Association of MPOs Conferences and Webinars
 - GIS industry-related conferences and training, such as MAGIC or ESRI
 - Institute for Transportation Engineers Conferences and Webinars
 - Transportation Research Board Conferences and Webinars
 - American Planning Association Conferences and Webinars
 - Missouri Public Transportation Association Conferences and Webinars
 - Other relevant training for planning and non-planning staff
 - OTO hosted training for members
 - Employee Educational Assistance
 - Industry memberships as appropriate

1.5 General Administration and Personnel

Timeframe – July 2023 to June 2024

- Manage the day-to-day activities of the structurally independent MPO
- Update memorandums of understanding, as necessary
- Provide administrative services and management (including legal) review of all work products identified in the UPWP
- Legal services
- Policy and bylaws amendments, as necessary
- Develop and improve the internal operations of the MPO
- Personnel management including recruitment, evaluations, and transitions to maintain a professional staff with necessary talent skills, and capacity
- Payroll and benefits administration

1.6 Electronic Support for OTO Operations

Timeframe – July 2023 to June 2024

- Ensure technical resources are available to implement the UPWP
- Maintain and update OTO hosted websites and associated services
- Maintain and update social media
- Software and associated updates
- Information Technology Managed Services, including data backup and cybersecurity

1.7 MPO Compliance and Certification

Timeframe – July 2023 to June 2024

- Continue to address items contained in 2021 joint FHWA and FTA federal certification review of the MPO Planning Process
- Monitor guidance from state and federal agencies on the regional transportation process and provide feedback as necessary through the federal register or other engagement process

Anticipated Outcomes

- Implementation of the FY 2024 UPWP
- Regular reimbursement requests and quarterly progress reports
- FY 2023 Year-End Report
- Adoption of the FY 2025 UPWP and execution of associated agreements

- Financial reporting to the Board of Directors
- FY 2023 Audit
- Legal services and contracts
- Grant Administration
- Attendance of OTO staff and members at relevant meetings and trainings
- Relevant policy and bylaws updates and necessary legal services
- Revisions to inter-local agreements and contracts as needed
- Continued grant administration of multiple DOT grants
- Contract services performed by HR, Legal, and Auditing professionals

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- Quarterly progress reports, payment requests and year-end report for FY 2022
- Quarterly financial reporting to the Board of Directors
- Final dues collection from prior year and preparation of dues for next fiscal year
- FY 2022 Single Audit
- FY 2023 UPWP amendments and administrative modifications as needed through June 2023
- FY 2024 UPWP development and approval
- Conferences and training for staff
- Employment management
- Legal services and contracts
- Property Control Management Policy
- Grant Administration
- Conflict of Interest Policy and Certifications
- Updated Continuity of Operations Plan
- Addressed items contained in 2021 joint FHWA and FTA federal certification review of the MPO Planning Process
- Contract services performed by HR, Legal and Auditing professionals

Task 2 – Coordination and Public Engagement

Purpose

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities. Inform and engage the public, media, and other stakeholders in the OTO planning process. Provide the community an opportunity for meaningful participation in planning process and plan development. Facilitate the planning and implementation of transportation projects and services, while strengthening working relationships among MPO members, MoDOT, and partner agencies.

Work Elements

2.1 OTO Committee Support

Timeframe – July 2023 to June 2024

- Conduct and staff all Bicycle and Pedestrian Advisory Committee, Board of Directors, Executive Committee, Local Coordinating Board for Transit, Technical Planning Committee and Traffic Incident Management meetings
- Respond to individual committee requests
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year

2.2 Stakeholder Education and Outreach

Timeframe – July 2023 to June 2024

- Participate in and encourage collaboration among various community committees directly related to transportation and planning
- Continued coordination through the planning process with the Federal Land Management Agency representatives in the MPO area
- Coordination with MoDOT staff at District and Statewide levels

2.3 Public Involvement

Timeframe – July 2023 to June 2024

- Maintain OTO website and public comment tools
- Facilitate public comment periods associated with the Public Participation Plan
- Comply with Missouri Sunshine Law requirements, including record retention
- Annual Public Participation Plan (PPP) Evaluation
- Continue to utilize social media for public education and input
- Publish public comments in agenda to ensure Board and Committees are informed
- Continue integration of Virtual Public Involvement tools into the public involvement process

2.4 Civil Rights Compliance

Timeframe – July 2023 to June 2024

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA)
- Accept and process complaint forms and review all projects for Title VI/ADA compliance
- Continue to include Environmental Justice and Limited English Proficiency requirements in planning process
- Update OTO Title VI Plan

2.5 Member Attendance at OTO Meetings

Timeframe – July 2023 to June 2024

- OTO member jurisdiction member's time spent at OTO meetings

Anticipated Outcomes

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors
- Attendance of OTO staff and OTO members at various community committees
- Document meeting attendance for in-kind reporting
- Public input tracked and published
- Implementation of PPP through website and press release
- Continuously updated websites
- Social media engagement
- Annual PPP Evaluation
- Semiannual DBE reporting submitted to MoDOT
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT
- Public Input for Ad Hoc Studies and Administered Projects
- Continued integration of Virtual Public Involvement Tools
- Coordination with MoDOT and FLMA
- Updated Title VI Plan

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- Meetings, agendas, and minutes for OTO Board of Directors, Committees, and Subcommittees
- Document meeting attendance for in-kind reporting
- Community committee participation
- Annual PPP Evaluation
- Management of public input
- Social media engagement
- DBE and Title VI reports submitted to MoDOT
- Monthly website maintenance and associated updates
- Public Input Websites for the Route FF Corridor Study and 2023 Highway MM Corridor RAISE Discretionary Grant Application
- Public meeting conducted for the Route FF Corridor Study and Community Open House for the Chadwick Flyer Trail
- Integration of Virtual Public Involvement Tools

Task 3 – Planning and Implementation

Purpose

Short-and long-range planning activities supporting a multimodal transportation system, supported with best practices, latest available data. Providing for a performance-driven and outcome-based planning process.

Work Elements

3.1 Long Range Transportation Plan

Timeframe – July 2023 to June 2024

- Incorporate *Destination 2045* guidance in the planning process
- Process amendments to the long range transportation plan and the Major Thoroughfare Plan
- Continue to integrate Planning and Environmental Linkages (PEL) into the planning process to include data on natural, cultural, and community resources as well as environmental justice demographics
- Implementation of action items and status summary

3.2 Performance Measures

Timeframe – July 2023 to June 2024

- Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities
- Annual State of Transportation report, incorporating federally required performance measures and those set in the long range transportation plan

3.3 Congestion Management Process Implementation

Timeframe – July 2023 to June 2024

- Coordinate system performance monitoring, including data collection and analysis
- Review goals and implementation strategies to ensure effective system evaluation
- Conduct before and after analysis of completed projects and their effects on the system
- Continue to integrate Planning and Environmental Linkages (PEL) into the CMP Process
- Finalize CMP update

3.4 Federal Function Classification Maintenance and Updates

Timeframe – July 2023 to June 2024

- Annual call for updates
- Facilitate change requests as necessary

3.5 Freight Planning

Timeframe – July 2023 to June 2024

- Participate in MoDOT freight planning efforts, including the implementation of statewide freight and rail plan
- Continue to identify and review essential freight corridors throughout the region
- Maintain participation in the Heartland Freight Technology Plan Consortium
- Annual review of the STRAHNET system to identify routes in the OTO boundary

3.6 Alternative Fuel and Air Quality Planning

Timeframe – July 2023 to June 2024

- Review Alternative Fuel Corridor status and support electric vehicle charging implementation efforts
- Work with MoDOT and planning partners to identify the barriers to and opportunities for deployment of fueling and charging infrastructure
- Continued planning process incorporation of alternative modes of transportation
- Monitor air quality and its impact on transportation conformity
- Support the Ozarks Clean Air Alliance and its participation in the EPA Ozone and PM Advance Programs through the Clean Air Action Plan
- Prepare regional Electric Vehicle Plan

3.7 Demographic and Geographic Data Management

Timeframe – July 2023 to June 2024

- Continue to develop and maintain the Geographic Information System (GIS) and curate data for transportation planning
- Develop and maintain mapping and graphics for OTO activities and reports, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials
- Continued maintenance of equity data and mapping to incorporate into the planning process
- Support transportation decision-making by collecting and compiling demographics, area development data, and migration statistics into a report on growth trends
- Use hazard environmental assessment database to identify endangered species and flood-vulnerable facilities as associated with potential transportation improvements
- Data acquisition for grants, plans, and performance measures
- GIS license maintenance

3.8 Support for Jurisdictions' Plans

Timeframe – July 2023 to June 2024

- Provide support for member jurisdictions as they develop and implement plans and studies through activities such as consultant scope of service review, committee participation, regional data, and ensuring OTO plan consistency
- Host trainings as requested
- Work with member jurisdictions to identify project elements to increase safe and accessible options for multiple travel modes for people of all ages and abilities

3.9 Active Transportation Planning and Implementation

Timeframe – July 2023 to June 2024

- Implement strategies for active transportation as identified in OTO bicycle and pedestrian plans, including *Towards A Regional Trail System*, *Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure*, and *Regional Bicycle and Pedestrian Trail Investment Study*.
- Coordinate and monitor regional activities through the Bicycle and Pedestrian Advisory Committee
- Work with member jurisdictions to identify funding and timelines for potential trail projects

3.10 Planning and Environment Linkages (PEL)

Timeframe – July 2023 to June 2024

- Coordinate with Ozark Greenways and other regional planning partners to incorporate PEL in the planning process

Anticipated Outcomes

- Amendments to the LRTP as necessary
- Performance target updates
- Annual call for updates to the Federal Functional Classification System and other updates as requested
- CMP monitoring
- Participation in statewide freight planning efforts
- Continued air quality attainment status monitoring
- Report on growth trends and other relevant demographics
- GIS maintenance and mapping, including transportation data
- Travel demand model updates as needed and associated model runs
- Annual review of STRAHNET system
- Regional Electric Vehicle Plan
- LRTP Implementation Report
- Annual Bicycle/Pedestrian Implementation Report
- Resources for active transportation best practices and any associated trainings
- Continued development of trail projects for eventual construction
- Bicycle and Pedestrian Safety Analysis
- Trail Dashboard Maintenance and Maps
- Other projects as needed

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- *Amended Destination 2045*
- Performance target updates adopted
- Annual State of Transportation Report
- Annual Federal Functional Classification call for projects
- Federal Functional Classification update requests
- Participation in Ozarks Clean Air Alliance
- GIS maintenance and mapping
- OTO data sharing policy
- Trail ordinance distributed to member jurisdictions
- Bike/Ped Implementation Report
- Trail dashboard update

Task 4 – Project Selection and Programming

Purpose

Identify and implement priorities within the OTO through the development and maintenance of the Transportation Improvement Program.

Work Elements

4.1 Project Programming

Timeframe – July 2023 to June 2024

- Review and revise as necessary, policies and procedures for project selection and award
- Award funding and program projects into relevant Transportation Improvement Program
- All public involvement activities relating to gathering input for and comments on the Transportation Improvement Program and its amendments
- Complete and publish FY 2024-2027 Transportation Improvement Program
- Develop and draft FY 2025-2028 Transportation Improvement Program
- Process all TIP Amendments and Modifications, including the coordination, advertising, public comment, Board approval, and submissions for MoDOT STIP incorporation
- Maintain and update the OTO TIP project database and web map

4.2 Federal Funds Tracking

Timeframe – July 2023 to June 2024

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website within 90 days of the end of the program year
- Monitor OTO suballocated funding balances and publish a semi-annual report
- Track area cost-share projects
- Track reasonable progress on project implementation following programming

4.3 STIP Prioritization and Scenarios

Timeframe – July 2023 to June 2024

- Meet with member jurisdictions and agencies about their transportation planning issues, needs, and planned growth
- Review prioritization criteria and update as necessary, supporting the regional vision and goals
- Develop final recommendations to MoDOT, including unfunded needs and multi-modal needs, using a subcommittee of the Technical Planning Committee to prioritize projects

Anticipated Outcomes

- Adoption and approval of the FY 2024-2027 Transportation Improvement Program
- Development of the draft FY 2025-2028 Transportation Improvement Program
- TIP Amendments and Administrative Modifications as necessary
- Maintain online TIP database
- Semiannual Federal Funds Balance Report
- Annual Listing of Obligated Projects
- Develop and prioritize potential projects for use of MoDOT system improvement funds
- Award suballocated funding via competitive process

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- Amendments and Administrative Modifications to the FY 2023-2026 Transportation Improvement Program
- Draft FY 2024-2027 Transportation Improvement Program
- Semiannual Federal Funds Balance Reports
- Annual Listing of Obligated Projects
- MoDOT STIP Prioritization
- Developed and solicited applications for Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP) and FTA 5310 projects

Task 5 – OTO Transit Planning

Purpose

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities (CU) is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

Work Elements

5.1 Operational Planning

Timeframe – July 2023 to June 2024

- OTO staff shall support operational planning functions with available data
- Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey
- Attend the CU Advisory Committee

5.2 Transit Coordination Plan and Implementation

Timeframe – July 2023 to June 2024

- Transit Coordination Plan Implementation with one-page report on status of action items
- OTO staffing of the Local Coordinating Board for Transit
- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans
- Research additional funding for senior centers and human service agencies

5.3 Program Management Plan Implementation

Timeframe – July 2023 to June 2024

- Continue to implement the Program Management Plan
- Conduct call for projects for Section 5310 funding
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds
- Finalize and approve update of Program Management Plan for OTO Section 5310 Human Services Vehicle program administration

5.4 Data Collection and Analysis

Timeframe – July 2023 to June 2024

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes
- OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts
- Explore barriers to transit use

5.5 Community Support

Timeframe – July 2023 to June 2024

- OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives through the Let's Go Smart Transportation Collaborative
- Assist City of Springfield in exploring high frequency transit

- Attend Missouri Public Transit Association Board meetings

5.6 ADA/Title VI Appeal Process

Timeframe – July 2023 to June 2024

- OTO staff assistance on CU Transit ADA/Title VI Appeal Process

Anticipated Outcomes

- Transit agency coordination
- Continued Transit Coordination Plan implementation
- Special studies
- Committee meetings, agendas, and minutes
- CU Transit ADA/Title VI Appeals as requested
- Data collection
- Approved Program Management Plan
- Monitor FTA 5310 vehicle delivery and OTO balance
- Regional paratransit coordination
- Let's Go Smart Transportation Collaborative participation
- CU Transit Fixed Route Analysis assistance
- Conduct Call for Projects and award funding

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- LCBT meetings, agendas, and minutes
- Transit agency coordination
- Let's Go Smart Transportation Collaborative participation
- Call for Projects and Award of FTA 5310 Funding
- Updated Program Management Plan to include OTO Section 5310 program administration ready for approval in FY 2024

Task 6 – Ad Hoc Studies and Projects

Purpose

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies for the long range transportation plan.

Work Elements

6.1 Transportation Consultant/Modeling Services

Timeframe – July 2023 to June 2024

- Travel demand model scenarios to assist with long range transportation plan development and implementation
- Contracted data collection efforts to support OTO planning projects, signal timing, and transportation decision-making
- Benefit cost analysis and grant data services
- Manage consultant contracts for studies for scoping and design of future transportation projects
- Manage consultant contracts for scoping, design and possible construction of trail projects

6.2 Grant Applications

Timeframe – July 2023 to June 2024

- Develop and assist OTO members with developing applications for discretionary funding
- Review notices of funding availability to determine alignment of OTO planning documents with funding requirements and focal areas
- Maintain grant website page and newsletter with grant resources for local jurisdictions
- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning

6.3 Other Studies in Accordance with LRTP

Timeframe – July 2023 to June 2024

- Studies requested by member jurisdictions to examine traffic, parking, safety, walkability or land use
- Manage and fund studies to assist jurisdictions with the Planning and Environmental Linkages (PEL) process

Anticipated Outcomes

- Grant applications and support letters as requested
- Travel demand model scenarios as requested
- Consultant contracts for studies and grant agreements
- Other studies as requested

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- Continued support for area comprehensive plan updates
- Grant application review and support letters

- Reviewed RAISE Grant/INFRA Grant opportunities
- 2023 Highway MM RAISE Discretionary Grant submitted
- Chadwick Flyer Overpass grant application submitted
- Route 66 Trail Alignment Study
- Route FF Extension Alignment Study

Task 7 – Operations and Demand Management

Purpose

Planning activities to support the efficiency and to manage demand of the transportation system.

Work Elements

7.1 Traffic Incident Management Planning

Timeframe – July 2023 to June 2024

- Coordinate meetings of Traffic Incident Management Committee

7.2 Intelligent Transportation Systems Coordination

Timeframe – July 2023 to June 2024

- Coordination with the Traffic Management Center in Springfield and with City Utilities Transit as needed

7.3 Intelligent Transportation Systems Architecture

Timeframe – July 2023 to June 2024

- Continue to coordinate with MoDOT and members to implement and develop ITS solutions

7.4 Travel Sensing and Travel Time Services

Timeframe – July 2023 to June 2024

- Ongoing maintenance of OTO Wi-Fi travel time units

7.5 Coordinate Employer Outreach Activities

Timeframe – July 2023 to June 2024

- Work with the City of Springfield to identify and coordinate with major employers to develop employer-based programs that promote ridesharing and other transportation demand management (TDM) techniques within employer groups
- Rideshare Program outreach

7.6 Collect and Analyze Data to Determine Potential Rideshare Demand

Timeframe – July 2023 to June 2024

- Gather and analyze data to determine the best location in terms of demand to target ridesharing activities

7.7 Van Pool Program

Timeframe – July 2023 to June 2024

- Research potential for van pool program in area
- Work with possible major employers to see feasibility at employer locations

Anticipated Outcomes

- ITS coordination
- Travel time unit maintenance
- Annual report of TDM activities
- Van Pool Program Development (multi-year process)
- Recommendations for ITS solutions

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- TIM Implementation Report
- ITS coordination
- Annual report of TDM activities
- Maintenance of OTO travel time collection units
- TIM committee meetings including self-assessment

Task 8 – MoDOT Studies and Data Collection

Purpose

MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.

Work Elements

8.1 MoDOT Transportation Studies and Data Collection

Timeframe – July 2023 to June 2024

- Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model
- Transportation studies conducted to provide accident data for use in the Congestion Management Process
- Speed studies conducted to analyze signal progression to meet requirements of the Congestion Management Process
- Miscellaneous studies to analyze congestion along essential corridors may also be conducted
- Maintenance of the MoDOT travel time collection units

MoDOT Position	Annual Salary	Annual Fringe	Annual Additive	Total	% Time	Eligible
Traffic Center Manager	\$ 112,730	\$ 81,831	\$ 13,156	\$ 207,716	5%	\$ 10,386
Traffic Study Specialist	\$ 63,310	\$ 45,957	\$ 7,388	\$ 116,655	20%	\$ 23,331
Senior Traffic Study Specialist	\$ 73,844	\$ 53,603	\$ 8,618	\$ 136,065	30%	\$ 40,819
Senior Traffic Study Specialist	\$ 73,844	\$ 53,603	\$ 8,618	\$ 136,065	5%	\$ 6,803
Intermediate Information Systems Technologist	\$ 59,086	\$ 42,891	\$ 6,895	\$ 108,872	15%	\$ 16,331
Total						\$ 97,670

Anticipated Outcomes

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed studies
- Maintenance of the MoDOT travel time collection units

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed studies
- Signal timing

2.5% Set Aside Work Program

Task 9 - Safe and Accessible Transportation Options

Purpose

MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.

This section contains additional tasks for developing safe and accessible transportation options. This task is utilizing the 2.5% (\$14,458) set aside of Safe and Accessible Transportation Options Planning funds for the OTO. Incorporate planning processes that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The OTO currently works towards safe and accessible transportation options as demonstrated by work tasks throughout the UPWP.

Work Elements

9.1 Transportation Options Best Practices

- Research best practices around active transportation, complete streets, and mobility options, as well as provide support as needed to member jurisdictions on these topics.

9.2 Complete Streets

- Maintain complete streets toolbox

9.3 Bicycle and Pedestrian Transportation

- Maintain OTO Trail dashboard and work to fill in gaps
- Completion of a safety analysis of bicycle and pedestrian crashes throughout the OTO area
- Develop and maintain pedestrian crash maps

Anticipated Outcomes

- Enhanced Complete Streets toolbox
- Bicycle and Pedestrian Crash Maps
- Draft best practices for active transportation

Prior Year Accomplishments

- Maintain Complete Streets Toolbox
- Pedestrian Safety Analysis

Surface Transportation Block Grant Work Program

Task 10 – Studies and Project Administration

Purpose

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies for the long range transportation plan. These are studies and projects utilizing Surface Transportation Block Grant funding.

Work Elements

10.1 Other Transportation Studies

Timeframe – July 2023 to June 2024

- Studies requested by member jurisdictions to examine trail or road alignments, traffic, safety, walkability or land use

10.2 Administration of CRRSAA funded projects

Timeframe – July 2023 to June 2024

- Identify, plan and develop consultant procurement and contract to oversee selected project construction.
- Oversee multi-year consultant contract of Chadwick Flyer III Trail resulting in project completion.

10.3 Administration of Local Jurisdiction Projects

- Oversee the project administration of local jurisdiction projects as needed

Anticipated Outcomes

- CRRSAA funded project management
- Project administration
- Other studies completed as needed

Prior Year

Formerly part of Task 6 Ad Hoc Studies and Projects

Funding Tables

The work contained in the FY 2024 Unified Planning Work Program (UPWP) is supported by financial grants and in-kind resources from federal, state, and local government sources, as well as OTO surplus funding. The total estimated costs for the FY 2024 UPWP is \$1,597,423; with \$1,280,830 in federal dollars and \$316,593 in state, local, and in-kind dollars. The use of in-kind dollars allows the OTO to utilize an 86.23% federal reimbursement rate. Funding details are found in seven tables, described below.

- Table 1 – Task Budget Summary
- Table 2 – Funding Totals – this table presents the funding from all sources for all of the work elements of the UPWP
- Table 3 – Anticipated Contracts by Cost & Equipment Over \$5,000
- Table 4 – Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY 2024
- Table 5 – Budgeted Revenue for Actual Costs FY 2024
- Table 6 – Total Available Revenue for FY 2024 UPWP Work Activities
- Table 7 – FY 2024 UPWP Budget

Table 1
Task Budget Summary

Consolidated Planning Grant PL

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 1 – General Administration	\$265,933		
1.1 Financial and Contract Management		OTO	Yes
1.2 Financial Audit		OTO	Yes
1.3 Unified Planning Work Program		OTO	No
1.4 Travel and Training		OTO	No
1.5 General Administration and Personnel		OTO	Yes
1.6 Electronic Support for OTO Operations		OTO	Yes
1.7 MPO Compliance and Certification		OTO	No
Task 2 – Coordination and Public Engagement	\$296,467		
2.1 OTO Committee Support		OTO	No
2.2 Stakeholder Education and Outreach		OTO	No
2.3 Public Involvement		OTO	No
2.4 Civil Rights Compliance		OTO	No
2.5 Member Attendance at OTO Meetings		OTO	No
Task 3 – Planning and Implementation	\$302,296		
3.1 Long Range Transportation Plan		OTO	No
3.2 Performance Measures		OTO	No
3.3 Congestion Management Process Implementation		OTO	No
3.4 Federal Functional Classification Maintenance and Updates		OTO	No
3.5 Freight Planning		OTO	No
3.6 Alternative Fuel and Air Quality Planning		OTO	Yes
3.7 Demographic and Geographic Data Management		OTO	Yes
3.8 Support for Jurisdictions' Plans		OTO	No
3.9 Active Transportation Planning and Implementation		OTO	No
3.10 Planning and Environment Linkages (PEL)		OTO	No
Task 4 – Project Selection and Programming	\$108,185		
4.1 Project Programming		OTO	Yes
4.2 Federal Funds Tracking		OTO	No
4.3 STIP Prioritization and Scenarios		OTO	No
Task 5 – OTO Transit Planning	\$38,359		
5.1 Operational Planning		OTO	No
5.2 Transit Coordination Plan and Implementation		OTO	No
5.3 Program Management Plan Implementation		OTO	No
5.4 Data Collection and Analysis		OTO	No
5.5 Community Support		OTO	No
5.6 ADA/Title VI Appeal Process		OTO	No

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 6 – Ad Hoc Studies and Projects	\$155,585		
6.1 Transportation Consultant/Modeling Services		OTO	Yes
6.2 Grant Applications		OTO	Potentially
6.3 Other Studies in Accordance with LRTP		OTO	Potentially
Task 7– Operations and Demand Management	\$14,594		
7.1 Traffic Incident Management Planning		OTO	No
7.2 Intelligent Transportation Systems Coordination		OTO	No
7.3 Intelligent Transportation Systems Architecture		OTO	No
7.4 Travel Sensing and Travel Time Services		OTO Springfield MoDOT	Yes
7.5 Coordinate Employer Outreach Activities		OTO Springfield	No
7.6 Collect & Analyze Data to Determine Potential Demand		OTO	No
7.7 Van Pool Program		OTO	No
Task 8 – MoDOT Studies and Data Collection	\$97,670		
8.1 MoDOT Transportation Studies and Data Collection		MoDOT SW	No
TOTAL	\$1,279,089		

2.5% Set Aside

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 9– 2.5 % Set Aside Safe and Accessible Transportation Options	\$14,458	OTO	
9.1 Transportation Options Best Practices		OTO	No
9.2 Complete Streets		OTO	No
9.3 Bicycle & Pedestrian Transportation		OTO	No
TOTAL	\$14,458		

STBG

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 10 – Studies and Project Administration	\$303,876		
10.3 Other Transportation Studies		OTO	Potentially
10.4 Administration of CRRSAA Funded Projects		OTO	No
10.5 Administration of Local Jurisdiction Projects		OTO	No
TOTAL	\$303,876		

FTA 5303 (City Utilities) – Appendix A

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 11 – CU Transit Planning	\$210,000		
11.1 Operational Planning		City Utilities	No
11.2 ADA Accessibility Planning		City Utilities	No
11.3 Transit Fixed Route/Regional Service Analysis Imp.		City Utilities	No
11.4 Service Planning		City Utilities	No
11.5 Financial Planning		City Utilities	No
11.6 Competitive Contract Planning		City Utilities	No
11.7 Safety, Security, and Drug/Alcohol Control Planning		City Utilities	No
11.8 Transit Coordination Plan Implementation		City Utilities	No
11.9 Program Management Plan Implementation		City Utilities	No
11.10 Data Collection and Analysis		City Utilities	No
11.11 Transit Fixed Route Analysis		City Utilities	Yes
TOTAL	\$210,000		

Safe Streets and Roads for All Grant – Appendix A

Task 12 – Safe Streets and Roads for All	\$286,000		
12.1 Data Collection and Analysis		OTO	Yes
12.2 Public Input		OTO	Yes
12.3 Travel Model Updates		OTO	Yes
12.4 Safe Streets and Roads for All Subcommittee		OTO	No
12.5 Safety Plan Development		OTO	No
TOTAL	\$286,000		

Table 2

Funding Totals

Summary Totals										
	Local Funding			Federal Funding						
Task	Local Match 13.7659%	City Utilities	In-Kind 2.4238%	CPG 69.8668%	STBG 16.3672%	2.5% Set Aside Safe & Access Trans	SS4A Discretionary Grant	5307	Total	Percent (%)
1	\$ 36,608	\$ -	\$ -	\$ 229,325	\$ -	\$ -	\$ -	\$ -	\$ 265,933	17.73%
2	\$ 4,811	\$ -	\$ 36,000	\$ 255,656	\$ -	\$ -	\$ -	\$ -	\$ 296,467	19.77%
3	\$ 41,614	\$ -	\$ -	\$ 260,682	\$ -	\$ -	\$ -	\$ -	\$ 302,296	20.16%
4	\$ 14,893	\$ -	\$ -	\$ 93,292	\$ -	\$ -	\$ -	\$ -	\$ 108,185	7.21%
5	\$ 5,280	\$ -	\$ -	\$ 33,079	\$ -	\$ -	\$ -	\$ -	\$ 38,359	2.56%
6	\$ 21,418	\$ -	\$ -	\$ 134,167	\$ -	\$ -	\$ -	\$ -	\$ 155,585	10.37%
7	\$ 2,009	\$ -	\$ -	\$ 12,585	\$ -	\$ -	\$ -	\$ -	\$ 14,594	0.97%
9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,458	\$ -	\$ -	\$ 14,458	0.96%
10	\$ 60,775	\$ -	\$ -	\$ -	\$ 243,101	\$ -	\$ -	\$ -	\$ 303,876	20.26%
Total	\$ 187,408	\$ -	\$ 36,000	\$ 1,018,786	\$ 243,101	\$ 14,458	\$ -	\$ -		
Total of CPG/STBG Expenses									\$ 1,499,753	100.00%
8	Value of MoDOT "Direct Cost"								\$ 97,670	
Total of CPG/STBG Work Program									\$ 1,597,423	
11	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,000	\$ 210,000	
12	\$ 57,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228,800	\$ -	\$ 286,000	
Totals	\$ 57,200	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ 228,800	\$ 168,000		
Total of Transportation Planning Work									\$ 2,093,423	

Table 3

Anticipated Contracts by Cost & Equipment Over \$5,000 (Tasks 1-10)

Cost Category	Budgeted Amount FY 2023	Equipment Purchase
Building Lease	\$ 54,060.00	No
Cleaning Services	\$ 4,500.00	No
Data Acquisition	\$ 25,000.00	No
ESRI Licensing	\$ 6,363.00	No
Insurance (Directors & Officers, Errors & Omissions, Professional Liability, Workers Compensation, Network Defender)	\$ 12,190.00	No
IT Managed Services	\$ 13,000.00	No
Maintenance	\$ 2,000.00	No
Online TIP Tool	\$ 15,684.00	No
Payroll Services/Cafeteria Plan Administration	\$ 4,000.00	No
Professional Services for Operations (Accounting, Audit, HR, Legal)	\$ 45,000.00	No
Transportation Consultant/Modeling Services:		No
Grant Applications and Other Studies As Needed	\$ 240,000.00	No
Travel Demand Model Update	\$ 15,000.00	No
Travel Sensing	\$ 5,000.00	No
Vehicle	\$ 35,000.00	Yes
Webhosting	\$ 4,000.00	No

Table 4

CPG/STBG Eligible Funding FY 2024

Total Value of OTO/Springfield Metropolitan Transportation Planning Work	
Tasks 1-8 & 10	\$ 1,485,295
Actual Total Ozarks Transportation Organization Expenditures	\$ 1,485,295
Plus Value of Task 9 MoDOT Direct Costs Credit *	\$ 97,670
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$ 1,582,965
Federal Pro-Rata Share	80%
Federal CPG & STBG Funding Eligible	\$ 1,266,372
Federal CPG 2.5% Set Aside	\$ 14,458
Federal Pro-Rata Share	100%
Additional Federal 2.5% Set Aside CPG Funding Eligible	\$ 14,458.00

*The value of MoDOT Direct Costs (Traffic Studies) makes an additional \$78,112 (\$97,670 X .80) of Federal CPG funding available for budgeted actual cost. The total direct cost value amount of \$97,670 allows the actual cost of CPG funded transportation planning costs to be funded at 86.23% federal.

Table 5

Budgeted Revenue for Actual CPG/STBG Costs FY 2024

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Federal CPG Funding Eligible	\$ 1,023,271
Federal CPG 2.5% Set Aside (added in CPG revenue line)	\$ 14,458
Total CPG Revenue	\$ 1,037,729
Surface Transportation Block Grant	\$ 243,101
Local Match to be Provided	\$ 182,923
Value of In-Kind Match	\$ 36,000
MoDOT Direct Costs	\$ 97,670
Total OTO Revenue	\$ 1,597,423

Table 6

Consolidated Planning Grant Available Balance

OTO CPG Fund Balance as of 6/30/2023 (includes FY 2023 estimated allocation)*	\$1,417,886.40
Less Remaining Expenses to be Billed for FY 2023	(\$509,011.19)
PLUS FY 2024 CPG Expected Allocation**	<u>\$772,148.00</u>
TOTAL Estimated CPG Funds Available for FY 2024 UPWP	\$1,681,023.21
LESS CPG Funds Programmed for FY 2024	(\$1,037,729)
Remaining Unprogrammed Balance	<u>\$643,294.21</u>

*Previously allocated, but unspent CPG funds through 1/31/2023

Justification for Carryover Balance

The projected carryover balance of \$643,294.21 represents less than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation.

Table 7

UPWP FY 2024 Budget

	FY 2024
	Jul '23 - Jun 24
Ordinary Revenue/Expenditures	
Revenue	
Other Types of Income	
In-Kind Match, Donated Direct Cost	\$ 133,670
Total Other Types of Income	\$ 133,670
OTO Revenue	
Consolidated Planning Grant (CPG) FHWA & FTA	\$ 1,037,729
Local Jurisdiction Match Funds	\$ 162,954
Local Jurisdiction Studies and Project Match	\$ 19,969
Surface Transportation Block Grant	\$ 243,101
Total OTO Revenue	\$ 1,463,753
Total Revenue	\$ 1,597,423
Expenditures	
Personnel	
Mobile Data Plans	\$ 3,120
Payroll Services	\$ 4,000
Salaries and Fringe	\$ 864,564
Professional Services (Accounting, Audit, HR, Legal)	\$ 45,000
Total Personnel	\$ 916,684
Operating	
Dues/Memberships	\$ 9,500
Education/Training/Travel	\$ 28,000
Food/Meeting Expense	\$ 8,500
Legal/Bid Notices	\$ 1,500
Postage/Postal Services	\$ 200
Printing/Mapping Services	\$ 3,500
Public Input Event Registration	\$ 200
Staff Mileage Reimbursement	\$ 3,500
Telephone/Internet	\$ 7,000
Vehicle Purchase	\$ 35,000
Vehicle Maintenance/Fuel	\$ 2,400
Total Operating	\$ 99,300

Commodities	
Office Supplies/Furniture	\$ 7,500
Public Input Promotional Items	\$ 2,500
Publications	\$ 1,000
Total Commodities	\$ 11,000
Information Technology	
Computer Upgrades/Equipment Replacement	\$ 8,500
GIS Licenses	\$ 7,000
IT Maintenance Contract	\$ 13,000
Software	\$ 7,000
Webhosting	\$ 3,000
Total Technology	\$ 38,500
Insurance	
Directors and Officers	\$ 2,600
Errors and Omissions	\$ 3,300
General Liability	\$ 3,000
Workers Compensation	\$ 2,500
Automobile Insurance	\$ 2,000
Network Defender	\$ 290
Total Insurance	\$ 13,690
Service/Projects	
Data Acquisition	\$ 25,000
Rideshare	\$ 500
TIP Tool Maintenance	\$ 15,684
Transportation Consulting Services	\$ 240,000
Travel Demand Model Update	\$ 12,000
Travel Sensing and Travel Time Service Projects	\$ 5,000
Total Service/Projects	\$ 298,184
Building	
Building Lease	\$ 54,060
Common Area Maintenance Expense	\$ 22,635
Maintenance	\$ 2,000
Office Cleaning	\$ 4,500
Utilities	\$ 3,200
Total Building	\$ 86,395
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	\$ 97,670
Membership Attendance at Meetings	\$ 36,000
Total In-Kind Match Expense	\$ 133,670
Total Expenditures	\$ 1,597,423
Net Revenue Over Expenditures	\$ 0

Appendix A – Related Planning Activities

FTA 5303 - City Utilities Work Program

Task 11 – CU Transit Planning

Purpose

Activities by City Utilities (CU) Transit utilizing Transit Planning funds. CU is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

Work Elements

11.1 Operational Planning

Timeframe – July 2023 to June 2024

- Route analysis
- City Utilities Transit grant submittal and tracking
- City Utilities Transit collection and analysis of data required for the National Transit Database Report, both monthly and annual
- City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00)

11.2 ADA Accessibility Planning

Timeframe – July 2023 to June 2024

- CU Transit plans ADA accessibility projects for non-traditional ADA projects funded by Section 5310 grants

11.3 Transit Fixed Route/Regional Service Analysis Implementation

Timeframe – July 2023 to June 2024

- CU will implement recommendations of the Transit Fixed Route Regional Service Analysis

11.4 Service Planning

Timeframe – July 2023 to June 2024

- Collection of data from paratransit operations as required
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield (FTA Line Item Code 44.23.01)
- Title VI service planning

11.5 Financial Planning

Timeframe – July 2023 to June 2024

- CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources

11.6 Competitive Contract Planning

Timeframe – July 2023 to June 2024

- CU Transit will study opportunities for transit cost reductions using third-party and private sector providers

11.7 Safety, Security, and Drug/Alcohol Control Planning

Timeframe – July 2023 to June 2024

- Implementation of additional safety and security policies as required by FAST Act and/or subsequent legislation

11.8 Transit Coordination Plan Implementation

Timeframe – July 2023 to June 2024

- Updating and implementation of the Transit Coordination Plan (due to Section 5310 grants and MAP-21 changes) to include annual training for applicants of 5310 funding and a focus on education, including media outreach

11.9 Program Management Plan Implementation

Timeframe – July 2023 to June 2024

- Review the existing program management plan to ensure compliance with FAST Act and future reauthorization

11.10 Data Collection and Analysis

Timeframe – July 2023 to June 2024

- Update demographics for CU's Title VI and LEP Plans as needed
- CU will collect and analyze ridership data for use in transit planning and other OTO planning efforts
- TAM Plan – As an agency on MoDOT's TAM plan, CU gathers data, as well as performs asset analysis and reporting activities to provide data to MoDOT for inclusion in the MoDOT TAM plan
- PTASP Plan – CU will be gathering safety risk data, establishing benchmarks, and participating in reporting activities for the PTASP plan as required by FTA in 49 CFR Part 637

11.11 Transit Fixed Route Analysis

- Analysis of the current fixed route system in order to recommend the most appropriate route structure of the current system as well as system expansion given budget restrictions.

Anticipated Outcomes

- Operational Planning
- ADA Accessibility Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning

- Data Collection and Analysis
- Transit Fixed Route Analysis

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- Operational Planning
- ADA Accessibility Planning
- Fixed Route Analysis
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Transit Coordination Plan
- Data Collection and Analysis

FHWA Discretionary Grant

Task 12 – Safe Streets and Roads for All Grant

Purpose

The OTO has been awarded a Safe Streets and Roads for All discretionary grant for the development of a regional safety action plan. This grant is directly with FHWA and is shown in the UPWP as a planning document. The Safe Streets and Roads for All Grant will be added to the TIP programming.

Work Elements

12.1 Data Collection and Analysis

Timeframe – July 2023 to June 2025

- Data Acquisition
- Consulting firm to analyze data
- Contracted data collection efforts to support safety plan prioritization

12.2 Public Input

Timeframe – July 2023 to June 2025

- Public input consultant to ensure engagement and targeted materials for diverse population engagement

12.3 Travel Model Updates

Timeframe – July 2023 to June 2025

- Travel demand model scenarios to assist with safety plan prioritization

12.4 Safe Streets and Roads for All Advisory Committee

Timeframe – July 2023 to June 2025

- Stakeholder committee of various community groups, OTO member jurisdictions, safety advocates, and safety experts
- Guide analysis and priorities of the plan

12.5 Safety Plan Development

Timeframe – July 2023 to June 2025

- Review of existing policies, programs, and engineering solutions
- Development of evaluation process
- Development of performance targets
- Identification of education programs and behavioral modifications that can accompany engineered improvements
- Development of engineering improvements

Anticipated Outcomes (New Task)

- Data acquisition
- Public Input

- Safe Streets and Roads for All Advisory Committee meetings
- Scoping and Schedule Development of Safety Plan (full plan anticipated in FY 2025)

Location of Referenced Documents

FY 2023 UPWP, as amended – <https://www.ozarkstransportation.org/uploads/documents/UPWP-FY2023-Amend1-Revised.pdf>

Public Participation Plan - <https://media.ozarkstransportation.org/documents/OTO-2020-Public-Participation-Plan.pdf>

Public Participation Plan Annual Evaluation - <https://www.ozarkstransportation.org/uploads/documents/PPPeval2021.pdf>

Transportation Plan 2045 - https://www.ozarkstransportation.org/uploads/documents/Amendment2_Destination2045_07212022.pdf

Regional Bicycle and Pedestrian Trail Investment Study
<https://media.ozarkstransportation.org/documents/Towards-A-Regional-Trail-System.pdf>
https://media.ozarkstransportation.org/documents/OTO_Trail_Investment_Study_Complete.pdf
https://media.ozarkstransportation.org/documents/OTO_TIS_Nixa_Addendum.pdf

Bylaws - <https://www.ozarkstransportation.org/our-resources/policies>

Title VI Program - <https://www.ozarkstransportation.org/uploads/documents/Title-VI-ADA-Program-2021-Approved.pdf>

Limited English Proficiency Plan - <https://www.ozarkstransportation.org/uploads/documents/LEP-2021.pdf>

Congestion Management Process - <https://media.ozarkstransportation.org/documents/CMP-Monitoring-and-Strategy-Evaluation-2020-Approved-Reduced.pdf>

Bicycle and Pedestrian Report - https://www.ozarkstransportation.org/uploads/documents/CY21Report-09132022_230324_190643.pdf

State of Transportation Report – https://www.ozarkstransportation.org/uploads/documents/SOT-2021-12_220916_184341.pdf

Clean Air Action Plan - <https://media.ozarkstransportation.org/documents/2020CAAP.pdf>

FY 2023-2026 Transportation Improvement Program and Amendments - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>

Annual Listing of Obligated Projects - https://www.ozarkstransportation.org/uploads/documents/FY2022ALOPReport_220916_182711.pdf

Federal Funds Balance Report -

https://www.ozarkstransportation.org/uploads/documents/FundsBalanceReport10122022_221228_144558.pdf

Transit Coordination Plan - <https://www.ozarkstransportation.org/uploads/documents/TCP-2022-Approved.pdf>

Program Management Plan - <https://media.ozarkstransportation.org/documents/Program-Management-Plan-2018.pdf>

Year End UPWP Progress Report – To be updated upon year end.

TAB 4

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM II.C.

FY 2024 Operating Budget Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Ozarks Transportation Organization prepares an operating budget annually. This budget includes the various grant budgets as well as OTO operational expenses. This operating budget is the compilation of all OTO revenue and expense from all sources.

An OTO FY 2024 Operating Budget has been developed that includes the FY 2024 Unified Planning Work Program, Safe Streets and Roads for All grant, and Chadwick Flyer Trail Phase III budgets, plus some additional expenses that are not billable to the federal grant. Once approved this will be the OTO's audited budget.

Explanation

Revenue

- **Consolidated Planning Grant.** The OTO is primarily funded through a Consolidated Planning Grant that flows through MoDOT. Eligible expenses are reimbursed at 80%. However, we are allowed to bill In-kind meeting expenses and MoDOT Traffic Study services. This results in a larger percentage of reimbursed expenses, which varies from 82% to 87%.
- **Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA).** The OTO is utilizing \$779,307 with zero match required for the construction of the Chadwick Flyer Trail Phase III.
- **Surface Transportation Block Grant.** OTO is also proposing to use \$243,101 in STBG Urban to fund operations. There is also \$269,000 being utilized on the Chadwick Flyer Trail Phase III construction.
- **Safe Streets for All (SS4A).** OTO was awarded a SS4A grant to write a safety plan that will identify implementation projects for federal safety funds. This is a multi-year grant so the revenue will overlap fiscal years. The OTO is waiting for the executed agreement from FHWA. Timing of the project hinges on the project agreement execution.
- **Local Jurisdiction Studies and Project Fees.** OTO has budgeted \$25,000 for the matching funds billed for jurisdiction's cost share on studies or reimburse fees to assist jurisdictions administer LPA projects. The proposed budget also includes \$57,200 for local match for the SS4A grant.

OTO charges membership dues which are 47 cents per capita and are annually adjusted for population estimates. 2021 Census estimates have been used for the due's calculations.

Expenses

The OTO operational expenses are predictable in that most are recurring or occur on a predictable schedule.

Notable Expenses:

- Maintenance expenses cover quarterly HVAC maintenance and unexpected issues.
- Travel is budgeted for pre-COVID levels and has been increased to accommodate additional staff. In addition, Sara Fields is on the AMPO Policy Committee and has budgeted required trips to D.C.
- Personnel Costs
 - Personnel costs include 7 full-time, 1 full-time contract employee, 1 part-time employee/intern.
 - Insurance quotes were obtained, and the OTO elected to keep the current company for dental, basic life, accidental death and disability and vision insurance. Health Insurance increased 9% on January 1, 2023. A 15% increase is budgeted for next year effective January 1, 2024.
 - The OTO is currently in the process of bidding general liability, workers compensation, and professional liability insurance. Automobile insurance has been added for coverage for vehicle purchase budgeted in the FY 2024 budget. The OTO also added a Network Defender policy.
 - A cost-of-living increase is budgeted at 4% on January 1, 2023. Actual COLA increases will be the social security COLA increase or 4% whichever is less. COLA is budgeted for the 8 regular full-time employees.
 - Merit raises are budgeted at the maximum 4% for full-time employees on July 1, 2023.
- Professional Services is for on-demand services which are difficult to predict as they are used as needed in the event of a personnel or legal matter.
 - Audit & Accounting
 - Human Resource - on demand
 - Legal - on demand
 - Graphic Design - on demand

Additional Projects are budgeted including:

- \$35,000 Vehicle Purchase – OTO staff are starting to travel more, and the Project Manager will be going to job sites daily. The OTO intends to buy a vehicle.
- \$2,400 Vehicle Maintenance and Fuel – If the OTO purchases a vehicle a fuel and maintenance line item would be needed.
- \$25,000 Data resources for work program.
- Trail Construction includes the construction for the CU Chadwick Flyer Phase III Trail Project. The bid opening was April 20, 2023, and is pending award.
- Transportation Consulting includes any studies or model work. The following is included:
 - Studies
 - Modeling Services
 - Grant applications
 - Safe Streets and Roads for All Grant

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 12, 2023, the Executive Committee recommended the Board of Directors approve the FY 2024 Operating Budget.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY 2024 Operating Budget.”

OR

“Move to approve they FY 2024 Operating Budget with the following changes...”

FY 2024



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Budget



Annual Operating Budget
July 1, 2023 - June 30, 2024
Adopted May ____ 2023

Management Note

We are pleased to present the FY 2024 Operating Budget. This summary document has been produced with the goal of providing additional information on the operations of the OTO. The operating budget funds the salaries, office and meeting spaces, as well as supplies, to deliver the planning products of the OTO.

The OTO prepares the operating budget annually. In addition to the operating budget the OTO prepares various grant budgets. The OTO prepares a Unified Planning Work Program (UPWP), a federally required planning grant budget. The operating budget combines all the various grant budgets into one document. Key differences between the operating budget and the individual grant budgets are highlighted on the grant budget breakout pages.

The OTO is audited on the approved operating budget and will have a Single Audit for any year with at least \$750,000 in grant funds and a financial statement audit for other years. FY 2024 is expected to have a Single Audit.

The OTO is the transportation planning organization for the Springfield region. The Metropolitan Planning Organization (MPO) includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.



Financial Policy And Mission

Financial Policy

The financial health of the OTO is monitored with budgetary performance measures. This ensures that the OTO can maintain operations in the event of a delay or lapse in federal funds.

FIXED COSTS % OF REVENUE

95%

FY 2024

PERSONNEL COSTS % OF
RECURRING REVENUE

64%

FY 2024

LOCAL RESERVE BALANCE

5 Months

FY 2024

FEDERAL RESERVE BALANCE

7 Months

FY 2024

Mission

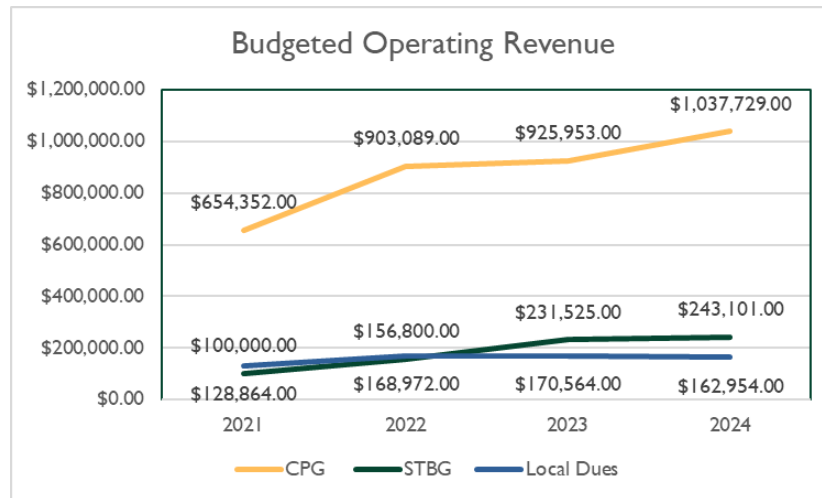
To provide a forum for cooperative decision-making in support of an excellent regional transportation system.



Ozarks Transportation Organization



Annual Budgeted Revenue



- **Consolidated Planning Grant (CPG)** - The OTO receives a reimbursable formula grant from USDOT. This grant flows through MoDOT (OTO is a sub-recipient of the funding). The OTO is reimbursed for expenses with proof of payment.

OTO's annual federal allocation for transportation planning (operations) is approximately \$772,148. The OTO has a balance of federal funds to draw from in future years. The amount estimated at the end of FY 2024 is \$643,294.

Consolidated Planning Grant Available Balance

OTO CPG Fund Balance as of 6/30/2023 (includes FY 2023 estimated allocation)*	\$1,417,886.40
Less Remaining Expenses to be Billed for FY 2023	(\$509,011.19)
PLUS FY 2024 CPG Expected Allocation**	\$772,148.00
TOTAL Estimated CPG Funds Available for FY 2024 UPWP	\$1,681,023.21
LESS CPG Funds Programmed for FY 2024	(\$1,037,729)
Remaining Unprogrammed Balance	\$643,294.21

*Previously allocated, but unspent CPG funds through 1/31/2023

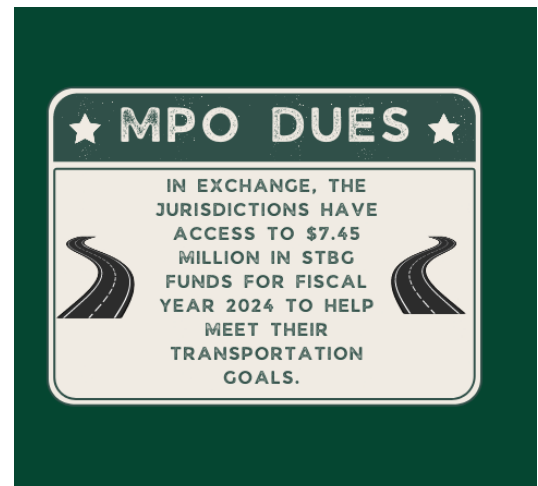
- **Surface Transportation Block Grant (STBG)** - In 2020, the OTO Board of Directors approved the use of Surface Transportation Block Grant funds for planning expenses. These funds are accessed to bridge the gap between federal funding for planning and actual planning expenses. The OTO is utilizing \$243,101 in STBG funds for project management, grant applications, and regional studies.



Local Match

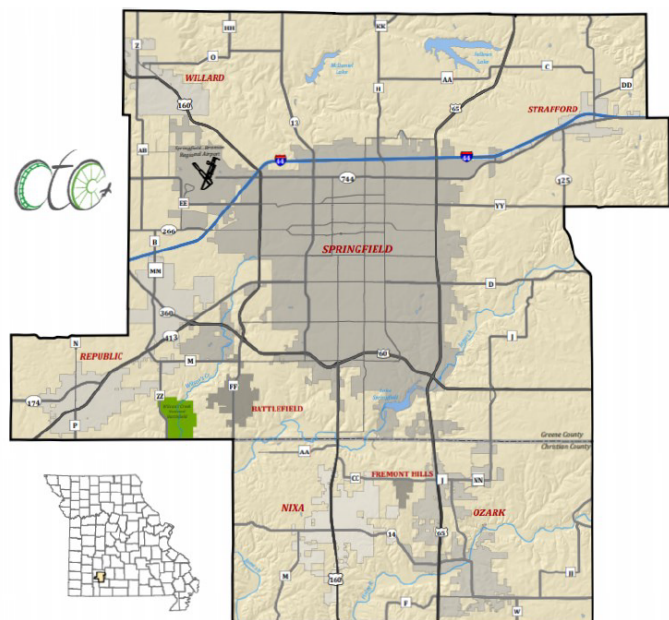
Jurisdiction Dues - The OTO assesses the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard and Counties Christian and Green dues at 47 cents per census capita for match on the federal grants. The amount for FY 2024 is \$162,954.

Jurisdiction	2021 Population	Assessed Dues
Battlefield	6,025	\$2,831.75
Christian County	19,163	\$9,006.84
Greene County	77,675	\$36,507.46
Ozark	21,866	\$10,277.02
Nixa	24,137	\$11,344.39
Republic	19,136	\$8,993.92
Springfield	169,724	\$79,770.28
Strafford	2,598	\$1,221.06
Willard	6,385	\$3,000.95
Total Assessed Dues for Local Match		\$162,953.66



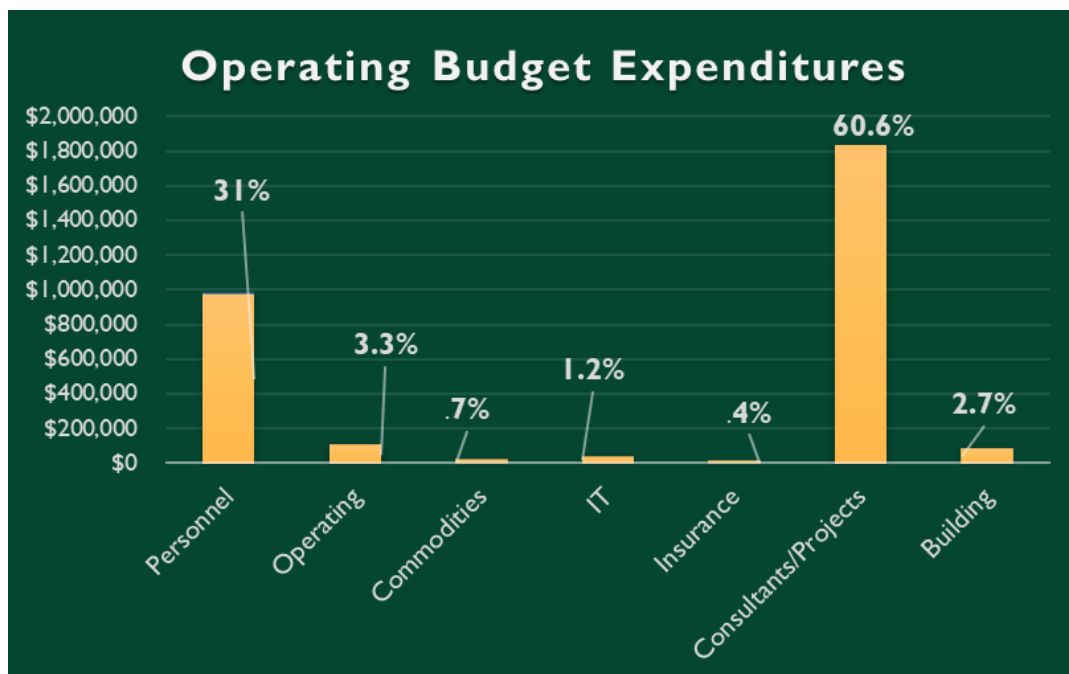
Project Specific Match Funds - In addition to Jurisdiction Dues, the OTO members may provide match funds for specific studies, grant applications, or projects. This match is provided by the jurisdiction involved in the projects and allows the use of federal funds to fund regional studies and projects.

The FY 2024 budget has matching funds for the Safe Streets and Roads for All grant, Chadwick Flyer Trail Phase III, and additional studies budgeted in addition to the assessed Jurisdiction dues.



Budget Highlights

- **Unrestricted Fund Balance** - OTO currently has an unrestricted balance. The balance estimate for the beginning of FY 2024 is \$550,000.
- **Debt** - The OTO utilizes a purchasing card program for small purchases that is paid in full each month. The OTO has an established business line of credit to cash flow special projects. The OTO may utilize the business line of credit for the Chadwick Flyer Trail Phase III construction project.
- **Grant Budgets:**
 - The UPWP grant budget includes \$36,000 In-Kind Match and \$97,670 MoDOT Direct Service Match. This is to match OTO grant funds and is not included in the OTO Operating Budget.
 - The Chadwick Flyer Phase III Trail Project and SS4A grant are multi-year projects. Match funding and reimbursements may cross budget years. Match funding that has been received in a previous funding year is held in a special projects bank account and will be utilized towards the project.



Operating Budget

		BUDGETED
		FY 2024
		Jul '23 - Jun 24
REVENUE		
Interest Revenue	\$	6,000
Miscellaneous Revenue	\$	400
Consolidated Planning Grant (CPG) FHWA & FTA	\$	1,037,729
CRRSAA Funds Chadwick Flyer Phase III	\$	779,307
STBG Chadwick Flyer Phase III	\$	269,000
STBG Chadwick Flyer Phase III Local Match	\$	67,250
Local Jurisdiction Match Funds	\$	162,954
Local Jurisdiction Studies & Project Fees	\$	82,000
Surface Transportation Block Grant - FHWA	\$	243,101
Safe Streets for All Grant	\$	228,800
Total OTO Revenue	\$	2,876,541
EXPENDITURES		
Personnel Services		
Salaries		
Total Salaries and Fringe	\$	921,025
Mobile Data Plans	\$	3,120
Payroll Services	\$	4,000
Professional Services (Acctng, Audit, HR, Legal)	\$	45,000
Total Personnel	\$	973,145
Operating		
Bank Fees	\$	500
Dues/Memberships	\$	9,500
Education/Training/Travel	\$	28,000
Food/Meeting Expense	\$	8,500
Legal/Bid Notices	\$	1,500
Postage/Postal Services	\$	200
Printing/Mapping Services	\$	3,500
Public Involvement Advertising	\$	5,000
Public Input Event Registration	\$	200
Staff Mileage Reimbursement	\$	3,500
Telephone/Internet	\$	7,000
Vehicle Purchase	\$	35,000
Vehicle Maintenance/Fuel	\$	2,400
Total Operating	\$	104,800
Commodities		
Office Supplies/Furniture	\$	7,500
OTO Media/Advertising	\$	2,500
OTO Promotional Items	\$	4,000
Public Input Promotional Items	\$	5,500
Publications	\$	1,000
Total Commodities	\$	20,500



Operating Budget Continued

Information Technology		
Computer Upgrades/Equip Replace	\$	8,500
GIS Licenses	\$	7,000
IT Maintenance Contract	\$	13,000
Software	\$	7,000
Webhosting	\$	3,000
Total Information Technology	\$	38,500
Insurance		
Directors & Officers	\$	2,600
Errors & Omissions	\$	3,300
General Liability	\$	3,000
Workers Compensation	\$	2,500
Auto Insurance	\$	2,000
Network Defender	\$	290
Total Insurance	\$	13,690
Services/Projects		
Data Acquisition	\$	25,000
Legislative Education	\$	9,000
Rideshare	\$	500
TIP Tool Maintenance	\$	15,684
Trail Construction (Chadwick Flyer Phase III)	\$	1,302,040
Trans Consulting Services	\$	465,000
Travel Demand Model Update	\$	12,000
Travel Sensing & Time Service Project	\$	5,000
Total Services	\$	1,834,224
Building		
Building Lease	\$	54,060
Common Area Main Exp	\$	22,635
Maintenance	\$	2,000
Office Cleaning	\$	4,500
Utilities	\$	3,200
Total Building	\$	86,395
Total Expense	\$	3,071,254
Income Over Expenditures	\$	(194,713)
Project Reserve - \$186,483 Rail Removal received FY 2023	\$	186,483
Net Ordinary Income	\$	(8,230)



Class 100 UPWP

The Ozarks Transportation Organization receives an annual formula grant from US Department of Transportation FHWA and FTA. This is the primary funding source of the OTO. The annual grant work program is contained in the FY 2024 Unified Planning Work Program and can be found at this link: <https://www.ozarkstransportation.org/what-we-do/upwp>.

The OTO is allowed to utilize in-kind dollars and MoDOT Direct Cost from the MoDOT Traffic Management Center as match for the grant program. This in-kind and direct cost is not included in the Operating Budget summary. The use of in-kind dollars allows the OTO to utilize an 86.23% federal reimbursement rate. The total budgeted costs for the FY 2024 UPWP is \$1,597,423; with \$1,280,830 in federal dollars and \$316,593 in state, local, and in-kind dollars.

		FY 2024
		Jul '23 - Jun 24
Ordinary Revenue/Expenditures		
Revenue		
Other Types of Income		
In-Kind Match, Donated Direct Cost	\$	133,670
Total Other Types of Income	\$	133,670
OTO Revenue		
Consolidated Planning Grant (CPG) FHWA & FTA	\$	1,037,729
Local Jurisdiction Match Funds	\$	162,954
Local Jurisdiction Studies and Project Match	\$	19,969
Surface Transportation Block Grant	\$	243,101
Total OTO Revenue	\$	1,463,753
Total Revenue	\$	1,597,423
Expenditures		
Personnel		
Mobile Data Plans	\$	3,120
Payroll Services	\$	4,000
Salaries and Fringe	\$	864,564
Professional Services (Accounting, Audit, HR, Legal)	\$	45,000
Total Personnel	\$	916,684
Operating		
Dues/Memberships	\$	9,500
Education/Training/Travel	\$	28,000
Food/Meeting Expense	\$	8,500
Legal/Bid Notices	\$	1,500
Postage/Postal Services	\$	200
Printing/Mapping Services	\$	3,500
Public Input Event Registration	\$	200
Staff Mileage Reimbursement	\$	3,500
Telephone/Internet	\$	7,000
Vehicle Purchase	\$	35,000
Vehicle Maintenance/Fuel	\$	2,400
Total Operating	\$	99,300



Class 100 UPWP

Continued

Commodities	
Office Supplies/Furniture	\$ 7,500
Public Input Promotional Items	\$ 2,500
Publications	<u>\$ 1,000</u>
Total Commodities	\$ 11,000
Information Technology	
Computer Upgrades/Equipment Replacement	\$ 8,500
GIS Licenses	\$ 7,000
IT Maintenance Contract	\$ 13,000
Software	\$ 7,000
Webhosting	<u>\$ 3,000</u>
Total Technology	\$ 38,500
Insurance	
Directors and Officers	\$ 2,600
Errors and Omissions	\$ 3,300
General Liability	\$ 3,000
Workers Compensation	\$ 2,500
Automobile Insurance	\$ 2,000
Network Defender	<u>\$ 290</u>
Total Insurance	\$ 13,690
Service/Projects	
Data Acquisition	\$ 25,000
Rideshare	\$ 500
TIP Tool Maintenance	\$ 15,684
Transportation Consulting Services	\$ 240,000
Travel Demand Model Update	\$ 12,000
Travel Sensing and Travel Time Service Projects	<u>\$ 5,000</u>
Total Service/Projects	\$ 298,184
Building	
Building Lease	\$ 54,060
Common Area Maintenance Expense	\$ 22,635
Maintenance	\$ 2,000
Office Cleaning	\$ 4,500
Utilities	<u>\$ 3,200</u>
Total Building	\$ 86,395
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	\$ 97,670
Membership Attendance at Meetings	<u>\$ 36,000</u>
Total In-Kind Match Expense	\$ 133,670
Total Expenditures	<u>\$ 1,597,423</u>
Net Revenue Over Expenditures	<u>\$ 0</u>

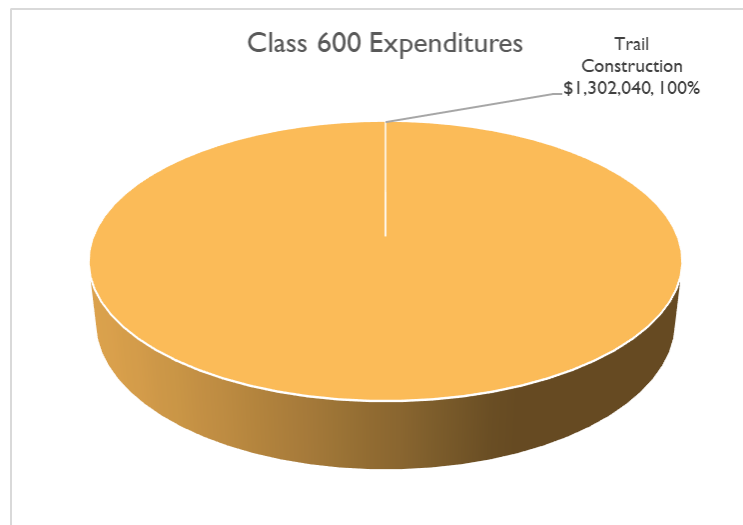


Class 600 CRRSAA



The Ozarks Transportation Organization is managing a US Department of Transportation Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) grant funded project. Chadwick Flyer Phase III is a 1.75-mile multi-use 10-foot wide ADA complaint trail across property owned by the City Utilities of Springfield, MO. The trail is located on an abandoned Burlington Northern Santa Fe (BNSF) railroad bed owned by CU near Lake Springfield and will continue to the Christian County line. This is a multi-year construction project. The OTO has been approved for a business line of credit for cash flow during the construction phase of the project. The grant budget is included in the Operating Budget.

		BUDGETED FY 2024 Jul '23 - Jun 24
REVENUE		
	CRRSAA Funds	\$ 779,307
	STBG	\$ 269,000
	Local Match	\$ 67,250
	Total OTO Revenue	\$ 1,115,557
	*Project Reserves - \$186,483 FY 2023 Rail Removal Proceeds	\$ 186,483
	Total Available Revenue and Project Reserves	\$ 1,302,040
EXPENDITURES		
	Trail Construction	\$ 1,302,040
	Total Expense	\$ 1,302,040
	Net Ordinary Income	\$ -



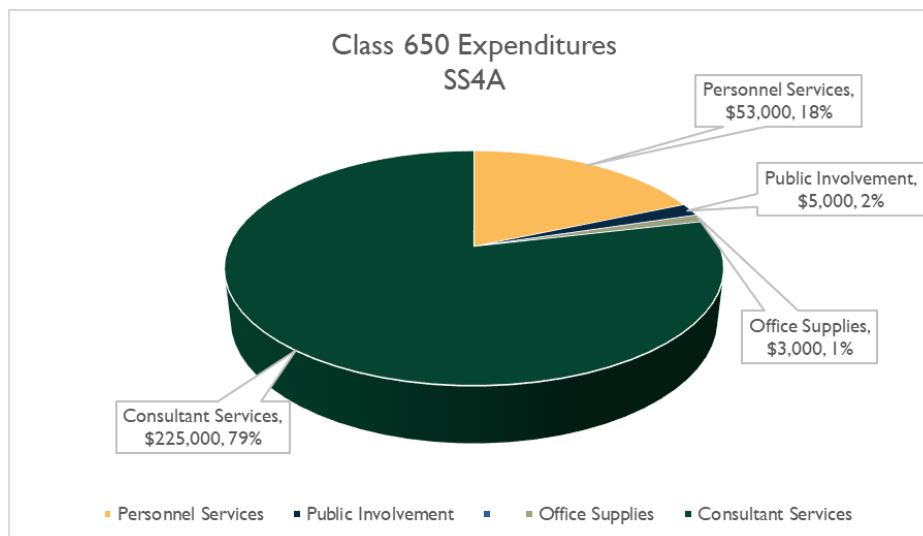
Class 650

SS4A



The Ozarks Transportation Organization applied for a US Department of Transportation Discretionary Grant for the Safe Streets and Roads for All program. The OTO was awarded a planning grant in the amount of \$228,800 to write a Safety Action Plan for the OTO region. This is a two year grant program, so not all the funds will be received or expended in the current fiscal year. Project will begin after executed program agreement with FHWA. The timing of the program agreement execution is estimated.

	BUDGETED	
	FY 2024	
	Jul '23 - Jun 24	
REVENUE		
Safe Streets for All Grant	\$	228,800
SS4A Local Match	\$	57,200
Total OTO Revenue	\$	286,000
EXPENDITURES		
Salaries and Fringe	\$	53,000
Public Involvement Advertising	\$	5,000
Office Supplies/Furniture	\$	3,000
		Public Involvement Materials
		Includes Data Acquisition, Public Involvement Consultant, and Model Runs
Trans Consulting Services & Data Acquisition	\$	225,000
Total Expense	\$	286,000
Net Ordinary Income	\$	-





Contact Us



+417-865-3042



Comment@ozarkstransportation.org



www.ozarkstransportation.org

The Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate based on race, color, national origin, English proficiency, religious creed, disability, age, sex. Any person who believes he/she or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the Ozarks Transportation Organization (see below) or at www.ozarkstransportation.org.

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



TAB 5

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM II.D.

Safe Streets for All (SS4A) Grant Agreement Authority

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

AGENDA DESCRIPTION:

Project Background – On February 1, 2023, the U.S. Department of Transportation announced that the Ozarks Transportation Organization was awarded a Safe Streets for All grant, in the amount of \$228,800. This grant will provide support for the development of a comprehensive regional Safety Action Plan. With this plan in place, OTO member jurisdictions will be able to apply for implementation grant funding in future years.

The OTO will be contracting directly with FHWA USDOT and will not be a subrecipient of MoDOT for these funds. The draft SS4A grant agreement is included in the agenda packet. The OTO cannot alter the draft grant agreement template language since it is a federally approved form, any changes will cause a significant delay.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the included resolution to authorize the OTO Executive Director to enter into the grant agreement for the SS4A grant award.”

OR

“Move to Board of Directors direct the Executive Director to...”

- | | |
|---|--|
| <p>RECIPIENT</p> <p>16. Signature of Person Authorized to Sign</p>

<div style="display: flex; justify-content: space-between;"> Signature _____ Date _____ </div> <p>Name:</p> <p>Title:</p> | <p>FEDERAL HIGHWAY ADMINISTRATION</p> <p>17. Signature of Agreement Officer</p>

<div style="display: flex; justify-content: space-between;"> Signature _____ Date _____ </div> <p>Name:</p> <p>Title: Agreement Officer</p> |
|---|--|

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM**

This agreement is between the [United States Department of Transportation (the “USDOT”)] [Federal Highway Administration (the “FHWA”) and the **Ozarks Transportation Organization** (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“SS4A”) Grant for the Ozarks Transportation Organization’s Safe Streets and Roads for All Action Plan.

The parties therefore agree to the following:

**ARTICLE 1
GENERAL TERMS AND CONDITIONS**

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 Safe Streets and Roads for All Grant Program,” dated February 8, 2023, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements>. Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the **[FHWA] [USDOT]** the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title: Ozarks Transportation Organization's Safe Streets and Roads for All Action Plan

Application Date: 9/15/2022

2.2 Award Amount.

SS4A Grant Amount: \$228,800

2.3 Award Dates.

Period of Performance End Date: [insert date]

2.4 Budget Period

Budget Period End Date: [insert date]

2.5 Action Plan Grant or Implementation Grant Designation.

Designation: Action Plan Federal Award Identification Number. The Federal Award Identification Number is listed on page 1, line 1.

ARTICLE 3
SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

. The award will be used by the Ozarks Transportation Organization to develop a comprehensive safety action plan.

3.2 Project's Estimated Schedule.

ACTION PLAN SCHEDULE

Milestone	Schedule Date
-----------	---------------

Planned Draft Action Plan Completion Date:	[March 2025]
Planned Action Plan Completion Date:	[July 2025]
Planned Action Plan Adoption Date:	[September 2025]
Planned SS4A Final Report Date:	[November 2025]

3.3 Project's Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$228,800
Other Federal Funds::	\$57,200
State Funds:	[\$XXX]
Local Funds:	[\$XXX]
In-Kind Match:	[\$XXX]
Other Funds:	[\$XXX]
Total Eligible Project Cost:	\$286,000

(b) Supplemental Estimated Budget

[If this is an Action Plan Grant, delete the row for Construction.]

Cost Element	Federal Share	Non-Federal Share	Total Budget Amount
Direct Labor	\$36,040.00	\$9,010.00	\$45,050.00
Fringe Benefits	\$6,360.00	\$1,590.00	\$7,950.00
Travel	\$0.00	\$0.00	\$0.00
Equipment	\$0.00	\$0.00	\$0.00
Supplies	\$2,400.00	\$600.00	\$3,000.00
Contractual/Consultant	\$180,000.00	\$45,000.00	\$225,000.00
Other	\$4,000	\$1,000	\$5,000.00
Indirect Costs	\$0.00	\$0.00	\$0.00
Total Budget	\$228,800.00	\$57,200.00	\$286,000.00

ARTICLE 4

RECIPIENT INFORMATION

4.1 Recipient's Unique Entity Identifier.

[Reserved]

4.2 Recipient Contact(s).

Sara Fields
Executive Director Ozarks Transportation Organization
2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65810
417-865-3042 Ext. 102
sfields@ozarkstransportation.org

4.3 Recipient Key Personnel.

Name	Title or Position
Sara Fields	Executive Director
Natasha Longpine	Transportation Planning Manager
Debbie Parks	Grants Administrator

4.4 USDOT Project Contact(s).

[enter name]
Safe Streets and Roads for All Program Manager
Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: E71-117
1200 New Jersey Avenue, S.E.
Washington, DC 20590
[enter telephone]
[enter email address]

and

[enter name]
Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-33, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
[enter telephone]
[enter email address]

and

[enter name]
Agreement Specialist (AS)
Office of Acquisition and Grants Management
HCFA-33, Mail Stop E62-204
1200 New Jersey Avenue, S.E.
Washington, DC 20590
[enter telephone]
[enter email]

and

[enter name]
Agreement Officer's Representative (AOR)
[enter job title]
[enter office]
[enter address]
[enter telephone]
[email address]

and

[enter name]
[enter State] Division Office Point of Contact
[enter job title]
[enter address]
[enter telephone]
[email address]

ARTICLE 5
USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

SUBAWARDS AND CONTRACTS APPROVAL

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

Note: This clause is only applicable to Action Plan Grants.

Unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award above the Simplified Acquisition Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support services. Approval of each subaward or contract is contingent upon the Recipient's submittal of a written fair and reasonable price determination, and approval by the AO for each proposed contractor/subrecipient. Consent to enter into subawards or contracts will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

(Fill in at award or by amendment)

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred in the performance of this agreement if those costs do not exceed the funds available under section 2.2 and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI eInvoicing System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF 271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.

- (c) The Recipient's supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient's share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the AO may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the Agreement Officer's Representative (the "**AOR**") reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) The USDOT may waive the requirement that the Recipient use the DELPHI eInvoicing System. The Recipient may obtain waiver request forms on the DELPHI eInvoicing website (<http://www.dot.gov/cfo/delphi-einvoicing-system.html>) or by contacting the AO. A Recipient who seeks a waiver shall explain why they are unable to use or access the Internet to register and enter payment requests and send a waiver request to

Director of the Office of Financial Management
US Department of Transportation,
Office of Financial Management B-30, Room W93-431
1200 New Jersey Avenue SE
Washington DC 20590-0001

or

DOTElectronicInvoicing@dot.gov.

If the USDOT grants the Recipient a waiver, the Recipient shall submit SF 271s directly to:

DOT/FAA
P.O. Box 268865
Oklahoma City, OK 73125-8865
Attn: **[INSERT NAME]**

- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

ARTICLE 6

SPECIAL GRANT TERMS

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section [wherever the date it is in this agreement].

- 6.2** The Recipient acknowledges that the **Action Plan** will be made publicly available, and the Recipient agrees that it will publish the final **Action Plan** on a publicly available website.
- 6.3** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.4** There are no other special grant requirements for this **award**.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Springfield, Missouri Metropolitan Planning Area]

Baseline Measurement Date: [July 1, 2023]

Baseline Report Date: [September 30, 2023]

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	End of period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	End of period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects of strategies to prevent death and serious injury on roads and streets.	End of period of performance

ATTACHMENT B
CHANGES FROM APPLICATION

INSTRUCTIONS FOR COMPLETING ATTACHMENT B: Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of this attachment B is to document the differences clearly and accurately in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See section 10.1.

Scope: No changes

Schedule: Schedule has been extended out to November 2025 to allow time for grant agreement development and execution. Once notice to proceed is received from FHWA USDOT, the OTO will be able to move quickly to start the action plan.

Budget: No changes

ATTACHMENT C RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
X	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the project, will take relevant actions described in the supporting narrative below
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. Supporting Narrative.

The Ozarks Transportation Organization has taken an active role in developing equity analysis tools for the Springfield, MO metropolitan planning area. The USDOT website shows an underserved population in the central-north region of the City of Springfield. The OTO has found the size of census tracts throughout the region to be rather large and hence, masking the presence of additional underserved populations. With the formation of the latest long range

transportation plan, Destination 2045 – adopted in September 2021, the OTO developed an analysis technique using hexbins that distributes census data on a much more precise scale throughout the region, showing better representation of underserved populations than census tracts would otherwise show. The OTO has created a page on its website highlighting the results. This has also been further developed into an Equity Index. The proposed scope of the Safety Action Plan includes funds for a public participation consultant. The Equity Index will be used to inform those public involvement efforts, as well as to compare recommendations that arise from the Safety Action Plan.

TAB 6

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM II.E.

Safe Streets for All

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization was awarded a Safe Streets for All grant from the USDOT. The match is still needed in the amount of \$57,200. The goal of the plan is to create a regional safety plan to identify fundable safety improvements for future grant opportunities. While we are waiting for the USDOT to execute the contract for funding, we expect the project to start this fall and continue for at least one year.

Explanation

The best option available for the match funds would be to bill the match in proportion to population. This would be billed along with next year's dues.

	2021 Population	Percentage	Amount
Battlefield	6025	1.74%	\$994.00
Christian County	19,163.48	5.53%	\$3,161.58
Greene County	77,675	22.40%	\$12,814.85
Ozark	21,866	6.31%	\$3,607.44
Nixa	24,137	6.96%	\$3,982.10
Republic	19,136	5.52%	\$3,157.05
Springfield	169,724	48.95%	\$28,000.97
Strafford	2,598	0.75%	\$428.62
Willard	6,385	1.84%	\$1,053.39
Total	346,710	100.00%	\$57,200.00

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 12, 2023, the Executive Committee recommended the Board of Directors approve billing the Safe Streets and Roads for All Grant match to the jurisdictions in proportion to their populations with FY 2025 dues.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve billing the Safe Streets and Roads for All Grant match to the jurisdictions in proportion to their populations with FY 2025 Dues.”

OR

“Move to approve billing the Safe Streets and Road for All Grant match to the jurisdictions with the following changes...”

TAB 7

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM II.F.

FTA 5310 Vehicle Funding

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

AGENDA DESCRIPTION:

The OTO issued an FTA Section 5310 FY 2021-2023 Call for Projects that closed on March 31, 2023. These funds are for improving the mobility of seniors and individuals with disabilities in the OTO area. Non-profit human service agencies and public transportation providers are eligible to apply. The OTO received one application for the traditional funding.

1. FTA 5310 - Ozark Senior Center

The Ozark Senior Center was recommended by the Local Coordinating Board for Transit to receive \$56,193.76 in FTA Section 5310 funding to purchase one Ford Transit x2c 25-gallon standard medium roof extension conversion van. This vehicle will support their client-based transportation services for seniors and individuals with disabilities in Ozark and Christian County. Match is provided by the Ozark Senior Center in the amount of \$14,048.44.

LOCAL COORDINATING BOARD FOR TRANSIT:

At its scheduled meeting on May 11, 2023, the Local Coordinating Board for Transit recommended that the Board of Directors approve awarding FTA 5310 funds to the Ozark Senior Center.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve awarding FTA 5310 funding to the Ozark Senior Center.”

OR

“Move to approve the award with the following changes...”

Section 5310 Funding Application

APPLICATION CHECK LIST

- ☒ Complete application Parts I, II, and III and Appendices A through R.
- ☒ Copy of Federal or State tax exempt letter.
- ☒ For Vehicles request please include Insurance carrier, amounts of coverage and premium rate.
- ☐ N/A Proof of audits for your three most recent fiscal years or on file with MoDOT.
- ☒ Letter of support from transportation providers and agencies in your service area that serve the same type of needs.
- ☐ In Process New Unique Entity ID provided by SAM.gov.
As of April 4, 2022, the federal government stopped using the DUNS Number to uniquely identify entities. Entities doing business with the federal government use the Unique Entity ID created in SAM.gov.
- ☒ Current Certificate of Good Standing from the Missouri Secretary of State.
Obtained from the Corporate Division (573) 751-4153 or print a copy from the website: <https://www.sos.mo.gov/business/corporations/generalInfo#goodStanding>.

STANDARD ASSURANCES

The following appendices must be signed and included with this application and labeled in the following order:

- ☒ **Appendix A** Letter of Confirmation of Local Match and Operating Expenses
- ☒ **Appendix B** Authorizing Resolution for Nonprofit Corporations
- ☒ **Appendix C** Section 5310 Standard Assurances
- ☒ **Appendix D** Charter Bus
- ☒ **Appendix E** School Bus
- ☒ **Appendix F** Energy Conservation
- ☒ **Appendix G** Clean Water
- ☒ **Appendix H** Lobbying
- ☒ **Appendix I** Federal Changes
- ☒ **Appendix J** Clean Air
- ☒ **Appendix K** No Government Obligation to Third Parties
- ☒ **Appendix L** Program Fraud and False or Fraudulent Statements and Related Acts
- ☒ **Appendix M** Termination
- ☒ **Appendix N** Government-Wide Debarment Suspension
- ☒ **Appendix O** Civil Rights
- ☒ **Appendix P** Breaches and Dispute Resolution
- ☒ **Appendix Q** State and Local Law Disclaimer
- ☒ **Appendix R** Incorporation of Federal Transit Administration (FTA) Terms
- ☒ **Appendix S** Worker Eligibility Verification Affidavit

PART I: APPLICANT INFORMATION

Applicant Information: Please provide the following information, do not leave any part blank.

1. ORGANIZATION CONTACT

Organization	Ozark Senior Center
List all DBA Names	
Contact Person	Marcia Temple

2. MAIN ADDRESS

Street Address	727 N 9 th Street				
Suite Address					
P.O. Box					
City:	Ozark	State:	MO	Zip Code + 4:	65721
County	Christian				

3. PHONE NUMBER AND FAX NUMBER

417-581-2538	417-581-0409
Phone	Fax

4. E-MAIL ADDRESS

ozark.senior.center727@outlook.com

5. WEBSITE ADDRESS

www.ozarkseniorcenter.com

6. FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA) INFO

Unique Entity Identifier	In Progress
Federal Employer Identification Number (FEIN)	Redacted
US Congressional District	7

7. EXECUTIVE COMPENSATION QUESTION FOR FFATA

Does sub-recipient/applicant agency annual gross revenue exceed 80 percent or more in federal awards? **Enter YES/NO**

NO

Does sub-recipient/applicant agency annual revenue equal or exceed \$25,000,000? **Enter YES/NO**

NO

Note: If you answer yes to both questions, then please provide the names and annual income of the top five (5) compensated individuals in the organization.

PART II: PROJECT TYPE AND BUDGET

Please provide

Title of Project: Vehicle Procurement

PROJECT TYPE:

☒ **Vehicle Purchase** (See MoDOT General Service Division web page for possible vehicle floor plan(s) and associated cost)

Requested Model and Floor Plan:

Ford Transit x2c 25 gal standard medium roof ext
conversion van ada accessible w/catalytic converter
deterrent

Quantity Requested:

1

Requested vehicle(s) is:

☒ Additional New Vehicle(s)

☐ Replaces Existing Vehicle(s) (Please Provide Information Below)

Number of Years Existing Vehicle has been in Revenue Service:

Current Mileage of Existing Vehicle:

☐ **Capital and Operating Project**

Listed below are categories of eligible public transportation projects that are planning and designed to benefit human service transit projects and provide safe and reliable daily transit for senior citizens, veterans, and individuals with disabilities. These projects may achieve or should exceed compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 *et seq.*).

- ☐ General public transportation projects that exceed ADA requirements, such as improved access, increase complementary paratransit services, and is an alternative to public transportation that assist seniors and individuals with disabilities with transportation
- ☐ Public transportation projects that exceed the requirements of ADA
- ☐ Public transportation projects that improve accessibility
- ☐ Public transportation alternatives that assist seniors and individuals with disabilities with transportation
- ☐ Support facilities and equipment
- ☐ Support for Mobility Management and Coordination Programs
- ☐ Feeder service

PROJECT BUDGET:

Price of Individual Vehicle Requested: \$70,242.20

Quantity Requested: 1

Total Funding Requested For This Project: 70,242.20

Requested Federal Funding (Max 80%): 56,193.76

Local Match (Min. 20%): 14,048.44

PART III: PROJECT DESCRIPTION

Project Description: Please provide a project description by answering the following questions. Include as much information as necessary to clearly explain the project's eligibility. Each application will be given a score as indicated by the Project Evaluation Criteria on page 8.

- A. Describe the project request. A description of planned services, locations to be served, and overall need is required.**

This vehicle would service Eastern Christian County, allowing for more flexibility in the way we service the senior and senior disabled community. Our service area covers approximately 400 square miles. Currently, we can only haul 1 wheelchair and 3 fully mobile individuals at a time. With the added wheelchair accessible van, we could transport more handicapped individuals at any given time as well as others that are fully mobile, making us more flexible and economical with our transportation. Currently, we can only transport 1 wheelchair at a time, so we have to turn down some who have needs, or have them reschedule at a time when the van is not being used.

- B. Describe the mobility service provided and how the proposed vehicle would be used if this project replaces an existing unreliable or high mileage vehicles to maintain existing service.**

Initially the new vehicle would be an addition to our current fleet. However, our current wheelchair van is aging and has quite a few miles on it, so ultimately, this new addition could become a replacement for the aging van in the future.

- C. Describe how this project would support services of established agencies.**

Ozark Senior Center offers cost-free rides to the seniors of Christian County to visit the center for meals and socialization, medical appointments in Ozark and neighboring towns, trips to the grocery store, and the occasional social trip. We have multiple seniors that are wheelchair bound in our area, so it is difficult to manage the schedule to accommodate their specific needs. This added van, with the capability of carrying more than 1 wheelchair as well as multiple other passengers would help improve our services.

- D. Discuss how this project would maintain or increase ADA amenities offered by your agency.**

As our other wheelchair van ages and acquires more miles, its usefulness may diminish. The new van would be an "addition" to our current wheelchair van initially and would allow us to transport 3x the number of handicapped individuals at any given time.

- E. Describe how this project would provide service to an area not previously serviced.**

N/A

- F. Describe how this project would provide for an increased number of passengers served per week and discuss increased service in terms of frequency. *Note: Increased service is not required.***

The addition of this van to our fleet would allow us to transport 3 wheelchair bound seniors at any given time, as well as allowing for more mobile individuals to travel with the wheelchair bound.

- G. Describe how this project creates new intercity connections and allows people to travel throughout the region.**

The addition of this multi-wheelchair van would allow us to service more seniors with disabilities daily to the surrounding towns.

- H. Describe how this project allows individuals to travel outside of normal business hours, including nights and weekends.**

N/A

- I. Describe how this project expands ADA accessibility to public transportation.**

OSC transportation services parts of the county that other transportation companies, such as OATS, do not. Therefore, it is important that we meet handicapped seniors needs when others can't.

- J. Describe if the applicant has been awarded a vehicle in the past two years.**

N/A

- K. Describe how this project would be in alignment with the Transit Coordination Plan strategies of (1) Education, (2) Improve Mobility Services and Infrastructure, (3) Expand Mobility Services and Infrastructure, and (4) Regionalize Available Services.**

Our center's attendance is growing rapidly as the senior population expands in our county due to move-ins and aging-in seniors. With this expansion, the need for handicapped transportation is increasing and will continue to do so as our current clientele also ages and loses mobility.

- L. Describe how this project would provide a person flexibility in travel, including same day trips and/or flexible scheduling options.**

Currently we can only transport 1 wheelchair per trip.... We have a wheelchair bound dialysis patient who lives about 25 minutes east of our center who has dialysis 3x per week in Nixa. His transportation utilizes a good chunk of the day, as he takes precedence over other rides due to his health. If we had an additional wheelchair van, we could accommodate others who need the use of the wheelchair van, making trips

easier for them to schedule with us.

TAB 8

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM II.G.

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

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

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number Five to the FY 2023-2026 Transportation Improvement Program.

1. ***New*** ARPA 5310 Funding (OA2301-23A5)
OATS was previously awarded \$50,792 of Section 5310 funding through the American Rescue Plan for operations. This funding needs to be reflected in the TIP. No match is required.

The Board of Directors approved the award of \$50,792 of American Rescue Plan Section 5310 Funding to OATS Transit at its regularly scheduled meeting on May 19, 2022. The funding was only eligible for operational expenses at transit agencies serving seniors and individuals with disabilities. The project was not included in the TIP at the time due to an ARPA and CRRSAA program exemption for operational projects. MoDOT has since requested that the funds be added to the OTO TIP.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN

At its regularly scheduled meeting on April 19, 2023, the Technical Planning Committee recommended the Board of Directors approve the FY 2023-2026 Transportation Improvement Program Amendment 5.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 5 to the FY 2023-2026 Transportation Improvement Program.”

OR

“Move to approve Amendment 5 to the FY 2023-2026 Transportation Improvement Program, with these changes...”

Project Overview

1 Projects Listed

OA2301-23A5 - ARPA 5310 FUNDING

Plan Revision 23A5	Section Transit	Project Type Transit Operations	Lead Agency OATS
County Christian County, Greene County	Municipality Area Wide	Status Programmed	Total Cost \$50,792
MoDoT ID -	Federal ID -	Project From -	Project To -
Project Considerations Environmental Justice Area			
Project Description Pandemic transportation support for seniors and individuals with disabilities.			
Funding Source Notes -			

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Operations	5310-Operating (FTA)	-	\$50,792	-	-	-	-	\$50,792
Total Operations		-	\$50,792	-	-	-	-	\$50,792
Total Programmed		-	\$50,792	-	-	-	-	\$50,792

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$50,792
TOTAL PROJECT COST	Stays the same \$50,792

REVENUE

Revenue Source	Carryover	2023	2024	2025	2026	Total
MoDOT State/Federal	\$19,735,000	\$113,486,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,263,007
Suballocated STBG-U	\$13,862,865	\$7,583,829	\$7,735,505	\$7,890,216	\$8,048,020	\$45,120,435
Suballocated TAP	\$1,471,208	\$1,534,360	\$1,551,388	\$1,568,998	\$1,587,191	\$7,713,145
Suballocated CRP	\$867,833	\$905,124	\$923,226	\$941,691	\$960,525	\$4,598,399
Aviation - FAA	\$0	\$13,212,000	\$15,075,000	\$6,255,000	\$5,031,000	\$39,573,000
FTA 5307	\$0	\$3,547,752	\$3,618,707	\$3,691,081	\$3,764,903	\$14,622,442
FTA 5310	\$631,217	\$435,799	\$444,515	\$453,405	\$462,473	\$2,427,410
FTA 5339	\$1,124,260	\$348,762	\$354,737	\$360,832	\$367,049	\$2,555,640
Transit MO HealthNet Contract	\$0	\$103,000	\$103,000	\$103,000	\$103,000	\$412,000
Transit State Operating Funding	\$0	\$43,500	\$43,500	\$43,500	\$43,500	\$174,000
CU Transit Utility Ratepayers	\$0	\$8,655,203	\$7,663,762	\$8,489,801	\$8,489,801	\$33,298,567
CU Transit Farebox and Ads	\$0	\$951,750	\$951,689	\$951,891	\$951,891	\$3,807,221
Human Service Agencies	\$100,246	\$59,922	\$61,121	\$62,343	\$63,590	\$347,222
TOTAL	\$37,792,629	\$150,867,001	\$106,453,151	\$124,024,758	\$98,774,950	\$517,912,488

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	\$15,216,048	\$15,216,048	\$15,216,048	\$15,216,048	\$60,864,192
O&M (620.35 miles * \$5,291/mile)	(\$3,282,272)	(\$3,331,506)	(\$3,381,479)	(\$3,432,201)	(\$13,427,458)
TIP Programmed Funds All Jurisdictions	(\$16,680,122)	(\$11,189,488)	(\$1,162,170)	(\$1,077,005)	(\$30,108,785)
Other Committed Funds All Jurisdictions	\$53,997,353	\$53,997,353	\$53,997,353	\$53,997,353	\$215,989,412
TOTAL	\$49,251,007	\$54,692,407	\$64,669,752	\$64,704,195	\$233,317,361

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

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ 6,081,054	\$ 1,027,963	\$ 1,124,260	\$ -	\$ -	\$ 8,233,277
FY 2023						
Funds Anticipated	\$ 3,547,752	\$ 435,799	\$ 298,762	\$ 5,840,824	\$ 50,000	\$10,173,137
Funds Programmed	(\$9,559,242)	(\$1,233,540)	(\$311,756)	(\$5,840,824)	(\$43,500)	(\$16,988,862)
Running Balance	\$69,564	\$230,222	\$1,111,266	\$0	\$6,500	\$1,417,552
FY 2024						
Funds Anticipated	\$ 3,618,707	\$ 444,515	\$ 304,737	\$ 5,688,980	\$ 50,000	\$10,106,939
Funds Programmed	(\$3,478,188)	(\$225,124)	(\$720,000)	(\$5,688,980)	(\$43,500)	(\$10,155,792)
Running Balance	\$210,083	\$449,613	\$696,003	\$0	\$13,000	\$1,368,699
FY 2025						
Funds Anticipated	\$ 3,691,081	\$ 453,405	\$ 310,832	\$ 5,794,733	\$ 50,000	\$10,300,051
Funds Programmed	(\$3,478,188)	(\$277,081)	(\$880,000)	(\$5,794,733)	(\$43,500)	(\$10,473,502)
Running Balance	\$422,975	\$625,938	\$126,835	\$0	\$19,500	\$1,195,248
FY 2026						
Funds Anticipated	\$ 3,764,903	\$ 462,473	\$ 317,049	\$ 5,575,980	\$ 50,000	\$10,170,405
Funds Programmed	(\$3,478,188)	(\$282,622)	\$0	(\$5,575,980)	(\$43,500)	(\$9,380,290)
Running Balance	\$709,690	\$805,789	\$443,884	\$0	\$26,000	\$1,985,363



American Recovery Plan Act of 2021

Section 5310: Special Appropriation for Operations

Project Data Form

Sponsor Information

Organization: OATS, Inc. Contact Person: Dorothy Yeager, Executive Director
Street Address: 2501 Maguire Blvd. Suite: 101
City: Columbia State: MO
Phone: 573-443-4516 Fax: 573-874-1914
Email: djyeager@oatstransit.org Website: www.oatstransit.org
DUNS: 20361762 FEIN: 43-1016961
Congressional District: 1 through 8

Does sponsoring agency annual gross revenue exceed 80%
or more in federal awards?: NO

Does the sponsoring agency's annual revenue equal or
exceed \$25,000,000?: YES

Have your operations been impacted by the
COVID-19 Pandemic?: YES

Project Data

Project Title: Pandemic Transportation Support for Seniors & Individuals with Disabilities

Section 5310 ARP funds for operational-type projects cover 100% of
project costs. Please provide the amount of federal operational funding
required for this project: \$ 50,792

Project Description: OATS Transit currently supports multiple service projects across the MPO area involving transport of senior citizens & disabled. This grant would further support current services while facilitating development of closer partnerships with agencies and family units currently unable to access affordable transportation otherwise. It may also facilitate expansion services with multiple county senior tax boards, Senate Bill 40 boards, & DMH support services within the OTO area.

Project's Relation to
the OTO's *Transit*
Coordination Plan: The third strategy outlined in the OTO's Transit Coordination Plan is "Expand Mobility Services and Infrastructure." This project will allow OATS to continue expanding support for Seniors and Individuals with Disabilities in the OTO region.

Signature

Printed Name: Dorothy Yeager

Title: Executive Director

Signature: 

Date: 4/7/2022

TAB 9

BOARD OF DIRECTORS AGENDA 5/18/2023; ITEM II.H.

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

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

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number Six to the FY 2023-2026 Transportation Improvement Program.

1. *Revised* Nelson Mill Bridge (CC2103-23A6)
Christian County is requesting additional funding to support additional work needed to complete the rehabilitation of Nelson Mill Bridge for a new total programmed amount of \$1,020,000.

TECHNICAL PLANNING COMMITTEE ACTION:

The Technical Planning Committee will be making a recommendation through an E-meeting on May 17, 2023. The results of that meeting will be shared at the Board of Directors meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 6 to the FY 2023-2026 Transportation Improvement Program.”

OR

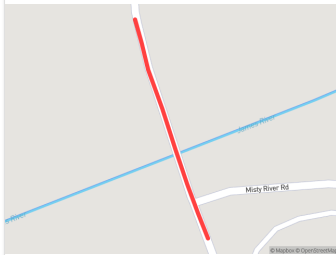
“Move to approve Amendment 6 to the FY 2023-2026 Transportation Improvement Program, with these changes...”

NOTE: The public comment period will end May 26th. If the FY 2023-2026 TIP Amendment Number Six is approved by the Board of Directors and there were no concerns during the public comment period, the Amendment will stand approved at the conclusion of the public comment period.

Project Overview

1 Projects Listed

CC2103-23A6 - NELSON MILL BRIDGE



Plan Revision
23A6

Section
Sponsored by Local
Public Agencies

Project Type
Asset Management -
Bridge

Lead Agency
Christian County

County
Christian County

Municipality
Unincorporated
Christian County

Status
Programmed

Total Cost
\$1,020,000

MoDoT ID
-

Federal ID
9901830

Project From
-

Project To
-

Project
Considerations
Bike/Ped Plan

Project Description
Rehabilitation, widening, and redecking of Nelson Mill Bridge, as well as widening the approach roadway to match the new bridge width.

Funding Source Notes
Non-Federal Funding Source: Christian County

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$24,000	-	-	-	-	\$24,000
Engineering	Local	-	\$26,000	-	-	-	-	\$26,000
Total Engineering		-	\$50,000	-	-	-	-	\$50,000
Construction	Local	-	\$194,000	-	-	-	-	\$194,000
Construction	STBG-U (FHWA)	-	\$776,000	-	-	-	-	\$776,000
Total Construction		-	\$970,000	-	-	-	-	\$970,000
Total Programmed		-	\$1,020,000	-	-	-	-	\$1,020,000

REVENUE

Revenue Source	Carryover	2023	2024	2025	2026	Total
MoDOT State/Federal	\$19,735,000	\$113,692,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,469,007
Suballocated STBG-U	\$13,862,865	\$7,583,829	\$7,735,505	\$7,890,216	\$8,048,020	\$45,120,435
Suballocated TAP	\$1,471,208	\$1,534,360	\$1,551,388	\$1,568,998	\$1,587,191	\$7,713,145
Suballocated CRP	\$867,833	\$905,124	\$923,226	\$941,691	\$960,525	\$4,598,399
Aviation - FAA	\$0	\$13,212,000	\$15,075,000	\$6,255,000	\$5,031,000	\$39,573,000
FTA 5307	\$0	\$3,547,752	\$3,618,707	\$3,691,081	\$3,764,903	\$14,622,442
FTA 5310	\$631,217	\$435,799	\$444,515	\$453,405	\$462,473	\$2,427,410
FTA 5339	\$1,124,260	\$348,762	\$354,737	\$360,832	\$367,049	\$2,555,640
Transit MO HealthNet Contract	\$0	\$103,000	\$103,000	\$103,000	\$103,000	\$412,000
Transit State Operating Funding	\$0	\$43,500	\$43,500	\$43,500	\$43,500	\$174,000
CU Transit Utility Ratepayers	\$0	\$8,655,203	\$7,663,762	\$8,489,801	\$8,489,801	\$33,298,567
CU Transit Farebox and Ads	\$0	\$951,750	\$951,689	\$951,891	\$951,891	\$3,807,221
Human Service Agencies	\$100,246	\$59,922	\$61,121	\$62,343	\$63,590	\$347,222
TOTAL	\$37,792,629	\$151,073,001	\$106,453,151	\$124,024,758	\$98,774,950	\$518,118,488

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	\$15,216,048	\$15,216,048	\$15,216,048	\$15,216,048	\$60,864,192
O&M (620.35 miles * \$5,291/mile)	(\$3,282,272)	(\$3,331,506)	(\$3,381,479)	(\$3,432,201)	(\$13,427,458)
TIP Programmed Funds All Jurisdictions	(\$16,782,122)	(\$11,189,488)	(\$1,162,170)	(\$1,077,005)	(\$30,210,785)
Other Committed Funds All Jurisdictions	\$53,997,353	\$53,997,353	\$53,997,353	\$53,997,353	\$215,989,412
TOTAL	\$49,149,007	\$54,692,407	\$64,669,752	\$64,704,195	\$233,215,361

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	\$1,240,000	\$0	\$0	\$0
BRO (FHWA)	\$924,000	\$1,988,270	\$48,000	\$36,000
CRISI (FRA)	\$343,000	\$0	\$0	\$0
CRP (FHWA)	\$440,000	\$0	\$0	\$0
CRRSAA (FHWA)	\$2,684,230	\$0	\$0	\$0
FLAP (FHWA)	\$870,000	\$0	\$0	\$0
I/M (FHWA)	\$90,000	\$90,000	\$135,000	\$135,000
NHPP (FHWA)	\$45,741,202	\$16,161,600	\$49,382,700	\$22,444,000
SAFETY (FHWA)	\$21,365,243	\$6,519,600	\$815,100	\$27,000
STAP (FHWA)	\$644,000	\$331,000	\$0	\$0
STBG (FHWA)	\$8,894,671	\$4,351,002	\$179,200	\$19,200
STBG-U (FHWA)	\$15,312,803	\$10,912,350	\$4,596,679	\$268,018
TAP (FHWA)	\$3,250,970	\$161,989	\$374,000	\$0
Federal Subtotal	\$101,800,119	\$40,515,811	\$55,530,679	\$22,929,218
STATE				
MoDOT	\$20,537,221	\$13,096,848	\$15,013,701	\$7,509,200
MoDOT-AC	\$20,923,791	\$28,341,188	\$30,275,208	\$6,273,600
MoDOT-GCSA	\$653,000	\$0	\$0	\$0
MoDOT O&M	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654
State Subtotal	\$48,049,540	\$47,462,597	\$51,403,839	\$19,989,454
LOCAL/OTHER				
Local	\$16,782,122	\$11,189,488	\$1,162,170	\$1,077,005
Other	\$10,562,010	\$0	\$0	\$0
Local/Other Subtotal	\$27,344,132	\$11,189,488	\$1,162,170	\$1,077,005
Total	\$177,193,791	\$99,167,896	\$108,096,688	\$43,995,677

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	\$19,735,000	\$113,692,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,469,007
Federal Discretionary Funding	\$1,213,000	\$0	\$0	\$0	\$0	\$1,213,000
Available Operations and Maintenance Funding	\$0	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654	\$24,281,673
Funds from Other Sources (inc. Local)	\$0	\$27,344,132	\$11,189,488	\$1,162,170	\$1,077,005	\$40,772,795
Available Suballocated Funding	\$15,364,104	\$9,352,020	\$9,539,060	\$9,729,841	\$9,924,438	\$53,909,464
TOTAL AVAILABLE FUNDING	\$36,312,104	\$156,323,680	\$94,680,110	\$110,219,941	\$86,110,104	\$483,645,939
Carryover		\$36,312,104	\$15,441,993	\$10,954,206	\$13,077,460	--
Programmed State and Federal Funding		(\$177,193,791)	(\$99,167,896)	(\$108,096,688)	(\$43,995,677)	(\$428,454,052)
TOTAL REMAINING	\$36,312,104	\$15,441,993	\$10,954,206	\$13,077,460	\$55,191,887	\$55,191,887

TAB 10

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM II.I.

Administrative Modifications 2 and 3 to the FY 2023-2026 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are 2 items included as part of Administrative Modification 2 and 1 item as part of Administrative Modification 3 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

Administrative Modification 2

1. ITS Operations and Management (MO2402-23AM2)

Increasing the amount of STBG-U in FY 2024 from \$392,000 to \$448,000.

Basis for Administrative Modification

- *Changes in a project's programmed amount less than 25% (up to \$2,000,000).*

2. TMC Signal Replacements, Various Locations (SP2202-23AM2)

Moving funding from Construction to Preliminary Engineering to coincide with the engineering services contract amount.

Basis for Administrative Modification

- *Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*

Administrative Modification 3

1. Chadwick Flyer US 65 Crossing (OK2304-23AM3)

Moving funding between phases to ensure each funding source is correctly associated with each phase.

Basis for Administrative Modification

- *Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*

BOARD OF DIRECTORS 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

7 March 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 2023-2026 Transportation Improvement Program (TIP) on March 7, 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
Principal Planner

Enclosure



Administrative Modification 2 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There are 2 items included as part of Administrative Modification 2 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

1. ITS Operations and Management (MO2402-23AM2)

Increasing the amount of STBG-U in FY 2024 from \$392,000 to \$448,000.

Basis for Administrative Modification

- *Changes in a project's programmed amount less than 25% (up to \$2,000,000).*

2. TMC Signal Replacements, Various Locations (SP2202-23AM2)

Moving funding from Construction to Preliminary Engineering to coincide with the engineering services contract amount.

Basis for Administrative Modification

- *Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*

Project Overview

2 Projects Listed

MO2402-23AM2 - ITS OPERATIONS AND MANAGEMENT (2024)

Plan Revision 23AM2	Section Cost Shares	Project Type Operations	Lead Agency MoDOT
County Area Wide	Municipality Area Wide	Status Programmed	Total Cost \$1,325,000
MoDoT ID J8Q3231	Federal ID -	Project From Various	Project To Various

Project Considerations
Advance Construction

Project Description
Operations and management of Ozarks Traffic ITS.

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	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Operations	Local	-	-	\$112,000	-	-	-	\$112,000
Operations	MoDOT	-	-	\$153,000	-	-	-	\$153,000
Operations	STBG-U (FHWA)	-	-	\$448,000	-	-	-	\$448,000
Operations	MoDOT-AC	-	-	\$612,000	-	-	-	\$612,000
Total Operations		-	-	\$1,325,000	-	-	-	\$1,325,000
Total Programmed		-	-	\$1,325,000	-	-	-	\$1,325,000

CURRENT CHANGE REASON

Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to \$2,000,000)

PROJECT CHANGES

ID changed from "MO2402-22" to "MO2402-23AM2"
Plan Revision Name changed from "23Adopted" to "23AM2"

FUNDING CHANGES

STBG-U (FHWA)
+ Increase funds in FY 2024 in OPER from \$392,000 to \$448,000
Local
+ Increase funds in FY 2024 in OPER from \$98,000 to \$112,000

FEDERAL PROJECT COST

Increased from \$392,000 to \$448,000 (14.29%)

TOTAL PROJECT COST

Increased from \$1,255,000 to \$1,325,000 (5.58%)

SP2202-23AM2 - TMC SIGNAL REPLACEMENTS, VARIOUS LOCATIONS

Plan Revision
23AM2

Section
Sponsored by Local Public
Agencies

Project Type
Asset Management - Other

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,500,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Signal replacements at various locations in the City of Springfield.

Funding Source Notes
Non-Federal Funding Source: City of Springfield 1/8-cent sales tax and in-kind labor; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$125,230	-	-	-	-	\$125,230
Engineering	Local	-	\$31,307	-	-	-	-	\$31,307
Total Engineering		-	\$156,537	-	-	-	-	\$156,537
ROW	STBG-U (FHWA)	-	-	\$4,000	-	-	-	\$4,000
ROW	Local	-	-	\$1,000	-	-	-	\$1,000
Total ROW		-	-	\$5,000	-	-	-	\$5,000
Construction	STBG-U (FHWA)	-	-	\$1,070,770	-	-	-	\$1,070,770
Construction	Local	-	-	\$267,693	-	-	-	\$267,693
Total Construction		-	-	\$1,338,463	-	-	-	\$1,338,463
Total Programmed		-	\$156,537	\$1,343,463	-	-	-	\$1,500,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Adding or deleting a project development phase 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 "SP2202-20A5" to "SP2202-23AM2" Plan Revision Name changed from "23Adopted" to "23AM2"
FUNDING CHANGES	Local + Increase funds in FY 2023 in ENG from \$28,000 to \$31,307 - Decrease funds in FY 2024 in CON from \$271,000 to \$267,693 STBG-U (FHWA) + Increase funds in FY 2023 in ENG from \$112,000 to \$125,230 - Decrease funds in FY 2024 in CON from \$1,084,000 to \$1,070,770
FEDERAL PROJECT COST	Stays the same \$1,200,000
TOTAL PROJECT COST	Stays the same \$1,500,000

REVENUE

Revenue Source	Carryover	2023	2024	2025	2026	Total
MoDOT State/Federal	\$19,735,000	\$113,486,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,263,007
Suballocated STBG-U	\$13,862,865	\$7,583,829	\$7,735,505	\$7,890,216	\$8,048,020	\$45,120,435
Suballocated TAP	\$1,471,208	\$1,534,360	\$1,551,388	\$1,568,998	\$1,587,191	\$7,713,145
Suballocated CRP	\$867,833	\$905,124	\$923,226	\$941,691	\$960,525	\$4,598,399
Aviation - FAA	\$0	\$13,212,000	\$15,075,000	\$6,255,000	\$5,031,000	\$39,573,000
FTA 5307	\$0	\$3,547,752	\$3,618,707	\$3,691,081	\$3,764,903	\$14,622,442
FTA 5310	\$580,425	\$435,799	\$444,515	\$453,405	\$462,473	\$2,376,618
FTA 5339	\$1,124,260	\$348,762	\$354,737	\$360,832	\$367,049	\$2,555,640
Transit MO HealthNet Contract	\$0	\$103,000	\$103,000	\$103,000	\$103,000	\$412,000
Transit State Operating Funding	\$0	\$43,500	\$43,500	\$43,500	\$43,500	\$174,000
CU Transit Utility Ratepayers	\$0	\$8,655,203	\$7,663,762	\$8,489,801	\$8,489,801	\$33,298,567
CU Transit Farebox and Ads	\$0	\$951,750	\$951,689	\$951,891	\$951,891	\$3,807,221
Human Service Agencies	\$100,246	\$59,922	\$61,121	\$62,343	\$63,590	\$347,222
TOTAL	\$37,741,837	\$150,867,001	\$106,453,151	\$124,024,758	\$98,774,950	\$517,861,696

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	\$15,216,048	\$15,216,048	\$15,216,048	\$15,216,048	\$60,864,192
O&M (620.35 miles * \$5,291/mile)	(\$3,282,272)	(\$3,331,506)	(\$3,381,479)	(\$3,432,201)	(\$13,427,458)
TIP Programmed Funds All Jurisdictions	(\$16,680,122)	(\$11,189,488)	(\$1,162,170)	(\$1,077,005)	(\$30,108,785)
Other Committed Funds All Jurisdictions	\$53,997,353	\$53,997,353	\$53,997,353	\$53,997,353	\$215,989,412
TOTAL	\$49,251,007	\$54,692,407	\$64,669,752	\$64,704,195	\$233,317,361

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)	
FEDERAL					
130 (FHWA)	\$1,240,000	\$0	\$0	\$0	
BRO (FHWA)	\$924,000	\$1,988,270	\$48,000	\$36,000	
CRISI (FRA)	\$343,000	\$0	\$0	\$0	
CRP (FHWA)	\$880,000	\$0	\$0	\$0	
CRRSAA (FHWA)	\$2,684,230	\$0	\$0	\$0	
FLAP (FHWA)	\$870,000	\$0	\$0	\$0	
I/M (FHWA)	\$90,000	\$90,000	\$135,000	\$135,000	
NHPP (FHWA)	\$45,741,202	\$16,161,600	\$49,382,700	\$22,444,000	
SAFETY (FHWA)	\$21,365,243	\$6,519,600	\$815,100	\$27,000	
STAP (FHWA)	\$644,000	\$331,000	\$0	\$0	
STBG (FHWA)	\$8,894,671	\$4,351,002	\$179,200	\$19,200	
STBG-U (FHWA)	\$15,110,803	\$10,912,350	\$4,596,679	\$268,018	Pending in Green (23A3,A4)
TAP (FHWA)	\$2,810,970	\$161,989	\$374,000	\$0	
Federal Subtotal	\$101,598,119	\$40,515,811	\$55,530,679	\$22,929,218	
STATE					
MoDOT	\$20,537,221	\$13,096,848	\$15,013,701	\$7,509,200	
MoDOT-AC	\$20,923,791	\$28,341,188	\$30,275,208	\$6,273,600	
MoDOT-GCSA	\$653,000	\$0	\$0	\$0	
MoDOT O&M	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654	
State Subtotal	\$48,049,540	\$47,462,597	\$51,403,839	\$19,989,454	
LOCAL/OTHER					
Local	\$16,680,122	\$11,189,488	\$1,162,170	\$1,077,005	
Other	\$10,356,010	\$0	\$0	\$0	
Local/Other Subtotal	\$27,036,132	\$11,189,488	\$1,162,170	\$1,077,005	
Total	\$176,683,791	\$99,167,896	\$108,096,688	\$43,995,677	

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	\$19,735,000	\$113,486,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,263,007
Federal Discretionary Funding	\$1,213,000	\$0	\$0	\$0	\$0	\$1,213,000
Available Operations and Maintenance Funding	\$0	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654	\$24,281,673
Funds from Other Sources (inc. Local)	\$0	\$27,036,132	\$11,189,488	\$1,162,170	\$1,077,005	\$40,464,795
Available Suballocated Funding	\$15,364,104	\$9,352,020	\$9,539,060	\$9,729,841	\$9,924,438	\$53,909,464
TOTAL AVAILABLE FUNDING	\$36,312,104	\$155,809,680	\$94,680,110	\$110,219,941	\$86,110,104	\$483,131,939
Carryover		\$36,312,104	\$15,437,993	\$10,950,206	\$13,073,460	--
Programmed State and Federal Funding		(\$176,683,791)	(\$99,167,896)	(\$108,096,688)	(\$43,995,677)	(\$427,944,052)
TOTAL REMAINING	\$36,312,104	\$15,437,993	\$10,950,206	\$13,073,460	\$55,187,887	\$55,187,887



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

12 April 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 Three to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on April 12, 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,

A handwritten signature in black ink that reads 'Natasha Longpine'. The signature is fluid and cursive, with the first name 'Natasha' and last name 'Longpine' clearly visible.

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 3 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is 1 item included as part of Administrative Modification 3 to the FY 2023-2026 Transportation Improvement Program. This change does not affect Fiscal Constraint as the funding sources and funding years remain the same.

1. Chadwick Flyer US 65 Crossing (OK2304-23AM3)

Moving funding between phases to ensure each funding source is correctly associated with each phase.

Basis for Administrative Modification

- *Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*

Project Overview

1 Projects Listed

OK2304-23AM3 - CHADWICK FLYER US 65 CROSSING

Plan Revision 23AM3	Section Sponsored by Local Public Agencies	Project Type Bicycle and Pedestrian	Lead Agency City of Ozark
County Christian County	Municipality Ozark	Status No Status Available	Total Cost \$3,750,000
MoDoT ID -	Federal ID 9901849	Project From -	Project To -

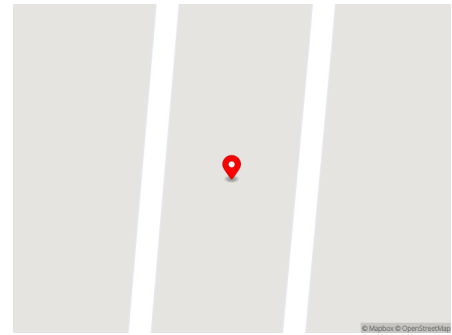
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Crossing US 65 with the Chadwick Flyer Trail in Ozark

Funding Source Notes
Non-Federal Funding Source: Christian County (\$75,000) and City of Ozark (\$375,000); FYI: \$300,000 Christian County STBG-U

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	Local	-	\$100,015	-	-	-	-	\$100,015
Engineering	STBG-U (FHWA)	-	\$300,000	-	-	-	-	\$300,000
Engineering	TAP (FHWA)	-	\$100,059	-	-	-	-	\$100,059
Total Engineering		-	\$500,074	-	-	-	-	\$500,074
ROW	Local	-	\$56,000	-	-	-	-	\$56,000
ROW	TAP (FHWA)	-	\$224,000	-	-	-	-	\$224,000
Total ROW		-	\$280,000	-	-	-	-	\$280,000
Construction	MO-ARPA	-	\$1,500,000	-	-	-	-	\$1,500,000
Construction	Local	-	\$293,985	-	-	-	-	\$293,985
Construction	TAP (FHWA)	-	\$1,175,941	-	-	-	-	\$1,175,941
Total Construction		-	\$2,969,926	-	-	-	-	\$2,969,926
Total Programmed		-	\$3,750,000	-	-	-	-	\$3,750,000

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 "OK2304-23A3" to "OK2304-23AM3" Plan Revision Name changed from "23A3" to "23AM3"
FUNDING CHANGES	<p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in ENG from \$55,570 to \$100,015 - Decrease funds in FY 2023 in ROW from \$280,000 to \$56,000 + Increase funds in FY 2023 in CON from \$114,430 to \$293,985 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in ENG from \$0 to \$300,000 - Decrease funds in FY 2023 in CON from \$300,000 to \$0 <p>TAP (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in ENG from \$111,129 to \$0 - Decrease funds in FY 2023 in CON from \$120,000 to \$0 - Decrease funds in FY 2023 in ENG from \$111,129 to \$100,059 + Increase funds in FY 2023 in ROW from \$0 to \$224,000 + Increase funds in FY 2023 in CON from \$1,157,742 to \$1,175,941 <p>MO-ARPA</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in ENG from \$138,905 to \$0 - Decrease funds in FY 2023 in ENG from \$138,911 to \$0 + Increase funds in FY 2023 in CON from \$1,222,184 to \$1,500,000
FEDERAL PROJECT COST	Stays the same \$1,800,000
TOTAL PROJECT COST	Stays the same \$3,750,000



TAB 11

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM II.J.

Federal Funds Balance Report – March 31, 2023

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

AGENDA DESCRIPTION:

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

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

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

Congress continues to propose rescissions as part of the annual budgeting process. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. To continue to maximize funding statewide through the August redistribution, MoDOT has requested that funding be obligated in the year it is allocated. OTO asks that members continue planning to make use of funds as they become available, as well as work ahead using the OTO STBG-U Advance policy. OTO commends those who have taken action to plan for the use of available funds.

BOARD OF DIRECTORS ACTION REQUESTED:

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

March 2023

FUNDS BALANCE REPORT

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Surface Transportation Block Grant Funding

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

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

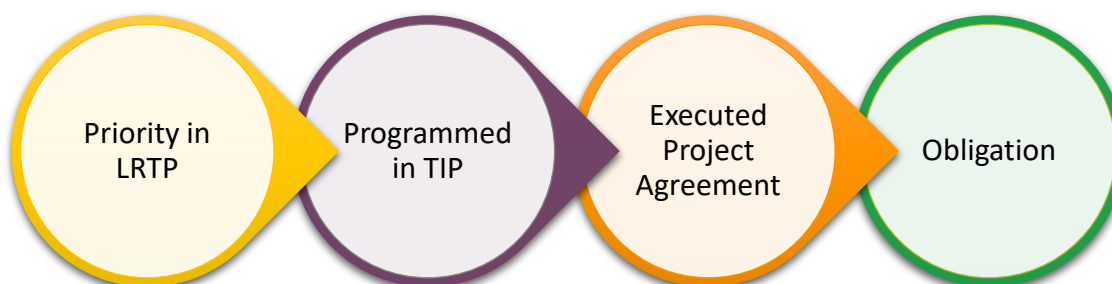
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside) and STBG-Urban funding, as well as Highway Improvement Program Funding which has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

Eligible Entities for OTO Suballocated Surface Transportation Funds

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

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

Obligating a Project



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

Program Balances

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. MoDOT calculates the OTO balance based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from the Federal Highway Administration (FHWA). OTO has access to the FHWA Fiscal Management Information System, which provides details on project obligations. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2023.

This report documents the balance allowed, the balance obligated, and the balance available to be programmed. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2023.

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

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

FY 2023 To Date (3/31/2023)

Federal Funding Category	Balance
STBG-Urban	\$17,479,779.75
Balance After Cost Shares	\$8,596,999.35
Maximum Allowed	\$21,774,232.95
 TAP Only (No HIP)	 \$3,136,953.82
Maximum Allowed	\$3,437,110.83
 FY 2018-2021 Omnibus (HIP) – Flexed for TAP	 \$798,359.12
FY 2021 CRRSAA – Flexed for TAP	\$1,820,480.00

Obligated vs. Programmed

The following funds balance reports show two scenarios for each OTO member jurisdiction. The first, labeled "Lapse Potential," includes only obligations and STIP-programmed cost shares, along with allocations through FY 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.

Federal Funds Balance Report

Balance Summary

Accounts	3/31/2023 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Transportation Alternatives Program (TAP) (Includes HIP)	5,755,792.94	5,755,792.94	--
TAP Only	3,136,953.82	--	3,437,110.83
STBG-U HIP Flexed to TAP	798,359.12	--	856,485.00
CRRSAA Funds Flexed to TAP	1,820,480.00	--	2,684,230.00
Carbon Reduction Program (CRP)	1,772,594.37	1,772,594.37	5,317,783.11
Total STBG-Urban	17,479,779.75	--	--
STBG-Urban	17,170,022.06	8,596,999.35	21,774,232.95
OTO STBG Payback	309,757.69	--	--
	25,008,167.06	16,125,386.66	34,069,841.89

Total Balance All Accounts (10/1/2002-3/31/2023)

Allocations	133,653,491.45
Obligations	(108,645,324.39)
	25,008,167.06

Ending Balance (All Funding Sources) 3/31/2023	All Accounts	Unobligated Cost Shares	Remaining Balance
Transportation Alternatives Program (TAP)	5,755,792.94	0.00	5,755,792.94
Carbon Reduction Program (CRP)	1,772,594.37	0.00	1,772,594.37
OTO Operations	280,788.42	0.00	280,788.42
Christian County	881,779.86	0.00	881,779.86
Greene County	1,333,448.19	0.00	1,333,448.19
City of Battlefield	825,762.52	0.00	825,762.52
City of Nixa	795,299.59	0.00	795,299.59
City of Ozark	1,008,141.32	(2,575,985.00)	(1,567,843.68)
City of Republic	780,510.83	(2,296,000.00)	(1,515,489.17)
City of Springfield	10,865,052.13	(4,010,795.40)	6,854,256.73
City of Strafford	343,116.56	0.00	343,116.56
City of Willard	365,880.33	0.00	365,880.33
	25,008,167.06	(8,882,780.40)	16,125,386.66

MoDOT Cost Shares	Total	Obligated	Balance
MO2402 FY 2024 TMC Staff	448,000.00	0.00	448,000.00
MO2502 FY 2025 TMC Staff	460,000.00	0.00	460,000.00
1602076 Kearney/West Bypass	1,045,803.00	(965,680.60)	80,122.40
0132091 Kansas ADA I-44 to 60	598,809.00	0.00	598,809.00
0132093 Kansas/Sunset	1,252,978.00	(87,600.00)	1,165,378.00
0132092 Kansas/Walnut Lawn	1,407,286.00	(148,800.00)	1,258,486.00
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
	10,084,861.00	(1,202,080.60)	8,882,780.40

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP)

Lapse Potential

Name	Account	Amount	Balance
FY 2013-2018 TAP Balance	TAP	624,281.24	624,281.24
FY 2019 TAP Allocation	Estimated	435,146.37	1,059,427.61
FY 2018 Omnibus Transfer	STBG-U	1,153,506.00	2,212,933.61
9901811 Finley R. Park Connection	TAP	0.02	2,212,933.63
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,184,933.63
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,157,606.89
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,140,074.97
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,112,335.03
9/30/2019 Balance			2,112,335.03
FY 2020 TAP Allocation	TAP	430,497.00	2,542,832.03
FY 2019 Omnibus Transfer	STBG-U	1,625,285.00	4,168,117.03
FY 2020 Omnibus Transfer	STBG-U	471,885.00	4,640,002.03
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,608,001.69
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,580,001.69
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,567,001.33
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	4,437,001.33
5944804 Hunt Road SW Connections	TAP	(800.00)	4,436,201.33
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	4,435,401.33
5944804 Hunt Road SW Connections	TAP	(178,638.60)	4,256,762.73
5901814 Springfield Luster/Fassnight Sidewalks	TAP	(158,078.40)	4,098,684.33
9901829 OGI Trail Planning Services	STBG-U	(100,000.00)	3,998,684.33
5901815 Springfield Harvard	STBG-U	(110,869.00)	3,887,815.33
9901828 Trail of Tears Elm to Somerset	STBG-U	(33,592.92)	3,854,222.41
9901816 Pine and McCabe Sidewalks	TAP	(220,782.07)	3,633,440.34
9/30/2020 Balance			3,633,440.34
FY 2021 TAP Allocation	TAP	430,497.00	4,063,937.34
CRRSAA	CRRSAA	2,684,230.00	6,748,167.34
FY 2021 Omnibus Transfer	STBG-U	384,600.00	7,132,767.34
5901811 Springfield Greenwood	STBG-U	(183,365.00)	6,949,402.34
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	6,803,304.34
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	6,723,430.11
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	6,385,223.79
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	6,400,593.49
5901814 Springfield Luster/Fassnight SW	TAP	30,377.52	6,431,331.01
5901811 Springfield Greenwood	STBG-U	32,923.48	6,464,254.49
5901812 Springfield Galloway Recon	STBG-U	32,994.00	6,497,248.49
5901815 Springfield Harvard	STBG-U	31,920.60	6,529,169.09
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	6,350,200.06
9901821 Ozark South Elementary SW	TAP	(132,594.01)	6,217,606.05
9901822 Ozark West Elementary SW	TAP	(239,439.67)	5,978,166.38
5901814 Springfield Luster/Fassnight SW	TAP	(12,070.32)	5,966,096.06
9901818 Nicholas SW Ph 1 and 2	STBG-U	8,233.20	5,974,329.26
9901820 Ozark Fremont	STBG-U	(188,028.08)	5,786,301.18
9901822 Ozark West Elementary SW	TAP	31,996.00	5,818,297.18
9901821 Ozark South Elementary SW	TAP	(7,075.63)	5,811,221.55
9901828 Trail of Tears Elm to Somerset	STBG-U	(68,459.08)	5,742,762.47
9/30/2021 Balance			5,742,762.47
FY 2022 TAP Allocation	TAP	1,471,207.65	7,213,970.12
9901816 Pine and McCabe Sidewalks	TAP	1,255.49	7,215,225.61
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(791,075.77)	6,424,149.84
9901827 Chadwick Flyer Jackson to Clay	STBG-U	157,174.06	6,581,323.90
9901817 Battlefield Third St Sidewalk	TAP	(265,666.40)	6,315,657.50
9901817 Fassnight Clay to Brookside	STBG-U	(216,461.00)	6,099,196.50
9901818 Nicholas SW Ph 1 and 2	STBG-U	14.50	6,099,211.00
9901818 Nicholas SW Ph 1 and 2	STBG-U	6,463.52	6,105,674.52
5901822 Chadwick Flyer Phase III	STBG-U	(71,419.94)	6,034,254.58
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(46,281.62)	5,987,972.96
5901817 Fassnight Clay to Brookside	STBG-U	(1,000.00)	5,986,972.96
9901817 Battlefield Third St Sidewalk	TAP	61,386.49	6,048,359.45
9/30/2022 Balance			6,048,359.45
FY 2023 TAP Allocation	TAP	1,535,406.18	7,583,765.63
9901822 Ozark West Elementary SW	TAP	4,208.19	7,587,973.82
9901822 Ozark West Elementary SW	TAP	23.88	7,587,997.70
6900813 Shuyler Creek Trail	TAP	(324,125.91)	7,263,871.79
9901850 OGI Regional Trail Planning	TAP	(260,201.00)	7,003,670.79
5901814 Luster/Fassnight Sidewalks	TAP	(6,046.26)	6,997,624.53
5901822 Chadwick Flyer Phase III	STBG-U	(295,567.32)	6,702,057.21
5901822 Chadwick Flyer Phase III	CRRSAA	(863,750.00)	5,838,307.21
5901815 Springfield Harvard	STBG-U	15,261.00	5,853,568.21
5901811 Springfield Greenwood	STBG-U	10,146.70	5,863,714.91
5901812 Springfield Galloway Recon	STBG-U	5,101.32	5,868,816.23
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(54,307.00)	5,814,509.23
9901837 Chadwick Flyer Phase II	STBG-U	(58,716.29)	5,755,792.94
9/30/2023 Balance			5,755,792.94
		5,755,792.94	5,755,792.94

Remaining Balance TAP Funds (3/31/2023)	3,136,953.82
Remaining Balance Omnibus Funds (3/31/2023)	798,359.12
Remaining Balance CRRSAA Funds (3/31/2023)	1,820,480.00
Remaining Balance All Funds (3/31/2023)	5,755,792.94

March 31, 2023 Balance TAP Funds	3,136,953.82
3-Year Maximum TAP Balance Allowed (MoDOT)	3,437,110.83
Amount of TAP Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]	0.00

OTO Omnibus Funding Reasonable Progress Deadlines [‡]	Amount Remaining to Obligate
FY 2018 9/30/2020	0.00
FY 2019 9/30/2021	0.00
FY 2020 9/30/2022	413,759.12
FY 2021 9/30/2023	384,600.00
FY 2021 CRRSAA 9/30/2023	1,820,480.00

Note:

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

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

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP) Funds Available for Programming

Name	Account	Amount	Balance
FY 2013-2018 TAP Balance			
	TAP	624,281.24	624,281.24
FY 2019 TAP Allocation	Estimated	435,146.37	1,059,427.61
FY 2018 Omnibus Transfer	STBG-U	1,153,506.00	2,212,933.61
9901811 Finley R. Park Connection	TAP	0.02	2,212,933.63
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,184,933.63
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,157,606.89
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,140,074.97
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,112,335.03
9/30/2019 Balance			2,112,335.03
FY 2020 TAP Allocation	TAP	430,497.00	2,542,832.03
FY 2019 Omnibus Transfer	STBG-U	1,625,285.00	4,168,117.03
FY 2020 Omnibus Transfer	STBG-U	471,885.00	4,640,002.03
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,608,001.69
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,580,001.69
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,567,001.33
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	4,437,001.33
5944804 Hunt Road SW Connections	TAP	(800.00)	4,436,201.33
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	4,435,401.33
5944804 Hunt Road SW Connections	TAP	(178,638.60)	4,256,762.73
5901814 Springfield Luster/Fassnight Sidewalks	TAP	(158,078.40)	4,098,684.33
9901829 OGI Trail Planning Services	STBG-U	(100,000.00)	3,998,684.33
5901815 Springfield Harvard	STBG-U	(110,869.00)	3,887,815.33
9901828 Trail of Tears Elm to Somerset	STBG-U	(33,592.92)	3,854,222.41
9901816 Pine and McCabe Sidewalks	TAP	(220,782.07)	3,633,440.34
9/30/2020 Balance			3,633,440.34
FY 2021 TAP Allocation	TAP	430,497.00	4,063,937.34
CRRSAA	CRRSAA	2,684,230.00	6,748,167.34
FY 2021 Omnibus Transfer	STBG-U	384,600.00	7,132,767.34
5901811 Springfield Greenwood	STBG-U	(183,365.00)	6,949,402.34
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	6,803,304.34
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	6,723,430.11
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	6,385,223.79
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	6,400,593.49
5901814 Luster/Fassnight Sidewalks	TAP	30,737.52	6,431,331.01
5901811 Springfield Greenwood	STBG-U	32,923.48	6,464,254.49
5901812 Springfield Galloway Recon	STBG-U	32,994.00	6,497,248.49
5901815 Springfield Harvard	STBG-U	31,920.60	6,529,169.09
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	6,350,200.06
9901821 Ozark South Elementary SW	TAP	(132,594.01)	6,217,606.05
9901822 Ozark West Elementary SW	TAP	(239,439.67)	5,978,166.38
5901814 Luster/Fassnight Sidewalks	TAP	(12,070.32)	5,966,096.06
9901818 Nicholas SW Ph 1 and 2	STBG-U	8,233.20	5,974,329.26
9901820 Ozark Fremont	STBG-U	(188,028.08)	5,786,301.18
9901822 Ozark West Elementary SW	TAP	31,996.00	5,818,297.18
9901821 Ozark South Elementary SW	TAP	(7,075.63)	5,811,221.55
9901828 Trail of Tears Elm to Somerset	STBG-U	(68,459.08)	5,742,762.47
9/30/2021 Balance			5,742,762.47
FY 2022 TAP Allocation*	TAP	1,471,207.65	7,213,970.12
9901816 Pine and McCabe Sidewalks	TAP	1,255.49	7,215,225.61
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(791,075.77)	6,424,149.84
9901827 Chadwick Flyer Jackson to Clay	STBG-U	157,174.06	6,581,323.90
9901817 Battlefield Third St Sidewalk	TAP	(265,666.40)	6,315,657.50
9901817 Fassnight Clay to Brookside	STBG-U	(216,461.00)	6,099,196.50
9901818 Nicholas SW Ph 1 and 2	STBG-U	14.50	6,099,211.00
9901818 Nicholas SW Ph 1 and 2	STBG-U	6,463.52	6,105,674.52
5901822 Chadwick Flyer Phase III	STBG-U	(71,419.94)	6,034,254.58
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(46,281.62)	5,987,972.96
5901817 Fassnight Clay to Brookside	STBG-U	(1,000.00)	5,986,972.96
9901817 Battlefield Third St Sidewalk	TAP	61,386.49	6,048,359.45
9/30/2022 Balance			6,048,359.45
FY 2023 TAP Allocation	TAP	1,535,406.18	7,583,765.63
9901822 Ozark West Elementary SW	TAP	4,208.19	7,587,973.82
9901822 Ozark West Elementary SW	TAP	23.88	7,587,997.70
6900813 Shuyler Creek Trail	TAP	(324,125.91)	7,263,871.79
9901850 OGI Regional Trail Planning	TAP	(260,201.00)	7,003,670.79
5901814 Luster/Fassnight Sidewalks	TAP	(6,046.26)	6,997,624.53
5901822 Chadwick Flyer Phase III	STBG-U	(295,567.32)	6,702,057.21
5901815 Springfield Harvard	STBG-U	15,261.00	6,717,318.21
5901811 Springfield Greenwood	STBG-U	10,146.70	6,727,464.91
5901812 Springfield Galloway Recon	STBG-U	5,101.32	6,732,566.23
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(54,307.00)	6,678,259.23
9901837 Chadwick Flyer Phase II	STBG-U	(58,716.29)	6,619,542.94
6900813 Shuyler Creek Trail	STBG-U Programmed	(177,737.97)	6,441,804.97
6900813 Shuyler Creek Trail	TAP Programmed	(185,266.09)	6,256,538.88
5901822 Chadwick Flyer Phase III	CRRSAA Programmed	(863,750.00)	5,392,788.88
9901837 Chadwick Flyer Phase II	STBG-U Programmed	(122,283.71)	5,270,505.17
9901837 Chadwick Flyer Phase II	CRRSAA Programmed	(573,750.00)	4,696,755.17
EN2205 Wilson's Creek Blvd Trail	STBG-U Programmed	(169,400.00)	4,527,355.17
EN2205 Wilson's Creek Blvd Trail	CRRSAA Programmed	(1,246,730.00)	3,280,625.17
OK2302 Chadwick Flyer Spur to OHS	TAP Programmed	(124,200.00)	3,156,425.17
OK2304 Chadwick Flyer Overpass	TAP Programmed	(1,500,000.00)	1,656,425.17
SP2313 LeCompte Trail	TAP Programmed	(383,160.00)	1,273,265.17
ST2302 Route OO East Sidewalks	TAP Programmed	(34,017.00)	1,239,248.17
9/30/2023 Balance			1,239,248.17
FY 2024 TAP Allocation*	TAP	1,551,388.00	2,790,636.17
ST2302 Route OO East Sidewalks	TAP Programmed	(202,486.00)	2,588,150.17
9/30/2024 Balance			2,588,150.17
FY 2025 TAP Allocation*	TAP	1,568,998.00	4,157,148.17
9/30/2025 Balance			4,157,148.17
FY 2026 TAP Allocation*	TAP	1,587,191.00	5,744,339.17
OK2002 South Sidewalks 6th-14th	TAP Programmed	(134,836.00)	5,609,503.17
MoDOT Sidewalk Cost Share	TAP/CRP	(2,721,081.00)	2,888,422.17
9/30/2026 Balance			2,888,422.17
*Estimate		2,888,422.17	2,888,422.17
Remaining Balance All Funds (9/30/2026)			2,888,422.17
Funds Immediately Available to be Programmed through 2026			2,888,422.17

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	904,761.48	1,772,594.37
9/30/2023 Balance			1,772,594.37
		1,772,594.37	1,772,594.37
Remaining Balance All Funds (3/31/2023)			1,772,594.37
March 31, 2023 Balance CRP Funds			1,772,594.37
3-Year Maximum TAP Balance Allowed (MoDOT)			2,677,355.85
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]			0.00

Carbon Reduction Program Balance

Carbon Reduction Program (CRP) Funds Available for Programming

Name	Account	Amount	Balance
FY 2022 CRP Allocation	CRP	867,832.89	867,832.89
<i>9/30/2022 Balance</i>			867,832.89
FY 2023 CRP Allocation*	CRP	904,761.48	1,772,594.37
OK2303 Garrison Springs	CRP Programmed	(440,000.00)	1,332,594.37
SP2314 Grand Street Trail	CRP Programmed	(440,000.00)	892,594.37
EV Charging Stations	CRP Programmed	(750,000.00)	142,594.37
<i>9/30/2023 Balance</i>			142,594.37
FY 2024 CRP Allocation*	CRP	904,761.48	1,047,355.85
<i>9/30/2024 Balance</i>			1,047,355.85
FY 2025 CRP Allocation*	CRP	904,761.48	1,952,117.33
<i>9/30/2025 Balance</i>			1,952,117.33
FY 2026 CRP Allocation*	CRP	904,761.48	2,856,878.81
<i>9/30/2026 Balance</i>			2,856,878.81
*Estimate		2,856,878.81	2,856,878.81
Remaining Balance All Funds (9/30/2026)			2,856,878.81
Funds Immediately Available to be Programmed through 2026			2,856,878.81

Combined STBG-U Balance

STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2019 Balance</i>	<i>STBG-Urban/Small/Payback</i>	<i>21,861,939.17</i>	<i>21,861,939.17</i>
FY 2020 Allocation	STBG-Urban	7,287,487.03	29,149,426.20
FY 2020 Omnibus	STBG-Urban (HIP)	471,885.00	29,621,311.20
FY 2020 Omnibus Transfer to TAP	STBG-Urban	<i>(471,885.00)</i>	29,149,426.20
Obligations	STBG-Urban	<i>(6,332,273.47)</i>	22,817,152.73
Rideshare	STBG-Urban	<i>(10,000.00)</i>	22,807,152.73
OTO Operations	STBG-Urban	<i>(100,000.00)</i>	22,707,152.73
<i>9/30/2020 Balance</i>			<i>22,707,152.73</i>
FY 2021 Allocation	STBG-Urban	6,916,120.12	29,623,272.85
FY 2021 Omnibus	STBG-Urban (HIP)	384,600.00	30,007,872.85
FY 2021 CRRSAA	STBG-Urban (CRRSAA)	2,684,230.00	32,692,102.85
FY 2021 Omnibus Transfer to TAP	STBG-Urban	<i>(3,068,830.00)</i>	29,623,272.85
Obligations	STBG-Urban	<i>(27,393,873.09)</i>	2,229,399.76
Rideshare	STBG-Urban	<i>(10,000.00)</i>	2,219,399.76
OTO Operations	STBG-Urban	<i>(156,800.00)</i>	2,062,599.76
<i>9/30/2021 Balance</i>			<i>2,062,599.76</i>
FY 2022 Allocation	STBG-Urban	7,274,284.83	9,336,884.59
Obligations	STBG-Urban	1,497,362.34	10,834,246.93
Rideshare	STBG-Urban	<i>(10,000.00)</i>	10,824,246.93
OTO Operations	STBG-Urban	<i>(144,387.51)</i>	10,679,859.42
<i>9/30/2022 Balance</i>			<i>10,679,859.42</i>
FY 2023 Allocation	STBG-Urban	7,583,828.00	18,263,687.42
Obligations	STBG-Urban	<i>(723,125.67)</i>	17,540,561.75
Rideshare	STBG-Urban	<i>(10,000.00)</i>	17,530,561.75
OTO Operations	STBG-Urban	<i>(50,782.00)</i>	17,479,779.75
*Estimate		17,479,779.75	17,479,779.75

Remaining Balance All Funds (3/31/2023)	17,479,779.75
MoDOT STIP Programmed Cost Shares	
MO2402 FY 2024 TMC Staff	<i>(448,000.00)</i>
MO2502 FY 2025 TMC Staff	<i>(460,000.00)</i>
1602076 Kearney/West Bypass	<i>(80,122.40)</i>
0132091 Kansas ADA I-44 to 60	<i>(598,809.00)</i>
0132093 Kansas/Sunset	<i>(1,165,378.00)</i>
0132092 Kansas/Walnut Lawn	<i>(1,258,486.00)</i>
S602093 MM I-44 to 360	<i>(2,296,000.00)</i>
CC Cost Share	<i>(2,575,985.00)</i>
March 31, 2023 Balance after MoDOT STIP Programmed Cost Shares	8,596,999.35
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	21,774,232.95
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Combined STBG-U Balance

STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2019 Balance	STBG-Urban	21,861,939.17	21,861,939.17
FY 2020 Allocation	STBG-Urban	7,287,487.03	29,149,426.20
Obligations	STBG-Urban	(6,332,273.47)	22,817,152.73
Rideshare	STBG-Urban	(10,000.00)	22,807,152.73
OTO Operations	STBG-Urban	(100,000.00)	22,707,152.73
9/30/2020 Balance			22,707,152.73
FY 2021 Allocation	STBG-Urban	6,916,120.12	29,623,272.85
Obligations:	STBG-Urban	(27,393,873.09)	2,229,399.76
Rideshare	STBG-Urban	(10,000.00)	2,219,399.76
OTO Operations	STBG-Urban	(156,800.00)	2,062,599.76
9/30/2021 Balance			2,062,599.76
FY 2022 Allocation*	STBG-Urban	7,274,284.83	9,336,884.59
Obligated:		1,497,362.34	10,834,246.93
Rideshare	STBG-Urban	(10,000.00)	10,824,246.93
OTO Operations	STBG-Urban	(144,387.51)	10,679,859.42
9/30/2022 Balance			10,679,859.42
FY 2023 Allocation*	STBG-Urban	7,583,828.00	18,263,687.42
Obligated:		(783,907.67)	17,479,779.75
00FY823 FY 2023 UPWP	STBG-Urban	(50,782.00)	
5909802 Kansas Extension	STBG-Urban	(12,968.61)	
5901823 FR 175 Bridge	STBG-Urban	(225,906.50)	
5901823 FR 175 Bridge	STBG-Urban (HIP)	(63,865.30)	
5901823 FR 175 Bridge	STBG-Urban (HIP)	(281,917.44)	
9901826 FR 169 Bridge	STBG-Urban	3,936.80	
9901831 N. Main Street	STBG-Urban	(131,584.31)	
S602093 MM I-44 to 360	STBG-Urban	302,916.17	
59005811 TMC Salaries 2023	STBG-Urban	(360,000.00)	
5944803 Miller Road Widening	STBG-Urban	36,263.52	
Programmed:		(8,007,066.28)	9,472,713.47
OT1901-19A5 (UPWP FY 2024)	Programmed	(243,101.00)	
OK2304 Chadwick Flyer US65 X-ing	Programmed	(375,000.00)	
9901828 Trail of Tears Elm to Somerset	Programmed	(87,666.97)	
9901831 N. Main Street	Programmed	(1,741,561.69)	
NX2301 Downtown N. Main	Programmed	(247,277.00)	
CC Cost Share	Programmed Cost Share	(225,769.00)	
5916808 ADA Improvements	Programmed	(992,998.40)	
SP2202 TMC Signal Replacements	Programmed	(125,230.00)	
SP1816 Kansas/Sunset	Programmed Cost Share	(1,165,378.00)	
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,258,486.00)	
5901810 Republic Road Widening	Programmed	(57,244.82)	
0132091 Kansas ADA I-44 to 60	Programmed Cost Share	(598,809.00)	
1602076 Kearney/West Bypass	Programmed Cost Share	(80,122.40)	
ST2202 N. Old Orchard	Programmed	(481,362.00)	
WI2301 Jackson Street Resurfacing	Programmed	(327,060.00)	
9/30/2023 Balance			9,472,713.47
FY 2024 Allocation*	STBG-Urban	7,586,089.85	17,058,803.32
Programmed:		(19,411,538.54)	(2,352,735.22)
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	
CC2304 Truss Bridge Bundle	Programmed	(450,000.00)	
5909802 Kansas Extension Ph. II Const.	Programmed	(8,105,693.54)	
CC Cost Share	Programmed Cost Share	(221,819.00)	
S602093 MM I-44 to 360	Programmed	(2,296,000.00)	
Main Bridge over Jordan	Programmed	(4,000,000.00)	
5903803 Jefferson Footbridge	Programmed	(2,560,000.00)	
SP2202 TMC Signal Replacements	Programmed	(1,074,770.00)	
MO2402 FY 2024 TMC Staff	Programmed Cost Share	(448,000.00)	
9/30/2024 Balance			(2,352,735.22)
FY 2025 Allocation*	STBG-Urban	7,767,246.74	5,414,511.52
Programmed:		(4,456,416.00)	958,095.52
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	
CC Cost Share	Programmed Cost Share	(2,128,397.00)	
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(460,000.00)	
9/30/2025 Balance			958,095.52
FY 2026 Allocation*	STBG-Urban	7,863,919.85	8,822,015.37
Programmed:		(753,420.00)	8,068,595.37
OT1901-19A5 (UPWP FY 2027)	Programmed	(281,420.00)	
FY 2026 TMC Staff	Programmed Cost Share	(472,000.00)	
*Estimate		8,068,595.37	8,068,595.37
Remaining Balance All Funds (9/30/2026)			8,068,595.37
Funds Available to be Programmed through 2026			8,068,595.37

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
9/30/2021 Balance			80,000.00
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	231,525.00	311,525.00
SP2216 North 13 Corridor Study	STBG-Urban	(78,668.07)	232,856.93
00FY820 FY 2020 UPWP	STBG-Urban	36,010.00	268,866.93
00FY821 FY 2021 UPWP	STBG-Urban	345.49	269,212.42
00FY823 FY 2023 UPWP	STBG-Urban	(180,743.00)	88,469.42
9/30/2022 Balance			88,469.42
FY 2023 Allocation* (for 2024 UPWP)	STBG-Urban	243,101.00	331,570.42
00FY823 FY 2023 UPWP	STBG-Urban	(50,782.00)	280,788.42
9/30/2023 Balance			280,788.42
		280,788.42	280,788.42

Funds Balance by Jurisdiction

OTO

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2019 Allocation (for 2020 UPWP)	STBG-Urban	200,000.00	200,000.00
00FY820 FY 2020 UPWP	STBG-Urban	(200,000.00)	0.00
Expended	STBG-Urban	163,990.00	
9/30/2019 Balance			0.00
FY 2020 Allocation (for 2021 UPWP)	STBG-Urban	100,000.00	100,000.00
00FY821 FY 2021 UPWP	STBG-Urban	(100,000.00)	0.00
Expended	STBG-Urban	99,654.51	
9/30/2020 Balance			0.00
FY 2021 Allocation (for 2022 UPWP)	STBG-Urban	236,800.00	236,800.00
00FY822 FY 2022 UPWP	STBG-Urban	(156,800.00)	80,000.00
9/30/2021 Balance			80,000.00
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	231,525.00	311,525.00
SP2216 North 13 Corridor Study	STBG-Urban	(78,668.07)	232,856.93
00FY820 FY 2020 UPWP	STBG-Urban	36,010.00	268,866.93
00FY821 FY 2021 UPWP	STBG-Urban	345.49	269,212.42
00FY823 FY 2023 UPWP	STBG-Urban	(180,743.00)	88,469.42
9/30/2022 Balance			88,469.42
FY 2023 Allocation* (for 2024 UPWP)	STBG-Urban	243,101.00	331,570.42
00FY823 FY 2023 UPWP A1	STBG-Urban	(50,782.00)	280,788.42
OT1901-19A5 (UPWP FY 2024)	Programmed	(243,101.00)	37,687.42
9/30/2023 Balance			37,687.42
FY 2024 Allocation* (for 2025 UPWP)	STBG-Urban	255,256.00	292,943.42
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	37,687.42
9/30/2024 Balance			37,687.42
FY 2025 Allocation* (for 2026 UPWP)	STBG-Urban	268,019.00	305,706.42
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	37,687.42
9/30/2025 Balance			37,687.42
FY 2026 Allocation* (for 2027 UPWP)	STBG-Urban	281,420.00	319,107.42
OT1901-19A5 (UPWP FY 2027)	Programmed	(281,420.00)	37,687.42
9/30/2026 Balance			37,687.42
*Estimate		37,687.42	37,687.42

Funds Balance by Jurisdiction

Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>	STBG-Urban	<i>(573,079.85)</i>	<i>(573,079.85)</i>
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			<i>(229,829.29)</i>
FY 2020 Allocation	STBG-Urban	375,669.67	145,840.38
<i>9/30/2020 Balance</i>			<i>145,840.38</i>
FY 2021 Allocation	STBG-Urban	349,072.22	494,912.60
<i>9/30/2021 Balance</i>			<i>494,912.60</i> **
FY 2022 Allocation	STBG-Urban	381,354.92	876,267.52
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	484,267.52
<i>9/30/2022 Balance</i>			<i>484,267.52</i>
FY 2023 Allocation*	STBG-Urban	397,512.34	881,779.86
			881,779.86
		881,779.86	881,779.86

**Advance Agreement on File

Remaining Balance All Funds (3/31/2023)	881,779.86
March 31, 2023 Balance	484,267.52
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,127,939.48
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

**Advance Agreement on File

Funds Balance by Jurisdiction

Christian County

Funds Available for Programming

Name	Account	Transactions	Balance	
<i>FY 2003 - FY 2018 Balance</i>	STBG-Urban	(573,079.85)	(573,079.85)	**
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)	
<i>9/30/2019 Balance</i>			(229,829.29)	
FY 2020 Allocation	STBG-Urban	375,669.67	145,840.38	
<i>9/30/2020 Balance</i>			145,840.38	
FY 2021 Allocation	STBG-Urban	349,072.22	494,912.60	
<i>9/30/2021 Balance</i>			494,912.60	
FY 2022 Allocation	STBG-Urban	381,354.92	876,267.52	
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	484,267.52	
<i>9/30/2022 Balance</i>			484,267.52	
FY 2023 Allocation*	STBG-Urban	397,512.34	881,779.86	
OK2304 Chadwick Flyer US65 X-ing	Programmed	(375,000.00)	506,779.86	
<i>9/30/2023 Balance</i>			506,779.86	
FY 2024 Allocation*	STBG-Urban	396,003.94	902,783.80	
CC2304 Truss Bridge Bundle	Programmed	(450,000.00)	452,783.80	
<i>9/30/2024 Balance</i>			452,783.80	
FY 2025 Allocation*	STBG-Urban	403,519.61	856,303.41	
<i>9/30/2025 Balance</i>			856,303.41	
FY 2026 Allocation*	STBG-Urban	411,164.85	1,267,468.26	
<i>9/30/2026 Balance</i>			1,267,468.26	
*Estimate		1,267,468.26	1,267,468.26	
**Advance Agreement on File				
Remaining Balance All Funds (9/30/2026)			1,267,468.26	
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			1,267,468.26	

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2018 Balance		8,279,016.97	8,279,016.97
FY 2019 Allocation	STBG-Urban	1,460,880.66	9,739,897.63
5909802 Kansas Extension	STBG-Urban	(180,118.70)	9,559,778.93
5909802 Kansas Extension	STBG-Urban	(1,448,152.50)	8,111,626.43
9/30/2019 Balance			8,111,626.43
FY 2020 Allocation	STBG-Urban	1,598,857.01	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(348,000.00)	9,362,483.44
5909802 Kansas Extension	STBG-Urban	348,000.00	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(3,657,888.00)	6,052,595.44
9/30/2020 Balance			6,052,595.44
FY 2021 Allocation	STBG-Urban	1,485,657.75	7,538,253.19
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	7,100,430.39
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	9,180,430.39
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	11,880,430.39
9901826 FR 169 Bridge	STBG-Urban	37,475.60	11,917,905.99
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	11,655,463.08
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	11,634,154.86
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	11,408,811.37
5909802 Kansas Extension	STBG-Urban	(345,782.74)	11,063,028.63
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	(949,696.51)
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	(3,273,051.55)
5909802 Kansas Extension	STBG-Urban	(352,977.68)	(3,626,029.23)
5909802 Kansas Extension	STBG-Urban	(41,436.78)	(3,667,466.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	(5,292,751.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	(5,764,636.01)
9/30/2021 Balance			(5,764,636.01)
FY 2022 Allocation	STBG-Urban	1,584,795.15	(4,179,840.86)
5909802 Kansas Extension	STBG-Urban	4,192,964.59	13,123.73
5909802 Kansas Extension	STBG-Urban	345,782.74	358,906.47
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	422,771.77
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	473,266.37
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	394,598.31
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	335,107.19
5909802 Kansas Extension	STBG-Urban	(72,878.43)	262,228.76
9/30/2022 Balance			262,228.76
FY 2023 Allocation*	STBG-Urban	1,651,940.48	1,914,169.24
5909802 Kansas Extension	STBG-Urban	(12,968.61)	1,901,200.63
5901823 FR 175 Bridge	STBG-Urban	(225,906.50)	1,675,294.13
5901823 FR 175 Bridge	STBG-Urban (HIP)	(63,865.30)	1,611,428.83
5901823 FR 175 Bridge	STBG-Urban (HIP)	(281,917.44)	1,329,511.39
9901826 FR 169 Bridge	STBG-Urban	3,936.80	1,333,448.19
9/30/2023 Balance			1,333,448.19
		1,333,448.19	1,333,448.19
Remaining Balance All Funds (3/31/2023)			1,333,448.19
March 31, 2023 Balance			262,228.76
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,722,393.38
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2018 Balance		8,279,016.97	8,279,016.97
FY 2019 Allocation	STBG-Urban	1,460,880.66	9,739,897.63
5909802 Kansas Extension Eng.	STBG-Urban	(180,118.70)	9,559,778.93
5909802 Kansas Extension	STBG-Urban	(1,448,152.50)	8,111,626.43
9/30/2019 Balance			8,111,626.43
FY 2020 Allocation	STBG-Urban	1,598,857.01	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(348,000.00)	9,362,483.44
5909802 Kansas Extension	STBG-Urban	348,000.00	9,710,483.44
5909802 Kansas Extension	STBG-Urban	(3,657,888.00)	6,052,595.44
9/30/2020 Balance			6,052,595.44
FY 2021 Allocation	STBG-Urban	1,485,657.75	7,538,253.19
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	7,100,430.39
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	9,180,430.39
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	11,880,430.39
9901826 FR 169 Bridge	STBG-Urban	37,475.60	11,917,905.99
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	11,655,463.08
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	11,634,154.86
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	11,408,811.37
5909802 Kansas Extension	STBG-Urban	(345,782.74)	11,063,028.63
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	(949,696.51) **
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	(3,273,051.55)
5909802 Kansas Extension	STBG-Urban	(352,977.68)	(3,626,029.23)
5909802 Kansas Extension	STBG-Urban	(41,436.78)	(3,667,466.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	(5,292,751.01)
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	(5,764,636.01)
9/30/2021 Balance			(5,764,636.01)
FY 2022 Allocation	STBG-Urban	1,584,795.15	(4,179,840.86)
5909802 Kansas Extension	STBG-Urban	4,192,964.59	13,123.73
5909802 Kansas Extension	STBG-Urban	345,782.74	358,906.47
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	422,771.77
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	473,266.37
SP2216 North 13 Corridor Study	STBG-Urban	(78,668.06)	394,598.31
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	335,107.19
5909802 Kansas Extension	STBG-Urban	(72,878.43)	262,228.76
9/30/2022 Balance			262,228.76
FY 2023 Allocation*	STBG-Urban	1,651,940.48	1,914,169.24
5909802 Kansas Extension	STBG-Urban	(12,968.61)	1,901,200.63
5901823 FR 175 Bridge	STBG-Urban	(225,906.50)	1,675,294.13
5901823 FR 175 Bridge	STBG-Urban (HIP)	(63,865.30)	1,611,428.83
5901823 FR 175 Bridge	STBG-Urban (HIP)	(281,917.44)	1,329,511.39
9901826 FR 169 Bridge	STBG-Urban	3,936.80	1,333,448.19
9/30/2023 Balance			1,333,448.19
FY 2024 Allocation*	STBG-Urban	1,645,672.05	2,979,120.24
5909802 Kansas Extension Ph. II Const.	Programmed	(8,105,693.54)	(5,126,573.30)
9/30/2024 Balance			(5,126,573.30)
FY 2025 Allocation*	STBG-Urban	1,676,904.90	(3,449,668.40)
9/30/2025 Balance			(3,449,668.40)
FY 2026 Allocation*	STBG-Urban	1,708,676.15	(1,740,992.25) ***
9/30/2026 Balance			(1,740,992.25)
*Estimate		(1,740,992.25)	(1,740,992.25)
**Advance Agreement on File			
***Needs Advance Agreement on File			
Remaining Balance All Funds (9/30/2026)			(1,740,992.25)
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>	<i>STP-Urban</i>	<i>686,077.01</i>	<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	118,439.16	804,516.17
<i>9/30/2019 Balance</i>			<i>804,516.17</i>
FY 2020 Allocation	STBG-Urban	129,625.42	934,141.59
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	479,619.65
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	551,327.21
<i>9/30/2020 Balance</i>			<i>551,327.21</i>
FY 2021 Allocation	STBG-Urban	120,447.92	671,775.13
<i>9/30/2021 Balance</i>			<i>671,775.13</i>
FY 2022 Allocation	STBG-Urban	122,766.67	794,541.80
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	794,960.47
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	794,961.50
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	697,794.42
<i>9/30/2022 Balance</i>			<i>697,794.42</i>
FY 2023 Allocation*	STBG-Urban	127,968.10	825,762.52
<i>9/30/2023 Balance</i>			<i>825,762.52</i>
		825,762.52	825,762.52
Remaining Balance All Funds (3/31/2023)			825,762.52
March 31, 2023 Balance			697,794.42
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			371,182.69
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]			326,611.73

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>	<i>STP-Urban</i>	<i>686,077.01</i>	<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	118,439.16	804,516.17
<i>9/30/2019 Balance</i>			<i>804,516.17</i>
FY 2020 Allocation	STBG-Urban	129,625.42	934,141.59
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	479,619.65
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	551,327.21
<i>9/30/2020 Balance</i>			<i>551,327.21</i>
FY 2021 Allocation	STBG-Urban	120,447.92	671,775.13
<i>9/30/2021 Balance</i>			<i>671,775.13</i>
FY 2022 Allocation	STBG-Urban	122,766.67	794,541.80
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	794,960.47
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	794,961.50
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	697,794.42
<i>9/30/2022 Balance</i>			<i>697,794.42</i>
FY 2023 Allocation*	STBG-Urban	127,968.10	825,762.52
9901828 Trail of Tears Elm to Somerset	Programmed	(87,666.97)	738,095.55
<i>9/30/2023 Balance</i>			<i>738,095.55</i>
FY 2024 Allocation*	STBG-Urban	127,482.52	865,578.07
<i>9/30/2024 Balance</i>			<i>865,578.07</i>
FY 2025 Allocation*	STBG-Urban	129,901.98	995,480.05
<i>9/30/2025 Balance</i>			<i>995,480.05</i>
FY 2026 Allocation*	STBG-Urban	132,363.15	1,127,843.20
<i>9/30/2026 Balance</i>			<i>1,127,843.20</i>
*Estimate		1,127,843.20	1,127,843.20
Remaining Balance All Funds (9/30/2026)			1,127,843.20
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			1,127,843.20

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>		<i>1,857,035.60</i>	<i>1,857,035.60</i>
FY 2019 Allocation	STBG-Urban	403,125.94	2,260,161.54
9900859 Main Street	STBG-Urban	46,654.94	2,306,816.48
9900854 CC Realignment	STBG-Urban	233,631.58	2,540,448.06
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,360,448.06
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,718,654.20
0141023 160/14	STBG-Urban	149,155.47	1,867,809.67
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,767,523.67
1601071 160 and South	STBG-Urban	(50,000.00)	1,717,523.67
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,555,731.40
<i>9/30/2019 Balance</i>			<i>1,555,731.40</i>
FY 2020 Allocation	STBG-Urban	441,200.13	1,996,931.53
1601071 160 and South	STBG-Urban	(524,703.35)	1,472,228.18
1601071 160 and South	STBG-Urban	52,517.42	1,524,745.60
<i>9/30/2020 Balance</i>			<i>1,524,745.60</i>
FY 2021 Allocation	STBG-Urban	409,963.11	1,934,708.71
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	1,751,161.11
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	1,320,807.12
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	1,335,533.52
<i>9/30/2021 Balance</i>			<i>1,335,533.52</i>
FY 2022 Allocation	STBG-Urban	476,657.96	1,812,191.48
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	1,928,269.65
1601071 160 and South	STBG-Urban	(6,623.36)	1,921,646.29
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	391,096.29
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	430,030.68
<i>9/30/2022 Balance</i>			<i>430,030.68</i>
FY 2023 Allocation*	STBG-Urban	496,853.22	926,883.90
9901831 N. Main Street	STBG-Urban	(131,584.31)	795,299.59
<i>9/30/2023 Balance</i>			<i>795,299.59</i>
		795,299.59	795,299.59
Remaining Balance All Funds (3/31/2023)			795,299.59
March 31, 2023 Balance			430,030.68
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,383,474.29
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>		<i>1,857,035.60</i>	<i>1,857,035.60</i>
FY 2019 Allocation	STBG-Urban	403,125.94	2,260,161.54
9900859 Main Street	STBG-Urban	46,654.94	2,306,816.48
9900854 CC Realignment	STBG-Urban	233,631.58	2,540,448.06
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,360,448.06
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,718,654.20
0141023 160/14	STBG-Urban	149,155.47	1,867,809.67
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,767,523.67
1601071 160 and South	STBG-Urban	(50,000.00)	1,717,523.67
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,555,731.40
<i>9/30/2019 Balance</i>			<i>1,555,731.40</i>
FY 2020 Allocation	STBG-Urban	441,200.13	1,996,931.53
1601071 160 and South	STBG-Urban	(524,703.35)	1,472,228.18
1601071 160 and South	STBG-Urban	52,517.42	1,524,745.60
<i>9/30/2020 Balance</i>			<i>1,524,745.60</i>
FY 2021 Allocation	STBG-Urban	409,963.11	1,934,708.71
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	1,751,161.11
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	1,320,807.12
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	1,335,533.52
<i>9/30/2021 Balance</i>			<i>1,335,533.52</i>
FY 2022 Allocation	STBG-Urban	476,657.96	1,812,191.48
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	1,928,269.65
1601071 160 and South	STBG-Urban	(6,623.36)	1,921,646.29
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	391,096.29
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	430,030.68
<i>9/30/2022 Balance</i>			<i>430,030.68</i>
FY 2023 Allocation*	STBG-Urban	496,853.22	926,883.90
9901831 N. Main Street	STBG-Urban	(131,584.31)	795,299.59
9901831 N. Main Street	Programmed	(1,741,561.69)	(946,262.10) **
NX2301 Downtown N. Main	Programmed	(247,277.00)	(1,193,539.10)
<i>9/30/2023 Balance</i>			<i>(1,193,539.10)</i>
FY 2024 Allocation*	STBG-Urban	494,967.87	(698,571.23)
<i>9/30/2024 Balance</i>			<i>(698,571.23)</i>
FY 2025 Allocation*	STBG-Urban	504,361.75	(194,209.48)
<i>9/30/2025 Balance</i>			<i>(194,209.48)</i>
FY 2026 Allocation*	STBG-Urban	513,917.58	319,708.10
<i>9/30/2026 Balance</i>			<i>319,708.10</i>
*Estimate		319,708.10	319,708.10
** Advance Agreement on File			
Remaining Balance All Funds (9/30/2026)			319,708.10
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			319,708.10

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>	<i>STBG-Urban</i>	<i>1,141,431.88</i>	<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	377,614.96	1,519,046.84
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			<i>653,387.02</i>
FY 2020 Allocation	STBG-Urban	413,279.70	1,066,666.72
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(86,839.28) **
<i>9/30/2020 Balance</i>			<i>(86,839.28)</i>
FY 2021 Allocation	STBG-Urban	384,019.45	297,180.17
<i>9/30/2021 Balance</i>			<i>297,180.17</i>
FY 2022 Allocation	STBG-Urban	436,220.99	733,401.16
0141030 South and Third	STBG-Urban	(179,962.84)	553,438.32
<i>9/30/2022 Balance</i>			<i>553,438.32</i>
FY 2023 Allocation*	STBG-Urban	454,703.00	1,008,141.32
<i>9/30/2023 Balance</i>			
		1,008,141.32	1,008,141.32

**Advance Agreement on File

Remaining Balance All Funds (3/31/2023)	1,008,141.32
March 31, 2023 Balance	1,008,141.32
MoDOT STIP Programmed Cost Shares	
CC Cost Share	(2,575,985.00)
March 31, 2023 Balance after MoDOT STIP Programmed Cost Shares	(1,567,843.68)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,274,943.44
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>	<i>STBG-Urban</i>	<i>1,141,431.88</i>	<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	377,614.96	1,519,046.84
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			<i>653,387.02</i>
FY 2020 Allocation	STBG-Urban	413,279.70	1,066,666.72
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(86,839.28) **
<i>9/30/2020 Balance</i>			<i>(86,839.28)</i>
FY 2021 Allocation	STBG-Urban	384,019.45	297,180.17
<i>9/30/2021 Balance</i>			<i>297,180.17</i>
FY 2022 Allocation	STBG-Urban	436,220.99	733,401.16
0141030 South and Third	STBG-Urban	(179,962.84)	553,438.32
<i>9/30/2022 Balance</i>			<i>553,438.32</i>
FY 2023 Allocation*	STBG-Urban	454,703.00	1,008,141.32
CC Cost Share	Cost Share	(225,769.00)	782,372.32
<i>9/30/2023 Balance</i>			<i>782,372.32</i>
FY 2024 Allocation*	STBG-Urban	452,977.59	1,235,349.91
CC Cost Share	Cost Share	(221,819.00)	1,013,530.91
<i>9/30/2024 Balance</i>			<i>1,013,530.91</i>
FY 2025 Allocation*	STBG-Urban	461,574.56	1,475,105.47
CC Cost Share	Cost Share	(2,128,397.00)	(653,291.53) **
<i>9/30/2025 Balance</i>			<i>(653,291.53)</i>
FY 2026 Allocation*	STBG-Urban	470,319.72	(182,971.81)
<i>9/30/2026 Balance</i>			<i>(182,971.81)</i>
*Estimate		(182,971.81)	(182,971.81)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2026)			(182,971.81) **
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2018 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>(160,718.55)</i>	<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.26	151,905.71
S601061 M/Repmo Drive	STBG-Urban	<i>(778,772.93)</i>	<i>(626,867.22)</i>
S601061 M/Repmo Drive	STBG-Urban	111,673.31	<i>(515,193.91)</i>
S601061 M/Repmo Drive	STBG-Urban	<i>(36,000.01)</i>	<i>(551,193.92)</i>
<i>9/30/2019 Balance</i>			<i>(551,193.92)</i>
FY 2020 Allocation	STBG-Urban	342,150.81	<i>(209,043.11)</i>
S601061 M/Repmo Drive	STBG-Urban	<i>(53,345.03)</i>	<i>(262,388.14)</i>
<i>9/30/2020 Balance</i>			<i>(262,388.14)</i>
FY 2021 Allocation	STBG-Urban	317,926.49	55,538.35
S601061 M/Repmo Drive	STBG-Urban	<i>(59,881.47)</i>	<i>(4,343.12)</i>
<i>9/30/2021 Balance</i>			<i>(4,343.12)</i>
FY 2022 Allocation	STBG-Urban	384,286.17	379,943.05
S602093 MM I-44 to 360	STBG-Urban	<i>(302,916.17)</i>	77,026.88
<i>9/30/2022 Balance</i>			77,026.88
FY 2023 Allocation*	STBG-Urban	400,567.78	477,594.66
S602093 MM I-44 to 360	STBG-Urban	302,916.17	780,510.83
<i>9/30/2023 Balance</i>			780,510.83
		780,510.83	780,510.83

**Advance Agreement on File

Remaining Balance All Funds 3/31/2023)	780,510.83
March 31, 2023 Balance	780,510.83
MoDOT STIP Programmed Cost Shares	
S602093 MM I-44 to 360	<i>(2,296,000.00)</i>
March 31, 2023 Balance after MoDOT STIP Programmed Cost Shares	<i>(1,515,489.17)</i>
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,102,780.44
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2018 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>(160,718.55)</i>	<i>(160,718.55) **</i>
FY 2019 Allocation	STBG-Urban	312,624.26	151,905.71
S601061 M/Repmo Drive	STBG-Urban	<i>(778,772.93)</i>	<i>(626,867.22)</i>
S601061 M/Repmo Drive	STBG-Urban	111,673.31	<i>(515,193.91)</i>
S601061 M/Repmo Drive	STBG-Urban	<i>(36,000.01)</i>	<i>(551,193.92)</i>
<i>9/30/2019 Balance</i>			<i>(551,193.92)</i>
FY 2020 Allocation	STBG-Urban	342,150.81	<i>(209,043.11)</i>
S601061 M/Repmo Drive	STBG-Urban	<i>(53,345.03)</i>	<i>(262,388.14)</i>
<i>9/30/2020 Balance</i>			<i>(262,388.14)</i>
FY 2021 Allocation	STBG-Urban	317,926.49	55,538.35
S601061 M/Repmo Drive	STBG-Urban	<i>(59,881.47)</i>	<i>(4,343.12)</i>
<i>9/30/2021 Balance</i>			<i>(4,343.12)</i>
FY 2022 Allocation	STBG-Urban	384,286.17	379,943.05
S602093 MM I-44 to 360	STBG-Urban	<i>(302,916.17)</i>	77,026.88
<i>9/30/2022 Balance</i>			77,026.88
FY 2023 Allocation*	STBG-Urban	400,567.78	477,594.66
S602093 MM I-44 to 360	STBG-Urban	302,916.17	780,510.83
<i>9/30/2023 Balance</i>			780,510.83
FY 2024 Allocation*	STBG-Urban	399,047.80	1,179,558.63
S602093 MM I-44 to 360	Programmed	<i>(2,296,000.00)</i>	<i>(1,116,441.37) **</i>
<i>9/30/2024 Balance</i>			<i>(1,116,441.37)</i>
FY 2025 Allocation*	STBG-Urban	406,621.24	<i>(709,820.13)</i>
<i>9/30/2025 Balance</i>			<i>(709,820.13)</i>
FY 2026 Allocation*	STBG-Urban	414,325.23	<i>(295,494.90)</i>
<i>9/30/2026 Balance</i>			<i>(295,494.90)</i>
*Estimate		<i>(295,494.90)</i>	<i>(295,494.90)</i>
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2026)			(295,494.90) **
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2018 Balance		8,466,345.94	8,466,345.94
FY 2019 Allocation	STBG-Urban	3,380,106.40	11,846,452.34
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,856,452.34
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,776,452.34
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	11,818,939.22
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	11,578,939.22
9/30/2019 Balance			11,578,939.22
FY 2020 Allocation	STBG-Urban	3,699,348.59	15,278,287.81
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	15,288,287.81
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	15,022,687.81
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	14,956,287.81
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	14,963,364.81
5905809 FY2021 TMC Staff	STBG-Urban	(332,000.00)	14,631,364.81
0652079 Eastgate Relocation	STBG-Urban	8,920.16	14,640,284.97
9/30/2020 Balance			14,640,284.97
FY 2021 Allocation	STBG-Urban	3,437,434.28	18,077,719.25
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	18,087,719.25
5901818 Signal Improvements	STBG-Urban	(640,000.00)	17,447,719.25
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	17,402,919.25
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	17,414,650.71
0652079 Eastgate Relocation	STBG-Urban	178.21	17,414,828.92
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	15,254,828.92
5909802 Kansas Extension ROW	Transfer to Greene County	(2,080,000.00)	13,174,828.92
5909802 Kansas Extension CON	Transfer to Greene County	(2,700,000.00)	10,474,828.92
5901810 Republic Road Widening	STBG-Urban	33,912.00	10,508,740.92
5901810 Republic Road Widening	STBG-Urban	(1,023,962.80)	9,484,778.12
S603084 FY 2022 TMC Staff	STBG-Urban	(360,000.00)	9,124,778.12
S602027 Campbell and Republic	STBG-Urban	(781,354.88)	8,343,423.24
0652088 US65/Division Interchange	STBG-Urban	262,442.91	8,605,866.15
5901821 Traffic Signal System Imp.	STBG-Urban	(620,000.00)	7,985,866.15
5901819 Walnut Street Bridge	STBG-Urban	(240,000.00)	7,745,866.15
5916808 ADA Improvements	STBG-Urban	(295,001.60)	7,450,864.55
5903803 Jefferson Footbridge	STBG-Urban	(2,000,000.00)	5,450,864.55
1602076 Kearney/West Bypass	STBG-Urban	(805,072.53)	4,645,792.02
9/30/2021 Balance			4,645,792.02
FY 2022 Allocation	STBG-Urban	3,467,303.91	8,113,095.93
FY 2022 Rideshare	All Other Cities and Counties	10,000.00	8,123,095.93
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	7,899,337.37
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	7,820,669.31
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	7,733,069.31
0132092 Kansas/Walnut Lawn	STBG-Urban	(134,930.67)	7,598,138.64
0132092 Kansas/Walnut Lawn	STBG-Urban	(13,869.33)	7,584,269.31
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	7,468,461.24
S602027 Campbell and Republic	STBG-Urban	807,784.84	8,276,246.08
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	10,276,246.08
5901810 Republic Road Widening	STBG-Urban	161,828.02	10,438,074.10
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	9,026,421.03
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	9,047,118.37
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	8,804,585.97
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	8,552,697.35
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	7,916,277.91
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	7,600,843.91
9/30/2022 Balance			7,600,843.91
FY 2023 Allocation*	STBG-Urban	3,614,208.22	11,215,052.13
59005811 TMC Salaries 2023	STBG-Urban	(360,000.00)	10,855,052.13
FY 2023 Rideshare	All Other Cities and Counties	10,000.00	10,865,052.13
9/30/2023 Balance			10,865,052.13
		10,865,052.13	10,865,052.13

Remaining Balance All Funds (3/31/2023)	10,865,052.13
March 31, 2023 Balance	10,865,052.13
MoDOT STIP Programmed Cost Shares	
MO2402 FY 2024 TMC Staff	(448,000.00)
MO2502 FY 2025 TMC Staff	(460,000.00)
1602076 Kearney/West Bypass	(80,122.40)
0132091 Kansas ADA I-44 to 60	(598,809.00)
0132093 Kansas/Sunset	(1,165,378.00)
0132092 Kansas/Walnut Lawn	(1,258,486.00)
March 31, 2023 Balance after MoDOT STIP Programmed Cost Shares	6,854,256.73
3-Year Maximum STBG-Urban Balance Allowed in 2022 (MoDOT)	10,518,946.41
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2018 Balance		8,466,345.94	8,466,345.94
FY 2019 Allocation	STBG-Urban	3,380,106.40	11,846,452.34
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,856,452.34
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,776,452.34
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	11,536,452.34
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	11,578,939.22
9/30/2019 Balance			11,578,939.22
FY 2020 Allocation	STBG-Urban	3,699,348.59	15,278,287.81
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	15,288,287.81
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	15,022,687.81
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	14,956,287.81
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	14,963,364.81
5905809 FY2021 TMC Staff	STBG-Urban	(332,000.00)	14,631,364.81
0652079 Eastgate Relocation	STBG-Urban	8,920.16	14,640,284.97
9/30/2020 Balance			14,640,284.97
FY 2021 Allocation	STBG-Urban	3,437,434.28	18,077,719.25
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	18,087,719.25
5901818 Signal Improvements	STBG-Urban	(640,000.00)	17,447,719.25
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	17,402,919.25
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	17,414,650.71
0652079 Eastgate Relocation	STBG-Urban	178.21	17,414,828.92
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	15,254,828.92
5909802 Kansas Extension ROW	Transfer to Greene County	(2,080,000.00)	13,174,828.92
5909802 Kansas Extension CON	Transfer to Greene County	(2,700,000.00)	10,474,828.92
5901810 Republic Road Widening	STBG-Urban	33,912.00	10,508,740.92
5901810 Republic Road Widening	STBG-Urban	(1,023,962.80)	9,484,778.12
S603084 FY 2022 TMC Staff	STBG-Urban	(360,000.00)	9,124,778.12
S602027 Campbell and Republic	STBG-Urban	(781,354.88)	8,343,423.24
0652088 US65/Division Interchange	STBG-Urban	262,442.91	8,605,866.15
5901821 Traffic Signal System Imp.	STBG-Urban	(620,000.00)	7,985,866.15
5901819 Walnut Street Bridge	STBG-Urban	(240,000.00)	7,745,866.15
5916808 ADA Improvements	STBG-Urban	(295,001.60)	7,450,864.55
5903803 Jefferson Footbridge	STBG-Urban	(2,000,000.00)	5,450,864.55
1602076 Kearney/West Bypass	STBG-Urban	(805,072.53)	4,645,792.02
9/30/2021 Balance			4,645,792.02
FY 2022 Allocation	STBG-Urban	3,467,303.91	8,113,095.93
FY 2022 Rideshare	All Other Cities and Counties	10,000.00	8,123,095.93
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	7,899,337.37
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	7,820,669.31
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	7,733,069.31
0132092 Kansas/Walnut Lawn	STBG-Urban	(134,930.67)	7,598,138.64
0132092 Kansas/Walnut Lawn	STBG-Urban	(13,869.33)	7,584,269.31
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	7,468,461.24
S602027 Campbell and Republic	STBG-Urban	807,784.84	8,276,246.08
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	10,276,246.08
5901810 Republic Road Widening	STBG-Urban	161,828.02	10,438,074.10
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	9,026,421.03
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	9,047,118.37
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	8,804,585.97
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	8,552,697.35
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	7,916,277.91
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	7,600,843.91
9/30/2022 Balance			7,600,843.91
FY 2023 Allocation*	STBG-Urban	3,614,208.22	11,215,052.13
59005811 TMC Salaries 2023	STBG-Urban	(360,000.00)	10,855,052.13
FY 2023 Rideshare	All Other Cities and Counties	10,000.00	10,865,052.13
5916808 ADA Improvements	Programmed	(992,998.40)	9,872,053.73
5901824 TMC Signal Replacements	Programmed	(125,230.00)	9,746,823.73
SP1816 Kansas/Sunset	Programmed Cost Share	(1,165,378.00)	8,581,445.73
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,258,486.00)	7,322,959.73
5901810 Republic Road Widening	Programmed	(57,244.82)	7,265,714.91
0132091 Kansas ADA I-44 to 60	Programmed Cost Share	(598,809.00)	6,666,905.91
1602076 Kearney/West Bypass	Programmed Cost Share	(80,122.40)	6,586,783.51
9/30/2023 Balance			6,586,783.51
FY 2024 Allocation*	STBG-Urban	3,600,493.80	10,187,277.31
5901824 TMC Signal Replacements	Programmed	(1,074,770.00)	9,112,507.31
Main Bridge over Jordan	Programmed	(4,000,000.00)	5,112,507.31
5903803 Jefferson Footbridge	Programmed	(2,560,000.00)	2,552,507.31
MO2402 FY 2024 TMC Staff	Programmed Cost Share	(448,000.00)	2,104,507.31
9/30/2024 Balance			2,104,507.31
FY 2025 Allocation*	STBG-Urban	3,668,826.78	5,773,334.09
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	4,173,334.09
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(460,000.00)	3,713,334.09
9/30/2025 Balance			3,713,334.09
FY 2026 Allocation*	STBG-Urban	3,738,337.72	7,451,671.81
FY 2026 TMC Staff	Programmed Cost Share	(472,000.00)	6,979,671.81
9/30/2026 Balance			6,979,671.81
* Estimate		7,451,671.81	6,979,671.81
Remaining Balance All Funds (9/30/2026)			6,979,671.81
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			6,979,671.81

Note: Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>	<i>STP-Urban</i>	<i>113,874.13</i>	<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	54,692.45	191,500.56
<i>9/30/2020 Balance</i>			<i>191,500.56</i>
FY 2021 Allocation	STBG-Urban	50,820.22	242,320.78
<i>9/30/2021 Balance</i>			<i>242,320.78</i>
FY 2022 Allocation	STBG-Urban	49,352.40	291,673.18
<i>9/30/2022 Balance</i>			<i>291,673.18</i>
FY 2023 Allocation*	STBG-Urban	51,443.38	343,116.56
<i>9/30/2023 Balance</i>			<i>343,116.56</i>
		343,116.56	343,116.56
Remaining Balance All Funds (3/31/2023)			343,116.56
March 31, 2023 Balance			242,320.78
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			151,616.00
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†]			90,704.78

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>	<i>STP-Urban</i>	<i>113,874.13</i>	<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	54,692.45	191,500.56
<i>9/30/2020 Balance</i>			<i>191,500.56</i>
FY 2021 Allocation	STBG-Urban	50,820.22	242,320.78
<i>9/30/2021 Balance</i>			<i>242,320.78</i>
FY 2022 Allocation	STBG-Urban	49,352.40	291,673.18
<i>9/30/2022 Balance</i>			<i>291,673.18</i>
FY 2023 Allocation*	STBG-Urban	51,443.38	343,116.56
ST2202 N. Old Orchard	Programmed	(481,362.00)	(138,245.44) **
<i>9/30/2023 Balance</i>			<i>(138,245.44)</i>
FY 2024 Allocation*	STBG-Urban	51,248.17	(86,997.27)
<i>9/30/2024 Balance</i>			<i>(86,997.27)</i>
FY 2025 Allocation*	STBG-Urban	52,220.80	(34,776.47)
<i>9/30/2025 Balance</i>			<i>(34,776.47)</i>
FY 2026 Allocation*	STBG-Urban	53,210.19	18,433.72
<i>9/30/2026 Balance</i>			<i>18,433.72</i>
*Estimate		18,433.72	18,433.72
** Advance Agreement Needed			
Remaining Balance All Funds (9/30/2026)			18,433.72
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			18,433.72

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2018 Balance		347,262.32	347,262.32
FY 2019 Allocation	STBG-Urban	112,077.80	459,340.12
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
9/30/2019 Balance			(198,045.97)
FY 2020 Allocation	STBG-Urban	122,663.25	(75,382.72)
5944803 Miller Road Widening	STBG-Urban	25,468.71	(49,914.01)
9/30/2020 Balance			(49,914.01)
FY 2021 Allocation	STBG-Urban	113,978.68	64,064.67
9/30/2021 Balance			64,064.67
FY 2022 Allocation	STBG-Urban	130,021.66	194,086.33
9/30/2022 Balance			194,086.33
FY 2023 Allocation*	STBG-Urban	135,530.48	329,616.81
5944803 Miller Road Widening	STBG-Urban	36,263.52	365,880.33
9/30/2023 Balance			365,880.33
		365,880.33	365,880.33

Remaining Balance All Funds (3/31/2023) **365,880.33**

March 31, 2023 Balance **194,086.33**

3-Year Maximum STBG-Urban Balance Allowed (MoDOT) 379,530.82

Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2023)[†] **0.00**

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

**Advance Agreement on File

Funds Balance by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2018 Balance</i>		347,262.32	347,262.32
FY 2019 Allocation	STBG-Urban	112,077.80	459,340.12
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
<i>9/30/2019 Balance</i>			(198,045.97)
FY 2020 Allocation	STBG-Urban	122,663.25	(75,382.72)
5944803 Miller Road Widening	Programmed	25,468.71	(49,914.01)
<i>9/30/2020 Balance</i>			(49,914.01)
FY 2021 Allocation	STBG-Urban	113,978.68	64,064.67
<i>9/30/2021 Balance</i>			64,064.67
FY 2022 Allocation	STBG-Urban	130,021.66	194,086.33
<i>9/30/2022 Balance</i>			194,086.33
FY 2023 Allocation*	STBG-Urban	135,530.48	329,616.81
5944803 Miller Road Widening	STBG-Urban	36,263.52	365,880.33
W12301 Jackson Street Resurfacing	Programmed	(327,060.00)	38,820.33
<i>9/30/2023 Balance</i>			38,820.33
FY 2024 Allocation*	STBG-Urban	135,016.20	173,836.53
<i>9/30/2024 Balance</i>			173,836.53
FY 2025 Allocation*	STBG-Urban	137,578.64	311,415.17
<i>9/30/2025 Balance</i>			311,415.17
FY 2026 Allocation*	STBG-Urban	140,185.26	451,600.43
<i>9/30/2026 Balance</i>			451,600.43
*Estimate		451,600.43	451,600.43
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2026)			451,600.43
Available to be Programmed through 2026 (w/ 3 Year Advance Agreement)			451,600.43

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023 98%OL Estimate*
Republic Small Urban Allocation	453,222.55	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	7,583,828.00
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
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00
Christian County	3,337,442.89	317,405.64	335,454.60	343,250.56	375,669.67	349,072.22	381,354.92	397,512.34
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,598,857.01	1,485,657.75	1,584,795.15	1,651,940.48
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.16	129,625.42	120,447.92	122,766.67	127,968.10
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	409,963.11	476,657.96	496,853.22
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	384,019.45	436,220.99	454,703.00
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.26	342,150.81	317,926.49	384,286.17	400,567.78
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,699,348.59	3,437,434.28	3,467,303.91	3,614,208.22
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,820.22	49,352.40	51,443.38
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	113,978.68	130,021.66	135,530.48
	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	7,583,828.00
Republic Small Urban Distribution	453,222.55	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 17 and beyond

All Allocations

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

All Allocations

	Type	Date	Account	Amount	Balance
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

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	Type	Date	Account	Amount	Balance
FY 2021 Omnibus Allocation					
	Deposit	01/19/2021	STBG-U (HIP)	384,600.00	384,600.00
Total FY 2021 Omnibus Allocation				384,600.00	384,600.00
FY 2021 CRRSAA Allocation					
	Deposit	01/20/2021	STBG-U (CRRSAA)	2,684,230.00	2,684,230.00
Total FY 2021 CRRSAA Allocation				2,684,230.00	2,684,230.00
FY 2022 Allocation					
	Deposit	10/01/2021	OTO Operations	231,525.00	231,525.00
	Deposit	10/01/2021	Rideshare	10,000.00	241,525.00
	Deposit	10/01/2021	Christian County	381,354.92	622,879.92
	Deposit	10/01/2021	Greene County	1,584,795.15	2,207,675.07
	Deposit	10/01/2021	City of Battlefield	122,766.67	2,330,441.74
	Deposit	10/01/2021	City of Nixa	476,657.96	2,807,099.70
	Deposit	10/01/2021	City of Ozark	436,220.99	3,243,320.69
	Deposit	10/01/2021	City of Republic	384,286.17	3,627,606.86
	Deposit	10/01/2021	City of Springfield	3,467,303.91	7,094,910.77
	Deposit	10/01/2021	City of Strafford	49,352.40	7,144,263.17
	Deposit	10/01/2021	City of Willard	130,021.66	7,274,284.83
Total FY 2022 Allocation				7,274,284.83	7,274,284.83
FY 2022 TAP Allocation					
	Deposit	10/01/2021	Enhancements (TAP)	1,471,207.65	1,471,207.65
Total FY 2022 TAP Allocation				1,471,207.65	1,471,207.65
FY 2022 CRP Allocation					
	Deposit	10/01/2021	CO2 Reduction (CRP)	867,832.89	867,832.89
Total FY 2022 CRP Allocation				867,832.89	867,832.89
FY 2023 Allocation					
	Deposit	10/01/2022	OTO Operations	243,101.00	243,101.00
	Deposit	10/01/2022	Rideshare	10,000.00	253,101.00
	Deposit	10/01/2022	Christian County	397,512.34	650,613.34
	Deposit	10/01/2022	Greene County	1,651,940.48	2,302,553.82
	Deposit	10/01/2022	City of Battlefield	127,968.10	2,430,521.92
	Deposit	10/01/2022	City of Nixa	496,853.22	2,927,375.14
	Deposit	10/01/2022	City of Ozark	454,703.00	3,382,078.14
	Deposit	10/01/2022	City of Republic	400,567.78	3,782,645.92
	Deposit	10/01/2022	City of Springfield	3,614,208.22	7,396,854.14
	Deposit	10/01/2022	City of Strafford	51,443.38	7,448,297.52
	Deposit	10/01/2022	City of Willard	135,530.48	7,583,828.00
Total FY 2023 Allocation				7,583,828.00	7,583,828.00

All Allocations

	Type	Date	Account	Amount	Balance
FY 2023 TAP Allocation					
	Deposit	10/01/2022	Enhancements (TAP)	1,535,406.18	1,535,406.18
Total FY 2023 TAP Allocation				1,535,406.18	1,535,406.18
FY 2023 CRP Allocation					
	Deposit	10/01/2022	CO2 Reduction (CRP)	904,761.48	904,761.48
Total FY 2023 CRP Allocation				904,761.48	904,761.48
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				133,653,491.45	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
00FY820 OTO Operations/Planning			
Closed	06/26/2019	OTO Operations	(200,000.00)
	11/12/2021	OTO Operations	36,010.00
			<u><u>(163,990.00)</u></u>
00FY821 OTO Operations/Planning			
Closed	06/29/2020	OTO Operations	(100,000.00)
	01/27/2022	OTO Operations	345.49
			<u><u>(99,654.51)</u></u>
00FY822 OTO Operations/Planning			
Active	06/28/2021	OTO Operations	(156,800.00)
			<u><u>(156,800.00)</u></u>
00FY823 OTO Operations/Planning			
Active	06/14/2022	OTO Operations	(180,743.00)
	11/10/2022	OTO Operations	(50,782.00)
			<u><u>(231,525.00)</u></u>
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u><u>(978,000.00)</u></u>
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			<u><u>(354,887.54)</u></u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u><u>(799,517.00)</u></u>
0132092 Kansas/Walnut Lawn			
Active	11/23/2021	City of Springfield	(134,930.67)
	11/23/2021	City of Springfield	(13,869.33)
			<u><u>(148,800.00)</u></u>
0132093 Kansas/Sunset			
Active	11/18/2021	City of Springfield	(87,600.00)
			<u><u>(87,600.00)</u></u>
0141014 17th Street Relocation			
Closed	04/18/2008	City of Ozark	(244,800.00)
			<u><u>(244,800.00)</u></u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u><u>(165,587.00)</u></u>
0141023 14 and 160			
Closed	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			<u><u>(1,048,107.83)</u></u>

All Obligations by Project

	Date	Jurisdiction	Amount
0141028 14-Fort to Ridgecrest			
Active	03/05/2021	City of Nixa	(183,547.60)
	08/10/2021	City of Nixa	14,726.40
			(168,821.20)
0141029 Jackson and NN			
Active	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
			(1,286,520.09)
0141030 South and Third			
Active	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
	12/21/2021	City of Ozark	(179,962.84)
			(1,525,146.69)
0141032 14 in Ozark 32nd to 22nd			
Active	02/11/2020	City of Ozark	(130,000.00)
			(130,000.00)
0442239 I-44 Bridge-65			
Closed	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			(1,110,295.00)
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)

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901809 FY 2019 TMC Staff			
Closed	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
	03/11/2020	City of Springfield	7,077.00
			<u><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			
Active	10/20/2020	City of Springfield	(640,000.00)
			<u><u>(640,000.00)</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)
			<u>(1,230,737.26)</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>
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>
5905811 TMC Salaries 2023			
Active	11/10/2022	City of Springfield	(360,000.00)
			<u>(360,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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)
			<u><u>(18,722,882.29)</u></u>
5911802 College and Grant SW			
Closed	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			<u><u>(250,000.00)</u></u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u><u>(240,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u><u>(14,215.22)</u></u>
5916807 Overlay Improvements			
Active	03/29/2021	City of Springfield	(2,160,000.00)
	10/26/2021	City of Springfield	(223,758.56)
	08/17/2022	City of Springfield	(636,419.44)
			<u><u>(3,020,178.00)</u></u>
5916808 ADA Sun., Nat'l, B.field			
Active	08/27/2021	City of Springfield	(295,001.60)
			<u><u>(295,001.60)</u></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><u>(237,391.82)</u></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><u>23,883.07</u></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><u>(266,854.57)</u></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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			<u>(295,361.40)</u>
5938807 FY 2020 TMC Staff			
Closed	10/24/2019	City of Springfield	(265,600.00)
	11/01/2019	City of Springfield	(66,400.00)
	11/01/2019	City of Springfield	11,731.46
			<u>(320,268.54)</u>
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u>(48,300.00)</u>
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>(888,163.77)</u>
5944804 Hunt Rd Sidewalks			
Closed	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			<u>(207,438.60)</u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u>(303,436.00)</u>
6900809 Rte 174 Trail			
Closed	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			<u>(250,000.00)</u>
6900811 Oakwood/Hines			
Closed	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			<u>(1,911,623.75)</u>
6900813 Shuyler Creek Trail			
Active	01/29/2021	Enhancements (TAP)	(178,969.03)
	01/06/2023	Enhancements (TAP)	(324,125.91)
			<u>(503,094.94)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>
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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>
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>

All Obligations by Project

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

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901814 FF SW Weaver to Rose			
Closed	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
	11/10/2021	City of Battlefield	418.67
	11/10/2021	City of Battlefield	1.03
			<u><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
			<u><u>(232,279.91)</u></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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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)
			<u><u>(814,364.56)</u></u>
9901828 Trail of Tears SmrSet			
Active	09/03/2020	Enhancements (TAP)	(33,592.92)
	09/13/2021	Enhancements (TAP)	(68,459.08)
	07/05/2022	City of Battlefield	(97,167.08)
			<u><u>(199,219.08)</u></u>
9901829 OGI Trail Plng Services			
Closed	06/26/2020	Enhancements (TAP)	(100,000.00)
			<u><u>(100,000.00)</u></u>
9901830 Nelson Mill Bridge			
Active	09/09/2022	Christian County	(392,000.00)
			<u><u>(392,000.00)</u></u>
9901831 N. Main Street			
Active	11/02/2022	City of Nixa	(131,584.31)
			<u><u>(131,584.31)</u></u>
9901832 Truman Blvd			
Active	05/12/2022	City of Nixa	(1,530,550.00)
			<u><u>(1,530,550.00)</u></u>
9901833 North St - MH to Cheyenne			
Active	06/28/2021	City of Nixa	(430,353.99)
			<u><u>(430,353.99)</u></u>
9901835 I-44/13 Study			
Active	10/27/2021	City of Springfield	(78,668.06)
	10/27/2021	City of Nixa	(78,668.06)
	10/27/2021	OTO Operations	(78,668.07)
			<u><u>(236,004.19)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901837 Chadwick Ph II			
Active	11/10/2022	Enhancements (TAP)	(58,716.29)
			<u>(58,716.29)</u>
9901850 Trail Planning Services			
Active	02/08/2023	Enhancements (TAP)	(260,201.00)
			<u>(260,201.00)</u>
B022009 Riverside Bridge			
Closed	09/01/2109	City of Ozark	(800,000.00)
			<u>(800,000.00)</u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u>(6,804.21)</u>
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u>0.00</u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u>(2,584,800.00)</u>
S601055 I-44/125 Strafford			
Closed	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u>(185,838.68)</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>(959,126.13)</u>
S601065 14 SW Cedar Hts to Ellen			
Active	04/04/2019	City of Nixa	(100,286.00)
			<u>(100,286.00)</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>(272,513.12)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S602027 Campbell and Republic			
Active	04/01/2019	City of Springfield	(240,000.00)
	07/01/2021	City of Springfield	(781,354.88)
	03/17/2022	City of Springfield	807,784.84
	03/30/2022	City of Springfield	(1,411,653.07)
	08/04/2022	City of Springfield	(251,888.62)
			<u>(1,877,111.73)</u>
S602083 Northview Rd Improvements			
Closed	03/28/2019	City of Nixa	(180,000.00)
			<u>(180,000.00)</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>0.00</u>
S603084 TMC Staff 2022			
Active	06/01/2021	City of Springfield	(360,000.00)
			<u>(360,000.00)</u>
S947010 Glenstone (H) I-44 to VWM			
Closed	09/18/2008	City of Springfield	(1,200,000.00)
	09/18/2008	Greene County	(1,500,000.00)
			<u>(2,700,000.00)</u>
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			<u>(198,465.00)</u>
S959003 Route FF Pavement Imp			
Closed	10/02/2009	City of Battlefield	(70,000.00)
	10/02/2010	City of Battlefield	35,578.89
	10/02/2011	City of Battlefield	3,552.55
			<u>(30,868.56)</u>
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			<u>(0.43)</u>
TOTAL OBLIGATIONS			<u>(108,645,324.39)</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 12

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM II.K.

Public Participation Plan Annual Evaluation

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

AGENDA DESCRIPTION:

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are evaluated annually. This annual evaluation is conducted in accordance with the 2020 Public Participation Plan approved by the Board of Directors on August 20, 2020 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations, the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Public Participation Plan 2022 Annual Evaluation



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 1, 2023

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation

Introduction

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are documented and evaluated annually. This annual evaluation is conducted in accordance with the Public Participation Plan 2020 approved by the Board of Directors on August 20, 2020 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

Goal

Through continued evaluation, the OTO seeks to improve how information is provided to the public and to enhance public involvement and input. The goal of the evaluation is to utilize quantified performance measures in conjunction with a set of action items to evaluate and improve the provision of information, facilitate public involvement, and increase input.

Previously Designated Action Items

As part of the 2022 Public Participation Plan Evaluation, four action items were identified to improve outreach and increase public involvement. The four items included:

- Develop printed materials, such as business cards with information about comment opportunities on the OTO website and acquire swag items for distribution at events and expos in anticipation of increased in-person opportunities to engage the public at community-based functions.
- Expand the use of social media to promote the OTO and solicit comments using ads and "boosted" content to target segments of the public for their input on studies and projects that directly affect them.
- Continue to annually update and maintain the OTO interested parties and stakeholder group contacts list/database.

- Utilize geographic information systems and census data to identify areas within the OTO that have disproportionate numbers of transportation disadvantaged or vulnerable populations with the intent of tailoring efforts to include them in the planning processes at the OTO.

Performance Measures

The OTO has been tracking Public Participation performance measures for several years. This section provides a list of activities and outlets that the OTO monitors and uses as performance measures in the evaluation of the public participation plan.

Facebook Participation

Date	Followers	Men/Women (%)
August 2013	51	Not Available
August 2014	108	56/43
April 2015	137	52/45
July 2016	175	54/43
March 2017	177	55/43
March 2018	220	56/43
March 2019	234	53/45
March 2020	437	44/55
March 2021	541	43/56
March 2022	550	44.5/55.5
March 2023	744	40/48

Facebook Participation by Location

Date	Battlefield	Springfield	Nixa	Ozark	Republic	Willard	Strafford
August 2014	-	60	4	2	2	-	-
April 2015	-	82	4	4	3	-	-
July 2016	15	72	5	11	7	-	-
March 2017	13	66	5	11	5	-	-
March 2018	3	117	8	13	4	-	-
March 2019	2	129	7	15	5	-	-
March 2020	3	207	21	41	13	-	-
March 2021	4	212	23	46	9	-	-
March 2022	20	208	30	47	38	-	-
March 2023	23	250	42	57	37	12	9

Twitter Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
April 2015	91	218	628
July 2016	149	216	1,503
March 2017	169	214	1,648
March 2018	185	219	1,712
March 2019	217	289	1,743
March 2020	264	308	1,881
March 2021	264	309	1,964
March 2022	286	351	2,052
March 2023	280	344	2,137

Number of Meetings Open to the Public

The OTO attempts to hold six meetings annually for the Board of Directors and Technical Planning Committee. Quarterly meetings are usually the standard for other standing committees.

Board of Directors

Technical Planning Committee

Local Coordinating Board for Transit Bicycle and Pedestrian Advisory Committee

Each meeting is open to the public and provides an opportunity for the public to share opinions and concerns with OTO leadership and staff. Occasionally, electronic or email meetings are held. The following table shows how many meetings were held for each committee or board per year.

Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9*†	8*	6	11
2018	8*	7*	3	6
2019	6	7*	3	2
2020	6	7*	4	6
2021	6	8*	-	6
2022	6	8*	4	4

* Indicates an E-meeting was held during the year. †Includes Board of Directors Training Workshop.

Press Releases Sent

Press releases sent out for **2012 - 41**

Press releases sent out for **2013 - 39**

Press releases sent out for **2014 - 41**

Press releases sent out for **2015 - 57**

Press releases sent out for **2016 - 53**

Press releases sent out for **2017 - 56**

Press releases sent out for **2018 - 54**

Press releases sent out for **2019 - 34**

Press releases sent out for **2020 – 45**

Press releases sent out for **2021 – 23**

Press releases sent out for **2022 - 43**

Media Coverage of OTO

The OTO maintains a log of all media articles and stories where OTO was featured or mentioned. The log provides a record of the types of items that are of interest to the media. Furthermore, as we continue to refine press releases, this log could serve as a guidebook to the effectiveness of our press releases.

- Media coverage from October 2014 to December 31, **2014 – 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**
- Media Coverage from January 1, 2019 to December 31, **2019 – 13**
- Media Coverage from January 1, 2020 to December 31, **2020 – 15**
- Media Coverage from January 1, 2021 to December 31, **2021 – 20**
- Media Coverage from January 1, 2022 to December 31, **2022 – 23**

Website Statistics

The OTO has been tracking activity on our website utilizing Google Analytics to document usage since 2015. Below are the google analytics for ozarkstransportation.org from 2015 to 2022.

Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	Male/Female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9
2018	6,559	3,869	13,911	2:13	58/42	98.1
2019	7,300	4,413	17,338	2:13	55/44	88.8
2020	7,558	5,000	19,160	2:25	N/A	98
2021	14,171	9,987	28,128	1:24	N/A	100
2022	17,623	13,041	33,562	1:24	N/A	90.2

Legal Ads

Legal ads are utilized as documentation of efforts to include the public in the planning process as per the Public Participation Plan. Affidavits of publication are evidence of compliance with public comment periods by way of advertising in print publications widely circulated in the planning area as required by federal regulations.

Year	No. of Ads Printed
2012	4
2013	7
2014	3
2015	3
2016	6
2017	3
2018	3
2019	4
2020	1
2021	4
2022	3

Public Comment Log

OTO maintains a Public Incoming Comment Log. This log documents all email, phone, and personal interactions with the public to the extent possible. Ideally, the log will include the individual's:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of their comment
- Their comment
- Any reply that was given or how the comment was processed

OTO Logged Comments

Year	Comments Received
2013	70
2014	195
2015	63
2016	22
2017	40
2018	16
2019	20
2020	37
2021	187
2022	255

Action Items for 2023

The following action items were identified to enhance Public Participation in 2023. The updated list is based on progress towards previously designated action items and performance measures. The items are recommendations for moving forward and represent refocused objectives for the coming year. The OTO staff will work towards accomplishing the updated action items in advance of the next Public Participation Plan Evaluation. These items include:

- Expand and enhance the use of virtual tools to broaden the reach of meaningful public engagement efforts by making participation more convenient, affordable, and enjoyable for greater numbers of people.
- Expand the use of social media to promote the OTO and solicit comments using ads and “boosted” content to target segments of the public for their input and prioritize intentional outreach to members of underserved communities.
- Provide information at a reading level that will allow people of varying levels of education to participate. Writing at the eighth grade reading level or lower is generally accepted.
- Utilize the OTO Equity Index to understand the demographics of affected communities within the OTO that have disproportionate numbers of transportation disadvantaged or vulnerable populations with the intent of tailoring outreach efforts to include them in the planning process.

Summary

Several years of performance measures used to evaluate the PPP have been compiled and now include data for the 2022 calendar year. The performance measures produce data for understanding how the public are utilizing tools that the OTO provides for keeping them informed and the methods that the OTO employs to solicit public engagement. A summary of conclusions from the performance measures include:

- In 2022, 255 comments were logged compared to 197 in 2021. Most of the comments were submitted through the “Map It” feature on the OTO Website.
- The OTO Website had the highest number of users and page views in the period from 2015 to 2022 using Google analytics.
- The OTO sent out 43 press releases in 2022, resulting in 23 news articles which represents the most media coverage enjoyed by the OTO since tracking began in 2012.

- The number of followers on the OTO Facebook account has steadily increased. In 2022, the number of users following the Ozarks Transportation Page has increased 35% from 2021. Facebook has proven to be more an effective platform to communicate with the public. The OTO Technical Planning Committee and Board of Director Zoom meetings are broadcast on Facebook live to conform with the Sunshine Law. Several comments have been received during these meetings via social media.

The OTO staff will continue to work toward increasing public awareness of its role in the region and planning activities. The action items, especially maintaining email contacts for interested parties, should be effective in directly providing information and gathering public feedback from them. In addition, the public involvement processes outlined in the update of the PPP and implementation of the updated action items will provide continuity and consistency in public involvement efforts at the OTO.

TAB 13

BOARD OF DIRECTORS AGENDA 05/18/2023; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 12 of the agenda packet, for Board member review, are Public Comments for the time frame between March 16, 2023 and May 10, 2023. Any additional public comment received by May 18, 2023 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Fassnight Greenway

City/County of concern: Springfield/Greene County

Date received: 03/27/2023

Received through: Email

Contact Name: Greg Wadley

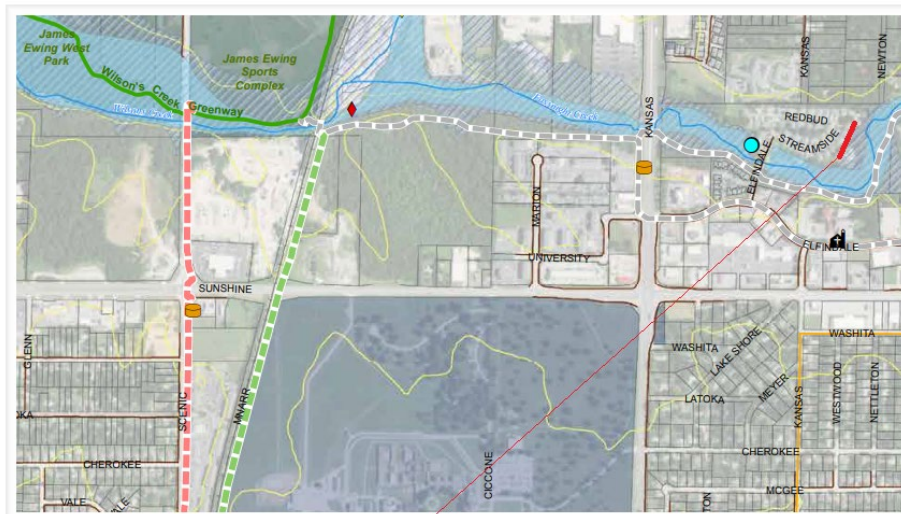
Contact Email/Ph #: gwadley80@gmail.com

Comment:

I see that a historic marker is on this map (attached) at Creekside in Elfindale. Please pass along my appreciation and thanks to the planners on the Fassnight Greenway Planning Team. The Indian, Pioneer, Telegraph, Butterfield Overland Mail Route, Military Road and Old Wire Road in its many names over the years is a place to be remembered and commemorated. That location on Elfindale Court St. close to the clubhouse would be honored and maintained by Creekside and would not fall victim to damage or graffiti.

Many of our ancestors traveled down the road to Booneville after being outfitted along the Missouri River and its tributaries. The easy part of the journey on the steamboats was over and their goods were placed into wagons for transport. Happily some decided to stay once they saw the beautiful Ozarks!

Greg



The Historic Old Wire Road location in Elfindale. As a child I remember playing along the creek and seeing what clearly was a road at one time. It did not line up with Kansas or Newton and the level swale area was bordered on both sides with a one foot embankment. I thought that a road going into the creek did not make any sense at all and wished now I would of told my parents and had them take a picture. I was too young to realize that the level wide area was the ford in the creek north of the spring there in the hillside. I have been back and all evidence is gone now with flood events and development of Creekside.

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

Greg Wadley Response: Thank you for your response as I grew up along the old trail and remember when you could still see visible signs before development came in. I remember riding with Mom coming from downtown on the way to Wickman Gardens seeing a celebration of the trail along Catalpha Street. There was an event tent north of Fassnight Creek west of Grant and Mom said history preservationists were trying to get a trail section re-installed to commemorate the road. I suspect funds never became available at the time but as a young child I did not have an interest in any of that at the time...Greg



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail

City/County of concern: Springfield/Greene County

Date received: 03/29/2023

Received through: Email

Contact Name: Elizabeth Fox

Contact Email/Ph #: pattywackfox@icloud.com

Comment:

Hello! I know that this bid section most likely is further south than our home 2316 S Oak Grove Avenue, 65804. My purpose with this message is to remind you to keep the lines of communication open with the homeowners along the route. On our street specifically, just south of Seminole, the tracks run directly behind our homes. Letting us know the specific plans and timeframe of the project would go a long way toward support for this project. Last year I reached out to the city to ask about the specifics of the design at our area; where does the property line lay, who will maintain the green space, what is required of us as homeowners? Even though we attended the open house those issues specific to our location were not answered. I understand that some of these things may not have been decided. My plea to you is to remember that you are literally going to be working in our back yards. The few neighbors I have spoken to support this project, but that doesn't mean we don't deserve to be informed about it's impact on our neighborhood. I welcome any discussion if it would be helpful.

Patty Fox
2316 S Oak Grove Avenue
417-840-4718

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



PUBLIC COMMENT



Area of concern: North Highway 13 Corridor

City/County of concern: Springfield/Greene County

Date received: 03/31/2023

Received through: Facebook

Contact Name: Anand David

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments


Ozarks Transportation Organization
March 2, 2022 · 🌐

North Highway 13 Corridor Study Public Meeting: Reviewing Design Options

An in-person meeting will be held Tuesday, March 8th from 4:30-6:30 pm at the Library Station's Frisco Room, 2535 N Kansas Expressway

A Virtual Meeting will be available from March 8 to March 21. Community members will be able to watch a pre-recorded presentation, review project maps and renderings, and complete a public input survey. The Virtual Meeting will be available at <https://www.ozarkstransportation.org/north13study>.

Greene County, Missouri City of Springfield, MO - Connect with SGF MoDOT Southwest Missouri <https://www.ozarkstransportation.org/.../public-notice...>




OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

OZARKSTRANSPORTATION.ORG

Public Notice: North Hwy 13 Corridor Study Public Meeting &... | OTO
OTO is a metropolitan planning organization serving the Ozarks region. Find out more about o...

Anand David
Has there been any recent update?
Like Reply Hide [Send Message](#) 13h

Ozarks Transportation Organization
Anand David You can find updates here:
<https://www.ozarkstransportation.org/studies>



OZARKSTRANSPORTATION.ORG
Studies | OTO

Like Reply Remove Preview 4h

Anand David
Ozarks Transportation Organization Thank you! I see the final report from August 2022. Do you know if the project has been approved?
Like Reply Hide [Send Message](#) 1h

Ozarks Transportation Organization
Anand David Funding has not been identified for the full project yet. Thank you for your inquiry!
Like Reply 2m



PUBLIC COMMENT



Area of concern: Social Equity Index

City/County of concern: OTO MPO Area

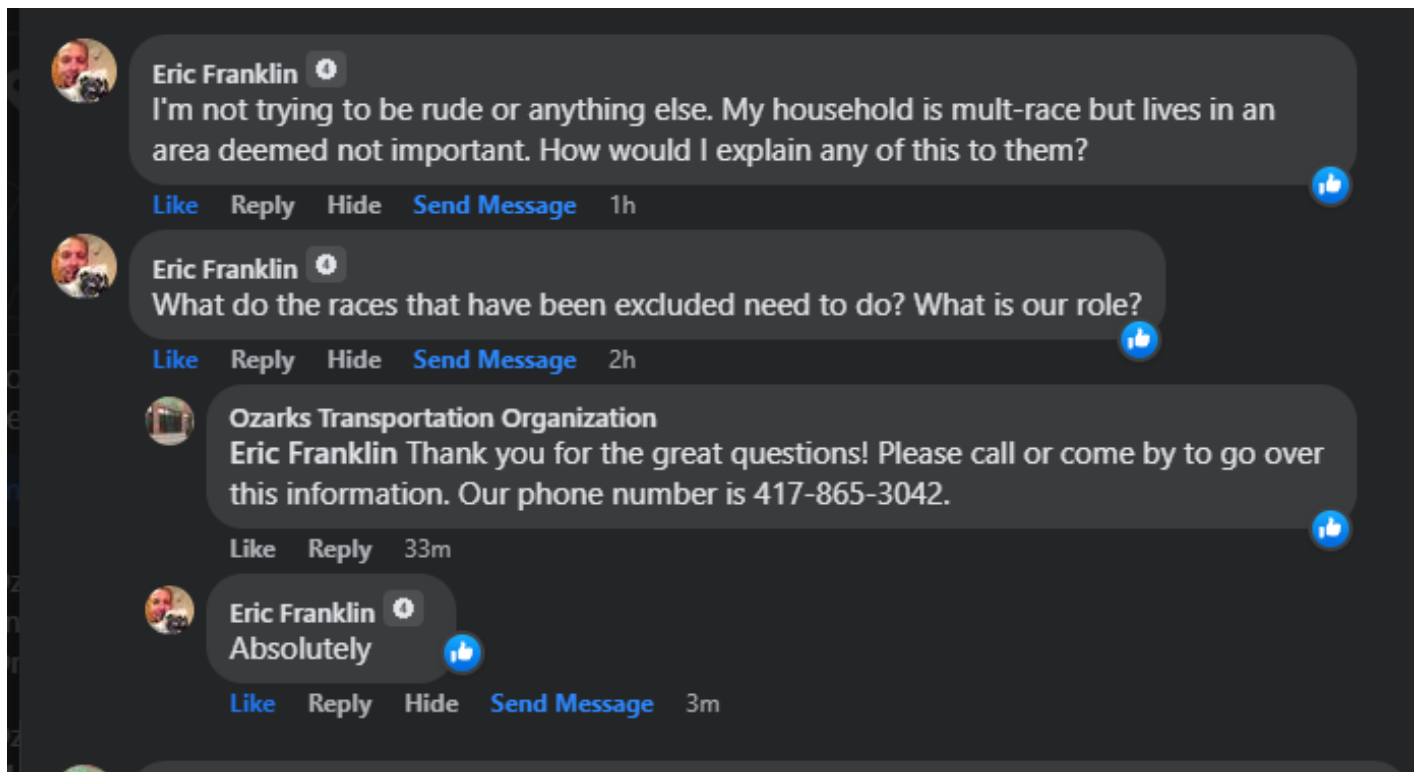
Date received: 04/19/2023

Received through: Facebook

Contact Name: Eric Franklin

Contact Email/Ph #: not available

Facebook Thread during the Facebook Livestream of the Technical Planning Committee





PUBLIC COMMENT



Area of concern: April Technical Planning Committee Meeting

City/County of concern: OTO MPO

Date received: 04/20/2023

Received through: Email

Contact Name: Greg Wadley

Contact Email/Ph #: gwadley80@gmail.com

Email comment

I live on the old right of way of the Frisco Chadwick Railroad and was at the meeting. Besides all the parliamentary proceedings I enjoyed the information presented. I am excited about the funds provided from the State of Missouri to construct the overpass of 65 highway. I have put the same on the OTO Facebook page with no reaction. I'm sure someone will see it eventually on the sanguine infused thrilling Facebook page that they talked about in the meeting.

As a safety committeeman for the General Electric side of the Argentine LMIT Terminal in Kansas City I have been in many similar meetings. I have presented the annual training required by the Federal Railroad Administration and OSHA to all Burlington Northern Santa Fe Railroad employees there in the Mechanical Dept.

Committee meetings seem to be the same dry requirements of people going through the motions required by law or management all over with the best having great material and audio visual stimuli. While the material was good, and the presentation of, was above board I of course expected more. At BNSF some of our best included commercial based short films showing great locations and accomplishments of our company and action scenes of trains and equipment in service.

Keeping it interesting by the head of the meeting of course takes time away from all the voting members present who all had titles and I am sure a busy schedule but the highlight for me was the banter back and forth with the Missouri State voting committeeman. Of course the meeting took place close to the Delaware Trail, Old Wire Road to the West, and Wilderness Trail along Campbell Avenue which long before the planning of your committee followed the "Lay of the land" and great fords and springs in our area. I'm excited to see the improvement, planning and construction today that improves upon all the original "Mother Roads" long before route 66 coined that term and seems to be in good hands!

PS: I placed some great photos of places along the Chadwick Branch Railroad and the future Chadwick Flyer Trail on the OTO facebook page that was up long enough for two of my friends to react to them before they were removed and new government transportation related items appeared. Feel free to view and distribute as I love being on all the Greenways and open spaces getting shots of the Ozarks' beauty as they come alive this spring! Have a safe and productive day!

Thank You for letting me know about it!

Gregory Wadley

OTO Response

Good morning, Mr. Wadley!

Thank you so much for attending the meeting. We appreciate your insights as an observer to the meeting. It is exciting to see how the trails in the OTO MPO area are starting to connect. There is still a lot of work to do, but progress is being made.

I moderate our Facebook page and did not see the pictures of places along the Chadwick Branch Railroad and the future Chadwick Flyer Trail on our page. I did see a picture in a comment to the meeting yesterday. We have reviewed our settings in Facebook page and have not been able to find what may have caused them to be taken down. There may be a setting we are missing. I apologize that they did not have an opportunity to be seen.

Public input is vital to our planning process, so we really appreciate your attendance and insights. If you ever have any comments or questions, please feel free to reach out.

Have a wonderful day in this beautiful community of ours.

Nicole Stokes



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail

City/County of concern: OTO MPO Area

Date received: 04/19/2023

Received through: Facebook

Contact Name: Greg Wadley

Contact Email/Ph #: not available

Facebook Thread in regard to April Technical Planning Committee

Greg Wadley
I live on the old right of way of the Frisco Chadwick Railroad and was at the meeting today. Besides all the parliamentary proceedings I enjoyed the information presented. I am excited about the funds provided from the State of Missouri to construct the overpass of 65 highway.

Like Reply Hide Send Message 15h

Ozarks Transportation Organization
Greg Wadley We are excited, as well. Thank you so much for attending.

Like Reply 57m



Future Trail Location shown along Springfield Lake at Kissick - Looking Southwest on Railway



PUBLIC COMMENT



Area of concern: Potholes

City/County of concern: OTO MPO Area

Date received: 04/19/2023

Received through: Facebook

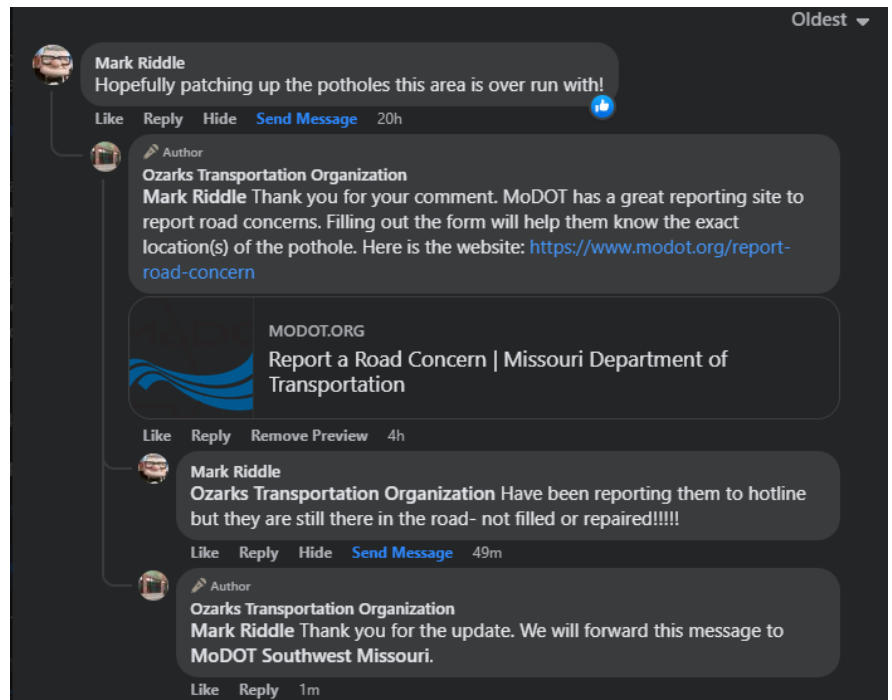
Contact Name: Mark Riddle

Contact Email/Ph #: not available

Original Facebook Post



Facebook Thread



TAB 14

April 26, 2023

12:36 pm » State DOTs Bolster 2023 National Work Zone Safety Campaign

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

A recent hearing (<https://transportation.house.gov/calendar/eventsingle.aspx?EventID=406231>) held by the Subcommittee on Highways and Transit within the House of Representatives Committee on Transportation and Infrastructure examined the challenges and opportunities affecting implementation of the \$1.2 trillion Infrastructure Investment and Jobs Act or IIJA.

[Above image via the House T&I committee]

Enacted in November 2021 (<https://aashtojournal.org/2021/11/19/biden-signs-infrastructure-bill-outlines-implementation-priorities/>), the IIJA provided “historic funding increases” for a wide range of U.S. infrastructure needs, noted Rep. Rick Crawford (R-AR), chairman of the highways and transit subcommittee, in his opening remarks (<https://transportation.house.gov/news/documentsingle.aspx?DocumentID=406244>) at the hearing.

For that reason, he said it is “essential that Congress performs its oversight role to ensure efficient and effective use of taxpayer dollars, and to ensure that the [Biden] administration is implementing IIJA consistent with the letter of the law. Oversight is not a Republican or Democratic issue. Congress must fulfill its duty to ensure IIJA is being implemented as written and that resources are addressing our most pressing transportation infrastructure and supply chain needs.”



Rep. Rick Crawford. Image via House T&I.



Marc Williams. Image via House T&I.

Marc Williams, executive director of the Texas Department of Transportation, testified on behalf of the American Association of State Highway and Transportation Officials and the state department of transportation community.

He was one of four witnesses at the hearing from different transportation industry segments providing insight into the IIJA implementation process.

“Our state DOTs are committed to doing our part to achieve successful delivery of the IIJA by improving transportation safety, mobility, and resiliency,” he explained in his remarks (<https://docs.house.gov/meetings/PW/PW12/20230328/115557/HHRG-118-PW12-Wstate-WilliamsM-20230328.pdf>). “In Texas, federal funding represents one-third of our overall transportation program, so the IIJA’s five-year duration, its record increase in formula funds to states, and increased program flexibility enable Texas – and our state DOT peers – to address our own unique transportation needs.”

Williams highlighted seven key issues state DOTs are grappling with as they implement the IIJA:

Safety: “Indisputably, the biggest challenge facing state DOTs is the dramatic increase in roadway traffic fatalities (<https://aashtojournal.org/2023/01/13/nhtsa-issues-latest-2022-traffic-fatality-projections/>) over the past three years,” he said. “Every day, we are faced with the tragic loss of life across this country. [We lose] over 40,000 individuals every year now on our nation’s roadways. In Texas, it has been over 22 years since we experienced a single day without a traffic death. The IIJA’s increased funding and flexibility for the

Highway Safety Improvement Program allows states to expand our efforts to identify and implement important countermeasures to reduce fatalities and serious injuries.”

Inflation: “State DOTs are facing inflation and supply chain challenges

(<https://aashtojournal.org/2022/07/15/house-ti-republicans-host-inflation-roundtable/>) that have significantly driven up project costs. In Texas, our highway cost index growth exceeds 30 percent, effectively eroding the gain in federal buying power offered by the IIJA.”

Contract Authority: “The recently reported \$3.5 billion contract authority discrepancy

(<https://aashtojournal.org/2023/02/10/fhwa-identifies-3-5b-highway-funding-discrepancy/>) between the Federal Highway Administration and the U.S. Department of

Transportation accounting systems is another major concern to state DOTs, as this could negatively impact highway formula dollars which are the most effective means of delivering federal investment nationwide. States ask Congress and USDOT to ensure that any accounting reconciliation will not impact state contract authority.”

Grant Programs: “While the large number of discretionary grants included in the IIJA presents added funding opportunities, they also create challenges for states, local partners, and even USDOT. The cost of developing one grant application can reach \$200,000 for AASHTO members. The vast majority of proposals are unsuccessful, and those few that are successful can take up to 18 months for the grant award to be finalized and funds obligated.”

New Build America-Buy America Rules: “AASHTO members strongly support the expansion of America’s manufacturing capacity and workforce that are sought through the policy objectives of ‘Build America Buy America (<https://aashtojournal.org/2023/03/17/aashto-reiterates-concern-over-buy-america-rules/>)’ rules. However, uncertainty and complexities related to implementation of program requirements contribute to project delays and increased costs, with contractors and utility companies struggling to meet the new and evolving sourcing requirements.”

Electric Vehicle Infrastructure: “AASHTO and state DOTs are working to deliver the goals and outcomes established by Congress via the new National Electric Vehicle Infrastructure (<https://aashtojournal.org/2023/02/17/next-steps-unveiled-for-national-ev-charging-network/>) formula program. To effectively utilize this funding, flexibility and adaptability in how and where to install EV chargers and in contracting methods will help states meet their unique needs.”

Workforce Development: “[This] remains a critical issue (<https://aashtojournal.org/2022/04/22/gao-report-highlights-state-dot-workforce-issues/>) for AASHTO’s members, as it has contributed to the significant rise



Marc Williams. Photo by AASHTO.

in project delivery costs and presents challenges to state DOTs in managing their programs. Like other states, TxDOT is experiencing the highest workforce attrition rate we have seen in decades.”

Paula Hammond – senior vice president for consulting firm WSP USA – highlighted similar issues in her testimony (<https://docs.house.gov/meetings/PW/PW12/20230328/115557/HHRG-118-PW12-Wstate-HammondP-20230328.pdf>) at the hearing on behalf of the American Road & Transportation Builders Association, as well as key funding points as well.

“Nearly half of the IIJA’s generational investment – \$450 billion – will be spent improving highways, bridges, and public transportation systems; representing the largest nominal increase in highway funding in 65 years,” explained Hammond, who served as the secretary of the Washington State Department of Transportation during her long career in the infrastructure sector.

“The [IIJA’s] success will be built on the strong partnership between the federal government and states,” she emphasized. “Federal investment supports more than 50 percent of the average state’s capital outlays, with some states relying on federal funds for more than 80 percent.”



Paula Hammond. Image via House T&I.

Hammond noted that the “foundation” of the federal-state partnership where infrastructure projects are concerned centers on formula funding programs.

“These programs facilitate the pursuit of national needs in a manner that respects state flexibility in project selection,” she said. “The formula programs create state funding certainty, which drives growth in state transportation budgets.”

Dwayne Boyd, president of the Mid-South Region for CRH Americas Materials, echoed those points in his testimony (<https://docs.house.gov/meetings/PW/PW12/20230328/115557/HHRG-118-PW12-Wstate-BoydD-20230328.pdf>) on behalf of the National Stone, Sand & Gravel Association, while emphasizing that “regulatory roadblocks” could hamper IIJA implementation efforts.

“As IIJA is implemented, my company and the entire construction industry find it critical to ensure the funds authorized and appropriated continue to flow as intended for the life of the bill,” he pointed out.



Dwayne Boyd. Image via House T&I.

"However, [state DOTs] have reported inflation has eroded the buying power of the increased funding levels, resulting in a smaller number of projects being let," Boyd said. "That is why it is imperative Congress and the administration work to rapidly implement the provisions under IIJA and remove regulatory roadblocks and red tape that hold us back."

That's a particular concern where the new "Build America/Buy America" rules are concerned, he emphasized.

"Unfortunately, even after a year of work to implement the new requirements, the OMB [the Office of Management and Budget] issued a confusing and contradicting rule (<https://aashtojournal.org/2023/02/10/omb-proposes-revisions-to-its-buy-america-guidance/>) that revised previous guidance issued," Boyd noted.

"This new rule introduces new requirements that were not included in the IIJA and places the congressionally mandated exclusion for aggregates-based products, like asphalt and concrete, at risk," he said. "If OMB proceeds with their rulemaking, it will upend years-long work to get the [new] requirements enacted, likely requiring [state] DOTs and federal agencies to delay projects, further complicating implementation of the IIJA's funding."

Aric Dreher, assistant general manager for construction contractor Cianbro, made similar points in his testimony



Aric Dreher. Image via House T&I.

(<https://docs.house.gov/meetings/PW/PW12/20230328/115557/HHRG-118-PW12-Wstate-DreherA->

20230328.pdf) at the hearing on behalf of the Associated Builders and Contractors or ABC – focusing particularly on IIJA workforce provisions and executive orders issued by the Biden administration that conflict with them.

“Since the bill was signed into law in 2021, the administration has taken executive regulatory action, departing from the congressional intent of the bill and showing clear and unnecessary favoritism toward unionized contractors and labor on taxpayer-funded infrastructure projects receiving federal funds,” he said.

“We have also seen significant changes in our economy that I believe will affect the overall success of this bipartisan effort, including record inflation, supply chain delays and workforce shortages,” Dreher added.

“Combined with our current labor shortage and supply chain pressures, it is becoming increasingly difficult for construction projects to continue as originally planned,” he emphasized. “ABC anticipates the construction industry will need to attract half a million additional workers on top of the normal pace of hiring in 2023 to meet the demand for labor – attributing a portion of this demand to a growing number of megaprojects associated with chip manufacturing plants, clean energy facilities and infrastructure, as well as too few younger workers entering the skilled trades.”

Dreher emphasized that “after-the-fact regulations and strings” attached to federal infrastructure grant programs will severely impact the allocation of IIJA funds.

They will “restrict competition for taxpayer-funded construction projects to union contractors and workers at the expense of fair and open competition that provides opportunities for all qualified workers while offering the best value for taxpayers,” he said.

033123 ([HTTPS://AASHTOJOURNAL.ORG/TAG/033123/](https://aashtojournal.org/tag/033123/))

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Highway Construction Costs Have Risen 50% in Two Years

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APRIL 18, 2023 | JEFF DAVIS

The Federal Highway Administration recently released its updated index of highway construction costs for the July-September 2022 quarter, and it shows that inflation in this sector is more extreme than in the general economy – construction costs have increased 50 percent since December 2020.

FHWA started estimating the [National Highway Construction Cost Index](#) (NHCCI) in 2003 and the updated graph is ugly indeed:

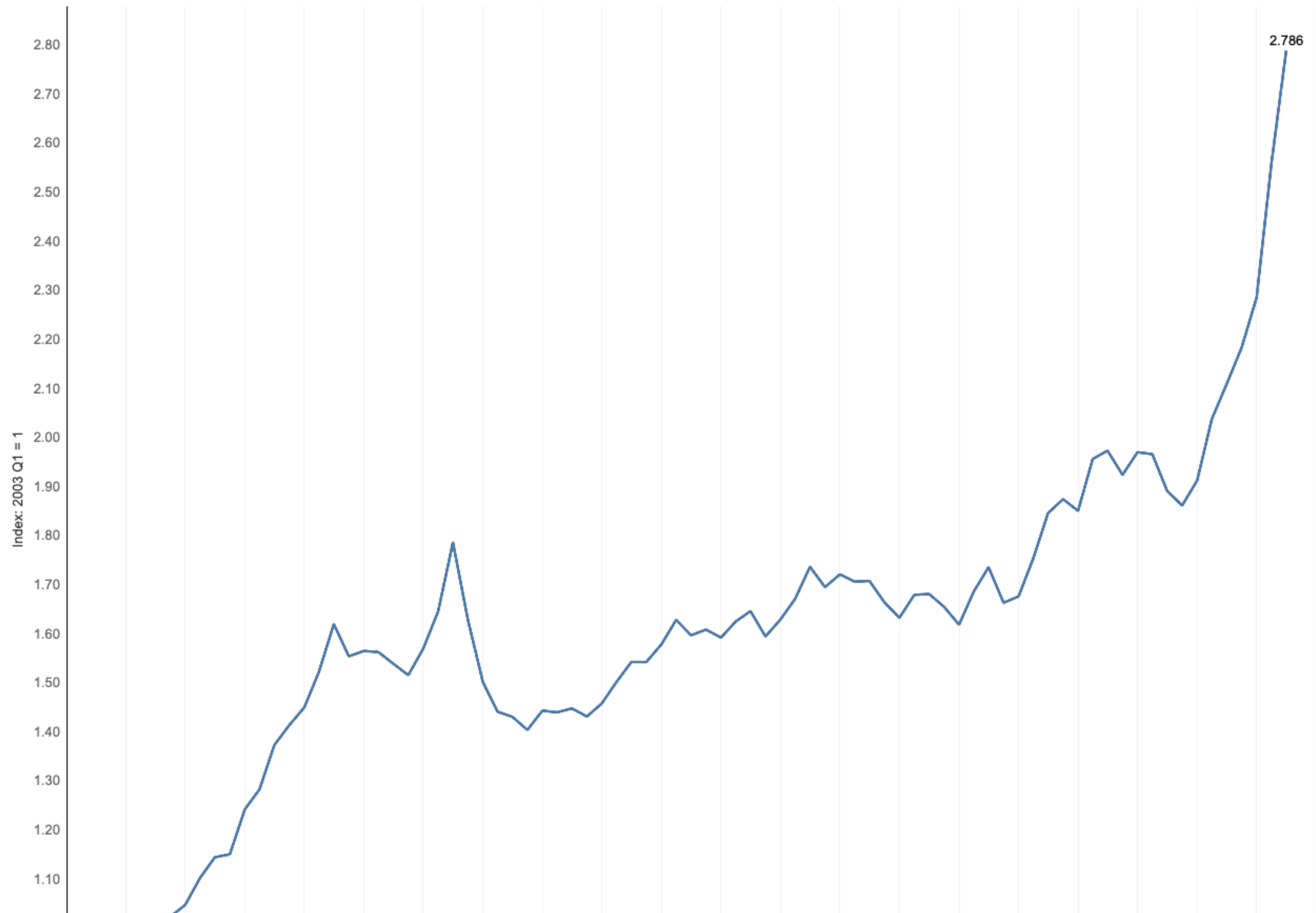


U.S. Department of Transportation
Federal Highway Administration

National Highway Construction Cost Index (NHCCI)

Select Year and Quarter:

2003 Q1 2022 Q3



The NHCCI started in the third quarter of 2003, based at an even 1.0000 and the third quarter 2022 index was 2.7862 which means that highway construction cost almost 2.8 times as much in summer-fall 2023 as it did 20 years prior. But the chart shows two great inflation runs: 2004-2006, fueled by a doubling of oil prices and by China's entry into the WTO (and the effect that had on the world demand for construction materials), and the present run which started at the beginning of 2021.

The last low point of the index before the current run was the 4th quarter of calendar 2020, which was the first quarter of federal fiscal year 2021. Here is the index starting then:

<u>Quarter</u>	<u>NHCCI</u>	<u>Increase</u>
Oct.-Dec. 2020	1.8601	—
Jan.-Mar. 2021	1.9112	+2.7%
Apr.-Jun. 2021	2.0363	+6.5%
Jul.-Sep. 2021	2.1075	+3.5%
Oct.-Dec. 2021	2.1821	+3.5%
Jan.-Mar. 2022	2.2841	+4.7%
Apr.-Jun. 2022	2.5552	+11.9%
Jul-Sep. 2022	2.7862	+9.0%
3Q CY22 Over 4Q CY20		+49.8%

Of the 9.0 percent increase, quarter over quarter, FHWA estimates that 3.5 points of it is from increases in the price of asphalt, which is mostly based on the price of crude oil. The next biggest component of the increase was grading and excavation, which is heavily dependent on the price of the diesel fuel burned by the earthmoving equipment. But one-sixth of the 9 percent cost increase was the bridge category, which is mostly steel, the cost of which is mostly independent of oil prices.

Crude oil prices have decreased somewhat since the July-September 2022 quarter, when they dropped from over \$100 per barrel just below \$80 a barrel. So far in 2023, prices have oscillated in the \$70-80 per barrel range. So, while the rate of increase in the NHCCI may decrease in the coming quarters, there is no sign that they will give back significant amounts of what has already been increased.

☆ Crude Oil Prices: West Texas Intermediate (WTI) - Cushing, Oklahoma (DCOILWTICO)

[DOWNLOAD](#)

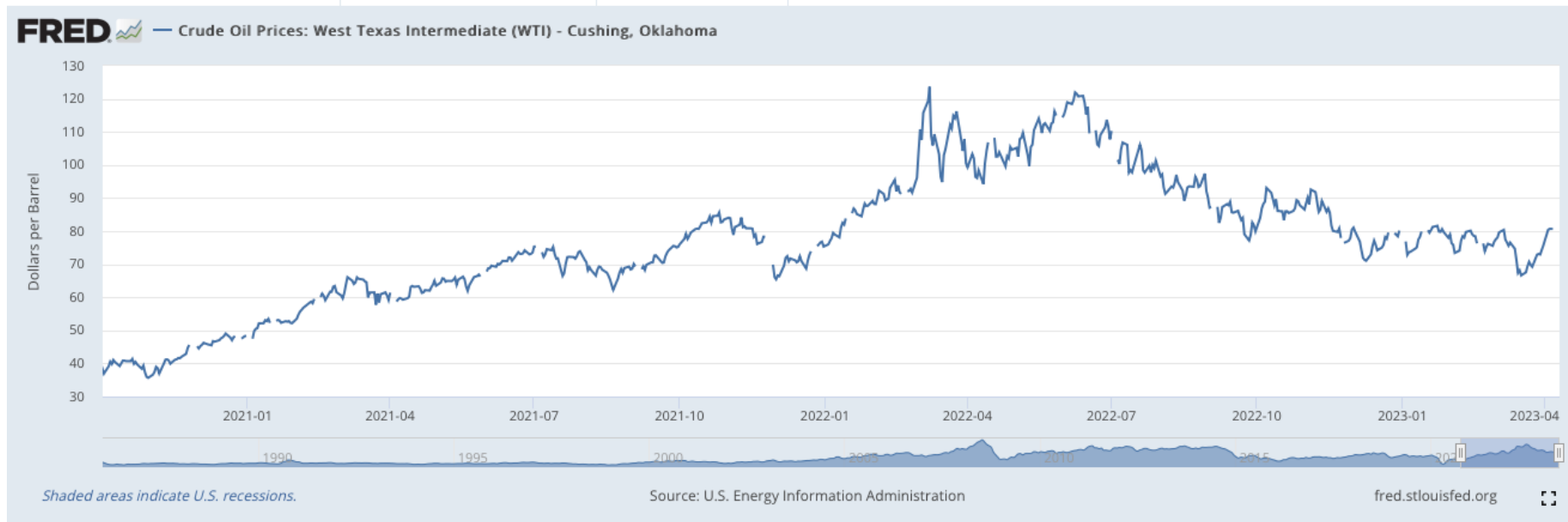
Observation:
2023-04-10: **79.79**
(+ more)
Updated: Apr 12, 2023

Units:
Dollars per Barrel,
Not Seasonally Adjusted

Frequency:
Daily

1Y | 5Y | 10Y | Max

2020-10-01 to 2023-04-10

[EDIT GRAPH](#)


(Also, even if and when petroleum gets cheaper, at some point the added money from the Infrastructure Investment and Jobs Act (IIJA) will test the capacity of steel mills, cement kilns, and gravel pits to produce materials in sufficient quantities to meet increased demand without more price increases, to say nothing of demands of labor for increased wages in a tight labor market.)

For years, we have tried to figure out the best measure of the lost buying power of federal dollars. When it comes to spending, the easiest thing to track is outlays, which are the cash dollars leaving the Treasury as they are transferred via check or wire to non-federal entities. These are [reported monthly by the Treasury](#). But these outlays are usually paying off contracts which were signed months or years before, so they don't really measure the effect that price increases have on newly signed contracts.

Fortunately, in 2017, [usaspending.gov](#) went online and lately it has gotten so user-friendly that it can be used to track obligations as well as outlays – not by month, but by quarter. Obligations are the best proxy for contracts being signed (an obligation is recorded when FHWA approves a project agreement and commits a specific amount of federal dollars for a specific project).

We added up the total obligations in each quarter for the two major FHWA budget accounts (the Federal-Aid Highways account (8083), which is all their spending from the Highway Trust Fund, and the Highway Infrastructure Programs account (0548), which is all of the general fund plus-ups from the regular appropriations bills combined with the IIJA advance appropriations from the general fund). This excludes periodic Emergency Relief appropriations.

Then, we re-based the NHCCI to start at the last low point on the chart above (Oct-Dec 2020) and deflated the obligation totals by dividing the nominal obligation totals by the rebased index number. The result is “real” buying power of those obligations, after removing the highway cost inflation since the end of 2020.

We calculate that federal highway spending has lost \$21.5 billion in buying power since the end of 2020.

Total FHWA Obligations (Excluding Emergency Relief)					
	Nominal		NHCCI	"Real"	Real Are
	Obligations	NHCCI	Rebased to	Obligations	Less Than
	<u>Million \$</u>	<u>Actual</u>	<u>FY21 Q1</u>	<u>Million \$</u>	<u>Nominal by:</u>
FY21 Q1	4,503	1.8601	1.0000	4,503	0
FY21 Q2	9,862	1.9112	1.0274	9,599	-263
FY21 Q3	14,775	2.0363	1.0947	13,497	-1,278
FY21 Q4	23,237	2.1075	1.1330	20,510	-2,728
FY22 Q1	3,628	2.1821	1.1731	3,093	-535
FY22 Q2	15,038	2.2841	1.2279	12,247	-2,791
FY22 Q3	12,754	2.5552	1.3737	9,284	-3,469
FY22 Q4	31,276	2.7862	1.4979	20,881	-10,396
TOTAL	115,074			93,612	-21,461

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A Study Proves Stoplights Need a Fourth Color: White

Here's what it signals—and why it makes a ton of sense.



BY DARREN ORF PUBLISHED: FEB 8, 2023



Mary Ann Kulla Owaki // Getty Images

- As more autonomous vehicles (AV) begin driving American roads, those roads need to change with them.
- One research team proposes a white light that allows AVs to leverage their impressive networking capability.
- These white light would signal human drivers to simply follow the car in front and could decrease traffic delays significantly

As more self-driving cars enter roadways around the world, many aspects of driving could change forever. More electric vehicles (EVs) and autonomous vehicles (AV) are already leading engineers to implement electric roadways and city planners to design dedicated lanes for AVs—and now, the humble traffic light is next for a makeover.

For the dawning age of the self-driving car, transportation engineers from North Carolina State University are proposing the addition of a fourth “white light” whose function would be to alert humans to simply “follow the car in front of them.”

That's because to leverage the full potential of autonomous cars means to also embrace their ability to act as a kind of hive mind. Because they're essentially computers on wheels, these cars can network with both the traffic light and other nearby self-driving cars to help ease traffic delays and increase fuel (or electricity) efficiency. The team's results were published in the journal *IEEE Transactions on Intelligent Transportation Systems* on Monday.

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“Granting some of the traffic flow control to the AVs is a relatively new idea, called the mobile control paradigm,” says corresponding author Ali Hajbabaie in [a press release](#). “It can be used to coordinate traffic in any scenario involving AVs. But we think it is important to incorporate the white light concept at intersections because it tells human drivers what’s going on, so that they know what they are supposed to do as they approach the intersection.”

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In this scenario, a traffic signal would operate as normal when the percentage of self-driving cars at an intersection is low, but when that number increases, the “white light” signals to human drivers that their robo-motorists have assumed control and to simply follow the car ahead. The paper’s authors say the light doesn’t *need* to be white and can be any color (we vote purple).

The researchers tested this system using microscopic traffic simulators, which are complex computational models designed specifically to recreate traffic conditions down to each individual car. When operating with the “white phase” intersection, traffic delays improved 3 percent when only 10 percent of cars were AVs—but that number jumped to 10.7 percent when there were 30 percent AVs. In other words, more AVs means less traffic.

RELATED STORY



Is the World Ready for the EV Battery Boom?

The team first introduced the idea of [a fourth light in 2020](#), but realized a centralized system with a traffic light receiving AV signals and calculating the best route caused processing delays. This made the concept impractical, so the researchers instead designed a more distributed system.

However, adding a new color to a traffic light is no easy feat—it’s sort of why it hasn’t been done [in more than a century](#). There are hundreds of thousands of traffic lights in the U.S. alone, but 75 percent of those lights need to be upgraded or replaced. Those upgrades could (and should) prepare for AVs’ eventual arrival.

But instead of revolutionizing the four-way intersection near you, the authors say some near-term “white light” pilot programs could begin in a more controlled environment like ports where commercial vehicles, which are more likely to be AVs than personal vehicles, would benefit from an additional fourth light.

In the near term, things will remain red, yellow, and green, but this white light concept proves that AVs will one day upend every aspect of driving in the U.S. and throughout the world.
