

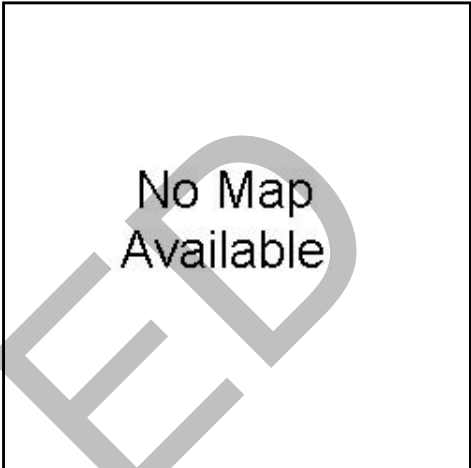


J) Pending Amendment Section

TIP # OK2002-20A9 **ROUTE 14 ROADWAY IMPROVEMENTS 6TH TO W ON SOUTH**

Route Route 14
From 6th Avenue
To W

Location City of Ozark
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG
MoDOT Funding Category Flexible and Other
Bike/Ped Plan? EJ?
STIP # 8P0583
Federal ID #



Project Description

Scoping for roadway improvements on South Street from 6th Avenue to W in Ozark.

| Fund Code | Source | Phase | FY2020 | FY2021 | FY2022 | FY2023 | Total |
|------------------|---------------|--------------|-----------------|------------------|------------------|-----------------|------------------|
| MoDOT | State | ENG | \$8,600 | \$20,000 | \$20,000 | \$10,000 | \$58,600 |
| MoDOT-AC | State | ENG | \$34,400 | \$80,000 | \$80,000 | \$40,000 | \$234,400 |
| Totals | | | \$43,000 | \$100,000 | \$100,000 | \$50,000 | \$293,000 |

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

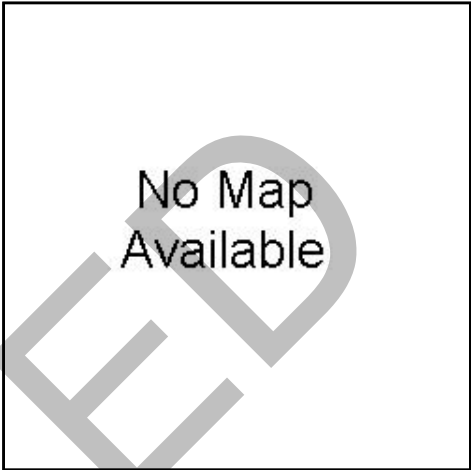
| | |
|--------------------|-------------|
| Prior Cost | \$0 |
| Future Cost | \$6,705,000 |
| Total Cost | \$6,998,000 |



J) Pending Amendment Section

TIP # OK2102-20A9 **ROUTE CC CAPITAL IMPROVEMENTS**

Route CC
From Fremont Road
To 22nd Street
Location City of Ozark
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG
MoDOT Funding Category Flexible and Other
Bike/Ped Plan? EJ?
STIP # 8S0736D
Federal ID #



Project Description

Scoping for capital improvements on Route CC from Fremont Road to 22nd Street in Ozark.

| Fund Code | Source | Phase | FY2020 | FY2021 | FY2022 | FY2023 | Total |
|---------------|--------|-------|------------|-----------------|-----------------|-----------------|------------------|
| MoDOT | State | ENG | \$0 | \$10,000 | \$10,000 | \$10,000 | \$30,000 |
| MoDOT-AC | State | ENG | \$0 | \$40,000 | \$40,000 | \$40,000 | \$120,000 |
| Totals | | | \$0 | \$50,000 | \$50,000 | \$50,000 | \$150,000 |

Notes

Non-Federal Funding Source: State Transportation Revenues

| | |
|--------------------|-------------|
| Prior Cost | \$0 |
| Future Cost | \$3,242,000 |
| Total Cost | \$3,392,000 |

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG



J) Pending Amendment Section

TIP # RG0901-20A9 **INTERCHANGE IMPROVEMENTS AT ROUTE 60 & ROUTE 125**

Route US 60 and Route 125

From Farm Road 213

To Farm Road 247

Location City of Rogersville

Federal Agency FHWA

Project Sponsor MoDOT

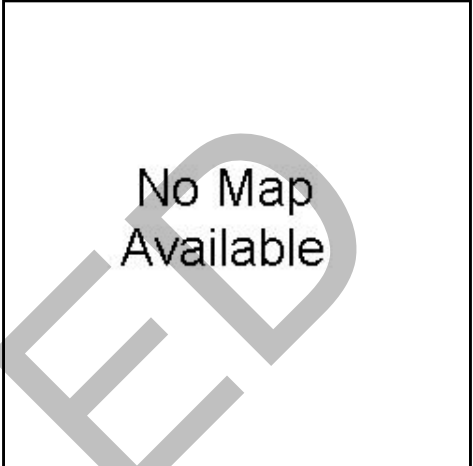
Federal Funding Category Safety

MoDOT Funding Category Flexible and Other

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

STIP # 8P0683E

Federal ID # 0602093



Project Description

Add interchange at Route 125 in Rogersville. \$3,094,000 Open Container funds. 50% funding from rural Southwest District.

| Fund Code | Source | Phase | FY2020 | FY2021 | FY2022 | FY2023 | Total |
|---------------|---------|-------|------------------|------------------|--------------------|---------------------|---------------------|
| FHWA (SAFETY) | Federal | ENG | \$665,600 | \$420,000 | \$248,000 | \$901,600 | \$2,235,200 |
| MoDOT | State | ENG | \$166,400 | \$105,000 | \$62,000 | \$225,400 | \$558,800 |
| FHWA (SAFETY) | Federal | ROW | \$0 | \$0 | \$3,038,400 | \$0 | \$3,038,400 |
| MoDOT | State | ROW | \$0 | \$0 | \$759,600 | \$0 | \$759,600 |
| FHWA (SAFETY) | Federal | CON | \$0 | \$0 | \$0 | \$14,312,000 | \$14,312,000 |
| MoDOT | State | CON | \$0 | \$0 | \$0 | \$3,578,000 | \$3,578,000 |
| Totals | | | \$832,000 | \$525,000 | \$4,108,000 | \$19,017,000 | \$24,482,000 |

Notes

Federal Revenue Source: Open Container Funds
 Non-Federal Funding Source: State Transportation Revenues

| | |
|--------------------|--------------|
| Prior Cost | \$493,000 |
| Future Cost | \$0 |
| Total Cost | \$24,975,000 |

FYI: \$4,008,000 Open Container Funds; 50% funding from rural Southwest District



F) Roadways Section

TIP # RG0901-18A1 **INTERCHANGE IMPROVEMENTS AT ROUTE 60 & ROUTE 125**

Route US 60 and Route 125

From Farm Road 213

To Farm Road 247

Location City of Rogersville

Federal Agency FHWA

Project Sponsor MoDOT

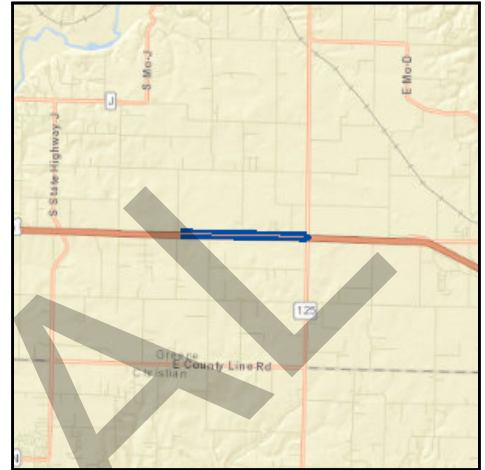
Federal Funding Category NHPP(NHS)

MoDOT Funding Category Flexible and Other

Bike/Ped Plan? EJ? Yes

STIP # 8P0683E

Federal ID # 0602093



Project Description

Add interchange at Route 125 in Rogersville. \$3,094,000 Open Container funds. 50% funding from rural Southwest District.

| Fund Code | Source | Phase | FY2020 | FY2021 | FY2022 | FY2023 | Total |
|---------------|---------|-------|------------------|--------------------|---------------------|------------|---------------------|
| FHWA (SAFETY) | Federal | ENG | \$748,800 | \$829,800 | \$1,170,000 | \$0 | \$2,748,600 |
| MoDOT | State | ENG | \$83,200 | \$92,200 | \$130,000 | \$0 | \$305,400 |
| FHWA (SAFETY) | Federal | ROW | \$0 | \$788,400 | \$0 | \$0 | \$788,400 |
| MoDOT | State | ROW | \$0 | \$87,600 | \$0 | \$0 | \$87,600 |
| FHWA (SAFETY) | Federal | CON | \$0 | \$0 | \$12,024,900 | \$0 | \$12,024,900 |
| MoDOT | State | CON | \$0 | \$0 | \$1,336,100 | \$0 | \$1,336,100 |
| Totals | | | \$832,000 | \$1,798,000 | \$14,661,000 | \$0 | \$17,291,000 |

Notes

Federal Revenue Source: Open Container Funds
 Non-Federal Funding Source: State Transportation Revenues

FYI: \$3,094,000 Open Container Funds; 50% funding from rural Southwest District

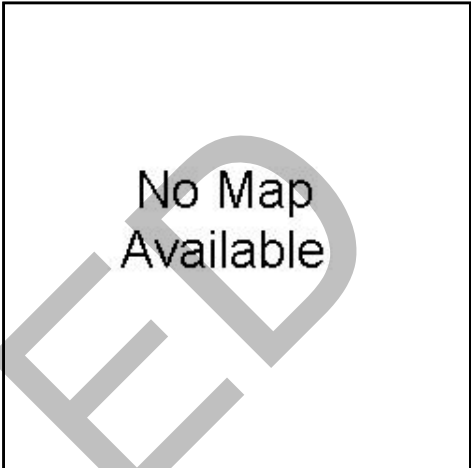
| | |
|--------------------|--------------|
| Prior Cost | \$493,000 |
| Future Cost | \$0 |
| Total Cost | \$17,784,000 |



J) Pending Amendment Section

TIP # RP1704-20A9 SCOPING FOR ROUTE MM RAILROAD CROSSING IMPROVEMENTS

Route MM
From Morning Star Lane
To Route ZZ
Location City of Republic
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category Advance Construction
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? EJ? Yes
STIP # 8S0836
Federal ID #



Project Description

Scoping for railroad crossing improvements on Brookline Avenue (Route MM) at BNSF railway in Republic.

| Fund Code | Source | Phase | FY2020 | FY2021 | FY2022 | FY2023 | Total |
|---------------|--------|-------|----------------|--------------------|--------------------|------------------|--------------------|
| MoDOT | State | ENG | \$400 | \$200,400 | \$200,000 | \$20,000 | \$420,800 |
| MoDOT-AC | State | ENG | \$1,600 | \$801,600 | \$800,000 | \$80,000 | \$1,683,200 |
| Totals | | | \$2,000 | \$1,002,000 | \$1,000,000 | \$100,000 | \$2,104,000 |

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$443,000

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

Future Cost \$26,972,000

Total Cost \$29,519,000



F) Roadways Section

TIP # RP1704-17A3 SCOPING FOR ROUTE MM RAILROAD CROSSING IMPROVEMENTS

Route MM
From Morning Star Lane
To Route ZZ
Location City of Republic
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category Advance Construction
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? EJ? Yes
STIP # 8S0836
Federal ID #



Project Description

Scoping for railroad crossing improvements on Brookline Avenue (Route MM) at BNSF railway in Republic.

| Fund Code | Source | Phase | FY2020 | FY2021 | FY2022 | FY2023 | Total |
|---------------|--------|-------|----------------|----------------|----------------|------------|----------------|
| MoDOT | State | ENG | \$400 | \$400 | \$400 | \$0 | \$1,200 |
| MoDOT-AC | State | ENG | \$1,600 | \$1,600 | \$1,600 | \$0 | \$4,800 |
| Totals | | | \$2,000 | \$2,000 | \$2,000 | \$0 | \$6,000 |

ORIGINAL

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$443,000

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

Future Cost \$0

Total Cost \$449,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

| PROJECT | Federal | | | | | | | | | | | Local | | | State | | | | TOTAL |
|-----------------------|---------------------|---------------------|--------------------|--------------------|--------------------|------------------|---------------------|---------------------|---------------------|------------------|------------------|---------------------|--------------------|------------|---------------------|------------------|---------------------|------------------|----------------------|
| | FHWA (STBG-U) | FHWA (SAFETY) | FHWA (BRIDGE) | FHWA (UM) | FHWA (130) | FHWA (BRO) | FHWA (NHPP) | FHWA (STBG) | FHWA (BUILD) | FRA (CRISI) | FEMA | LOCAL | LOCAL-AC | OTHER | MoDOT | MoDOT-GCSA | MoDOT-AC | SEMA | |
| 2022 Continued | | | | | | | | | | | | | | | | | | | |
| SP1812-18 | \$0 | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SP1815-20A5 | \$999,803 | \$0 | \$0 | \$0 | \$0 | \$0 | \$723,397 | \$0 | \$0 | \$0 | \$0 | \$249,951 | \$0 | \$0 | \$180,949 | \$0 | \$0 | \$0 | \$0 |
| SP1816-20A6 | \$61,828 | \$0 | \$0 | \$0 | \$0 | \$0 | \$147,772 | \$0 | \$0 | \$0 | \$0 | \$15,457 | \$0 | \$0 | \$36,943 | \$0 | \$0 | \$0 | \$0 |
| SP1817-20A6 | \$91,745 | \$0 | \$0 | \$0 | \$0 | \$0 | \$253,855 | \$0 | \$0 | \$0 | \$0 | \$22,936 | \$0 | \$0 | \$63,464 | \$0 | \$0 | \$0 | \$0 |
| SP1906-19 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$900 | \$0 | \$3,200 | \$0 | \$0 |
| SP1908-19A2 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,782,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$696,600 | \$0 | \$0 | \$0 | \$0 |
| SP1909-19A2 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$0 |
| SP1910-19A2 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$0 |
| SP1911-19A2 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$0 |
| SP2002-20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$0 |
| SP2003-20A7 | \$0 | \$677,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,991,800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,167,200 | \$0 | \$0 | \$0 | \$0 |
| SP2006-20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$297,800 | \$0 | \$1,191,200 | \$0 | \$0 |
| SP2008-20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,423,200 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$355,600 | \$0 | \$0 | \$0 | \$0 |
| SP2009-20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$780,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$195,000 | \$0 | \$0 | \$0 | \$0 |
| SP2013-20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$0 |
| SP2101-20A6 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,033 | \$0 | \$0 | \$0 | \$0 |
| SP2102-20A5 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$55,262 | \$0 | \$221,050 | \$0 | \$0 |
| SP2103-20A5 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$615,216 | \$0 | \$0 | \$0 | \$0 |
| SP2104-20A7 | \$1,360,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$340,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SP2201-20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 |
| SP2202-20A5 | \$1,232,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$308,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SUBTOTAL | \$9,436,526 | \$4,272,500 | \$0 | \$0 | \$800,000 | \$0 | \$11,388,224 | \$5,152,600 | \$0 | \$562,000 | \$0 | \$2,802,032 | \$0 | \$0 | \$7,366,767 | \$762,000 | \$6,172,250 | \$0 | \$47,704,899 |
| 2023 | | | | | | | | | | | | | | | | | | | |
| CC0901 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000 | \$0 | \$0 | \$0 | \$0 |
| CC1102 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$0 |
| CC1802 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,268,800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,067,200 | \$0 | \$0 | \$0 | \$10,336,000 |
| CC1901-19 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$1,600 | \$0 | \$0 |
| CC1902-19 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$1,600 | \$0 | \$0 |
| CC2102-20A7 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 | \$0 | \$120,000 | \$0 | \$150,000 |
| GR1502 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| GR1707-17A6 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000 |
| GR1801-18 | \$0 | \$1,800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200 | \$0 | \$0 | \$0 | \$2,000 |
| GR1902-20AM6 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,000,000 |
| GR2003-20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,000 | \$0 | \$0 | \$0 | \$20,000 |
| GR2007-20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,984,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$496,000 | \$0 | \$0 | \$0 | \$2,480,000 |
| GR2010-20A1 | \$0 | \$9,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000 | \$0 | \$0 | \$0 | \$10,000 |
| MO1405 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,000 | \$0 | \$0 | \$0 | \$15,000 |
| MO1719-18A5 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$50,000 |
| MO1721-18A5 | \$0 | \$54,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000 | \$0 | \$0 | \$0 | \$60,000 |
| MO1722 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$50,000 |
| MO1723 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$50,000 |
| MO1905-19 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,000 | \$0 | \$0 | \$0 | \$12,000 |
| MO2301-20A5 | \$344,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$86,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$430,000 |
| NX1704 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$2,000 |
| NX2301-20A5 | \$206,064 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$51,516 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$257,580 |
| OK2002-20A9 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$0 | \$40,000 | \$0 | \$50,000 |
| OK2102-20A9 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$0 | \$40,000 | \$0 | \$50,000 |
| OT1501-15A5 | \$243,101 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,775 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$302,876 |
| RG0901-20A9 | \$0 | \$15,213,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,803,400 | \$0 | \$0 | \$0 | \$19,017,000 |
| RP1704-20A9 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 | \$0 | \$80,000 | \$0 | \$100,000 |
| SP1405-18A1 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$2,000 |
| SP1413-19 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$142,200 | \$0 | \$568,800 | \$0 | \$711,000 |
| SP1802-18 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$2,000 |
| SP1816-20A6 | \$1,030,915 | \$0 | \$0 | \$0 | \$0 | \$0 | \$768,172 | \$0 | \$0 | \$0 | \$0 | \$257,729 | \$0 | \$0 | \$192,043 | \$0 | \$0 | \$0 | \$2,248,859 |
| SP1817-20A6 | \$1,146,113 | \$0 | \$0 | \$0 | \$0 | \$0 | \$858,403 | \$0 | \$0 | \$0 | \$0 | \$286,529 | \$0 | \$0 | \$214,501 | \$0 | \$0 | \$0 | \$2,565,646 |
| SP1906-19 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$265,400 | \$0 | \$1,061,600 | \$0 | \$1,327,000 |
| SP1909-19A2 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$2,000 |
| SP1910-19A2 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$2,000 |
| SP1911-19A2 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$2,000 |
| SP2002-20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600 | \$0 | \$0 | \$0 | \$3,000 |
| SP2013-20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 | \$0 | \$0 | \$0 | \$2,000 |
| SUBTOTAL | \$2,970,193 | \$15,226,400 | \$0 | \$0 | \$0 | \$0 | \$11,990,976 | \$48,000 | \$0 | \$0 | \$0 | \$5,743,349 | \$0 | \$0 | \$7,825,644 | \$0 | \$1,913,000 | \$0 | \$45,269,961 |
| GRAND TOTAL | \$47,236,444 | \$25,256,500 | \$1,411,200 | \$5,551,200 | \$1,286,000 | \$350,151 | \$71,393,329 | \$11,863,681 | \$19,278,422 | \$597,500 | \$740,983 | \$30,702,625 | \$1,682,400 | \$0 | \$33,992,122 | \$913,500 | \$15,076,650 | \$123,499 | \$267,455,216 |

FINANCIAL CONSTRAINT

Roadways

| | Federal Funding Source | | | | | | | | | | | TOTAL Federal Funds | Local Programmed Funds | MoDOT Programmed Funds | Other | State Operations and Maintenance | TOTAL |
|-----------------------|------------------------|---------------------|--------------------|--------------------|--------------------|------------------|---------------------|---------------------|---------------------|------------------|------------------|------------------------|------------------------------|------------------------------|------------------|---|----------------------|
| | STBG-U | Safety | Bridge | I/M | 130 | BRO | NHPP | STBG | BUILD | CRISI | FEMA | | | | | | |
| 2020 Funds Programmed | \$7,079,640 | \$2,986,000 | \$28,800 | \$1,700,100 | \$46,000 | \$350,151 | \$14,843,600 | \$5,131,081 | \$0 | \$10,000 | \$740,993 | \$32,916,365 | \$4,649,175 | \$9,640,157 | \$123,499 | \$5,380,129 | \$52,709,325 |
| 2021 Funds Programmed | \$27,749,085 | \$2,719,600 | \$1,382,400 | \$3,851,100 | \$440,000 | \$0 | \$33,170,930 | \$1,532,000 | \$19,278,422 | \$25,500 | \$0 | \$90,149,037 | \$19,190,269 | \$17,811,854 | \$0 | \$5,476,971 | \$132,628,131 |
| 2022 Funds Programmed | \$9,436,526 | \$4,272,500 | \$0 | \$0 | \$800,000 | \$0 | \$11,388,224 | \$5,152,600 | \$0 | \$562,000 | \$0 | \$31,611,850 | \$2,802,032 | \$13,291,017 | \$0 | \$5,575,557 | \$53,280,456 |
| 2023 Funds Programmed | \$2,970,193 | \$15,278,400 | \$0 | \$0 | \$0 | \$0 | \$11,990,575 | \$48,000 | \$0 | \$0 | \$0 | \$30,287,168 | \$5,743,549 | \$9,239,244 | \$0 | \$5,675,917 | \$50,945,878 |
| Total | \$47,235,444 | \$25,256,500 | \$1,411,200 | \$5,551,200 | \$1,286,000 | \$350,151 | \$71,393,329 | \$11,863,681 | \$19,278,422 | \$597,500 | \$740,993 | \$184,964,420 | \$32,385,025 | \$49,982,272 | \$123,499 | \$22,108,574 | \$289,563,790 |

| | Prior Year | FY 2020 | FY 2021 | FY 2022 | FY 2023 | TOTAL |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Available State and Federal Funding | \$10,127,993 | \$56,146,056 | \$34,011,183 | \$40,437,989 | \$26,209,000 | \$166,932,221 |
| Federal Discretionary Funding | \$0 | \$20,995,822 | \$25,500 | \$562,000 | \$0 | \$21,583,322 |
| Available Operations and Maintenance Funding | \$0 | \$5,380,129 | \$5,476,971 | \$5,575,557 | \$5,675,917 | \$22,108,574 |
| Funds from Other Sources (inc. Local) | \$123,499 | \$4,649,175 | \$19,190,269 | \$2,802,032 | \$5,743,549 | \$32,508,524 |
| Available Suballocated Funding | \$27,323,332 | \$7,026,406 | \$2,724,380 | \$6,190,047 | \$6,245,342 | \$49,509,507 |
| TOTAL AVAILABLE FUNDING | \$37,574,824 | \$94,197,588 | \$61,428,303 | \$55,567,625 | \$43,873,808 | \$292,642,148 |
| Prior Year Funding | \$37,574,824 | \$79,063,087 | \$7,863,259 | \$7,863,259 | \$10,150,428 | -- |
| Programmed State and Federal Funding | | (\$52,709,325) | (\$132,628,131) | (\$53,280,456) | (\$50,945,878) | (\$289,563,790) |
| TOTAL REMAINING | \$37,574,824 | \$79,063,087 | \$7,863,259 | \$10,150,428 | \$3,078,358 | \$3,078,358 |

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

See Table H.9 for details on Local Share Financial Capacity.