



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP #** NA1200

**MIDFIELD TERMINAL ENTITLEMENT COST REIMBURSEMENT**

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**



#### Project Description

Reimbursement of eligible Midfield Terminal construction costs from annual passenger entitlements; project completed in 2009.

| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023             | Total              |
|---------------|---------|-------|------------|------------|------------|--------------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$0        | \$3,100,000        | \$3,100,000        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$0        | \$344,444          | \$344,444          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,444,444</b> | <b>\$3,444,444</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |              |
|--------------------|--------------|
| <b>Prior Cost</b>  | \$12,897,721 |
| <b>Future Cost</b> | \$0          |
| <b>Total Cost</b>  | \$16,342,165 |



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** NA1300-20A5

**RUNWAY PAVEMENT CONDITION STUDY AND MASTER PLAN UPDATE**

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** None

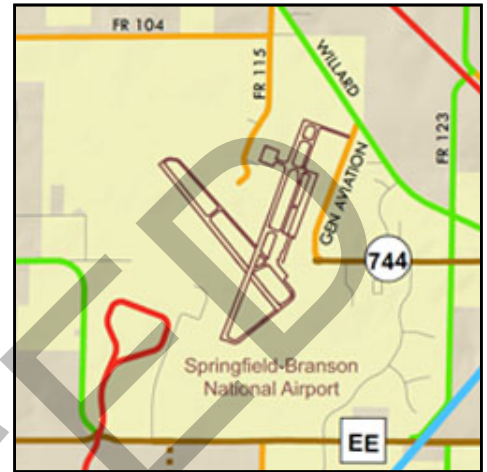
**Bike/Ped Plan?** EJ? Yes

**STIP #**

**Federal ID #**

#### Project Description

A pavement condition study is needed as part of the Airport's pavement maintenance program.



| Fund Code     | Source  | Phase | FY2020           | FY2021           | FY2022     | FY2023     | Total              |
|---------------|---------|-------|------------------|------------------|------------|------------|--------------------|
| FAA (AIP)     | Federal | PLAN  | \$166,846        | \$787,500        | \$0        | \$0        | \$954,346          |
| LOCAL         | Local   | PLAN  | \$18,539         | \$87,500         | \$0        | \$0        | \$106,039          |
| <b>Totals</b> |         |       | <b>\$185,385</b> | <b>\$875,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,060,385</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

FYI: Pavement Condition Study completed in 2020; Master Plan programmed for 2021

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,060,385 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1300**

**RUNWAY PAVEMENT CONDITION STUDY AND MASTER PLAN UPDATE**

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

A pavement condition study is needed as part of the Airport's pavement maintenance program.



| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023           | Total            |
|---------------|---------|-------|------------|------------|------------|------------------|------------------|
| FAA (AIP)     | Federal | PLAN  | \$0        | \$0        | \$0        | \$742,500        | \$742,500        |
| LOCAL         | Local   | PLAN  | \$0        | \$0        | \$0        | \$82,500         | \$82,500         |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$825,000</b> | <b>\$825,000</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$197,500   |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,022,500 |

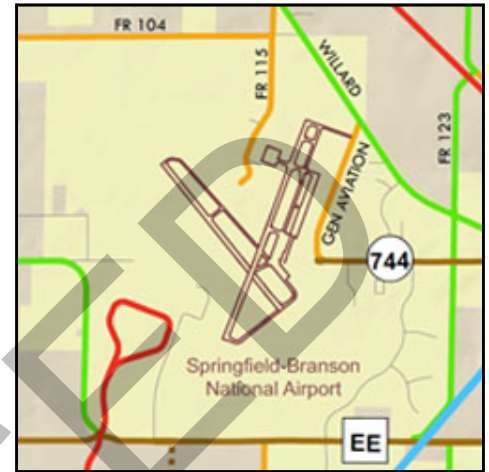


# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** NA1301-20A5 **REPLACE PERIMETER FENCING**  
**Route** N/A  
**From** N/A  
**To** N/A  
**Location** Springfield-Branson Nat'l Airport  
**Federal Agency** FAA  
**Project Sponsor** Springfield-Branson National Airport  
**Federal Funding Category** AIP Entitlement  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** EJ? Yes  
**STIP #**  
**Federal ID #**



### Project Description

Replace perimeter fencing: 3,500 feet of 6-foot fence to be replaced with 8-foot fence and 3 strands of barb-wire.

| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022           | FY2023     | Total            |
|---------------|---------|-------|------------|------------|------------------|------------|------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$436,615        | \$0        | \$436,615        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$48,513         | \$0        | \$48,513         |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$485,128</b> | <b>\$0</b> | <b>\$485,128</b> |

### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$485,128 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP #** NA1301      **REPLACE PERIMETER FENCING**

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?      Yes

**STIP #**

**Federal ID #**



#### Project Description

Replace approximately 7,000 feet of perimeter fencing to meet TSA recommendations.

| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022           | FY2023     | Total            |
|---------------|---------|-------|------------|------------|------------------|------------|------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$436,615        | \$0        | \$436,615        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$48,513         | \$0        | \$48,513         |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$485,128</b> | <b>\$0</b> | <b>\$485,128</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$485,128 |



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### J) Pending Amendment Section

**TIP #** NA1501-20A5 **RUNWAY 32 RSA, OFA AND APPROACH GRADING IMPROVEMENTS**

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** State Aviation Trust Fund

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

**STIP #**

**Federal ID #**

#### Project Description

Remove Runway 32 20:1 approach obstruction and grading improvements.



| Fund Code     | Source | Phase | FY2020     | FY2021           | FY2022     | FY2023     | Total            |
|---------------|--------|-------|------------|------------------|------------|------------|------------------|
| LOCAL         | Local  | CON   | \$0        | \$91,500         | \$0        | \$0        | \$91,500         |
| MoDOT         | State  | CON   | \$0        | \$823,500        | \$0        | \$0        | \$823,500        |
| <b>Totals</b> |        |       | <b>\$0</b> | <b>\$915,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$915,000</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$915,000 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1501** RUNWAY 32 RSA, OFA AND APPROACH GRADING IMPROVEMENTS

**Route** N/A  
**From** N/A  
**To** N/A  
**Location** Springfield-Branson Nat'l Airport  
**Federal Agency** FAA  
**Project Sponsor** Springfield-Branson National Airport  
**Federal Funding Category** AIP Entitlement  
**MoDOT Funding Category** State Aviation Trust Fund  
**Bike/Ped Plan?** EJ? Yes  
**STIP #**  
**Federal ID #**



#### Project Description

Remove Runway 32 20:1 approach obstruction and grading improvements.

| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022             | FY2023     | Total              |
|---------------|---------|-------|------------|------------|--------------------|------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$909,612          | \$0        | \$909,612          |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$101,068          | \$0        | \$101,068          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$1,010,680</b> | <b>\$0</b> | <b>\$1,010,680</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,010,680 |





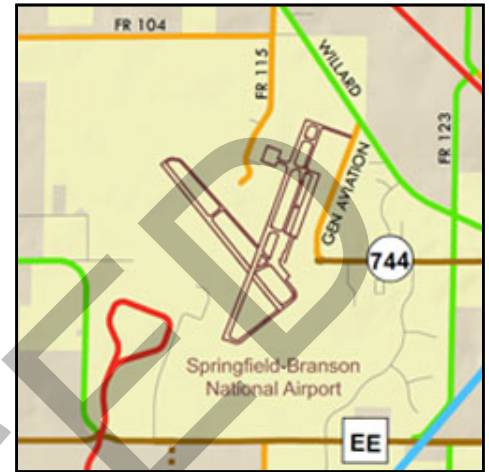
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # NA1503-20A5** TAXIWAY ALPHA AND PAPA DIRECT ACCESS MITIGATION AND RECONSTRUCTION

**Route** N/A  
**From** N/A  
**To** N/A  
**Location** Springfield-Branson Nat'l Airport  
**Federal Agency** FAA  
**Project Sponsor** Springfield-Branson National Airport  
**Federal Funding Category** AIP Entitlement  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** EJ? Yes  
**STIP #**  
**Federal ID #**



### Project Description

Pavement mitigation to prevent aircraft direct access to the runway from Taxiways Alpha and Papa at Taxiway November.

| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022             | FY2023     | Total              |
|---------------|---------|-------|------------|------------|--------------------|------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$1,530,000        | \$0        | \$1,530,000        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$170,000          | \$0        | \$170,000          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$1,700,000</b> | <b>\$0</b> | <b>\$1,700,000</b> |

### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,700,000 |





## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### D) Aviation Section

**TIP #** NA1503

**TAXIWAY ALPHA AND PAPA DIRECT ACCESS MITIGATION AND RECONSTRUCTION**

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

Pavement mitigation to prevent aircraft direct access to the runway from Taxiways Alpha and Papa.



| Fund Code     | Source  | Phase | FY2020     | FY2021             | FY2022     | FY2023     | Total              |
|---------------|---------|-------|------------|--------------------|------------|------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$1,015,020        | \$0        | \$0        | \$1,015,020        |
| LOCAL         | Local   | CON   | \$0        | \$112,780          | \$0        | \$0        | \$112,780          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$1,127,800</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,127,800</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,127,800 |



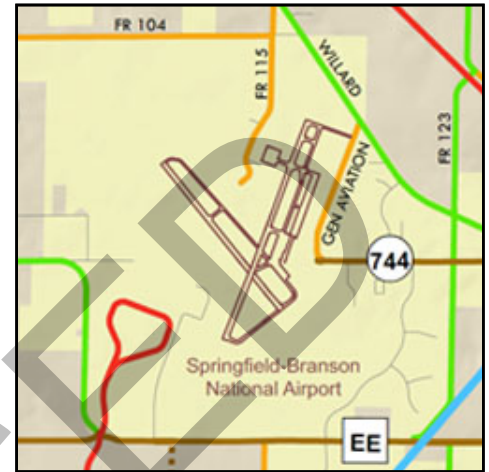
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # NA1603-20A5** TAXIWAY BRAVO RECONSTRUCTION AND DIRECT ACCESS MITIGATION

**Route** N/A  
**From** N/A  
**To** N/A  
**Location** Springfield-Branson Nat'l Airport  
**Federal Agency** FAA  
**Project Sponsor** Springfield-Branson National Airport  
**Federal Funding Category** AIP Entitlement  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** EJ? Yes  
**STIP #**  
**Federal ID #**



### Project Description

Pavement mitigation to prevent aircraft direct access to runway from Taxiways Bravo at Taxiway November.

| Fund Code     | Source  | Phase | FY2020     | FY2021             | FY2022     | FY2023     | Total              |
|---------------|---------|-------|------------|--------------------|------------|------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$1,269,000        | \$0        | \$0        | \$1,269,000        |
| LOCAL         | Local   | CON   | \$0        | \$141,000          | \$0        | \$0        | \$141,000          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$1,410,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,410,000</b> |

### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,410,000 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1603** TAXIWAY BRAVO AND SOUTH RECONSTRUCTION AND DIRECT ACCESS MITIGATION

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

Pavement mitigation to prevent aircraft direct access to runway from Taxiways Bravo and South.



| Fund Code     | Source  | Phase | FY2020     | FY2021           | FY2022     | FY2023     | Total            |
|---------------|---------|-------|------------|------------------|------------|------------|------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$653,760        | \$0        | \$0        | \$653,760        |
| LOCAL         | Local   | CON   | \$0        | \$72,640         | \$0        | \$0        | \$72,640         |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$726,400</b> | <b>\$0</b> | <b>\$0</b> | <b>\$726,400</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$726,400 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1801** RECONSTRUCTION OF THE CARGO APRON

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



#### Project Description

Construct glycol containment and storage facilities in compliance with currently pending regulations, once finalized, regarding handling and discharge of glycol product.

| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023             | Total              |
|---------------|---------|-------|------------|------------|------------|--------------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$0        | \$2,352,240        | \$2,352,240        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$0        | \$261,360          | \$261,360          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,613,600</b> | <b>\$2,613,600</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

FYI: Reprogrammed from Part of NA1203 (and previously NA1204)

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$2,613,600 |



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### D) Aviation Section

**TIP #** NA1901      **REPLACE ARFF VEHICLE**

**Route** N/A  
**From** N/A  
**To** N/A

**Location** Springfield-Branson Nat'l Airport  
**Federal Agency** FAA  
**Project Sponsor** Springfield-Branson National Airport  
**Federal Funding Category** AIP Entitlement  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** EJ?      Yes  
**STIP #**  
**Federal ID #**



#### Project Description

Replace ARFF VEHICLE EZ 4 with a newer model. EZ4 was purchased in 1994 and has surpassed its useful life.

| Fund Code     | Source  | Phase   | FY2020     | FY2021     | FY2022     | FY2023           | Total            |
|---------------|---------|---------|------------|------------|------------|------------------|------------------|
| LOCAL         | Local   | CAPITAL | \$0        | \$0        | \$0        | \$75,000         | \$75,000         |
| FAA (AIP)     | Federal | CON     | \$0        | \$0        | \$0        | \$675,000        | \$675,000        |
| <b>Totals</b> |         |         | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$750,000</b> | <b>\$750,000</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$750,000 |



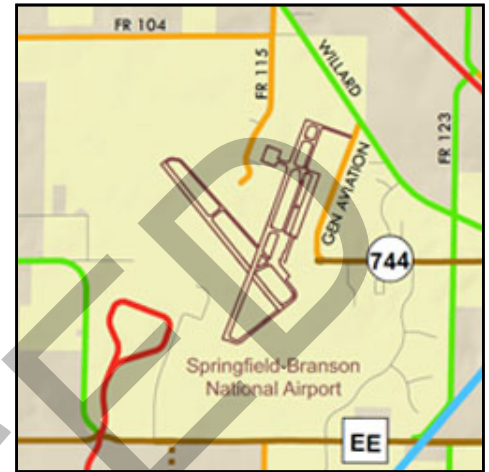
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # NA1903-20A5** TAXIWAY NOVEMBER AND DELTA RECONSTRUCTION

**Route** N/A  
**From** N/A  
**To** N/A  
**Location** Springfield-Branson Nat'l Airport  
**Federal Agency** FAA  
**Project Sponsor** Springfield-Branson National Airport  
**Federal Funding Category** AIP Entitlement  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** EJ? Yes  
**STIP #**  
**Federal ID #**



### Project Description

Taxiway November reconstruction within runway 14-32 safety area and south of Taxiway Delta; Taxiway Delta reconstruction north of runway 14-32 safety area to Taxiway November; and Taxiway November reconstruction from Taxiway Alpha to Runway 20.

| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022             | FY2023     | Total              |
|---------------|---------|-------|------------|------------|--------------------|------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$8,280,000        | \$0        | \$8,280,000        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$920,000          | \$0        | \$920,000          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$9,200,000</b> | <b>\$0</b> | <b>\$9,200,000</b> |

### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$9,200,000 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1903** TAXIWAY NOVEMBER AND SIERRA RECONSTRUCTION

**Route** N/A  
**From** N/A  
**To** N/A  
**Location** Springfield-Branson Nat'l Airport  
**Federal Agency** FAA  
**Project Sponsor** Springfield-Branson National Airport  
**Federal Funding Category** AIP Entitlement  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** EJ? Yes  
**STIP #**  
**Federal ID #**



#### Project Description

Taxiway November and Sierra will be realigned from Taxiway Delta to Runway 2-20.

| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022             | FY2023     | Total              |
|---------------|---------|-------|------------|------------|--------------------|------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$7,868,826        | \$0        | \$7,868,826        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$874,313          | \$0        | \$874,313          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$8,743,139</b> | <b>\$0</b> | <b>\$8,743,139</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$8,743,139 |





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1904** RUNWAY 2-20 LIGHTING REPLACEMENT

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

Rehabilitate Runway 2-20 lighting system to upgrade to LED and provide better reliability and safety.



| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023           | Total            |
|---------------|---------|-------|------------|------------|------------|------------------|------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$0        | \$422,244        | \$422,244        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$0        | \$46,916         | \$46,916         |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$469,160</b> | <b>\$469,160</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$469,160 |



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # NA1905-20A5** REHABILITATE/RECONSTRUCT TXWY U, DEMOLISH TXWY B, REHABILITATE RWY 2-20

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



#### Project Description

Rehabilitate and reconstruct Taxiway U from approach end of Runway 20 to Runway 12-32. Demolition of Taxiway Bravo. Rehabilitation of Runway 20-20.

| Fund Code     | Source  | Phase | FY2020     | FY2021             | FY2022     | FY2023     | Total              |
|---------------|---------|-------|------------|--------------------|------------|------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$6,445,935        | \$0        | \$0        | \$6,445,935        |
| LOCAL         | Local   | CON   | \$0        | \$716,215          | \$0        | \$0        | \$716,215          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$7,162,150</b> | <b>\$0</b> | <b>\$0</b> | <b>\$7,162,150</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$7,162,150 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1905** REHABILITATE/RECONSTRUCT TXWY U, DEMOLISH TXWY B, REHABILITATE RWY 2-20

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



#### Project Description

Rehabilitate and reconstruct Taxiway U from approach end of Runway 20 to Runway 12-32. Demolition of Taxiway Bravo. Rehabilitation of Runway 20-20.

| Fund Code     | Source  | Phase | FY2020             | FY2021     | FY2022     | FY2023     | Total              |
|---------------|---------|-------|--------------------|------------|------------|------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$5,802,891        | \$0        | \$0        | \$0        | \$5,802,891        |
| LOCAL         | Local   | CON   | \$644,766          | \$0        | \$0        | \$0        | \$644,766          |
| <b>Totals</b> |         |       | <b>\$6,447,657</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$6,447,657</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$6,447,657 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # NA1906-20A5** CONSTRUCT RUNWAY 20 BLAST PAD

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

### Project Description

Construction Runway 20 blast pad.



| Fund Code     | Source  | Phase | FY2020     | FY2021           | FY2022     | FY2023     | Total            |
|---------------|---------|-------|------------|------------------|------------|------------|------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$652,500        | \$0        | \$0        | \$652,500        |
| LOCAL         | Local   | CON   | \$0        | \$72,500         | \$0        | \$0        | \$72,500         |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$725,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$725,000</b> |

### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$725,000 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1906-19** CONSTRUCT RUNWAY 20 BLAST PAD

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

Construction Runway 20 blast pad.



| Fund Code     | Source  | Phase | FY2020           | FY2021     | FY2022     | FY2023     | Total            |
|---------------|---------|-------|------------------|------------|------------|------------|------------------|
| FAA (AIP)     | Federal | CON   | \$686,358        | \$0        | \$0        | \$0        | \$686,358        |
| LOCAL         | Local   | CON   | \$76,262         | \$0        | \$0        | \$0        | \$76,262         |
| <b>Totals</b> |         |       | <b>\$762,620</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$762,620</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$762,620 |



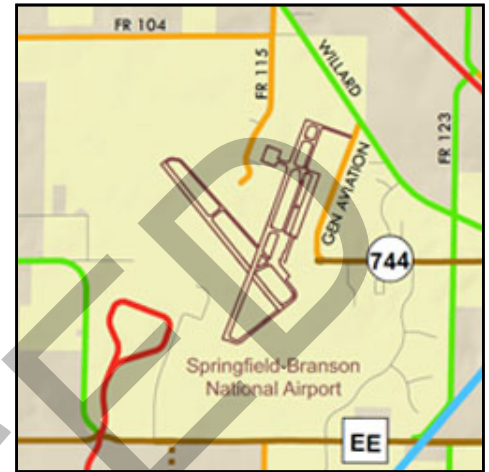
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # NA1907-20A5** CONSTRUCT T-HANGAR TAXILANES (FUEL FARM AREA)

**Route** N/A  
**From** N/A  
**To** N/A  
**Location** Springfield-Branson Nat'l Airport  
**Federal Agency** None  
**Project Sponsor** Springfield-Branson National Airport  
**Federal Funding Category** None  
**MoDOT Funding Category** State Aviation Trust Fund  
**Bike/Ped Plan?** EJ? Yes  
**STIP #**  
**Federal ID #**



### Project Description

Construction of T-Hangar taxilanes to accommodate T-Hangar growth.

| Fund Code     | Source | Phase | FY2020     | FY2021           | FY2022     | FY2023     | Total            |
|---------------|--------|-------|------------|------------------|------------|------------|------------------|
| LOCAL         | Local  | CON   | \$0        | \$93,000         | \$0        | \$0        | \$93,000         |
| MoDOT         | State  | CON   | \$0        | \$837,000        | \$0        | \$0        | \$837,000        |
| <b>Totals</b> |        |       | <b>\$0</b> | <b>\$930,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$930,000</b> |

### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$930,000 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1907-19** CONSTRUCT T-HANGER TAXILANES (FUEL FARM AREA)

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** None

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** None

**MoDOT Funding Category** State Aviation Trust Fund

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

**STIP #**

**Federal ID #**

#### Project Description

Construction t-hanger taxilanes to accommodate t-hanger growth.



| Fund Code     | Source | Phase | FY2020           | FY2021     | FY2022     | FY2023     | Total            |
|---------------|--------|-------|------------------|------------|------------|------------|------------------|
| LOCAL         | Local  | CON   | \$93,000         | \$0        | \$0        | \$0        | \$93,000         |
| MoDOT         | State  | CON   | \$837,000        | \$0        | \$0        | \$0        | \$837,000        |
| <b>Totals</b> |        |       | <b>\$930,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$930,000</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$930,000 |





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP #** NA2001-19 REMOVE RUNWAY 32 20:1 APPROACH OBSTRUCTION

**Route** N/A

**From** N/A

**To** N/A

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** None

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** None

**MoDOT Funding Category** State Aviation Trust Fund

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

**STIP #**

**Federal ID #**

#### Project Description

Remove Runway 32 approach obstruction.



| Fund Code     | Source | Phase | FY2020     | FY2021           | FY2022     | FY2023     | Total            |
|---------------|--------|-------|------------|------------------|------------|------------|------------------|
| LOCAL         | Local  | CON   | \$0        | \$91,500         | \$0        | \$0        | \$91,500         |
| MoDOT         | State  | CON   | \$0        | \$823,500        | \$0        | \$0        | \$823,500        |
| <b>Totals</b> |        |       | <b>\$0</b> | <b>\$915,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$915,000</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$915,000 |



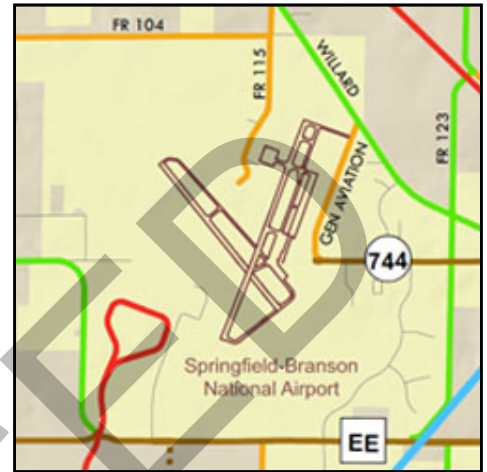
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # NA2102-20A5** TAXIWAY NOVEMBER RECONSTRUCTION FROM RUNWAY 14-32 TO 2-20

**Route** Taxiway November  
**From** Approach End of Runway 20  
**To** Taxiway Delta  
**Location** Springfield-Branson Nat'l Airport  
**Federal Agency** FAA  
**Project Sponsor** Springfield-Branson National Airport  
**Federal Funding Category** AIP Entitlement  
**MoDOT Funding Category** None  
**Bike/Ped Plan?** EJ? Yes  
**STIP #**  
**Federal ID #**



### Project Description

Taxiway November reconstruction from Runway 14-32 to Runway 2-20 hold line.

| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023             | Total              |
|---------------|---------|-------|------------|------------|------------|--------------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$0        | \$3,420,000        | \$3,420,000        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$0        | \$380,000          | \$380,000          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,800,000</b> | <b>\$3,800,000</b> |

### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$3,800,000 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA2102-20** TAXIWAY NOVEMBER RECONSTRUCTION RUNWAY 20 TO TAXIWAY DELTA

**Route** Taxiway November  
**From** Approach End of Runway 20  
**To** Taxiway Delta  
**Location** Springfield-Branson Nat'l Airport  
**Federal Agency** FAA  
**Project Sponsor** Springfield-Branson National Airport  
**Federal Funding Category** AIP Entitlement  
**MoDOT Funding Category** None  
**Bike/Ped Plan?** EJ? Yes  
**STIP #**  
**Federal ID #**



#### Project Description

Reconstruct Taxiway November from approach end of Runway 20 to Taxiway Delta.

| Fund Code     | Source  | Phase | FY2020     | FY2021             | FY2022     | FY2023     | Total              |
|---------------|---------|-------|------------|--------------------|------------|------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$1,176,790        | \$0        | \$0        | \$1,176,790        |
| LOCAL         | Local   | CON   | \$0        | \$1,307,310        | \$0        | \$0        | \$1,307,310        |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$2,484,100</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,484,100</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$2,484,100 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # NA2301-20A5** TAXIWAY NOVEMBER RECONSTRUCTION NORTH OF TAXIWAY DELTA TO TAXIWAY CHARLIE

**Route** N/A

**From**

**To**

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

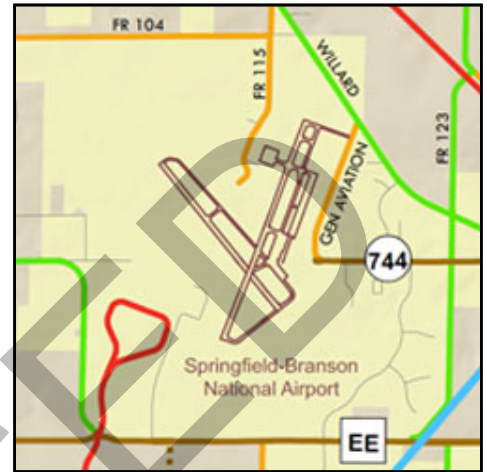
**Bike/Ped Plan?** EJ? Yes

**STIP #**

**Federal ID #**

### Project Description

Reconstruction of Taxiway November from north of Taxiway Delta to Taxiway Charlie.



| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023             | Total              |
|---------------|---------|-------|------------|------------|------------|--------------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$0        | \$2,700,000        | \$2,700,000        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$0        | \$300,000          | \$300,000          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,000,000</b> | <b>\$3,000,000</b> |

### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$3,000,000 |



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # NA2302-20A5** TAXIWAYS SIERRA AND DELTA RECONSTRUCTION

**Route** N/A

**From**

**To**

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

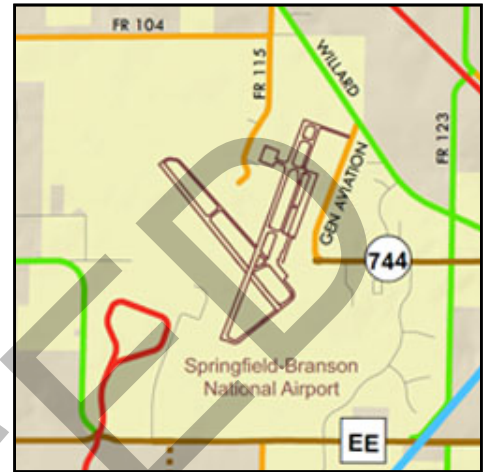
**Bike/Ped Plan?** EJ? Yes

**STIP #**

**Federal ID #**

#### Project Description

Taxiways Delta and Sierra reconstruction within Runway 14-32 Safety Area.



| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023             | Total              |
|---------------|---------|-------|------------|------------|------------|--------------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$0        | \$1,260,000        | \$1,260,000        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$0        | \$140,000          | \$140,000          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,400,000</b> | <b>\$1,400,000</b> |

#### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,400,000 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # NA2303-20A5** TAXIWAY SIERRA RECONSTRUCTION FROM RUNWAY 14-32 TO TAXIWAY NOVEMBER

**Route** N/A

**From**

**To**

**Location** Springfield-Branson Nat'l Airport

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

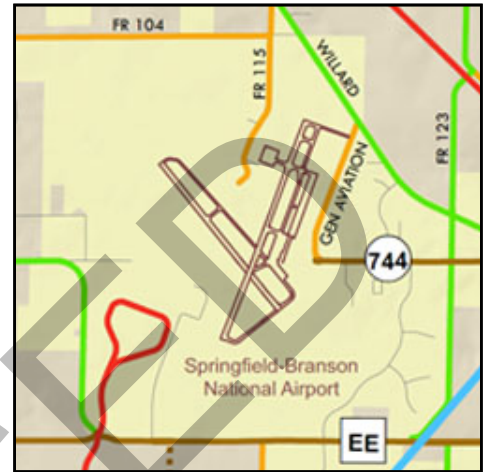
**Bike/Ped Plan?** EJ? Yes

**STIP #**

**Federal ID #**

### Project Description

Reconstruction of Taxiway Sierra from Runway 14-32 to Taxiway November.



| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023             | Total              |
|---------------|---------|-------|------------|------------|------------|--------------------|--------------------|
| FAA (AIP)     | Federal | CON   | \$0        | \$0        | \$0        | \$4,230,000        | \$4,230,000        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$0        | \$470,000          | \$470,000          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,700,000</b> | <b>\$4,700,000</b> |

### Notes

Non-Federal Funding Source: Airport Revenues

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$4,700,000 |



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** EN2002-20A5      **ADA IMPROVEMENTS AT VARIOUS LOCATIONS**

**Route**      Various

**From**

**To**

**Location**      Area Wide

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      Advance Construction

**MoDOT Funding Category**      Taking Care of the System

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

**STIP #**      8P3192

**Federal ID #**

#### Project Description

Upgrade pedestrian facilities to comply with ADA Transition Plan at various locations in the urban Southwest District.



| Fund Code     | Source | Phase | FY2020          | FY2021         | FY2022         | FY2023          | Total           |
|---------------|--------|-------|-----------------|----------------|----------------|-----------------|-----------------|
| MoDOT         | State  | ENG   | \$15,000        | \$1,000        | \$1,000        | \$2,000         | \$19,000        |
| MoDOT-AC      | State  | ENG   | \$60,000        | \$4,000        | \$4,000        | \$8,000         | \$76,000        |
| <b>Totals</b> |        |       | <b>\$75,000</b> | <b>\$5,000</b> | <b>\$5,000</b> | <b>\$10,000</b> | <b>\$95,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - STBG; EJ Needs Dependent on Locations

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$1,396,000 |
| <b>Total Cost</b>  | \$1,491,000 |





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN2002-20 **ADA IMPROVEMENTS AT VARIOUS LOCATIONS**

**Route** Various

**From**

**To**

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Taking Care of the System

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

**STIP #** 8P3192

**Federal ID #**

#### Project Description

Upgrade pedestrian facilities to comply with ADA Transition Plan at various locations in the urban Southwest District.



| Fund Code     | Source | Phase | FY2020           | FY2021             | FY2022     | FY2023     | Total              |
|---------------|--------|-------|------------------|--------------------|------------|------------|--------------------|
| MoDOT         | State  | ENG   | \$19,000         | \$45,000           | \$0        | \$0        | \$64,000           |
| MoDOT-AC      | State  | ENG   | \$76,000         | \$180,000          | \$0        | \$0        | \$256,000          |
| MoDOT         | State  | ROW   | \$4,000          | \$0                | \$0        | \$0        | \$4,000            |
| MoDOT-AC      | State  | ROW   | \$16,000         | \$0                | \$0        | \$0        | \$16,000           |
| MoDOT         | State  | CON   | \$0              | \$210,200          | \$0        | \$0        | \$210,200          |
| MoDOT-AC      | State  | CON   | \$0              | \$840,800          | \$0        | \$0        | \$840,800          |
| <b>Totals</b> |        |       | <b>\$115,000</b> | <b>\$1,276,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,391,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - STBG; EJ Needs Dependent on Locations

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$1,391,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** EN2010-20A5 **SHUYLER CREEK TRAIL**

**Route** Shuyler Creek Trail

**From**

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** City of Republic

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**



### Project Description

Design, right-of-way acquisition, and construction for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Road 182 and along Farm Road 182 to the entrance of Wilson Creek Battlefield, east of Republic.

| Fund Code     | Source  | Phase | FY2020           | FY2021           | FY2022     | FY2023     | Total              |
|---------------|---------|-------|------------------|------------------|------------|------------|--------------------|
| FHWA (STBG-U) | Federal | ENG   | \$78,728         | \$0              | \$0        | \$0        | \$78,728           |
| LOCAL         | Local   | ENG   | \$19,682         | \$0              | \$0        | \$0        | \$19,682           |
| FHWA (STBG-U) | Federal | ROW   | \$315,486        | \$0              | \$0        | \$0        | \$315,486          |
| LOCAL         | Local   | ROW   | \$78,872         | \$0              | \$0        | \$0        | \$78,872           |
| FHWA (STBG-U) | Federal | CON   | \$0              | \$412,493        | \$0        | \$0        | \$412,493          |
| FHWA (TAP)    | Federal | CON   | \$0              | \$59,392         | \$0        | \$0        | \$59,392           |
| LOCAL         | Local   | CON   | \$0              | \$117,971        | \$0        | \$0        | \$117,971          |
| <b>Totals</b> |         |       | <b>\$492,768</b> | <b>\$589,856</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,082,624</b> |

### Notes

Non-Federal Funding Source: City of Republic Capital Investment Sales Tax Fund

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,082,624 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN2010-20A3 **SHUYLER CREEK TRAIL DESIGN AND ROW**

**Route** Shuyler Creek Trail

**From**

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** City of Republic

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**



### Project Description

Design and right-of-way acquisition for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Road 182 and along Farm Road 182 to the entrance of Wilson Creek Battlefield, east of Republic.

| Fund Code     | Source  | Phase | FY2020           | FY2021     | FY2022     | FY2023     | Total            |
|---------------|---------|-------|------------------|------------|------------|------------|------------------|
| FHWA (STBG-U) | Federal | ENG   | \$78,728         | \$0        | \$0        | \$0        | \$78,728         |
| LOCAL         | Local   | ENG   | \$19,682         | \$0        | \$0        | \$0        | \$19,682         |
| FHWA (STBG-U) | Federal | ROW   | \$315,486        | \$0        | \$0        | \$0        | \$315,486        |
| LOCAL         | Local   | ROW   | \$78,872         | \$0        | \$0        | \$0        | \$78,872         |
| <b>Totals</b> |         |       | <b>\$492,768</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$492,768</b> |

### Notes

Non-Federal Funding Source: City of Republic Capital Investment Sales Tax Fund

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$492,768 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN2101-18 **MAIN STREET SIDEWALK SOUTH**

**Route** Main St.

**From** North St.

**To** State Highway 14

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

### Project Description

Sidewalk construction from North St to Hwy. 14 to replace the old none compliant sidewalk and ramps



| Fund Code     | Source  | Phase | FY2020     | FY2021          | FY2022     | FY2023     | Total           |
|---------------|---------|-------|------------|-----------------|------------|------------|-----------------|
| FHWA (STBG-U) | Federal | CON   | \$0        | \$53,760        | \$0        | \$0        | \$53,760        |
| LOCAL         | Local   | CON   | \$0        | \$13,440        | \$0        | \$0        | \$13,440        |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$67,200</b> | <b>\$0</b> | <b>\$0</b> | <b>\$67,200</b> |

### Notes

Non-Federal Funding Source: City of Nixa Revenues

|                    |          |
|--------------------|----------|
| <b>Prior Cost</b>  | \$0      |
| <b>Future Cost</b> | \$0      |
| <b>Total Cost</b>  | \$67,200 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN2102-18 **MAIN STREET SIDEWALK NORTH**

**Route** Main St.

**From** Aldersgate

**To** North St.

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

### Project Description

Repair and or replace existing sidewalk from Aldersgate to North St.



| Fund Code     | Source  | Phase | FY2020     | FY2021          | FY2022     | FY2023     | Total           |
|---------------|---------|-------|------------|-----------------|------------|------------|-----------------|
| FHWA (STBG-U) | Federal | CON   | \$0        | \$74,368        | \$0        | \$0        | \$74,368        |
| LOCAL         | Local   | CON   | \$0        | \$18,592        | \$0        | \$0        | \$18,592        |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$92,960</b> | <b>\$0</b> | <b>\$0</b> | <b>\$92,960</b> |

### Notes

Non-Federal Funding Source: City of Nixa Revenues

|                    |          |
|--------------------|----------|
| <b>Prior Cost</b>  | \$0      |
| <b>Future Cost</b> | \$0      |
| <b>Total Cost</b>  | \$92,960 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** EN2103-20A5 **NORTON ROAD ADA IMPROVEMENTS IN SPRINGFIELD**

**Route** Norton Road

**From**

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Taking Care of the System

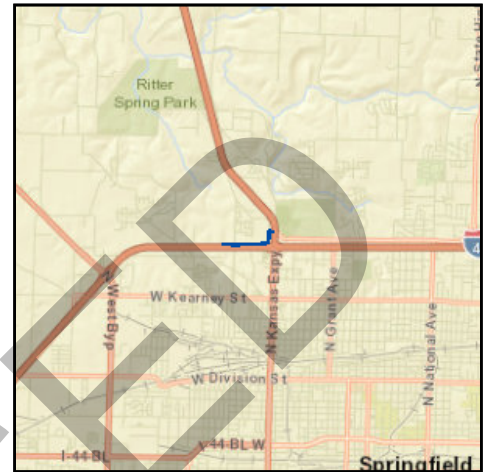
**Bike/Ped Plan?** EJ?

**STIP #** 8S3179

**Federal ID #**

### Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan along Norton Road near Rte. 13 in Springfield.



| Fund Code     | Source | Phase | FY2020     | FY2021          | FY2022           | FY2023     | Total            |
|---------------|--------|-------|------------|-----------------|------------------|------------|------------------|
| MoDOT         | State  | ENG   | \$0        | \$4,600         | \$4,400          | \$0        | \$9,000          |
| MoDOT-AC      | State  | ENG   | \$0        | \$18,400        | \$19,200         | \$0        | \$37,600         |
| MoDOT         | State  | ROW   | \$0        | \$3,090         | \$0              | \$0        | \$3,090          |
| MoDOT-AC      | State  | ROW   | \$0        | \$12,360        | \$0              | \$0        | \$12,360         |
| MoDOT         | State  | CON   | \$0        | \$0             | \$44,982         | \$0        | \$44,982         |
| MoDOT-AC      | State  | CON   | \$0        | \$0             | \$179,929        | \$0        | \$179,929        |
| <b>Totals</b> |        |       | <b>\$0</b> | <b>\$38,450</b> | <b>\$248,511</b> | <b>\$0</b> | <b>\$286,961</b> |

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$286,961 |





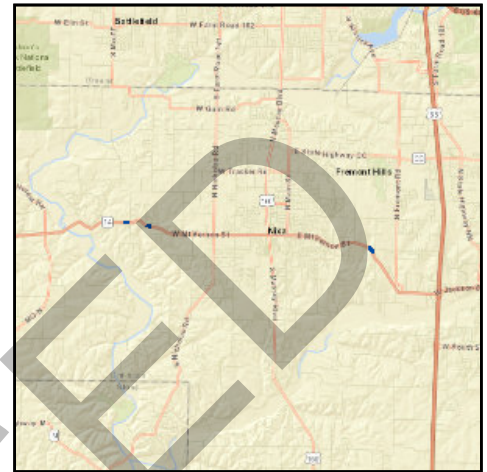
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # CC2101-20A5** ROUTE 14 HIGH FRICTION SURFACE TREATMENT

**Route** Rte. 14  
**From** west of Carroll Road  
**To** west of Hilltop Court  
**Location** Christian County  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Safety  
**MoDOT Funding Category** Safety  
**Bike/Ped Plan?** EJ?  
**STIP #** 8P3206  
**Federal ID #**



### Project Description

High friction surface treatment from west of Carroll Road to west of Hilltop Court and at Richwood Road

| Fund Code     | Source  | Phase | FY2020     | FY2021          | FY2022           | FY2023     | Total            |
|---------------|---------|-------|------------|-----------------|------------------|------------|------------------|
| FHWA (SAFETY) | Federal | ENG   | \$0        | \$16,200        | \$29,700         | \$0        | \$45,900         |
| MoDOT         | State   | ENG   | \$0        | \$1,800         | \$3,300          | \$0        | \$5,100          |
| FHWA (SAFETY) | Federal | CON   | \$0        | \$0             | \$208,800        | \$0        | \$208,800        |
| MoDOT         | State   | CON   | \$0        | \$0             | \$23,200         | \$0        | \$23,200         |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$18,000</b> | <b>\$265,000</b> | <b>\$0</b> | <b>\$283,000</b> |

### Notes

Non-Federal Funding Source: State Transportation Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$283,000 |





# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** GR2011-20A5 **ROUTE 60 CRISI PROJECT**

**Route** 60

**From** FR 194

**To** Rte. 174

**Location** Greene County

**Federal Agency** FRA

**Project Sponsor** MoDOT

**Federal Funding Category** CRISI

**MoDOT Funding Category** Grade Crossing Safety Account

**Bike/Ped Plan?** EJ?

**STIP #** 8P3197

**Federal ID #**

### Project Description

Railroad crossing safety improvements on various locations on the Route 60 corridor from O'Neal Road to FR 194 and at various BNSF crossings on Main St, Hampton Ave., Hines St. and Route 174 in Republic.



| Fund Code     | Source  | Phase | FY2020          | FY2021          | FY2022             | FY2023     | Total              |
|---------------|---------|-------|-----------------|-----------------|--------------------|------------|--------------------|
| FRA (CRISI)   | Federal | ENG   | \$10,000        | \$13,500        | \$54,000           | \$0        | \$77,500           |
| MoDOT-GCSA    | State   | ENG   | \$10,000        | \$13,500        | \$54,000           | \$0        | \$77,500           |
| FRA (CRISI)   | Federal | ROW   | \$0             | \$12,000        | \$0                | \$0        | \$12,000           |
| MoDOT-GCSA    | State   | ROW   | \$0             | \$12,000        | \$0                | \$0        | \$12,000           |
| FRA (CRISI)   | Federal | CON   | \$0             | \$0             | \$508,000          | \$0        | \$508,000          |
| MoDOT-GCSA    | State   | CON   | \$0             | \$0             | \$508,000          | \$0        | \$508,000          |
| <b>Totals</b> |         |       | <b>\$20,000</b> | <b>\$51,000</b> | <b>\$1,124,000</b> | <b>\$0</b> | <b>\$1,195,000</b> |

### Notes

Funded by Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funds.

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,195,000 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** GR2011-20A3 **ROUTE 60 CRISI PROJECT**

**Route** 60

**From** FR 194

**To** Rte. 174

**Location** Greene County

**Federal Agency** FRA

**Project Sponsor** MoDOT

**Federal Funding Category** CRISI

**MoDOT Funding Category** Grade Crossing Safety Account

**Bike/Ped Plan?** EJ?

**STIP #** 8P3197

**Federal ID #**

### Project Description

Scoping for railroad safety improvements at various locations from Farm Road 194 west of Republic to O'Neal Street in Republic and at BNSF railroad crossings on Main Street, Hampton Avenue, Hines Street and Route 174 in Republic.



| Fund Code     | Source  | Phase | FY2020          | FY2021          | FY2022          | FY2023     | Total           |
|---------------|---------|-------|-----------------|-----------------|-----------------|------------|-----------------|
| FRA (CRISI)   | Federal | ENG   | \$10,000        | \$10,000        | \$5,000         | \$0        | \$25,000        |
| MoDOT-GCSA    | State   | ENG   | \$10,000        | \$10,000        | \$5,000         | \$0        | \$25,000        |
| <b>Totals</b> |         |       | <b>\$20,000</b> | <b>\$20,000</b> | <b>\$10,000</b> | <b>\$0</b> | <b>\$50,000</b> |

### Notes

Funded by Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funds.

|                    |          |
|--------------------|----------|
| <b>Prior Cost</b>  | \$0      |
| <b>Future Cost</b> | \$0      |
| <b>Total Cost</b>  | \$50,000 |



## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### J) Pending Amendment Section

**TIP #** GR2102-20A5      **ROUTE B PAVEMENT RESURFACING IN GREENE COUNTY**

**Route** Rte. B  
**From** Rte. 266  
**To** I-44

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Taking Care of the System

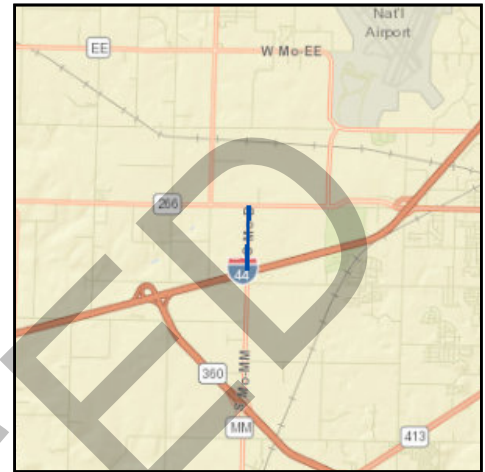
**Bike/Ped Plan?** EJ?

**STIP #** 8S3216

**Federal ID #**

#### Project Description

Pavement resurfacing from Rte. 266 to I-44 in Springfield.



| Fund Code     | Source | Phase | FY2020     | FY2021           | FY2022     | FY2023     | Total            |
|---------------|--------|-------|------------|------------------|------------|------------|------------------|
| MoDOT         | State  | ENG   | \$0        | \$4,000          | \$0        | \$0        | \$4,000          |
| MoDOT-AC      | State  | ENG   | \$0        | \$16,000         | \$0        | \$0        | \$16,000         |
| MoDOT         | State  | CON   | \$0        | \$35,600         | \$0        | \$0        | \$35,600         |
| MoDOT-AC      | State  | CON   | \$0        | \$142,400        | \$0        | \$0        | \$142,400        |
| <b>Totals</b> |        |       | <b>\$0</b> | <b>\$198,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$198,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$198,000 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** GR2105-20A5 **FARM ROAD 175 BRIDGE REPLACEMENT**

**Route** Farm Road 175

**From** Over Farmer's Branch

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** Greene County

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

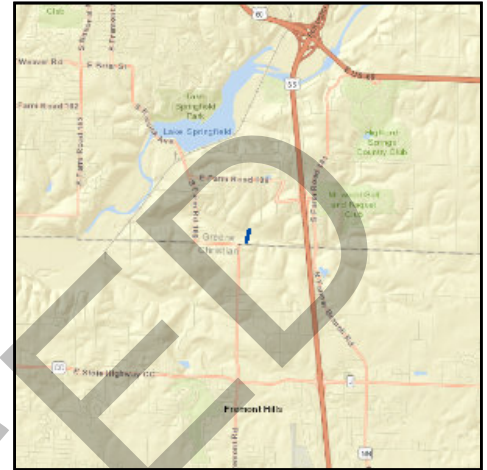
**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

### Project Description

Replacement of Bridge #1750227 on Farm Road 175 over Farmer's Branch.



| Fund Code     | Source  | Phase | FY2020     | FY2021           | FY2022     | FY2023     | Total            |
|---------------|---------|-------|------------|------------------|------------|------------|------------------|
| FHWA (STBG-U) | Federal | CON   | \$0        | \$480,000        | \$0        | \$0        | \$480,000        |
| LOCAL         | Local   | CON   | \$0        | \$120,000        | \$0        | \$0        | \$120,000        |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$600,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$600,000</b> |

### Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$600,000 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # GR2106-20A5** MILL/FILL AND ADA UPGRADES ON FR 135 AND FR 102

**Route** Farm Road 135 and Farm Road 102

**From** Various

**To** Various

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** Greene County

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

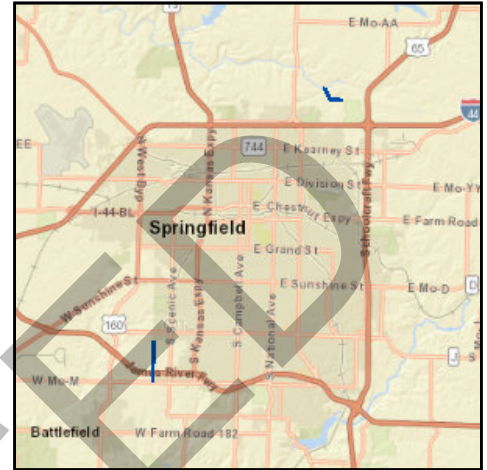
**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

### Project Description

Mill/Fill and ADA upgrades on Farm Road 135 (Golden Ave.) from Republic Road to City Limits and Farm Road 102 (Valley Water Mill) from Farm Road 171 to Farm Road 175.



| Fund Code     | Source  | Phase | FY2020     | FY2021           | FY2022     | FY2023     | Total            |
|---------------|---------|-------|------------|------------------|------------|------------|------------------|
| FHWA (STBG-U) | Federal | CON   | \$0        | \$560,000        | \$0        | \$0        | \$560,000        |
| LOCAL         | Local   | CON   | \$0        | \$140,000        | \$0        | \$0        | \$140,000        |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$700,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$700,000</b> |

### Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$700,000 |



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** MO2104-20A5 ITS OPERATIONS AND MANAGEMENT (2022)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Major Projects and Emerging Needs

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3181

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



| Fund Code     | Source  | Phase | FY2020     | FY2021           | FY2022           | FY2023     | Total              |
|---------------|---------|-------|------------|------------------|------------------|------------|--------------------|
| FHWA (STBG)   | Federal | ENG   | \$0        | \$800            | \$0              | \$0        | \$800              |
| MoDOT         | State   | ENG   | \$0        | \$200            | \$0              | \$0        | \$200              |
| FHWA (STBG)   | Federal | PMT   | \$0        | \$514,400        | \$0              | \$0        | \$514,400          |
| MoDOT         | State   | PMT   | \$0        | \$128,600        | \$0              | \$0        | \$128,600          |
| FHWA (STBG-U) | Federal | OPER  | \$0        | \$0              | \$340,000        | \$0        | \$340,000          |
| LOCAL         | Local   | OPER  | \$0        | \$0              | \$85,000         | \$0        | \$85,000           |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$644,000</b> | <b>\$425,000</b> | <b>\$0</b> | <b>\$1,069,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$1,069,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2104-19 ITS OPERATIONS AND MANAGEMENT (2022)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Major Projects and Emerging Needs

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3181

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



| Fund Code     | Source  | Phase | FY2020     | FY2021           | FY2022           | FY2023     | Total              |
|---------------|---------|-------|------------|------------------|------------------|------------|--------------------|
| FHWA (STBG)   | Federal | ENG   | \$0        | \$800            | \$0              | \$0        | \$800              |
| MoDOT         | State   | ENG   | \$0        | \$200            | \$0              | \$0        | \$200              |
| FHWA (STBG)   | Federal | PMT   | \$0        | \$514,400        | \$0              | \$0        | \$514,400          |
| MoDOT         | State   | PMT   | \$0        | \$128,600        | \$0              | \$0        | \$128,600          |
| FHWA (STBG-U) | Federal | OPER  | \$0        | \$0              | \$336,000        | \$0        | \$336,000          |
| LOCAL         | Local   | OPER  | \$0        | \$0              | \$84,000         | \$0        | \$84,000           |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$644,000</b> | <b>\$420,000</b> | <b>\$0</b> | <b>\$1,064,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$1,064,000





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** MO2301-20A5 ITS OPERATIONS AND MANAGEMENT (2023)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

**MoDOT Funding Category** Major Projects and Emerging Needs

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023           | Total            |
|---------------|---------|-------|------------|------------|------------|------------------|------------------|
| FHWA (STBG-U) | Federal | OPER  | \$0        | \$0        | \$0        | \$344,000        | \$344,000        |
| LOCAL         | Local   | OPER  | \$0        | \$0        | \$0        | \$86,000         | \$86,000         |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$430,000</b> | <b>\$430,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$430,000 |



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2301-20 ITS OPERATIONS AND MANAGEMENT (2023)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

**MoDOT Funding Category** Major Projects and Emerging Needs

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023           | Total            |
|---------------|---------|-------|------------|------------|------------|------------------|------------------|
| FHWA (STBG-U) | Federal | OPER  | \$0        | \$0        | \$0        | \$336,000        | \$336,000        |
| LOCAL         | Local   | OPER  | \$0        | \$0        | \$0        | \$84,000         | \$84,000         |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$420,000</b> | <b>\$420,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$420,000 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** NX2101-20A5 **N. MAIN STREET**

**Route** Main Street

**From** Tracker Road

**To** SH-CC

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

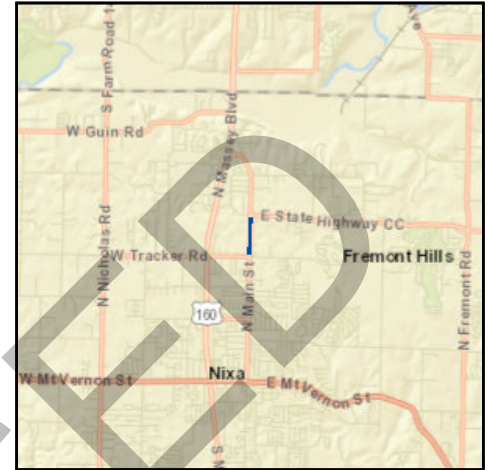
**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

### Project Description

North Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC



| Fund Code     | Source  | Phase | FY2020     | FY2021             | FY2022     | FY2023     | Total              |
|---------------|---------|-------|------------|--------------------|------------|------------|--------------------|
| FHWA (STBG-U) | Federal | ENG   | \$0        | \$170,286          | \$0        | \$0        | \$170,286          |
| LOCAL         | Local   | ENG   | \$0        | \$42,571           | \$0        | \$0        | \$42,571           |
| FHWA (STBG-U) | Federal | ROW   | \$0        | \$113,524          | \$0        | \$0        | \$113,524          |
| LOCAL         | Local   | ROW   | \$0        | \$28,381           | \$0        | \$0        | \$28,381           |
| FHWA (STBG-U) | Federal | CON   | \$0        | \$1,589,336        | \$0        | \$0        | \$1,589,336        |
| LOCAL         | Local   | CON   | \$0        | \$397,334          | \$0        | \$0        | \$397,334          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$2,341,432</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,341,432</b> |

### Notes

Non-Federal Funding Source: City of Nixa

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$2,341,432 |



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** NX2102-20A5 **NORTH STREET MAPLEWOOD HILLS TO CHEYENNE**

**Route** North Street

**From** Maplewood Hills

**To** Cheyenne

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

Engineering for North Street Improvements from east of Maplewood Hills to the intersection at Cheyenne.



| Fund Code     | Source  | Phase | FY2020     | FY2021           | FY2022     | FY2023     | Total            |
|---------------|---------|-------|------------|------------------|------------|------------|------------------|
| FHWA (STBG-U) | Federal | ENG   | \$0        | \$437,506        | \$0        | \$0        | \$437,506        |
| LOCAL         | Local   | ENG   | \$0        | \$109,376        | \$0        | \$0        | \$109,376        |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$546,882</b> | <b>\$0</b> | <b>\$0</b> | <b>\$546,882</b> |

#### Notes

Non-Federal Funding Source: City of Nixa

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$546,882 |



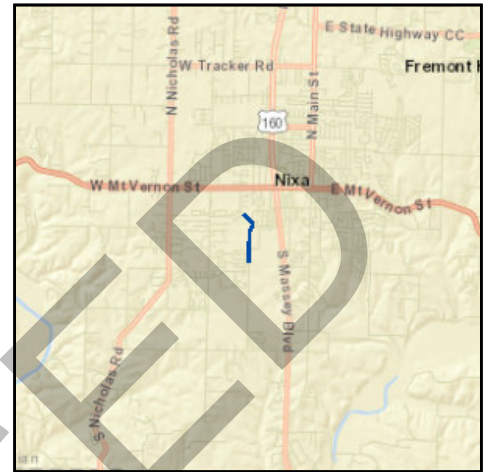
## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # NX2201-20A5** TRUMAN FROM HEATHER GLENN TO PEMBROOK/NORTON

**Route** Truman  
**From** Heather Glen  
**To** Pembroke and Norton  
**Location** City of Nixa  
**Federal Agency** FHWA  
**Project Sponsor** City of Nixa  
**Federal Funding Category** STBG-U  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** EJ?  
**STIP #**  
**Federal ID #**



#### Project Description

Truman Boulevard Improvements, including widening, roundabout, and sidewalks from southeast of Heather Glenn to south of Pembroke and Norton.

| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022             | FY2023     | Total              |
|---------------|---------|-------|------------|------------|--------------------|------------|--------------------|
| FHWA (STBG-U) | Federal | ENG   | \$0        | \$0        | \$40,000           | \$0        | \$40,000           |
| LOCAL         | Local   | ENG   | \$0        | \$0        | \$10,000           | \$0        | \$10,000           |
| FHWA (STBG-U) | Federal | CON   | \$0        | \$0        | \$921,699          | \$0        | \$921,699          |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$230,425          | \$0        | \$230,425          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$1,202,124</b> | <b>\$0</b> | <b>\$1,202,124</b> |

#### Notes

Non-Federal Funding Source: City of Nixa

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,202,124 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # NX2301-20A5** DOWNTOWN N. MAIN STREET

**Route** N. Main

**From** Route 14

**To** North Street

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

### Project Description

Downtown Nixa Main Street Improvements from Route 14 to North Street.



| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022     | FY2023           | Total            |
|---------------|---------|-------|------------|------------|------------|------------------|------------------|
| FHWA (STBG-U) | Federal | ENG   | \$0        | \$0        | \$0        | \$206,064        | \$206,064        |
| LOCAL         | Local   | ENG   | \$0        | \$0        | \$0        | \$51,516         | \$51,516         |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$257,580</b> | <b>\$257,580</b> |

### Notes

Non-Federal Funding Source: City of Nixa

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$257,580 |



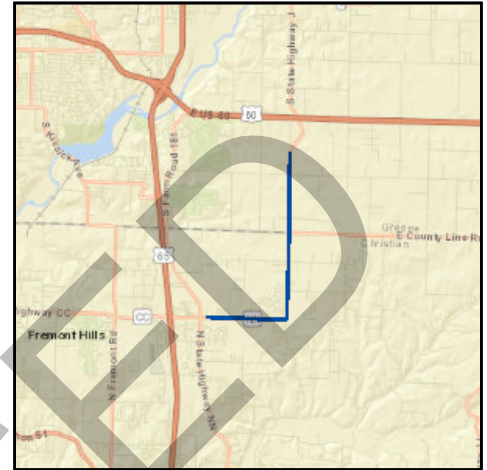
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** OK2101-20A5 **ROUTE NN PAVEMENT RESURFACING IN OZARK**

**Route** Rte. NN  
**From** 0.1 mile south of Farm Road 197  
**To** 0.1 mile east of Rte. J  
**Location** Christian County  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Advance Construction  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** EJ?  
**STIP #** 8S3205  
**Federal ID #**



#### Project Description

Pavement resurfacing from 0.1 mile south of Farm Road 197 to 0.1 mile east of Rte. J in Christian County.

| Fund Code     | Source | Phase | FY2020     | FY2021           | FY2022     | FY2023     | Total            |
|---------------|--------|-------|------------|------------------|------------|------------|------------------|
| MoDOT         | State  | ENG   | \$0        | \$11,600         | \$0        | \$0        | \$11,600         |
| MoDOT-AC      | State  | ENG   | \$0        | \$46,400         | \$0        | \$0        | \$46,400         |
| MoDOT         | State  | CON   | \$0        | \$100,400        | \$0        | \$0        | \$100,400        |
| MoDOT-AC      | State  | CON   | \$0        | \$401,600        | \$0        | \$0        | \$401,600        |
| <b>Totals</b> |        |       | <b>\$0</b> | <b>\$560,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$560,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$560,000





# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # RP2001-20A5** ROUTE ZZ CHIP SEAL PAVEMENT IMPROVEMENT

**Route** Rte. ZZ

**From** Rte. M

**To** Farm Road 194

**Location** City of Republic

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Taking Care of the System

**Bike/Ped Plan?** EJ?

**STIP #** 8S3204

**Federal ID #**

### Project Description

Pavement preservation treatment on Wilson Creek Boulevard from Rte. M to Farm Road 194 (County Line Road) in Republic.



| Fund Code     | Source | Phase | FY2020          | FY2021          | FY2022     | FY2023     | Total            |
|---------------|--------|-------|-----------------|-----------------|------------|------------|------------------|
| MoDOT         | State  | ENG   | \$0             | \$4,000         | \$0        | \$0        | \$4,000          |
| MoDOT-AC      | State  | ENG   | \$0             | \$16,000        | \$0        | \$0        | \$16,000         |
| MoDOT         | State  | CON   | \$16,400        | \$0             | \$0        | \$0        | \$16,400         |
| MoDOT-AC      | State  | CON   | \$0             | \$65,600        | \$0        | \$0        | \$65,600         |
| <b>Totals</b> |        |       | <b>\$16,400</b> | <b>\$85,600</b> | <b>\$0</b> | <b>\$0</b> | <b>\$102,000</b> |

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$102,000 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** SP1815-20A5 **KEARNEY AND WEST BYPASS INTERSECTION IMPROVEMENTS**

**Route** US 160

**From** US 160

**To** MO 744

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

**MoDOT Funding Category** Major Projects and Emerging Needs

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

**STIP #** 8P3087D

**Federal ID #**

#### Project Description

Add intersection turn lanes on West Bypass (Rte. 160) at Kearney Street (Rte. 744) in Springfield.



| Fund Code     | Source  | Phase | FY2020          | FY2021           | FY2022             | FY2023     | Total              |
|---------------|---------|-------|-----------------|------------------|--------------------|------------|--------------------|
| FHWA (NHPP)   | Federal | ENG   | \$28,000        | \$28,000         | \$203,200          | \$0        | \$259,200          |
| MoDOT         | State   | ENG   | \$7,000         | \$7,000          | \$50,800           | \$0        | \$64,800           |
| FHWA (NHPP)   | Federal | ROW   | \$0             | \$46,000         | \$0                | \$0        | \$46,000           |
| FHWA (STBG-U) | Federal | ROW   | \$0             | \$46,000         | \$0                | \$0        | \$46,000           |
| LOCAL         | Local   | ROW   | \$0             | \$11,500         | \$0                | \$0        | \$11,500           |
| MoDOT         | State   | ROW   | \$0             | \$11,500         | \$0                | \$0        | \$11,500           |
| FHWA (NHPP)   | Federal | CON   | \$0             | \$0              | \$520,197          | \$0        | \$520,197          |
| FHWA (STBG-U) | Federal | CON   | \$0             | \$0              | \$999,803          | \$0        | \$999,803          |
| LOCAL         | Local   | CON   | \$0             | \$0              | \$249,951          | \$0        | \$249,951          |
| MoDOT         | State   | CON   | \$0             | \$0              | \$130,049          | \$0        | \$130,049          |
| <b>Totals</b> |         |       | <b>\$35,000</b> | <b>\$150,000</b> | <b>\$2,154,000</b> | <b>\$0</b> | <b>\$2,339,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax

FYI: District Cost Share

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$250,000   |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$2,589,000 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1815-18A2      **KEARNEY AND WEST BYPASS**  
**Route** US 160  
**From** US 160  
**To** MO 744  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** Yes      **EJ?** Yes  
**STIP #** 8P3087D  
**Federal ID #**



#### Project Description

Intersection improvements at West Bypass (Route 160) and Kearney Street (Route 744) in Springfield.

| Fund Code     | Source  | Phase | FY2020          | FY2021           | FY2022             | FY2023     | Total              |
|---------------|---------|-------|-----------------|------------------|--------------------|------------|--------------------|
| FHWA (NHPP)   | Federal | ENG   | \$28,000        | \$29,600         | \$208,800          | \$0        | \$266,400          |
| MoDOT         | State   | ENG   | \$7,000         | \$7,400          | \$52,200           | \$0        | \$66,600           |
| FHWA (NHPP)   | Federal | ROW   | \$0             | \$44,800         | \$0                | \$0        | \$44,800           |
| FHWA (STBG-U) | Federal | ROW   | \$0             | \$44,800         | \$0                | \$0        | \$44,800           |
| LOCAL         | Local   | ROW   | \$0             | \$11,200         | \$0                | \$0        | \$11,200           |
| MoDOT         | State   | ROW   | \$0             | \$11,200         | \$0                | \$0        | \$11,200           |
| FHWA (NHPP)   | Federal | CON   | \$0             | \$0              | \$493,600          | \$0        | \$493,600          |
| FHWA (STBG-U) | Federal | CON   | \$0             | \$0              | \$960,000          | \$0        | \$960,000          |
| LOCAL         | Local   | CON   | \$0             | \$0              | \$240,000          | \$0        | \$240,000          |
| MoDOT         | State   | CON   | \$0             | \$0              | \$123,400          | \$0        | \$123,400          |
| <b>Totals</b> |         |       | <b>\$35,000</b> | <b>\$149,000</b> | <b>\$2,078,000</b> | <b>\$0</b> | <b>\$2,262,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax

FYI: District Cost Share

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$250,000   |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$2,512,000 |



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** SP2007-20A5 **ROUTE MM PAVEMENT RESURFACING**

**Route** Rte. MM

**From** 0.1 mile south of I-44

**To** north of Rte. 60

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Taking Care of the System

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

**STIP #** 8S3187

**Federal ID #**

#### Project Description

Pavement resurfacing and add shoulders from 0.1 mile south of I-44 to north of Rte. 60 in Greene County.



| Fund Code     | Source | Phase | FY2020          | FY2021           | FY2022     | FY2023     | Total            |
|---------------|--------|-------|-----------------|------------------|------------|------------|------------------|
| MoDOT         | State  | ENG   | \$8,000         | \$9,400          | \$0        | \$0        | \$17,400         |
| MoDOT-AC      | State  | ENG   | \$32,000        | \$37,600         | \$0        | \$0        | \$69,600         |
| MoDOT         | State  | CON   | \$0             | \$120,600        | \$0        | \$0        | \$120,600        |
| MoDOT-AC      | State  | CON   | \$0             | \$482,400        | \$0        | \$0        | \$482,400        |
| <b>Totals</b> |        |       | <b>\$40,000</b> | <b>\$650,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$690,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$690,000 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** SP2007-20 **ROUTE MM PAVEMENT RESURFACING**

**Route** Rte. MM

**From** 0.1 mile south of I-44

**To** Carnahan Street

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Taking Care of the System

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

**STIP #** 8S3187

**Federal ID #**

### Project Description

Pavement resurfacing on MM from 0.1 mile south of I-44 to Carnahan Street in Springfield.



| Fund Code     | Source | Phase | FY2020          | FY2021           | FY2022     | FY2023     | Total            |
|---------------|--------|-------|-----------------|------------------|------------|------------|------------------|
| MoDOT         | State  | ENG   | \$8,000         | \$9,400          | \$0        | \$0        | \$17,400         |
| MoDOT-AC      | State  | ENG   | \$32,000        | \$37,600         | \$0        | \$0        | \$69,600         |
| MoDOT         | State  | CON   | \$0             | \$120,600        | \$0        | \$0        | \$120,600        |
| MoDOT-AC      | State  | CON   | \$0             | \$482,400        | \$0        | \$0        | \$482,400        |
| <b>Totals</b> |        |       | <b>\$40,000</b> | <b>\$650,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$690,000</b> |

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$690,000



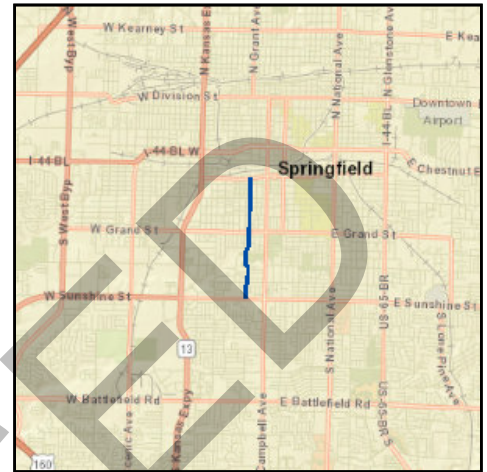
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** SP2015-20A5 **GRANT AVENUE CONNECT PARKWAY PROJECT**

**Route** Grant Avenue  
**From** Sunshine  
**To** College  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** City of Springfield  
**Federal Funding Category** BUILD  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #**  
**Federal ID #** 5901816



### Project Description

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting at Downtown Springfield, ending at Sunshine Street, including bike lanes, traffic calming, intersection improvements, a grade-separated crossing at Fasnicht Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

| Fund Code     | Source  | Phase | FY2020             | FY2021              | FY2022     | FY2023     | Total               |
|---------------|---------|-------|--------------------|---------------------|------------|------------|---------------------|
| FHWA(BUILD)   | Federal | ENG   | \$0                | \$1,073,095         | \$0        | \$0        | \$1,073,095         |
| LOCAL         | Local   | ENG   | \$420,600          | \$268,274           | \$0        | \$0        | \$688,874           |
| LOCAL-AC      | Local   | ENG   | \$1,682,400        | \$0                 | \$0        | \$0        | \$1,682,400         |
| FHWA(BUILD)   | Federal | ROW   | \$0                | \$3,824,000         | \$0        | \$0        | \$3,824,000         |
| LOCAL         | Local   | ROW   | \$0                | \$956,000           | \$0        | \$0        | \$956,000           |
| FHWA(BUILD)   | Federal | CON   | \$0                | \$14,381,327        | \$0        | \$0        | \$14,381,327        |
| LOCAL         | Local   | CON   | \$0                | \$3,595,332         | \$0        | \$0        | \$3,595,332         |
| <b>Totals</b> |         |       | <b>\$2,103,000</b> | <b>\$24,098,028</b> | <b>\$0</b> | <b>\$0</b> | <b>\$26,201,028</b> |

### Notes

Federal Funding Source: BUILD Discretionary Funding

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities Rate Payers

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$26,201,028





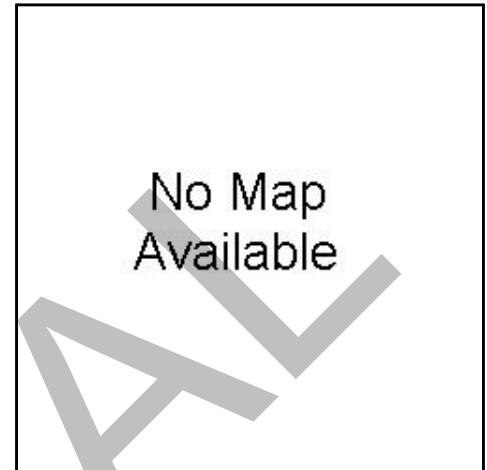
## Transportation Improvement Program - FY 2020-2023

### Project Detail by Section and Project Number with Map

#### F) Roadways Section

**TIP #** SP2015-20AM4 **GRANT AVENUE CONNECT PARKWAY PROJECT**

**Route** Grant Avenue  
**From** Sunshine  
**To** College  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** City of Springfield  
**Federal Funding Category** BUILD  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #**  
**Federal ID #** 5901816



#### Project Description

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnacht Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

| Fund Code     | Source  | Phase | FY2020             | FY2021              | FY2022     | FY2023     | Total               |
|---------------|---------|-------|--------------------|---------------------|------------|------------|---------------------|
| FHWA(BUILD)   | Federal | ENG   | \$0                | \$1,073,095         | \$0        | \$0        | \$1,073,095         |
| LOCAL         | Local   | ENG   | \$420,600          | \$268,274           | \$0        | \$0        | \$688,874           |
| LOCAL-AC      | Local   | ENG   | \$1,682,400        | \$0                 | \$0        | \$0        | \$1,682,400         |
| FHWA(BUILD)   | Federal | ROW   | \$0                | \$3,824,000         | \$0        | \$0        | \$3,824,000         |
| LOCAL         | Local   | ROW   | \$0                | \$956,000           | \$0        | \$0        | \$956,000           |
| FHWA(BUILD)   | Federal | CON   | \$0                | \$14,381,327        | \$0        | \$0        | \$14,381,327        |
| LOCAL         | Local   | CON   | \$0                | \$3,595,332         | \$0        | \$0        | \$3,595,332         |
| <b>Totals</b> |         |       | <b>\$2,103,000</b> | <b>\$24,098,028</b> | <b>\$0</b> | <b>\$0</b> | <b>\$26,201,028</b> |

#### Notes

Federal Funding Source: BUILD Discretionary Funding

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities Rate Payers

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$26,201,028





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** SP2016-20A5 **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS**

**Route** Various

**From**

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

Traffic signal system improvements in Springfield at various locations, including cabinet replacements, and advanced vehicle detection installations.



| Fund Code     | Source  | Phase | FY2020           | FY2021     | FY2022     | FY2023     | Total            |
|---------------|---------|-------|------------------|------------|------------|------------|------------------|
| FHWA (STBG-U) | Federal | CON   | \$760,000        | \$0        | \$0        | \$0        | \$760,000        |
| LOCAL         | Local   | CON   | \$190,000        | \$0        | \$0        | \$0        | \$190,000        |
| <b>Totals</b> |         |       | <b>\$950,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$950,000</b> |

#### Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes

FYI: Bike/Ped and EJ Needs Dependent on Locations

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$950,000 |



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2016-20AM5      **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS**

**Route**      Various

**From**

**To**

**Location**      City of Springfield

**Federal Agency**      FHWA

**Project Sponsor**      City of Springfield

**Federal Funding Category**      STBG-U

**MoDOT Funding Category**      N/A

**Bike/Ped Plan?**      EJ?

**STIP #**

**Federal ID #**

#### Project Description

Traffic signal system improvements in Springfield at various locations, including cabinet replacements and advanced vehicle detection installations.



| Fund Code     | Source  | Phase | FY2020           | FY2021     | FY2022     | FY2023     | Total            |
|---------------|---------|-------|------------------|------------|------------|------------|------------------|
| FHWA (STBG-U) | Federal | CON   | \$620,000        | \$0        | \$0        | \$0        | \$620,000        |
| LOCAL         | Local   | CON   | \$155,000        | \$0        | \$0        | \$0        | \$155,000        |
| <b>Totals</b> |         |       | <b>\$775,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$775,000</b> |

#### Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes

FYI: Bike/Ped and EJ Needs Dependent on Locations

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$775,000 |



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** SP2101-20A5 **OR 44 PAVEMENT RESURFACING IN SPRINGFIELD**

**Route** OR 44

**From** Farm Road 112

**To** 0.2 mile west of Rte. 13

**Location** City of Springfield

**Federal Agency** None

**Project Sponsor** MoDOT

**Federal Funding Category** None

**MoDOT Funding Category** Taking Care of the System

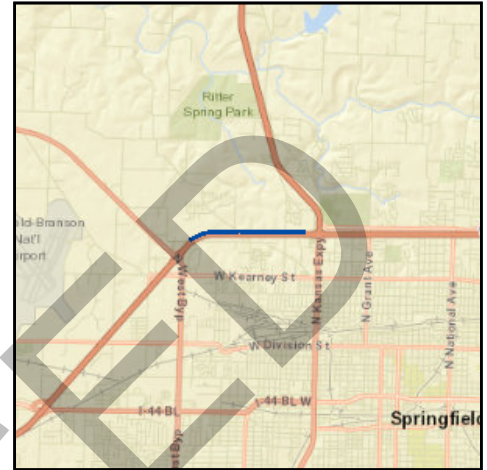
**Bike/Ped Plan?** **EJ?**

**STIP #** 8S3219

**Federal ID #**

#### Project Description

Pavement resurfacing from FR 112 to 0.2 mile west of Rte. 13 in Springfield.



| Fund Code     | Source | Phase | FY2020     | FY2021         | FY2022          | FY2023     | Total           |
|---------------|--------|-------|------------|----------------|-----------------|------------|-----------------|
| MoDOT         | State  | ENG   | \$0        | \$8,000        | \$23,000        | \$0        | \$31,000        |
| <b>Totals</b> |        |       | <b>\$0</b> | <b>\$8,000</b> | <b>\$23,000</b> | <b>\$0</b> | <b>\$31,000</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$227,033 |
| <b>Total Cost</b>  | \$258,033 |



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** SP2102-20A5 **NORTON ROAD PAVEMENT RESURFACING**

**Route** OR 44

**From** Various

**To** Various

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Taking Care of the System

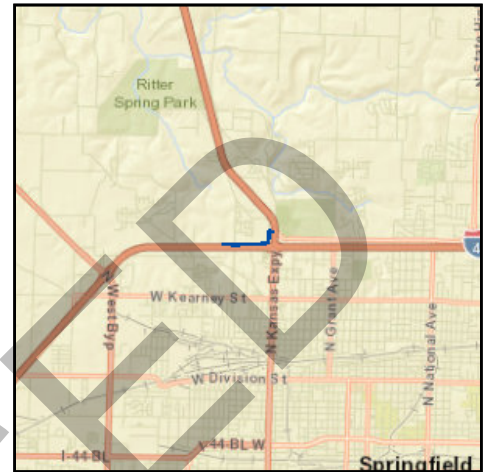
**Bike/Ped Plan?** EJ?

**STIP #** 8S3218

**Federal ID #**

#### Project Description

Pavement resurfacing on various outer roads locations near Rte. 13 in north Springfield.



| Fund Code     | Source | Phase | FY2020     | FY2021         | FY2022           | FY2023     | Total            |
|---------------|--------|-------|------------|----------------|------------------|------------|------------------|
| MoDOT         | State  | ENG   | \$0        | \$1,600        | \$5,400          | \$0        | \$7,000          |
| MoDOT-AC      | State  | ENG   | \$0        | \$6,400        | \$21,600         | \$0        | \$28,000         |
| MoDOT         | State  | CON   | \$0        | \$0            | \$49,862         | \$0        | \$49,862         |
| MoDOT-AC      | State  | CON   | \$0        | \$0            | \$199,450        | \$0        | \$199,450        |
| <b>Totals</b> |        |       | <b>\$0</b> | <b>\$8,000</b> | <b>\$276,312</b> | <b>\$0</b> | <b>\$284,312</b> |

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$284,312



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** SP2103-20A5 **I-44 OUTER ROAD PAVEMENT RESURFACING**

**Route** OR 44

**From** Various

**To** Various

**Location** City of Springfield

**Federal Agency** None

**Project Sponsor** MoDOT

**Federal Funding Category** None

**MoDOT Funding Category** Taking Care of the System

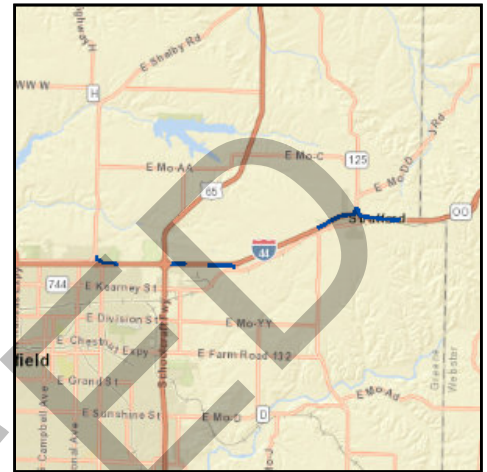
**Bike/Ped Plan?** EJ?

**STIP #** 8S3217

**Federal ID #**

### Project Description

Pavement resurfacing on various outer roads in Springfield and Strafford



| Fund Code     | Source | Phase | FY2020     | FY2021         | FY2022           | FY2023     | Total            |
|---------------|--------|-------|------------|----------------|------------------|------------|------------------|
| MoDOT         | State  | ENG   | \$0        | \$8,000        | \$54,000         | \$0        | \$62,000         |
| MoDOT         | State  | CON   | \$0        | \$0            | \$561,216        | \$0        | \$561,216        |
| <b>Totals</b> |        |       | <b>\$0</b> | <b>\$8,000</b> | <b>\$615,216</b> | <b>\$0</b> | <b>\$623,216</b> |

### Notes

Non-Federal Funding Source: State Transportation Revenues

|                    |           |
|--------------------|-----------|
| <b>Prior Cost</b>  | \$0       |
| <b>Future Cost</b> | \$0       |
| <b>Total Cost</b>  | \$623,216 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** SP2114-20A5 **GALLOWAY STREET IMPROVEMENTS - GOVCS**

**Route** Galloway Street

**From** Luster Avenue

**To** Lone Pine Avenue

**Location** City of Springfield

**Federal Agency** None

**Project Sponsor** City of Springfield

**Federal Funding Category** None

**MoDOT Funding Category** Cost Share Program

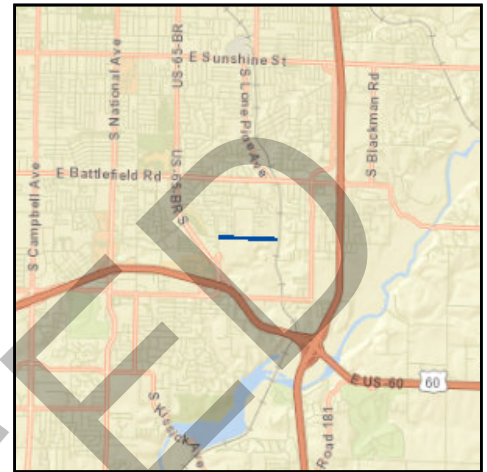
**Bike/Ped Plan?** EJ?

**STIP #** GOVCS03

**Federal ID #**

### Project Description

Add center turn lane, multi-use path and roundabouts on Galloway Street from Luster Ave. to Lone Pine Ave.



| Fund Code     | Source | Phase | FY2020     | FY2021             | FY2022     | FY2023     | Total              |
|---------------|--------|-------|------------|--------------------|------------|------------|--------------------|
| MoDOT         | State  | ENG   | \$0        | \$2,000            | \$0        | \$0        | \$2,000            |
| LOCAL         | Local  | CON   | \$0        | \$3,500,000        | \$0        | \$0        | \$3,500,000        |
| MoDOT         | State  | CON   | \$0        | \$1,500,000        | \$0        | \$0        | \$1,500,000        |
| <b>Totals</b> |        |       | <b>\$0</b> | <b>\$5,002,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$5,002,000</b> |

### Notes

Non-Federal Funding Source: City of Springfield Sales Tax, Governor's Cost Share Program

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$5,002,000 |



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** SP2202-20A5 **TMC SIGNAL REPLACEMENTS, VARIOUS LOCATIONS**

**Route** Various

**From**

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

### Project Description

Signal replacements at various locations in the City of Springfield.



| Fund Code     | Source  | Phase | FY2020     | FY2021     | FY2022             | FY2023     | Total              |
|---------------|---------|-------|------------|------------|--------------------|------------|--------------------|
| FHWA (STBG-U) | Federal | CON   | \$0        | \$0        | \$1,232,000        | \$0        | \$1,232,000        |
| LOCAL         | Local   | CON   | \$0        | \$0        | \$308,000          | \$0        | \$308,000          |
| <b>Totals</b> |         |       | <b>\$0</b> | <b>\$0</b> | <b>\$1,540,000</b> | <b>\$0</b> | <b>\$1,540,000</b> |

### Notes

Non-Federal Funding Source: City of Springfield 1/8-cent sales tax and in-kind labor

FYI: Bike/Ped and EJ Needs Dependent on Locations

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$0         |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,540,000 |



## FINANCIAL SUMMARY

### Aviation

#### YEARLY SUMMARY

|                    | Federal             | Local              | State              |                     |
|--------------------|---------------------|--------------------|--------------------|---------------------|
| PROJECT            | FAA (AIP)           | LOCAL              | MoDOT              | TOTAL               |
| <b>2020</b>        |                     |                    |                    |                     |
| NA1206             | \$0                 | \$95,000           | \$855,000          | <b>\$950,000</b>    |
| NA1300-20A5        | \$166,846           | \$18,539           | \$0                | <b>\$185,385</b>    |
| SUBTOTAL           | \$166,846           | \$113,539          | \$855,000          | <b>\$1,135,385</b>  |
| <b>2021</b>        |                     |                    |                    |                     |
| NA1300-20A5        | \$787,500           | \$87,500           | \$0                | <b>\$875,000</b>    |
| NA1501-20A5        | \$0                 | \$91,500           | \$823,500          | <b>\$915,000</b>    |
| NA1603-20A5        | \$1,269,000         | \$141,000          | \$0                | <b>\$1,410,000</b>  |
| NA1905-20A5        | \$6,445,935         | \$716,215          | \$0                | <b>\$7,162,150</b>  |
| NA1906-20A5        | \$652,500           | \$72,500           | \$0                | <b>\$725,000</b>    |
| NA1907-20A5        | \$0                 | \$93,000           | \$837,000          | <b>\$930,000</b>    |
| SUBTOTAL           | \$9,154,935         | \$1,201,715        | \$1,660,500        | <b>\$12,017,150</b> |
| <b>2022</b>        |                     |                    |                    |                     |
| NA1301-20A5        | \$436,615           | \$48,513           | \$0                | <b>\$485,128</b>    |
| NA1503-20A5        | \$1,530,000         | \$170,000          | \$0                | <b>\$1,700,000</b>  |
| NA1903-20A5        | \$8,280,000         | \$920,000          | \$0                | <b>\$9,200,000</b>  |
| SUBTOTAL           | \$10,246,615        | \$1,138,513        | \$0                | <b>\$11,385,128</b> |
| <b>2023</b>        |                     |                    |                    |                     |
| NA1206             | \$0                 | \$75,000           | \$675,000          | <b>\$750,000</b>    |
| NA2102-20A5        | \$3,420,000         | \$380,000          | \$0                | <b>\$3,800,000</b>  |
| NA2301-20A5        | \$2,700,000         | \$300,000          | \$0                | <b>\$3,000,000</b>  |
| NA2302-20A5        | \$1,260,000         | \$140,000          | \$0                | <b>\$1,400,000</b>  |
| NA20303-20A5       | \$4,230,000         | \$470,000          | \$0                | <b>\$4,700,000</b>  |
| SUBTOTAL           | \$11,610,000        | \$1,365,000        | \$675,000          | <b>\$13,650,000</b> |
| <b>GRAND TOTAL</b> | <b>\$31,178,396</b> | <b>\$3,818,767</b> | <b>\$3,190,500</b> | <b>\$38,187,663</b> |

## FINANCIAL CONSTRAINT

### Aviation

|                   | Federal Funding |               |               |                |
|-------------------|-----------------|---------------|---------------|----------------|
|                   | AIP             | Local         | MoDOT         | TOTAL          |
| <b>FY 2020</b>    |                 |               |               |                |
| Funds Anticipated | \$ 166,846      | \$ 113,539    | \$ 855,000    | \$ 1,135,385   |
| Funds Programmed  | (\$166,846)     | (\$113,539)   | (\$855,000)   | (\$1,135,385)  |
| Balance FY 2020   | \$0             | \$0           | \$0           | \$0            |
| <b>FY 2021</b>    |                 |               |               |                |
| Funds Anticipated | \$ 9,154,935    | \$ 1,201,715  | \$ 1,660,500  | \$ 12,017,150  |
| Funds Programmed  | (\$9,154,935)   | (\$1,201,715) | (\$1,660,500) | (\$12,017,150) |
| Balance FY 2021   | \$0             | \$0           | \$0           | \$0            |
| <b>FY 2022</b>    |                 |               |               |                |
| Funds Anticipated | \$ 10,246,615   | \$ 1,138,513  | \$ -          | \$ 11,385,128  |
| Funds Programmed  | (\$10,246,615)  | (\$1,138,513) | \$0           | (\$11,385,128) |
| Balance FY 2022   | \$0             | \$0           | \$0           | \$0            |
| <b>FY 2023</b>    |                 |               |               |                |
| Funds Anticipated | \$ 11,610,000   | \$ 1,365,000  | \$ 675,000    | \$ 13,650,000  |
| Funds Programmed  | (\$11,610,000)  | (\$1,365,000) | (\$675,000)   | (\$13,650,000) |
| Balance FY 2023   | \$0             | \$0           | \$0           | \$0            |

# FINANCIAL SUMMARY

## Bicycle & Pedestrian

### YEARLY SUMMARY

|              | Federal       |             |             |             |             | Local       | State     |           |             |
|--------------|---------------|-------------|-------------|-------------|-------------|-------------|-----------|-----------|-------------|
| PROJECT      | FHWA (STBG-U) | FHWA (TAP)  | FHWA (NHPP) | FHWA (STAP) | FHWA (STBG) | LOCAL       | MoDOT     | MoDOT-AC  | TOTAL       |
| 2020         |               |             |             |             |             |             |           |           |             |
| EN1513-19AM1 | \$488,494     | \$0         | \$0         | \$0         | \$0         | \$122,122   | \$0       | \$0       | \$610,616   |
| EN1706       | \$0           | \$0         | \$0         | \$0         | \$8,000     | \$0         | \$2,000   | \$0       | \$10,000    |
| EN1801-18    | \$0           | \$0         | \$0         | \$0         | \$12,000    | \$0         | \$3,000   | \$0       | \$15,000    |
| EN1802-18    | \$0           | \$0         | \$0         | \$0         | \$333,600   | \$0         | \$83,400  | \$0       | \$417,000   |
| EN1803-18A3  | \$2,000,000   | \$0         | \$0         | \$0         | \$0         | \$500,000   | \$0       | \$0       | \$2,500,000 |
| EN1901-19    | \$0           | \$0         | \$0         | \$0         | \$1,600     | \$0         | \$400     | \$0       | \$2,000     |
| EN1902-19A2  | \$0           | \$193,075   | \$0         | \$0         | \$0         | \$48,269    | \$0       | \$0       | \$241,344   |
| EN1903-19A2  | \$0           | \$155,439   | \$0         | \$0         | \$0         | \$42,060    | \$0       | \$0       | \$197,499   |
| EN1904-19A3  | \$0           | \$272,000   | \$0         | \$0         | \$0         | \$68,000    | \$0       | \$0       | \$340,000   |
| EN1905-19A3  | \$324,014     | \$0         | \$0         | \$0         | \$0         | \$81,004    | \$0       | \$0       | \$405,018   |
| EN1906-19A3  | \$187,990     | \$0         | \$0         | \$0         | \$0         | \$46,998    | \$0       | \$0       | \$234,988   |
| EN1907-19A3  | \$0           | \$139,621   | \$0         | \$0         | \$0         | \$34,906    | \$0       | \$0       | \$174,527   |
| EN1908-19A3  | \$0           | \$297,093   | \$0         | \$0         | \$0         | \$74,274    | \$0       | \$0       | \$371,367   |
| EN1909-19A3  | \$183,365     | \$0         | \$0         | \$0         | \$0         | \$45,841    | \$0       | \$0       | \$229,206   |
| EN1910-19A3  | \$146,098     | \$0         | \$0         | \$0         | \$0         | \$36,524    | \$0       | \$0       | \$182,622   |
| EN1911-19A3  | \$0           | \$72,708    | \$0         | \$0         | \$0         | \$18,177    | \$0       | \$0       | \$90,885    |
| EN1912-19A3  | \$0           | \$85,911    | \$0         | \$0         | \$0         | \$21,478    | \$0       | \$0       | \$107,389   |
| EN1913-19A3  | \$110,869     | \$0         | \$0         | \$0         | \$0         | \$27,717    | \$0       | \$0       | \$138,586   |
| EN1914-19AM2 | \$0           | \$0         | \$0         | \$0         | \$25,600    | \$0         | \$6,400   | \$0       | \$32,000    |
| EN2002-20A5  | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$15,000  | \$60,000  | \$75,000    |
| EN2003-20    | \$0           | \$0         | \$0         | \$0         | \$1,600     | \$0         | \$400     | \$0       | \$2,000     |
| EN2004-20    | \$0           | \$0         | \$0         | \$0         | \$1,600     | \$0         | \$400     | \$0       | \$2,000     |
| EN2005-20    | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$6,000   | \$24,000  | \$30,000    |
| EN2006-20    | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$10,000  | \$40,000  | \$50,000    |
| EN2007-20    | \$0           | \$0         | \$1,600     | \$0         | \$0         | \$0         | \$400     | \$0       | \$2,000     |
| EN2008-20A3  | \$78,000      | \$0         | \$0         | \$0         | \$0         | \$43,500    | \$0       | \$0       | \$121,500   |
| EN2010-20A5  | \$394,214     | \$0         | \$0         | \$0         | \$0         | \$98,554    | \$0       | \$0       | \$492,768   |
| EN2011-20A3  | \$33,603      | \$0         | \$0         | \$0         | \$0         | \$8,401     | \$0       | \$0       | \$42,004    |
| EN2012-20A3  | \$100,000     | \$0         | \$0         | \$0         | \$0         | \$25,000    | \$0       | \$0       | \$125,000   |
| SP2001-19A6  | \$0           | \$0         | \$0         | \$0         | \$125,978   | \$0         | \$0       | \$0       | \$125,978   |
| SUBTOTAL     | \$4,046,647   | \$1,215,847 | \$1,600     | \$0         | \$509,978   | \$1,342,825 | \$127,400 | \$124,000 | \$7,368,297 |

## FINANCIAL SUMMARY

### Bicycle & Pedestrian

#### YEARLY SUMMARY

|              | Federal       |             |             |             |             | Local       | State       |             |              |
|--------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| PROJECT      | FHWA (STBG-U) | FHWA (TAP)  | FHWA (NHPP) | FHWA (STAP) | FHWA (STBG) | LOCAL       | MoDOT       | MoDOT-AC    | TOTAL        |
| 2021         |               |             |             |             |             |             |             |             |              |
| EN1706       | \$0           | \$0         | \$0         | \$0         | \$8,000     | \$0         | \$2,000     | \$0         | \$10,000     |
| EN1801-18    | \$0           | \$0         | \$0         | \$264,000   | \$682,400   | \$0         | \$236,600   | \$0         | \$1,183,000  |
| EN1802-18    | \$0           | \$0         | \$0         | \$0         | \$1,639,200 | \$0         | \$409,800   | \$0         | \$2,049,000  |
| EN1901-19    | \$0           | \$0         | \$0         | \$0         | \$244,000   | \$0         | \$61,000    | \$0         | \$305,000    |
| EN1914-19AM2 | \$0           | \$0         | \$0         | \$0         | \$378,400   | \$0         | \$94,600    | \$0         | \$473,000    |
| EN2002-20A5  | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$1,000     | \$4,000     | \$5,000      |
| EN2003-20    | \$0           | \$0         | \$0         | \$0         | \$40,000    | \$0         | \$10,000    | \$0         | \$50,000     |
| EN2004-20    | \$0           | \$0         | \$0         | \$0         | \$7,200     | \$0         | \$1,800     | \$0         | \$9,000      |
| EN2005-20    | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$22,200    | \$88,800    | \$111,000    |
| EN2006-20    | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$67,000    | \$268,000   | \$335,000    |
| EN2007-20    | \$0           | \$0         | \$1,600     | \$0         | \$0         | \$0         | \$400       | \$0         | \$2,000      |
| EN2008-20A3  | \$792,949     | \$0         | \$0         | \$0         | \$0         | \$294,000   | \$0         | \$0         | \$1,086,949  |
| EN2009-20A3  | \$217,461     | \$0         | \$0         | \$0         | \$0         | \$54,365    | \$0         | \$0         | \$271,826    |
| EN2010-20A5  | \$412,493     | \$59,392    | \$0         | \$0         | \$0         | \$117,971   | \$0         | \$0         | \$589,856    |
| EN2011-20A3  | \$253,283     | \$0         | \$0         | \$0         | \$0         | \$63,321    | \$0         | \$0         | \$316,604    |
| EN2103-20A5  | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$7,690     | \$30,760    | \$38,450     |
| SUBTOTAL     | \$1,676,186   | \$59,392    | \$1,600     | \$264,000   | \$2,999,200 | \$529,657   | \$914,090   | \$391,560   | \$6,835,685  |
| 2022         |               |             |             |             |             |             |             |             |              |
| EN1901-19    | \$0           | \$0         | \$196,000   | \$315,000   | \$704,200   | \$0         | \$303,800   | \$0         | \$1,519,000  |
| EN2002-20A5  | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$1,000     | \$4,000     | \$5,000      |
| EN2003-20    | \$0           | \$0         | \$0         | \$0         | \$152,800   | \$0         | \$38,200    | \$0         | \$191,000    |
| EN2004-20    | \$0           | \$0         | \$0         | \$0         | \$48,000    | \$0         | \$12,000    | \$0         | \$60,000     |
| EN2005-20    | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$184,600   | \$738,400   | \$923,000    |
| EN2006-20    | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$290,600   | \$1,162,400 | \$1,453,000  |
| EN2007-20    | \$0           | \$0         | \$1,600     | \$0         | \$0         | \$0         | \$400       | \$0         | \$2,000      |
| EN2103-20A5  | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$49,382    | \$199,129   | \$248,511    |
| SUBTOTAL     | \$0           | \$0         | \$197,600   | \$315,000   | \$905,000   | \$0         | \$879,982   | \$2,103,929 | \$4,401,511  |
| 2023         |               |             |             |             |             |             |             |             |              |
| EN2002-20A5  | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$1,000     | \$4,000     | \$5,000      |
| EN2003-20    | \$0           | \$0         | \$0         | \$0         | \$1,304,000 | \$0         | \$326,000   | \$0         | \$1,630,000  |
| EN2007-20    | \$0           | \$0         | \$8,000     | \$0         | \$0         | \$0         | \$2,000     | \$0         | \$10,000     |
| SUBTOTAL     | \$0           | \$0         | \$8,000     | \$0         | \$1,304,000 | \$0         | \$329,000   | \$4,000     | \$1,645,000  |
| GRAND TOTAL  | \$5,722,833   | \$1,275,239 | \$208,800   | \$579,000   | \$5,718,178 | \$1,872,482 | \$2,250,472 | \$2,623,489 | \$20,250,493 |

## FINANCIAL CONSTRAINT

### Bicycle & Pedestrian

|                        | Federal (FHWA) |                       |               |                |               | Local         | MoDOT-AC       | MoDOT         | TOTAL                 |
|------------------------|----------------|-----------------------|---------------|----------------|---------------|---------------|----------------|---------------|-----------------------|
|                        | STBG-U         | TAP                   | NHPP          | STBG           | STAP          |               |                |               |                       |
| <b>PRIOR YEAR</b>      |                |                       |               |                |               |               |                |               |                       |
| Balance                |                | \$ 853,353            | \$ -          |                |               | \$ -          | \$ -           | \$ -          | \$ 853,353            |
| <b>FY 2020</b>         |                |                       |               |                |               |               |                |               |                       |
| Funds Anticipated      | \$ 4,046,647   | \$ 421,887            | \$ 1,600      | \$509,978.00   | \$0.00        | \$ 1,342,825  | \$ 124,000     | \$ 127,400    | \$ 6,574,337          |
| Funds Programmed       | (\$4,046,647)  | (\$1,215,847)         | (\$1,600)     | (\$509,978)    | \$0           | (\$1,342,825) | (\$124,000)    | (\$127,400)   | (\$7,368,297)         |
| <b>Running Balance</b> | <b>\$0.00</b>  | <b>\$59,393.38</b>    | <b>\$0.00</b> | <b>\$0.00</b>  | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b>  | <b>\$0.00</b> | <b>\$59,393.38</b>    |
| <b>FY 2021</b>         |                |                       |               |                |               |               |                |               |                       |
| Funds Anticipated      | \$ 1,676,186   | \$430,324.80          | \$1,600.00    | \$2,999,200.00 | \$264,000.00  | \$529,657.00  | \$391,560.00   | \$914,090.00  | \$ 7,206,618          |
| Funds Programmed       | (\$1,676,186)  | (\$59,392)            | (\$1,600)     | (\$2,999,200)  | (\$264,000)   | (\$529,657)   | (\$391,560)    | (\$914,090)   | (\$6,835,685)         |
| <b>Running Balance</b> | <b>\$0.00</b>  | <b>\$430,326.18</b>   | <b>\$0.00</b> | <b>\$0.00</b>  | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b>  | <b>\$0.00</b> | <b>\$430,326.18</b>   |
| <b>FY 2022</b>         |                |                       |               |                |               |               |                |               |                       |
| Funds Anticipated      | \$ -           | \$438,931.30          | \$197,600.00  | \$905,000.00   | \$315,000.00  | \$0.00        | \$2,103,929.00 | \$879,982.00  | \$ 4,840,442          |
| Funds Programmed       | \$0            | \$0                   | (\$197,600)   | (\$905,000)    | (\$315,000)   | \$0           | (\$2,103,929)  | (\$879,982)   | (\$4,401,511)         |
| <b>Running Balance</b> | <b>\$0.00</b>  | <b>\$869,257.48</b>   | <b>\$0.00</b> | <b>\$0.00</b>  | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b>  | <b>\$0.00</b> | <b>\$869,257.48</b>   |
| <b>FY 2023</b>         |                |                       |               |                |               |               |                |               |                       |
| Funds Anticipated      | \$ -           | \$447,709.92          | \$8,000.00    | \$1,304,000.00 | \$0.00        | \$0.00        | \$4,000.00     | \$329,000.00  | \$ 2,092,710          |
| Funds Programmed       | \$0            | \$0                   | (\$8,000)     | (\$1,304,000)  | \$0           | \$0           | (\$4,000)      | (\$329,000)   | (\$1,645,000)         |
| <b>Running Balance</b> | <b>\$0.00</b>  | <b>\$1,316,967.40</b> | <b>\$0.00</b> | <b>\$0.00</b>  | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b>  | <b>\$0.00</b> | <b>\$1,316,967.40</b> |

\* STBG-Urban funds are available for use on both Bicycle/Pedestrian Projects and Roadway projects. Their distribution between these types of projects is not determined ahead of their programming by project. To see the entire amount of funding available for STBG-Urban, please visit page H-viii, Table H.2 or page H-10. STBG and STAP funding are statewide funding, with programming selected by MoDOT in consultation with OTO.

## FINANCIAL SUMMARY

## Roadways

| YEARLY SUMMARY |               |               |               |           |            |            |             |             |              |             |           |             |          |       |           |            |           |
|----------------|---------------|---------------|---------------|-----------|------------|------------|-------------|-------------|--------------|-------------|-----------|-------------|----------|-------|-----------|------------|-----------|
| PROJECT        | FHWA (STBG-U) | FHWA (SAFETY) | FHWA (BRIDGE) | FHWA (UM) | FHWA (130) | Federal    |             |             |              |             |           | Local       |          |       | State     |            |           |
|                |               |               |               |           |            | FHWA (BRO) | FHWA (NHPP) | FHWA (STBG) | FHWA (BUILD) | FRA (CRISI) | FEMA      | LOCAL       | LOCAL-AC | OTHER | MoDOT     | MoDOT-GCSA | MoDOT-AC  |
|                |               |               |               |           |            |            |             |             |              |             |           |             |          |       |           |            | SEMA      |
|                |               |               |               |           |            |            |             |             |              |             |           |             |          |       |           |            | TOTAL     |
| 2020           |               |               |               |           |            |            |             |             |              |             |           |             |          |       |           |            |           |
| BA1801-18      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$413,600   | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$103,400 | \$0        | \$0       |
| CC0901         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$8,000     | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$2,000   | \$0        | \$0       |
| CC1102         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$1,600     | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$400     | \$0        | \$0       |
| CC1703         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$4,000     | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$1,000   | \$0        | \$0       |
| CC1802         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$40,000    | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$10,000  | \$0        | \$0       |
| CC1803-18      | \$0           | \$1,800       | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$2,000   | \$0        | \$0       |
| CC1901-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$400     | \$0        | \$1,600   |
| CC1902-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$400     | \$0        | \$0       |
| CC2001-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$6,400     | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$1,600   | \$0        | \$0       |
| GR1403-18A1    | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$8,000     | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$2,000   | \$0        | \$0       |
| GR1501         | \$16,000      | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$4,000     | \$0      | \$0   | \$0       | \$0        | \$0       |
| GR1703         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$36,160    | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$9,040   | \$0        | \$0       |
| GR1707-17A6    | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$1,000     | \$0      | \$0   | \$0       | \$0        | \$0       |
| GR1801-18      | \$0           | \$22,500      | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$2,500   | \$0        | \$0       |
| GR1804-18      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$537,600   | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$134,400 | \$0        | \$0       |
| GR1901-20A1    | \$16,091,664  | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$7,603,429 | \$0      | \$0   | \$0       | \$0        | \$0       |
| GR1902-20A1    | \$2,935,796   | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$733,949   | \$0      | \$0   | \$0       | \$0        | \$0       |
| GR1903-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$29,600    | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$7,400   | \$0        | \$0       |
| GR1905-19      | \$0           | \$0           | \$224,100     | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$24,900  | \$0        | \$0       |
| GR1906-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$76,000    | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$19,000  | \$0        | \$0       |
| GR1907-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$1,000   | \$4,000    | \$0       |
| GR1908-19      | \$0           | \$1,600       | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$400     | \$0        | \$0       |
| GR1909-19      | \$0           | \$27,200      | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$6,800   | \$0        | \$0       |
| GR1910-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$39,200    | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$9,800   | \$0        | \$0       |
| GR2001-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$128,400 | \$513,600  | \$0       |
| GR2002-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$848,000   | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$212,000 | \$0        | \$0       |
| GR2003-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$3,200     | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$2,000   | \$0        | \$0       |
| GR2004-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$8,000     | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$2,000   | \$0        | \$0       |
| GR2005-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$8,800   | \$35,200   | \$0       |
| GR2006-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$2,000   | \$0        | \$0       |
| GR2007-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$8,000     | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$2,000   | \$0        | \$0       |
| GR2008-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$11,200  | \$44,800   | \$0       |
| GR2009-20AM1   | \$440,000     | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$110,000   | \$0      | \$0   | \$0       | \$0        | \$0       |
| GR2010-20A1    | \$0           | \$9,000       | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$1,000   | \$0        | \$0       |
| GR2011-20A5    | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$10,000    | \$0       | \$0         | \$0      | \$0   | \$10,000  | \$0        | \$0       |
| MO1405         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$15,000  | \$0        | \$0       |
| MO1719-18A5    | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$40,000    | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$10,000  | \$0        | \$0       |
| MO1720         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$4,000     | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$1,000   | \$0        | \$0       |
| MO1721-18A5    | \$0           | \$54,000      | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$6,000   | \$0        | \$0       |
| MO1722         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$40,000    | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$10,000  | \$0        | \$0       |
| MO1723         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$40,000    | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$10,000  | \$0        | \$0       |
| MO1803-18      | \$0           | \$182,700     | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$20,300  | \$0        | \$0       |
| MO1804-18      | \$332,000     | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$800       | \$0          | \$0         | \$0       | \$83,000    | \$0      | \$0   | \$200     | \$0        | \$0       |
| MO1903-19      | \$0           | \$245,700     | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$27,300  | \$0        | \$0       |
| MO1904-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$400     | \$1,600    | \$0       |
| MO1905-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$35,000  | \$0        | \$0       |
| MO2001-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$21,900  | \$197,100  | \$0       |
| MO2002-20      | \$0           | \$775,800     | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$86,200  | \$0        | \$0       |
| MO2003-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$356,800   | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$89,200  | \$0        | \$0       |
| MO2004-20      | \$0           | \$7,200       | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$800     | \$0        | \$0       |
| MO2005-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$181,200 | \$724,800  | \$0       |
| MO2006-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$8,000     | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$2,000   | \$0        | \$0       |
| MO2007-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$26,000  | \$104,000  | \$0       |
| MO2008-20      | \$0           | \$900         | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$100     | \$0        | \$0       |
| MO2010-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$10,000  | \$90,000   | \$0       |
| MO2101-18      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$572,800   | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$143,400 | \$800      | \$0       |
| MO2103-19      | \$0           | \$181,800     | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$20,200  | \$0        | \$0       |
| NX1701-20A2    | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$204,364   | \$0         | \$0          | \$0         | \$0       | \$5,000     | \$0      | \$0   | \$46,091  | \$0        | \$0       |
| NX1704         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$1,600     | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$400     | \$0        | \$0       |
| NX1803-18A2    | \$584,000     | \$0           | \$0           | \$0       | \$0        | \$0        | \$424,000   | \$0         | \$0          | \$0         | \$0       | \$145,500   | \$0      | \$0   | \$106,500 | \$0        | \$0       |
| NX1901-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$456,800   | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$114,200 | \$0        | \$0       |
| NX1902-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$71,200    | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$17,800  | \$0        | \$0       |
| NX2001-20      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$120,000 | \$480,000  | \$0       |
| OK1401-18AM4   | \$1,512,439   | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$1,372,151 | \$0          | \$0         | \$0       | \$378,111   | \$0      | \$0   | \$343,037 | \$0        | \$0       |
| OK1701-20A2    | \$0           | \$835,000     | \$0           | \$0       | \$0        | \$0        | \$0         | \$2,533,170 | \$0          | \$0         | \$0       | \$374,950   | \$0      | \$0   | \$935,780 | \$0        | \$0       |
| OK1802-19A3    | \$800,000     | \$0           | \$0           | \$0       | \$350,151  | \$0        | \$0         | \$0         | \$0          | \$740,993   | \$595,814 | \$0         | \$0      | \$0   | \$0       | \$0        | \$123,499 |
| OK1803         | \$105,200     | \$0           | \$0           | \$0       | \$0        | \$0        | \$2,674,800 | \$0         | \$0          | \$0         | \$0       | \$26,300    | \$0      | \$0   | \$668,700 | \$0        | \$0       |
| OK1901-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$25,600    | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$6,400   | \$0        | \$0       |
| OT1901-19A5    | \$210,000     | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$52,500    | \$0      | \$0   | \$0       | \$0        | \$0       |
| RG0901-18A1    | \$0           | \$748,800     | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$83,200  | \$0        | \$0       |
| RP1701         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$8,000     | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$2,000   | \$0        | \$0       |
| RP1703-17A3    | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$1,600     | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$400     | \$0        | \$0       |
| RP1704-17A3    | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$400     | \$1,600    | \$0       |
| RP1802-18      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$1,234,400 | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$308,600 | \$0        | \$0       |
| RP1803-18      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$171,200 | \$684,800  | \$0       |
| RP1901-19A5    | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$1,356,800 | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$339,200 | \$0        | \$0       |
| RP2001-20A5    | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$15,400  | \$0        | \$0       |
| SP1401         | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$5,600     | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$1,400   | \$0        | \$0       |
| SP1405-18A1    | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$40,000    | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$10,000  | \$0        | \$0       |
| SP1413-19      | \$0           | \$0           | \$0           | \$0       | \$0        | \$0        | \$0         | \$0         | \$0          | \$0         | \$0       | \$0         | \$0      | \$0   | \$400     | \$1,600    | \$0       |

FY 2020 continued on next page

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

| PROJECT        | FHWA (STBG-U) | FHWA (SAFETY) | FHWA (BRIDGE) | FHWA (VM)   | FHWA (130) | Federal<br>FHWA (BRO) | FHWA (NHPP)  | FHWA (STBG) | FHWA(BUILD) | FRA (CRISB) | FEMA      | LOCAL        | Local-AC    | OTHER | MoDOT        | MoDOT-GCSA | MoDOT-AC    | SEMA      | TOTAL        |
|----------------|---------------|---------------|---------------|-------------|------------|-----------------------|--------------|-------------|-------------|-------------|-----------|--------------|-------------|-------|--------------|------------|-------------|-----------|--------------|
| 2020 Continued |               |               |               |             |            |                       |              |             |             |             |           |              |             |       |              |            |             |           |              |
| SP1419-18A1    | \$0           | \$0           | \$0           | \$9,000     | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$1,000      | \$0        | \$0         | \$0       | \$10,000     |
| SP1708         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$800        | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$200        | \$0        | \$0         | \$0       | \$1,000      |
| SP1709         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$16,000     | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$4,000      | \$0        | \$0         | \$0       | \$20,000     |
| SP1710         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$23,200     | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$5,800      | \$0        | \$0         | \$0       | \$29,000     |
| SP1801-18      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$400        | \$0        | \$0         | \$0       | \$2,000      |
| SP1802-18      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$400        | \$0        | \$0         | \$0       | \$2,000      |
| SP1805-18      | \$0           | \$0           | \$0           | \$1,467,000 | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$163,000    | \$0        | \$0         | \$0       | \$1,630,000  |
| SP1809-18      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,449,600  | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$362,400    | \$0        | \$0         | \$0       | \$1,812,000  |
| SP1811-18      | \$0           | \$2,000       | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$0          | \$0        | \$0         | \$0       | \$2,000      |
| SP1812-18      | \$0           | \$2,000       | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$0          | \$0        | \$0         | \$0       | \$2,000      |
| SP2015-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$28,000     | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$7,000      | \$0        | \$0         | \$0       | \$35,000     |
| SP1816-18A2    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$58,400     | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$14,600     | \$0        | \$0         | \$0       | \$73,000     |
| SP1817-18A2    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$55,200     | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$13,800     | \$0        | \$0         | \$0       | \$69,000     |
| SP1903-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$8,000      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$2,000      | \$0        | \$0         | \$0       | \$10,000     |
| SP1904-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$14,400     | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$3,600      | \$0        | \$0         | \$0       | \$18,000     |
| SP1906-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$400        | \$0        | \$1,600     | \$0       | \$2,000      |
| SP1907-19      | \$0           | \$995,000     | \$0           | \$0         | \$0        | \$0                   | \$16,865,800 | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$4,465,200  | \$0        | \$0         | \$0       | \$22,326,000 |
| SP1908-19A2    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$8,000      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$2,000      | \$0        | \$0         | \$0       | \$10,000     |
| SP1909-19A2    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$40,000     | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$10,000     | \$0        | \$0         | \$0       | \$50,000     |
| SP1910-19A2    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$4,000      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$1,000      | \$0        | \$0         | \$0       | \$5,000      |
| SP1911-19A2    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$400        | \$0        | \$0         | \$0       | \$2,000      |
| SP1912-19A5    | \$0           | \$0           | \$0           | \$0         | \$46,000   | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$0          | \$6,000    | \$0         | \$0       | \$52,000     |
| SP2002-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$400        | \$0        | \$0         | \$0       | \$2,000      |
| SP2003-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$504,000   | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$126,000    | \$0        | \$0         | \$0       | \$630,000    |
| SP2004-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,221,600  | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$305,400    | \$0        | \$0         | \$0       | \$1,527,000  |
| SP2005-20A3    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$807,200    | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$201,800    | \$0        | \$0         | \$0       | \$1,009,000  |
| SP2006-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$2,000      | \$0        | \$8,000     | \$0       | \$10,000     |
| SP2007-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$8,000      | \$0        | \$32,000    | \$0       | \$40,000     |
| SP2008-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$8,000      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$2,000      | \$0        | \$0         | \$0       | \$10,000     |
| SP2009-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$3,200      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$800        | \$0        | \$0         | \$0       | \$4,000      |
| SP2010-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$2,373,600  | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$593,400    | \$0        | \$0         | \$0       | \$2,967,000  |
| SP2011-20AM5   | \$640,000     | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$160,000    | \$0         | \$0   | \$0          | \$0        | \$0         | \$0       | \$800,000    |
| SP2012-20AM3   | \$2,392,000   | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$598,000    | \$0         | \$0   | \$0          | \$0        | \$0         | \$0       | \$2,990,000  |
| SP2013-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$400        | \$0        | \$0         | \$0       | \$2,000      |
| SP2014-20AM3   | \$1,288,000   | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$322,000    | \$0         | \$0   | \$0          | \$0        | \$0         | \$0       | \$1,610,000  |
| SP2015-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$420,800    | \$1,682,400 | \$0   | \$0          | \$0        | \$0         | \$0       | \$2,103,000  |
| SP2016-20A5    | \$760,000     | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$190,000    | \$0         | \$0   | \$0          | \$0        | \$0         | \$0       | \$950,000    |
| ST1901-19AM2   | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$13,400     | \$0        | \$53,600    | \$0       | \$67,000     |
| SUBTOTAL       | \$28,107,099  | \$4,064,200   | \$28,800      | \$1,700,100 | \$46,000   | \$350,151             | \$31,916,964 | \$5,119,881 | \$0         | \$10,000    | \$740,993 | \$11,804,153 | \$1,682,400 | \$0   | \$11,023,948 | \$16,000   | \$2,990,300 | \$123,499 | \$99,724,488 |
| 2021           |               |               |               |             |            |                       |              |             |             |             |           |              |             |       |              |            |             |           |              |
| CC0901         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$8,000     | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$2,000      | \$0        | \$0         | \$0       | \$10,000     |
| CC1102         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$400        | \$0        | \$0         | \$0       | \$2,000      |
| CC1703         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$4,000     | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$1,000      | \$0        | \$0         | \$0       | \$5,000      |
| CC1802         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$252,800    | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$63,200     | \$0        | \$0         | \$0       | \$316,000    |
| CC1803-18      | \$0           | \$1,800       | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$200        | \$0        | \$0         | \$0       | \$2,000      |
| CC1901-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$400        | \$0        | \$1,600     | \$0       | \$2,000      |
| CC1902-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$400        | \$0        | \$1,600     | \$0       | \$2,000      |
| CC2001-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$476,000    | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$119,000    | \$0        | \$0         | \$0       | \$595,000    |
| CC2101-20A5    | \$0           | \$16,200      | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$1,600      | \$0        | \$0         | \$0       | \$18,000     |
| GR1403-18A1    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$8,000      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$2,000      | \$0        | \$0         | \$0       | \$10,000     |
| GR1703         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$565,600   | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$141,400    | \$0        | \$0         | \$0       | \$707,000    |
| 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      |
| GR1903-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,864,800  | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$466,200    | \$0        | \$0         | \$0       | \$2,331,000  |
| GR1905-19      | \$0           | \$0           | \$0           | \$3,842,100 | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$426,900    | \$0        | \$0         | \$0       | \$4,269,000  |
| GR1906-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,178,400  | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$294,600    | \$0        | \$0         | \$0       | \$1,473,000  |
| GR1907-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$4,600      | \$0        | \$18,400    | \$0       | \$23,000     |
| GR1908-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$59,400     | \$0        | \$0         | \$0       | \$297,000    |
| GR1909-19      | \$0           | \$0           | \$0           | \$1,144,800 | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$286,200    | \$0        | \$0         | \$0       | \$1,431,000  |
| GR1910-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$534,400   | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$133,600    | \$0        | \$0         | \$0       | \$668,000    |
| GR1912-19      | \$0           | \$0           | \$0           | \$0         | \$200,000  | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$0          | \$50,000   | \$0         | \$0       | \$250,000    |
| GR2003-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$3,200      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$800        | \$0        | \$0         | \$0       | \$4,000      |
| GR2004-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$12,800     | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$3,200      | \$0        | \$0         | \$0       | \$16,000     |
| GR2005-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$139,800    | \$0        | \$559,200   | \$0       | \$699,000    |
| GR2006-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$82,200     | \$0        | \$328,800   | \$0       | \$411,000    |
| GR2007-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$400        | \$0        | \$0         | \$0       | \$2,000      |
| GR2008-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$177,000    | \$0        | \$708,000   | \$0       | \$885,000    |
| GR2010-20A1    | \$0           | \$9,000       | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$1,000      | \$0        | \$0         | \$0       | \$10,000     |
| GR2011-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$25,500    | \$0       | \$0          | \$0         | \$0   | \$0          | \$25,500   | \$0         | \$0       | \$51,000     |
| GR2101-20      | \$0           | \$0           | \$0           | \$0         | \$240,000  | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$0          | \$60,000   | \$0         | \$0       | \$300,000    |
| GR2102-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$0          | \$0         | \$0   | \$39,600     | \$0        | \$158,400   | \$0       | \$198,000    |
| GR2105-20A5    | \$480,000     | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0         | \$0         | \$0       | \$120,000    | \$0         | \$0   | \$0          | \$0        |             |           |              |



## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

| PROJECT        | FHWA (STBG-U) | FHWA (SAFETY) | FHWA (BRIDGE) | FHWA (VM)   | FHWA (130) | Federal<br>FHWA (BRO) | FHWA (NHPP)  | FHWA (STBG) | FHWA(BUILD)  | FRA (CRISI) | FEMA | LOCAL        | LOCAL-AC | OTHER | MoDOT       | MoDOT-GCSA | MoDOT-AC    | SEMA | TOTAL        |
|----------------|---------------|---------------|---------------|-------------|------------|-----------------------|--------------|-------------|--------------|-------------|------|--------------|----------|-------|-------------|------------|-------------|------|--------------|
| 2021 Continued |               |               |               |             |            |                       |              |             |              |             |      |              |          |       |             |            |             |      |              |
| MO2006-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$40,000    | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$10,000    | \$0        | \$0         | \$0  | \$50,000     |
| MO2008-20      | \$0           | \$183,600     | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$20,400    | \$0        | \$0         | \$0  | \$204,000    |
| MO2010-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$10,000    | \$0        | \$90,000    | \$0  | \$100,000    |
| MO2101-18      | \$332,000     | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$83,000     | \$0      | \$0   | \$0         | \$0        | \$0         | \$0  | \$415,000    |
| MO2104-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$515,200   | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$128,800   | \$0        | \$0         | \$0  | \$644,000    |
| MO2105-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$22,500    | \$0        | \$202,500   | \$0  | \$225,000    |
| NX1701-20A2    | \$202,270     | \$0           | \$0           | \$0         | \$0        | \$0                   | \$5,614,803  | \$0         | \$0          | \$0         | \$0  | \$99,446     | \$0      | \$0   | \$1,354,822 | \$0        | \$0         | \$0  | \$7,271,341  |
| NX1704         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$400       | \$0        | \$0         | \$0  | \$2,000      |
| NX2101-20A5    | \$1,873,146   | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$468,286    | \$0      | \$0   | \$0         | \$0        | \$0         | \$0  | \$2,341,432  |
| NX2102-20A5    | \$437,506     | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$109,376    | \$0      | \$0   | \$0         | \$0        | \$0         | \$0  | \$546,882    |
| OK1901-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,637,600  | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$409,400   | \$0        | \$0         | \$0  | \$2,047,000  |
| OK2101-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$112,000   | \$0        | \$448,000   | \$0  | \$560,000    |
| OT1901-19A5    | \$220,500     | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$55,125     | \$0      | \$0   | \$0         | \$0        | \$0         | \$0  | \$275,625    |
| RG0901-18A1    | \$0           | \$1,618,200   | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$179,000   | \$0        | \$0         | \$0  | \$1,798,000  |
| RP1701         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$8,000      | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$2,000     | \$0        | \$0         | \$0  | \$10,000     |
| RP1703-17A3    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$1,600     | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$400       | \$0        | \$0         | \$0  | \$2,000      |
| RP1704-17A3    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$400       | \$0        | \$1,600     | \$0  | \$2,000      |
| RP2001-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$4,000     | \$0        | \$81,600    | \$0  | \$85,600     |
| SP1401         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$6,400      | \$0         | \$0          | \$0         | \$0  | \$1,600      | \$0      | \$0   | \$1,600     | \$0        | \$0         | \$0  | \$8,000      |
| 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   | \$400       | \$0        | \$1,600     | \$0  | \$2,000      |
| SP1419-18A1    | \$0           | \$0           | \$0           | \$9,000     | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$1,000     | \$0        | \$0         | \$0  | \$10,000     |
| SP1708         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$6,400      | \$0         | \$0          | \$0         | \$0  | \$1,600      | \$0      | \$0   | \$1,600     | \$0        | \$0         | \$0  | \$8,000      |
| SP1709         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$16,000     | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$4,000     | \$0        | \$0         | \$0  | \$20,000     |
| SP1710         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$860,000    | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$215,000   | \$0        | \$0         | \$0  | \$1,075,000  |
| SP1802-18      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$400       | \$0        | \$0         | \$0  | \$2,000      |
| SP1811-18      | \$0           | \$2,000       | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$0         | \$0        | \$0         | \$0  | \$2,000      |
| SP1812-18      | \$0           | \$2,000       | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$0         | \$0        | \$0         | \$0  | \$2,000      |
| SP1815-20A5    | \$46,000      | \$0           | \$0           | \$0         | \$0        | \$0                   | \$74,000     | \$0         | \$0          | \$0         | \$0  | \$11,500     | \$0      | \$0   | \$18,500    | \$0        | \$0         | \$0  | \$150,000    |
| SP1816-18A2    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$44,000     | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$11,000    | \$0        | \$0         | \$0  | \$55,000     |
| SP1817-18A2    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$56,000     | \$0         | \$0          | \$0         | \$0  | \$14,000     | \$0      | \$0   | \$14,000    | \$0        | \$0         | \$0  | \$70,000     |
| SP1818-20AM5   | \$1,160,800   | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,883,200  | \$0         | \$0          | \$0         | \$0  | \$573,200    | \$0      | \$0   | \$470,800   | \$0        | \$0         | \$0  | \$4,088,000  |
| SP1902-20AM5   | \$1,120,000   | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$280,000    | \$0      | \$0   | \$0         | \$0        | \$0         | \$0  | \$1,400,000  |
| SP1903-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$636,800    | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$159,200   | \$0        | \$0         | \$0  | \$796,000    |
| SP1904-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,016,800  | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$254,200   | \$0        | \$0         | \$0  | \$1,271,000  |
| SP1906-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$400       | \$0        | \$1,600     | \$0  | \$2,000      |
| SP1908-19A2    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$303,200    | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$75,800    | \$0        | \$0         | \$0  | \$379,000    |
| 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                   | \$1,600      | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$400       | \$0        | \$0         | \$0  | \$2,000      |
| SP2003-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$2,848,000 | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$712,000   | \$0        | \$0         | \$0  | \$3,560,000  |
| SP2006-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$2,000     | \$8,000    | \$0         | \$0  | \$10,000     |
| SP2007-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$130,000   | \$0        | \$520,000   | \$0  | \$650,000    |
| SP2008-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$11,200     | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$2,800     | \$0        | \$0         | \$0  | \$14,000     |
| SP2009-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$5,600      | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$1,400     | \$0        | \$0         | \$0  | \$7,000      |
| SP2010-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$400       | \$0        | \$0         | \$0  | \$2,000      |
| SP2015-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$19,278,422 | \$0         | \$0  | \$4,819,600  | \$0      | \$0   | \$0         | \$0        | \$0         | \$0  | \$24,098,022 |
| SP2101-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$8,000     | \$0        | \$0         | \$0  | \$8,000      |
| SP2102-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$1,600     | \$0        | \$6,400     | \$0  | \$8,000      |
| SP2103-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$8,000     | \$0        | \$0         | \$0  | \$8,000      |
| SP2114-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$3,500,000  | \$0      | \$0   | \$1,502,000 | \$0        | \$0         | \$0  | \$5,002,000  |
| SUBTOTAL       | \$6,432,222   | \$2,345,800   | \$1,382,400   | \$3,851,100 | \$440,000  | \$0                   | \$16,075,203 | \$4,556,800 | \$19,278,422 | \$25,500    | \$0  | \$10,260,539 | \$0      | \$0   | \$8,435,122 | \$135,500  | \$3,217,300 | \$0  | \$76,435,908 |
| 2022           |               |               |               |             |            |                       |              |             |              |             |      |              |          |       |             |            |             |      |              |
| CC0901         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$8,000     | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$2,000     | \$0        | \$0         | \$0  | \$10,000     |
| CC1102         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,600      | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$400       | \$0        | \$0         | \$0  | \$2,000      |
| CC1802         | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$3,104,800  | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$776,200   | \$0        | \$0         | \$0  | \$3,881,000  |
| CC1903-18      | \$0           | \$1,800       | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$200       | \$0        | \$0         | \$0  | \$2,000      |
| CC1901-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$400       | \$0        | \$1,600     | \$0  | \$2,000      |
| CC1902-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$400       | \$0        | \$1,600     | \$0  | \$2,000      |
| CC2101-20A5    | \$0           | \$238,500     | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$26,500    | \$0        | \$0         | \$0  | \$265,000    |
| 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      |
| GR1902-19      | \$3,246,479   | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$1,253,521  | \$0      | \$0   | \$0         | \$0        | \$0         | \$0  | \$4,500,000  |
| GR1907-19      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$418,000   | \$0        | \$1,672,000 | \$0  | \$2,090,000  |
| GR2003-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$3,200      | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$800       | \$0        | \$0         | \$0  | \$4,000      |
| GR2004-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$1,307,200  | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$326,800   | \$0        | \$0         | \$0  | \$1,634,000  |
| GR2007-20      | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$20,000     | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$5,000     | \$0        | \$0         | \$0  | \$25,000     |
| GR2010-20A1    | \$0           | \$9,000       | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$0         | \$0  | \$0          | \$0      | \$0   | \$1,000     | \$0        | \$0         | \$0  | \$10,000     |
| GR2011-20A5    | \$0           | \$0           | \$0           | \$0         | \$0        | \$0                   | \$0          | \$0         | \$0          | \$562,000   | \$0  | \$0          | \$0      | \$0   | \$0         | \$562,000  | \$0         | \$0  | \$1,124,00   |

FINANCIAL SUMMARY

Roadways

| YEARLY SUMMARY        |               |               |               |             |             |            |              |              |              |             |              |              |             |             |              |           |              |             |               |
|-----------------------|---------------|---------------|---------------|-------------|-------------|------------|--------------|--------------|--------------|-------------|--------------|--------------|-------------|-------------|--------------|-----------|--------------|-------------|---------------|
| PROJECT               | FHWA (STBG-U) | FHWA (SAFETY) | FHWA (BRIDGE) | FHWA (IM)   | FHWA (130)  | Federal    |              |              |              | FHWA (STBG) | FHWA (BUILD) | FRA (CRISI)  | FEMA        | Local       |              |           | State        |             |               |
|                       |               |               |               |             |             | FHWA (BRO) | FHWA (NHPP)  |              |              |             |              |              |             | LOCAL       | LOCAL-AC     | OTHER     | MoDOT        | MoDOT-GCSA  | MoDOT-AC      |
|                       |               |               |               |             |             |            |              |              |              |             |              |              |             |             |              |           | SEMA         |             | TOTAL         |
| <b>2022 Continued</b> |               |               |               |             |             |            |              |              |              |             |              |              |             |             |              |           |              |             |               |
| SP1812-18             | \$0           | \$2,000       | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$0          | \$0         | \$2,000       |
| SP1812-20A5           | \$999,801     | \$0           | \$0           | \$0         | \$0         | \$0        | \$723,397    | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$249,951   | \$0          | \$0       | \$180,849    | \$0         | \$2,154,000   |
| SP1816-18A2           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$4,000      | \$0          | \$0          | \$1,000     | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$0          | \$0         | \$5,000       |
| SP1817-18A2           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$400       | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$0          | \$0         | \$2,000       |
| SP1906-19             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$3,200      | \$0         | \$4,000       |
| SP1908-19A2           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$2,782,400  | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$695,600 | \$0          | \$0         | \$3,478,000   |
| SP1909-19A2           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SP1910-19A2           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SP1911-19A2           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SP2002-20             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SP2006-20             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$297,800 | \$1,191,200  | \$0         | \$1,489,000   |
| SP2008-20             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,423,200  | \$0          | \$0          | \$55,800    | \$0          | \$0          | \$0         | \$0         | \$0          | \$355,800 | \$0          | \$0         | \$1,779,000   |
| SP2009-20             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$780,000    | \$0          | \$0          | \$195,000   | \$0          | \$0          | \$0         | \$0         | \$0          | \$195,000 | \$0          | \$0         | \$975,000     |
| SP2013-20             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SP2101-20A5           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$23,000  | \$0          | \$0         | \$23,000      |
| SP2102-20A5           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$55,262    | \$0          | \$0          | \$0         | \$0         | \$0          | \$55,262  | \$221,050    | \$0         | \$276,312     |
| SP2103-20A5           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$615,216 | \$0          | \$0         | \$615,216     |
| SP2201-20             | \$0           | \$0           | \$0           | \$0         | \$800,000   | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$200,000    | \$0         | \$1,000,000   |
| SP2202-20A5           | \$1,232,000   | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$308,000   | \$0          | \$0       | \$0          | \$0         | \$1,540,000   |
| SUBTOTAL              | \$7,011,506   | \$13,528,000  | \$0           | \$0         | \$800,000   | \$0        | \$11,000,197 | \$619,200    | \$0          | \$562,000   | \$0          | \$2,195,778  | \$0         | \$0         | \$5,993,227  | \$762,000 | \$3,634,650  | \$0         | \$46,106,558  |
| <b>2023</b>           |               |               |               |             |             |            |              |              |              |             |              |              |             |             |              |           |              |             |               |
| CC0901                | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$8,000      | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$2,000      | \$0         | \$10,000      |
| CC1102                | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$400       | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$0          | \$0         | \$2,000       |
| CC1802                | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$8,268,800  | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$2,067,200  | \$0         | \$10,336,000  |
| CC1901-19             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$400       | \$0          | \$0          | \$0         | \$0         | \$0          | \$1,600   | \$0          | \$0         | \$2,000       |
| CC1902-19             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$1,600      | \$0         | \$2,000       |
| GR1502                | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$1,000,000 | \$0          | \$0       | \$0          | \$0         | \$1,000,000   |
| GR1707-17A6           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$1,000     | \$0          | \$0          | \$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         | \$0          | \$200     | \$0          | \$0         | \$2,000       |
| GR1902-19             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$4,000,000 | \$0          | \$0       | \$0          | \$0         | \$4,000,000   |
| GR2003-20             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$16,000     | \$0          | \$0          | \$4,000     | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$0          | \$0         | \$20,000      |
| GR2007-20             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,984,000  | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$496,000 | \$0          | \$0         | \$2,480,000   |
| GR2010-20A1           | \$0           | \$9,000       | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$1,000     | \$0          | \$0          | \$0         | \$0         | \$0          | \$1,000   | \$0          | \$0         | \$10,000      |
| MO1405                | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$15,000  | \$0          | \$0         | \$15,000      |
| MO1719-18A5           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$40,000     | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$10,000  | \$0          | \$0         | \$50,000      |
| MO1721-18A5           | \$0           | \$54,000      | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$6,000   | \$0          | \$0         | \$60,000      |
| MO1722                | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$40,000     | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$10,000  | \$0          | \$0         | \$50,000      |
| MO1723                | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$40,000     | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$10,000  | \$0          | \$0         | \$50,000      |
| MO1904-19             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$518,000 | \$2,072,000  | \$0         | \$2,590,000   |
| MO1905-19             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$12,000  | \$0          | \$0         | \$12,000      |
| MO2301-20A5           | \$344,000     | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$86,000    | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$0          | \$0         | \$430,000     |
| NX1704                | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| NX2301-20A5           | \$206,064     | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$51,516    | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$0          | \$0         | \$257,580     |
| OT1901-19A5           | \$243,101     | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$60,775    | \$0          | \$0          | \$0         | \$0         | \$0          | \$0       | \$0          | \$0         | \$303,876     |
| SP1401                | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$425,600    | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$106,400 | \$0          | \$0         | \$532,000     |
| SP1405-18A1           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SP1413-19             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$142,200 | \$568,800    | \$0         | \$711,000     |
| SP1802-18             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SP1906-19             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$0          | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$265,400 | \$1,061,600  | \$0         | \$1,327,000   |
| SP1908-19A2           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SP1910-19A2           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SP1911-19A2           | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SP2002-20             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$2,400      | \$0          | \$0          | \$0         | \$0          | \$0          | \$0         | \$0         | \$0          | \$600     | \$0          | \$0         | \$3,000       |
| SP2013-20             | \$0           | \$0           | \$0           | \$0         | \$0         | \$0        | \$1,600      | \$0          | \$0          | \$400       | \$0          | \$0          | \$0         | \$0         | \$0          | \$400     | \$0          | \$0         | \$2,000       |
| SUBTOTAL              | \$793,165     | \$64,800      | \$0           | \$0         | \$0         | \$0        | \$10,788,600 | \$46,000     | \$0          | \$5,192,291 | \$0          | \$0          | \$0         | \$5,192,291 | \$0          | \$0       | \$3,670,000  | \$3,705,600 | \$24,270,456  |
| GRAND TOTAL           | \$42,343,992  | \$20,002,800  | \$1,411,200   | \$5,551,200 | \$1,286,000 | \$350,151  | \$69,781,964 | \$10,343,881 | \$10,278,422 | \$597,500   | \$740,993    | \$29,459,761 | \$1,682,400 | \$0         | \$29,122,297 | \$913,500 | \$13,547,850 | \$123,499   | \$246,537,410 |

# FINANCIAL CONSTRAINT

## Roadways

|                       | Federal Funding Source |               |              |              |              |            |              |               |               |            |            |                     | 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       | TOTAL Federal Funds |                        |                        |            |                                  |               |
| 2020 Funds Programmed | \$28,107,099           | \$4,064,200   | \$28,800     | \$1,700,100  | \$46,000     | \$350,151  | \$31,916,964 | \$5,119,881   | \$0           | \$10,000   | \$740,993  | \$72,084,188        | \$13,486,553           | \$14,030,248           | \$123,499  | \$5,380,129                      | \$105,104,617 |
| 2021 Funds Programmed | \$6,432,222            | \$2,345,800   | \$1,382,400  | \$3,851,100  | \$440,000    | \$0        | \$16,075,203 | \$4,556,800   | \$19,278,422  | \$25,500   | \$0        | \$54,387,447        | \$10,260,539           | \$11,787,922           | \$0        | \$5,476,971                      | \$81,912,879  |
| 2022 Funds Programmed | \$7,011,506            | \$13,528,000  | \$0          | \$0          | \$800,000    | \$0        | \$11,000,197 | \$619,200     | \$0           | \$562,000  | \$0        | \$33,520,903        | \$2,195,778            | \$10,389,877           | \$0        | \$5,575,557                      | \$51,682,115  |
| 2023 Funds Programmed | \$793,165              | \$64,800      | \$0          | \$0          | \$0          | \$0        | \$10,789,600 | \$48,000      | \$0           | \$0        | \$0        | \$11,695,565        | \$5,199,291            | \$7,375,600            | \$0        | \$5,675,917                      | \$29,946,373  |
| Total                 | \$42,343,992           | \$ 20,002,800 | \$ 1,411,200 | \$ 5,551,200 | \$ 1,286,000 | \$ 350,151 | \$69,781,964 | \$ 10,343,881 | \$ 19,278,422 | \$ 597,500 | \$ 740,993 | \$171,688,103       | \$ 31,142,161          | \$ 43,583,647          | \$ 123,499 | \$22,108,574                     | \$268,645,984 |

|  | Prior Year          | FY 2020                | FY 2021               | FY 2022               | FY 2023               | TOTAL                  |
|--|---------------------|------------------------|-----------------------|-----------------------|-----------------------|------------------------|
| Available State and Federal Funding          | \$10,127,993        | \$ 52,830,375          | \$36,062,864          | \$40,377,989          | \$ 26,214,000         | <b>\$165,613,221</b>   |
| Federal Discretionary Funding                | \$0                 | \$ 20,985,822          | \$ -                  | \$ -                  | \$ -                  | <b>\$20,985,822</b>    |
| Available Operations and Maintenance Funding | \$0                 | \$5,380,129            | \$5,476,971           | \$5,675,557           | \$5,675,917           | <b>\$22,108,574</b>    |
| Funds from Other Sources (inc. Local)        | \$123,499           | \$13,486,553           | \$10,260,539          | \$2,195,778           | \$5,199,291           | <b>\$31,265,660</b>    |
| Available Suballocated Funding               | \$27,323,332        | \$970,267              | \$6,826,962           | \$6,963,501           | \$7,102,771           | <b>\$49,186,832</b>    |
| <b>TOTAL AVAILABLE FUNDING</b>               | <b>\$37,574,824</b> | <b>\$93,653,146</b>    | <b>\$58,627,336</b>   | <b>\$55,112,825</b>   | <b>\$44,191,979</b>   | <b>\$289,160,109</b>   |
| Prior Year Funding                           | \$37,574,824        | \$26,123,352           | \$2,837,809           | \$6,268,519           |                       | --                     |
| Programmed State and Federal Funding         |                     | <b>(\$105,104,617)</b> | <b>(\$81,912,879)</b> | <b>(\$51,682,115)</b> | <b>(\$29,946,373)</b> | <b>(\$268,645,984)</b> |
| <b>TOTAL REMAINING</b>                       | <b>\$37,574,824</b> | <b>\$26,123,352</b>    | <b>\$2,837,809</b>    | <b>\$6,268,519</b>    | <b>\$20,514,125</b>   | <b>\$20,514,125</b>    |

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.

### Advertising

City Utilities Transit receives over \$100,000 per year on their transit advertising contract. Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

### Utility Ratepayers

The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

### Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

## PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Transportation Plan 2040*.

## STATE AND FEDERAL

| Table H.1 Summary              | 2020         | 2021         | 2022         | 2023         | Total         |
|--------------------------------|--------------|--------------|--------------|--------------|---------------|
| MoDOT State/Federal Funding    | \$60,230,000 | \$42,020,000 | \$43,902,500 | \$27,859,000 | \$174,011,500 |
| BUILD (2019 Springfield Award) | \$20,960,822 | \$0          | \$0          | \$0          | \$0           |

\*Includes Engineering and Rail funding

| Table H.2                                   | STBG-Urban        | TAP              | 5307          | 5310          | 5339          |
|---|-------------------|------------------|---------------|---------------|---------------|
| Carryover Balance through FY2019            | \$27,323,331.75   | \$853,353.32     | \$0           | \$555,612     | \$2,585,441   |
| Anticipated Allocation FY2020               | \$6,693,099.69    | \$421,887.06     | \$2,717,660   | \$283,845     | \$389,993     |
| Anticipated Allocation FY2021               | \$6,826,961.68    | \$430,324.80     | \$2,772,013   | \$289,521     | \$396,792     |
| Anticipated Allocation FY2022               | \$6,963,500.92    | \$438,931.30     | \$2,827,453   | \$295,312     | \$403,728     |
| Anticipated Allocation FY2023               | \$7,102,770.93    | \$447,709.92     | \$2,861,385   | \$301,218     | \$411,803     |
| Total Anticipated Allocation                | \$27,586,333.22   | \$1,738,853.08   | \$11,178,511  | \$1,169,896   | \$1,602,316   |
| Programmed through FY2023                   | (\$48,066,825.00) | (\$1,275,239.00) | (\$9,350,178) | (\$1,042,675) | (\$2,552,742) |
| Estimated Carryover Balance Through FY 2023 | \$6,842,839.97    | \$1,316,967.40   | \$1,828,333   | \$682,833     | \$1,635,015   |

| <b>Table H.9 Local Share Financial Capacity</b>   | <b>2020</b>            | <b>2021</b>            | <b>2022</b>            | <b>2023</b>            |
|---|------------------------|------------------------|------------------------|------------------------|
| <b>City of Battlefield</b>                        |                        |                        |                        |                        |
| Total Available Revenue                           | \$380,610.00           | \$380,610.00           | \$380,610.00           | \$380,610.00           |
| Carryover Balance from Prior Year                 | --                     | \$159,735.00           | \$454,269.66           | \$811,715.75           |
| Estimated Operations and Maintenance Expenditures | (\$22,352.00)          | (\$22,754.34)          | (\$23,163.91)          | (\$23,580.86)          |
| Estimated TIP Project Expenditures                | (\$198,523.00)         | (\$63,321.00)          | \$0.00                 | \$0.00                 |
| <b>Amount Available for Local Projects</b>        | <b>\$159,735.00</b>    | <b>\$454,269.66</b>    | <b>\$811,715.75</b>    | <b>\$1,168,744.89</b>  |
| <b>City of Nixa</b>                               |                        |                        |                        |                        |
| Total Available Revenue                           | \$2,137,719.00         | \$2,137,719.00         | \$2,137,719.00         | \$2,137,719.00         |
| Carryover Balance from Prior Year                 | --                     | \$1,703,973.64         | \$2,850,878.94         | \$4,538,585.36         |
| Estimated Operations and Maintenance Expenditures | (\$202,241.36)         | (\$205,881.70)         | (\$209,587.58)         | (\$213,360.15)         |
| Estimated TIP Project Expenditures                | (\$231,504.00)         | (\$784,932.00)         | (\$240,425.00)         | (\$51,516.00)          |
| <b>Amount Available for Local Projects</b>        | <b>\$1,703,973.64</b>  | <b>\$2,850,878.94</b>  | <b>\$4,538,585.36</b>  | <b>\$6,411,428.21</b>  |
| <b>City of Ozark</b>                              |                        |                        |                        |                        |
| Total Available Revenue                           | \$1,889,656.00         | \$1,889,656.00         | \$1,889,656.00         | \$1,889,656.00         |
| Carryover Balance from Prior Year                 | --                     | \$290,104.16           | \$1,860,616.75         | \$3,724,676.75         |
| Estimated Operations and Maintenance Expenditures | (\$24,698.84)          | (\$25,143.41)          | (\$25,596.00)          | (\$26,056.72)          |
| Estimated TIP Project Expenditures                | (\$1,574,853.00)       | (\$294,000.00)         | \$0.00                 | \$0.00                 |
| <b>Amount Available for Local Projects</b>        | <b>\$290,104.16</b>    | <b>\$1,860,616.75</b>  | <b>\$3,724,676.75</b>  | <b>\$5,588,276.03</b>  |
| <b>City of Republic</b>                           |                        |                        |                        |                        |
| Total Available Revenue                           | \$2,033,343.00         | \$2,033,343.00         | \$2,033,343.00         | \$2,033,343.00         |
| Carryover Balance from Prior Year                 | --                     | \$1,763,962.45         | \$3,505,433.03         | \$5,361,744.38         |
| Estimated Operations and Maintenance Expenditures | (\$170,826.55)         | (\$173,901.42)         | (\$177,031.65)         | (\$180,218.22)         |
| Estimated TIP Project Expenditures                | (\$98,554.00)          | (\$117,971.00)         | \$0.00                 | \$0.00                 |
| <b>Amount Available for Local Projects</b>        | <b>\$1,763,962.45</b>  | <b>\$3,505,433.03</b>  | <b>\$5,361,744.38</b>  | <b>\$7,214,869.16</b>  |
| <b>City of Springfield</b>                        |                        |                        |                        |                        |
| Total Available Revenue                           | \$25,582,262.00        | \$25,582,262.00        | \$25,582,262.00        | \$25,582,262.00        |
| Carryover Balance from Prior Year                 | --                     | \$18,467,749.28        | \$29,882,798.08        | \$49,650,570.86        |
| Estimated Operations and Maintenance Expenditures | (\$2,575,693.72)       | (\$2,622,056.20)       | (\$2,669,253.22)       | (\$2,717,299.77)       |
| Estimated TIP Project Expenditures                | (\$4,538,819.00)       | (\$11,545,157.00)      | (\$3,145,236.00)       | (\$2,828,285.00)       |
| <b>Amount Available for Local Projects</b>        | <b>\$18,467,749.28</b> | <b>\$29,882,798.08</b> | <b>\$49,650,570.86</b> | <b>\$69,687,248.09</b> |

| <b>Table H.9 Local Share Financial Capacity cont.</b> | <b>2020</b>            | <b>2021</b>            | <b>2022</b>            | <b>2023</b>            |
|---|------------------------|------------------------|------------------------|------------------------|
| <b>City of Strafford</b>                              |                        |                        |                        |                        |
| Total Available Revenue                               | \$115,568.00           | \$115,568.00           | \$115,568.00           | \$115,568.00           |
| Carryover Balance from Prior Year                     | --                     | \$63,598.00            | \$175,398.39           | \$287,130.96           |
| Estimated Operations and Maintenance Expenditures     | (\$3,701.00)           | (\$3,767.61)           | (\$3,835.43)           | (\$3,904.47)           |
| Estimated TIP Project Expenditures                    | (\$48,269.00)          | \$0.00                 | \$0.00                 | \$0.00                 |
| <b>Amount Available for Local Projects</b>            | <b>\$63,598.00</b>     | <b>\$175,398.39</b>    | <b>\$287,130.96</b>    | <b>\$398,794.49</b>    |
| <b>City of Willard</b>                                |                        |                        |                        |                        |
| Total Available Revenue                               | \$484,421.00           | \$484,421.00           | \$484,421.00           | \$484,421.00           |
| Carryover Balance from Prior Year                     |                        | \$381,887.44           | \$804,746.36           | \$1,226,497.15         |
| Estimated Operations and Maintenance Expenditures     | (\$60,473.56)          | (\$61,562.08)          | (\$62,670.20)          | (\$63,798.27)          |
| Estimated TIP Project Expenditures                    | (\$42,060.00)          | \$0.00                 | \$0.00                 | \$0.00                 |
| <b>Amount Available for Local Projects</b>            | <b>\$381,887.44</b>    | <b>\$804,746.36</b>    | <b>\$1,226,497.15</b>  | <b>\$1,647,119.89</b>  |
| <b>Christian County</b>                               |                        |                        |                        |                        |
| Total Available Revenue                               | \$5,761,618.00         | \$5,761,618.00         | \$5,761,618.00         | \$5,761,618.00         |
| Carryover Balance from Prior Year                     | --                     | \$5,681,090.80         | \$11,360,732.11        | \$17,038,897.84        |
| Estimated Operations and Maintenance Expenditures     | (\$80,527.20)          | (\$81,976.69)          | (\$83,452.27)          | (\$84,954.41)          |
| Estimated TIP Project Expenditures                    | \$0.00                 | \$0.00                 | \$0.00                 | \$0.00                 |
| <b>Amount Available for Local Projects</b>            | <b>\$5,681,090.80</b>  | <b>\$11,360,732.11</b> | <b>\$17,038,897.84</b> | <b>\$22,715,561.43</b> |
| <b>Greene County</b>                                  |                        |                        |                        |                        |
| Total Available Revenue                               | \$24,496,117.00        | \$24,496,117.00        | \$24,496,117.00        | \$24,496,117.00        |
| Carryover Balance from Prior Year                     | \$1,062,967.00         | \$17,564,435.81        | \$41,173,241.35        | \$63,777,252.28        |
| Estimated Operations and Maintenance Expenditures     | (\$615,237.19)         | (\$626,311.46)         | (\$637,585.07)         | (\$649,061.60)         |
| Estimated TIP Project Expenditures                    | (\$7,379,411.00)       | (\$261,000.00)         | (\$1,254,521.00)       | (\$5,001,000.00)       |
| <b>Amount Available for Local Projects</b>            | <b>\$17,564,435.81</b> | <b>\$41,173,241.35</b> | <b>\$63,777,252.28</b> | <b>\$82,623,307.68</b> |
| <b>City Utilities</b>                                 |                        |                        |                        |                        |
| Total Available Revenue                               | \$8,161,500.00         | \$8,850,500.00         | \$9,695,500.00         | \$10,299,500.00        |
| Estimated Operations and Maintenance Expenditures     | (\$5,845,455.00)       | (\$5,962,365.00)       | (\$6,081,612.00)       | (\$6,081,756.00)       |
| <b>Available for TIP Project Expenditures</b>         | <b>\$2,316,045.00</b>  | <b>\$2,888,135.00</b>  | <b>\$3,613,888.00</b>  | <b>\$4,217,744.00</b>  |
| Carryover from Prior Year                             | --                     | \$2,054,562.00         | \$4,718,251.00         | \$7,973,990.00         |
| Estimated TIP Project Expenditures                    | (\$261,483.00)         | (\$224,446.00)         | (\$358,149.00)         | \$0.00                 |
| <b>Amount Available for Local Projects</b>            | <b>\$2,054,562.00</b>  | <b>\$4,718,251.00</b>  | <b>\$7,973,990.00</b>  | <b>\$12,191,734.00</b> |