



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

OCTOBER 16, 2024
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, October 16, 2024 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

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

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

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of August 21, 2024 Meeting Minutes Tab 1

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(5 minutes/Parsons)

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

E. Executive Director’s Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(5 minutes/Miller)

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

H. Committee Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

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

I. Federal Funds Status Update..... Tab 3

(2 minutes/Thomas)

Staff will provide an update on FY 2024 year end obligations.

II. New Business

A. Safe Streets and Roads for All Update..... Tab 4

(20 minutes/Longpine & Lochmueller)

Lochmueller will present the results of their safety engineering analysis as part of the Safe Streets for All Action Plan.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND ACCEPTANCE OF SAFETY ENGINEERING TECHNICAL MEMOS TO THE BOARD OF DIRECTORS

B. FY 2025-2028 TIP Amendment Two Tab 5

(2 minutes/Longpine)

Changes are proposed to the FY 2025-2028 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2025-2028 TIP AMENDMENT TWO TO THE BOARD OF DIRECTORS

C. TAP Project Schedule Extension..... Tab 6

(5 minutes/Thomas)

The Springfield-Greene County Park Board has requested to revise the schedule outlined for reasonable progress for the Lost Hill Greenway Bridge project.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE REVISED REASONABLE PROGRESS SCHEDULE FOR LOST HILL GREENWAY BRIDGE BY THE BOARD OF DIRECTORS

D. September 30, 2024 Federal Funds Balance Report..... Tab 7

(2 minutes/Longpine)

OTO has updated the Federal Funds Balance Report, for the time period ending September 30, 2024. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. FY 2026-2030 STIP Priorities Tab 8

(10 minutes/Fields)

A Subcommittee of the Technical Planning Committee has recommended priorities for inclusion in the FY 2026-2030 Statewide Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND STIP PRIORITIES TO THE BOARD OF DIRECTORS

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

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

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, December 18, 2024 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut 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 David Kanut at (417) 865-3042 at least 24 hours ahead of the meeting.

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 10/16/2024; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the August 21, 2024 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee meeting minutes for August 21, 2024.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
AUGUST 21, 2024**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present. Chair Parsons began the meeting at approximately 1:30 p.m.

The following members were present:

Eric Claussen, City of Springfield	Chad Ray (a), Springfield-Branson National Airport
Matt Crawford, City Utilities	Mike Ruesch, City of Willard
Karen Haynes, City of Republic	Jeff Rousell, City of Nixa
Adam Humphrey, Greene County	Beth Schaller, MoDOT
Tristan Losh, City of Battlefield	Aishwarya Shrestha (non-voting), SMCOG
Frank Miller, MoDOT	Mark Webb, Greene County
John Montgomery (a), Ozarks Greenway	Todd Wiesehan, Christian County
Jeremy Parsons, City of Ozark (Chair)	

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

The following members were not present:

Keith Adams, Springfield Public Schools	Tim Schowe, City of Strafford
Steve Childers, City of Springfield	Ben Vickers (non-voting), Springfield Chamber
Joel Keller (a), Greene County	Jeremy Wegner, BNSF
Martin Gugel, City of Springfield	Vacant, FTA
John Matthews, Missouri State University	Daniel Weitkamp, FHWA
Mark Schenkelberg, FAA	

Others present were: Jered Taylor, Congressman Eric Burlison's Office; Kimberly Ader, MoDOT; Scott Bachman, City of Springfield; Garrett Brickner and Dorothy Holbrook, Wilson & Company; Mary Kromrey, OWN/City of Battlefield; Derrick Estell, Toth & Associates; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Parsons welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Adam Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for August 21, 2024. John Montgomery seconded the motion. The motion passed.

C. Approval of June 26, 2024 Meeting Minutes

Adam Humphrey made a motion to approve the minutes from the June 26, 2024 Technical Planning Committee meeting. Mike Ruesch seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

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

E. Executive Director’s Report

Sara Fields shared that staff have been working on the STIP priorities through Committee. The revised scores will be sent out today. The Board of Directors have been working on the Legislative Priorities which will be decided at the September meeting. The OTO Strategic Plan was approved at the July meeting. This shows what OTO will be working on over the next 5 years. The Missouri Highways and Transportation Commission will be in Springfield on September 5th. A schedule will be sent out later. The OTO Legislative Breakfast will be October 10th at 7:30 am with breakfast being served at 7:15 am.

F. Legislative Report

Jered Taylor with Congressman Eric Burlison’s office stated Congressman Burlison is in town for the month of August for the August recess. They have been taking tours and visiting with businesses throughout the district. They visited Branson touring the 86 project and Longcreek Bridge with MoDOT and the contractor. Burlison’s transportation staff met with OTO staff. They also went to Joplin to speak with some of the rail industry to discuss the Rail Safety Act that is going through Congress. Congress will return to session in approximately a week.

G. MoDOT Report

Frank Miller reported MoDOT’s High Priority Unfunded Needs list comment period goes through Friday, August 23, 2024. There was a good turnout at the Springfield meeting for the Unfunded Needs list.

MoDOT staff continue to work on the Asset Management Plan.

MoDOT Director Patrick McKenna has resigned. The Deputy Director will be the interim director.

Beth Schaller shared the 125/60 Interchange and the 160/CC intersection are open. Work continues on Route AA signal improvements. The ADA improvement work continues on Kansas Expressway as well as repaving the roadway.

H. Committee Reports and Grant Opportunities

David Knaut stated OTO held two Bicycle and Pedestrian Advisory Committee (BPAC) meetings. There was a call for projects. This will be discussed later in the meeting. The CY 2023 Bicycle and Pedestrian Implementation Report was updated. Approximately 4.4 miles of trail have been completed and funded approximately 4.9 miles of trail.

There was one meeting of the Traffic Incident Management Subcommittee (TIMS). Discussion was held regarding better HAZMAT incident coordination.

There were two meetings of the Local Coordinating Board for Transit (LCBT). The Board has been working toward OTO becoming a designated recipient of FTA for 5310 funding.

Debbie Parks shared OTO is working alongside the Ozarks Clean Fuel Coalition to submit a grant for the Charging and Fueling Infrastructure (CFI) grant program. An REI was issued for private entities that may be interested in partnering with OTO. It closed last week. The City of Springfield also applied. There have been 26 ports applied for at 5 different locations. The project is \$1.5 million. OTO is requesting \$1.23 million in federal funding. The grant is due August 28th.

The Reconnecting Communities grant opportunity is open. This grant is to help reconnect communities previously cut off from economic opportunities by transportation infrastructure. The application is due on September 30, 2024. The minimum award is \$5 million.

The Safe Streets and Roads for All application for the planning and demonstration grant is open.

There is a Wildlife Crossings Program open through the USDOT. It closes September 4, 2024. If any jurisdiction needs a letter of support, let OTO staff know.

The Railroad Crossing Elimination Program applications are due September 23, 2024. The minimum award is \$1 million in federal funds.

MoDOT's Cost Share Program application is open. The applications are due September 23, 2024. The deadline for having conversations with jurisdictions has passed for this round. If a community has a project for the Cost Share Program but has not been in discussion with MoDOT, it is recommended to start preparing it for the next round in January.

MoDOT has a Traffic Engineering Assistance Program (TEAP) that is open for traffic studies. The award is up to \$12,000 with a 20% match. It closes on September 13, 2024. The applications can be submitted to Andrew Seiler.

The OTO Newsletter is sent out monthly which includes grant information. Let staff know to be added to the distribution list. The newsletter is also on the OTO website.

I. Federal Fund Status Update

Jen Thomas reported that currently there is approximately \$7.4 million that needs to be obligated by the end of the fiscal year. There is approximately \$6.6 million in the final stages. Approximately \$1.1 million is in engineering contracts to be executed and \$1.9 million in STIP MoDOT projects.

II. New Business

A. FRA Long Distance Service Study Resolution of Support

Natasha Longpine reviewed the FRA Long Distance Passenger Rail Study.

John Montgomery made a motion to recommend the Board of Directors approve a resolution of support for passenger rail through the OTO region. Karen Haynes seconded the motion. The motion passed.

B. Congestion Management Process Evaluation

Dave Faucett presented the Congestion Management Process evaluation, a draft document which monitors congestion in the OTO area.

Todd Wiesehan made a motion to recommend the Board of Directors accept the Congestion Management Process Evaluation. Adam Humphrey seconded the motion. The motion passed.

C. FY 2027-2027 TIP Administrative Modification 7

Natasha Longpine stated revisions had been made to the FY 2024-2027 Transportation Improvement Plan.

- Chadwick Flyer Phase V (EN2405)
Added \$50,000 funding for meeting reasonable progress and due to increased costs, plus moving remaining engineering to construction in FY 2025.
- Chadwick Flyer US 65 Crossing (OK2304)
Moving remaining engineering to FY 2025 and adding STBG-U funds to construction.

This was informational only. No action was requested.

D. TAP Project Schedule Extension

Jen Thomas reported that the Springfield-Greene County Park Board requested to revise the schedule outlined for reasonable progress for the Lost Hill Greenway Bridge project.

Eric Claussen made a motion to recommend the Board of Directors approve the revised reasonable progress schedule for the Lost Hill Greenway Bridge. Jeff Roussell seconded the motion. The motion passed.

E. Trail and Sidewalk Project Funding Recommendation

David Knaut presented the projects proposed for the TAP/CRP funding.

- City of Battlefield – Engineering/Design – Wilson’s Creek Trail and Phase 2 FF Pedestrian Improvements
- City of Ozark – Construction – Trail/Sidewalk Hwy CC Chadwick Flyer Connection
- City of Springfield – Engineering/Design and Construction – South Creek Greenway Trail – Sunset/Glenstone Crossing Improvements
- City of Strafford – Engineering/Design – Route 66 trail Phase 3
- City of Willard - Engineering/Design – 160 Underpass

Mike Ruesch made a motion to recommend the Board of Directors approve TAP/CRP funding for the trail and sidewalk projects. Adam Humphrey seconded the motion. The motion passed.

F. Destination 2045 Amendment 7

Natasha Longpine highlighted the changes recommended to the Constrained Projects List. Updates were needed to include I-44 improvements from US 65 to Route 125 and to reflect the additional funding and updated costs for the I-44 projects between US 160 and Route 125.

- US 160 to 13 Widening
- Route 13 to Glenstone – Sound Study/Widening/Pavement Rebuild
- Glenstone to US 65 – Widening/Pavement Rebuild
- US 65 to Route 125

- Route 13 Interchange – Phases 1-4
- New Melville Bridge

John Montgomery made a motion to recommend the Board of Directors approve the *Destination 2045* Amendment Seven. Karen Haynes seconded the motion. The motion passed.

G. FY 2025-2028 TIP Amendment One

Natasha Longpine stated there were proposed changes to the FY 2025-2028 Transportation Improvement Program.

- *New* Wilson’s Creek Trail and Phase 2 FF Pedestrian Improvements (EN2501)
- *New* South Creek Greenway Trail – Sunset/Glenstone Crossing Improvements (EN2502)
- *New* Route 66 Trail – Phase 3 (EN2503)
- *New* US 160 Underpass East of Route AB (EN2504)
- *New* Trail/Sidewalk Highway CC Chadwick Flyer Connection (EN2601)
- *New* I-44 Safety Project (MO2521)
- *New* I-44 Pavement Project (MO2522)
- *New* Hines and ZZ (RP2503)

Adam Humphrey made a motion to recommend the Board of Directors approve the FY 2025-2028 Transportation Improvement Program Amendment One. Frank Miller seconded the motion. The motion passed.

H. Safe Streets and Roads for All Update

Natasha Longpine shared OTO had a booth promoting the plan and talking about safety at the Route 66 Festival. The estimated attendance at the festival was around 74,000. There will be another booth at the Ozark Expo on September 7th. Staff are working with the City of Springfield to coordinate a pop-up demonstration. The planned date is September 11th. Information will be sent out once all the details have been finalized. Everyone is invited to stop by. Lochmueller, the Engineering Consultants, are working on an Implementation Matrix, an informative part of the plan. Staff on working on a tiered list of priorities. A list of initiatives and planning type projects is being developed. Lochmueller is finishing up a policy and process memo. The City of Republic submitted a supplemental planning grant. The announcement of whether it was awarded should be coming soon. The City of Springfield passed a Vision Zero Resolution. The goals of the resolution match the proposed goals in the OTO SS4A plan, zero fatalities by 2040 and zero serious injuries by 2050.

III. Other Business

A. Technical Planning Committee Member Announcements

Matt Crawford shared the new CU Transit bus routes and schedule changes would begin September 29th. Service will be reduced on Sundays with those hours being moved elsewhere in the schedule. CU will be presenting their Board with a request to reduce fares by 20%. If approved, it will then go before the Springfield City Council in September with an October 1st start date. Staff are also working on a new passenger information system.

Jeremy Parsons stated there has been 1000 linear feet of trail put in for the trail near the Tracker Marine plant.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

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

IV. Adjournment

Karen Haynes made a motion to adjourn the meeting. Adam Humphrey seconded the motion. The motion passed. The meeting was adjourned at approximately 2:26 p.m.

Jeremy Parsons
Technical Planning Committee Chairman-Elect

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 10/16/2024; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between August 21 and October 9, 2024.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Highway 13 and Deer Ridge Drive/Hiawatha Road

City/County of concern: Christian County

Date received: 08/23/2024

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

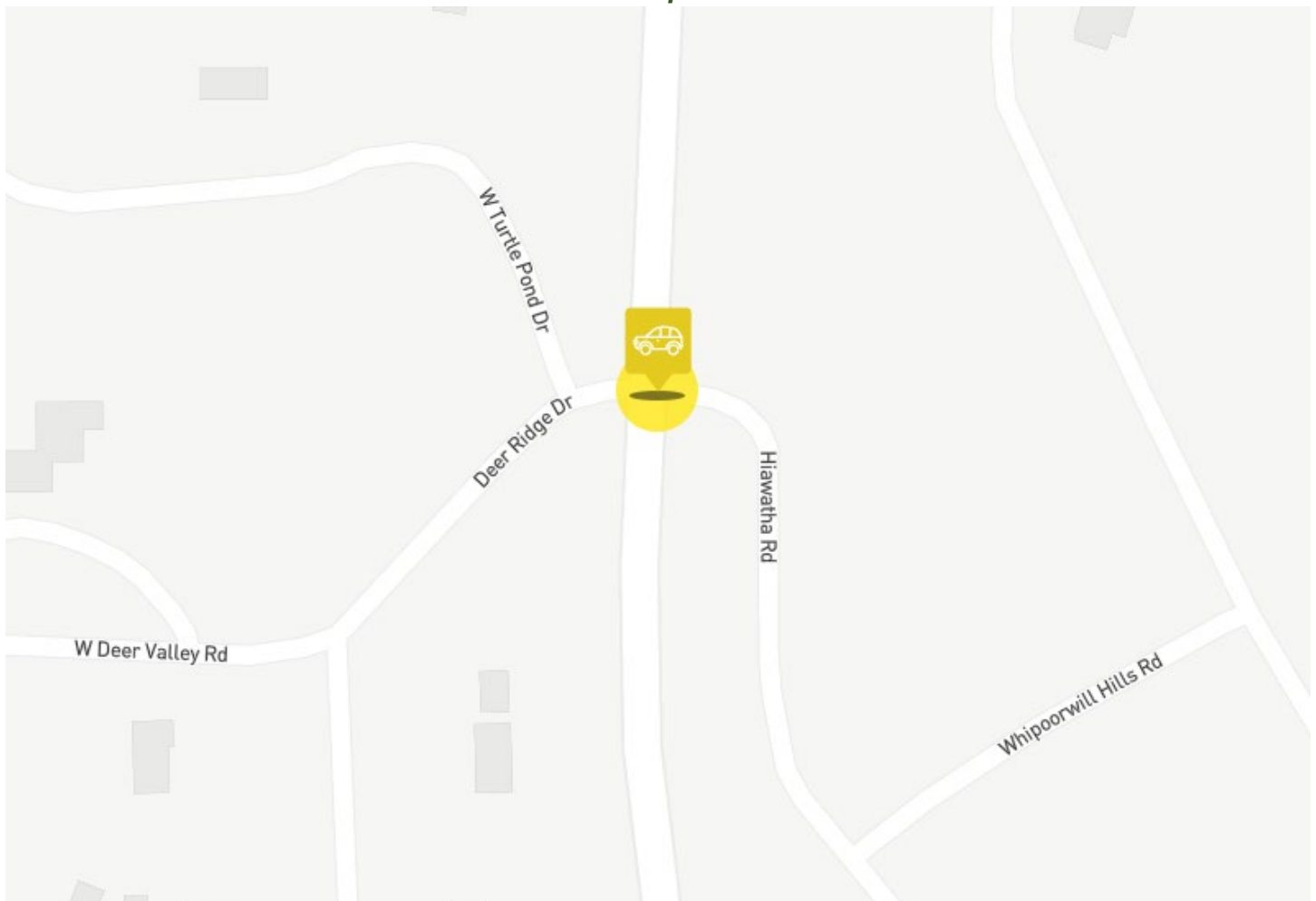
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

This area needs a turn lane I seen the vehicles have to put on the brake let them people turn

Map



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



PUBLIC COMMENT



Area of concern: Highway 13 and Citydel Lane/Sunrise Drive

City/County of concern: Nixa/Christian County

Date received: 08/23/2024

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

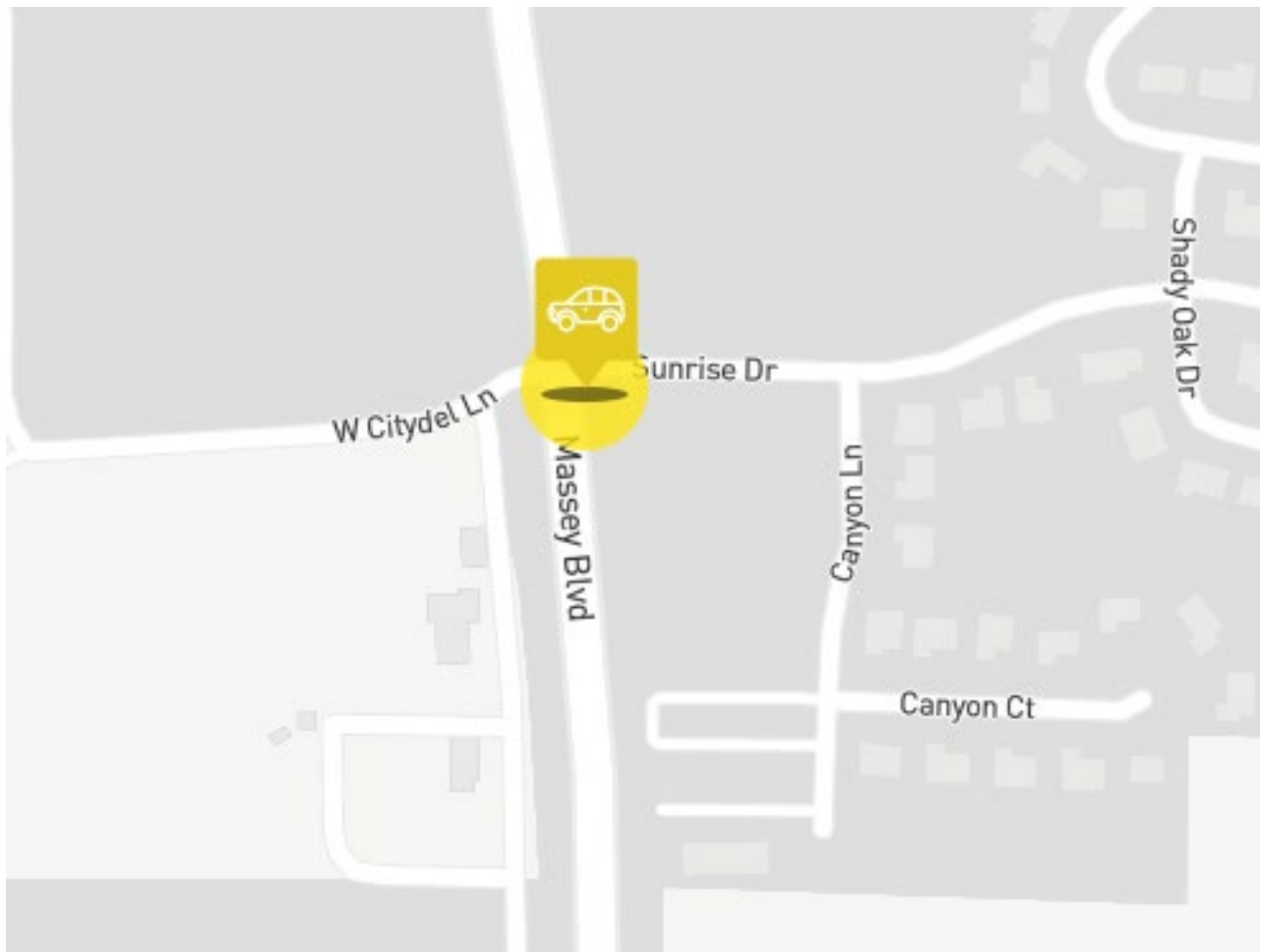
Contact Name: Wade

Contact Email/Ph #: N/A

Comment:

Right turn lane and sidewalk would probably help in the future of easing traffic and Make it better walk ability The new Dollar General was getting built

Map



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



PUBLIC COMMENT



Area of concern: Highway 14

City/County of concern: Ozark/Christian County

Date received: 08/16/2024

Received through: MoDOT Comments

Contact Name: Rick [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hwy 14 East of Ozark needs widening past Hwy W, and especially need help at the intersection at 14 & W with parents taking children to East Elementary, especially trying to cross 14. In the mornings, west bound traffic on 14 can be backed up to the Dollar General store. This project needs moved up to Tier 1. In addition, people think the speed limit is 55 when is not. Need a flashing your speed limit sign when approaching Hwy W and heading toward Hwy W. I appreciate the opportunity to comment and the services you provide. Also I recommend a decoy Police vehicle on Hwy 65 construction over the Finley River, people are not slowing down for the construction.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs. We value your input and will share your comment with our planning partner the Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.

Reply Comment – 08.27.2024:

A fatality at Hwy 14 & W today in Ozark, what is going to take to make it a safer intersection? Please take action before another fatality.



PUBLIC COMMENT



Area of concern: Highway 125

City/County of concern: Strafford/Greene County

Date received: 08/30/2024

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

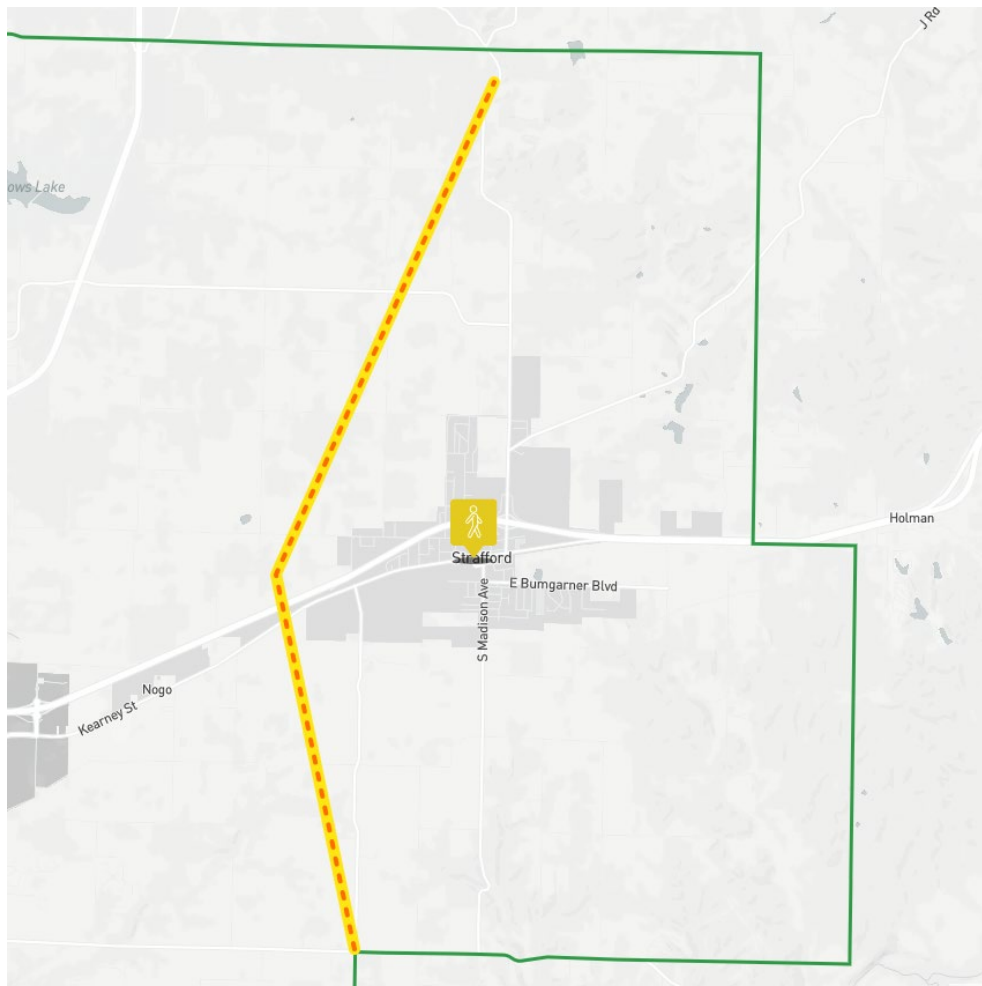
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

**Why can't 125 be turned into a boulevard where walking, biking and vehicles?
Also get rid of train truck crossing**

Map



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



PUBLIC COMMENT



Area of concern: Bus Changes

City/County of concern: Springfield/Greene County

Date received: 09/05/2024

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments

Ozarks Transportation Organization
16h · 🌐

NAVIGATE THE TOWN ON THE CITY BUS

Be a confident rider.
Let us help you understand the changes in fares and routes on the city bus.

September 25

- ✓ City Utilities will be on hand to answer questions.
- ✓ Receive a Free Ride Pass

1:00 - 2:30 pm

1450 W Cambridge St
Springfield

empower: abilities

empower: abilities
16h · 🌐

Changes are coming to the City Bus system. Join empower: abilities on September 26 for questions and answers, and to learn about the upcoming changes. Riding the bus doesn't have to be scary! Call for questions: 417-886-1188 1450 W. Cambridge St., Springfield

Carolyn McGhee
Voc rehab and the career center are urging people to leave partially because of this. I was already looking into using my bike more on Saturdays now it's a must. It's awkward enough getting places 30 minutes early let alone a hour early; drivers here have no concept of travel time for transit vs driving and feel sorry for me when they find out. We are in a weird spot where the question asked of blind applicants in job interviews is not "can someone drive you?" It's "can paratransit get you there?" They think people like us need "special", expensive accommodations. They don't think we can use the public bus. That's becoming less and less the case though. If transit does not expand with the city we will lose access and opportunities. The local blind org has been trying to force the issue by stranding themselves on the edges of the system but since it's a Saturday they're not really proving anything. People have speculated that Springfield will end up becoming so large that it overtakes the surrounding cities. I don't know if that could legally happen though.



PUBLIC COMMENT



Area of concern: MHTC’s Meeting in Springfield

City/County of concern: OTO MPO Area

Date received: 09/05/2024

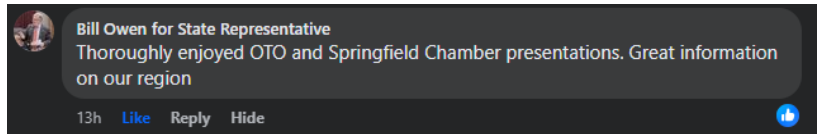
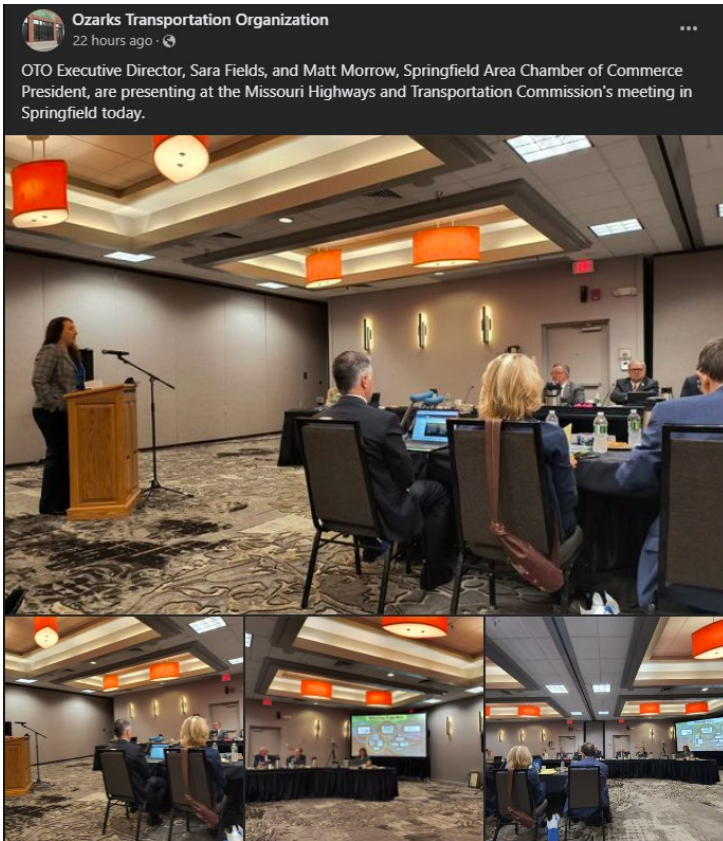
Received through: Facebook

Contact Name: Rep. Bill Owen

Contact Email/Ph #: not available

OTO’s Original Posting

Facebook Comments





PUBLIC COMMENT



Area of concern: Severely Delayed Roads Comparison

City/County of concern: OTO MPO Area

Date received: 09/03/2024

Received through: Facebook

Contact Name: Laura Nichols

Contact Email/Ph #: not available

OTO's Original Posting

Ozarks Transportation Organization
5 days ago

Despite adding nearly 19,000 people, or nearly the equivalent of another Republic or Ozark, to the OTO area since 2019, the percent of severely delayed roads has fallen by half in 2024.

PM MPH Below Speed Limit

- > or = 25.0 mph
- 10.0 - 19.9 mph
- 5.0 - 9.9 mph
- < or = 4.9 mph

Date Sources: HERE Speed Data downloaded from HERE for business days during March, April, & May 2019 & 2024.
PM Peak 5:00 - 6:00 pm

See insights and ads [Boost post](#)

You and 28 others 1 comment 1 share

Facebook Comments

Laura Nichols
Nice work!

5d [Like](#) [Reply](#) [Send message](#) [Hide](#)



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail Update

City/County of concern: Ozark/Christian County

Date received: 09/12/2024

Received through: Facebook

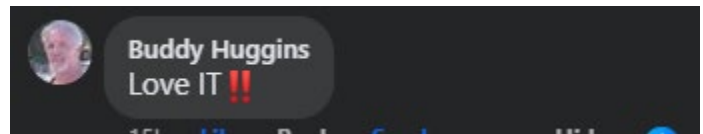
Contact Name: Buddy Huggins

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comments





PUBLIC COMMENT



Area of concern: Combining Neighboring Movement & Regionalism Efforts

City/County of concern: OTO MPO Area

Date received: 10/01/2024

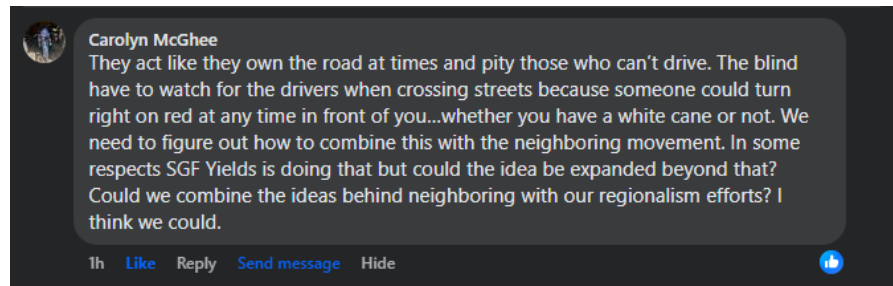
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments



TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 10/16/2024; ITEM I.I.

Federal Funds Obligation Status – October 2024

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations is based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance.

THE OTO AREA MUST OBLIGATE ANOTHER \$12.6 MILLION BY SEPTEMBER 30, 2025 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year. To meet the 120 percent goal, OTO must obligate another \$12.6 million by September 30, 2024.

Staff has developed a status report which documents Federal Fiscal Year obligations to date, as well as the amount that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. This report includes a summary of FY 2024 Activity, as well as what is planned for FY 2025.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

Federal Funds Balance Report

FY 2024 Status

FY 2023 Ending Balance	All Funds	4,444,316.10
FY 2024 Allocations (100%)	All Funds	10,532,561.00
FY 2024 Obligations/Deobligations	All Funds	(13,652,417.48)
Balance as of 9/30/2024	All Funds	1,324,459.62
Percent Obligated	All Funds	130%

MODOT MANDATED MINIMUM

FY 2024 Allocations @ 110%	All Funds	11,585,817.10
FY 2024 Obligations/Deobligations	All Funds	(13,652,417.48)
110% Goal Obligations Remaining	All Funds	0.00

MODOT MANDATED GOAL

FY 2024 Allocations @ 120%	All Funds	12,639,073.20
FY 2024 Obligations/Deobligations	All Funds	(13,652,417.48)
120% Goal Obligations Remaining	All Funds	0.00

Federal Funds Balance Report

FY 2025 Status

FY 2024 Ending Balance	All Funds	1,324,458.98
FY 2025 Allocations (100%)	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	0.00
Balance as of 10/9/2024	All Funds	12,015,154.10
Percent Obligated	All Funds	0%

List of FY 2025 Obligations/Deobligations

NO OBLIGATIONS TO DATE	--	0.00
Amount subtracted from balance		0.00

MODOT MANDATED MINIMUM

FY 2025 Allocations @ 110%	All Funds	11,529,180.30
FY 2025 Obligations/Deobligations	All Funds	0.00
110% Goal Obligations Remaining	All Funds	11,529,180.30

MODOT MANDATED GOAL

FY 2025 Allocations @ 120%	All Funds	12,577,287.60
FY 2025 Obligations/Deobligations	All Funds	0.00
120% Goal Obligations Remaining	All Funds	12,577,287.60

Pending Obligations

Name	Responsible Agency	Transactions	Total Obligations
PLANNED CRITICAL OBLIGATIONS			
OT1901-19A5 (UPWP FY 2026)	OTO	(268,019.00)	(268,019.00)
S605047 Weaver Road Improvements	Battlefield	136,518.00	(131,501.00)
9901839 Downtown N. Main Street	Nixa	(200,000.00)	(331,501.00)
RP2503 Hines and ZZ	Republic	(336,000.00)	(667,501.00)
5900851 Pavement Resurfacing	Springfield	476,268.40	(191,232.60)
5900853 Main Bridge over Jordan	Springfield	(2,000,000.00)	(2,191,232.60)
5901824 TMC Signal Replacements	Springfield	(1,074,770.00)	(3,266,002.60)
5919806 Grant Avenue Viaduct	Springfield	(2,022,339.00)	(5,288,341.60)
5901838 MLK Jr. Bridge	Springfield	(935,284.00)	(6,223,625.60)
5900852 ADA Improvements	Springfield	(1,165,000.00)	(7,388,625.60)
MO2604 FY 2026 TMC Staff	Springfield	(496,000.00)	(7,884,625.60)
S604089 New Melville over I-44	MoDOT	(371,793.00)	(8,256,418.60)
9901838 N. Old Orchard	Strafford	(481,362.00)	(8,737,780.60)
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(9,022,498.60)
9901867 Lost Hill Park Bridge ENG	Greene Parks	(10,400.00)	(9,032,898.60)
9901867 Lost Hill Park Bridge CON	Greene Parks	(107,000.00)	(9,139,898.60)
9901858 Route OO East Sidewalks	Strafford	(175,223.35)	(9,315,121.95)
9901860 Nixa Multi-Use Path	Nixa	(602,134.00)	(9,917,255.95)
9901863 Ozark Downtown Sidewalks	Ozark	(226,165.00)	(10,143,420.95)
S602092 MM Shared Use Path/Underpass	Republic	(496,697.00)	(10,640,117.95)
5901827 Jordan Creek Trail Smith Park	Springfield	(100,441.23)	(10,740,559.18)
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(869,236.00)	(11,609,795.18)
9901852 Garrison Springs	Ozark	(440,000.00)	(12,049,795.18)
9901849 Chadwick Flyer Overpass	Ozark	(669,509.77)	(12,719,304.95)
0652084 East Sunshine Sidewalks	MoDOT	(626,000.00)	(13,345,304.95)
5901826 LeCompte Trail	Springfield	(383,160.00)	(13,728,464.95)
9901864 Finley River Trail Extension	Ozark	(114,175.54)	(13,842,640.49)
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(14,253,847.63)
5901830 South Ck Fremont/Glenstone	Springfield	(644,270.00)	(14,898,117.63)
9901878 Finley River Trail West	Ozark	(89,714.00)	(14,987,831.63)
EN2502 South Crk at Glenstone	Springfield	(46,633.00)	(15,034,464.63)
<i>Total Pending Obligations</i>			<i>(15,034,464.63)</i>

MODOT MANDATED MINIMUM

110% Goal Obligations Remaining	All Funds	11,529,180.30
Critical Obligations	All Funds	(15,034,464.63)
Obligations over from MoDOT Mandated Minimum		(3,505,284.33)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	12,577,287.60
Critical Obligations	All Funds	(15,034,464.63)
Obligations over MoDOT Mandated Goal		(2,457,177.03)

At-Risk Projects

Projects Programmed for FY 2025 Anticipated to be Delayed to FY 2026

Name	Responsible Agency	Programmed	TOTAL
S602093 MM I-44 to 360	Republic	(2,296,000.00)	(2,296,000.00)
S605031 CC Cost Share	Ozark	(2,128,397.00)	(4,424,397.00)
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	(8,424,397.00)
<i>Total FY 2025 At-Risk Projects</i>			(8,424,397.00)

Potential Deobligations from Completed Projects

Name	Responsible Agency	Remaining Expenditures	TOTAL
5901822 Chadwick Flyer Phase III	OTO	\$189,843.63	189,843.63
00FY823 OTO Operations/Planning	OTO	\$62,359.47	252,203.10
0141028 14-Fort to Ridgecrest	MoDOT	\$18.18	252,221.28
0141029 Jackson and NN	MoDOT	\$23,456.49	275,677.77
1602076 Kearney/West Bypass	MoDOT	\$26,449.00	302,126.77
7441012 Kearney/Packer	MoDOT	\$69,522.96	371,649.73
9901827 ChadwickFlyr Jackson/Clay	Ozark	\$41.57	371,691.30
00FY824 OTO Operations/Planning	OTO	\$140,170.20	511,861.50
<i>Total Near-Term Potential Deobligations</i>			511,861.50

Deobligations Held for 2026

Name	Responsible Agency	Remaining Expenditures	TOTAL
			0.00
<i>Total FY 2026 Pending Deobligations</i>			0.00

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 10/16/2024; ITEM II.A.

Safe Streets and Roads for All Safety Action Plan Update

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

To stay up to date on the OTO Safety Action Plan, *Destination Safe Streets*, visit <https://www.ozarkstransportation.org/ss4a>.

The Safety Action Plan process has been divided into several parts, with an Equity Engagement Consultant, Safety Engineering Consultant, and OTO staff each contributing. Engagement will continue throughout the planning process and OTO staff will bring together all parts into a final plan.

The work of the Safety Engineering Consultant has concluded with several technical memos outlining the findings of their work. OTO staff is now in the process of combining this, the results of engagement to date, and additional analysis and prioritized recommendations into a final draft plan.

Lochmueller Group has provided OTO with the following Technical Memos and will present their findings at the Technical Planning Committee meeting:

- Implementation Plan Report
- Appendix A – Safety Toolkit
- Appendix B – Policy-Process Technical Memo
- Appendix C – Systemic Safety Analysis Technical Memo
- Appendix D – Project Prioritization Technical Memo
- Appendix E – Implementation Matrix
- Appendix F – Tier 1 Project Recommendations

While only the Implementation Report is included with this Agenda, all of these items can be viewed and downloaded on the OTO website - https://www.ozarkstransportation.org/ss4a/ss4a_drafts.

The complete draft plan will be presented for Technical Planning Committee consideration at the December meeting, with Board of Directors approval in January. Members are asked to review the Safety Engineering Consultant analysis and recommend the Board of Directors accept the work for this phase as complete.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the Board of Directors accept the Safety Engineering Analysis by Lochmueller Group as complete.”

OR

“Move to request that Lochmueller Group address the following prior to acceptance by the Board of Directors...”

Members are also requested to provide feedback to staff regarding incorporation of this analysis into the final draft.

Destination Safe Streets – Implementation Framework

Prepared By: Lochmueller Group

For: Ozarks Transportation Organization (OTO)

September 2024

TABLE OF CONTENTS

Introduction	1
Safety Toolkit	2
Projects and Strategies	2
Policy/Process Evaluation	2
Systemic Project Evaluation	2
Site-Specific Evaluation	2
Initial Project List.....	2
Prioritization Process	3
Implementation Matrix.....	3
SS4A Comprehensive List of Projects and Strategies.....	5

LIST OF APPENDICES

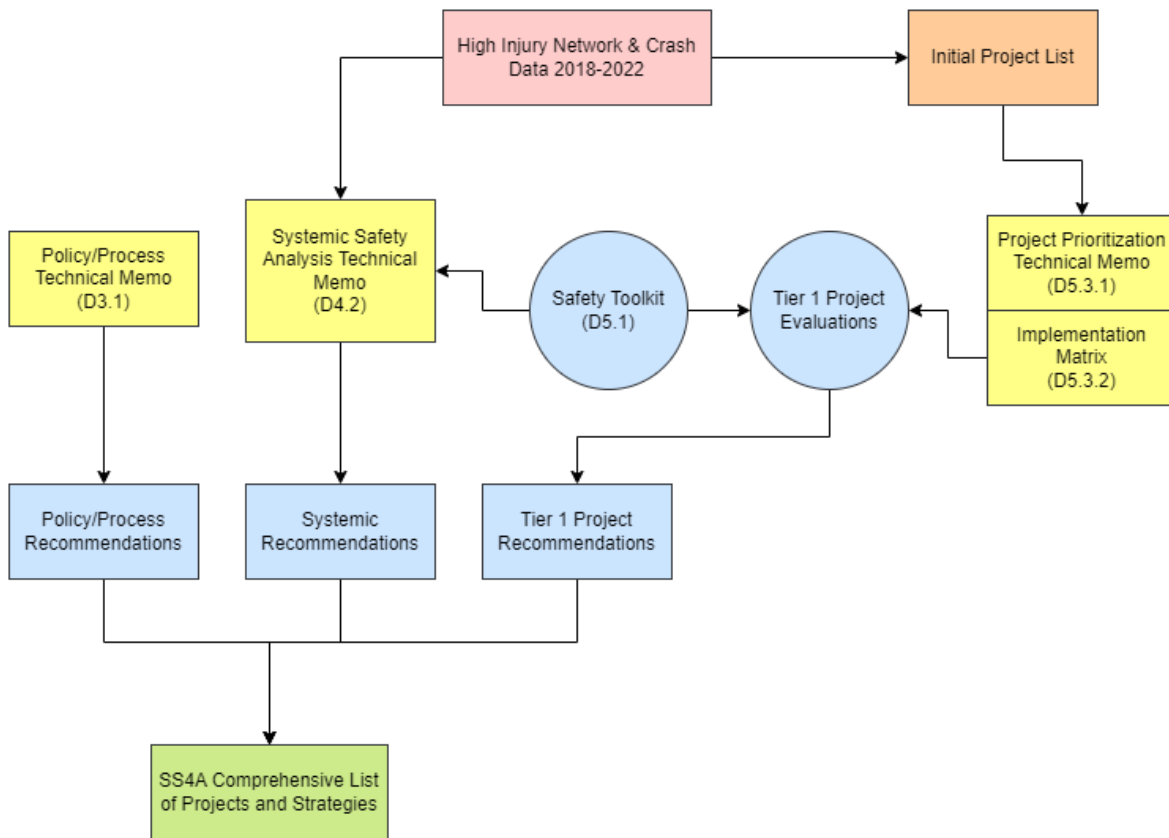
- Appendix A – Safety Toolkit
- Appendix B – Policy/Process Technical Memo
- Appendix C – Systemic Safety Analysis Technical Memo
- Appendix D – Project Prioritization Technical Memo
- Appendix E – Implementation Matrix
- Appendix F – Tier 1 Project Recommendations Technical Memo

INTRODUCTION

The Ozarks Transportation Organization (OTO) Safety Action Plan, “Destination Safe Streets”, is a commitment to reducing fatal and serious injury crashes and improving roadway safety for all users. The Destination Safe Streets Implementation Plan is a collection of projects and strategies, based in the Safe System Approach and developed through a data-driven approach. This implementation framework organizes and describes the various elements of the Implementation Plan including:

- Safety Toolkit
- Projects and Strategies
 - Policy/Process Evaluation
 - Systemic Projects
 - Site-Specific Projects
- Safe Streets and Roads for All (SS4A) Comprehensive List of Projects and Strategies

The Implementation Plan is one component of the Destination Safe Streets Safety Action Plan. Together with other components such as engagement and collaboration, equity considerations, safety analysis, and Advisory Committee guidance, Destination Safe Streets will be a comprehensive, strategic, and actionable plan that prioritizes roadway safety for all users.



SAFETY TOOLKIT

Implementing evidence-based countermeasures can significantly improve the safety and inclusivity of transportation networks, fostering a more secure environment for everyone in the community. The Safety Toolkit (Appendix A) provides a list of proven safety countermeasures that can be implemented throughout the region to improve safety for all roadway users. For each safety countermeasure, general guidance is provided and includes the purpose and a description of the countermeasure, applicable locations, expected safety benefits, and additional design considerations. Guidance for each safety countermeasure also includes targeted users (vehicles, bicycles, pedestrians, wheelchair users) and a planning level cost estimate. Safety countermeasures that are appropriate for systemic applications are noted. Finally, links to related research and national best practices are provided where appropriate.

PROJECTS AND STRATEGIES

The Destination Safe Streets projects and strategies were developed in three categories: policy/process recommendations, systemic projects, and site-specific projects. Together, these recommendations constitute the SS4A Comprehensive List of Projects and Strategies as defined and required by the SS4A grant program.

Policy/Process Evaluation

New and/or updated policies, procedures, and programs are important strategies to improve safety outcomes for all users throughout the region. Following an assessment of existing policies and procedures, policy and program recommendations are tailored to specific needs within OTO while also considering national best practices. Each recommended strategy is a starting point from which municipalities can begin working, along with their partners, to adjust and implement policies. The evaluation process is documented in the Policy/Process Technical Memo (Appendix B).

Systemic Project Evaluation

The purpose of the systemic safety analysis is to evaluate the risk of roadway characteristics, identify locations with the greatest risk of fatal and serious injuries, and to develop systemic safety countermeasures to improve safety outcomes throughout the network. The systemic safety analysis includes the development of risk factors based on fatal and serious injury crashes at high injury analysis locations, the identification of high-risk roadway features, and a regional risk assessment and risk index score for all roadways. To mitigate the effects of high-risk features along roadways throughout the OTO region, a systemic application of safety countermeasures is listed to mitigate risk and address the most frequently occurring fatal and serious injury crash types. The evaluation process is documented in the Systemic Safety Analysis Technical Memo (Appendix C).

Site-Specific Evaluation

Initial Project List

The site-specific evaluation begins with the initial project list of over 200 project locations. The initial project list was developed from the following sources:

- Unfunded STIP safety priority locations
- High Injury Network (HIN) locations
- Locations identified by OTO member agencies
- Locations identified by the public via the survey and public meetings

Prioritization Process

The prioritization process is outlined in the Project Prioritization Technical Memo (Appendix D). The project prioritization process assigns all 202 project locations with data elements and prioritization criteria. Prioritization criteria were developed with guidance from the Advisory Committee and OTO. Each prioritization criterion was assigned a point value to reflect the relative importance of the criterion. For each project location, a priority score was calculated to serve as the quantitative element of the prioritization process with higher priority scores representing projects with higher quantitative priority.

Table 1 - Project Prioritization Criteria

<u>Prioritization Criteria</u>	<u>Ranking</u>	<u>Measurement</u>	<u>Point Value Assigned</u>
Number KSI Crashes	#1	If greater than the mean (≥ 5)	6 pts
High Injury Network (HIN)	#2	If yes	5 pts
Number Fatal Injuries	#3	If greater than the mean (≥ 1)	4 pts
Number Serious Injuries	#4	If greater than the mean (≥ 5)	3 pts
STIP Priority	#5	If yes	2 pts
Public Input	#6	If yes	1 pt

In addition to the quantitative evaluation, a qualitative component was also incorporated into the prioritization process. OTO and the Advisory Committee intended to identify a set of priority project locations that represent diversity by reviewing the following qualitative elements for each project location:

- Disadvantaged communities
- Urban and rural locations
- Roadway segments and intersections
- Pedestrian and bicycle improvements
- OTO member agencies

The result of the prioritization process is the Implementation Matrix, encompassing all tiered projects.

Implementation Matrix

The Implementation Matrix (Appendix E) is the prioritized and tiered project list. All 202 project locations are placed into one of three tiers based on the results of the prioritization process and guidance from the Advisory Committee.

Table 2 - Implementation Matrix Data Elements

Element	Description
Project Location	Description of project location
Location Type	Segment, intersection, or bicycle/pedestrian
System (State/Local)	Roadway owned/maintained by the State or Local agency
HIN	Located on the High Injury Network (yes/no)
CEJST Disadvantaged	Located within a disadvantaged community (yes/no)
Municipality (Geographic)	Municipality project is located
Urban Rural	Located in Urban or Rural area
STIP Priority	Identified from the STIP priority list (yes/no)
Timeframe	Timeframe to develop and implement improvements (short/mid/long)
Public Input	Identified from public input (yes/no)
Local Agency Input	Identified by OTO member agency (yes/no)
Number of KSI Crashes	Number of KSI crashes at location (2018-2022)
Number of Fatal Injuries	Number of fatal injuries at location (2018-2022)
Number of Serious Injuries	Number of serious injuries at location (2018-2022)
KSI	Number of KSI crashes prioritization criteria point value (6/0)
HIN	HIN prioritization criteria point value (5/0)
Fatal Injuries	Number of fatal injuries prioritization criteria point value (4/0)
Serious Injuries	Number of serious injuries prioritization criteria point value (3/0)
STIP Priority	STIP prioritization criteria point value (2/0)
Public Input	Public input prioritization criteria point value (1/0)
Priority Score	Total priority score (0-21)
Tier	Priority tier (0/1/2)

Tier 0 Projects

Tier 0 projects are locations that earn a high priority score and have already been studied for future safety improvements. All of these projects are on the State system under Missouri Department of Transportation (MoDOT) jurisdiction. Because these locations have been identified and studied by MoDOT for improvements, they are not considered high priority for action by OTO or its member agencies. There are 10 Tier 0 project locations.

Tier 1 Projects

Tier 1 projects are locations with the highest safety priority in the OTO region. Tier 1 projects were identified through the prioritization process and collectively represent the OTO member agencies, disadvantaged communities, and a mix of urban and rural locations, state and local routes, segments and intersections, and pedestrian/bicycle improvement needs. Tier 1 projects were further evaluated to assess existing roadway characteristics and crash history to developed location specific safety countermeasures. The 21 Tier 1 projects and associated recommendations are documented in the Tier 1 Project Recommendations Technical Memo (Appendix F).

Tier 2 Projects

Tier 2 projects are the remaining locations found in the Implementation Matrix and were evaluated through the prioritization process. While not determined to be high priority locations, Tier 2 projects merit inclusion in the Implementation Matrix and can be subject to future project development if

funding becomes available and/or local priorities change. There are 171 Tier 2 projects, categorized as secondary priorities.

SS4A COMPREHENSIVE LIST OF PROJECTS AND STRATEGIES

The SS4A Comprehensive List of Projects and Strategies are identified and detailed in previous sections of the Implementation Plan and are summarized below. The SS4A Comprehensive List of Projects and Strategies satisfies the requirements of the SS4A grant program¹ and represents the immediate priorities in the OTO region to address the safety problems throughout the region.

Site-Specific Projects (Tier 1 Locations)
MO-13/Kansas Expressway (Evergreen St to Division St)
MO-13/Kansas Expressway (Division St to Chestnut Ex)
MO-13 (Norton Rd to Route WW)
MO-13 and Division St Intersection
Route 14 (14th St to Route W)
Route 125 (Route D to US 60)
Kearney St and National Ave Intersection
US 160 and Farm Road 123 Intersection
US 160 (Route 14 to OTO Boundary)
Route AB (US 160 to Route EE)
Route CC (US 160 to US 65)
Route FF (Republic Rd to Weaver Rd)
Glenstone Ave (Valley Water Mill Rd to Evergreen St)
Grant Ave (College St to Kearney St)
Tracker Rd (Nicholas Rd to US 160)
National Ave (Chestnut Ex to Kearney St)
Grand St (Kansas Ex to Glenstone Ave)
Division St (Kansas Ex to Sherman Ave)
Sunshine St (Kansas Ex to Campbell Ave)
Hines St (Oakwood Ave to Route ZZ)
S Campbell Ave (Battlefield St to Republic Rd)

**Tier 0 and Tier 2 projects are found in the Implementation Matrix*

¹ SS4A Self-Certification Eligibility Worksheet, last updated February 20, 2024.

Systemic Projects (High-Risk Locations)
Grant Avenue
Battlefield Street
Chestnut Expressway
Division Street
Glenstone Avenue
Kearney Street
MO-14 (Nixa and Ozark)
National Avenue
Republic Street
S Campbell Avenue
Sunshine Street
US-61 (Republic)

Systemic Projects (High-Risk Roadway Features)		Risk Factor
Intersection Type	Signalized Intersection	6.1
Functional Class	Minor Arterial	1.8
	Principal Arterial	1.8
Shoulder Type	Aggregate	4.8
	Asphalt	1.2
	Curb and Gutter	1.4
	Earth	1.6
Shoulder Width	1ft	2.3
	2ft	1.5
	3ft	1.1
	4ft	1.5
Number of Lanes	3 lanes	2.1
	4 lanes	1.8
Median Access Control	Undivided	1.4
Horizontal Curvature	Class 4	1.5
Multimodal Activity	Yes, within ¼ mile of multimodal facility	1.2
Area Type	Urban	1.1
MoDOT Roadway Type	3 Lane Section	1.4
	5 Lane Section	1.5
	Expressway	1.1
	Two Lane	1.2

**More information on appropriate countermeasures are found in the Systemic Safety Analysis Technical Memo.*

Policy Recommendations

Develop or update ADA Transition Plans (when required by the public entity)

Adopt a Complete Streets policy

Develop guidance to utilize OTO's Social Equity Index data

Develop guidance to utilize OTO's crash and High Injury Network data

Establish Safe Routes to School programs in combination with developing a toolbox of traffic calming strategies for school zones

Partner with law enforcement agencies for targeted enforcement efforts

Utilize transportation educational campaign materials provided by USDOT

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 10/16/2024; ITEM II.B.

Amendment Number Two to the FY 2025-2028 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are multiple items included as part of Amendment Number Two to the FY 2025-2028 Transportation Improvement Program.

1. ***New*** Nicholas and Tracker (CC2504)
Christian County is requesting to add engineering, ROW, and construction of intersection improvements at Nicholas and Tracker for a total programmed amount of \$1,305,000.
2. ***New*** MoDOT Permit Review (MO2523)
MoDOT is requesting to add review of permit projects at various locations for a total programmed cost of \$75,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment 2 to the FY 2025-2028 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 2 to the FY 2025-2028 Transportation Improvement Program, with these changes...”

CC2504-25A2 - NICHOLAS AND TRACKER

Plan Revision 25A2 Section Sponsored by Local Public Agencies Project Type System Improvement Lead Agency Christian County

County Christian County Municipality Unincorporated Christian County Status Programmed Total Cost \$1,305,000

MoDoT ID - Federal ID - Project From - Project To -

Project Considerations
Bike/Ped Plan

Project Description
Improvements at Nicholas and Tracker Intersection

Funding Source Notes
Non-Federal Funding Source: Christian County

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	\$25,000	-	-	-	-	\$25,000
Engineering	STBG-U (FHWA)	-	\$100,000	-	-	-	-	\$100,000
Total Engineering		-	\$125,000	-	-	-	-	\$125,000
ROW	Local	-	-	\$20,000	-	-	-	\$20,000
ROW	STBG-U (FHWA)	-	-	\$80,000	-	-	-	\$80,000
Total ROW		-	-	\$100,000	-	-	-	\$100,000
Construction	Local	-	-	-	\$216,000	-	-	\$216,000
Construction	STBG-U (FHWA)	-	-	-	\$864,000	-	-	\$864,000
Total Construction		-	-	-	\$1,080,000	-	-	\$1,080,000
Total Programmed		-	\$125,000	\$100,000	\$1,080,000	-	-	\$1,305,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$1,044,000
TOTAL PROJECT COST	Stays the same \$1,305,000



MO2523-25A2 - MODOT PERMIT REVIEW

Plan Revision
25A2

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$75,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
-

Project Description
Review of permit projects at various locations in the urban Southwest District.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Total Engineering		-	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Total Future Costs		-	-	-	-	-	\$15,000	\$15,000
Total Programmed		-	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000

CURRENT CHANGE REASON

New Project

FEDERAL PROJECT COST

Stays the same \$0

TOTAL PROJECT COST

Stays the same \$75,000

REVENUE

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$33,186
RAISE	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Suballocated STBG-U	\$7,884,416	\$8,089,609	\$8,251,401	\$8,416,429	\$8,584,758	\$41,226,613
Suballocated TAP	\$3,355,907	\$1,635,984	\$1,668,704	\$1,702,078	\$1,736,119	\$10,098,792
Suballocated CRP	\$2,550,324	\$965,102	\$984,404	\$1,004,092	\$1,024,174	\$6,528,096
Aviation - FAA	\$0	\$3,490,713	\$3,560,527	\$3,631,738	\$3,704,373	\$14,387,351
FTA 5307	\$8,583,087	\$3,778,542	\$3,854,113	\$3,931,195	\$4,009,819	\$24,156,756
FTA 5310	\$1,209,290	\$421,275	\$429,701	\$438,295	\$447,061	\$2,945,622
FTA 5339	\$871,186	\$362,479	\$368,729	\$3,600,703	\$381,605	\$5,584,702
Transit MO HealthNet Contract	\$0	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Transit State Operating Funding	\$247,527	\$143,500	\$143,500	\$143,500	\$43,500	\$721,527
CU Transit Utility Ratepayers	\$8,408,850	\$7,612,190	\$7,613,190	\$7,132,430	\$7,109,430	\$37,876,090
CU Transit Farebox, Ads, Rent	\$0	\$955,000	\$954,000	\$1,015,000	\$1,038,000	\$3,962,000
Human Service Agencies	\$302,323	\$57,925	\$59,084	\$60,266	\$61,471	\$541,069
TOTAL	\$63,158,659	\$394,093,632	\$69,202,353	\$92,811,726	\$55,966,310	\$173,000,117

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	\$19,495,870	\$19,495,870	\$19,495,870	\$19,495,870	\$77,983,480
O&M (634.73 miles * \$5,323/mile)	(\$3,823,687)	(\$3,926,927)	(\$4,032,954)	(\$4,141,844)	(\$15,925,412)
TIP Programmed Funds All Jurisdictions	(\$15,274,162)	(\$426,941)	(\$480,773)	(\$603,873)	(\$16,785,749)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
TOTAL	\$62,787,120	\$77,531,101	\$77,371,242	\$77,139,252	\$294,828,715

Transit Local Operations/Maint.	Carryover	2025	2026	2027	2028	Total
System Operations Local	\$8,008,970	\$7,708,899	\$7,708,899	\$7,708,899	\$7,708,899	\$38,844,566
System Maintenance Local	\$399,880	\$399,880	\$399,880	\$190,000	\$190,000	\$1,579,640
Local Programmed O&M	--	(\$16,517,629)	(\$8,108,779)	(\$7,898,899)	(\$7,898,899)	(\$40,424,206)
Carryover	\$8,408,850	\$8,408,850	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
FEDERAL				
BRO (FHWA)	\$3,443,357	\$36,000	\$	\$0
CRP (FHWA)	\$4,346,672	\$0	\$0	\$0
I/M (FHWA)	\$135,000	\$135,000	\$	\$0
NHPP (FHWA)	\$82,242,400	\$19,783,200	\$44,060,800	\$19,803,200
RAISE	\$24,822,313	\$	\$	\$
SAFETY (FHWA)	\$3,556,500	\$680,400	\$262,800	\$64,800
STBG (FHWA)	\$26,891,903	\$1,053,600	\$150,400	\$72,000
STBG-U (FHWA)	\$30,849,191	\$844,019	\$1,653,419	\$2,415,491
TAP (FHWA)	\$5,911,486	\$827,740	\$134,836	\$0
Federal Subtotal	\$182,198,822	\$23,359,959	\$46,262,255	\$22,355,491
STATE				
MoDOT	\$208,732,749	\$8,700,600	\$12,661,582	\$5,984,200
MoDOT-AC	\$22,375,997	\$12,335,200	\$5,177,164	\$2,772,800
MoDOT O&M	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513
State Subtotal	\$237,334,711	\$27,404,963	\$24,354,399	\$15,422,513
LOCAL/OTHER				
Local	\$15,274,162	\$426,941	\$480,773	\$603,873
Local-AC	\$841,992	\$0	\$0	\$0
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$20,503,164	\$426,941	\$480,773	\$603,873
Total	\$440,036,697	\$51,191,863	\$71,097,427	\$38,381,877

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$502,265,750
Federal Discretionary Funding	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Available Operations and Maintenance Funding	\$0	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513	\$25,776,294
Funds from Other Sources (inc. Local)	\$0	\$20,503,164	\$426,941	\$480,773	\$603,873	\$22,014,751
Available Suballocated Funding	\$13,790,647	\$10,690,695	\$10,904,509	\$11,122,599	\$11,345,051	\$57,853,501
TOTAL AVAILABLE FUNDING	\$43,536,397	\$403,972,137	\$58,986,613	\$79,826,025	\$46,411,437	\$632,732,609
Carryover		\$43,536,397	\$7,471,837	\$15,266,587	\$23,995,185	--
Programmed State and Federal Funding		(\$440,036,697)	(\$51,191,863)	(\$71,097,427)	(\$38,381,877)	(\$600,707,864)
TOTAL REMAINING	\$43,536,397	\$7,471,837	\$15,266,587	\$23,995,185	\$32,024,745	\$32,024,745

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 10/16/2024; ITEM II.C.

CRP/TAP Project Schedule Extension

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

AGENDA DESCRIPTION:

The Cities of Nixa and Ozark have requested to extend the schedules of the Cheyenne Road Multi-Use Trail (EN2403) and Finley River Trail Extension Project (EN2407), respectively, which were awarded CRP/TAP funds in July 2023. These would be one-time extensions, per OTO’s Reasonable Progress Policy.

The City of Nixa has proposed the following schedule, which will still allow the project construction funds to be obligated in FFY 2025, as originally planned.

Phase	Current Schedule	Proposed Schedule
1. Engineering Services Contract Approval	May 2024	<i>Completed</i>
2. Preliminary & Right-of-Way Plans Submittal	July 2024	<i>Completed</i>
3. Plans, Specifications, & Estimate Submittal	December 2024	April 2025
4. Plans, Specifications & Estimate Approval	January 2025	May 2025
5. Construction Contract Award	March 2025	July 2025

The City of Ozark has proposed the following schedule, which will still allow the project construction funds to be obligated in FFY 2025, as originally planned.

Phase	Current Schedule	Proposed Schedule
6. Engineering Services Contract Approval	May 2024	August 2024
7. Preliminary & Right-of-Way Plans Submittal	July 2024	November 2024
8. Plans, Specifications, & Estimate Submittal	December 2024	April 2025
9. Plans, Specifications & Estimate Approval	January 2025	May 2025
10. Construction Contract Award	March 2025	July 2025

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve the revised schedule for the Cheyenne Road Multi-Use Trail and the Finley River Extension Project.”

OR

“Move to recommend the following...”



October 3, 2024

OTO Board of Directors

Ozarks Transportation Organization
2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

RE: Extension Request for Cheyenne Road Multi-Use Trail TAP-9901(860) in Nixa, MO

Board of Directors:

In accordance with the project schedule letter received from the OTO dated August 25, 2023, a one-time extension may be requested and approved by the OTO Board of Directors.

The City of Nixa is requesting a schedule extension due to project delays caused by having an archaeological assessment added to the scope of work and easement acquisition needed beyond assumed amount in conceptual layout.

The City of Nixa requests a four-month extension for Plans, Specifications, & Estimate (PS&E) submittal. The request project schedule is below.

Plans, Specifications, & Estimate (PS&E) Submittal – April 2025
Plans, Specifications, & Estimate (PS&E) Approval – May 2025
Construction Contract Award – July 2025

Note that preliminary plans were submitted on May 24, 2024, and resubmittal on August 21, 2024. The RER through MoDOT is nearing completion, the only outstanding item is the archaeological assessment. Plans, specifications, and the estimate are nearing completion and will be resubmitted prior to the proposed April 2025 deadline. It should also be noted that tree clearing must be completed between the months of November 1 and March 31 according to the T&E, and this work is scheduled to be handled by the City of Nixa this fall (2024).

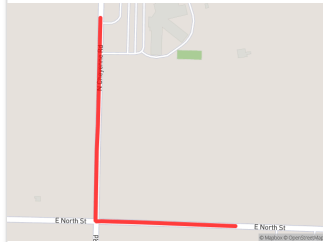
Thank you for considering the extension. If you should have any questions, please do not hesitate to contact me at 417.725.2353 or jroussell@nixa.com.

Sincerely,

A handwritten signature in blue ink, appearing to read 'JR', is written over a white background.

Jeff Roussell
Street Superintendent

EN2403-24 - CHEYENNE ROAD MULTI-USE PATH



Plan Revision	Section	Project Type	Lead Agency
25Adopted	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Nixa

County	Municipality	Status	Total Cost
Christian County	Nixa	Programmed	\$880,238

MoDoT ID	Federal ID	Project From	Project To
-	9901860	North Street, Cheyenne Road	Summit Elementary, Cheyenne Valley Road

Project
Considerations
Bike/Ped Plan

Project Description

Construct 10-foot wide multi-use path between Summit Elementary and Cheyenne Valley Subdivision on North Road.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	\$25,514	-	-	-	-	-	\$25,514
Engineering	TAP (FHWA)	\$102,057	-	-	-	-	-	\$102,057
Total Engineering		\$127,571	-	-	-	-	-	\$127,571
Construction	Local	-	\$150,533	-	-	-	-	\$150,533
Construction	TAP (FHWA)	-	\$602,134	-	-	-	-	\$602,134
Total Construction		-	\$752,667	-	-	-	-	\$752,667
Total Prior Costs		\$127,571	-	-	-	-	-	\$127,571
Total Programmed		\$127,571	\$752,667	-	-	-	-	\$880,238



PUBLIC WORKS DEPARTMENT
CITY OF OZARK, MO
207 E. BRICK STREET
OZARK, MISSOURI 65721

August 28, 2024

OTO Board of Directors
Ozarks Transportation Organization
2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

RE: Extension Request - Finley River Trail Extension CRP-9901 (864) Ozark, MO

Dear Directors,

Pursuant to the project schedule letter received from the OTO dated August 25, 2023, extensions may be requested and approved by the OTO Board of Directors.

The City of Ozark is requesting a time extension due to project delays caused by the following reasons:

- Changes in trail alignment necessitating further design and right-of-way acquisition.
- Delayed contract approvals and subsequent MoDOT/FHWA NTP delay.

The requested project schedule is below:

- Preliminary/ROW Submittal – November 1, 2024
- Preliminary/ROW Approval – November 15, 2024
- PS&E Plans, Estimate & Bid Book Submittal – April 4, 2025
- PS&E Plans, Estimate & Bid Book Approval – April 25, 2025
- Construction Contract Award – July 2025

Note that the above schedule assumes tree clearing will be necessary and assumes a delayed Construction NTP of October 2024 for compliance with environmental regulations. If tree clearing is deemed not necessary, the project schedule can be accelerated.

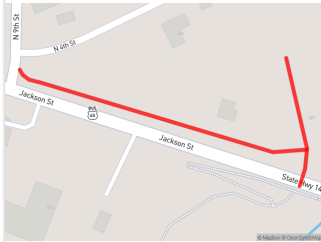
Thank you for considering the extension. If you should have any questions, please do not hesitate to contact me at 417-581-1702 (ext. 1104) or jparsons@ozarkmissouri.org.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jeremy Parsons".

Jeremy Parsons
Public Works Director

EN2407-24AM3 - FINLEY RIVER TRAIL EXTENSION



Plan Revision	Section	Project Type	Lead Agency
25Adopted	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Ozark

County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	\$242,105

MoDoT ID	Federal ID	Project From	Project To
-	9901864	-	-

Project Considerations
Bike/Ped Plan

Project Description

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

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	\$26,135	-	-	-	-	-	\$26,135
Engineering	Local	\$6,534	-	-	-	-	-	\$6,534
Total Engineering		\$32,669	-	-	-	-	-	\$32,669
Construction	CRP (FHWA)	-	\$167,549	-	-	-	-	\$167,549
Construction	Local	-	\$41,887	-	-	-	-	\$41,887
Total Construction		-	\$209,436	-	-	-	-	\$209,436
Total Prior Costs		\$32,669	-	-	-	-	-	\$32,669
Total Programmed		\$32,669	\$209,436	-	-	-	-	\$242,105

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 10/16/2024; ITEM II.D.

Federal Funds Balance Report – September 30, 2024

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations is based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance.

For FY 2024, the OTO area obligated 130 percent of the region's annual allocation, beyond the 120 percent goal set by MoDOT. The FY 2025 goal has not yet been set, but at 120 percent, **OTO WOULD NEED TO OBLIGATE \$12.6 MILLION BY SEPTEMBER 30, 2025 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS.** This has been reviewed during the Funds Status Update earlier in the agenda.

Included in the Agenda is the OTO Federal Funds Balance Report, ending September 30, 2024, with funding and programming projections through FY 2028. The OTO region ended Federal Fiscal Year 2024 with a federal funds balance of \$1.3 million. This entire balance was comprised of Transportation Alternatives Program and Carbon Reduction Program funding. If all projects proceed as programmed through FY 2028, the total OTO balance, for all funding programs, is estimated at \$16.3 million.

BOARD OF DIRECTORS ACTION REQUESTED:

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Sept. 2024

FUNDS BALANCE REPORT

Table of Contents

Introduction	i
All Funds Balances	1
Transportation Alternatives Program (TAP) Balance	2
Carbon Reduction Program (CRP) Balance	4
STBG-Urban Summary	6
OTO Operations	8
Christian County.....	10
Greene County	12
City of Battlefield	14
City of Nixa	16
City of Ozark.....	18
City of Republic	20
City of Springfield.....	22
City of Strafford.....	24
City of Willard	26
Funding Allocation	28
All Allocations	30
All Obligations by Project.....	40

Summary

The OTO region ended Federal Fiscal Year 2024 with a federal funds balance of \$1.3 million. This entire balance was comprised of Transportation Alternatives Program and Carbon Reduction Program funding. OTO has worked to ensure projects planning to use this funding in FY 2025 are moving forward.

If all projects proceed as programmed through FY 2028, the total OTO balance, for all funding programs, is estimated at \$16.3 million. In any given year, the State of Missouri and the Transportation Management Areas (including OTO), must maximize the obligations made by September 30th. If the combined obligations do not meet minimum thresholds, Missouri's funding can be reallocated to other states.

Federal Suballocated Funding Programs

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

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

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

Eligible Entities for OTO Suballocated Surface Transportation Funds

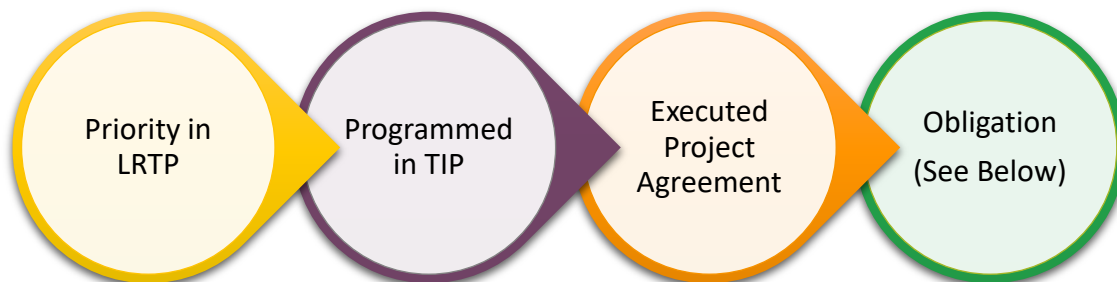
- All cities and counties within OTO's metropolitan planning boundary, as well as OTO
- All transportation corporations within OTO's metropolitan planning boundary
- Missouri Department of Transportation
- All public transit agencies within OTO's metropolitan planning boundary

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

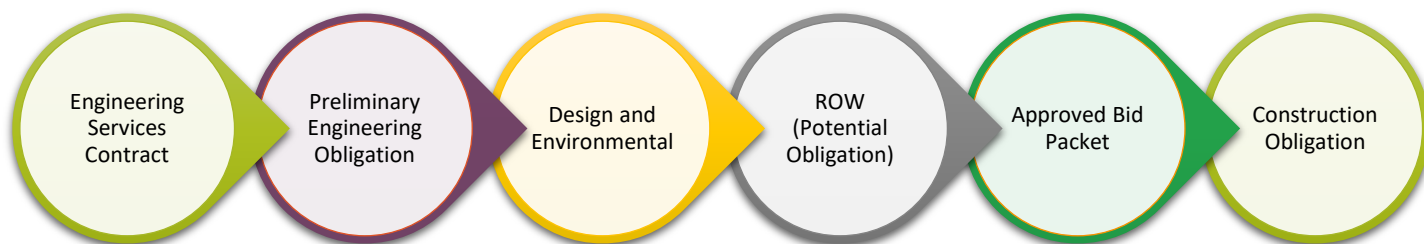
Obligating a Project

Obligations occur at various milestones throughout the project life cycle and the amount depends on the funding programmed for that particular phase of the project. For example, preliminary engineering funds are obligated after the execution of the engineering services contract. Construction funds are obligated once the bid packet is approved and ready for advertising. All funds not obligated are subject to rescissions and potential fund lapses, actions which may be based on existing policies or future actions by Congress.

Basics of Program Delivery



Stages of Obligation



Reasonable Progress and Program Delivery

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

Reasonable Progress Policy

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

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

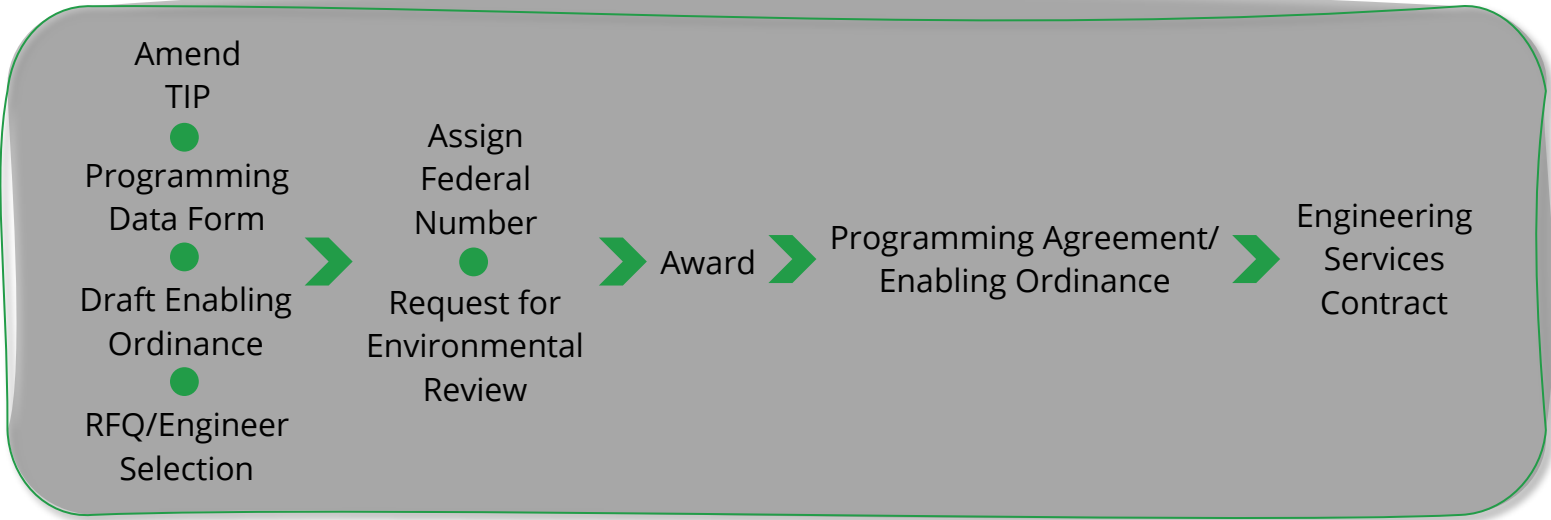
A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. The request may be made prior

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

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

Program Delivery

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



Program Balances

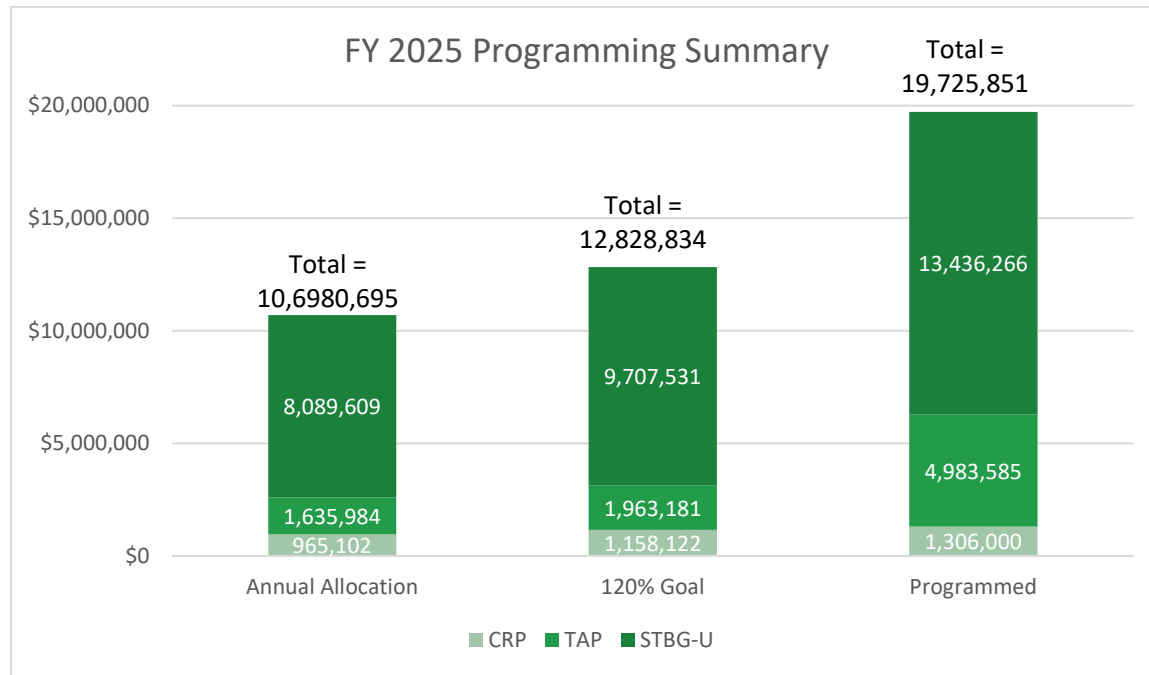
OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction’s allocations are based upon the population within the MPO area. OTO’s balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction’s individual balance. MoDOT calculates the OTO balance based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from the Federal Highway Administration (FHWA). OTO has access to the FHWA Fiscal Management Information System, which provides details on project obligations.

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

Programming Goals

In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year. As described earlier, the amount of funding that can be obligated during the year is limited by Congress. The Federal Highway Administration manages this amount at a national level. Each state is required to report those projects that will be obligated before the end of the federal fiscal year. Should states be unable to utilize all available obligation authority, the remaining amounts are aggregated and redistributed to those states who can obligate beyond the initial

limitation set by Congress. This is called the August Redistribution. Effort is required by all project sponsors in Missouri to take advantage of August Redistribution.



Obligated vs. Programmed

The following funds balance reports show two scenarios for each OTO member jurisdiction. The first, labeled “Lapse Potential,” includes only obligations and STIP-programmed cost shares, along with allocations through FY 2024, 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 2025-2028 TIP, through FY 2028.

Accounts	Ending Balance 9/30/2024
Transportation Alternatives Program (TAP) (Includes HIP)	\$2,142,320.24
<i>TAP Only</i>	\$1,571,384.86
<i>STBG-U HIP Flexed to TAP</i>	\$468,889.33
<i>CRRSAA Funds Flexed to TAP</i>	\$102,046.05
Carbon Reduction Program (CRP)	\$285,703.99
Total STBG-Urban	(\$1,103,565.25)
<i>STBG-Urban</i>	(\$1,399,381.68)
<i>OTO STBG Payback</i>	\$295,816.43
TOTAL	\$1,324,458.98

Ending Balance (All Funding Sources)	All Accounts 9/30/2024	Allocations through FY 2028	2024 Obligations + Programmed through 2028	Remaining Balance
Transportation Alternatives Program (TAP)	\$2,142,320.24	\$6,751,395.63	(\$5,118,421.07)	\$3,775,294.80
Carbon Reduction Program (CRP)	\$285,703.99	\$3,977,772.12	(\$2,061,465.68)	\$2,202,010.43
OTO Operations	\$52,429.70	\$1,155,195.00	(\$1,155,195.00)	\$52,429.70
Christian County	\$542,500.28	\$1,745,356.28	(\$1,044,000.00)	\$1,243,856.56
Greene County	(\$7,277,897.71)	\$7,253,170.34	\$0.00	(\$24,727.37)
City of Battlefield	\$674,853.05	\$561,869.19	\$136,518.00	\$1,373,240.24
City of Nixa	(\$897,973.18)	\$2,181,532.00	(\$200,000.00)	\$1,083,558.82
City of Ozark	\$1,233,942.10	\$1,996,463.17	(\$2,302,485.44)	\$927,919.83
City of Republic	\$1,234,298.69	\$1,758,771.83	(\$2,632,000.00)	\$361,070.52
City of Springfield	\$2,761,590.47	\$15,868,893.75	(\$14,216,917.60)	\$4,413,566.62
City of Strafford	\$399,616.58	\$225,872.29	(\$481,362.00)	\$144,126.87
City of Willard	\$173,074.77	\$595,073.30	\$0.00	\$768,148.07
TOTAL	\$1,324,458.98	\$44,071,364.90	(\$29,075,328.79)	\$16,320,495.09

Federal Funds Balance Report

Balance Summary

Accounts	9/30/2024 Ending Balance	FY 2025 Estimated Annual Allocation
Transportation Alternatives Program (TAP) (Includes HIP)	2,142,320.24	1,635,984.12
TAP Only	1,571,384.86	
STBG-U HIP Flexed to TAP	468,889.33	
CRRSAA Funds Flexed to TAP	102,046.05	
Carbon Reduction Program (CRP)	285,703.99	965,102.00
Total STBG-Urban	(1,103,565.25)	8,089,609.00
STBG-Urban	(1,399,381.68)	
OTO STBG Payback	295,816.43	
	1,324,458.98	10,690,695.12

Total Balance All Accounts (10/1/2002-9/30/2024)

Allocations	144,488,057.70
Obligations	(143,163,598.72)
	1,324,458.98

Ending Balance (All Funding Sources) 9/30/2024	All Accounts	Allocations and Programmed Projects through FY 2028	Remaining Balance through FY 2028
Transportation Alternatives Program (TAP)	2,142,320.24	1,632,974.56	3,775,294.80
Carbon Reduction Program (CRP)	285,703.99	1,916,306.44	2,202,010.43
OTO Operations	52,429.70	0.00	52,429.70
Christian County	542,500.28	701,356.28	1,243,856.56
Greene County	(7,277,897.71)	7,253,170.34	(24,727.37)
City of Battlefield	674,853.05	698,387.19	1,373,240.24
City of Nixa	(897,973.18)	1,981,532.00	1,083,558.82
City of Ozark	1,233,942.10	(306,022.27)	927,919.83
City of Republic	1,234,298.69	(873,228.17)	361,070.52
City of Springfield	2,761,590.47	1,651,976.15	4,413,566.62
City of Strafford	399,616.58	(255,489.71)	144,126.87
City of Willard	173,074.77	595,073.30	768,148.07
	1,324,458.98	14,996,036.11	16,320,495.09

MoDOT Cost Shares

	Total	Obligated	Balance
S605031 CC Cost Share	2,575,985.00	(280,598.84)	2,295,386.16
S602093 MM I-44 to 360	2,296,000.00	0.00	2,296,000.00
0442344 I-44 Kansas to Glenstone	1,628,207.00	(1,837,111.56)	(208,904.56)
S604089 New Melville over I-44	371,793.00	0.00	371,793.00
MO2502 FY 2025 TMC Staff	480,000.00	(480,000.00)	0.00
MO2604 FY 2026 TMC Staff	496,000.00	0.00	496,000.00
MO2701 FY 2027 TMC Staff	508,000.00	0.00	508,000.00
FY 2028 TMC Staff	520,000.00	0.00	520,000.00
	8,875,985.00	(2,597,710.40)	6,278,274.60

Summary

FY 2023 Balance	1,324,458.98
FY 2024 Allocations	10,690,695.12
FY 2024 Obligations	(13,652,417.48)
Remaining Balance	1,324,458.98

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP)

Lapse Potential

Name	Account	Amount	Balance
<i>FY 2013-2022 TAP Balance</i>		<i>6,048,359.45</i>	<i>6,048,359.45</i>
FY 2023 TAP Allocation	TAP	1,566,741.00	7,615,100.45
9901822 Ozark West Elementary SW	TAP	4,208.19	7,619,308.64
9901822 Ozark West Elementary SW	TAP	23.88	7,619,332.52
6900813 Shuyler Creek Trail	TAP	(324,125.91)	7,295,206.61
9901850 OGI Regional Trail Planning	TAP	(260,201.00)	7,035,005.61
5901814 Luster/Fassnight Sidewalks	TAP	(6,046.26)	7,028,959.35
5901822 Chadwick Flyer Phase III	STBG-U	(295,567.32)	6,733,392.03
5901822 Chadwick Flyer Phase III	CRRSAA	(863,750.00)	5,869,642.03
5901815 Springfield Harvard	STBG-U	15,261.00	5,884,903.03
5901811 Springfield Greenwood	STBG-U	10,146.70	5,895,049.73
5901812 Springfield Galloway Recon	STBG-U	5,101.32	5,900,151.05
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(54,307.00)	5,845,844.05
9901837 Chadwick Flyer Phase II	STBG-U	(58,716.29)	5,787,127.76
5901822 Chadwick Flyer Phase III	STBG-U	(84,516.80)	5,702,610.96
9901817 Battlefield Third St Sidewalk	TAP	(2,588.60)	5,700,022.36
S605022 Wilson's Creek Blvd Trail	STBG-U	(245,494.96)	5,454,527.40
S605022 Wilson's Creek Blvd Trail	STBG-U	(23,973.95)	5,430,553.45
S605022 Wilson's Creek Blvd Trail	STBG-U	(5,405.81)	5,425,147.64
S605022 Wilson's Creek Blvd Trail	STBG-U	(13,829.74)	5,411,317.90
S605022 Wilson's Creek Blvd Trail	CRRSAA	(1,246,730.00)	4,164,587.90
S605022 Wilson's Creek Blvd Trail	STBG-U	240,505.26	4,405,093.16
S605022 Wilson's Creek Blvd Trail	STBG-U	(0.02)	4,405,093.14
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(13,088.60)	4,392,004.54
FY 2022 TAP Funds Lapse	TAP	(63,675.63)	4,328,328.91
<i>9/30/2023 Balance</i>			<i>4,328,328.91</i>
FY 2024 TAP Allocation	TAP	1,603,906.00	5,932,234.91
9901849 Chadwick Flyer Overpass	TAP	(230,687.54)	5,701,547.37
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.45)	5,662,458.92
9901860 Nixa Multi-Use Path	TAP	(102,057.00)	5,560,401.92
5901827 Jordan Creek Trail Smith Park	TAP	(14,800.77)	5,545,601.15
9901858 Route OO East Sidewalks	TAP	(20,782.65)	5,524,818.50
9901859 Trail of Tears Connector	TAP	(38,132.61)	5,486,685.89
5901829 Mt. Vernon/Miller Sidewalks	TAP	(124,798.92)	5,361,886.97
6900813 Shuyler Creek Trail	TAP	(1,264,015.09)	4,097,871.88
6900813 Shuyler Creek Trail	STBG-Urban	(177,737.97)	3,920,133.91
9901837 Chadwick Flyer Phase II	STBG-Urban	200,994.41	4,121,128.32
9901827 ChadwickFlyr Jackson/Clay	STBG-Urban	(5,927.20)	4,115,201.12
9901837 Chadwick Flyer Phase II	STBG-Urban	(672,698.36)	3,442,502.76
9901851 Chadwick Flyer Spur to OHS	TAP	(190,280.55)	3,252,222.21
9901849 Chadwick Flyer Overpass	TAP	(807,895.97)	2,444,326.24
0442344 I-44 Sidewalk Cost Share	TAP	(302,006.00)	2,142,320.24
<i>9/30/2024 Balance</i>			<i>2,142,320.24</i>
		2,142,320.24	2,142,320.24
Remaining Balance TAP Funds (9/30/2024)			1,571,384.86
Remaining Balance Omnibus Funds (9/30/2024)			468,889.33
Remaining Balance CRRSAA Funds (9/30/2024) Converted to STBG-U on 6/1/2023			102,046.05
Remaining Balance All Funds (9/30/2024)			2,142,320.24

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP) Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2024 TAP Balance</i>	TAP	2,142,320.24	2,142,320.24
FY 2025 TAP Allocation*	TAP	1,635,984.12	3,778,304.36
9901859 Trail of Tears Connector	TAP Programmed	(284,718.00)	3,493,586.36
9901867 Lost Hill Park Bridge ENG	TAP Programmed	(10,400.00)	3,483,186.36
9901867 Lost Hill Park Bridge CON	TAP Programmed	(107,000.00)	3,376,186.36
9901858 Route OO East Sidewalks	TAP Programmed CS	(175,223.35)	3,200,963.01
9901860 Nixa Multi-Use Path	TAP Programmed	(602,134.00)	2,598,829.01
9901863 Ozark Downtown Sidewalks	TAP Programmed	(226,165.00)	2,372,664.01
5901827 Jordan Creek Trail Smith Park	TAP Programmed	(100,441.23)	2,272,222.78
5901829 Mt. Vernon/Miller Sidewalks	TAP Programmed	(869,236.00)	1,402,986.78
9901852 Garrison Springs	TAP Programmed	(440,000.00)	962,986.78
9901849 Chadwick Flyer Overpass	TAP Programmed	(461,416.49)	501,570.29
9901849 Chadwick Flyer Overpass	STBG-U Programmed	(200,994.00)	300,576.29
S602092 MM Shared Use Path/Underpass	TAP Programmed CS	(496,697.00)	(196,120.71)
0652084 East Sunshine Sidewalks	TAP Programmed CS	(626,000.00)	(822,120.71)
5901826 LeCompte Trail	TAP Programmed	(383,160.00)	(1,205,280.71)
<i>9/30/2025 Balance</i>			(1,205,280.71)
FY 2026 TAP Allocation*	TAP	1,668,703.80	463,423.09
<i>9/30/2026 Balance</i>			463,423.09
FY 2027 TAP Allocation	TAP	1,702,077.88	2,165,500.97
S604083 South Sidewalks 6th-14th	TAP Programmed CS	(134,836.00)	2,030,664.97
<i>9/30/2027 Balance</i>			2,030,664.97
FY 2028 TAP Allocation*	TAP	1,744,629.83	3,775,294.80
<i>9/30/2028 Balance</i>			
*Estimate		3,775,294.80	3,775,294.80
Funds Available to be Programmed through 2028			3,775,294.80

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
<i>9/30/2022 Balance</i>			867,832.89
FY 2023 CRP Allocation*	CRP	940,398.01	1,808,230.90
<i>9/30/2023 Balance</i>			1,808,230.90
FY 2024 CRP Allocation	CRP	951,665.83	2,759,896.73
9901862 Chadwick Phase V	CRP	(42,705.03)	2,717,191.70
5901828 Sherman Parkway Link	CRP	(58,722.86)	2,658,468.84
9901864 Finley River Trail Extension	CRP	(79,508.46)	2,578,960.38
5901830 South Ck Fremont/Glenstone	CRP	(96,641.00)	2,482,319.38
5901831 Grand Street Design	CRP	(240,000.00)	2,242,319.38
5901834 South Creek - Posenke	CRP	(128,303.00)	2,114,016.38
5901836 Fassnight - Skate Park to Fort	CRP	(135,030.00)	1,978,986.38
S604064 Strafford West SW CS	CRP	(219,600.00)	1,759,386.38
5936804 Ward - National to Fremont	CRP	(34,551.00)	1,724,835.38
5901832 EV Chargers	CRP	(592,800.00)	1,132,035.38
5901837 Fassnight on E. Bennett	CRP	(351,761.09)	780,274.29
9901875 Chadwick Jackson Connector	CRP	(9,470.86)	770,803.43
9901876 Kali Springs	CRP	(34,766.68)	736,036.75
9901877 Blue Stem Phase 1	CRP	(57,811.23)	678,225.52
9901862 Chadwick Phase V	CRP	(392,521.53)	285,703.99
<i>9/30/2024 Balance</i>			285,703.99
		285,703.99	285,703.99
Remaining Balance All Funds (9/30/2024)			285,703.99

Carbon Reduction Program Balance

Carbon Reduction Program (CRP) Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2024 CRP Balance</i>	<i>CRP</i>	<i>285,703.99</i>	<i>285,703.99</i>
FY 2025 CRP Allocation*	CRP	965,102.00	1,250,805.99
9901864 Finley River Trail Extension	CRP Programmed	(114,175.54)	1,136,630.45
5901828 Sherman Parkway Link	CRP Programmed	(411,207.14)	725,423.31
5901830 South Ck Fremont/Glenstone	CRP Programmed	(644,270.00)	81,153.31
9901878 Finley River Trail West	CRP Programmed	(89,714.00)	(8,560.69)
EN2502 South Crk at Glenstone	CRP Programmed	(46,633.00)	(55,193.69)
<i>9/30/2025 Balance</i>			<i>(55,193.69)</i>
FY 2026 CRP Allocation*	CRP	984,404.04	929,210.35
EN2601 CC Cost Share Trail/SW	TAP	(444,580.00)	484,630.35
EN2502 South Crk at Glenstone	CRP Programmed-AC	(310,886.00)	173,744.35
<i>9/30/2026 Balance</i>			<i>173,744.35</i>
FY 2027 CRP Allocation*	CRP	1,004,092.12	1,177,836.47
<i>9/30/2027 Balance</i>			<i>1,177,836.47</i>
FY 2028 CRP Allocation*	CRP	1,024,173.96	2,202,010.43
<i>9/30/2028 Balance</i>			
*Estimate		2,202,010.43	2,202,010.43
Funds Available to be Programmed through 2028			2,202,010.43

Combined STBG-U Balance

STBG-U/Small Urban Summary

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>		<i>22,707,152.73</i>	<i>22,707,152.73</i>
FY 2021 Allocation	STBG-Urban	6,916,120.12	29,623,272.85
FY 2021 Omnibus	STBG-Urban (HIP)	384,600.00	30,007,872.85
FY 2021 CRRSAA	STBG-Urban (CRRSAA)	2,684,230.00	32,692,102.85
FY 2021 Omnibus Transfer to TAP	STBG-Urban	(3,068,830.00)	29,623,272.85
Obligations	STBG-Urban	(27,403,873.09)	2,219,399.76
OTO Operations	STBG-Urban	(156,800.00)	2,062,599.76
<i>9/30/2021 Balance</i>			<i>2,062,599.76</i>
FY 2022 Allocation	STBG-Urban	7,274,284.83	9,336,884.59
Obligations	STBG-Urban	1,487,362.34	10,824,246.93
OTO Operations	STBG-Urban	(144,387.51)	10,679,859.42
<i>9/30/2022 Balance</i>			<i>10,679,859.42</i>
FY 2023 Allocation	STBG-Urban	7,882,537.96	18,562,397.38
Obligations	STBG-Urban	(19,975,438.88)	(1,413,041.50)
OTO Operations	STBG-Urban	(279,202.42)	(1,692,243.92)
<i>9/30/2023 Balance</i>			<i>(1,692,243.92)</i>
FY 2024 Allocation	STBG-Urban	7,976,988.74	6,284,744.82
Obligations	STBG-Urban	(7,133,115.72)	(848,370.90)
OTO Operations	STBG-Urban	(255,194.35)	(1,103,565.25)
<i>9/30/2023 Balance</i>			<i>(1,103,565.25)</i>
*Estimate		(1,103,565.25)	(1,103,565.25)

Remaining Balance All Funds (9/30/2023) (1,103,565.25)

MoDOT STIP Programmed Cost Shares			
S605031 CC Cost Share			(2,295,386.16)
S602093 MM I-44 to 360			(2,296,000.00)
0442344 I-44 Kansas to Glenstone			(1,628,207.00)
S604089 New Melville over I-44			(371,793.00)
MO2502 FY 2025 TMC Staff			(480,000.00)
MO2604 FY 2026 TMC Staff			(496,000.00)
MO2701 FY 2027 TMC Staff			(508,000.00)
FY 2028 TMC Staff			(520,000.00)

Combined STBG-U Balance

STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2024 Balance	STBG-Urban	(1,103,565.25)	(1,103,565.25)
FY 2025 Allocation*	STBG-Urban	8,089,609.00	6,986,043.75
Programmed:		(13,436,266.04)	(6,450,222.29)
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	
CC2504 - Tracker/Nicholas	Pending Programming	(100,000.00)	
S605047 Weaver Road Improvements	Anticipated Deobligation	136,518.00	
9901839 Downtown N. Main Street	Programmed	(200,000.00)	
9901849 Chadwick Flyer US65 X-ing	Programmed	(7,099.28)	
S605031 CC Cost Share	Programmed Cost Share	(2,295,386.16)	
RP2503 Hines and ZZ	Programmed	(336,000.00)	
S602093 MM I-44 to 360	Programmed Cost Share	(2,296,000.00)	
5900851 Pavement Resurfacing	Anticipated Deobligation	476,268.40	
5900853 Main Bridge over Jordan	Programmed	(2,000,000.00)	
5901824 TMC Signal Replacements	Programmed	(1,074,770.00)	
5919806 Grant Avenue Viaduct	Programmed	(2,022,339.00)	
5901838 MLK Jr. Bridge	Programmed	(935,284.00)	
5900852 ADA Improvements	Programmed	(1,165,000.00)	
MO2604 FY 2026 TMC Staff	Programmed Cost Share	(496,000.00)	
S604089 New Melville over I-44	Programmed Cost Share	(371,793.00)	
9901838 N. Old Orchard	Programmed	(481,362.00)	
9/30/2025 Balance			(6,450,222.29)
FY 2026 Allocation*	STBG-Urban	8,251,401.18	1,801,178.89
Programmed:		(4,869,419.00)	(3,068,240.11)
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	
CC2504 - Tracker/Nicholas	Pending Programming	(80,000.00)	
OT1901-19A5 (UPWP FY 2027)	Programmed	(281,419.00)	
MO2701 FY 2027 TMC Staff	Programmed Cost Share	(508,000.00)	
9/30/2026 Balance			(3,068,240.11)
FY 2027 Allocation*	STBG-Urban	8,416,429.20	5,348,189.09
Programmed:		(1,679,491.00)	3,668,698.09
OT1901-19A5 (UPWP FY 2028)	Programmed	(295,491.00)	
CC2504 - Tracker/Nicholas	Pending Programming	(864,000.00)	
FY 2028 TMC Staff	Programmed Cost Share	(520,000.00)	
9/30/2027 Balance			3,668,698.09
FY 2028 Allocation*	STBG-Urban	8,584,757.79	12,253,455.88
Programmed:		(1,910,266.00)	10,343,189.88
Grand Street Safety Improvements	Programmed	(1,600,000.00)	
OT1901-19A5 (UPWP FY 2029)	Programmed	(310,266.00)	
9/30/2028 Balance			10,343,189.88
*Estimate		10,343,189.88	10,343,189.88
Funds Available to be Programmed through 2028			10,343,189.88

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
<i>Expended</i>	STBG-Urban	163,990.00	
<i>9/30/2019 Balance</i>			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
<i>Expended</i>	STBG-Urban	99,654.51	
<i>9/30/2020 Balance</i>			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
<i>Expended</i>	STBG-Urban	142,119.42	
<i>9/30/2021 Balance</i>			80,000.00
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	231,525.00	311,525.00
9901835 North 13 Corridor Study	STBG-Urban	(78,668.07)	232,856.93
00FY820 FY 2020 UPWP	STBG-Urban	36,010.00	268,866.93
00FY821 FY 2021 UPWP	STBG-Urban	345.49	269,212.42
00FY823 FY 2023 UPWP	STBG-Urban	(180,743.00)	88,469.42
<i>9/30/2022 Balance</i>			88,469.42
FY 2023 Allocation (for 2024 UPWP)	STBG-Urban	243,101.00	331,570.42
00FY823 FY 2023 UPWP	STBG-Urban	(50,782.00)	280,788.42
00FY822 FY 2022 UPWP	STBG-Urban	14,680.58	295,469.00
00FY824 FY 2024 UPWP	STBG-Urban	(243,101.00)	52,368.00
<i>9/30/2023 Balance</i>			52,368.00
FY 2024 Allocation (for 2025 UPWP)	STBG-Urban	255,256.05	307,624.05
9901835 North 13 Corridor Study	STBG-Urban	61.65	307,685.70
OT1901-19A5 (UPWP FY 2025)	STBG-Urban	(255,256.00)	52,429.70
			52,429.70
		52,429.70	52,429.70

Funds Balance by Jurisdiction

OTO

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		<i>52,429.70</i>	<i>52,429.70</i>
FY 2025 Allocation* (for 2026 UPWP)	STBG-Urban	268,019.00	320,448.70
OT1901-19A5 (UPWP FY 2026)	Programmed	<i>(268,019.00)</i>	52,429.70
<i>9/30/2025 Balance</i>			<i>52,429.70</i>
FY 2026 Allocation* (for 2027 UPWP)	STBG-Urban	281,419.00	333,848.70
OT1901-19A5 (UPWP FY 2027)	Programmed	<i>(281,419.00)</i>	52,429.70
<i>9/30/2026 Balance</i>			<i>52,429.70</i>
FY 2027 Allocation* (for 2028 UPWP)	STBG-Urban	295,491.00	347,920.70
OT1901-19A5 (UPWP FY 2028)	Programmed	<i>(295,491.00)</i>	52,429.70
<i>9/30/2027 Balance</i>			<i>52,429.70</i>
FY 2028 Allocation* (for 2028 UPWP)	STBG-Urban	310,266.00	362,695.70
OT1901-19A5 (UPWP FY 2029)	Programmed	<i>(310,266.00)</i>	52,429.70
<i>9/30/2028 Balance</i>			<i>52,429.70</i>
<i>*Estimate</i>		<i>52,429.70</i>	<i>52,429.70</i>

Funds Balance by Jurisdiction

Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	STBG-Urban	145,840.38	145,840.38
FY 2021 Allocation	STBG-Urban	349,595.62	495,436.00
<i>9/30/2021 Balance</i>			495,436.00
FY 2022 Allocation	STBG-Urban	381,897.17	877,333.17
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	485,333.17
<i>9/30/2022 Balance</i>			485,333.17
FY 2023 Allocation	STBG-Urban	414,252.29	899,585.46
9901830 Nelson Mill Bridge	STBG-Urban	(400,800.00)	498,785.46
<i>9/30/2023 Balance</i>			498,785.46
FY 2024 Allocation	STBG-Urban	418,714.82	917,500.28
9901849 Chadwick Flyer US65 X-ing	Transfer to Ozark	(375,000.00)	542,500.28
<i>9/30/2024 Balance</i>			542,500.28
		542,500.28	542,500.28
Remaining Balance All Funds (9/30/2024)			542,500.28

Funds Balance by Jurisdiction

Christian County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		<i>542,500.28</i>	<i>542,500.28</i>
FY 2025 Allocation*	STBG-Urban	424,129.63	966,629.91
CC2504 - Tracker/Nicholas	Pending Programming	(100,000.00)	866,629.91
<i>9/30/2025 Balance</i>			<i>866,629.91</i>
FY 2026 Allocation*	STBG-Urban	432,176.27	1,298,806.18
CC2504 - Tracker/Nicholas	Pending Programming	(80,000.00)	1,218,806.18
<i>9/30/2026 Balance</i>			<i>1,218,806.18</i>
FY 2027 Allocation*	STBG-Urban	440,361.93	1,659,168.11
CC2504 - Tracker/Nicholas	Pending Programming	(864,000.00)	795,168.11
<i>9/30/2027 Balance</i>			<i>795,168.11</i>
FY 2028 Allocation*	STBG-Urban	448,688.45	1,243,856.56
<i>9/30/2028 Balance</i>			<i>1,243,856.56</i>
*Estimate		1,243,856.56	1,243,856.56

Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)	1,243,856.56
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Funds Balance by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2022 Balance</i>		<i>266,709.81</i>	<i>266,709.81</i>
FY 2023 Allocation	STBG-Urban	1,721,506.63	1,988,216.44
5909802 Kansas Extension	STBG-Urban	(12,968.61)	1,975,247.83
5901823 FR 175 Bridge	STBG-Urban	(225,906.50)	1,749,341.33
5901823 FR 175 Bridge	STBG-Urban (HIP)	(63,865.30)	1,685,476.03
5901823 FR 175 Bridge	STBG-Urban (HIP)	(281,917.44)	1,403,558.59
9901826 FR 169 Bridge	STBG-Urban	3,936.80	1,407,495.39
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(40,193.00)	1,367,302.39
5909802 Kansas Extension	STBG-Urban	(6,575,516.11)	(5,208,213.72)
5909802 Kansas Extension	STBG-Urban	(3,686,085.19)	(8,894,298.91)
5909802 Kansas Extension	STBG-Urban	(2,303,580.57)	(11,197,879.48)
<i>9/30/2023 Balance</i>			<i>(11,197,879.48)</i>
FY 2024 Allocation	STBG-Urban	1,740,051.54	(9,457,827.94)
9901835 North 13 Corridor Study	STBG-Urban	61.65	(9,457,766.29)
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.01	(9,457,766.28)
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.01	(9,457,766.27)
5909802 Kansas Extension	STBG-Urban	2,138,827.85	(7,318,938.42)
5909802 Kansas Extension	STBG-Urban	(0.01)	(7,318,938.43)
5909802 Kansas Extension	STBG-Urban	41,040.72	(7,277,897.71)
<i>9/30/2024 Balance</i>			<i>(7,277,897.71)</i>
		(7,277,897.71)	(7,277,897.71)
Remaining Balance All Funds (9/30/2024)			(7,277,897.71)

Funds Balance by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		<i>(7,277,897.71)</i>	<i>(7,277,897.71)</i> **
FY 2025 Allocation*	STBG-Urban	1,762,553.85	(5,515,343.86)
<i>9/30/2025 Balance</i>			<i>(5,515,343.86)</i>
FY 2026 Allocation*	STBG-Urban	1,795,993.24	(3,719,350.62)
<i>9/30/2026 Balance</i>			<i>(3,719,350.62)</i>
FY 2027 Allocation*	STBG-Urban	1,830,010.38	(1,889,340.24)
<i>9/30/2027 Balance</i>			<i>(1,889,340.24)</i>
FY 2028 Allocation*	STBG-Urban	1,864,612.87	(24,727.37)
<i>9/30/2028 Balance</i>			<i>(24,727.37)</i>
*Estimate		<i>(24,727.37)</i>	<i>(24,727.37)</i>
**Advance Agreement on File			
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			--

Funds Balance by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STP-Urban</i>	<i>551,327.21</i>	<i>551,327.21</i>
FY 2021 Allocation	STBG-Urban	120,628.52	671,955.73
<i>9/30/2021 Balance</i>			<i>671,955.73</i>
FY 2022 Allocation	STBG-Urban	122,941.23	794,896.96
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	795,315.63
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	795,316.66
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	698,149.58
<i>9/30/2022 Balance</i>			<i>698,149.58</i>
FY 2023 Allocation	STBG-Urban	133,357.06	831,506.64
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(32,786.61)	798,720.03
<i>9/30/2023 Balance</i>			<i>798,720.03</i>
FY 2024 Allocation	STBG-Urban	134,793.65	933,513.68
9901828 Trail of Tears Elm to Somerset	STBG-Urban	18,939.37	952,453.05
S605047 Weaver Road Improvements	STBG-Urban	(80,000.00)	872,453.05
S605047 Weaver Road Improvements	STBG-Urban	(197,600.00)	674,853.05
<i>9/30/2024 Balance</i>			<i>674,853.05</i>
		674,853.05	674,853.05
Remaining Balance All Funds (9/30/2024)			674,853.05

Funds Balance by Jurisdiction

City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		674,853.05	674,853.05
FY 2025 Allocation*	STBG-Urban	136,536.80	811,389.85
S605047 Weaver Road Improvements	Anticipated Deobligation	136,518.00	947,907.85
<i>9/30/2025 Balance</i>			<i>947,907.85</i>
FY 2026 Allocation*	STBG-Urban	139,127.20	1,087,035.05
<i>9/30/2026 Balance</i>			<i>1,087,035.05</i>
FY 2027 Allocation*	STBG-Urban	141,762.35	1,228,797.40
<i>9/30/2027 Balance</i>			<i>1,228,797.40</i>
FY 2028 Allocation*	STBG-Urban	144,442.84	1,373,240.24
<i>9/30/2028 Balance</i>			<i>1,373,240.24</i>
*Estimate		1,373,240.24	1,373,240.24
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			1,373,240.24

Funds Balance by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2022 Balance</i>		431,323.14	431,323.14
FY 2023 Allocation	STBG-Urban	517,776.59	949,099.73
9901831 N. Main Street	STBG-Urban	(131,584.31)	817,515.42
9901833 North MH to Cheyenne	STBG-Urban	(13,516.80)	803,998.62
9901833 North MH to Cheyenne	STBG-Urban	6,364.79	810,363.41
<i>9/30/2023 Balance</i>			810,363.41
FY 2024 Allocation	STBG-Urban	523,354.33	1,333,717.74
9901831 N. Main Street	STBG-Urban	(4,209.45)	1,329,508.29
9901831 N. Main Street	STBG-Urban	(113,524.01)	1,215,984.28
S605063 N. Main Street	STBG-Urban	(2,089,336.00)	(873,351.72)
9901831 N. Main Street	STBG-Urban	(24,621.46)	(897,973.18)
<i>9/30/2024 Balance</i>			(897,973.18)
		(897,973.18)	(897,973.18)
Remaining Balance All Funds (9/30/2024)			(897,973.18)

Funds Balance by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		<i>(897,973.18)</i>	<i>(897,973.18)</i> **
FY 2025 Allocation*	STBG-Urban	530,122.34	(367,850.84)
9901839 Downtown N. Main Street	Programmed	(200,000.00)	(567,850.84)
<i>9/30/2025 Balance</i>			<i>(567,850.84)</i>
FY 2026 Allocation*	STBG-Urban	540,179.89	(27,670.95)
<i>9/30/2026 Balance</i>			<i>(27,670.95)</i>
FY 2027 Allocation*	STBG-Urban	550,411.20	522,740.25
<i>9/30/2027 Balance</i>			<i>522,740.25</i>
FY 2028 Allocation*	STBG-Urban	560,818.57	1,083,558.82
<i>9/30/2028 Balance</i>			<i>1,083,558.82</i>
*Estimate		1,083,558.82	1,083,558.82
** Advance Agreement on File			
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			1,083,558.82

Funds Balance by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	STBG-Urban	<i>(86,839.28)</i>	<i>(86,839.28)</i> **
FY 2021 Allocation	STBG-Urban	384,595.25	297,755.97
<i>9/30/2021 Balance</i>			<i>297,755.97</i>
FY 2022 Allocation	STBG-Urban	436,841.26	734,597.23
0141030 South and Third	STBG-Urban	<i>(179,962.84)</i>	554,634.39
<i>9/30/2022 Balance</i>			<i>554,634.39</i>
FY 2023 Allocation	STBG-Urban	473,851.36	1,028,485.75
<i>9/30/2023 Balance</i>			<i>1,028,485.75</i>
FY 2024 Allocation	STBG-Urban	478,955.91	1,507,441.66
9901849 Chadwick Flyer US65 X-ing	Transfer from Christian	375,000.00	1,882,441.66
9901849 Chadwick Flyer US65 X-ing	STBG-Urban	<i>(57,671.89)</i>	1,824,769.77
9901849 Chadwick Flyer US65 X-ing	STBG-Urban	<i>(310,228.83)</i>	1,514,540.94
S605031 CC Cost Share	STBG-Urban	<i>(280,598.84)</i>	1,233,942.10
<i>9/30/2024 Balance</i>			<i>1,233,942.10</i>
		1,233,942.10	1,233,942.10

**Advance Agreement on File

Remaining Balance All Funds (9/30/2024) 1,233,942.10

MoDOT STIP Programmed Cost Shares	
S605031 CC Cost Share	(2,295,386.16)

Funds Balance by Jurisdiction

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		1,233,942.10	1,233,942.10
FY 2025 Allocation*	STBG-Urban	485,149.76	1,719,091.86
9901849 Chadwick Flyer US65 X-ing	Programmed	(7,099.28)	1,711,992.58
S605031 CC Cost Share	Programmed Cost Share	(2,295,386.16)	(583,393.58) **
<i>9/30/2025 Balance</i>			<i>(583,393.58)</i>
FY 2026 Allocation*	STBG-Urban	494,354.08	(89,039.50)
<i>9/30/2026 Balance</i>			<i>(89,039.50)</i>
FY 2027 Allocation*	STBG-Urban	503,717.43	414,677.93
<i>9/30/2027 Balance</i>			<i>414,677.93</i>
FY 2028 Allocation*	STBG-Urban	513,241.90	927,919.83
<i>9/30/2028 Balance</i>			<i>927,919.83</i>
*Estimate		927,919.83	927,919.83

**Advance Agreement on File

Available to be Programmed through 2028 (w/ 3 Year Advance Agreement) --

Funds Balance by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2020 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>(262,388.14)</i>	<i>(262,388.14)</i>
FY 2021 Allocation	STBG-Urban	318,403.19	56,015.05
S601061 M/Repmo Drive	STBG-Urban	<i>(59,881.47)</i>	<i>(3,866.42)</i>
<i>9/30/2021 Balance</i>			<i>(3,866.42)</i>
FY 2022 Allocation	STBG-Urban	384,832.60	380,966.18
S602093 MM I-44 to 360	STBG-Urban	<i>(302,916.17)</i>	78,050.01
<i>9/30/2022 Balance</i>			<i>78,050.01</i>
FY 2023 Allocation	STBG-Urban	417,436.41	495,486.42
S602093 MM I-44 to 360	STBG-Urban	302,916.17	798,402.59
<i>9/30/2023 Balance</i>			<i>798,402.59</i>
FY 2024 Allocation	STBG-Urban	421,933.23	1,220,335.82
S601061 M/Repmo Drive	STBG-Urban	13,962.87	1,234,298.69
<i>9/30/2024 Balance</i>			<i>1,234,298.69</i>
		1,234,298.69	1,234,298.69

**Advance Agreement on File

Remaining Balance All Funds 9/30/2023) 1,234,298.69

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

Funds Balance by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		1,234,298.69	1,234,298.69
FY 2025 Allocation*	STBG-Urban	427,389.67	1,661,688.36
RP2503 Hines and ZZ	Programmed	(336,000.00)	1,325,688.36
S602093 MM I-44 to 360	Programmed Cost Share	(2,296,000.00)	(970,311.64) **
<i>9/30/2025 Balance</i>			<i>(970,311.64)</i>
FY 2026 Allocation*	STBG-Urban	435,498.16	(534,813.48)
<i>9/30/2026 Balance</i>			<i>(534,813.48)</i>
FY 2027 Allocation*	STBG-Urban	443,746.74	(91,066.74)
<i>9/30/2027 Balance</i>			<i>(91,066.74)</i>
FY 2028 Allocation*	STBG-Urban	452,137.26	361,070.52
<i>9/30/2028 Balance</i>			<i>361,070.52</i>
*Estimate		361,070.52	361,070.52
**Advance Agreement on File			
Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)			361,070.52

Funds Balance by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance																				
<i>FY 2003 - FY 2023 Balance</i>		7,590,928.23	7,590,928.23																				
FY 2023 Allocation*	STBG-Urban	3,766,408.96	11,357,337.19																				
5905811 TMC Salaries 2023	STBG-Urban	(360,000.00)	10,997,337.19																				
S603084 FY 2022 TMC Staff	STBG-Urban	12,943.32	11,010,280.51																				
5901824 TMC Signal Replacements	STBG-Urban	(125,229.00)	10,885,051.51																				
5916807 Overlay Improvements	STBG-Urban	26,830.88	10,911,882.39																				
5916808 ADA Improvements	STBG-Urban	(329,463.00)	10,582,419.39																				
5901818 Signal Improvements	STBG-Urban	22,044.23	10,604,463.62																				
0132092 Kansas/Walnut Lawn	STBG-Urban	(731,915.71)	9,872,547.91																				
0132092 Kansas/Walnut Lawn	CRRSAA	(573,750.00)	9,298,797.91																				
5910811 TMC Salaries 2024	STBG-Urban	(358,400.00)	8,940,397.91																				
0132093 Kansas/Sunset	STBG-Urban	(902,460.65)	8,037,937.26																				
0132093 Kansas/Sunset	STBG-Urban	(102,682.55)	7,935,254.71																				
S602027 Campbell and Republic	STBG-Urban	262,614.97	8,197,869.68																				
0132092 Kansas/Walnut Lawn	STBG-Urban	(49,305.04)	8,148,564.64																				
0132091 Kansas ADA I-44 to 60	STBG-Urban	(718,571.00)	7,429,993.64																				
0132093 Kansas/Sunset	STBG-Urban	(0.01)	7,429,993.63																				
5905811 TMC Salaries 2023	STBG-Urban	(16,000.00)	7,413,993.63																				
5916808 ADA Improvements	STBG-Urban	(162,856.16)	7,251,137.47																				
5900850 TMS Improvements	STBG-Urban	(2,450,000.00)	4,801,137.47																				
<i>9/30/2023 Balance</i>			4,801,137.47																				
FY 2024 Allocation	STBG-Urban	3,806,982.55	8,608,120.02																				
0652099 Chestnut RR Utilities	STBG-Urban	26,678.57	8,634,798.59																				
S602027 Campbell and Republic	STBG-Urban	(10,154.76)	8,624,643.83																				
9901835 North 13 Corridor Study	STBG-Urban	61.65	8,624,705.48																				
5905811 TMC Salaries 2023	STBG-Urban	2,350.15	8,627,055.63																				
5900851 Pavement Resurfacing	STBG-Urban	(3,548,353.60)	5,078,702.03																				
5905812 FY 2025 TMC Staff	STBG-Urban	(480,000.00)	4,598,702.03																				
0442344 I-44 Kansas to Glenstone	STBG-Urban	(1,837,111.56)	2,761,590.47																				
<i>9/30/2024 Balance</i>			2,761,590.47																				
		2,761,590.47	2,761,590.47																				
Remaining Balance All Funds (9/30/2024)			2,761,590.47																				
<table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="4">MoDOT STIP Programmed Cost Shares</td> </tr> <tr> <td style="width: 5%;">S604089</td> <td style="width: 75%;">New Melville over I-44</td> <td style="width: 15%;"></td> <td style="width: 5%; text-align: right;">(371,793.00)</td> </tr> <tr> <td>MO2604</td> <td>FY 2026 TMC Staff</td> <td></td> <td style="text-align: right;">(496,000.00)</td> </tr> <tr> <td>MO2701</td> <td>FY 2027 TMC Staff</td> <td></td> <td style="text-align: right;">(508,000.00)</td> </tr> <tr> <td></td> <td>FY 2028 TMC Staff</td> <td></td> <td style="text-align: right;">(520,000.00)</td> </tr> </table>				MoDOT STIP Programmed Cost Shares				S604089	New Melville over I-44		(371,793.00)	MO2604	FY 2026 TMC Staff		(496,000.00)	MO2701	FY 2027 TMC Staff		(508,000.00)		FY 2028 TMC Staff		(520,000.00)
MoDOT STIP Programmed Cost Shares																							
S604089	New Melville over I-44		(371,793.00)																				
MO2604	FY 2026 TMC Staff		(496,000.00)																				
MO2701	FY 2027 TMC Staff		(508,000.00)																				
	FY 2028 TMC Staff		(520,000.00)																				

Funds Balance by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		2,761,590.47	2,761,590.47
FY 2025 Allocation*	STBG-Urban	3,856,214.38	6,617,804.85
5900851 Pavement Resurfacing	Anticipated Deobligation	476,268.40	7,094,073.25
5900853 Main Bridge over Jordan	Programmed	(2,000,000.00)	5,094,073.25
5901824 TMC Signal Replacements	Programmed	(1,074,770.00)	4,019,303.25
5919806 Grant Avenue Viaduct	Programmed	(2,022,339.00)	1,996,964.25
5901838 MLK Jr. Bridge	Programmed	(935,284.00)	1,061,680.25
5900852 ADA Improvements	Programmed	(1,165,000.00)	(103,319.75) **
MO2604 FY 2026 TMC Staff	Programmed Cost Share	(496,000.00)	(599,319.75)
S604089 New Melville over I-44	Programmed Cost Share	(371,793.00)	(971,112.75)
<i>9/30/2025 Balance</i>			<i>(971,112.75)</i>
FY 2026 Allocation*	STBG-Urban	3,929,374.96	2,958,262.21
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	(1,041,737.79)
MO2701 FY 2027 TMC Staff	Programmed Cost Share	(508,000.00)	(1,549,737.79)
<i>9/30/2026 Balance</i>			<i>(1,549,737.79)</i>
FY 2027 Allocation*	STBG-Urban	4,003,799.57	2,454,061.78
FY 2028 TMC Staff	Programmed Cost Share	(520,000.00)	1,934,061.78
<i>9/30/2027 Balance</i>			<i>1,934,061.78</i>
FY 2028 Allocation*	STBG-Urban	4,079,504.84	6,013,566.62
Grand Street Safety Improvements	Programmed	(1,600,000.00)	4,413,566.62
<i>9/30/2028 Balance</i>			<i>4,413,566.62</i>
* Estimate		4,413,566.62	4,413,566.62
** Advance Agreement Needed			
Available to be Programmed through 2028 (w/ 1 Year Advance Agreement)			4,413,566.62

Funds Balance by Jurisdiction

City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2020 Balance</i>	<i>STP-Urban</i>	<i>191,500.56</i>	<i>191,500.56</i>
FY 2021 Allocation	STBG-Urban	50,896.42	242,396.98
<i>9/30/2021 Balance</i>			<i>242,396.98</i>
FY 2022 Allocation	STBG-Urban	49,422.58	291,819.56
<i>9/30/2022 Balance</i>			<i>291,819.56</i>
FY 2023 Allocation	STBG-Urban	53,609.75	345,429.31
<i>9/30/2023 Balance</i>			<i>345,429.31</i>
FY 2024 Allocation	STBG-Urban	54,187.27	399,616.58
<i>9/30/2024 Balance</i>			<i>399,616.58</i>
		399,616.58	399,616.58
Remaining Balance All Funds (9/30/2024)			399,616.58

Funds Balance by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		399,616.58	399,616.58
FY 2025 Allocation*	STBG-Urban	54,888.01	454,504.59
9901838 N. Old Orchard	Programmed	(481,362.00)	(26,857.41) **
<i>9/30/2025 Balance</i>			<i>(26,857.41)</i>
FY 2026 Allocation*	STBG-Urban	55,929.36	29,071.95
<i>9/30/2026 Balance</i>			<i>29,071.95</i>
FY 2027 Allocation*	STBG-Urban	56,988.68	86,060.63
<i>9/30/2027 Balance</i>			<i>86,060.63</i>
FY 2028 Allocation*	STBG-Urban	58,066.24	144,126.87
<i>9/30/2028 Balance</i>			<i>144,126.87</i>
*Estimate		144,126.87	144,126.87

**Advance Agreement on File

Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)	144,126.87
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Funds Balance by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2021 Balance</i>		<i>(49,914.01)</i>	<i>(49,914.01)</i> **
FY 2021 Allocation	STBG-Urban	114,149.58	64,235.57
<i>9/30/2021 Balance</i>			<i>64,235.57</i>
FY 2022 Allocation	STBG-Urban	130,206.54	194,442.11
<i>9/30/2022 Balance</i>			<i>194,442.11</i>
FY 2023 Allocation	STBG-Urban	141,237.91	335,680.02
5944803 Miller Road Widening	STBG-Urban	36,263.52	371,943.54
<i>9/30/2023 Balance</i>			<i>371,943.54</i>
FY 2024 Allocation	STBG-Urban	142,759.39	514,702.93
5944805 Jackson Street Resurfacing	STBG-Urban	<i>(14,415.60)</i>	500,287.33
5944805 Jackson Street Resurfacing	STBG-Urban	<i>(342,897.40)</i>	157,389.93
5944805 Jackson Street Resurfacing	STBG-Urban	15,684.84	173,074.77
<i>9/30/2024 Balance</i>			<i>173,074.77</i>
**Advance Agreement on File		173,074.77	173,074.77
Remaining Balance All Funds (9/30/2024)			173,074.77

Funds Balance by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2024 Balance</i>		<i>173,074.77</i>	<i>173,074.77</i>
FY 2025 Allocation*	STBG-Urban	144,605.56	317,680.33
<i>9/30/2025 Balance</i>			<i>317,680.33</i>
FY 2026 Allocation*	STBG-Urban	147,349.03	465,029.36
<i>9/30/2026 Balance</i>			<i>465,029.36</i>
FY 2027 Allocation*	STBG-Urban	150,139.91	615,169.27
<i>9/30/2027 Balance</i>			<i>615,169.27</i>
FY 2028 Allocation*	STBG-Urban	152,978.80	768,148.07
<i>9/30/2028 Balance</i>			<i>768,148.07</i>
*Estimate		768,148.07	768,148.07

Available to be Programmed through 2028 (w/ 3 Year Advance Agreement)	768,148.07
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Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Republic Small Urban Allocation	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
STP/BG-Urban Allocation	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,274,284.83	7,882,537.96	7,976,988.74
STP/BG-Urban Distribution									
OTO Operations	N/A	N/A	N/A	200,000.00	100,000.00	236,800.00	231,525.00	243,101.00	255,256.05
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00	0.00	0.00	0.00	0.00
Christian County	3,337,442.89	317,405.64	335,454.60	343,250.56	375,669.67	349,595.62	381,897.17	414,252.29	418,714.82
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,598,857.01	1,487,885.35	1,587,048.60	1,721,506.63	1,740,051.54
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.16	129,625.42	120,628.52	122,941.23	133,357.06	134,793.65
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	410,577.81	477,335.72	517,776.59	523,354.33
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	384,595.25	436,841.26	473,851.36	478,955.91
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.26	342,150.81	318,403.19	384,832.60	417,436.41	421,933.23
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,699,348.59	3,442,588.38	3,472,234.13	3,766,408.96	3,806,982.55
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,896.42	49,422.58	53,609.75	54,187.27
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	114,149.58	130,206.54	141,237.91	142,759.39
	<u>61,884,207.97</u>	<u>6,064,303.41</u>	<u>6,409,144.05</u>	<u>6,768,092.40</u>	<u>7,287,487.03</u>	<u>6,916,120.12</u>	<u>7,274,284.83</u>	<u>7,882,537.96</u>	<u>7,976,988.74</u>
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

*Includes \$0.59 adjustment on 2010-2014 allocations

Funding Allocation

OTO Population Distribution

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

OTO Special Projects

	N/S Corridor Study	N/S Corridor Credit	<=2018 Rideshare	FY 2019 OTO Operations	FY 2020 OTO Operations	FY 2021 OTO Operations	FY 2022 OTO Operations	FY 2023 OTO Operations	FY 2024 OTO Operations	FY 2025 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	For FY 2025	
STBG-Urban			(10,000.00)	(200,000.00)	(100,000.00)	(236,800.00)	(231,525.00)	(243,101.00)	(255,256.00)	
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)	(13,841.38)	
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)	(57,520.60)	
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)	(4,455.85)	
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)	(17,300.43)	
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)	(15,832.76)	
City of Republic		N/A	(476.70)	(9,534.00)	(4,767.00)	(11,288.26)	(12,651.06)	(13,283.60)	(13,947.77)	
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)	(125,846.78)	
City of Strafford		N/A	(76.20)	(1,524.00)	(762.00)	(1,804.41)	(1,624.73)	(1,705.96)	(1,791.26)	
City of Willard		N/A	(170.90)	(3,418.00)	(1,709.00)	(4,046.91)	(4,280.43)	(4,494.45)	(4,719.17)	
	(184,224.00)	14.67	(10,000.00)	(200,000.00)	(100,000.00)	(236,800.00)	(231,525.00)	(243,101.00)	(255,256.00)	

Notes:

- FY 2003-FY2010 STP-Urban funds distribution based on percentage of 2000 Urbanized Population
- FY 2011 STP-Urban funds distributed based on percentage of 2000 MPO Population
- FY 2012-FY2021 STP/BG-Urban funds distribution based on percentage of 2010 MPO Population
- FY 2022 STBG-Urban funds distribution based on percentage of 2020 MPO Population
- Republic Small Urban FY 04-10 not included in overall distribution
- Republic Small Urban FY 11-16 included in overall distribution
- Small Urban Program Discontinued FY 2017 and beyond
- Rideshare Discontinued FY 2021 and beyond

All Allocations

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

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2006 BRM Allocation					
	Deposit	10/01/2005	Bridge (BRM)	265,090.64	265,090.64
Total FY 2006 BRM Allocation				<u>265,090.64</u>	<u>265,090.64</u>
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				<u>3,748,589.89</u>	<u>3,748,589.89</u>
FY 2007 BRM Allocation					
	Deposit	10/02/2006	Bridge (BRM)	255,748.00	255,748.00
Total FY 2007 BRM Allocation				<u>255,748.00</u>	<u>255,748.00</u>
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				<u>4,010,201.28</u>	<u>4,010,201.28</u>
FY 2008 BRM Allocation					
	Deposit	10/01/2007	Bridge (BRM)	297,860.03	297,860.03
Total FY 2008 BRM Allocation				<u>297,860.03</u>	<u>297,860.03</u>
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				<u>4,115,021.11</u>	<u>4,115,021.11</u>

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2009 BRM Allocation					
	Deposit	10/01/2008	Bridge (BRM)	299,406.62	299,406.62
Total FY 2009 BRM Allocation				<u>299,406.62</u>	<u>299,406.62</u>
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				<u>4,805,714.66</u>	<u>4,805,714.66</u>
FY 2010 BRM Allocation					
	Deposit	10/01/2009	Bridge (BRM)	341,753.00	341,753.00
Total FY 2010 BRM Allocation				<u>341,753.00</u>	<u>341,753.00</u>
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				<u>4,880,810.66</u>	<u>4,880,810.66</u>
FY 2011 BRM Allocation					
	Deposit	10/01/2010	Bridge (BRM)	326,535.00	326,535.00
Total FY 2011 BRM Allocation				<u>326,535.00</u>	<u>326,535.00</u>

All Allocations

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

All Allocations

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

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
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

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
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

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2019 Omnibus Allocation					
	Deposit	03/15/2019	STBG-U (HIP)	1,625,285.00	1,625,285.00
Total FY 2019 Omnibus Allocation				<u>1,625,285.00</u>	<u>1,625,285.00</u>
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				<u>7,287,487.03</u>	<u>7,287,487.03</u>
FY 2020 TAP Allocation					
	Deposit	10/01/2019	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2020 TAP Allocation				<u>430,497.00</u>	<u>430,497.00</u>
FY 2020 Omnibus Allocation					
	Deposit	02/14/2020	STBG-U (HIP)	471,885.00	471,885.00
Total FY 2020 Omnibus Allocation				<u>471,885.00</u>	<u>471,885.00</u>
FY 2021 Allocation					
	Deposit	10/01/2020	OTO Operations	236,800.00	236,800.00
	Deposit	10/01/2020	Rideshare	0.00	236,800.00
	Deposit	10/01/2020	Christian County	349,595.62	586,395.62
	Deposit	10/01/2020	Greene County	1,487,885.35	2,074,280.97
	Deposit	10/01/2020	City of Battlefield	120,628.52	2,194,909.49
	Deposit	10/01/2020	City of Nixa	410,577.81	2,605,487.30
	Deposit	10/01/2020	City of Ozark	384,595.25	2,990,082.55
	Deposit	10/01/2020	City of Republic	318,403.19	3,308,485.74
	Deposit	10/01/2020	City of Springfield	3,442,588.38	6,751,074.12
	Deposit	10/01/2020	City of Strafford	50,896.42	6,801,970.54
	Deposit	10/01/2020	City of Willard	114,149.58	6,916,120.12
Total FY 2021 Allocation				<u>6,916,120.12</u>	<u>6,916,120.12</u>
FY 2021 TAP Allocation					
	Deposit	10/01/2020	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2021 TAP Allocation				<u>430,497.00</u>	<u>430,497.00</u>

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2021 Omnibus Allocation					
	Deposit	01/19/2021	STBG-U (HIP)	384,600.00	384,600.00
Total FY 2021 Omnibus Allocation				<u>384,600.00</u>	<u>384,600.00</u>
FY 2021 CRRSAA Allocation					
	Deposit	01/20/2021	STBG-U (CRRSAA)	2,684,230.00	2,684,230.00
Total FY 2021 CRRSAA Allocation				<u>2,684,230.00</u>	<u>2,684,230.00</u>
FY 2022 Allocation					
	Deposit	10/01/2021	OTO Operations	231,525.00	231,525.00
	Deposit	10/01/2021	Rideshare	0.00	231,525.00
	Deposit	10/01/2021	Christian County	381,897.17	613,422.17
	Deposit	10/01/2021	Greene County	1,587,048.60	2,200,470.77
	Deposit	10/01/2021	City of Battlefield	122,941.23	2,323,412.00
	Deposit	10/01/2021	City of Nixa	477,335.72	2,800,747.72
	Deposit	10/01/2021	City of Ozark	436,841.26	3,237,588.98
	Deposit	10/01/2021	City of Republic	384,832.60	3,622,421.58
	Deposit	10/01/2021	City of Springfield	3,472,234.13	7,094,655.71
	Deposit	10/01/2021	City of Strafford	49,422.58	7,144,078.29
	Deposit	10/01/2021	City of Willard	130,206.54	7,274,284.83
Total FY 2022 Allocation				<u>7,274,284.83</u>	<u>7,274,284.83</u>
FY 2022 TAP Allocation					
	Deposit	10/01/2021	Enhancements (TAP)	1,471,207.65	1,471,207.65
	Lapse	10/01/2022	Enhancements (TAP)	-63,675.63	1,407,532.02
Total FY 2022 TAP Allocation				<u>1,407,532.02</u>	<u>1,407,532.02</u>
FY 2022 CRP Allocation					
	Deposit	10/01/2021	CO2 Reduction (CRP)	867,832.89	867,832.89
Total FY 2022 CRP Allocation				<u>867,832.89</u>	<u>867,832.89</u>
FY 2023 Allocation					
	Deposit	10/01/2022	OTO Operations	243,101.00	243,101.00
	Deposit	10/01/2022	Rideshare	0.00	243,101.00
	Deposit	10/01/2022	Christian County	414,252.29	657,353.29
	Deposit	10/01/2022	Greene County	1,721,506.63	2,378,859.92
	Deposit	10/01/2022	City of Battlefield	133,357.06	2,512,216.98
	Deposit	10/01/2022	City of Nixa	517,776.59	3,029,993.57
	Deposit	10/01/2022	City of Ozark	473,851.36	3,503,844.93
	Deposit	10/01/2022	City of Republic	417,436.41	3,921,281.34
	Deposit	10/01/2022	City of Springfield	3,766,408.96	7,687,690.30
	Deposit	10/01/2022	City of Strafford	53,609.75	7,741,300.05
	Deposit	10/01/2022	City of Willard	141,237.91	7,882,537.96
Total FY 2023 Allocation				<u>7,882,537.96</u>	<u>7,882,537.96</u>

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2023 TAP Allocation					
	Deposit	10/01/2022	Enhancements (TAP)	1,566,741.00	1,566,741.00
Total FY 2023 TAP Allocation				1,566,741.00	1,566,741.00
FY 2023 CRP Allocation					
	Deposit	10/01/2022	CO2 Reduction (CRP)	940,398.01	940,398.01
Total FY 2023 CRP Allocation				940,398.01	940,398.01
FY 2024 Allocation					
	Deposit	10/01/2023	OTO Operations	255,256.05	255,256.05
	Deposit	10/01/2023	Christian County	418,714.82	673,970.87
	Deposit	10/01/2023	Greene County	1,740,051.54	2,414,022.41
	Deposit	10/01/2023	City of Battlefield	134,793.65	2,548,816.06
	Deposit	10/01/2023	City of Nixa	523,354.33	3,072,170.39
	Deposit	10/01/2023	City of Ozark	478,955.91	3,551,126.30
	Deposit	10/01/2023	City of Republic	421,933.23	3,973,059.53
	Deposit	10/01/2023	City of Springfield	3,806,982.55	7,780,042.08
	Deposit	10/01/2023	City of Strafford	54,187.27	7,834,229.35
	Deposit	10/01/2023	City of Willard	142,759.39	7,976,988.74
Total FY 2024 Allocation				7,976,988.74	7,976,988.74
FY 2024 TAP Allocation					
	Deposit	10/01/2023	Enhancements (TAP)	1,603,906.00	1,603,906.00
Total FY 2024 TAP Allocation				1,603,906.00	1,603,906.00
FY 2024 CRP Allocation					
	Deposit	10/01/2023	CO2 Reduction (CRP)	951,665.83	951,665.83
Total FY 2024 CRP Allocation				951,665.83	951,665.83
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				144,488,057.70	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
00FY820 OTO Operations/Planning			
Closed	06/26/2019	OTO Operations	(200,000.00)
	11/12/2021	OTO Operations	36,010.00
			<u><u>(163,990.00)</u></u>
00FY821 OTO Operations/Planning			
Closed	06/29/2020	OTO Operations	(100,000.00)
	01/27/2022	OTO Operations	345.49
			<u><u>(99,654.51)</u></u>
00FY822 OTO Operations/Planning			
Closed	06/28/2021	OTO Operations	(156,800.00)
	05/12/2023	OTO Operations	14,680.58
			<u><u>(142,119.42)</u></u>
00FY823 OTO Operations/Planning			
Active	06/14/2022	OTO Operations	(180,743.00)
	11/10/2022	OTO Operations	(50,782.00)
			<u><u>(231,525.00)</u></u>
00FY824 OTO Operations/Planning			
Active	06/23/2023	OTO Operations	(243,101.00)
			<u><u>(243,101.00)</u></u>
00FY825 OTO Operations/Planning			
Active	06/26/2024	OTO Operations	(255,256.00)
			<u><u>(255,256.00)</u></u>
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u><u>(978,000.00)</u></u>
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			<u><u>(354,887.54)</u></u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u><u>(799,517.00)</u></u>
0132091 KS ADA Upgrades			
Active	08/22/2023	City of Springfield	(718,571.00)
			<u><u>(718,571.00)</u></u>
0132092 Kansas/Walnut Lawn			
Active	11/23/2021	City of Springfield	(134,930.67)
	11/23/2021	City of Springfield	(13,869.33)
	06/01/2023		(731,915.71)
	06/01/2023		(573,750.00)
	07/21/2023		(49,305.04)
			<u><u>(1,503,770.75)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0132093 Kansas/Sunset			
Active	11/18/2021	City of Springfield	(87,600.00)
	07/19/2023	City of Springfield	(902,460.65)
	07/19/2023	City of Springfield	(102,682.55)
	08/22/2023	City of Springfield	(0.01)
			<u><u>(1,092,743.21)</u></u>
0141014 17th Street Relocation			
Closed	04/18/2008	City of Ozark	(244,800.00)
			<u><u>(244,800.00)</u></u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u><u>(165,587.00)</u></u>
0141023 14 and 160			
Closed	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			<u><u>(1,048,107.83)</u></u>
0141028 14-Fort to Ridgecrest			
Active	03/05/2021	City of Nixa	(183,547.60)
	08/10/2021	City of Nixa	14,726.40
			<u><u>(168,821.20)</u></u>
0141029 Jackson and NN			
Active	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
			<u><u>(1,286,520.09)</u></u>
0141030 South and Third			
Closed	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
	12/21/2021	City of Ozark	(179,962.84)
			<u><u>(1,525,146.69)</u></u>
0141032 14 in Ozark 32nd to 22nd			
Active	02/11/2020	City of Ozark	(130,000.00)
			<u><u>(130,000.00)</u></u>
0442239 I-44 Bridge-65			
Closed	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			<u><u>(1,110,295.00)</u></u>
0442344 I-44 Kansas to Glenstone			
Active	09/24/2024	City of Springfield	(1,837,111.56)
	09/24/2024	Enhancements (TAP)	(302,006.00)
			<u><u>(2,139,117.56)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0602064 JRF/Glenstone			
Closed	10/02/2006	City of Springfield	(2,103,741.90)
	10/02/2006	Greene County	(500,000.00)
	10/02/2006	City of Springfield	(446,611.27)
	10/23/2007	City of Springfield	(446,611.27)
	10/23/2007	Greene County	(500,000.00)
	10/02/2009	City of Springfield	47,734.48
			<u><u>(3,949,229.96)</u></u>
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			<u><u>(100,000.00)</u></u>
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u><u>(758,009.07)</u></u>
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u><u>0.00</u></u>
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			<u><u>(1,800,000.00)</u></u>
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u><u>(223,050.00)</u></u>
0651056 65/CC/J			
Closed	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u><u>(2,300,000.00)</u></u>
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u><u>(1,000,000.00)</u></u>
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			<u><u>(74,000.00)</u></u>
0652058 Glenstone/Primrose			
Closed	12/21/2007	City of Springfield	(134,432.60)
	02/29/2008	City of Springfield	22,101.02
	07/09/2009	City of Springfield	(312,694.65)
	10/02/2009	City of Springfield	(7,570.99)
			<u><u>(432,597.22)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u><u>0.00</u></u>
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u><u>(1,061,000.00)</u></u>
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u><u>(106,000.00)</u></u>
0652074 South Glenstone			
Closed	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			<u><u>(4,541,168.92)</u></u>
0652076 65/Chestnut			
Closed	10/02/2011	Greene County	(589,570.53)
	10/02/2011	City of Springfield	(779,945.21)
	09/08/2015	City of Springfield	(81,046.35)
			<u><u>(1,450,562.09)</u></u>
0652079 Eastgate Relocation			
Closed	09/14/2017	Greene County	(100,000.00)
	09/14/2017	City of Springfield	(55,816.99)
	01/08/2018	City of Springfield	(0.01)
	09/09/2020	City of Springfield	8,920.16
	03/26/2021	City of Springfield	178.21
			<u><u>(146,718.63)</u></u>
0652086 Battlefield/65			
Closed	10/02/2013	Greene County	(452,800.00)
	06/12/2014	Bridge (BRM)	(1,189,657.00)
	07/23/2014	Greene County	(47,200.00)
	07/23/2014	City of Springfield	(4,660,769.24)
	02/26/2016	City of Springfield	127,167.96
			<u><u>(6,223,258.28)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652087 Chestnut RR			
Active	12/02/2013	City of Springfield	(500,000.00)
	07/31/2014	City of Springfield	(1,126,800.00)
	05/21/2015	City of Springfield	(1,946,401.00)
	08/27/2015	City of Springfield	1,946,401.00
	04/15/2016	City of Springfield	(353,624.14)
	08/08/2016	City of Springfield	(478,187.86)
	11/28/2016	City of Springfield	(1,023,629.03)
			<u><u>(3,482,241.03)</u></u>
0652088 US65/Division Interchange			
Closed	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/2017	City of Springfield	(62,616.16)
	07/06/2021	City of Springfield	262,442.91
			<u><u>(1,347,640.11)</u></u>
0652099 Chestnut RR Utilities			
Closed	02/23/2016	Greene County	(400,000.00)
	02/23/2016	City of Springfield	(659,663.24)
	06/01/2016	City of Springfield	(54,925.76)
	11/18/2016	City of Springfield	6,553.61
	10/17/2023	City of Springfield	26,678.57
			<u><u>(1,081,356.82)</u></u>
0652112 Oper/Safety/ADA Glenstone			
Active	09/21/2022	City of Springfield	(315,434.00)
			<u><u>(315,434.00)</u></u>
1601043 160/Hunt Road			
Closed	10/02/2012	City of Willard	(21,000.00)
			<u><u>(21,000.00)</u></u>
1601053 160/Campbell/Plainview 2			
Closed	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			<u><u>(357,398.72)</u></u>
1601054 160/Campbell/Plainview 3			
Closed	02/02/2014	City of Springfield	(386,800.00)
	12/08/2014	City of Springfield	(109,976.12)
	04/15/2015	City of Springfield	(41,457.16)
			<u><u>(538,233.28)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
1601063 Tracker/Northview/160			
Closed	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
	08/01/2019	City of Nixa	(161,792.27)
	01/07/2022	City of Nixa	116,078.17
	09/05/2022	City of Nixa	38,934.39
			<u><u>(707,129.72)</u></u>
1601071 160 and South			
Closed	05/13/2019	City of Nixa	(50,000.00)
	02/10/2020	City of Nixa	(524,703.35)
	04/27/2020	City of Nixa	52,517.42
	01/07/2022	City of Nixa	(6,623.36)
			<u><u>(528,809.29)</u></u>
1602076 Kearney/West Bypass			
Active	11/25/2020	City of Springfield	(44,800.00)
	09/16/2021	City of Springfield	(805,072.53)
	01/04/2022	City of Springfield	(115,808.07)
			<u><u>(965,680.60)</u></u>
2661009 Midfield Terminal Access			
Closed	11/08/2007	City of Springfield	(993,062.73)
	11/08/2007	Greene County	(1,000,000.00)
	11/09/2007	City of Springfield	(2,461,290.27)
	01/24/2008	City of Springfield	1,069,858.00
	02/15/2008	City of Springfield	(508,570.80)
	10/02/2010	City of Springfield	(43,205.64)
	10/02/2010	City of Springfield	(59,268.28)
	10/02/2010	City of Springfield	0.15
			<u><u>(3,995,539.57)</u></u>
3301486 160/Campbell/Plainview 1			
Closed	03/31/2016	City of Springfield	(247,061.44)
	06/16/2016	City of Springfield	48,701.44
	02/06/2017	City of Springfield	(11,199.68)
	02/27/2017	City of Springfield	(5,418.30)
			<u><u>(214,977.98)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5900837 NS Corridor Study			
Closed	10/02/2007	City of Ozark	(7,530.18)
	10/02/2007	Christian County	(10,182.16)
	10/02/2007	Greene County	(40,844.89)
	10/02/2007	City of Battlefield	(1,851.03)
	10/02/2007	City of Nixa	(9,203.80)
	10/02/2007	City of Springfield	(114,611.94)
	10/02/2009	Christian County	0.81
	10/02/2009	Greene County	3.25
	10/02/2009	City of Battlefield	0.15
	10/02/2009	City of Nixa	0.73
	10/02/2009	City of Ozark	0.60
	10/02/2009	City of Springfield	9.13
			<u><u>(184,209.33)</u></u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u><u>(24,992.27)</u></u>
5900849 FR 135/102 Mill/Fill/ADA			
Closed	09/14/2021	Greene County	(262,442.91)
	09/14/2021	Greene County	(225,343.49)
	09/14/2021	Greene County	(21,308.22)
	12/21/2021	Greene County	50,494.60
	06/17/2022	Greene County	(59,491.12)
	05/26/2023	Greene County	(40,193.00)
	11/28/2023	Greene County	0.01
	11/28/2023	Greene County	0.01
			<u><u>(558,284.12)</u></u>
5900850 TMS Improvements			
Active	09/12/2023	City of Springfield	(2,450,000.00)
			<u><u>(2,450,000.00)</u></u>
5900851 SGF Pavement Resurfacing			
Active	6/6/224	City of Springfield	(3,548,353.60)
			<u><u>(3,548,353.60)</u></u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u><u>(250,000.00)</u></u>
5901806 S. Dry Sac Trail Parks			
Closed	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			<u><u>(192,680.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901807 Mt. Vernon Bridge			
Closed	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			<u><u>(1,001,068.99)</u></u>
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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901818 Signal Improvements			
Closed	10/20/2020	City of Springfield	(640,000.00)
	05/26/2023	City of Springfield	22,044.23
			<u><u>(617,955.77)</u></u>
5901819 Walnut Street Bridge			
Active	07/15/2021	City of Springfield	(240,000.00)
			<u><u>(240,000.00)</u></u>
5901821 Traffic Signal Imp.			
Active	07/06/2021	City of Springfield	(620,000.00)
			<u><u>(620,000.00)</u></u>
5901822 Chadwick Phase III			
Active	07/06/2021	Enhancements (TAP)	(71,419.94)
	03/14/2023	Enhancements (TAP)	(295,567.32)
	03/14/2023	Enhancements (CRRSAA)	(863,750.00)
	05/16/2023	Enhancements (TAP)	(84,516.80)
			<u><u>(1,315,254.06)</u></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><u>(571,689.24)</u></u>
5901824 TMC Signal Replacements			
Active	04/17/2023	City of Springfield	(125,229.00)
			<u><u>(125,229.00)</u></u>
5901827 Jordan Creek Smith Park			
Active	01/09/2024	Enhancements (TAP)	(14,800.77)
			<u><u>(14,800.77)</u></u>
5901828 Sherman Parkway Link			
Active	03/18/2024	CO2 Reduction (CRP)	(58,722.86)
			<u><u>(58,722.86)</u></u>
5901829 Mt. Vernon and Miller SWs			
Active	05/15/2024	Enhancements (TAP)	(124,798.92)
			<u><u>(124,798.92)</u></u>
5901830 South Creek to Glenstone			
Active	05/15/2024	CO2 Reduction (CRP)	(96,641.00)
			<u><u>(96,641.00)</u></u>
5901831 Grand Street Trail			
Active	09/10/2024	CO2 Reduction (CRP)	(240,000.00)
			<u><u>(240,000.00)</u></u>
5901832 OTO EV Chargers			
Active	09/13/2024	CO2 Reduction (CRP)	(592,800.00)
			<u><u>(592,800.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901834 South Creek - Posenke			
Active	09/10/2024	CO2 Reduction (CRP)	(128,303.00)
			<u><u>(128,303.00)</u></u>
5901836 Fassnight-SkatePark/Fort			
Active	09/13/2024	CO2 Reduction (CRP)	(135,030.00)
			<u><u>(135,030.00)</u></u>
5901837 Fassnight on E. Bennett			
Active	09/16/2024	CO2 Reduction (CRP)	(351,761.09)
			<u><u>(351,761.09)</u></u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u><u>(459,587.00)</u></u>
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><u>0.00</u></u>
FY94001 Division Underground Tank			
Closed (AKA 5904810)	04/17/2007	Greene County	(64,027.15)
			<u><u>(64,027.15)</u></u>
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u><u>(111,340.76)</u></u>
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			<u><u>(189,540.94)</u></u>
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u><u>(227,869.98)</u></u>
5905809 TMC Salaries 2021			
Closed	06/26/2020	City of Springfield	(332,000.00)
	05/17/2022	City of Springfield	20,697.34
			<u><u>(311,302.66)</u></u>
5905811 TMC Salaries 2023			
Closed	11/10/2022	City of Springfield	(360,000.00)
	08/28/2023	City of Springfield	(16,000.00)
	11/28/2023	City of Springfield	2,350.15
			<u><u>(373,649.85)</u></u>
5901812 TMC Salaries 2025			
Active	08/29/2024	City of Springfield	(480,000.00)
			<u><u>(480,000.00)</u></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>(2,217,020.84)</u>
5909802 KS Extension			
Active	09/11/2015	Greene County	(2,159,912.50)
	11/16/2015	Greene County	1,439,840.00
	05/02/2017	Greene County	(59,968.80)
	11/29/2018	Greene County	(180,118.70)
	12/12/2018	Greene County	(1,448,152.50)
	01/30/2020	Greene County	(348,000.00)
	04/27/2020	Greene County	348,000.00
	08/28/2020	Greene County	(3,657,888.00)
	09/16/2021	Greene County	(345,782.74)
	09/16/2021	Greene County	(12,012,725.14)
	09/16/2021	Greene County	(2,323,355.04)
	09/16/2021	Greene County	(352,977.68)
	09/16/2021	Greene County	(41,436.78)
	09/16/2021	Greene County	(1,625,285.00)
	09/16/2021	Greene County	(471,885.00)
	12/06/2021	Greene County	345,782.74
	12/06/2021	Greene County	4,192,964.59
	12/06/2021	Greene County	63,865.30
	09/09/2022	Greene County	(72,878.43)
	11/10/2022	Greene County	(12,968.61)
	09/15/2023	Greene County	(6,575,516.11)
	09/15/2023	Greene County	(3,686,085.19)
	09/15/2023	Greene County	(2,303,580.57)
	12/01/2023	Greene County	2,138,827.85
	12/02/2023	Greene County	41,040.72
	12/03/2023	Greene County	(0.01)
			<u>(29,108,195.60)</u>
5910811 TMC Salaries 2024			
Active	06/16/2023	City of Springfield	(358,400.00)
			<u>(358,400.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5911802 College and Grant SW			
Closed	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			<u>(250,000.00)</u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u>(240,000.00)</u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u>(14,215.22)</u>
5916807 Overlay Improvements			
Closed	03/29/2021	City of Springfield	(2,160,000.00)
	10/26/2021	City of Springfield	(223,758.56)
	08/17/2022	City of Springfield	(636,419.44)
	05/05/2023	City of Springfield	26,830.88
			<u>(2,993,347.12)</u>
5916808 ADA Sun., Nat'l, B.field			
Active	08/27/2021	City of Springfield	(295,001.60)
	05/16/2023	City of Springfield	(329,463.00)
	09/01/2023	City of Springfield	(162,856.16)
			<u>(787,320.76)</u>
5933803 Kansas/Evergreen			
Closed	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			<u>(237,391.82)</u>
5935803 Chestnut/National			
Closed	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			<u>23,883.07</u>
5936804 Ward-National to Fremont			
Active	09/13/2024	CO2 Reduction (CRP)	(34,551.00)
			<u>(34,551.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			<u><u>(295,361.40)</u></u>
5938807 FY 2020 TMC Staff			
Closed	10/24/2019	City of Springfield	(265,600.00)
	11/01/2019	City of Springfield	(66,400.00)
	11/01/2019	City of Springfield	11,731.46
			<u><u>(320,268.54)</u></u>
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u><u>(48,300.00)</u></u>
5944803 Miller Road Widening			
Closed	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
	04/01/2019	City of Willard	(657,386.09)
	07/27/2020	City of Willard	25,468.71
	01/30/2023	City of Willard	36,263.52
			<u><u>(888,163.77)</u></u>
5944804 Hunt Rd Sidewalks			
Closed	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			<u><u>(207,438.60)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5944805 Jackson Street Resurfacing			
Active	03/06/2024	City of Willard	(14,415.60)
	07/16/2024	City of Willard	(342,897.40)
	09/10/2024	City of Willard	15,684.84
			<u>(341,628.16)</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)
	07/26/2024	Enhancements (TAP)	(1,264,015.09)
	07/26/2024	Enhancements (TAP)	(177,737.97)
			<u>(1,944,848.00)</u>
7441012 Kearney/Packer			
Active	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u>(728,721.00)</u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u>(63,984.87)</u>
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>(1,078,283.68)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u><u>(27,759.89)</u></u>
9900843 Strafford Sidewalks 2014			
Closed	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u><u>(250,000.00)</u></u>
9900845 Strafford Schools SW 2014			
Closed	03/30/2017	Enhancements (TAP)	(122,869.97)
	04/10/2017	Enhancements (TAP)	(904.04)
	10/31/2017	Enhancements (TAP)	7.21
			<u><u>(123,766.80)</u></u>
9900846 Scenic Sidewalks			
Closed	05/23/2008	Greene County	(74,642.40)
	08/15/2008	Greene County	18,089.16
	10/02/2009	Greene County	(7,350.46)
			<u><u>(63,903.70)</u></u>
9900854 CC Realignment			
Withdrawn	02/22/2008	City of Nixa	(236,800.00)
	10/02/2012	City of Nixa	3,168.42
	02/07/2019	City of Nixa	233,631.58
			<u><u>0.00</u></u>
9900855 Roadway Prioritization			
Closed	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			<u><u>(14,331.69)</u></u>
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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			<u><u>(500,000.00)</u></u>
9901804 Tracker/Main			
Closed	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			<u><u>(978,676.98)</u></u>
9901807 Strafford Sidewalks			
Closed	12/02/2014	Enhancements (TAP)	(211,573.18)
	02/13/2015	Enhancements (TAP)	34,777.20
	09/11/2105	Enhancements (TAP)	(12,930.00)
	12/18/2015	Enhancements (TAP)	(2,968.80)
	11/08/2016	Enhancements (TAP)	2,024.24
			<u><u>(190,670.54)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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>
9901814 FF SW Weaver to Rose			
Closed	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
	11/10/2021	City of Battlefield	418.67
	11/10/2021	City of Battlefield	1.03
			<u>(428,352.74)</u>
9901815 Jackson/NN			
Closed	12/19/2016	City of Ozark	(280,000.00)
	02/24/2017	City of Ozark	(40,000.00)
	08/07/2017	City of Ozark	7,346.13
			<u>(312,653.87)</u>
9901816 Pine and McCabe Sidewalks			
Closed	10/18/2019	Enhancements (TAP)	(32,000.34)
	03/06/2020	Enhancements (TAP)	(800.00)
	09/22/2020	Enhancements (TAP)	(220,782.07)
	09/22/2020	Enhancements (TAP)	15,369.70
	12/06/2021	Enhancements (TAP)	1,255.49
			<u>(236,957.22)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901817 Battlefield Third Street Sidewalk			
Active	10/18/2019	Enhancements (TAP)	(28,000.00)
	04/28/2022	Enhancements (TAP)	(265,666.40)
	07/06/2022	Enhancements (TAP)	61,386.49
	05/26/2023	Enhancements (TAP)	(2,588.60)
			<u><u>(234,868.51)</u></u>
9901818 Nicholas SW Ph 1 & 2			
Closed	06/14/2019	Enhancements (TAP)	(27,326.74)
	10/22/2020	Enhancements (TAP)	(338,206.32)
	04/07/2021	Enhancements (TAP)	8,233.20
	05/31/2022	Enhancements (TAP)	14.50
	05/31/2022	Enhancements (TAP)	6,463.52
			<u><u>(350,821.84)</u></u>
9901820 Ozark N. Fremont SW			
Closed	06/14/2019	Enhancements (TAP)	(17,531.92)
	04/07/2021	Enhancements (TAP)	(188,028.08)
			<u><u>(205,560.00)</u></u>
9901821 Ozark South Elem SW			
Closed	10/18/2019	Enhancements (TAP)	(13,000.36)
	02/24/2021	Enhancements (TAP)	(132,594.01)
	06/15/2021	Enhancements (TAP)	(7,075.63)
			<u><u>(152,670.00)</u></u>
9901822 Ozark West Elem SW			
Closed	08/23/2019	Enhancements (TAP)	(27,739.94)
	03/11/2021	Enhancements (TAP)	(239,439.67)
	06/15/2021	Enhancements (TAP)	31,996.00
	12/19/2022	Enhancements (TAP)	23.88
	01/06/2023	Enhancements (TAP)	4,208.19
			<u><u>(230,951.54)</u></u>
9901826 FR 169 Bridge			
Closed	02/09/2021	Greene County	(437,822.80)
	04/16/2021	Greene County	37,475.60
	12/07/2022	Greene County	3,936.80
			<u><u>(396,410.40)</u></u>
9901827 ChadwickFlyr Jackson/Clay			
Active	10/19/2020	Enhancements (TAP)	(79,874.23)
	10/28/2021	Enhancements (TAP)	(791,075.77)
	03/03/2022	Enhancements (TAP)	157,174.06
	08/09/2022	Enhancements (TAP)	(46,281.62)
	11/02/2022	Enhancements (TAP)	(54,307.00)
	09/15/2023	Enhancements (TAP)	(13,088.60)
	12/19/2023	Enhancements (TAP)	(5,927.20)
			<u><u>(833,380.36)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901828 Trail of Tears SmrSet			
Closed	09/03/2020	Enhancements (TAP)	(33,592.92)
	09/13/2021	Enhancements (TAP)	(68,459.08)
	07/05/2022	City of Battlefield	(97,167.08)
	06/16/2023	City of Battlefield	(32,786.61)
	11/28/2023	City of Battlefield	18,939.37
			(213,066.32)
9901829 OGI Trail Plng Services			
Closed	06/26/2020	Enhancements (TAP)	(100,000.00)
			(100,000.00)
9901830 Nelson Mill Bridge			
Active	09/09/2022	Christian County	(392,000.00)
	08/22/2023	Christian County	(400,800.00)
			(792,800.00)
9901831 N. Main Street			
Active	11/02/2022	City of Nixa	(131,584.31)
	10/30/2023	City of Nixa	(4,209.45)
	02/14/2024	City of Nixa	(113,524.01)
	09/18/2024	City of Nixa	(24,621.46)
			(273,939.23)
9901832 Truman Blvd			
Active	05/12/2022	City of Nixa	(1,530,550.00)
			(1,530,550.00)
9901833 North St - MH to Cheyenne			
Active	06/28/2021	City of Nixa	(430,353.99)
	05/26/2023	City of Nixa	(13,516.80)
	06/16/2023	City of Nixa	6,364.79
			(437,506.00)
9901835 I-44/13 Study			
Closed	10/27/2021	City of Springfield	(78,668.06)
	10/27/2021	Greene County	(78,668.06)
	10/27/2021	OTO Operations	(78,668.07)
	11/28/2023	City of Springfield	61.65
	11/29/2023	Greene County	61.65
	11/30/2023	OTO Operations	61.65
			(235,819.24)
9901837 Chadwick Ph II			
Active	11/10/2022	Enhancements (TAP)	(58,716.29)
	03/18/2024	Enhancements (TAP)	(672,698.36)
	06/07/2024	Enhancements (TAP)	200,994.41
			(530,420.24)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901849 Chadwick Flyer 65 Overpass			
Active	10/27/2023	Enhancements (TAP)	(230,687.54)
	10/27/2023	City of Ozark	(57,671.89)
	09/18/2024	City of Ozark	(310,228.83)
	09/18/2024	Enhancements (TAP)	(807,895.97)
			<u><u>(1,406,484.23)</u></u>
9901850 Trail Planning Services			
Active	02/08/2023	Enhancements (TAP)	(260,201.00)
			<u><u>(260,201.00)</u></u>
9901851 Chadwick Spur			
Active	11/02/2023	Enhancements (TAP)	(39,088.45)
	09/13/2024	Enhancements (TAP)	(190,280.55)
			<u><u>(229,369.00)</u></u>
9901858 Strafford East SW			
Active	02/14/2024	Enhancements (TAP)	(20,782.65)
			<u><u>(20,782.65)</u></u>
9901859 Battlefield ToT Extension			
Active	02/14/2024	Enhancements (TAP)	(38,132.61)
			<u><u>(38,132.61)</u></u>
9901860 Cheyenne Multi-Use Path			
Active	01/03/2024	Enhancements (TAP)	(102,057.00)
			<u><u>(102,057.00)</u></u>
9901862 Chadwick Phase V			
Active	04/01/2024	CO2 Reduction (CRP)	(42,705.03)
	09/18/2024	CO2 Reduction (CRP)	(392,521.53)
			<u><u>(435,226.56)</u></u>
9901864 Finley River Trail Ext.			
Active	08/07/2024	CO2 Reduction (CRP)	(79,508.46)
			<u><u>(79,508.46)</u></u>
9901875 Chadwick Jackson Connect			
Active	09/16/2024	CO2 Reduction (CRP)	(9,470.86)
			<u><u>(9,470.86)</u></u>
9901876 Kali Springs			
Active	09/16/2024	CO2 Reduction (CRP)	(34,766.68)
			<u><u>(34,766.68)</u></u>
9901877 Blue Stem Phase 1			
Active	09/16/2024	CO2 Reduction (CRP)	(57,811.23)
			<u><u>(57,811.23)</u></u>
B022009 Riverside Bridge			
Closed	09/01/2109	City of Ozark	(800,000.00)
			<u><u>(800,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u><u>(6,804.21)</u></u>
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u><u>0.00</u></u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u><u>(2,584,800.00)</u></u>
S601055 I-44/125 Strafford			
Closed	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u><u>(185,838.68)</u></u>
S601061 M/Repmo Drive			
Closed	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)
	04/02/2024	City of Republic	13,962.87
			<u><u>(945,163.26)</u></u>
S601065 14 SW Cedar Hts to Ellen			
Closed	04/04/2019	City of Nixa	(100,286.00)
			<u><u>(100,286.00)</u></u>
S601071 FY 2017 TMC Staff			
Closed	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			<u><u>(272,513.12)</u></u>
S602027 Campbell and Republic			
Active	04/01/2019	City of Springfield	(240,000.00)
	07/01/2021	City of Springfield	(781,354.88)
	03/17/2022	City of Springfield	807,784.84
	03/30/2022	City of Springfield	(1,411,653.07)
	08/04/2022	City of Springfield	(251,888.62)
	07/21/2023	City of Springfield	262,614.97
	11/21/2023	City of Springfield	(10,154.76)
			<u><u>(1,624,651.52)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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			
Closed	06/01/2021	City of Springfield	(360,000.00)
	04/07/2023	City of Springfield	12,943.32
			<u>(347,056.68)</u>
S604064 Strafford West SW CS			
Active	09/13/2024	CO2 Reduction (CRP)	(219,600.00)
			<u>(219,600.00)</u>
S605022 Wilson's Creek Blvd Trail			
Active	05/30/2023	Enhancements (TAP)	(245,494.96)
	05/30/2023	Enhancements (TAP)	(23,973.95)
	05/30/2023	Enhancements (TAP)	(5,405.81)
	05/30/2023	Enhancements (TAP)	(13,829.74)
	05/30/2023	Enhancements (TAP)	(1,246,730.00)
	07/28/2023	Enhancements (TAP)	(0.02)
	07/28/2023	Enhancements (TAP)	240,505.26
			<u>(1,294,929.22)</u>
S605031 CC Cost Share Development			
Active	09/23/2024	City of Ozark	(280,598.84)
			<u>(280,598.84)</u>
S605047 Battlefield Weaver Scoping			
Active	02/29/2024	City of Battlefield	(80,000.00)
	08/12/2024	City of Battlefield	(197,600.00)
			<u>(277,600.00)</u>
S605063 Main, CC to Tracker			
Active	09/16/2024	City of Nixa	(2,089,336.00)
			<u>(2,089,336.00)</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>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</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
			(30,868.56)
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			(0.43)
TOTAL OBLIGATIONS			(143,163,598.72)

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 10/16/2024; ITEM II.E.

2026-2030 STIP Priorities

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In the early 2025, MoDOT is expected to develop funding estimates for use in the 2026-2030 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the funding of the asset management plan ensuring that pavement and bridges are kept in good condition.

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

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

FUTURE STEPS

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

FY 2026-2030 Proposed Projects for STIP Prioritization

RANKING	Roadway	Project Description	2024 Score	High Volume	High Injury Network	Crashes per Mile	Rail Xing	VC Current	VC Future	EJ	Multi-Modal	Freight Percent	Travel Time	Bridge Condition	Economic Development	Regional Points
1	I-244	Interstate designation along US65 and JRF/360	84	15	10	15	0	14	4	4	1	3	14	4		
2	US 60	Intersection Improvements from P to MM including intersection at P and Bailey	62	6	10	15	0	14	4	2	1	0	10	0	0	0
3	MO 13/Division	Intersection improvements at Kansas Expressway and Division Street- New Thru/Right on Division and reconfigure left turn lanes \$1.4 M	61	6	10	15	0	11	4	4	1	0	10	0	0	0
4	MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)	59	6	10	15	0	7	4	2	1	0	14	0	0	0
5	Rte MM	MO 360 to I-44	54	1	10	10	0	7	4	0	1	1	10	0	10	0
6	Rte FF/ Weaver	Intersection Improvements	57	1	10	10	0	0	4	2	1	0	4	0	0	25
7	US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks) - Bridge Life at 2029	55	3	10	15	0	11	4	2	2	2	4	2	0	0
8	Rte MM/MO 360	Bridge Widening at MO 360 interchange	58	1	10	10	0	7	4	4	1	1	10	0	10	0
9	US 160 Intersection Safety Projects	Study and determine needed Intersection Safety Improvements from I-44 to Sunshine	0													
10	US 60/US 65	Phase II interchange improvements at Rte. 65	54	15	10	10	0	11	4	0	1	1	0	2	0	0
11	US 60	Capacity Improvements from new Bailey Intesection to Relocated Rte MM	54	6	0	15	0	14	4	4	1	0	10	0	0	0
12	MO 744	Intersection improvements at National Avenue-turn lanes	53	3	10	15	0	0	4	4	1	2	14	0	0	0
13	US 60	ITS from 65 to 125	53	6	10	10	0	14	4	2	1	2	0	4		
14	Rte J	Additional WB lane between Farmer Branch & 17th	51	1	10	15	0	14	0	0	1	0	10	0	0	0
15	Rte J/NN	2 thru lanes EB/WB at intersection	51	1	10	15	0	14	0	0	1	0	10	0	0	0
16	Glenstone/LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan	51	3	10	15	0	0	4	4	1	0	14	0	0	0
17	US 160/Chestnut Expwy	Intersection improvements	51	3	10	15	0	0	4	4	1	0	14	0	0	0
18	Glenstone/LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street	51	3	10	15	0	0	4	4	1	0	14	0	0	0
20	US 65	Interchange improvements and bridge replacements at BU 65 (Chestnut Expressway)	50	6	10	10	0	7	0	0	1	0	14	2	0	0
UNFUNDED	US 160/Mt Vernon	Intersection improvements	48	6	10	15	0	0	0	2	1	0	14	0	0	0
UNFUNDED	Rte 14/Rte W	Intersection Improvements	46	1	10	15	0	11	0	4	1	0	4	0	0	0
UNFUNDED	Rte 14	NN to 3rd Bridge widening	41	1	0	15	0	14	4	2	1	0	4	0	0	0
UNFUNDED	Rte 125/Evergreen	(City of Stafford)	30	0	0	15	0	0	0	2	1	2	10	0	0	0
UNFUNDED	Rte 174/Main St	Intersection Improvements	30	0	0	15	0	0	4	0	1	0	10	0	0	0
UNFUNDED	US 160 & Pembroke	Roundabout (Public Comment/City of Nixa)	26	1	10	10	0	0	4	0	1	0	0	0	0	0
UNFUNDED	Rte AB	Safety Improvements from Rte 160 to EE	14	0	0	5	0	0	4	0	1	0	4	0	0	0
WAIT	MO 744	Kearney Street Phase II Safety and Intersection Improvements	76	10	10	15	0	14	4	4	1	2	14	2	0	0
WAIT	MO 13 (Kansas Expwy)	Context Sensitive Improvements Evergreen to Division - include hawk signal at Bolivar Rd	68	6	10	15	0	14	4	4	1	0	14	0	0	0
WAIT	MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Mt Vernon	68	10	10	15	0	14	4	4	1	0	10	0	0	0
WAIT	MO 13 (Kansas Expressway)	Context Sensitive Solution from Mt. Vernon Street to Grand Street	68	10	10	15	0	14	4	4	1	0	10	0	0	0
WAIT	MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Division	68	10	10	15	0	14	4	4	1	0	10	0	0	0
WAIT	Chestnut Expwy & Glenstone/BU 65 & LP 44	Chestnut Expressway Phase II Intersection improvements	66	6	10	15	0	14	4	2	1	0	14	0	0	0
WAIT	US 160	Capacity Improvements from Plainview to AA	64	10	10	15	0	7	4	0	1	1	14	2	0	0
WAIT	US 160	Six-Lane from AA to CC	62	6	10	15	0	11	4	0	1	1	14	0	0	0
WAIT	Rte CC & Fremont	(Public Comment)	59	1	10	15	0	14	4	0	1	0	14	0	0	0
WAIT	RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements	57	3	10	15	0	7	4	2	2	0	14	0	0	0
WAIT	US 160/ FR146	Intersection Improvements	55	6	10	15	0	0	4	4	1	1	14	0	0	0
WAIT	Campbell (South) & Plainview	(Public Comment)	54	10	10	15	0	0	4	0	1	0	14	0	0	0
WAIT	US 65	Capacity from 14 to F	52	10	10	10	0	0	4	2	1	1	10	4	0	0
	US 60 & FR 189	New Interchange	53	6	10	15	0	14	4	2	1	1	0	0	0	0
	MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary	50	6	10	15	0	0	4	0	1	2	10	2	0	0
	US 160/Rte 413	Widen dual left turn lanes NB & WB (City of Springfield)	50	6	10	15	0	0	4	0	1	0	14	0	0	0
	Glenstone & Luster	(Public Comment)	49	6	10	15	0	7	0	0	1	0	10	0	0	0
	Chestnut Expwy	Kansas to National (City of Springfield)	49	3	10	15	0	0	4	4	1	0	10	2	0	0
	I-44	Capacity/Operational Improvements from 125 to 65	48	15	0	10	0	11	0	2	1	3	4	2	0	0
	I-44/US 65	Phase II interchange improvements at Rte. 65	47	15	10	10	0	0	4	2	1	3	0	2	0	0
	Chestnut Expwy/Main St.	Protected Left Turn Phasing, Check signal timing/MoDOT SW Safety Plan	47	3	10	15	0	0	4	4	1	0	10	0	0	0
	US 160/Division	Intersection improvements	47	3	10	15	0	0	4	4	1	0	10	0	0	0
	Rte CC	Capacity & Safety improvements From Cheyenne to Fremont	47	1	10	10	0	11	4	0	1	0	10	0	0	0
	US 160/Nichols	Intersection improvements	47	3	10	15	0	0	4	4	1	0	10	0	0	0
	MO 13 (Kansas Expressway)	Intersection improvements at Chesterfield Boulevard	45	3	10	15	0	0	4	2	1	0	10	0	0	0
	MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements Battlefield Road to Rte. 60	45	3	10	15	0	0	4	2	1	0	10	0	0	0

RANKING	Roadway	Project Description	2024 Score	High Volume	High Injury Network	Crashes per Mile	Rail Xing	VC Current	VC Future	EJ	Multi-Modal	Freight Percent	Travel Time	Bridge Condition	Economic Development	Regional Points
	US 60/Kansas Expwy	Interchange improvements	45	3	10	15	0	0	4	2	1	0	10	0	0	0
	US 60	Capacity improvements Rte FF to MO 360	44	6	10	10	0	0	0	2	1	1	14	0	0	0
	US 60	Upgrade to freeway from Routes NN/J to west of Route 125	43	6	10	10	0	14	0	0	1	2	0	0	0	0
	Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne	43	1	10	15	0	0	4	0	1	0	10	2	0	0
	Rte 14	Capacity and Safety Improvements 14th Street to W	42	1	10	15	0	11	0	0	1	0	4	0	0	0
	US 65	Longview Interchange	41	15	0	10	0	14	0	0	1	1	0	0	0	0
	US 65 SB ramp to JRF	MoDOT	40	1	10	10	0	14	4	0	1	0	No Data	0	0	0
	US 60/FR 103	Intersection improvements at relocated Rte MM	39	3	10	15	0	0	0	0	1	0	10	0	0	0
	Chestnut/LP 44 at CST Eldon	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan	39	1	10	15	0	0	0	2	1	0	10	0	0	0
	Rte 14/Church	(City of Ozark) - including pedestrian improvements	38	1	0	15	0	14	0	2	2	0	4	0	0	0
	US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan	38	6	0	10	0	14	4	2	1	1	0	0	0	0
	Rte MM/Sawyer	Intersection Improvements	38	0	10	10	0	0	4	0	1	3	10	0	0	0
	Rte FF	Capacity Improvements through Battlefield	38	1	10	10	0	0	4	2	1	0	10	0	0	0
	Rte 14	3rd Street in Ozark	37	1	0	15	0	14	0	2	1	0	4	0	0	0
	Rte FF & Republic Rd	Intersection (MoDOT)/Ped Crossing	37	3	10	10	0	0	0	2	2	0	10	0	0	0
	I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)	37	10	10	10	0	0	0	0	1	2	4	0	0	0
	MO 413 at CRD 129	Check Clearance Interval w/ all red, Backplates with retroreflective tape/MoDOT SW Safety	37	1	10	15	0	0	0	0	1	0	10	0	0	0
	MO 413 - JRF to West Bypass	Six Lane	37	1	10	15	0	0	0	0	1	0	10	0	0	0
	Rte MM/FR 168	Safety/Capacity Improvements	37	0	10	10	0	0	0	4	1	2	10	0	0	0
	Rte MM	Realignment and RR overpass from Haile St. to US 60	37	0	10	10	4	0	0	0	1	2	10	0	0	0
	I-44 WB at Rte 125	High Friction Surface Treatment/MoDOT SW Safety Plan	37	10	0	10	0	7	4	2	1	3	0	0	0	0
	MO 13 & FR 94	Add J-turn at FR 94.	37	6	0	10	0	0	4	4	1	2	10	0	0	0
	US 160	Safety and Capacity 14 to OTO Southern Boundary	37	1	10	10	0	0	4	0	1	1	10	0	0	0
	Rte MM	Capacity and Safety Improvements 360 to Haile St	37	0	10	10	0	0	4	0	1	2	10	0	0	0
	US 60/National Ave	Interchange/Operational improvements	36	6	0	15	0	0	4	0	1	0	10	0	0	0
	Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14	36	0	10	5	0	0	4	0	1	2	14	0	0	0
	US 160	4 lane to Pembroke/Rosedale	36	1	10	10	0	0	4	0	1	0	10	0	0	0
	US 60	JRF- Capacity Improvements Kansas to West Bypass	35	10	0	10	0	0	0	2	1	0	10	2	0	0
	Rte 744 & Mulroy	Intersection improvements	35	0	10	10	0	0	4	4	1	2	4	0	0	0
	Rte D	Capacity improvements from SGF limit to Hwy 125	35	3	0	10	0	7	4	0	0	1	10	0	0	0
	I-44	Widen to six lanes from Rte. MM to LP 44 (Chestnut Expressway)	34	10	10	10	0	0	0	0	1	3	0	0	0	0
	MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)	34	1	10	10	0	0	0	2	1	0	10	0	0	0
	RT H	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill	34	1	0	10	0	0	4	4	1	0	14	0	0	0
	US 65	6-lane 65 from F to EE	33	6	0	10	0	0	0	2	1	0	10	4	0	0
	Rte 413 & FR 115	(Public Comment)	32	1	10	10	0	0	0	0	1	0	10	0	0	0
	Le Compte Rd/Rte YY	Intersection improvements	32	0	0	15	0	0	4	2	1	0	10	0	0	0
	Rte P	Center turn lane from US 60 to Lombardy	32	1	0	15	0	7	4	0	1	0	4	0	0	0
	Rte 125/OO South	Intersection Improvements	31	1	0	10	0	7	4	2	1	2	4	0	0	0
	Rte OO	Center turn lane from Rte 125 N to Rte 125 S	31	1	0	10	0	7	4	2	1	2	4	0	0	0
	Rte 125/DD	(City of Stafford)	30	0	0	15	0	0	0	2	1	2	10	0	0	0
	Rte M/FR 101	Operational improvements	29	0	0	10	0	0	0	4	1	0	14	0	0	0
	Rte B	Capacity improvements from 266 to I-44	29	0	0	10	0	0	4	0	1	0	14	0	0	0
	US 60 (James River Freeway)	Northbound ramp improvement at Route 65	29	15	0	0	0	7	4	0	1	0	0	2	0	0
	Rte FF & 3rd	Battlefield	29	0	10	10	0	0	4	0	1	0	4	0	0	0
	US 160/FR 123	Intersection Improvements	28	1	10	10	0	0	0	2	1	0	4	0	0	0
	Rte 125/Rte D	intersection improvements	28	0	0	5	0	0	4	2	1	2	14	0	0	0
	Rte CC	Capacity and Safety Improvements Main to Cheyenne	28	1	0	10	0	0	4	2	1	0	10	0	0	0
	Rte P/Miller Ave	Intersection Improvements	28	1	0	15	0	7	4	0	1	0	0	0	0	0
	US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)	28	1	0	15	0	0	4	2	1	1	4	0	0	0
	Rte 14/Fremont	Intersection improvements	27	1	0	15	0	0	0	0	1	0	10	0	0	0
	RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from I-44 to Rte 160	27	0	10	5	0	0	4	4	2	0	0	2	0	0
	US 160/Battlefield	Intersection improvements at Battlefield Road	26	3	0	10	0	0	0	2	1	0	10	0	0	0
	Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves	26	0	10	5	0	0	0	0	1	0	10	0	0	0
	Rte 14	Capacity and Safety Improvements Cheyenne to 32nd	26	1	0	10	0	0	4	0	1	0	10	0	0	0
	I-44 & Rte MM	Phase II interchange improvements at Route MM	25	0	0	10	0	0	4	0	1	0	10	0	0	0
	Rte AB	Railroad grade separation	25	0	0	5	4	0	4	0	1	1	10	0	0	0
	US 60 & Fremont	Fremont bridge over JRF (City of Springfield)	25	1	0	15	0	0	4	2	1	0	No Data	2	0	0
	Rte 266	Capacity & Safety improvements Rte B to Rte AB	25	0	0	10	0	0	4	0	1	0	10	0	0	0
	I-44	Future Overpass by Exotic Animal Paradise	24	10	0	10	0	0	0	0	1	3	0	0	0	0
	Rte ZZ/FR 174	Signal/Roundabout	24	0	0	5	0	0	4	4	1	0	10	0	0	0

RANKING	Roadway	Project Description	2024 Score	High Volume	High Injury Network	Crashes per Mile	Rail Xing	VC Current	VC Future	EJ	Multi-Modal	Freight Percent	Travel Time	Bridge Condition	Economic Development	Regional Points
	Rte ZZ/FR 178 (Hines)	Signal/Roundabout- Cost Share with Republic	24	0	0	5	0	0	4	4	1	0	10	0	0	0
	Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)	24	0	0	5	0	0	4	4	1	0	10	0	0	0
	Rte AB	Capacity & Safety improvements Rte EE to Rte 266	24	0	0	5	0	0	4	0	1	0	14	0	0	0
	Rte 174	Capacity Improvements Main to 60	23	0	0	10	0	0	0	2	1	0	10	0	0	0
	Rte NN	Capacity and Safety Improvements Weaver to Jackson	23	0	10	10	0	0	0	2	1	0	0	0	0	0
	Rte NN/FR 194	Intersection improvements	23	0	0	10	0	0	0	2	1	0	10	0	0	0
	Rte 14/Oak	Intersection Improvements	23	1	0	15	0	0	0	2	1	0	4	0	0	0
	Division	RR separation west of US 65	23	0	0	10	4	0	4	0	1	0	4	0	0	0
	Rte 14 & 32nd	(Public Comment)	22	1	0	10	0	0	0	0	1	0	10	0	0	0
	Rte CC	Widening from US 160 to Main MoDOT	22	1	0	10	0	0	0	0	1	0	10	0	0	0
	Rte EE	Safety improvements I-44 to Airport Blvd	22	0	0	5	0	0	0	4	1	0	10	2	0	0
	Rte NN	Realign curve south of Route 60	22	0	0	5	0	0	4	2	1	0	10	0	0	0
	US 65/Division	Interchange (Public Comment) - Bridge Replacement may be needed by 2037	22	0	0	15	0	0	4	0	1	0	0	2	0	0
	Rte 174/Boston Ave	Intersection Improvements	21	0	0	10	0	0	0	0	1	0	10	0	0	0
	Rte AB & Rte EE	Intersection improvements	21	0	0	5	0	0	4	0	1	1	10	0	0	0
	Rte 125 N. of JJ	Improve curve delineation	20	0	10	5	0	0	0	0	1	0	4	0	0	0
	Rte 14	Capacity and Safety Improvements W to JJ	20	1	0	10	0	0	0	4	1	0	4	0	0	0
	Rte AB & Hwy 160	Intersection improvements with pedestrian underpass	20	0	0	10	0	0	4	0	2	0	4	0	0	0
	I-44	Widen to six lanes from MO 360 to Rte MM	19	10	0	5	0	0	0	0	1	3	0	0	0	0
	Rte M	Capacity Improvements ZZ to FF	19	1	0	5	0	0	0	2	1	0	10	0	0	0
	Rte EE & Willard S. Elementary	(Public Comment)	18	0	10	5	0	0	0	2	1	0	0	0	0	0
	Rte 125/YY	Intersection Improvements	18	0	0	5	0	0	4	2	1	2	4	0	0	0
	US 65/Rte AA	Intersection Improvements	17	3	0	5	0	0	0	2	1	2	4	0	0	0
	Main/FR 168	Four way stop/Flashing light	17	0	0	5	0	0	0	0	1	1	10	0	0	0
	US 60	Capacity and Safety Improvements west of Republic	17	1	0	0	0	7	4	0	1	0	4	0	0	0
	Plainview & FR 141	(Public Comment)	17	0	0	10	0	0	4	2	1	No Data	0	0	0	0
	Hwy 125 & FR 186	Intersection improvements	16	0	0	5	0	0	0	0	1	0	10	0	0	0
	Rte 14	Nicholas to OTO Western Limits	15	0	0	5	0	0	4	0	1	1	4	0	0	0
	Rte AA/Owen Rd	Intersection Safety Improvements	13	0	0	10	0	0	0	0	1	2	0	0	0	0
	Rte 125/FR 84	Intersection Improvements	12	0	0	5	0	0	0	2	1	0	4	0	0	0
	Rte 125/FR 132	Intersection Improvements	12	0	0	5	0	0	4	0	1	2	0	0	0	0
	Rte NN	Capacity and Safety Improvements J to Pheasant	11	0	0	10	0	0	0	0	1	0	0	0	0	0
	Rte NN/Melton	Intersection improvements	11	0	0	10	0	0	0	0	1	0	0	0	0	0
	FR 115 & FR 140	Roundabout Greene County	11	0	0	10	0	0	0	0	1	No Data	0	0	0	0
	Rte 360	ITS Improvements from I-44 to 60	10	1	0	5	0	0	0	0	1	3	0	0	0	0
	Rte 125	Safety Improvements FR 84 to OTO North Boundary	10	0	0	5	0	0	0	0	1	0	4	0	0	0
	Rte YY	Intersection improvements at FR 193	8	0	0	5	0	0	0	2	1	0	0	0	0	0
	Rte MM	Extension from new intersection at US 60 to Rte M	7	0	0	0	0	0	0	4	1	2	0	0	0	0
	Rte O (Willard)	(Public Comment)	7	0	0	5	0	0	0	0	1	1	No Data	0	0	0
	Rte NN to Sunset	Bike lanes & sidewalks	7	0	0	5	0	0	0	0	2	0	0	0	0	0
	Rte AB & FR 84	(Public Comment/City of Willard)	6	0	0	5	0	0	0	0	1	0	0	0	0	0
	Rte AB & FR 94	(Public Comment/City of Willard)	6	0	0	5	0	0	0	0	1	0	0	0	0	0
	Rte NN/Sunset	Intersection improvements	6	0	0	5	0	0	0	0	1	0	0	0	0	0
	Nicholas & Tracker	Intersection improvements	6	0	0	5	0	0	0	0	1	No Data	0	0	0	0
	US 160	Widening from Jackson to Hwy 123	5	0	0	0	0	0	0	0	1	0	4	0	0	0
	AA/Nicolas	Intersection Improvement	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	Sunshine/Oak Grove Intersection		0													

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the presented list of priorities to the Board of Directors for consideration by MoDOT for inclusion in the 2026-2030 STIP.”

OR

“Move to recommend the list of priorities as revised to the Board of Directors for consideration by MoDOT for inclusion in the 2026-2030 STIP.”

TAB 9

TRANSPORTATION

Road work coming to Springfield’s Sunshine, Chestnut and Kearney starting in 2025

As the city and county celebrate significant progress on Grant Avenue Parkway and the Kansas Expressway Extension, respectively, MoDOT turns its attention to other major corridors, including Sunshine Street, Chestnut Expressway and Kearney Street, which will serve as a detour route amid upcoming improvements to I-44.



by Jack McGee
September 10, 2024



Traffic heading north on Grant Avenue passing under the overpass carrying Interstate 44. (Photo by Jym Wilson)

Amid all the attention on Interstate 44, given the recent \$577 million appropriation in the state budget, progress continues on transportation projects of all sizes in and around the Springfield area.

Traffic engineers with the Springfield Public Works Department, the Greene County Highway Department and the Missouri Department of Transportation provided the Springfield City Council an update on those projects at an annual meeting on Sept. 3.

The presentation highlighted an array of projects, including signal improvements, sidewalk replacement and road resurfacing, that have either been completed, are underway or planned for the near future.

As the city and county celebrate significant progress on Grant Avenue Parkway and the Kansas Expressway Extension, respectively, MoDOT turns its attention to other major corridors, including Sunshine Street, Chestnut Expressway and Kearney Street, which will serve as a detour route amid upcoming improvements to I-44.

New contracting methods make way for new sidewalk, turn lane at National and Sunshine



Street signals and pedestrian signals at Grand Street and Fort Avenue. (Photo by Jym Wilson)

Pedestrian safety was a major theme of the Sept. 3 presentation, exhibited through projects centered around pedestrian and bike access and ADA improvements accompanying larger projects.

In 2023, Public Works oversaw the construction of 15,000 feet of sidewalk, totaling about three miles, under a new contracting method where the city combines a group of smaller projects into a bigger project.

Traffic engineer Brett Foster attributed the approach to an under-budget bid of less than \$1 million, selected from eight contractor bids, an abnormally large number of bids in the recent construction climate.

A similarly new contracting method, which Foster referred to as an “on-call contract,” allowed the city to “move quickly” on revamping the right turn lane from eastbound Sunshine Street onto Southbound National Avenue for about \$200,000.

Foster also touted the completion of **pedestrian improvements in the Woodland Heights neighborhood**, enabled through the city’s Neighborhood Works program. Of the 11 Neighborhood Works projects planned for the current round of funding, which includes intersection improvements and parks projects, six have been completed.



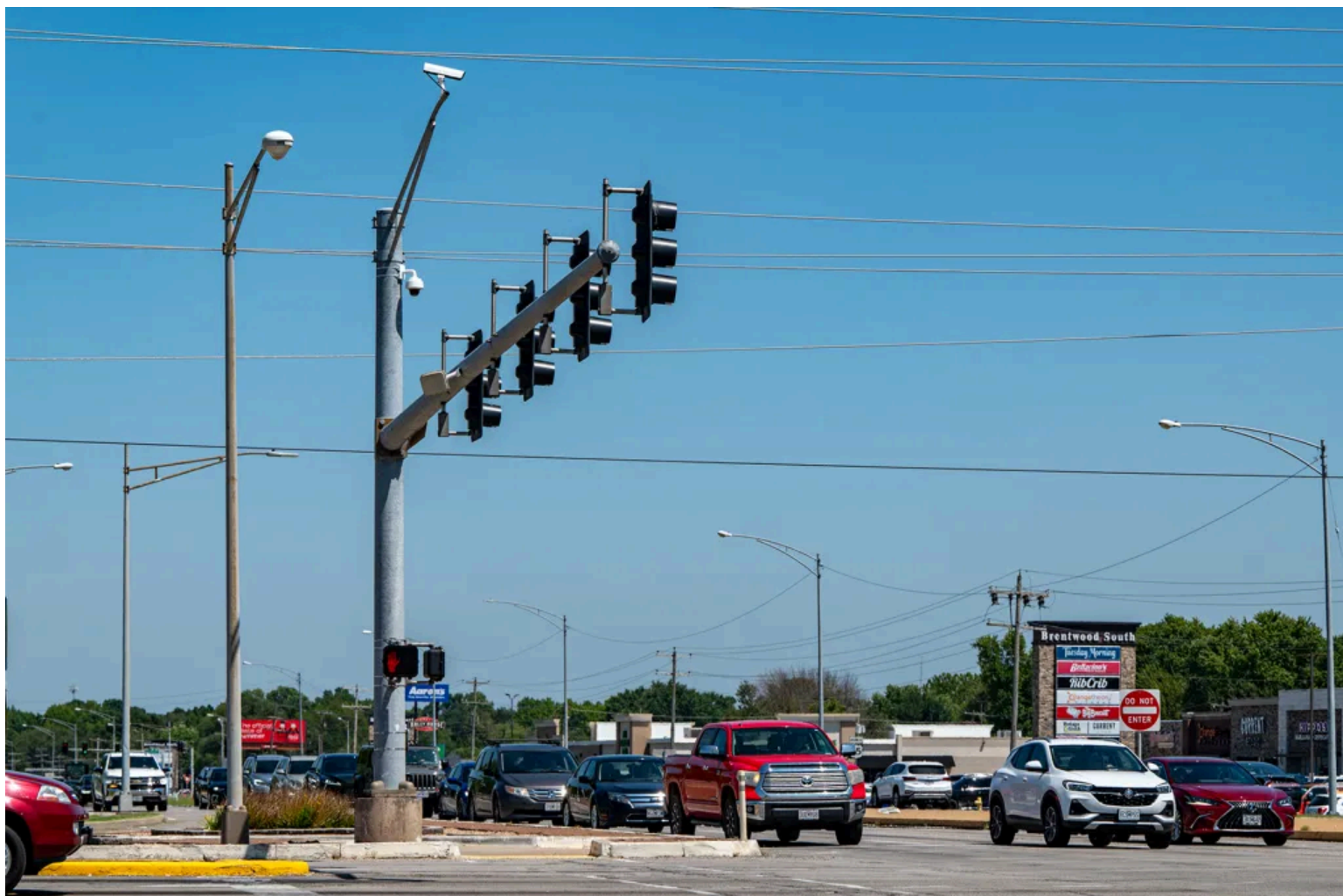
The intersection of East Battlefield Road and South Lone Pine Avenue looking west. (Photo by Jym Wilson)

In addition to the improvements at Sunshine and National, a pair of intersections on East Battlefield Road, at Lone Pine Avenue and Luster Avenue, got a facelift with added turn lanes, new signals and pedestrian improvements, including a new connection to the nearby Galloway Trail.

Further south, the city and MoDOT eliminated the “bottleneck” at Republic Road and Campbell Avenue with intersection improvements and added lanes to make the east-west thoroughfare a five-lane road from West Bypass to Glenstone Avenue.

The city also implemented a new traffic management software system, which has allowed Public Works staff to compile information related to possible traffic accidents from a variety of sources simultaneously, and push that information out into the public.

MoDOT, meanwhile, is wrapping up a major project along Glenstone. From Valley Water Mill Road to the north to the James River Freeway interchange to the south, Glenstone has gotten a refresh with sidewalk improvements, new signals and a resurfaced roadway.



A camera mounted above the intersection of Battlefield Road and Glenstone Avenue monitors traffic. Glenstone has recently been resurfaced as a part of a \$14 million Missouri Department of Transportation project. (Photo by Jym Wilson)

Brad Gripka, resident engineer with MoDOT, said the Glentone improvements, which he described as “one of the best projects we’ve got out there right now,” should be completed in the next few weeks.

With “a lot of work” remaining, MoDOT is also nearing the expected completion date, Nov. 1, for a pair of projects along James River Freeway and Kansas Expressway. Once completed, James River will feature six lanes between Kansas and National with sound walls north of the highway, and Kansas Expressway will receive similar treatment as Glenstone, with pedestrian improvements and resurfaced roadway between Norton Road and James River.

Grant Avenue Parkway, Kansas Expressway Extension at mid-way point

Other projects underway, albeit on lengthier timelines, include Grant Avenue Parkway and the Kansas Expressway Extension, which are both at about the halfway mark.

Grant Avenue Parkway, a project which aims to connect downtown Springfield with the Wonders of Wildlife National Museum and Aquarium with a multi-use pathway, traffic calming features and quality of place improvements, is “essentially complete” between Sunshine Street and Grand Street, according to Public Works principal engineer Paula Brookshire.

Work has since moved north of Grand, where contractors are putting utilities in place and starting to construct sidewalks and the multi-use pathway. Brookshire said the city is still in the process of acquiring right-of-way, but hopes to have the project completed in 2025.



Upon the completion of the Grant Avenue Parkway project, a multi-use pathway will stretch from Sunshine Street to downtown Springfield. (Photo by Shannon Cay)

The Greene County Highway Department has similarly turned its attention to the last half of a project of its own — the Kansas Expressway Extension. Once completed, the project will continue the corridor down to Farm Road 190, near the James River (the actual river), alleviating traffic on nearby north-south thoroughfares.

While the remaining route is actually shorter than the stretch that **opened in February 2023**, which extends Kansas Expressway to Plainview Road, the amount of earthwork involved leaves no easy task, according to Greene County Highway Department Administrator Adam Humphrey.

“Phase 2 of Kansas, as opposed to phase 1, is a massive, massive earthwork endeavor,” Humphrey said. “We moved a lot of dirt and rock on phase 1, a lot of dirt and rock, but phase 2, in terms of quantities, has about 10 times the amount of earthwork removal to take place.”

The project, which is scheduled to be completed in 2025, includes a 10-foot pathway parallel to the new road and room for additional lanes in the future.



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

“We did it in such a way that we have built the full earthwork footprint for what will someday be a full four-lane facility that will look very much like what Kansas Expressway looks through the urban portion of Springfield today,” Humphrey said.

In addition to Grant Avenue Parkway, the city has a number of pedestrian-focused projects in the works, including ADA improvements along several major thoroughfares, an additional 2,470 feet of sidewalk in northwest Springfield and the **rehabilitation of the Jefferson Avenue Footbridge**. Brookshire said contractors are currently putting together plans with BNSF Railway, and are expected to begin repairs on the footbridge in about six months.

While recognizing the “substantial impact” of the new sidewalk planned, Foster emphasized that Springfield’s 750-mile network of sidewalks has about \$100 million in need.



The Jefferson Avenue footbridge was built by the American Bridge Company in 1902. It was made to carry pedestrians and cyclists over a rail yard between Commercial Street and Chase Street. (Photo by Rance Burger)

Also underway, more auto-oriented projects — with accompanying pedestrian components — include resurfacing on stretches of arterial roads and collector streets, the widening of Galloway Street to three lanes between Luster and Lone Pine, **improvements to the National and Division Street intersection** and a myriad of traffic signal upgrades.

Brookshire said work on Galloway, which includes the addition of roundabouts at Luster and Lone Pine, is expected to start soon.

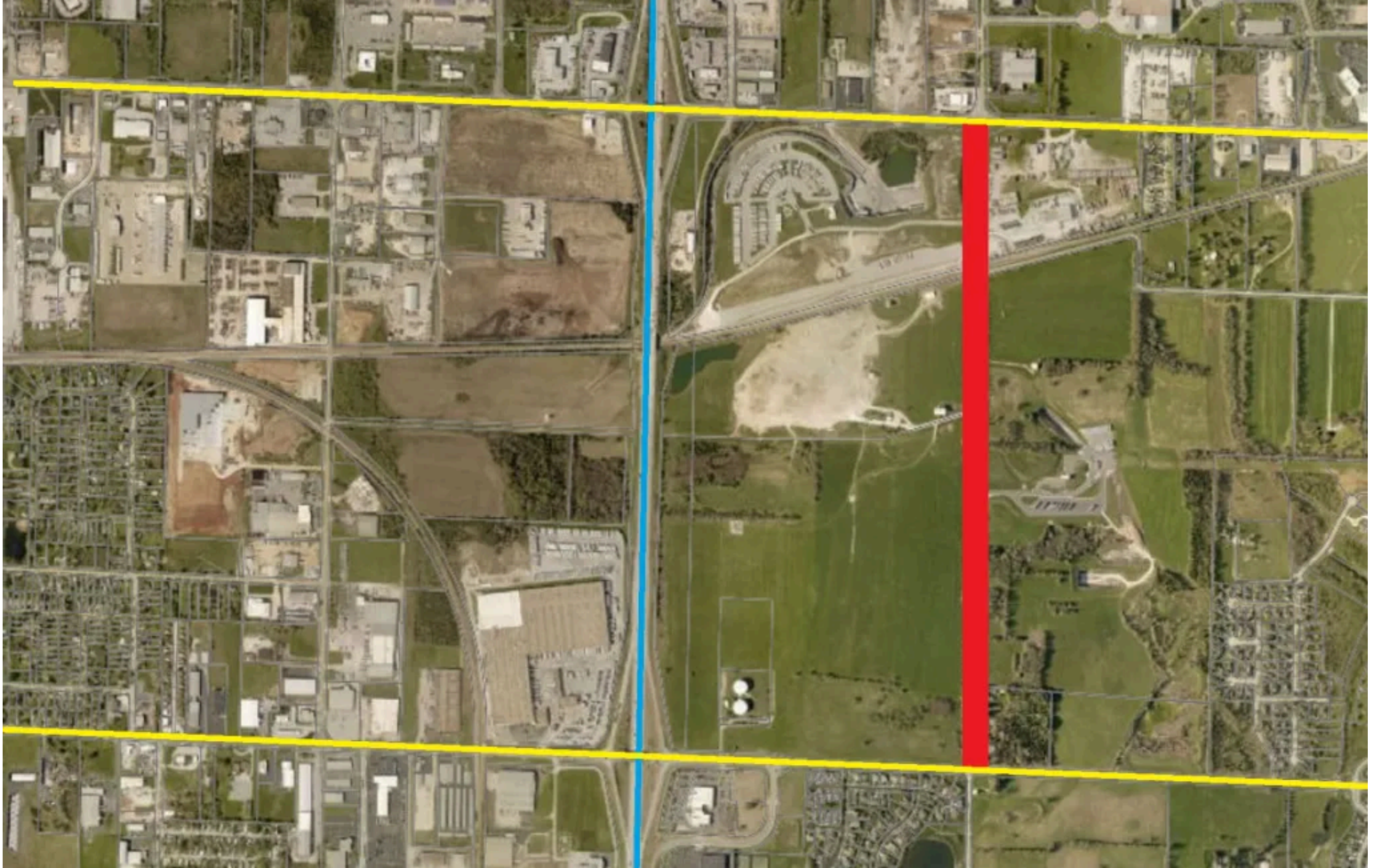
MoDOT aims to hurry Kearney Street improvements ahead of I-44 project

Looking toward the future, Public Works and MoDOT have a host of projects planned for 2025 and beyond.

On the pedestrian front, the city has a number of sidewalk projects and ADA improvements planned across Springfield, some of which first require the construction of stormwater infrastructure.

Of note, the city plans to make quality of place improvements along Sherman Avenue between Chestnut Expressway and Jordan Valley Park in order to provide more of a “streetscape” feel next to Hammons Field, close 3 miles of gaps in the city’s trail network thanks to a **\$24.8 million Rebuilding American Infrastructure with Sustainability and Equity grant** and add sidewalk to both sides of Scenic Avenue from College Street to Sunshine.

“There’s a lot of places along Scenic that we’d like to put in sidewalk, and we haven’t been able to because the stormwater needs that are there with that ditch, we don’t have the space to put in the sidewalk and also have the stormwater,” Brookshire said. “So we got [American Rescue Plan Act] grants to do those stormwater improvements and also allow us to put the sidewalk in that’s needed there.”



LeCompte Road (shown in red) runs just east of U.S. Highway 65 (shown in blue) and serves the industrial sites on and around the Springfield Underground. LeCompte connects Kearney Street and Division Street (shown in yellow). (Illustration by Rance Burger, overlaid on map from Greene County Assessor’s Office)

Public Works also aims to widen LeCompte Road with a \$3.4 million appropriation in the **state budget**, replace a host of other traffic signals across Springfield and repair the Walnut Street Bridge — located just east of Kansas Expressway.

MoDOT is similarly planning to replace a host of traffic signals and bridges that are the state’s responsibility, including the Melville Road bridge over I-44 and the Sunshine Street bridge over MNA Railroad — just east of Scenic, and is entering the early stages of exploring improvements to the Kearney Street and Highway 65 interchange.

Gripka estimated that work on the Sunshine Street bridge should begin around the end of the year, with a scheduled completion date of June 1, 2025, and said the project would have a “major impact” on the traveling public.



I-44 at the Kansas Expressway interchange at 5 p.m. on March 25, 2022. (Photo by Bruce Stidham, Stidz Media)

Several bridges will also be replaced in the I-44 project, which will also widen the interstate to six lanes through Springfield, Rolla and Joplin, tunnel the nearby Norton Road under Kansas Expressway and add a flyover ramp for traffic traveling eastbound on I-44 from southbound Kansas Expressway.

While some elements of the I-44 project — including sound walls, added lanes and a pedestrian underpass — are scheduled for the next three years, the timeline for components around the Kansas Expressway interchange is yet to be determined.

MoDOT also has nearly \$40 million allocated for projects on Sunshine, Chestnut Expressway and Kearney, including ADA upgrades, pavement resurfacing and safety improvements, including **controversial medians on East Sunshine**

While the contractors involved in improvements to Kearney have until December 2025, Gripka said MoDOT is pushing for the project to be completed ahead of schedule in order for Kearney to serve as a detour route for I-44.



Kearney Street, as seen looking west toward Grant Avenue, will serve as a detour route amid upcoming construction in Interstate 44. (Photo by Shannon Cay Bowers)

Springfield City Councilmember Abe McGull inquired as to whether there were plans to make improvements to Division Street west of the city, citing the danger pedestrians face when traveling east from the Greene County Jail.

MoDOT project manager Kristi Bachman said that MoDOT was planning to make improvements to the Division Street bridge that crosses over I-44, but there likely wouldn't be room for sidewalks, and there was nothing else planned at this time.



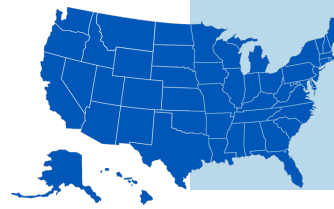
Jack McGee

Jack McGee is the government affairs reporter at the Springfield Daily Citizen. He previously covered politics and business for the Daily Citizen. He's an MSU graduate with a Bachelor of Science degree in journalism and a minor political science. Reach him at jmcgee@sgfcitizen.org or (417) 837-3663. **More by Jack McGee**



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How Springfield, Missouri is Promoting Active Transportation to Everyday Places through Quality of Place Initiatives

BACKGROUND

The City of Springfield is a regional hub for economic, educational, and healthcare services in the southwestern part of Missouri. In 2018, the City Council launched a new, ongoing initiative called “[Quality of Place](#).” The City Council defines Quality of Place as “those features of physical environment and qualities of life that make a location a desirable, competitive, and economically vibrant place to live.”



APPROACH

To help support the city’s Quality of Place initiative, Springfield sent an interdisciplinary team from the region to the National Association of Chronic Disease Directors’ Active People, Healthy NationSM [Walkability Action Institute](#) (WAI). The WAI convenes teams representing public health, planning, transportation, elected officials, and other disciplines to participate in an intensive, applied-learning course on improving walkability with a focus on community and transportation design.

The WAI provided the Springfield team a unique opportunity to collaborate, learn, and develop an action plan to embed active transportation principles into the city's planning processes.

Learn more at chronicdisease.org

KEY ACCOMPLISHMENTS

Comprehensive Planning and Policy Changes

The interdisciplinary efforts outlined in the WAI action plan led to the creation of the [Springfield, Missouri Walkability Guide](#), which the city subsequently adopted through a [resolution](#), and a new 2020 [Parks and Recreation Master Plan](#).

The city also incorporated walkability and Quality of Place into its 2022 update of the [City of Springfield Comprehensive Plan](#). Updates included policy changes and zoning recommendations to promote mixed-use developments, enhance public spaces, and improve transportation options.

KEY ACCOMPLISHMENTS

Leveraging Funding and Resources

Springfield leveraged multiple funding streams, including federal funds, local sales taxes, and grants, to support its projects. The strategic use of resources enabled the city to implement significant improvements despite budget constraints. Since the WAI, the city team has leveraged over \$75 million to support active transportation to everyday destinations.

In 2019, Springfield received a Federal Transit Administration [Better Utilizing Investments to Leverage Development \(BUILD\) Grant](#) to design and build an off-street [pedestrian and bicycle pathway](#) in the heart of Springfield. The new pathway spurred related planning initiatives for housing and mixed-use zoning. In 2024, Springfield was awarded a Department of Transportation [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) Grant](#). The RAISE grant will fund an initiative called "[Ungap the Map](#)" to close gaps in the trail system. Portions of the trail system impacted by the grant are located in some of Springfield's most under-resourced neighborhoods.

"NACDD's Walkability Action Institute helped us find a common language between the different disciplines and helped strengthen cross-sector collaboration."

-**Natasha Longpine**, Ozarks Transportation Organization

LESSONS LEARNED

Persistent and Inclusive Collaboration: The interdisciplinary team's collaboration was crucial. Regular meetings and consistent communication ensured that all departments and disciplines aligned and worked toward common objectives. The collaboration extended to the local trail organization, public health department, and city planners, creating a unified approach to community development.

Documenting and Sharing Progress: Keeping detailed records of accomplishments and outcomes helped inform policymakers and the community on active transportation initiatives. Sharing successes can also inspire and guide other communities.

CONCLUSION: Springfield, Missouri's experience with the WAI illustrates how a committed and collaborative approach can enhance the quality of a place through improved walkability. By integrating walkability principles into urban planning, engaging the community, and leveraging diverse funding sources, Springfield has made significant strides in creating a more vibrant, accessible, and economically robust community.

Contact Information

Natasha L. Longpine, AICP
Transportation Planning Manager
nlongpine@ozarkstransportation.org
Ozarks Transportation Organization



How Springfield Improved Pedestrian Safety by Getting More Drivers to Yield

OCTOBER 7, 2024 - (4 MIN READ)

Infrastructure Transportation

Authored by Kristin Rosenthal, M.Ed., MCHES, a pedestrian safety subject matter expert in the National Highway Traffic Safety Administration's Office of Safety Programs, Safety Countermeasures Division

October marks National Pedestrian Safety Month, and every city, town and village can play a role in improving the safety of their residents in new ways.

For **Springfield, Missouri**, the city saw an urgent need to improve pedestrian safety after 74 pedestrian crashes were reported in 2016 — a 25% increase from 2014. Sadly, this also included 10 fatal crashes involving a pedestrian between 2014 and 2016.

The city — propelled by traffic safety experts at the Springfield Public Works Department — then worked diligently over seven years to keep safety first, conducting studies and developing an initiative to better protect pedestrians.

To start, the city's traffic engineering division examined police-reported crash data and found driver failure to yield to pedestrians in crosswalks was a contributing factor in more than half of all pedestrian crashes. They also completed a study on crosswalk compliance and found only 25% of drivers in Springfield were yielding to pedestrians. That was a guiding data point to take the next step.



To address the yielding safety challenge, Springfield applied for a grant with the Missouri Department of Transportation to fund the creation of a pedestrian safety program, [Springfield Yields](#) (or SGF Yields). They are embracing the idea that everyone shares the responsibility for road safety — including those who plan, design, build, operate and use the roads and crosswalks. They are putting the [safe system approach](#) into action — a key part of the U.S. Department of Transportation's [National Roadway Safety Strategy](#).

Springfield is now seeing results. Since launching SGF Yields in 2017, the city has more than doubled driver compliance rates at crosswalks and halted the upward trend in pedestrian crashes. Today, the wide-ranging pedestrian safety awareness program

focuses on several key strategies, including:

- **Education:** Informing the public of traffic safety via social media and outreach campaigns to foster a pedestrian-friendly mindset in the community. [Mr. Walker](#), a life-sized, neon yellow pedestrian statue, also helps to reinforce crosswalk safety and awareness.
- **Evaluation:** Regularly reviewing driver compliance at crosswalks and evaluating the impact of newly added enhancements to identify locations in need of improvement.
- **Engineering:** Installing rectangular rapid-flashing beacons, curb extensions, road diets, refuge islands, nonslip sidewalk decals and other features to improve crosswalk safety.
- **Enforcement:** Implementing high-visibility crosswalk enforcement and decoy officers at sidewalks, modeled after the National Highway Traffic Safety Administration's [how-to guide](#).
- **Encouragement:** Using social norming to educate drivers to recognize crosswalk signs and look for pedestrians. For example, an [October Lantern Walk](#) is organized during Pedestrian Safety Month to educate the community about crosswalk safety, right-of-way laws and useful safety tips.
- **Equity:** Using empathy to discourage "us versus them" attitudes between drivers and pedestrians, and highlighting programs such as [Pedestrian Dignity](#) and [Use Your WITS](#) to provide the public with a holistic view of the dangers, especially to those experiencing economic hardships or homelessness.
- **Policy:** Promoting policies that improve pedestrian safety, including a city-code amendment known as the "3-Foot Rule," which requires drivers to yield to pedestrians within 3 feet of an uncontrolled crosswalk. Springfield also added the [White Cane Law](#), requiring drivers to yield to pedestrians with a cane or service dog.

For cities like Springfield, pedestrian safety is a shared responsibility that involves everyone — not just drivers and pedestrians.

Find Out More

- To learn more about Springfield's program, visit [SGF Yields: A Pedestrian Safety Program](#). Communities interested in launching their own version of the program can visit [SafeAcross.com](#) for free access to a comprehensive toolkit.
- For those looking to raise awareness for pedestrian safety during October and year-round, visit NHTSA's [Traffic Safety Marketing](#) for helpful materials, including the [Community Resource Guide](#) and the Pedestrian Safety [Countermeasures That Work](#).
- NHTSA's [Pedestrian Data Visualization](#) also provides detailed statistics on pedestrian fatalities in all 50 states and Puerto Rico.

ST. LOUIS SUSTAINABILITY FEATURE

Deep Dive: St. Louis Launches \$300M Sea Change for Sustainable Transportation

But how did it get there – and can it sustain the momentum?

By **Kea Wilson**

12:04 AM EDT on September 16, 2024



Streetsblog Photoshop Desk | St. Louis – bike city?

This article is the first in series about a pivotal moment in St. Louis's sustainable transportation evolution, and how it mirrors similar moments in other U.S. cities. [Click here](#) for the entire series.

A couple of weeks ago, I went on a three-hour bike ride with the mayor of St. Louis.

To say that it's unusual for the leader of a major U.S. city to spend that much time sweating in the saddle would be an understatement. But like many U.S.

communities awash in American Rescue Plan Act funds and finally waking up to the ravages of traffic violence, this isn't a typical time in the Gateway City.



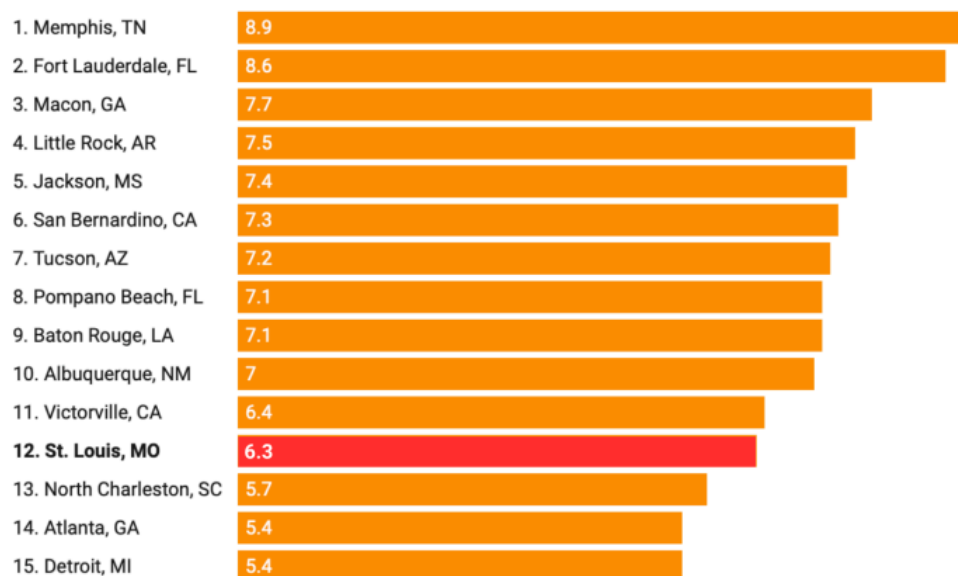
Mayor Tishaura Jones, center, talks to the crowd at an Aug. 25 bike ride. | Photo: Kea Wilson

In recent months, my local government has quietly announced more than \$300 million in street safety infrastructure set to come to our streets in the next three years, the sites of which Mayor Tishaura Jones toured alongside a loose flock of advocates, staffers, elected officials, and a single journalist: me. (In a city as small as St. Louis with an even smaller sustainable transportation community, it is safe to say that I count the majority of these people as my friends, neighbors, and fellow activists, so please consider this a blanket disclosure that I have personal relationships with pretty much everyone in this story.)

That \$300 million is mostly a lucky confluence of the American Rescue Plan Act and other federal grants landing at once, and by the time it's all spent by 2027, it will represent a staggering investment for a shrinking Rust Belt city whose total annual budget is just \$1.3 billion. But it's an even more staggering shift for a region with a reputation for being among the worst in America for people outside cars.

NHTSA data ranks St. Louis 12th among major U.S. cities with the highest per-capita pedestrian death rates between 2019 and 2022. Moreover, all the communities ranked above it are located in Sun Belt cities in the American south and west, where reliably warm weather makes walking possible year-round — unlike my city, whose residents have to contend with humid summers, rainy springs *and* icy winters, and often drive just to beat the elements.

Average Annual Pedestrian Fatalities per 100,000 Residents, 2019-2022 (U.S. Cities over 100k Residents)



Data: NHTSA | Graphic: Streetsblog

Those pedestrian fatality numbers are even more stark in light of how many St. Louisans are simply terrified to travel outside a car even on good days — in no small part because of the constant threat of traffic violence.

“Parents are afraid to let their children play outside or walk or bike to school because they would have to navigate roads built for big, motorized vehicles,” Mayor Jones said in a statement to Streetsblog following the ride. (It’s hard to get an accurate quote from behind a set of handlebars). “In St. Louis, it can be difficult to move from one neighborhood to another without getting in a car, because highways and large roads have created borders that feel daunting to cross without getting in a car yourself.

“In essence, our streets have been designed in ways that are dangerous, bad for our health, harmful to the environment, and disruptive to our neighborhoods,” she continued. “We are reversing that, making our transportation infrastructure people-friendly.”

A money surge, a culture shift

As I pedaled alongside Jones, who tackled the roughly 21-mile ride on a 97-degree day on a white Specialized e-bike she’d borrowed from a local shop, it became clear that for her, St. Louis’s seeming sea change isn’t just about the money.

After decades of disinvestment in sustainable mobility, it’s fair to say that the Jones administration is attacking the problems of car dependency on a number of policy fronts, too, developing its first-ever transportation and mobility plan while simultaneously overhauling its land use and zoning plans, too. The Board of

Aldermen, meanwhile recently launched a ballot measure to establish the city's first Department of Transportation, which could pave the way for profound structural change in how St. Louis makes its transportation decisions.

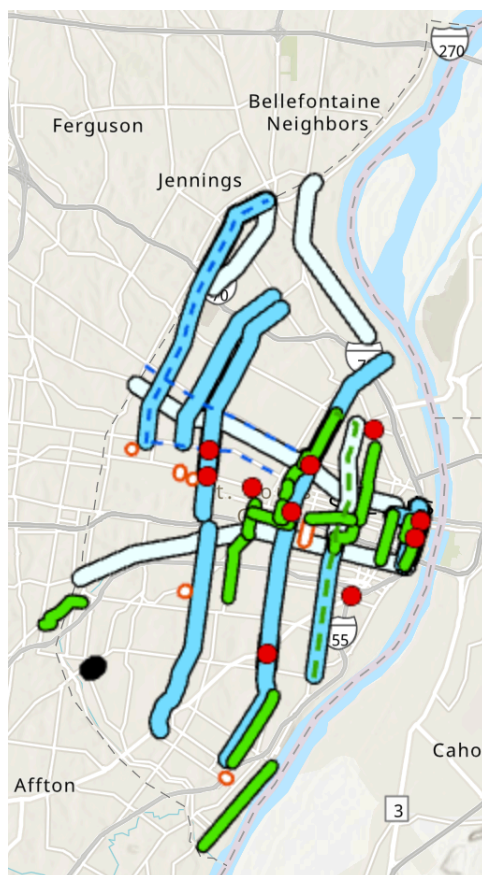
And as those foundational shifts are happening, big projects are still getting pushed forward. The regional light rail network, Metrolink, is in the final stages of planning the first rail route to connect the overwhelmingly Black north side and with the central corridor and the southern half of the city, bridging the infamous Delmar Divide; the Missouri Department of Transportation is even talking about building its first-ever protected bike lane on a state-owned road.

That all those things are happening at once might seem like a miracle, or at least like a victory lap for generations of advocates. Like many cities that have faced a sudden infusion of cash and interest in sustainable transportation, though, it also means St. Louis will soon face a test: whether it can keep the momentum going, or fall back on its old ways.

"Hopefully it does not fall back to where it was a decade ago," said Jacque Knight, a project manager with planning firm CMT who is leading the city's development of the new transportation and mobility plan. "Because that wasn't enough to maintain the system we have, let alone to build the things we *want* to have. I think the level we're at now is maybe exceeding peer cities — but where we were before was not even reaching parity with [those cities]."

Scott Ogilvie, manager for the city's Complete Streets program, argues that disparity is more about resources than political will. It's just that now, both are growing.

"It's not just that [our peer cities] want to do the right thing more than we want to do the right thing," said Ogilvie. "The building of this stuff is actually pretty complicated, and the maintenance is actually pretty complicated, and we are ultimately limited just by the number of people we can employ to do this stuff. Even if we're like charting a course to, I think, deliver a more contemporary transportation mobility product, we will still suffer from just being a shrinking



A map of St. Louis' \$300 million+ in upcoming street safety improvements. View an interactive version [here](#).

Rust Belt, tax-constrained city that has not been able to invest the amount that it should have been investing — that we wish we could have invested — over decades.”

How we got here

Knight and Ogilvie, who also attended the mayor’s ride, have grappled with many of these struggles firsthand over the course of their careers.

Once home to more than 850,000 people in 1950 with a transportation network built to accommodate a projected one million residents, St. Louis’s tax base shrank to just 301,000 in the last census, bleeding money that could have been used to right-size overbuilt streets in the process.



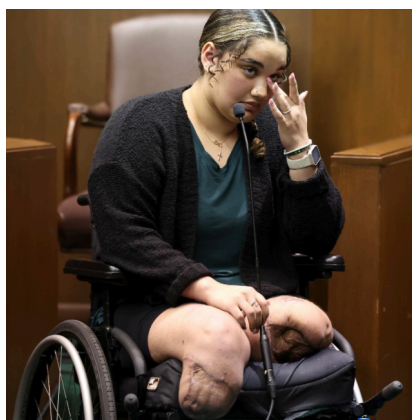
St. Louis was once home to a 850,000 people and 485 miles of streetcar lines. Today, surface parking and interstates have claimed much of its land. | Photos: Reddit.

Today, much of the city’s transportation funds are distributed through a Byzantine process known as the “ward capital system,” where the city’s alderpeople — not transportation experts working off of a data-driven city-wide plan — are often forced to save up their ward funds for years before they can greenlight even the simplest neighborhood bump-outs. Meanwhile, the city staff responsible for managing the design of those road diets comprise a tiny crew of around 20

people, and they sometimes find themselves pulled in to other projects that have nothing to do with keeping roads safe.

“I was in Toronto on a walking tour one time, and the person leading the tour was like, ‘I am one member of Toronto’s 30-person Sidewalk Experience Team,’” laughs Ogilvie. “And I’m like, ‘That’s so great that you have a 30-person Sidewalk Experience Team.’ We don’t.”

Those structural challenges have come into sharp focus as traffic violence has accelerated in the St. Louis region — and as anger among advocates mounted.



Janae Edmonson testifies at the trial of the driver who struck her. | Photo: Still from KSDK

That outrage didn’t fully boil over into the public consciousness, though, until St. Louis’s traffic violence crisis began to grab national headlines, including when a driver struck 17-year-old volleyball star Janae Edmonson, causing the loss of both of her legs.

The initial uproar following Edmonson’s crash spurred some to call for increased police enforcement. Others, though, demanded changes to road design, and urged local leaders to re-commit to their promise to reimagine public safety in the wake of the

infamous killing of Mike Brown by Ferguson police, just north of St. Louis.

(Edmonson eventually did sue the city, for failing to maintain the intersection in a safe condition.)

“Unfortunately, sometimes it takes a major crisis to realize that things have to change,” Knight added. “St. Louis is not unique [when it comes to] the traffic violence issues that are playing out all across the U.S. But I do think that in the past three to five years, some really unfortunate, high-profile traffic fatalities have really made us think about the safety component of a multimodal transportation network.”

‘You have to ride a bike’ to get it

On the mayor’s recent ride, though, it became clear that St. Louis’s safety awakening is as much about joy as it is about outrage — and together, those two forces could be creating a powerful shift in culture.

About half of the riders that day belonged to the city’s quickly growing advocacy community, which swelled in numbers as the COVID-19 pandemic sent hundreds of St. Louisans in search of safe, outdoor ways to have fun with their neighbors, super-charging an already-vibrant group ride culture that has been the lynchpin of the local cycling community for years.

The weekly [BICI ride](#) — self-billed as a “casual cycling club for social deviants” — was founded during the quarantine era and soon grew to attract hundreds of riders — a number that rivaled the massive [Ghost Ride](#), which rolls on every full moon. [Black People Bike](#) began as a similarly casual outdoors club and soon became a full-fledged non-profit, much like the [Monthly Cycle](#), a long-standing group that focuses on women, femme and non-binary people. (Read the name again if you didn’t catch the pun.)

Some of those rides were rowdy parties-on-wheels where riders blast music out of portable speakers and stop mid-route for beer. But on nearly all of them, the revelry had lead to serious advocacy.

“We were just having a lot of conversations with folks about how dangerous it felt to ride on the streets, and how all of us wanted to do something, but it didn't feel like there was any avenue to do it,” said Dani Adams, one of the co-founders of the newly formed Coalition to Protect Pedestrians and Cyclists. “[We were asking], ‘Where can I make my voice heard?’ ... We were just constantly talking about it. We were constantly *bitching* about it, honestly — about how unsafe the roads are.”

The Coalition might not have formed in direct response to the recent outpouring of city money and policy change, but they certainly took advantage of it.

When St. Louis launched a series of open houses about using American Rescue Plan Act funds to [redesign several major arterials](#) — an effort that came about, in part, because *another* advocacy group [urged](#) the administration not to simply repave those roads without making them safer — the Coalition didn’t just flood the meetings with public comments. They also mounted community engagement rides and walks along each of the routes so advocates and city staff could talk through the proposals in real time.

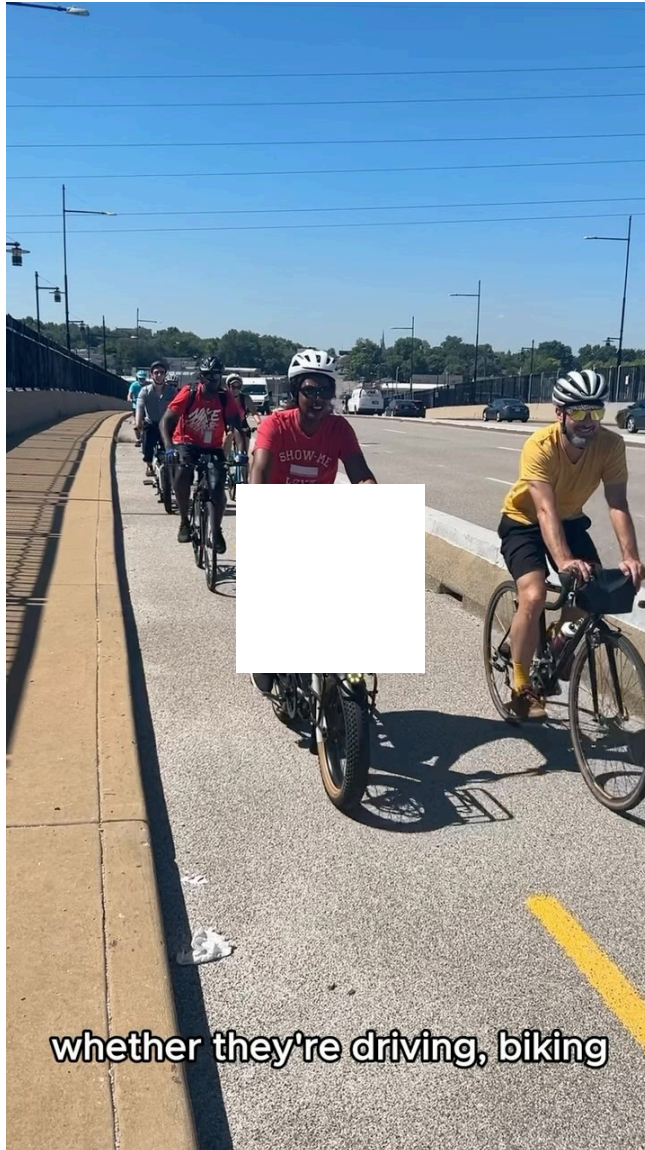


Matt Wyczalkowski, left, and Rob Bell, two of the co-founders of the Coalition to Protect Pedestrians and Cyclists, on the August 25th ride | Photo: Jenn DeRose



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whether they're driving, biking

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Yesterday I rode my bike to work along with some friends and staff, and learned more about the challenges and successes we've had as a City when making our streets more bike friendly. There's a lot of great projects underway:

- Protected bike lane from Tower Grove Park to Cortex.
- A 2.1-mile protected lane on S. Broadway.
- The Brickline Greenway, 10-mile path connecting the Arch to Forest Park, Fairground Park and more!
- Protected bike lanes on 20th Street, from Market to St. Louis Ave.
- Deer Creek Greenway will be extended from Big Bend to the River Des Greenway.
- 4th Street cycle track from Choteau to Convention Plaza.

[#SaferSTL](#) [#BikeSTL](#) [#FriendlyStreets](#)

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Local [media took notice](#) — and the next time she rode, the mayor invited the advocates along. Jones *had toured* the city on bike with staffers, but her office is increasingly thinking of group rides and walks as critical tools to engage the community, *and* to give her fellow officials first-hand experience of what it's like to move through the roads they govern outside of a car.

"Moving at a slower pace allows us to see the real needs in different parts of our city much more clearly," the mayor added. "And it's an enjoyable way to get around St. Louis. For those who haven't biked here in a while, I encourage you to try it, to see some of the improvements we have already made, and to fall in love with our city all over again."

Some are hoping the strategy will open eyes not just to the sometimes-harsh realities of life behind a set of handlebars, but to how different that perspective can be from neighborhood to neighborhood.

"[\[Windshield bias\]](#) is a totally real phenomenon," added Ogilvie. "You've got to wait at a bus stop; you've got to get on a train; you have to ride a bike around to fully digest why some of these things are really important. Look, I've been riding a bike around St Louis since I was a teenager; it's second nature. But doing it with my daughter is a different experience [and] if I lived in a different part of the city, it would be far more constrained."

Looking ahead

Of course, the Gateway to the West's watershed moment isn't a sure thing just yet.

The new projects still need to be perfected, nevermind actually built. The city will need to contend with a state government that's investing far more money into [widening 250 miles of a single interstate](#) than traffic-calming the dangerous roads within St. Louis that it maintains. The battle to get St. Louis its first Department of Transportation has been mired in political confusion. Even the advocates who have already had such an impact are figuring out how they can sustain their movement without burning out.

And of course, nearly a century of car dependency will be hard to reverse, even with a historic level of money, energy, and policy change coming down the pike. I'll dig into each of those challenges in the coming days [as this series continues](#).

But on the day of the mayor's ride, at least, I couldn't help but take a moment to feel hopeful about what more than \$300 million could mean for these beautiful, potholed streets — and how the people who pedaled alongside me might sustain that momentum long after the money has come and gone.

"These aren't projects we're trying to sneak in at midnight," added Ogilvie. "These are projects that people want to highlight and celebrate. They're a key element of

building a city with high quality of life.”



Kea Wilson

Kea Wilson has more than a dozen years experience as a writer telling emotional, urgent and actionable stories that motivate average Americans to get involved in making their cities better places. She is also a novelist, cyclist, and affordable housing advocate. She previously worked at Strong Towns, and currently lives in St. Louis, MO. Kea can be reached at kea@streetsblog.org or on Twitter [@streetsblogkea](https://twitter.com/streetsblogkea). Please reach out to her with tips and submissions.

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- **StephanieWarriorPrincess** 3 weeks ago
 “In essence, our streets have been designed in ways that are dangerous, bad for our health, harmful to the environment, and disruptive to our neighborhoods.” Great quote from Mayor Jones that applies to many, perhaps most, of the streets in the US, especially those built or expanded since WWII. It is not just the design of the streets (often too wide and with excessively fast speed limits) and what they often lack (wide sidewalks and street trees) but also the way they connect or don't (winding and dead-end streets that often funnel into a few collector streets that turn a short 100-foot walk into a dangerous half-mile hike).

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Reauthorization Key Topic at ITS America Policy Summit

September 13, 2024



The inaugural policy summit held by the Intelligent Transportation Society of America September 11-12 in Washington, D.C., provided a preview of the issues facing the next surface transportation reauthorization effort.

[Above photo by ITS America]

Rep. Sam Graves (R-MO) and Rep. Rick Larsen (D-WA) – the chairman and ranking member, respectively, of the House of Representatives Committee on Transportation and Infrastructure – discussed some of those reauthorization issues in separate sit-downs with Laura Chace, president and CEO of ITS America.

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"I am an old school politician in that I believe in compromise. You will not get everything you want, but through compromise, you will get most of it. And once you get a bill through compromise, you stand behind it," he stressed. "That is how we are planning ahead for a bipartisan [reauthorization] product."

Rep. Graves said key issues facing reauthorization remain how to keep the Highway Trust Fund or HTF solvent, how to levy fees on vehicles using the roadways but not paying motor fuel taxes, and how to use technology to improve roadway safety.

"There are all kinds of opportunities with technology; there are huge, huge opportunities to use technology to make our roads safer," he stressed. "The challenge is getting members of Congress to understand them so we don't stifle any opportunities for [technology] advancements."

Rep. Graves added that another big challenge is that many who will be in Congress following the November 5 election will never have worked on a surface reauthorization bill before, and thus may not "understand why it is so important" to the nation's economy. "This is a challenge for us moving forward – we have a lot of work to do to explain why [reauthorization] is so important, why members need to get behind it, and why these [surface transportation] investments matter."



Rep. Rick Larsen (at right) outlining some of the challenges posed by reauthorization with Laura Chace, ITS America's president & CEO. Photo by ITS America.

To provide more insight into how different sectors of the industry are preparing for the next reauthorization bill, the ITS America summit convened a panel of policy experts drawn from different transportation organizations.

Susan Howard, director of policy and government relations for the American Association of State Highway and Transportation Officials, noted that states are focused on developing "stable and sustainable" funding levels, providing more formula funding versus grant funding, and giving states more flexibility how to use that funding.

"AASHTO kicked off its reauthorization process in February, focused on crafting topical white papers on safety, research and innovation, carbon reduction, and more – cross cutting papers that will coalesce with a larger vision with broader transportation themes," she said.

Howard noted that AASHTO's various committees are crafting a series of "modal-specific papers" as well, designed as a "bottom up approach" to outline the various needs of highways, railroads, maritime, aviation, and other parts of the nation's transportation network.

"We plan to have package ready a year from now to present to Congress," she said. "Every [reauthorization] has a theme and we're waiting to see what theme emerges from this one. But the real key for the next bill is sustained and stable investment in transportation. We will see how that plays out."



Rep. Sam Graves (at right) talking about reauthorization with Laura Chace, ITS America's president & CEO. Photo by ITS America.

Rep. Larsen echoed Rep. Graves' position on the need to educate new members of Congress on the importance of reauthorization.

"We always get hung up on how fund it, but that is really not the first question we need to ask about reauthorization," he said. "What we will need to get the committee to focus on is that 'we need to do this.' So, what are we going to do?"

At minimum, Rep. Larsen said the House T&I committee will need to continue what the Infrastructure Investment and Jobs Act or IIJA provided in terms of surface reauthorization funding.

"But what will we change; what will we keep? Do we do more than we did? Do we do the same things? Do we do different things? What is the baseline of things we will do? There is also the 'blocking and tackling' of the bill – roadway and highway safety; bridge repair and safety, a major area where the urban and rural parts of the country come together; the role of emerging technologies in transportation, including how to use AI to identify unsafe roads and intersections; ways to use AI to test new materials," he said. "This will be a big bill with a lot of things in it."

Also, Rep. Larsen emphasized that the role motor fuel taxes play in reauthorization funding needs to change.

"The gas tax is sustainable in terms of providing a portion of Highway Trust Fund funding, but not for the whole Highway Trust Fund," he noted.

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Nat'l Academies Report Targets Roadway Safety Improvements

September 27, 2024



The National Academies of Sciences, Engineering, and Medicine or NASEM recently issued a [new report](#) that seeks to eliminate “significant gaps and shortcomings” in current transportation policies in order to reduce U.S. roadway deaths and injuries.

[Above photo by Missouri DOT]

That report – entitled “[Tackling the Road Safety Crisis: Saving Lives Through Research and Action](#)” – offers a “coordinated set” of actions intended to achieve more “impactful outcomes” that can be sustained over time. With the “right changes in strategy,” the report states that evidence-based research on road can be translated into practice and that the U.S. can make meaningful advances in reducing traffic fatalities and injuries.

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The NASEM report also urges the U.S. Department of Transportation to exercise leadership in rallying the many parties across the country that are integral to road safety practice, the research enterprise, and the implementation of research results in the field.

As part of these efforts, the report urges USDOT to establish a "coordinated, data-driven national road safety research strategy" across all federally funded safety programs. "Persistent gaps in research in relation to national crash outcomes is indicative of the lack of national-level guidance in road safety research planning and programming," the report noted, which is why it calls for "systematic research" to confirm the validity of safety guidance for practitioners, while eliminating "outdated and unproven guidance."

Among other recommendations, the report also calls on USDOT to create a "National Road Safety Research Center" to both raise the general profile of U.S. road safety efforts and to efficiently support the technical resources, guidance, tools, research products, and skilled workforce needed to make early and sustained progress in the quest for zero deaths and injuries from traffic-related crashes.

Meanwhile, initial estimates released by the National Highway Traffic Safety Administration in [early September](#) indicate traffic fatalities declined over the first half of 2024 compared to the first half of 2023, with the traffic fatalities now down for nine quarters in a row.



Photo by WSDOT

"While MDT can engineer safe roads through road design, we can't always ensure that our loved ones make it home safely," Gov. Gianforte said. "That's what 'Engage Montana' is all about. This whole program is to encourage drivers to engage in better behavior, to be safer out there, so they can all get home or get wherever they're going safely."



Image by AASHTO

The agency said an estimated 18,720 people died in motor vehicle traffic crashes over the first half of 2024, a decrease of about 3.2 percent as compared to 19,330 fatalities in the first half of 2023. NHTSA also estimated fatalities decreased in 31 states and Puerto Rico, remained unchanged in one state, and increased in 18 states and the District of Columbia.

Concurrently, preliminary data reported by the Federal Highway Administration indicates vehicle miles traveled or VMT in the first half of 2024 increased by about 13.1 billion miles, or roughly 0.8 percent more compared to the same time period in 2023. More miles driven combined with fewer traffic deaths resulted in a fatality rate of 1.17 fatalities per 100 million VMT, down from the rate of 1.21 fatalities per 100 million VMT in the first half of 2023.

State departments of transportation across the country have been engaged in a number public outreach efforts to try and reduce traffic fatalities during 2024.

In mid-July, Montana Governor Greg Gianforte (R) and Troy Andersen – a Montana native who plays linebacker for the Atlanta Falcons – joined Chris Dorrington, the new director of the Montana Department of Transportation (MDT), to help launch the agency's latest traffic safety campaign, "[Engage Montana](#)."

News

Meetings



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Committees

About



Meanwhile, the Wisconsin Department of Transportation held a “Safer Together – Summer Safety Event” this summer that featured children’s activities, educational booths, and demonstrations to give attendees a first-hand look at the agency’s safety initiatives across all modes of transportation.

The event is part of Wisconsin DOT’s “Safety-First Initiative,” which brings together subject matter experts from across all of the agency’s divisions to share knowledge, best practices, and research in order to leverage new technologies for data gathering and engineering countermeasures.

Concurrently, northeastern and southeastern state DOTs recently joined forces as part of regional anti-speeding and driver behavior improvement campaigns aimed at making broad improvements to road safety.

The Connecticut Department of Transportation joined their counterparts from Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont to support the “Slow Down New England” initiative; an anti-speeding enforcement effort to raise awareness and change dangerous driver behavior.

“We are thankful for our regional partners for supporting our shared mission to raise awareness of the dangers of speeding to keep all New England residents safe,” said Garrett Eucalitto, commissioner for the Connecticut DOT and current president of AASHTO, in a [statement](#).

The Florida Department of Transportation joined a similar campaign with multiple states in the southeast – Alabama, Georgia, South Carolina, and Tennessee – to reduce the number of speed-related crashes across the region and, ultimately, bring the number of traffic fatalities down to zero.

“Operation Southern Slow Down represents our collective vision towards creating a safer, fatality-free future on our roadways – one that goes beyond our engineering countermeasures and addresses the driver behaviors, like speeding, that place all road users at risk,” said Jared Perdue, Florida DOT secretary, in a [statement](#).

“We are proud to partner with Florida’s law enforcement agencies, as well as our neighboring states, to remind motorists that their actions have real, life-changing consequences and that we all play a role in creating a safer driving environment for everyone,” he said.



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News

Meetings

