



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Technical Planning Committee MEETING AGENDA

JULY 15, 2020  
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

**Technical Planning Committee**

**Meeting Agenda**

**Wednesday, July 15, 2020 1:30 p.m.**

The TPC will convene with a web meeting via Zoom (details to be emailed separately).

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

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

**and the full agenda will be made available on the OTO website: [ozarkstransportation.org](http://ozarkstransportation.org)**

**Call to Order ..... 1:30 PM**

**I. Administration**

**A. Introductions**

**B. Approval of the Technical Planning Committee Meeting Agenda**

(1 minute/Nelson)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA**

**C. Approval of the May 20, 2020 Meeting Minutes ..... Tab 1**

(1 minute/Nelson)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES**

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

(15 minutes/Nelson)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on July 14<sup>th</sup> to [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org) or at <https://www.ozarkstransportation.org/give-us-your-input#comments>. These comments will be provided to the Technical Planning Committee prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

**E. Staff Report**

(5 minutes/Longpine)

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

**F. Legislative Reports**

(5 minutes/Legislative Staff)

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

**G. MoDOT Report**

(10 minutes/Miller)

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

**II. New Business**

**A. Amendment 12 to *Transportation Plan 2040* ..... Tab 3**  
(5 minutes/Longpine)

*Transportation Plan 2040* Amendment 12 includes 7 additional projects to be added to the fiscally constrained list and one revision to the Major Thoroughfare Plan.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF AMENDMENT 12 *TRANSPORTATION PLAN 2040* TO THE BOARD OF DIRECTORS**

**B. Federal Functional Class Change Request..... Tab 4**  
(5 minutes/Thomason)

The City of Ozark is requesting a Federal Functional Classification change for McCracken Road.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FEDERAL FUNCTIONAL CLASSIFICATION CHANGE TO THE BOARD OF DIRECTORS**

**C. FY 2020-2023 TIP Administrative Modification Five..... Tab 5**  
(1 minute/Longpine)

There are five changes included with Administrative Modification Number Five to the FY 2020-2023 Transportation Improvement Program, which is included for member review.

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

**D. Amendment Five to the FY 2020-2023 TIP..... Tab 6**  
(2 minutes/Longpine)

MoDOT and OTO member jurisdictions are requesting to amend the FY 2020-2023 Transportation Improvement Program.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF AMENDMENT 5 FOR THE FY 2020-2023 TIP TO THE BOARD OF DIRECTORS**

**E. Reasonable Progress Extension Requests..... Tab 7**  
(10 minutes/Thomason)

Several communities are requesting reasonable progress extensions on their transportation alternatives projects.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND REASONABLE PROGRESS EXTENSIONS TO THE BOARD OF DIRECTORS**

**F. OTO 2020 Public Participation Plan..... Tab 8**  
(10 minutes/Faucett)

Staff will present the draft 2020 Public Participation Plan.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE 2020 PUBLIC PARTICIPATION PLAN TO THE BOARD OF DIRECTORS**

### III. Other Business

#### A. **Technical Planning Committee Member Announcements**

(5 minutes/Technical Planning Committee Members)

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

#### B. **Transportation Issues for Technical Planning Committee Member Review**

(5 minutes/Technical Planning Committee Members)

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

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

### IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, September 16, 2020 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

CC: Travis Cossey, OTO Chairman  
Ken McClure, City of Springfield Mayor  
Senator Hawley's Office  
Senator Blunt's Office  
Jeremy Pruett, Congressman Long's Office  
Area News Media

*Si usted necesita la ayuda de un traductor, por favor comuníquese con Andy Thomason al (417) 865-3042, al menos 48 horas antes de la reunión.*

*Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Andy Thomason at (417) 865-3042 at least 24 hours ahead of the meeting.*

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

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

**TAB 1**

**TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2020; ITEM I.C.**

**May 20, 2020 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Committee member review are the minutes from the Technical Planning Committee May 20, 2020 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

“Move to approve the Technical Planning Committee May 20, 2020 meeting minutes.”

OR

“Move to approve the Technical Planning Committee May 20, 2020 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES  
May 20, 2020**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time via Zoom video conferencing. A quorum was declared present and the meeting was called to order at approximately 1:30 p.m. by Chair Andrew Nelson.

The following members were present:

Ms. Paula Brookshire, City of Springfield (a)	Ms. Mary Kromrey, Ozark Greenways
Mr. Eric Claussen, City of Springfield (a)	Mr. Frank Miller, MoDOT
Ms. Megan Clark, SMOG	Mr. Andrew Nelson, City of Republic (Chair)
Ms. Brandie Fisher, City Utilities Transit (a)	Ms. Britni O'Connor, MoDOT
Ms. Dawne Gardner, City of Springfield (a)	Mr. Jeremy Parsons, City of Ozark
Mr. Adam Humphrey, Greene County	Mr. Danny Perches, Springfield Chamber of Commerce
Mr. Zeke Hall, MoDOT	Mr. Cole Pruitt, Missouri State University
Mr. Kirk Juranas, City of Springfield	Mr. Jeff Roussell, City of Nixa

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Bradley McMahon, FHWA
Mr. Rick Artman, Greene County	Mr. Cathy Monroe, FTA Representative (a)
Mr. Joshua Bird, Christian County (a)	Mr. John Montgomery, Ozark Greenways (a)
Ms. Kristy Bork, Springfield/Branson Airport (a)	Mr. Kent Morris, Greene County Planning
Mr. Randall Brown, City of Willard	Mr. Jason Ray, SMOG (a)
Mr. John Caufield, BNSF	Mr. David Schaumburg, Springfield/Branson Airport
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Matt Crawford, City Utilities Transit	Ms. Mary Lilly Smith, City of Springfield
Mr. Martin Gugel, City of Springfield	Mr. Frank Schoneboom, City of Battlefield
Mr. Kevin Lambeth, City of Battlefield (a)	Ms. Janette Vomund, MoDOT
Mr. Joel Keller, Greene County (a)	Mr. Chad Zickefoose, MoDOT (a)
Mr. John McCart, City of Ozark (a)	Mr. Todd Wiesehan, Christian County (Vice Chair)

Others present were: Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

**I. Administration**

**A. Introductions**

Chair Andrew Nelson welcomed everyone and thanked members for participating via Zoom.

**B. Approval of the Technical Planning Committee Meeting Agenda**

Mr. Pruitt moved approval of the Technical Planning Committee Meeting Agenda for May 20, 2020. Mr. Juranas seconded the motion. Mr. Nelson asked for a roll call vote.

Artman, Rick	-	O'Connor, Britni	Aye
Binkley, Joel	-	Parsons, Jeremy	Aye
Brown, Randall	-	Perches, Danny	Aye
Caufield, John	-	Pruitt, Cole	Aye
Fisher, Brandie	Aye	Roussell, Jeff	Aye
Claussen, Eric	-	Schaumburg, David	-
Hall, Ezekiel	Aye	Schoneboom, Frank	-
Humphrey, Adam	Aye	Shaw, Travis	-
Juranas, Kirk	Aye	Gardner, Dawne	Aye
Kromrey, Mary	Aye	<i>Strafford Representative</i>	-
Miller, Frank	Aye	Vomund, Janette	-
Nelson, Andrew	Aye	Wiesehan, Todd	-

The motion passed.

**C. Approval of the May 15, 2019 Minutes**

Mr. Juranas moved for approval of the minutes from the January 15, 2020 Technical Planning Committee Meeting. Mr. Humphrey seconded the motion. Mr. Nelson asked for a roll call vote.

Artman, Rick	-	O'Connor, Britni	Aye
Binkley, Joel	-	Parsons, Jeremy	Aye
Brown, Randall	-	Perches, Danny	Aye
Caufield, John	-	Pruitt, Cole	Aye
Fisher, Brandie	Aye	Roussell, Jeff	Aye
Claussen, Eric	Aye	Schaumburg, David	-
Hall, Ezekiel	-	Schoneboom, Frank	-
Humphrey, Adam	Aye	Shaw, Travis	-
Juranas, Kirk	Aye	Gardner, Dawne	Aye
Kromrey, Mary	Aye	<i>Strafford Representative</i>	-
Miller, Frank	Aye	Vomund, Janette	-
Nelson, Andrew	Aye	Wiesehan, Todd	-

The motion passed.

**D. Public Comment Period for All Agenda Items**

There were no speakers present to address the Committee.

**E. Staff Report**

Ms. Fields explained the OTO's efforts to respond to COVID-19. She said the OTO's offices are now open by appointment only. Committee and Board meetings are occurring via Zoom. The board met in April, and the TIM subcommittee, LCBT, and BPAC met in early May.

Ms. Fields also updated the committee on annual project prioritization. Ms. Fields and Ms. Longpine have met with all nine jurisdictions to identify priorities for the FY 2022-2026 STIP.

She expects to convene the STIP prioritization committee in August or September. As far as the STIP and TIP for the period beginning FY 2021, MoDOT and the OTO have opted not to develop new programs. Projects that have been entered for the new TIP will be added to the current TIP with a large amendment later this summer.

Ms. Fields also reported she is monitoring the possibility of infrastructure funding in future COVID relief bills. AASTHO is projecting a 30% decline in revenue over the next 18 months and is asking for nearly \$50 billion to offset this lost funding.

**F. Legislative Reports**

Mr. Pruett discussed the prospects of the HEROES Act and other potential COVID relief packages.

**II. Old Business:**

**A. OTO Growth Trends Report**

Mr. Faucett presented the calendar year 2019 Growth Trends Report. The presentation included information on construction activity, population change, migration, and economic growth. He identified cyclical patterns to multifamily construction and discussed IRS migration data that had been unavailable for a few years. During his presentation, Mr. Faucett also highlighted certain maps he would exclude from future iterations of the Growth Trends Report.

Mr. Nelson said this agenda item was informational only.

**B. FY 2020-2023 TIP Administrative Modification Four**

Ms. Longpine discussed minor changes to funding sources and timing for the Grant Avenue Parkway Project included as part of this administrative modification.

Mr. Nelson said this agenda item was informational only.

**C. FY 2020-2023 TIP Amendment Four**

Ms. Longpine presented information on nine proposed changes requested by MoDOT. The projects are primarily resurfacing and pavement projects along lettered routes and I-44 outer roads. There is one project for ADA improvements along Norton Road and one project for scoping along Kansas Expressway. These projects are being added based on MoDOT's short term funding expectations.

Mr. Juranas moved to recommend the Board of Directors approve Amendment Number Four to the FY 2020-2023 TIP. The motion was seconded by Mr. Pruitt. Mr. Nelson called for a role call vote.

Artman, Rick	-	O'Connor, Britni	Aye
Binkley, Joel	-	Parsons, Jeremy	Aye
Brown, Randall	-	Perches, Danny	-
Caufield, John	-	Pruitt, Cole	Aye
Fisher, Brandie	Aye	Roussell, Jeff	Aye
Claussen, Eric	Aye	Schaumburg, David	-
Hall, Ezekiel	Aye	Schoneboom, Frank	-
Humphrey, Adam	Aye	Shaw, Travis	-
Juranas, Kirk	Aye	Gardner, Dawne	Aye
Kromrey, Mary	Aye	<i>Strafford Representative</i>	-
Miller, Frank	Aye	Vomund, Janette	-
Nelson, Andrew	Aye	Wiesehan, Todd	-

The motion passed.

#### D. Congestion Management Process

Mr. Thomason introduced the Congestion Management Process. Instead of a typical presentation, he showed a brief video highlighting the key features of the new CMP. Mr. Thomason asked if members had any questions when the video was completed. None were asked.

Mr. Juranas moved to recommend the Board of Directors approve the new Congestion Management Process. Mr. Parsons seconded the motion. Mr. Nelson called for a role call vote.

Artman, Rick	-	O'Connor, Britni	Aye
Binkley, Joel	-	Parsons, Jeremy	Aye
Brown, Randall	-	Perches, Danny	Aye
Caufield, John	-	Pruitt, Cole	Aye
Fisher, Brandie	Aye	Roussell, Jeff	Aye
Claussen, Eric	Aye	Schaumburg, David	-
Hall, Ezekiel	Aye	Schoneboom, Frank	-
Humphrey, Adam	Aye	Shaw, Travis	-
Juranas, Kirk	Aye	Gardner, Dawne	Aye
Kromrey, Mary	Aye	<i>Strafford Representative</i>	-
Miller, Frank	-	Vomund, Janette	-
Nelson, Andrew	Aye	Wiesehan, Todd	-

The motion passed.

#### E. Ozarks Regional Bicycle Destination Plan

Mr. Thomason reported the BPAC had recommended the OTO Board of Directors endorse the Ozarks Regional Bicycle Destination Plan during its last meeting. He reported the plan is not a traditional transportation plan, rather it is a marketing plan for developing the Ozarks into a bicycle tourism destination. He discussed the evolution of the plan and BPAC's continued support for the plan's goals. He also offered Ms. Longpine and Ms. Kromrey an opportunity to add any details.

Mr. Parsons moved to recommend the Board of Directors endorse the Ozarks Regional Bicycle

Destination Plan. Ms. Kromrey seconded the motion. Mr. Nelson called for a roll call vote.

Artman, Rick	-	O'Connor, Britni	Aye
Binkley, Joel	-	Parsons, Jeremy	Aye
Brown, Randall	-	Perches, Danny	Aye
Caufield, John	-	Pruitt, Cole	Aye
Fisher, Brandie	Aye	Roussell, Jeff	Aye
Claussen, Eric	Aye	Schaumburg, David	-
Hall, Ezekiel	Aye	Schoneboom, Frank	-
Humphrey, Adam	Aye	Shaw, Travis	-
Juranas, Kirk	Aye	Gardner, Dawne	Aye
Kromrey, Mary	Aye	<i>Strafford Representative</i>	-
Miller, Frank	-	Vomund, Janette	-
Nelson, Andrew	Aye	Wiesehan, Todd	-

The motion passed.

#### F. FY 2021 Unified Planning Work Program

Ms. Fields gave a brief overview of the FY 2021 UPWP. She said the primary tasks are the same as in past plans. She noted an unexpected increase in PL funds allowed her to reduce the expected use of STBG-U funds. She does not expect to draw the full \$200,000 allowed by the Board for the foreseeable future. She noted the UPWP Subcommittee and the Executive Committee recommended approval of FY 2021 UPWP.

Mr. Pruitt moved to recommend the Board of Directors approve the FY 2021 Unified Planning Work Program. Mr. Humphry seconded the motion. Mr. Nelson asked for a roll call vote.

Artman, Rick	-	O'Connor, Britni	Aye
Binkley, Joel	-	Parsons, Jeremy	Aye
Brown, Randall	-	Perches, Danny	Aye
Caufield, John	-	Pruitt, Cole	Aye
Fisher, Brandie	Aye	Roussell, Jeff	Aye
Claussen, Eric	Aye	Schaumburg, David	-
Hall, Ezekiel	Aye	Schoneboom, Frank	-
Humphrey, Adam	Aye	Shaw, Travis	-
Juranas, Kirk	Aye	Gardner, Dawne	Aye
Kromrey, Mary	Aye	<i>Strafford Representative</i>	-
Miller, Frank	Aye	Vomund, Janette	-
Nelson, Andrew	Aye	Wiesehan, Todd	-

The motion passed.

#### G. Additional Federal Funding

Ms. Fields discussed the OTO's history of receiving transportation funds as part of the annual omnibus budget bills in FY 2018, 2019, and now FY 2020. She reported the FY 18 and 19 funds had been allocated for bicycle and pedestrian projects by the Board of Directors. She then reviewed the options for the FY 2020 funds, including awarding the funds to the City of Republic to complete the Shuyler Creek Trail extension. She said the Executive Committee had reviewed the options and had voted to recommend the funds be used to complete the Shuyler Creek

project.

Ms. Kromrey moved to recommend the Board of Directors award the \$471,885 in additional funding to the City of Republic for the completion of the Shuyler Creek Trail extension. Mr. Perches seconded the motion. Mr. Nelson called for a roll call vote.

Artman, Rick	-	O'Connor, Britni	Aye
Binkley, Joel	-	Parsons, Jeremy	Aye
Brown, Randall	-	Perches, Danny	Aye
Caufield, John	-	Pruitt, Cole	Aye
Fisher, Brandie	Aye	Roussell, Jeff	Aye
Claussen, Eric	Aye	Schaumburg, David	-
Hall, Ezekiel	Aye	Schoneboom, Frank	-
Humphrey, Adam	Aye	Shaw, Travis	-
Juranas, Kirk	Aye	Gardner, Dawne	Aye
Kromrey, Mary	Aye	<i>Strafford Representative</i>	-
Miller, Frank	Aye	Vomund, Janette	-
Nelson, Andrew	Aye	Wiesehan, Todd	-

The motion passed.

#### **H. Public Participation Plan Annual Evaluation**

Mr. Faucett went through the findings of the Public Participation Plan Annual Evaluation. He reported the OTO had accomplished all the tasks it had established for 2019. He also went through several participation related performance measures. Finally, he covered the tasks set for the upcoming year.

Mr. Nelson said this agenda item was informational only.

#### **I. Federal Funds Balance Report**

Ms. Longpine gave a brief overview of the Funds Balance Report, dated March 31, 2020. She highlighted the high STBG-U and TAP balances. Ms. Longpine and Ms. Fields stressed the importance of obligating funds before the end of the fiscal year. Ms. Fields also said it was hard to advocate for additional federal funds when the OTO was carrying such large balances.

Ms. Longpine asked each jurisdiction to review the report for errors or changes in project status.

Mr. Nelson said this agenda item was informational only.

#### **J. MoDOT STIP Development Update**

Mr. Miller discussed how the COVID-19 pandemic had impacted MoDOT's STIP development. He said MoDOT was projecting a 30% decline in revenue and that MoDOT leadership has decided to not develop a new STIP. Projects will be added to the existing STIP on a month-by-month basis as they monitor cash flow. No projects are expected to be canceled, though many have been delayed. Projects on James River Freeway and MO 14 are two that he is watching. He said MoDOT appreciates everyone's flexibility as they work through this uncertain time.

**III. Other Business:**

**A. Technical Planning Committee Member Announcements**

Mr. Miller announced that MoDOT was awarded a FLAP grant for a roundabout at Route ZZ and Farm Road 182. The amount of the grant has not been determined.

**B. Transportation Issues for Technical Planning Committee Member Review**

There were no issues raised.

**C. Articles for Technical Planning Committee Member Information**

Mr. Nelson noted there had been several articles distributed in the agenda packet and encouraged the members of the Committee to review them as they had time.

**IV. Adjournment**

With no additional business to come before the Committee, the meeting adjourned at approximately 2:55 p.m.

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Andrew Nelson  
Technical Planning Committee Chair

**TAB 2**

**TECHNICAL PLANNING COMMITTEE MEETING 7/15/2020; ITEM I.D.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Attached for Committee member review are Public Comments for the time frame between May 20, 2020 and July 7, 2020.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

This item is informational only, no action is required.

**From:** [Disqus](#)  
**To:** [Comment Comment](#)  
**Subject:** Re: Comment on 2020 Public Participation Plan Update  
**Date:** Thursday, June 25, 2020 11:48:32 AM

Disqus



## New comments on Ozarks Transportation Organization

12:48 p.m., Thursday June 25

**Judy Wyrick** wrote:

Thank you for the time, research and deliberation that has gone into this project. Don't see change just to be changing! Transportation forward!



Moderate this comment by email

Email address: p\*\*\*\*\*@gmail.com IP address: \*\*\*.\*\*\*.\*\*\*.253

Reply to this email with "Delete", "Approve", or "Spam", or moderate from the **Disqus moderation panel**.

Disqus

You're receiving this message because you subscribed to receive notifications about replies. To unsubscribe, [click here](#)



## David Faucett

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**From:** David Faucett  
**Sent:** Monday, July 6, 2020 1:33 PM  
**To:** Britni O'Connor  
**Cc:** Frank Miller; Llans Taylor; Sara Fields  
**Subject:** RE: OTO 2020 Public Participation Plan Update  
**Attachments:** Public Participation Plan 2020 TPC Draft.pdf

Good afternoon Britni,

Thank you for your feedback regarding the draft of the OTO PPP. While the focus of this update of the plan is its use as a policy guide for OTO staff and documentation of the procedures employed at the OTO to maintain compliance with requirements for public involvement, I do agree with your suggestions that the plan does need to do more to engage and inform the public. I have modified the draft PPP incorporating suggested revisions. I have also addressed nearly all of the comments in the marked-up PDF.

I have included graphics and linked text in a mock up of our "give us your input" webpage at the very beginning of the plan. In addition, I have linked information about our plans, committees, and partners within the document to information on our website and partner agencies. I appreciate your insights and believe they have improved the plan. I will save this information to reference for the next PPP update. We update our participation plan every three years. This frequency is greater than many other MPOs. I have attached the revised draft PPP we will present next week at our Technical Planning Committee meeting.

Thanks again and have a great day,

*Dave Faucett* | GIS Analyst

2208 W Chesterfield Blvd., Ste. 101 | Springfield, MO 65807  
417.865.3042 Ext. 104 | [dfaucett@ozarkstransportation.org](mailto:dfaucett@ozarkstransportation.org)



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**From:** Britni O'Connor <Britni.O'Connor@modot.mo.gov>  
**Sent:** Monday, June 29, 2020 8:16 PM  
**To:** David Faucett <dfaucett@ozarkstransportation.org>  
**Cc:** Frank Miller <Frank.Miller@modot.mo.gov>; Llans Taylor <Llans.Taylor@modot.mo.gov>  
**Subject:** RE: OTO 2020 Public Participation Plan Update

Dave,

Thank you for the opportunity to comment on the OTO public participation plan.

The OTO PPP is an important communication piece and resource for the public to learn about and participate in the transportation planning process. The current PPP appears to simply state the required processes OTO must go through. We suggest including more explanation about the planning process and how the public plays an integral role in shaping their community by making their voice heard. As the OTO region continues to grow both geographically and in population, now could be an opportune time to redesign the document to be more interactive to the audience and engage in OTO role in transportation planning. Both MARC and East-west Gateway are good examples of how larger metro areas document and communicate their public participation. Please consider incorporating some of the OTO

mission, goals, decision making processes and interactive links for the reader to learn more about how to participate in the planning process.

**Links:**

[MARC PPP](#)

[East-West Gateway](#)

Thanks,

***Britni O'Connor***

**Transportation Planning Specialist**

MoDOT - Transportation Planning

Phone: (573) 751-6550

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**From:** [dfaucett@ozarkstransportation.org](mailto:dfaucett@ozarkstransportation.org) <[dfaucett@ozarkstransportation.org](mailto:dfaucett@ozarkstransportation.org)>

**Sent:** Friday, May 15, 2020 1:47 PM

**To:** Britni O'Connor <[Britni.O'Connor@modot.mo.gov](mailto:Britni.O'Connor@modot.mo.gov)>

**Cc:** Mike Henderson <[Michael.Henderson@modot.mo.gov](mailto:Michael.Henderson@modot.mo.gov)>

**Subject:** OTO 2020 Public Participation Plan Update

Hello Britni,

I have attached a draft an update to the Ozarks Transportation Organization Public Participation Plan. The 45 day public comment period started today. Please share this with our federal partners for review and comment. Our previous plan was updated in 2017 and is posted on our website along with the 2020 update:

<https://www.ozarkstransportation.org/what-we-do/ppp> The update also includes an executive summary highlighting changes from 2017.

Thank you and have a great day,

*Dave Faucett* | GIS Analyst

2208 W Chesterfield Blvd., Ste. 101 | Springfield, MO 65807

417.865.3042 Ext. 104 | [dfaucett@ozarkstransportation.org](mailto:dfaucett@ozarkstransportation.org)



**TAB 3**

## **TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2020; ITEM II.A.**

### **Amendment Number 12 to *Transportation Plan 2040***

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

##### **AGENDA DESCRIPTION:**

Seven projects are proposed to be added to the Constrained Project List ahead of programming in the Transportation Improvement Program. One change is also requested on the Major Thoroughfare Plan.

##### **Added Projects to the Constrained List**

1. City of Battlefield Azalea Terrace - \$700,163
2. City of Springfield Galloway Street - \$5,000,000
3. City of Nixa Main Street from Tracker to CC - \$2,345,000
4. City of Nixa North Street - \$550,000
5. City of Nixa Truman Boulevard - \$1,202,000
6. City of Nixa Main Street from Route 14 to North - \$3,000,000
7. City of Strafford North Old Orchard - \$600,000

To ensure fiscal constraint, the funding received and provided as match for the Galloway Street project (\$5,000,000) was also added to the Financial Projections.

##### **Major Thoroughfare Change Requested**

1. City of Ozark McCracken Road from Riverside Road to NN from Local to Collector

##### **PRIOR AMENDMENTS:**

1. Amendment 1 was for sidewalk connections between Ozark and Nixa.
2. Amendment 2 was for the MTP change along 17<sup>th</sup>/19<sup>th</sup> Streets in Ozark.
3. Amendment 3 was for the revised design standards.
4. Amendment 4 was for the addition of the Riverside Bridge Replacement project.
5. Amendment 5 was for the addition of \$215 million in revenue.
6. Amendment 6 was for the addition of I-44 capacity projects to the constrained project list.
7. Amendment 7 was for the MTP change to reclassify Grant as a secondary arterial.
8. Amendment 8 was for the MTP change to realign Inman Road in Nixa.
9. Amendment 9 was to add the 60/125 interchange to the constrained list and to make changes to the MTP in Greene County for the alignment of Farm Road 94 and AB as well as the removal of Farm Road 140 between West Bypass and Orchard Crest.
10. Amendment 10 was to revise the Major Thoroughfare Plan in the City of Ozark, the City of Springfield, and to update the System Performance Report.
11. Amendment 11 was to add the City of Springfield BUILD Grant to the Constrained Project List, also updating the financial projections.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

That a member of the Technical Planning Committee makes one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 12 to *Transportation Plan 2040*.”

OR

“Move to recommend that Amendment 12 to *Transportation Plan 2040* be sent to the Board of Directors with the following considerations...”

programs such as BUILD and INFRA. As this funding is uncertain, awarded amounts will be amended into the Plan here, to reflect the additional funding available to the OTO region.

Table 6-A11: Discretionary Funding

Timeframe	USDOT	State	Local
2018-2022	\$ 20,960,822	\$ 1,500,000	\$ 8,740,206
2023-2027	\$ 0	\$ 0	\$ 0
2028-2032	\$ 0	\$ 0	\$ 0
2033-2037	\$ 0	\$ 0	\$ 0
2038-2040	\$ 0	\$ 0	\$ 0
<b>TOTAL</b>	<b>\$ 20,960,822</b>	<b>\$ 22,460,822</b>	<b>\$ 8,740,206</b>

1. November 11, 2019 BUILD Grant for City of Springfield Grant Avenue Connect Parkway Project

USDOT	20,960,822
Local	5,240,206
<b>Total</b>	<b>26,201,028</b>

2. FY 2020 Governor's Cost Share for City of Springfield Galloway Street Project

State	1,500,000
Local	3,500,000
<b>Total</b>	<b>5,000,000</b>

Roadway Revenue Estimates through 2040

# 2018-2022

Table 6-2: Roadway Revenue Estimates 2018-2022

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	\$9,200,000	\$9,200,000	\$9,200,000	\$9,200,000	\$9,292,000
Safety	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,525,000
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$25,506,000	\$33,497,000	\$34,606,000	\$34,102,000	\$34,443,020
<b>TOTAL</b>	<b>\$37,806,000</b>	<b>\$45,797,000</b>	<b>\$46,906,000</b>	<b>\$46,402,000</b>	<b>\$46,860,020</b>
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$5,722,200	\$5,836,644	\$5,953,377	\$6,072,444	\$6,193,893
TAP	\$400,000	\$404,000	\$408,040	\$412,120	\$416,242
Local Match	\$1,414,944	\$1,443,243	\$1,472,108	\$1,501,550	\$1,531,581
<b>TOTAL</b>	<b>\$7,537,144</b>	<b>\$7,683,887</b>	<b>\$7,833,525</b>	<b>\$7,986,115</b>	<b>\$8,141,716</b>
<b>TOTAL</b>	<b>\$45,343,144</b>	<b>\$53,480,887</b>	<b>\$54,739,525</b>	<b>\$54,388,115</b>	<b>\$55,001,736</b>

With the funding projected for operations and maintenance and discretionary funding, the total revenue projected through 2040 is \$1,466,955,626.

*Table 6-7: Revenue Summary*

<b>2018-2040</b>		
TCOS		\$230,174,837
Safety		\$62,547,510
Interst./Brdg		\$6,900,000
SW TAP		\$6,900,000
Flex		\$844,501,074
<b>TOTAL</b>		<b>\$1,151,023,421</b>

STP-Urban		\$165,056,648
TAP		\$10,286,521
Local Match		\$40,814,008
<b>TOTAL</b>		<b>\$216,157,177</b>

<b>MoDOT Allocated and Suballocated Total</b>		<b>\$1,367,180,598</b>
<b>Operations and Maintenance</b>		<b>\$73,574,000</b>
<b>Discretionary Funding</b>		<b>\$31,201,028</b>
<b>TOTAL REVENUE</b>		<b>\$1,471,955,626</b>

## Transit Funding Projections

### Local Match

As the main fixed-route transit provider for the region, City Utilities transit provides the local match for the transit revenues it uses from the income generated by the fare box and advertising, with the majority coming from their utility rate payers. Local agencies provide their match from their own operating revenues.

### Federal Transit Funding

#### *Urbanized Area Formula Program (5307)*

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

#### *Enhance Mobility of Seniors and Individuals with Disabilities Program (5310)*

This funding is available for several types of projects. Fixed-Route transit systems may use a portion of the funding for projects that go above and beyond the requirements of the American's with Disabilities Act. The other portion is to be used to help human-service agencies buy vehicles for the transportation they provide.

### Roadways

Projected revenue through 2040 is \$1,466,955,626. The project needs submitted for prioritization and the programmatic needs before inflation add up to \$1,785,293,629. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

### Transit

Transit revenue is projected to be about \$348,221,517 through 2040 with estimated needs of \$949,601,734. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is \$10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

State of Good Repair is an issue for the human service agencies, as well. Replacing a vehicle is a points category in the scoring on Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, funding applications.

## Constrained Project Lists

There are two Constrained Project lists. The Roadways list is sorted by the name of the roadway where the project is located. The Transit list follows the Roadways list. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Table 7-2: Funding Summary

Projected Revenue	\$1,471,955,626
Maintenance	(\$401,000,000)
Safety	(\$18,000,000)
Bike/Ped	(\$10,000,000)
Rail	(\$4,000,000)
Scoping	(\$500,000)
Operations & Maintenance	(\$73,574,000)
Funding for New Projects	\$964,881,626

Available Funding (through 2040)	\$1,471,955,626
Constrained Costs (Uninflated)	(\$776,574,955)
Unconstrained Costs (Uninflated)	(\$515,742,000)
Operations and Maintenance	(\$73,574,000)
Programmatic Projects	(\$433,500,000)
Funding Shortfall	(\$327,435,329)

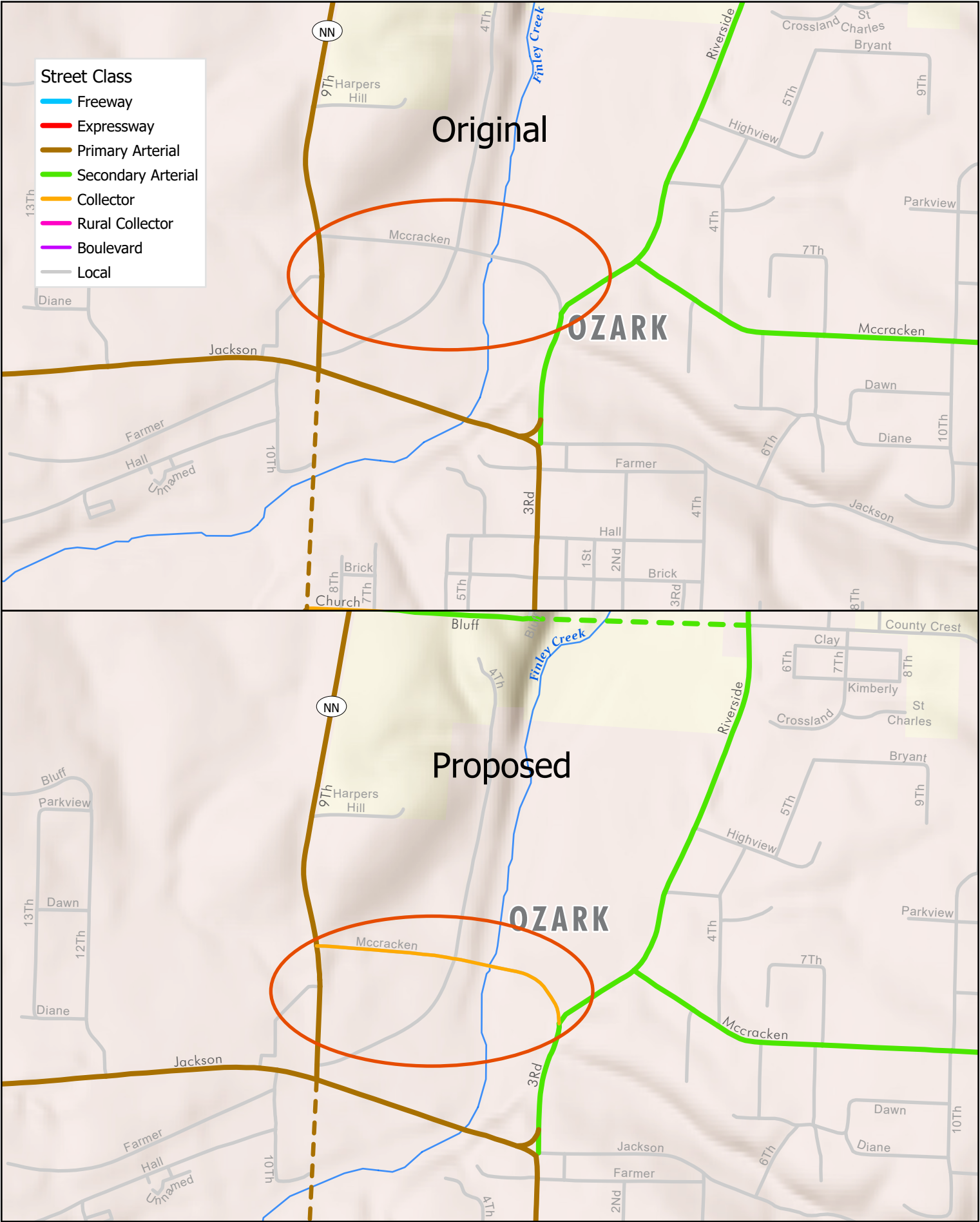
Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	\$15,380,000	\$10,007,326	\$ -	\$25,387,326	\$922,884,527
D1	SPRINGFIELD	GRANT AVENUE PARKWAY	GRANT AVENUE FROM SUNSHINE TO COLLEGE	SAFETY, BICYCLE, PEDESTRIAN AND OTHER NON-ROADWAY IMPROVEMENTS	\$26,201,028	\$ -	\$ -	\$26,201,028	\$949,085,555
B2001	BATTLEFIELD	AZALEA TERRACE	AZALEA TERRACE FROM LILAC TO HONEYSUCKLE	EXTENSION OF AZALEA AND SIDEWALKS	\$700,163	\$ -	\$ -	\$700,163	\$949,785,718
S2001	SPRINGFIELD	GALLOWAY STREET	GALLOWAY FROM LUSTER TO LONE PINE	CAPACITY, BICYCLE, PEDESTRIAN IMPROVEMENTS	\$5,000,000	\$ -	\$ -	\$5,000,000	\$954,785,718
N2001	NIXA	MAIN STREET	MAIN STREET FROM TRACKER TO CC	CAPACITY AND PEDESTRIAN IMPROVEMENTS	\$2,345,000	\$ -	\$ -	\$2,345,000	\$957,130,718
N2002	NIXA	NORTH STREET	NORTH FROM MAPLEWOOD HILLS TO CHEYENNE	ENGINEERING	\$550,000	\$ -	\$ -	\$550,000	\$957,680,718
N2003	NIXA	TRUMAN	TRUMAN FROM HEATHER GLENN TO PEMBROOK/ NORTON	CAPACITY AND PEDESTRIAN IMPROVEMENTS	\$1,202,000	\$ -	\$ -	\$1,202,000	\$958,882,718
N2004	NIXA	MAIN STREET	MAIN STREET FROM ROUTE 14 TO NORTH	ROADWAY IMPROVEMENTS	\$ -	\$3,000,000	\$ -	\$3,000,000	\$961,882,718

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST2001	STRAFFORD	NORTH OLD ORCHARD	NORTH OLD ORCHARD FROM FARM ROAD 84 TO EVERGREEN	ROADWAY IMPROVEMENTS	\$600,000	\$ -	\$ -	\$600,000	\$962,482,718

Major Thoroughfare Plan Amendment  
McCracken Road, Ozark MO





# City of Ozark

## Department of Public Works

207 E. Brick St. Ozark, Missouri 65721 \* Phone: 417-581-1702 \* Phone: 417-581-0353 \* [www.ozarkmissouri.org](http://www.ozarkmissouri.org)

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July 8, 2020

VIA: ELECTRONIC MESSAGE

Natasha Longpine  
Principal Planner  
Ozarks Transportation Organization

Natasha Longpine,

The City of Ozark would like to provide the Ozarks Transportation Organization (OTO) with a procedural update regarding the formal adoption of the proposed modifications to the Major Thoroughfare Plan (MTP).

City Staff continues to work diligently along with OTO and MoDOT staff, in an attempt to make the appropriate alterations to the MTP. The City of Ozark has proposed one (1) amendment to the current MTP. This amendment requests a modification to the classification of McCracken Road from a local street to a collector. This section of McCracken is located between HWY NN and Riverside Road. The proposed change is based upon transportation data, development trends, future land use planning efforts, the obtainability of the necessary right-of-way and the availability of key infrastructure components.

This amendment was presented to the City of Ozark's BOA on July 6<sup>th</sup>, 2020. The change was successfully approved by the BOA and ordinance 20-046 was unanimously adopted. It is now the City of Ozark's desire to submit this amendment to the OTO Technical Planning Committee (TPC) at the July 15, 2020 meeting. Ozark is respectfully requesting that the TPC recommend this for approval so that the amendment can then be formally adopted by the OTO Board of Directors on August 20, 2020.

Please feel free to contact our office if you have any questions or concerns related to this project or any of our ongoing transportation planning efforts. We greatly value our relationship with the Ozarks Transportation Organization as well as our community partners.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jeremy Parsons", is written over a horizontal line.

Jeremy Parsons  
Public Works Director

**AN ORDINANCE OF THE CITY OF OZARK, MISSOURI,  
AMENDING THE MAJOR THOROUGHFARE PLAN.**

**WHEREAS**, the City of Ozark, Missouri (City), Ozark Special Road District, Christian County, and the Ozark Transportation Organization work together to create a Major Thoroughfare Plan for regional infrastructure development over the next twenty-five years; and

**WHEREAS**, the City wishes to amend the Major Thoroughfare Plan by updating the classification of McCracken Road between State Highway NN and Riverside Road from commercial to primary collector.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF OZARK, MISSOURI, as follows, that:**

SECTION 1 – The Board of Aldermen hereby adopt the proposed change to the Major Thoroughfare Plan, a copy of which is attached hereto and incorporated herein by reference as “Exhibit A.”

SECTION 2 – This Ordinance shall be in full force and effect from and after its passage and approval.

**PASSED AT MEETING ON JULY 6, 2020.**

	<b>AYE</b>	<b>NAY</b>	<b>ABSENT/ABSTAIN</b>
<b>ALDERMAN TED SMITH</b>	<b>X</b>		
<b>ALDERMAN HEATHER ALDER</b>	<b>X</b>		
<b>ALDERMAN JASON SHAFFER</b>	<b>X</b>		
<b>ALDERMAN RJ FLORES</b>	<b>X</b>		
<b>ALDERMAN BRUCE GALLOWAY</b>	<b>X</b>		
<b>ALDERMAN NATHAN POSTEN</b>	<b>X</b>		

**APPROVED ON JULY 6, 2020.**

  
\_\_\_\_\_  
**RICK GARDNER, MAYOR**

**ATTEST:**

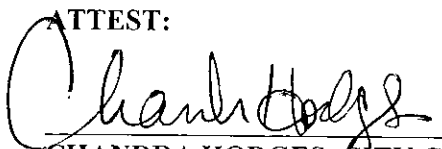
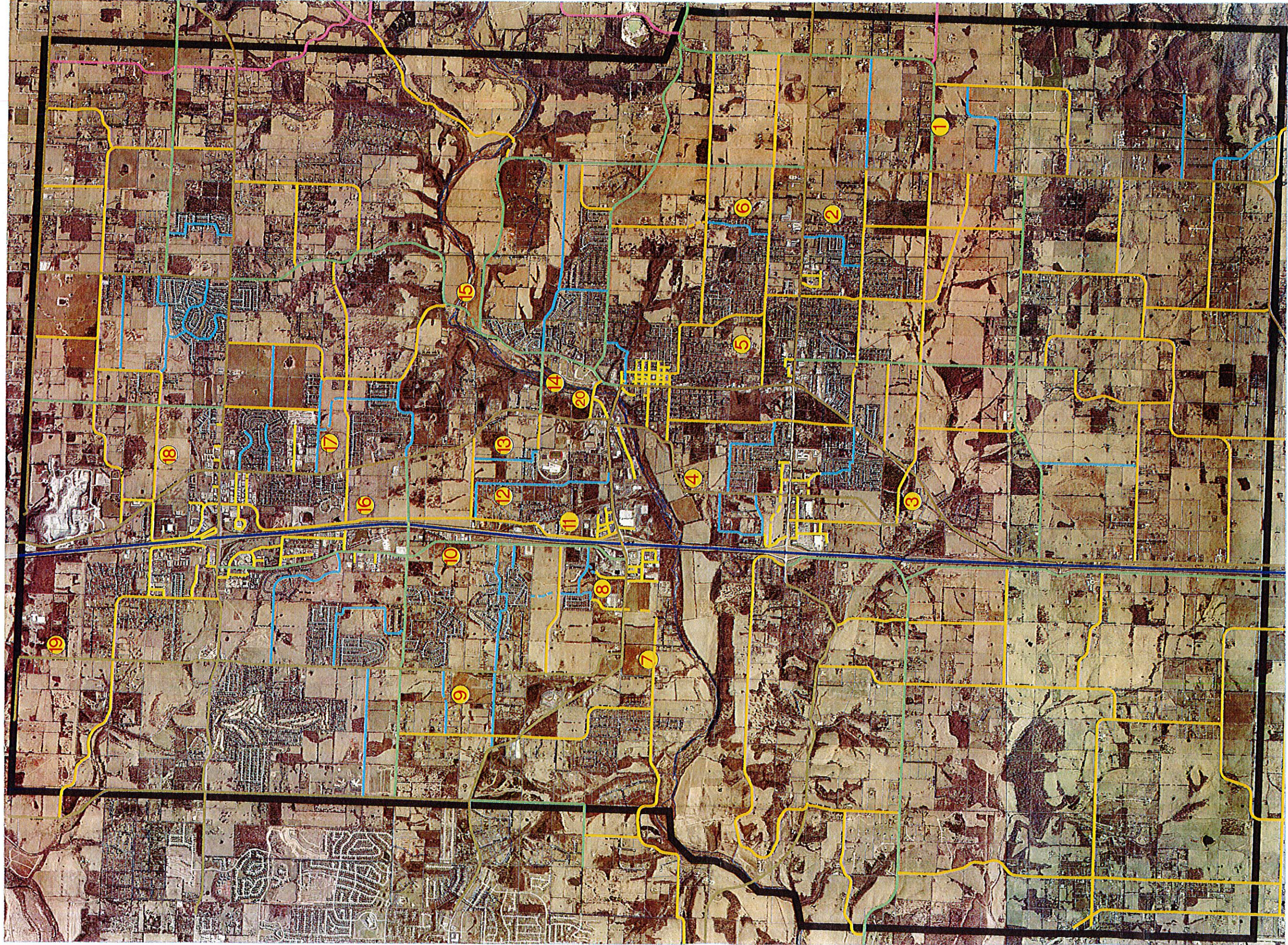
  
\_\_\_\_\_  
**CHANDRA HODGES, CITY CLERK**

EXHIBIT A



- LEGEND
- CITY OF OZARK'S PLANNING TERS AREA
  - FREEWAY
  - PRIMARY ARTERIAL
  - PROPOSED PRIMARY ARTERIAL
  - SECONDARY ARTERIAL
  - PROPOSED SECONDARY ARTERIAL
  - PRIMARY COLLECTOR
  - PROPOSED PRIMARY COLLECTOR
  - RESIDENTIAL COLLECTOR
  - PROPOSED RESIDENTIAL COLLECTOR
  - COMMERCIAL
  - PROPOSED COMMERCIAL
  - RURAL COLLECTOR
  - PROPOSED RURAL COLLECTOR

25 YEAR MAJOR THOROUGHFARE PLAN  
OZARK MISSOURI



NOT TO SCALE

**TAB 4**

**TECHNICAL PLANNING COMMITTEE AGENDA 6/18/2020; ITEM **II.D.****

**Federal Functional Classification Change Request**

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

**AGENDA DESCRIPTION:** Pursuant to §470.105.b listed below, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e. those eligible for federal funding.

***The following information is a summary of the submitted application materials.***

The City of Ozark has requested the following changes to the federal functional classification system. The application is included.

- 1) **W McCracken Rd, Rt. NN to Riverside Rd.**  
**Current Functional Classification** – Local  
**Requested Functional Classification** – Minor Collector  
**Major Thoroughfare Plan** – Collector (Requested)

**Reasoning** – McCracken is expected to see increased traffic volumes due to continued growth and the recent development of a large commercial center – Finley Farms. Finley Farms is a 30+/- acre commercial development that is occurring on parcels that were formerly primarily abandoned or utilized for single family residential. Additionally, East McCracken Road continues to see the development of large platted single-family subdivisions. As additional development to the east occurs, traffic volumes along this section of McCracken will continue to increase. There are several parcels to the East that are within our Tier One Development of the Urban Service Area. The area is also adequately serviced with utilities such as water and sewer.

**TECHNICAL COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors regarding the proposed changes to the Functional Classification System.

That a member of the Technical Planning Committee makes one of the following motions:

“Move to recommend approval of the Functional Classification Change to the Board of Directors.”

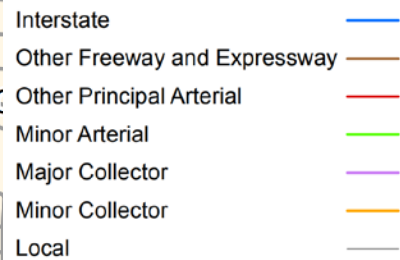
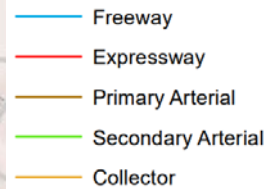
OR

“Move to recommend approval of the Functional Classification Change to the Board of Directors with the following changes...”

## General Area



Current Federal Classification (*Current Use*)

Major Thoroughfare Plan - Proposed (*Future Use*)



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Application Federal Functional Classification Change

#### Instructions

---

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to [athomason@ozarkstransportation.org](mailto:athomason@ozarkstransportation.org) or fax it to (417) 862-6013. If you have any questions, please contact Andy Thomason at 865-3047 x 107 or [athomason@ozarkstransportation.org](mailto:athomason@ozarkstransportation.org).

#### Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in October.
- 2. Technical Committee.** The request will be heard at the November Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in December. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

#### Application Information

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Date: 6/30/2020

#### Contact Information

---

Name: Jeremy Parsons  
Title: Public Works Director  
Agency: City of Ozark  
Street Address: 205 N. 1<sup>st</sup> St  
  
City/State/Zip: Ozark, MO  
Email: [jparsons@ozarkmissouri.org](mailto:jparsons@ozarkmissouri.org)  
Phone: 417-581-2407  
Fax: 417-581-1708

## Roadway Data

Roadway Name:	McCracken Road
Termini of Roadway	
From:	HWY NN
To:	Riverside Road
Length (miles):	Approximately 1,790 feet
Number of Lanes:	2
Lane Width:	11'
Traffic Volume (AADT):	2,900

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Existing

## Classification Change

Type of Area:	Serves as a Primary Roadway Crossing over the Finley River
Current Classification:	Local
Requested Classification:	Minor Collector

## Justification

Explain why the roadway classification should be revised.

Increased Traffic Volumes due to continued growth and the recent development of a large commercial center – Finley Farms.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

Yes, Finley Farms is a 30+/- acre commercial development that is occurring on parcels that were formerly primarily abandoned or utilized for single family residential. Additionally, East McCracken Road continues to see the development of large platted single family subdivisions.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

Yes, Finley Farms and the Finley River Park

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

As additional development to the east occurs, traffic volumes will continue to increase. There are several parcels to the East that are within our Tier One Development of the Urban Service Area. The area is also adequately serviced with utilities such as water and sewer.

Additional information you would like to include.

[Click **here** and type additional information]

**TAB 5**

## TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2020; ITEM II.C.

### Administrative Modification 5 to the FY 2020-2023 Transportation Improvement Program

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

#### **AGENDA DESCRIPTION:**

The following changes are included as part of Administrative Modification Five to the FY 2020-2023 Transportation Improvement Program.

#### **Basis for Administrative Modification**

- Technical Corrections

##### **EN2003-20 to EN2003-20AM5**

*Kansas Expressway ADA Upgrades I-44 to 60*

Correcting the project sponsor to MoDOT from the City of Springfield.

##### **SP2009-20 to SP2009-20AM5**

*West Bypass Resurfacing Sunshine to 60*

Correcting the project sponsor to MoDOT from the City of Springfield.

#### **Basis for Administrative Modification**

- Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP

##### **SP1818-20A3 to SP1818-20AM5**

*Campbell and Republic Road Intersection*

Moving FY 2020 funds to FY 2021

##### **SP1902-18A4 to SP1902-20AM5**

*Republic Road Lane Widening*

Moving FY 2020 funds to FY 2021

#### **Basis for Administrative Modification**

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

##### **SP2011-20 to SP2011-20AM5/SP2016-20AM5**

*Traffic Signal System Improvements to Traffic Signal System Improvements-Battery Backup/Traffic Signal System Improvements*

Splitting the Traffic Signal System Improvements project into one project for Battery Backup and a remaining project for cabinet replacements and advanced vehicle detection installations.

TIP administrative modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications are provided to the Technical Planning Committee, Board of Directors, MoDOT, and ONEDOT. TIP administrative modifications require no public comment period. OTO staff ensures fiscal constraint is maintained.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

This item is informational only, no action is required.



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

8 July 2020

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Five to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on July 8, 2020. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner

Enclosures





## Transportation Improvement Program - FY 2020-2023

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

#### E) Bicycle & Pedestrian Section

**TIP #** EN2003-20AM5      **KANSAS EXPY ADA UPGRADES I-44 TO 60**

**Route** Rte. 13

**From** north of I-44

**To** James River Freeway (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

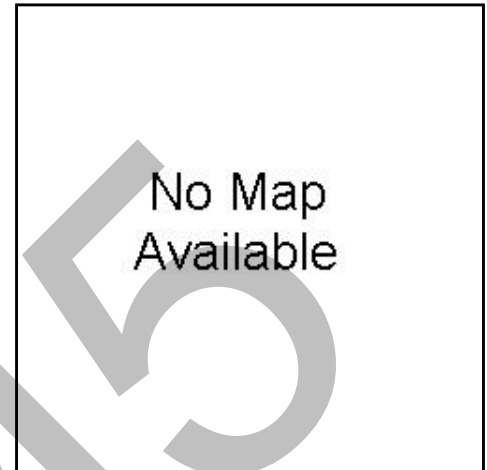
**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8S3173

**Federal ID #**

#### Project Description

Upgrade sidewalk to comply with the ADA Transition Plan at various locations on Kansas Expressway from north of I-44 to James River Freeway (Rte. 60).



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$400	\$10,000	\$38,200	\$53,400	\$102,000
MoDOT-AC	State	ENG	\$1,600	\$40,000	\$152,800	\$213,600	\$408,000
MoDOT	State	CON	\$0	\$0	\$0	\$272,600	\$272,600
MoDOT-AC	State	CON	\$0	\$0	\$0	\$1,090,400	\$1,090,400
<b>Totals</b>			<b>\$2,000</b>	<b>\$50,000</b>	<b>\$191,000</b>	<b>\$1,630,000</b>	<b>\$1,873,000</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>	\$1,873,000



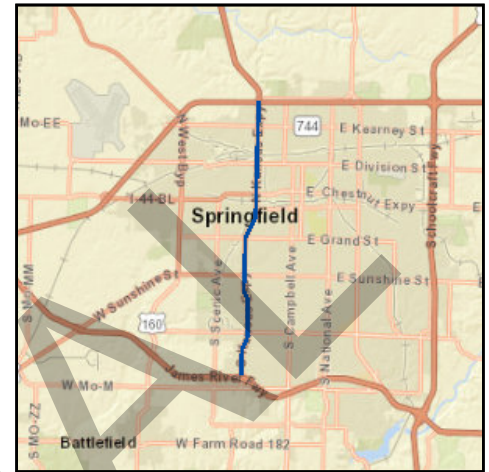
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN2003-20 **KANSAS EXPY ADA UPGRADES I-44 TO 60**

**Route** Rte. 13  
**From** north of I-44  
**To** James River Freeway (Rte. 60)  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** City of Springfield  
**Federal Funding Category** Advance Construction  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8S3173  
**Federal ID #**



### Project Description

Upgrade sidewalk to comply with the ADA Transition Plan at various locations on Kansas Expressway from north of I-44 to James River Freeway (Rte. 60).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$400	\$10,000	\$38,200	\$53,400	\$102,000
MoDOT-AC	State	ENG	\$1,600	\$40,000	\$152,800	\$213,600	\$408,000
MoDOT	State	CON	\$0	\$0	\$0	\$272,600	\$272,600
MoDOT-AC	State	CON	\$0	\$0	\$0	\$1,090,400	\$1,090,400
<b>Totals</b>			<b>\$2,000</b>	<b>\$50,000</b>	<b>\$191,000</b>	<b>\$1,630,000</b>	<b>\$1,873,000</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** \$1,873,000



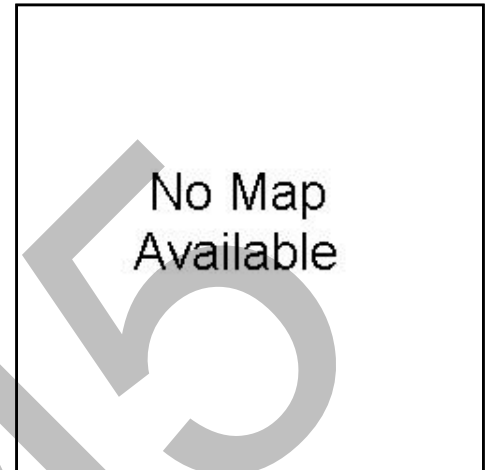
## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** SP2009-20AM5      **WEST BYPASS RESURFACING SUNSHINE TO 60**

**Route** West Bypass  
**From** Sunshine Street (Rte. 413)  
**To** north of James River Freeway (Rte. 60)  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** Yes      **EJ?** Yes  
**STIP #** 8S3168  
**Federal ID #**



#### Project Description

Pavement resurfacing on West Bypass from Sunshine Street (Rte. 413) to north of James River Freeway (Rte. 60).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$3,200	\$5,600	\$54,400	\$0	\$63,200
MoDOT	State	ENG	\$800	\$1,400	\$13,600	\$0	\$15,800
FHWA (NHPP)	Federal	CON	\$0	\$0	\$725,600	\$0	\$725,600
MoDOT	State	CON	\$0	\$0	\$181,400	\$0	\$181,400
<b>Totals</b>			<b>\$4,000</b>	<b>\$7,000</b>	<b>\$975,000</b>	<b>\$0</b>	<b>\$986,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$986,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2009-20 **WEST BYPASS RESURFACING SUNSHINE TO 60**

**Route** West Bypass  
**From** Sunshine Street (Rte. 413)  
**To** north of James River Freeway (Rte. 60)  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** City of Springfield  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S3168  
**Federal ID #**



#### Project Description

Pavement resurfacing on West Bypass from Sunshine Street (Rte. 413) to north of James River Freeway (Rte. 60).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$3,200	\$5,600	\$54,400	\$0	\$63,200
MoDOT	State	ENG	\$800	\$1,400	\$13,600	\$0	\$15,800
FHWA (NHPP)	Federal	CON	\$0	\$0	\$725,600	\$0	\$725,600
MoDOT	State	CON	\$0	\$0	\$181,400	\$0	\$181,400
<b>Totals</b>			<b>\$4,000</b>	<b>\$7,000</b>	<b>\$975,000</b>	<b>\$0</b>	<b>\$986,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$986,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** SP1818-20AM5 **CAMPBELL AND REPUBLIC ROAD INTERSECTION**

**Route** Campbell Avenue

**From** Campbell Avenue

**To** Republic Road

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG

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

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

**STIP #** 8P3087C

**Federal ID #**

#### Project Description

Add lanes, replace sidewalk, replace signal at Campbell Avenue and Republic Road.

No Map  
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$0	\$8,000	\$0	\$0	\$8,000
LOCAL	Local	ENG	\$0	\$343,000	\$0	\$0	\$343,000
MoDOT	State	ENG	\$0	\$2,000	\$0	\$0	\$2,000
FHWA (NHPP)	Federal	CON	\$0	\$1,875,200	\$0	\$0	\$1,875,200
FHWA (STBG-U)	Federal	CON	\$0	\$1,160,800	\$0	\$0	\$1,160,800
LOCAL	Local	CON	\$0	\$230,200	\$0	\$0	\$230,200
MoDOT	State	CON	\$0	\$468,800	\$0	\$0	\$468,800
<b>Totals</b>			<b>\$0</b>	<b>\$4,088,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,088,000</b>

#### Notes

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

<b>Prior Cost</b>	\$880,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,968,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1818-20A3 **CAMPBELL AND REPUBLIC ROAD INTERSECTION**

**Route** Campbell Avenue

**From** Campbell Avenue

**To** Republic Road

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG

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

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

**STIP #** 8P3087C

**Federal ID #**

#### Project Description

Add lanes, replace sidewalk, replace signal at Campbell Avenue and Republic Road.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
LOCAL	Local	ENG	\$343,000	\$0	\$0	\$0	\$343,000
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
FHWA (NHPP)	Federal	CON	\$1,875,200	\$0	\$0	\$0	\$1,875,200
FHWA (STBG-U)	Federal	CON	\$1,160,800	\$0	\$0	\$0	\$1,160,800
LOCAL	Local	CON	\$230,200	\$0	\$0	\$0	\$230,200
MoDOT	State	CON	\$468,800	\$0	\$0	\$0	\$468,800
<b>Totals</b>			<b>\$4,088,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,088,000</b>

#### Notes

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

<b>Prior Cost</b>	\$880,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,968,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** SP1902-20AM5      **REPUBLIC ROAD LANE WIDENING**

**Route** Republic Road

**From** Campbell

**To** Chase

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

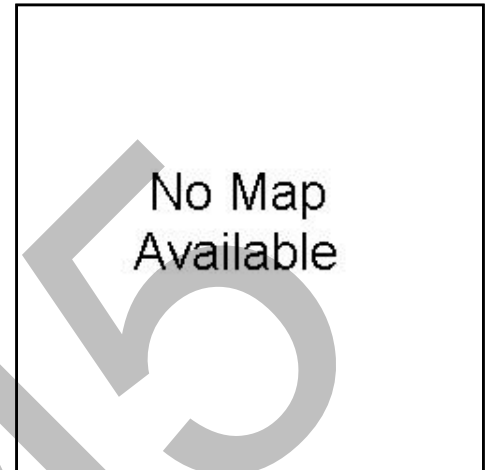
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 5901810



#### Project Description

Widen to five lanes, add curb and gutter, sidewalks, and access control as needed.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$1,120,000	\$0	\$0	\$1,120,000
LOCAL	Local	CON	\$0	\$280,000	\$0	\$0	\$280,000
<b>Totals</b>			<b>\$0</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>

#### Notes

Non-Federal Funding Source: City of Springfield Sales Tax

<b>Prior Cost</b>	\$100,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,500,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1902-18A4      **REPUBLIC ROAD LANE WIDENING**

**Route** Republic Road

**From** Campbell

**To** Chase

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

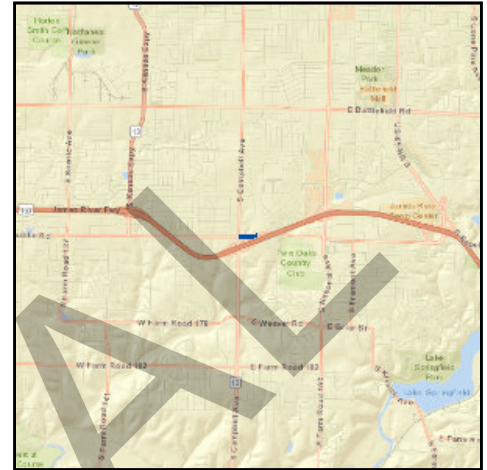
**Bike/Ped Plan?** Yes      **EJ?** Yes

**STIP #**

**Federal ID #** 5901810

#### Project Description

Widen to five lanes, add curb and gutter, sidewalks, and access control as needed.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$1,120,000	\$0	\$0	\$0	\$1,120,000
LOCAL	Local	CON	\$280,000	\$0	\$0	\$0	\$280,000
<b>Totals</b>			<b>\$1,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>

#### Notes

Non-Federal Funding Source: City of Springfield Sales Tax

<b>Prior Cost</b>	\$100,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,500,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2011-20AM5 **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS-BATTERY BACKUP**

**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 battery backup systems.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$640,000	\$0	\$0	\$0	\$640,000
LOCAL	Local	CON	\$160,000	\$0	\$0	\$0	\$160,000
<b>Totals</b>			<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</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>	\$800,000



## 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

### F) Roadways Section

**TIP #** SP2011-20      **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 battery backup systems, cabinet replacements, and advanced vehicle detection installations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$1,260,000	\$0	\$0	\$0	\$1,260,000
LOCAL	Local	CON	\$315,000	\$0	\$0	\$0	\$315,000
<b>Totals</b>			<b>\$1,575,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,575,000</b>

#### Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes 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>	\$1,575,000

## Roadways

FY 2020 continued on next page

## Roadways

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	FHWA (BRO)	FHWA (NHPPI)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
<b>2020 Continued</b>																			
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	\$0	\$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
SP1806-18	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$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
SP1815-18A2	\$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	\$46,000	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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															

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal						FRA (CRISI)	FEMA	Local		State				TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)				LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2021 Continued																				
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$644,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$0	\$225,000
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$0	\$0	\$1,354,822	\$0	\$0	\$0	\$1,354,822	\$0	\$0	\$7,271,341
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$2,047,000
OT1901-19A5	\$220,500	\$0	\$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	\$0	\$179,800	\$0	\$0	\$1,798,000	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$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	\$0	\$400	\$1,600	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$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	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$74,400	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$18,600	\$0	\$0	\$149,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$70,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$0	\$470,800	\$0	\$0	\$4,088,000
SP1902-20AM5	\$1,120,000	\$0	\$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	\$0	\$0	\$159,200	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$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	\$0	\$400	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$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	\$0	\$400	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$712,000	\$0	\$0	\$3,560,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$520,000	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2015-20AM4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SUBTOTAL	\$3,080,370	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,075,603	\$4,556,800	\$19,278,422	\$10,000	\$0	\$0	\$5,922,577	\$0	\$0	\$6,758,222	\$120,000	\$2,522,900	\$0	\$66,327,994
2022																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1707-17A6	\$0	\$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	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1902-19	\$3,246,479	\$0	\$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	\$0	\$0	\$418,000	\$1,672,000	\$0	\$2,090,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$1,634,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$10,000
MO1405	\$0	\$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	\$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	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$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	\$0	\$10,000	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,200	\$0	\$404,800	\$506,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$23,500
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$569,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,400	\$0	\$0	\$712,000
MO2104-19	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0				

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	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	\$0	\$2,000
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$175,600	\$0	\$0	\$0	\$2,078,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SUBTOTAL	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$1,636,402	\$0	\$0	\$5,268,000	\$205,000	\$3,413,600	\$0	\$40,989,906
<b>2023</b>																				
CC0901	\$0	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$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	\$0	\$12,000
MO2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$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	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$5,145,775	\$0	\$0	\$3,670,000	\$0	\$3,705,600	\$0	\$24,002,676
GRAND TOTAL	\$36,400,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,761,367	\$10,343,881	\$19,278,422	\$25,000	\$740,993	\$24,473,907	\$1,682,400	\$0	\$0	\$26,703,770	\$341,000	\$12,632,400	\$123,499	\$230,853,864

# 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	\$27,967,099	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,916,964	\$5,119,881	\$0	\$10,000	\$740,993	\$71,944,188	\$13,451,553	\$14,013,848	\$123,499	\$5,380,129	\$104,913,217
2021 Funds Programmed	\$3,080,370	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,075,603	\$4,556,800	\$19,278,422	\$10,000	\$0	\$51,004,295	\$5,922,577	\$9,401,122	\$0	\$5,476,971	\$71,804,965
2022 Funds Programmed	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$30,466,904	\$1,636,402	\$8,886,600	\$0	\$5,575,557	\$46,565,463
2023 Funds Programmed	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$11,481,501	\$5,145,775	\$7,375,600	\$0	\$5,675,917	\$29,678,793
Total	\$36,400,574	\$ 19,748,100	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$69,761,367	\$ 10,343,881	\$ 19,278,422	\$ 25,000	\$ 740,993	\$164,896,888	\$ 26,156,307	\$ 39,677,170	\$ 123,499	\$22,108,574	\$252,962,438

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 52,790,375	\$35,099,179	\$40,074,500	\$ 26,219,000	<b>\$164,311,047</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	\$13,451,553	\$5,922,577	\$1,636,402	\$5,145,775	<b>\$26,279,806</b>
Available Suballocated Funding	\$27,323,332	\$1,254,632	\$6,826,962	\$6,963,501	\$7,102,771	<b>\$49,471,197</b>
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$37,574,824</b>	<b>\$93,862,511</b>	<b>\$53,325,689</b>	<b>\$54,249,960</b>	<b>\$44,143,463</b>	<b>\$283,156,446</b>
Prior Year Funding		\$37,574,824	\$26,524,117	\$8,044,841	\$15,729,338	--
Programmed State and Federal Funding		<b>(\$104,913,217)</b>	<b>(\$71,804,965)</b>	<b>(\$46,565,463)</b>	<b>(\$29,678,793)</b>	<b>(\$252,962,438)</b>
<b>TOTAL REMAINING</b>	<b>\$37,574,824</b>	<b>\$26,524,117</b>	<b>\$8,044,841</b>	<b>\$15,729,338</b>	<b>\$30,194,008</b>	<b>\$30,194,008</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.

<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	\$3,396,508.94	\$5,324,640.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$231,504.00)	(\$239,302.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,703,973.64</b>	<b>\$3,396,508.94</b>	<b>\$5,324,640.36</b>	<b>\$7,248,999.21</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	\$3,623,404.03	\$5,479,715.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	(\$98,554.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,763,962.45</b>	<b>\$3,623,404.03</b>	<b>\$5,479,715.38</b>	<b>\$7,332,840.16</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	--	\$18,502,749.28	\$33,418,098.08	\$53,504,821.86
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	(\$4,503,819.00)	(\$8,044,857.00)	(\$2,826,285.00)	(\$2,826,285.00)
<b>Amount Available for Local Projects</b>	<b>\$18,502,749.28</b>	<b>\$33,418,098.08</b>	<b>\$53,504,821.86</b>	<b>\$73,543,499.09</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	\$41,433,241.35	\$64,037,252.28
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)	(\$1,000.00)	(\$1,254,521.00)	(\$5,001,000.00)
<b>Amount Available for Local Projects</b>	<b>\$17,564,435.81</b>	<b>\$41,433,241.35</b>	<b>\$64,037,252.28</b>	<b>\$82,883,307.68</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>

**TAB 6**

## **TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2020; ITEM II.D.**

### **Amendment Number 5 to the FY 2020-2023 Transportation Improvement Program**

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

##### **AGENDA DESCRIPTION:**

There are 45 items requested by MoDOT and OTO members included as part of Amendment Number 5 to the FY 2020-2023 Transportation Improvement Program. OTO will not be approving a FY 2021-2023 TIP and is instead opting for amendments. This correlates with MoDOT foregoing a new STIP this year.

##### **Changes to the Aviation Section**

1. **\*Revised/Remove\* Midfield Terminal Entitlement Cost Reimbursement (NA1200-20A5)**  
The Springfield-Branson National Airport is requesting to move funds to 2025, with a new total programmed amount of \$3,300,000. This removes NA1200 from the current TIP, moving the project beyond the current timeframe.
2. **\*Revised\* Runway Pavement Condition Study and Master Plan Update (NA1300-20A5)**  
The Springfield-Branson National Airport is clarifying that the Pavement Condition Study is now completed and the Master Plan Update is moved to FY 2021, for a new total programmed amount of \$1,060,385.
3. **\*Revised\* Replace Perimeter Fencing (NA1301-20A5)**  
The Springfield-Branson National Airport has requested to update the scope on this project to replace just 3,500 feet of fencing as opposed to 7,000 feet, with the same programmed amount of \$485,128.
4. **\*Revised\* Runway 32 RSA, OFA and Approach Grading Improvements (NA1501-20A5)**  
The Springfield-Branson National Airport is requesting to move funds to FY 2021 and to show non-local funding as MoDOT State Aviation, with a new total programmed amount of \$915,000.
5. **\*Revised\* Taxiway Alpha and Papa Direct Access Mitigation and Reconstruction (NA1503-20A5)**  
The Springfield-Branson National Airport has requested to move funding to FY 2022 with a new total programmed amount of \$1,700,000.
6. **\*Revised\* Taxiway Bravo Reconstruction and Direct Access Mitigation (NA1603-20A5)**  
The Springfield-Branson National Airport has requested clarify the scope and add to the amount of funding programmed at a new total amount of \$1,410,000.
7. **\*Revised/Remove\* Reconstruction of the Cargo Apron (NA1801-20A5)**  
The Springfield-Branson National Airport is requesting change the project description and to move funds to 2025, with a new total programmed amount of \$2,800,000. This removes NA1801 from the current TIP, moving the project beyond the current timeframe.
8. **\*Remove\* Replace ARFF Vehicle (NA1901)**  
This project no longer appears in the Capital Improvements Plan is being removed from the TIP.

9. **\*Revised\* Taxiway November and Delta Reconstruction (NA1903-20A5)**  
The Springfield-Branson National Airport has requested revise the scope and add to the amount of funding programmed at a new total amount of \$9,200,000.
10. **\*Revised/Remove\* Runway 2-20 Lighting Rehabilitation (NA1904-20A5)**  
The Springfield-Branson National Airport is requesting to move funds to 2025, with a new total programmed amount of \$400,000. This removes NA1904 from the current TIP, moving the project beyond the current timeframe.
11. **\*Revised\* Rehabilitate/Reconstruct Taxiway U, Demolish Taxiway B, Rehabilitate Runway 2-20 (NA1905-20A5)**  
The Springfield-Branson National Airport has requested to move funding to FY 2021 with a new total programmed amount of \$7,162,150.
12. **\*Revised\* Construct Runway 20 Blast Pad (NA1906-20A5)**  
The Springfield-Branson National Airport has requested to move funding to FY 2021 with a new total programmed amount of \$725,000.
13. **\*Revised\* Construct T-Hangar Taxilanes (Fuel Farm Area) (NA1907-20A5)**  
The Springfield-Branson National Airport has requested to move funding to FY 2021 with the same total programmed amount of \$930,000.
14. **\*Remove\* Remove Runway 32 20:1 Approach Obstruction (NA2001-19)**  
This project is a duplicate for NA1501 and is being removed from the TIP.
15. **\*Revised\* Taxiway November Reconstruction from Runway 14-32 to 2-20 (NA2102-20A5)**  
The Springfield-Branson National Airport has requested revise the scope, change fiscal years to 2023, and add to the amount of funding programmed for a new total amount of \$3,800,000.
16. **\*New\* Taxiway November Reconstruction North of Taxiway Delta to Taxiway Charlie (NA2301-20A5)**  
The Springfield-Branson National Airport has requested to add a project to reconstruct Taxiway November for a total programmed amount of \$3,000,000 in FY 2023.
17. **\*New\* Taxiway Sierra and Delta Reconstruction (NA2302-20A5)**  
The Springfield-Branson National Airport has requested to add a project to reconstruct Taxiways Delta and Sierra for a total programmed amount of \$1,400,000 in FY 2023.
18. **\*New\* Taxiway Sierra Reconstruction from Runway 14-32 to Taxiway November (NA2303-20A5)**  
The Springfield-Branson National Airport has requested to add a project to reconstruct Taxiway Sierra for a total programmed amount of \$4,700,000 in FY 2023.

#### Changes to the Bike/Ped Section

19. **\*Revised\* ADA Improvements at Various Locations (EN2002-20A5)**  
MoDOT is requesting to revise a project for ADA improvements at various locations for a new total programmed amount of \$95,000.

20. **\*Revised\*** Shuyler Creek Trail (EN2010-20A5)  
With action by the Board of Directors to direct additional funding received by OTO to the construction of the Shuyler Creek Trail, this project needs to be updated by adding construction to the scope and programmed funding, with a new total programmed amount of \$1,082,624.
21. **\*Remove\*** Main Street Sidewalk South (EN2101-18)  
The City of Nixa is requesting to remove a project for sidewalk construction on Main Street from North Street to Highway 14.
22. **\*Remove\*** Main Street Sidewalk North (EN2102-18)  
The City of Nixa is requesting to remove a project for sidewalk construction on Main Street from Aldersgate to North Street.
23. **\*New\*** Norton Road ADA Improvements in Springfield (EN2103-20A5)  
MoDOT is requesting to add a project for ADA improvements along Norton Road near Route 13 in Springfield for a total programmed amount of \$286,961.

#### Changes to the Roadways Section

24. **\*New\*** Route 14 High Friction Surface Treatment (CC2101-20A5)  
MoDOT is requesting to add a project for high friction surface treatment on Route 14 for a total programmed amount of \$283,000.
25. **\*Revised\*** Route 60 CRISI Project (GR2011-20A5)  
MoDOT is requesting to program the scoped railroad crossing safety improvements along the Route 60 corridor for a new total programmed amount of \$1,195,000.
26. **\*New\*** Route B Pavement Resurfacing in Greene County (GR2102-20A5)  
MoDOT is requesting to add a project for resurfacing on Route B with a total programmed amount of \$198,000.
27. **\*New\*** Farm Road 175 Bridge Replacement (GR2105-20A5)  
Greene County is requesting to add a project for a bridge replacement on Farm Road 175, for a total programmed amount of \$600,000.
28. **\*New\*** Mill/Fill and ADA Upgrade (GR2106-20A5)  
Greene County is requesting to add a project for pavement improvements and ADA upgrades on Farm Road 135 and on Farm Road 102, for a total programmed amount of \$700,000.
29. **\*Revised\*** ITS Operations and Management (2022) (MO2104-20A5)  
The City of Springfield is amending the amount of funding programmed for ITS Operations and Management in 2022, bringing the total programmed amount to \$1,069,000.
30. **\*Revised\*** ITS Operations and Management (2023) (MO2301-20A5)  
The City of Springfield is amending the amount of funding programmed for ITS Operations and Management in 2023, bringing the total programmed amount to \$430,000.

31. **\*New\* N. Main Street (NX2101-20A5)**  
The City of Nixa is requesting to add a project to widen North Street, with sidewalks and associated improvements, for a total programmed amount of \$2,341,432.
32. **\*New\* North Street Maplewood Hills to Cheyenne (NX2102-20A5)**  
The City of Nixa is requesting to add a project for engineering of North Street Improvements for a total programmed amount of \$546,882.
33. **\*New\* Truman from Heather Glenn to Pembroke/Norton (NX2201-20A5)**  
The City of Nixa is requesting to add a project for improvements on Truman Boulevard, including widening, sidewalks and a roundabout, for a total programmed amount of \$1,202,124.
34. **\*New\* Downtown N. Main Street (NX2301-20A5)**  
The City of Nixa is requesting to add a project for improvements on Downtown Nixa Main Street, from Route 14 to North Street, for a total programmed amount of \$257,580.
35. **\*New\* Route NN Pavement Resurfacing in Ozark (OK2101-20A5)**  
MoDOT is requesting to add a project for resurfacing on NN with a total programmed amount of \$560,000.
36. **\*New\* Route ZZ Chip Seal Pavement Improvement (RP2001-20A5)**  
MoDOT is requesting to add a chip seal project for Route ZZ with a new total programmed amount of \$102,000.
37. **\*Revised\* Kearney and West Bypass Intersection Improvements (SP1815-20A5)**  
MoDOT is requesting to revise the amount programmed for the intersection improvements cost share at Kearney and West Bypass with a new total programmed amount of \$2,339,000.
38. **\*Revised\* Route MM Pavement Resurfacing (SP2007-20A5)**  
MoDOT is revising the Route MM Pavement Resurfacing project for a new total programmed amount of \$690,000.
39. **\*Revised\* Grant Avenue Connect Parkway Project (SP2015-20A5)**  
The City of Springfield is requesting to clarify the scope for the Grant Avenue Parkway BUILD project, with the same total programmed amount of \$26,201,028.
40. **\*Revised\* Traffic Signal System Replacements (SP2016-20A5)**  
The City of Springfield is requesting to add funding to a project for traffic signal system improvements, including cabinet replacements and advanced vehicle detection installations, for a new total programmed amount of \$950,000.
41. **\*New\* OR 44 Pavement Resurfacing in Springfield (SP2101-20A5)**  
MoDOT is requesting to add a project for pavement resurfacing on the I-44 outer road from Farm Road 112 to west of Route 13 for a total programmed amount of \$31,000.
42. **\*New\* Norton Road Pavement Resurfacing (SP2102-20A5)**  
MoDOT is requesting to add a project to resurface Norton Road for a total programmed amount of \$284,312.

43. **\*New\*** I-44 Outer Road Pavement Resurfacing (SP2103-20A5)

MoDOT is requesting to add a project to resurface various outer roads for I-44 in Strafford and Springfield for a total programmed amount of \$623,216.

44. **\*New\*** Galloway Street Improvements (SP2114-20A5)

The City of Springfield is requesting to add Galloway Street Improvements as part of the Governor's Cost Share Program, programming \$3,500,000 local and \$1,500,000 from the Governor's Cost Share Program.

45. **\*New\*** TMC Signal Replacements, Various Locations (SP2202-20A5)

The City of Springfield is requesting to add a project for signal replacements at various locations in Springfield, with a total programmed amount of \$1,540,000.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

"Move to recommend that the Board of Directors approve Amendment 5 to the FY 2020-2023 Transportation Improvement Program."

OR

"Move to recommend the Board of Directors approve Amendment 5 to the FY 2020-2023 Transportation Improvement Program, with these changes..."



# 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

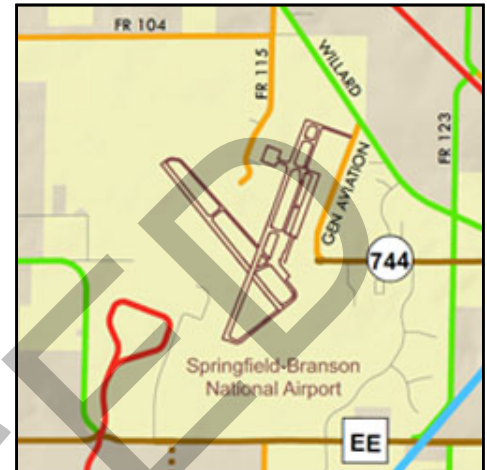
**Bike/Ped Plan?** EJ? Yes

**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

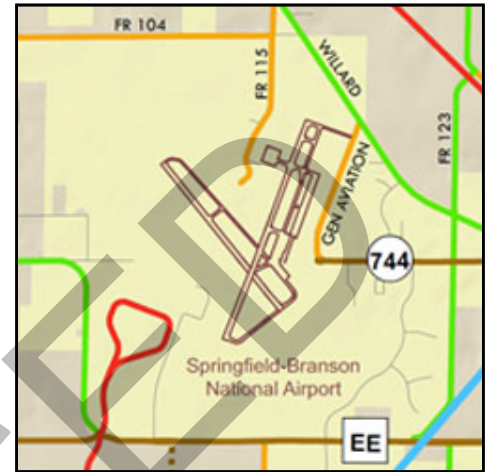


# Transportation Improvement Program - FY 2020-2023

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



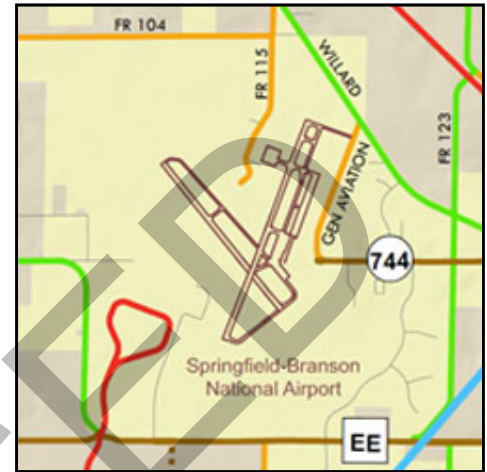
## Transportation Improvement Program - FY 2020-2023

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

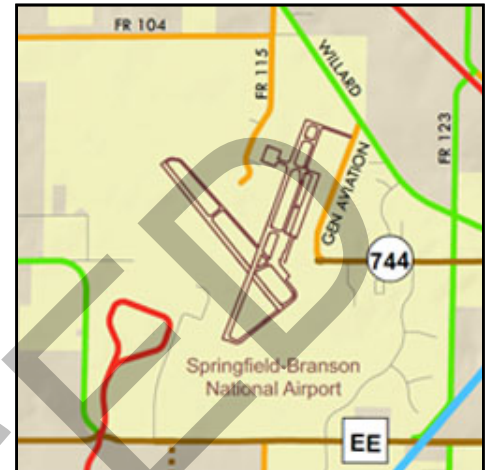
**Bike/Ped Plan?** EJ? Yes

**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



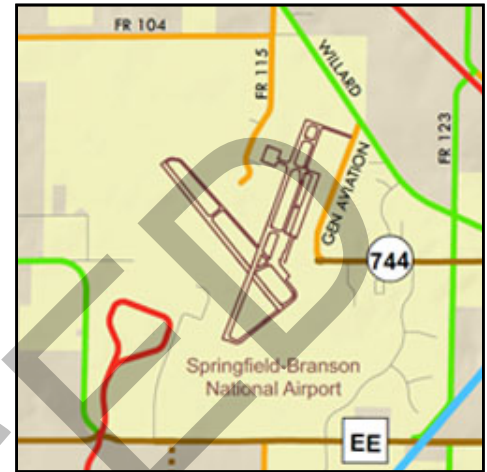
# Transportation Improvement Program - FY 2020-2023

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



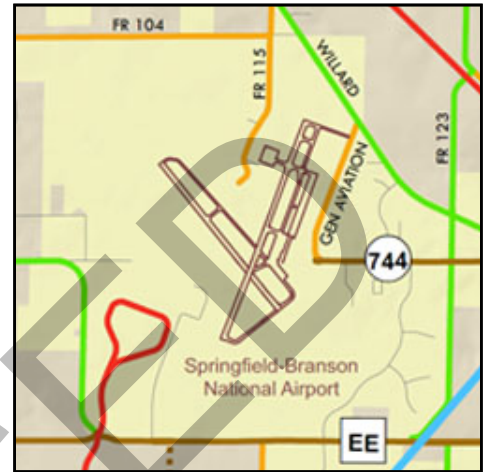
# Transportation Improvement Program - FY 2020-2023

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

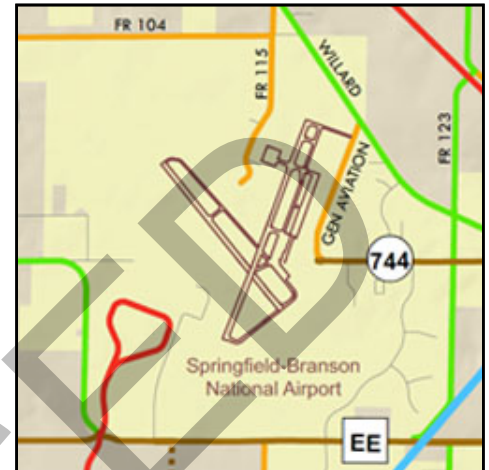
**Federal Funding Category** AIP Entitlement

**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

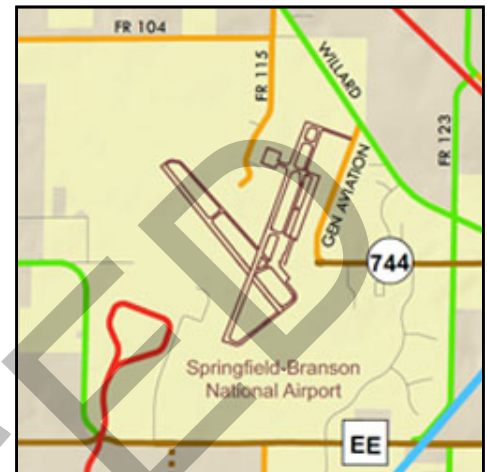
**Bike/Ped Plan?** EJ? Yes

**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

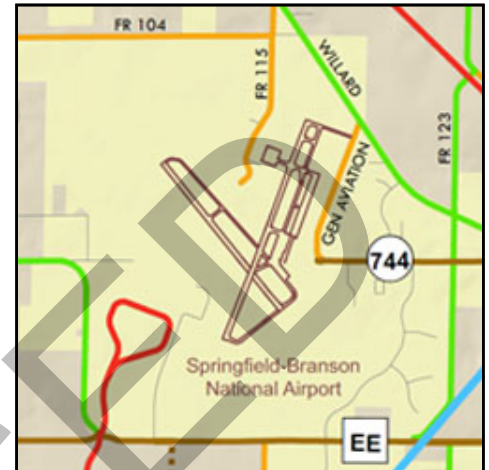
**Bike/Ped Plan?** EJ? Yes

**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



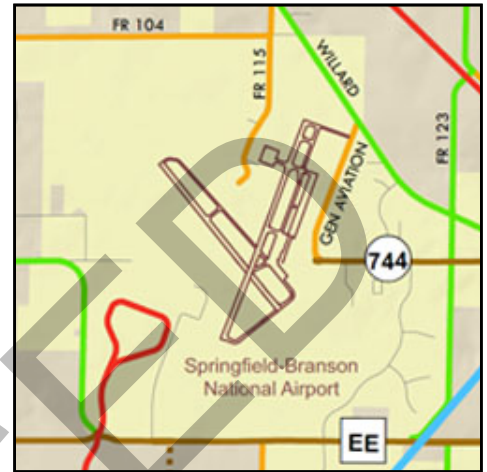
# Transportation Improvement Program - FY 2020-2023

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

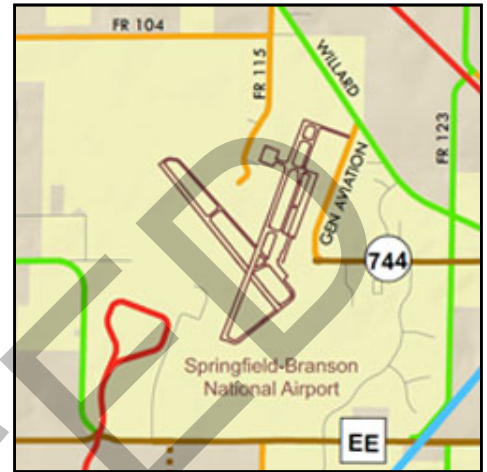
**Bike/Ped Plan?** EJ? Yes

**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

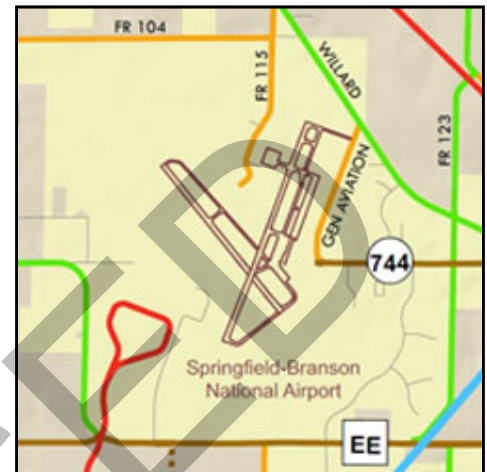
**Bike/Ped Plan?** EJ? Yes

**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

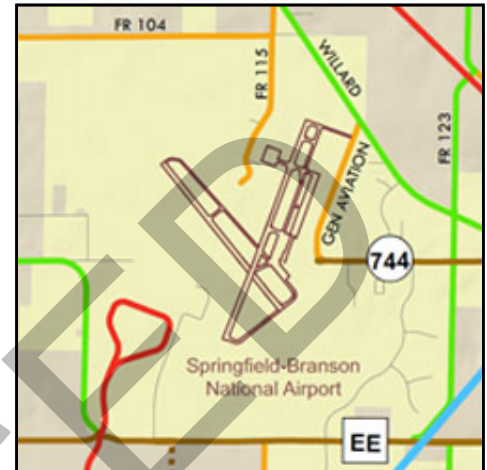
**Bike/Ped Plan?** EJ? Yes

**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

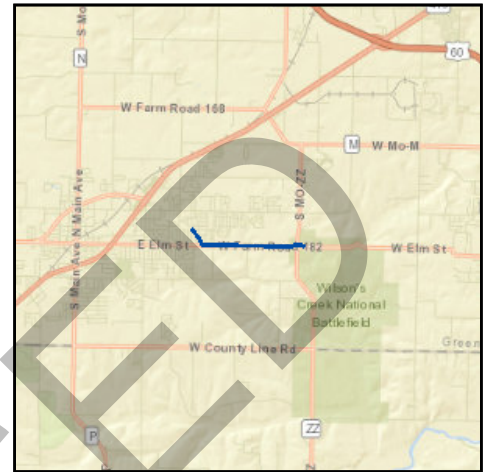
**Federal Funding Category** STBG-U

**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

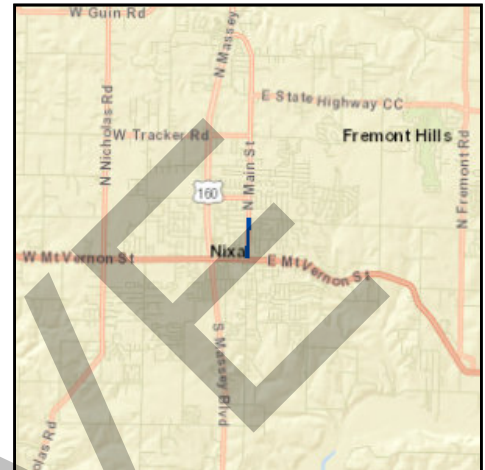
**Bike/Ped Plan?** Yes **EJ?** Yes

**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

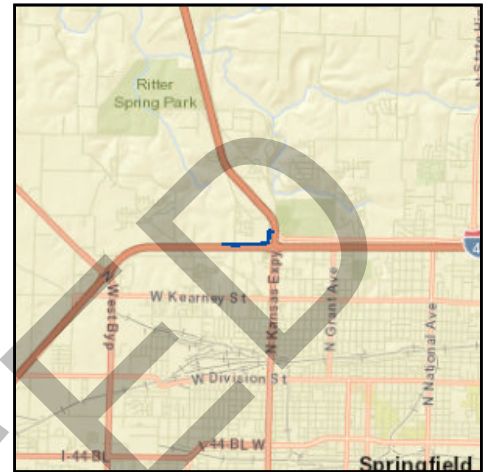
**Bike/Ped Plan?** EJ?

**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



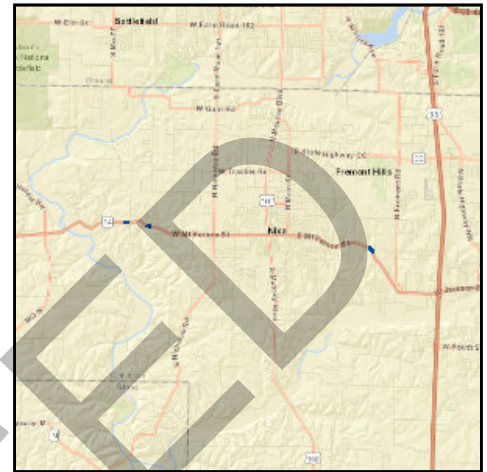
# Transportation Improvement Program - FY 2020-2023

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

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$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

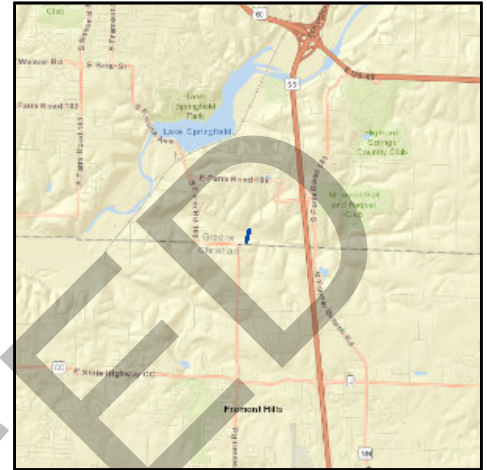
**Bike/Ped Plan?** EJ?

**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

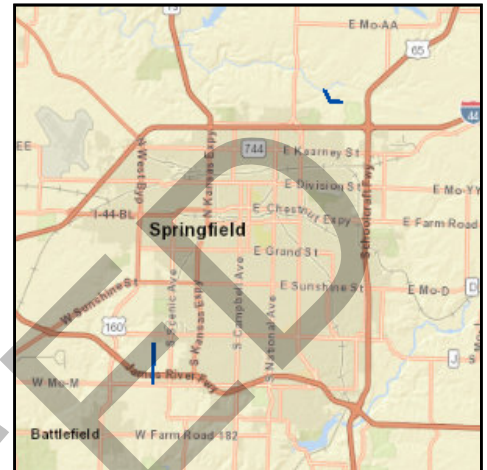
**Bike/Ped Plan?** EJ?

**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

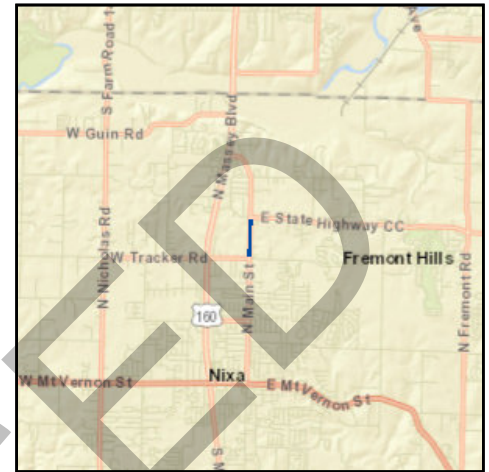
**Bike/Ped Plan?** EJ?

**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



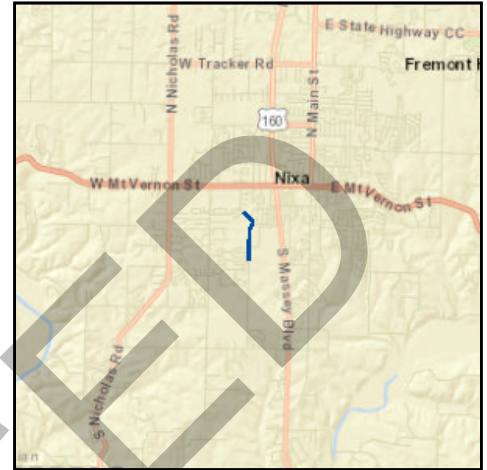
# Transportation Improvement Program - FY 2020-2023

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



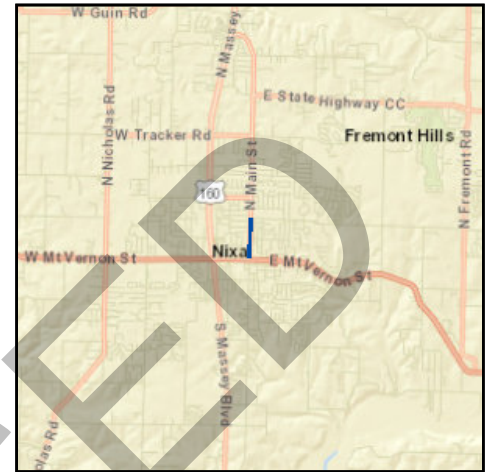
# Transportation Improvement Program - FY 2020-2023

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



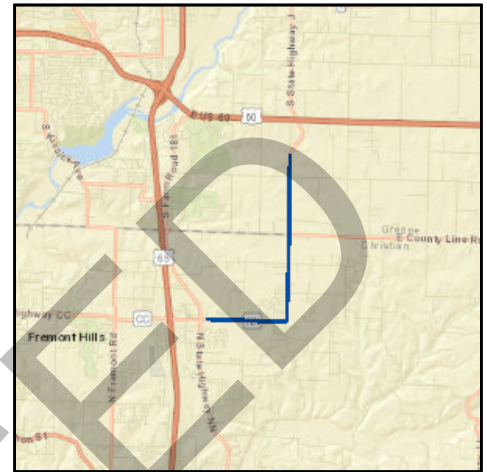
# Transportation Improvement Program - FY 2020-2023

## 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

**Prior Cost** \$250,000  
**Future Cost** \$0  
**Total Cost** \$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



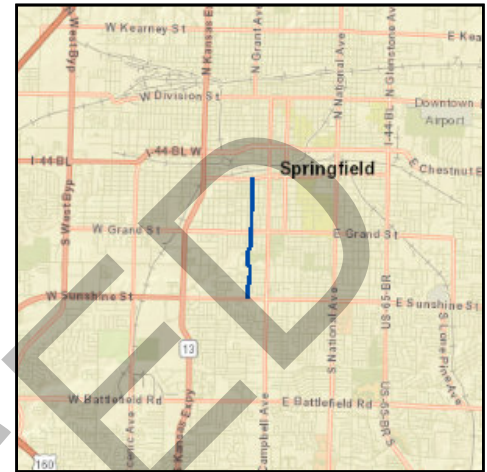
# Transportation Improvement Program - FY 2020-2023

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



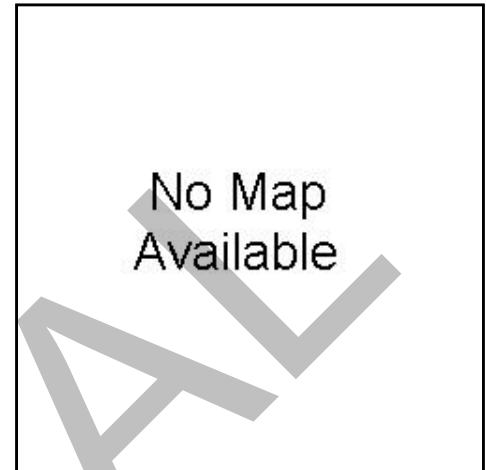
## Transportation Improvement Program - FY 2020-2023

### 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

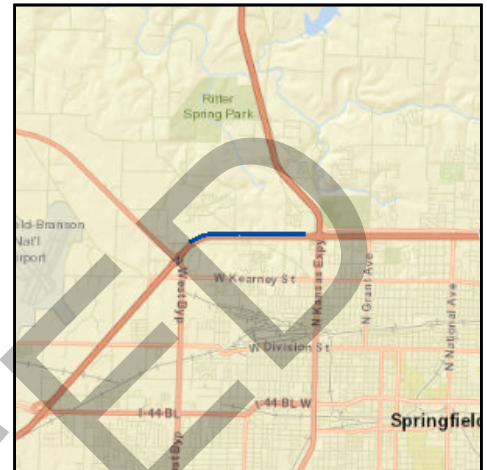
**Bike/Ped Plan?** EJ?

**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

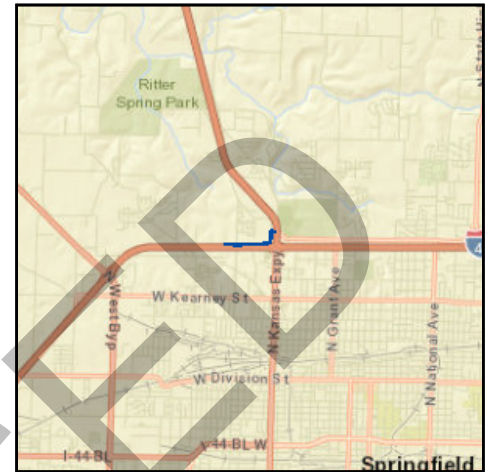
**Bike/Ped Plan?** EJ?

**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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$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

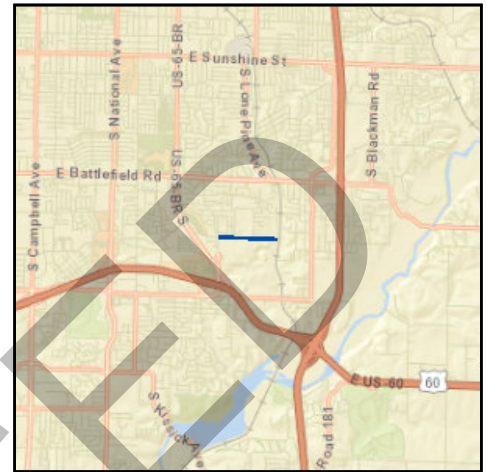
**Bike/Ped Plan?** EJ?

**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.

## Roadways

FY 2020 continued on next page

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	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
SP1815-20A5	\$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	\$46,000	\$0	\$46,000	\$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	\$201,600	\$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	\$420,600	\$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	\$237,600	\$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					

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISB)	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	\$179,800	\$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	\$0	\$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	\$0	\$1,600	\$0	\$0	\$8,000
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	\$0	\$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
SP2115-20A5	\$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	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
SP1818-20A5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,008,000
SP1902-20A5	\$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	\$0	\$8,000	\$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
SP2013-20	\$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	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
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
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
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					

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2022 Continued																				
SP1812-18	\$0	\$2,000	\$0	\$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	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,851	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$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	\$0	\$23,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$0	\$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	\$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	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$7,011,506	\$13,528,000	\$0	\$0	\$800,000	\$0	\$0	\$11,000,197	\$619,200	\$0	\$562,000	\$0	\$2,195,778	\$0	\$0	\$5,993,227	\$782,000	\$3,634,650	\$0	\$46,106,558
2023																				
CC0901	\$0	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$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	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$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	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1908-19A2	\$0	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$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	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$793,165	\$64,800	\$0	\$0	\$0	\$0	\$0	\$10,788,600	\$46,000	\$0	\$0	\$0	\$5,192,291	\$0	\$0	\$3,670,000	\$0	\$3,705,600	\$0	\$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	\$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>

**TAB 7**

## **TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2020; ITEM II.E.**

### **Reasonable Progress Extensions**

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

##### **AGENDA DESCRIPTION:**

In 2018, projects were solicited for Transportation Alternatives Funding and Federal Omnibus Funding. Each project application included a timeline which demonstrated that funding could be obligated by September 2020. The timeline included project milestones to ensure the project would be on schedule. There were 13 projects awarded. Eight projects are not meeting reasonable progress requirements. Staffing changes, COVID-19, delays associated with adjacent projects, and other causes have resulted in delays.

Federal transportation alternative funding has a four-year timeline and omnibus funding has a three-year timeline for funding to be obligated. Projects must be on schedule to ensure that funds do not lapse. It is for this reason that a reasonable progress policy has been adopted. The 2018 Omnibus funding will be available through September 2021.

If a project does not meet the required timeline per the project application, there are two options.

- 1) Request an extension. The OTO Reasonable Progress Policy allows for a one-time request to change this timeline, with the approval of the OTO Board of Directors. This option required staff to look at the overall balances to ensure funding is not lost.
- 2) Return funds for use on another project.

Each project sponsor has opted to request an extension that will result in construction funds obligated well before the September 30, 2021 deadline. Staff has coordinated with affected communities to identify suitable dates for each milestone.

The City of Springfield, while changing interim progress milestones, is expecting to obligate construction funds within the original September 30, 2020 deadline.

Nixa, Ozark, and Battlefield need to extend project timelines beyond the original deadline.

The table shown on the following page outlines the proposed changes. At this point, providing these projects remain on the new schedules, extending these projects will not cause OTO to lose associated federal funds.

A copy of the OTO Reasonable Progress Policy and the extension request forms are included.

##### **TECHNICAL COMMITTEE ACTION REQUESTED:**

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

“Move to recommend that the Board of Directors approve the proposed Reasonable Progress Extensions.”

OR

“Move to recommend that the Board of Directors approve the proposed Reasonable Progress Extensions, with these changes...”

[illegible]

## City of Battlefield- 3rd/Clabourne/4th

### Extension of Reasonable Progress Timeline Request Form

Milestone	Required Schedule	Reasonable Progress Extension
Preliminary & Right-of-Way Plans Submittal	11/30/2019	09/04/2020
Plans, Specifications, & Estimate (PS&E) Submittal	3/30/2020	01/07/2021
Plans, Specifications, & Estimate (PS&E) Approval	5/31/2020	03/12/2021
Construction Contract Award	9/30/2020	07/09/2021

### Extension of Reasonable Progress Timeline Request Form

Project	Preliminary & Right-of-Way Plans Submittal		Plans, Specifications, & Estimate (PS&E) Submittal			Plans, Specifications, & Estimate (PS&E) Approval			Construction Contract Award	
	Required Schedule	Date Completed	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Reasonable Progress Extension
Nicholas Phase 1	11/30/2019	1/23/2020	3/30/2020	Missed Milestone	10/15/2020	5/31/2020		10/30/2020	9/30/2020	11/30/2020
Nicholas Phase 2	11/30/2019	3/19/2020	3/30/2020	Missed Milestone	10/15/2020	5/31/2020		10/30/2020	9/30/2020	11/30/2020

### Extension of Reasonable Progress Timeline Request Form

Project	Preliminary & Right-of-Way Plans Submittal		Plans, Specifications, & Estimate (PS&E) Submittal			Plans, Specifications, & Estimate (PS&E) Approval			Construction Contract Award	
	Required Schedule	Date Completed	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Reasonable Progress Extension
Ozark N. Fremont	11/30/2019	5/21/2020	3/30/2020	Missed Milestone	10/31/2020	5/31/2020		10/31/2020	9/30/2020	1/18/2021
Ozark South Elementary	11/30/2019	5/21/2020	3/30/2020	Missed Milestone	10/31/2020	5/31/2020		10/31/2020	9/30/2020	1/18/2021
Ozark West Elementary	11/30/2019	5/21/2020	3/30/2020	Missed Milestone	10/31/2020	5/31/2020		10/31/2020	9/30/2020	1/18/2021

### Extension of Reasonable Progress Timeline Request Form

Project	Plans, Specifications, & Estimate (PS&E) Submittal			Plans, Specifications, & Estimate (PS&E) Approval			Construction Contract Award	
	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Reasonable Progress Extension
Fassnacht Creek Greenway Trail	3/30/2020	3/12/2020		5/31/2020	5/18/2020		9/30/2020	
Galloway Trail Reconstruction	3/30/2020	Missed Milestone	8/1/2020	5/31/2020		8/15/2020	9/30/2020	
Harvard Sidewalks	3/30/2020	Missed Milestone	6/2/2020	5/31/2020	6/16/2020	6/16/2020	9/30/2020	
Luster Ave Sidewalks	3/30/2020	3/12/2020		5/31/2020	5/18/2020		9/30/2020	
Sidewalk Connection to Galloway Trail	3/30/2020	Missed Milestone	8/1/2020	5/31/2020		8/15/2020	9/30/2020	

**TAB 8**

## **TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2020; ITEM II.F.**

### **OTO 2020 Public Participation Plan**

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

##### **AGENDA DESCRIPTION:**

The OTO Public Participation Plan (PPP) is intended to provide direction for adequate public notice to review and comment on plans and policies at key decision points in the regional transportation planning process. Included with this plan is an evaluation of current and previous strategies that the OTO employs to elicit feedback and involvement from all interested parties.

The initial OTO PPP was adopted by the OTO Board of Directors in 2009. The Plan was updated in 2013 and revised in 2015 & 2017. The 2020 Plan has been prepared as a standalone plan for compliance with the FAST Act to ensure that it is developed in consultation with all interested parties. Major updates include:

- Text boxes labelled with an “i” or an “o”, for “information” or “objective,” have been included to focus the reader’s attention on important information and add structure to the plan
- Goals developed by the International Association of Public Participation have been incorporated into the plan replacing the goals and objectives structure found in the 2017 PPP
- Web maps and applications have been added as a resource for public engagement in the “Rules and Tools of Engagement” section of the plan
- Workflow graphics outlining and documenting the processes for informing, consulting, and collaborating with the public and interested parties have been added to the “Public Participation Process” section of the plan
- Results from the 2020 Interested Parties Public Participation Survey have been added as Appendix A

##### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

“Move to recommend that the Board of Directors approve the proposed Public Participation Plan.”

OR

“Move to recommend that the Board of Directors approve the proposed Public Participation Plan, with these changes...”

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# PUBLIC PARTICIPATION PLAN 2020

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The Ozarks Transportation Organization

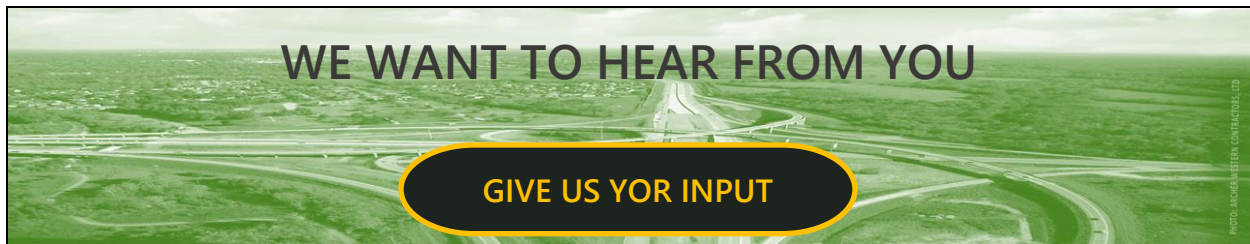
A Metropolitan Planning Organization

# DRAFT

July 15, 2020

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

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Our goal is to have significant and ongoing public involvement in the transportation planning process. We encourage you to voice your ideas and opinions about specific actions or transportation issues at any time. All comments received are documented and reviewed by staff, and responses are drafted for consideration by the appropriate committee. Here is how you can join the conversation:

<b>MAP A CONCERN</b> Use our interactive map feature to pin locations and leave a comment <a href="#">LEARN MORE</a>	<b>ATTEND A MEETING</b> Join us in-person or online for a Board of Directors or subcommittee meeting. Dates and times are posted on our calendar <a href="#">LEARN MORE</a>	<b>LEAVE A COMMENT</b> Review and comment on recent plan updates and amendments <a href="#">LEARN MORE</a>
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## WHAT DO WE DO WITH YOUR INPUT?

A period for public comment is provided for the updates and major amendments to all the primary transportation-planning projects for which Ozarks Transportation Organization is responsible. All comments, opinions, or suggestions are presented to our Board of Directors to consider before they make any final decisions. We believe participation is key to developing a sound and efficient transportation network. Follow us on social media to stay up to date on what we are planning and keep us informed of your ideas and opinions.



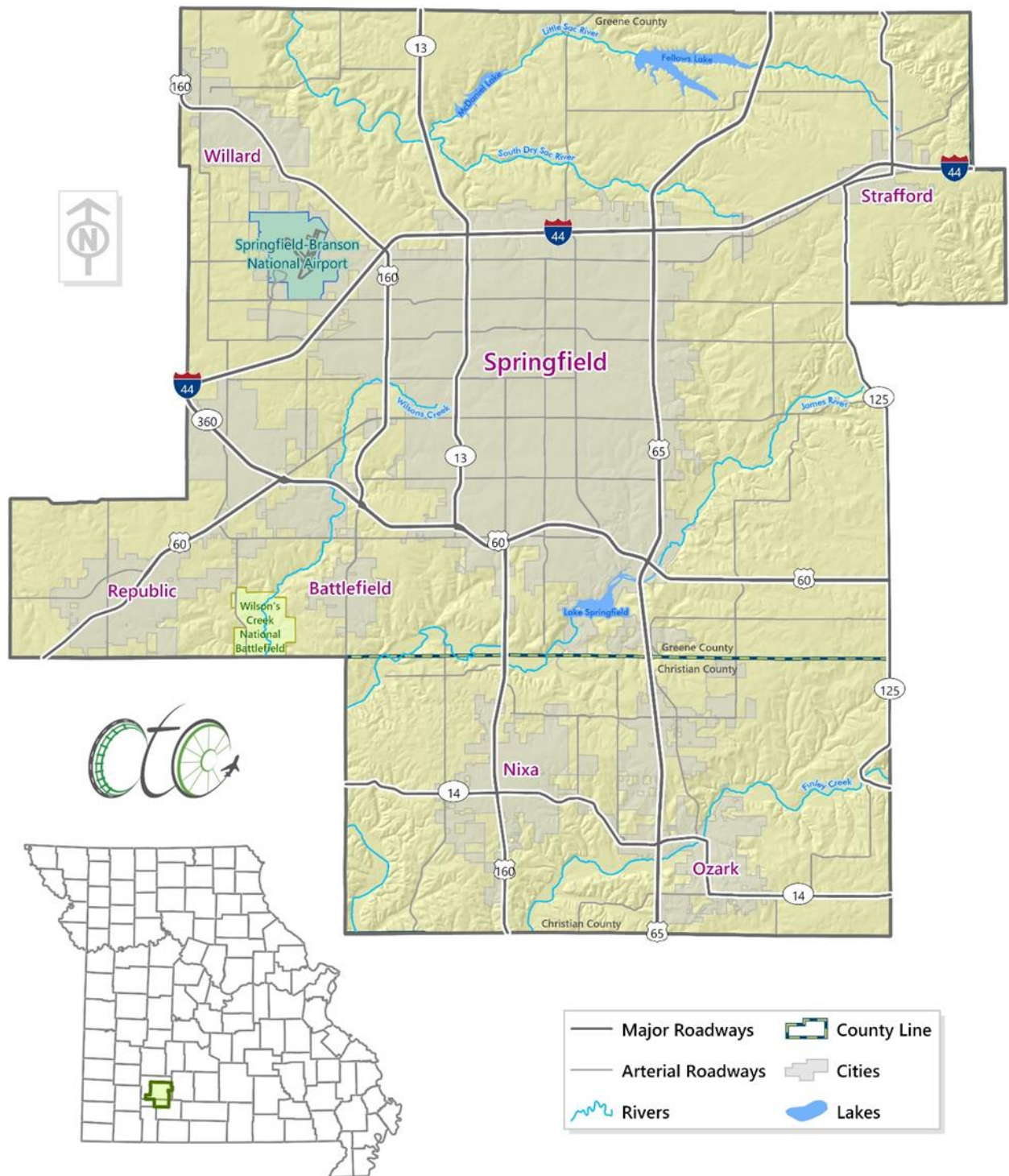
# Executive Summary

The OTO 2020 Public Participation Plan (PPP) is an update of the 2017 PPP. The OTO updates its PPP every three years to ensure that we are employing the latest techniques and utilizing the most up-to-date resources to keep the public involved in and informed of our planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on June 17, 2017. Major changes include:

- The plan has been reformatted to highlight information about the OTO and its role as an MPO and emphasize public involvement objectives. Text boxes labelled with an *i* or an *o*, for information or objective, have been included to focus the reader's attention on important information and add structure to the plan
- Goals developed by the International Association of Public Participation have been incorporated into the plan replacing the goals and objectives structure in the 2017 PPP
- Web maps and applications have been added as a resource for public engagement in the "Rules and Tools of Engagement" section of the plan
- Newly developed State of Missouri Sunshine Law guidance has been incorporated into public Involvement guidelines for E-meetings and virtual conferencing when in-person meetings are not possible due to public health emergencies, etc.
- Workflow graphics outlining and documenting the processes for informing, consulting, and collaborating with the public and interested parties have been added to the "Public Participation Process" section of the plan
- Results from the 2020 Interested Parties Public Participation Survey have been added as Appendix A

# Ozarks Transportation Organization MPO Study Area

Approved by the Governor of Missouri 2/8/2002



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# Introduction

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The Ozarks Transportation Organization (OTO) is the federally designated Metropolitan Planning Organization (MPO) serving several communities in the Springfield, Missouri metro area including unincorporated parts of Christian and Greene counties.

As an MPO, the OTO conducts regional transportation planning and project programming within its study area. The OTO serves as a forum for cooperative transportation decision-making by state and local officials and other interested parties in accordance with a process that is **comprehensive, cooperative, and continuous**. This process covers federal aid surface transportation projects and other regionally significant projects. The OTO Board of Directors includes local elected and appointed representatives from Christian and Greene counties, as well as the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard.

The OTO MPO is responsible for four major transportation plans and programs: [Long-Range Transportation Plan](#) (LRTP); [Transportation Improvement Program](#) (TIP); [Unified Planning Work Program](#) (UPWP); and [Public Participation Plan](#) (PPP). In addition, the OTO MPO is responsible for preparing [other transportation plans and studies](#) as needed.

The OTO must adopt an LRTP covering at least 20 years and update it every five years. The TIP selects projects from the LRTP to fund for construction and must also be adopted by the Board of Directors. No federal transportation money can be spent on a project unless it is in the LRTP and the TIP. In addition to the LRTP and TIP, the OTO is required to prepare a Unified Planning Work Program (UPWP), and other plans and studies including a plan for public participation. The Public Participation Plan (PPP) documents policies and processes implemented by the OTO to provide a reasonable opportunity for individuals, public agencies, and other interested parties to be involved in the transportation planning process.

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The OTO must comply with Federal Highway Administration (FHWA) requirements that MPOs “*Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs*” (23 CFR §450.316)

To achieve full public access, the OTO must adhere to [other regulations](#) that require MPOs be proactive in involving under-represented groups in the planning process and the sharing and provision of information. Title VI of the Civil Rights Act prohibits discrimination based on race, color, national origin. Title VI applies to all organizations that receive federal funding. The Americans with Disabilities Act of 1991 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination based on a disability by public and private sector parties. Additionally, the OTO must comply with Title II of the Americans with Disabilities Act. In 2000, Executive Order 13166 gave Title VI discrimination protection to people with Limited English Proficiency (LEP). In 1994, Executive Order 12898, required federal agencies make environmental justice part of their mission by identifying and addressing, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations.

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The mission of the OTO MPO is: To provide a forum for cooperative decision-making in support of an excellent regional transportation

We at the OTO believe that it is important to give people the opportunity to have a meaningful impact on the development of plans and programs that affect them. The PPP provides direction and documents the process for inclusive community engagement for the OTO transportation planning activities. In addition, the PPP is how the OTO will maintain compliance with federal regulations and measure the effectiveness of procedures and strategies aimed at supporting early and continuous involvement of the public.



## Public Participation Goals

At the OTO MPO, the level of public participation required for activities in the planning process changes according to what is to be accomplished. The International Association for Public Participation developed a spectrum for increasing levels of public impact. The table below describes the spectrum which helps define the public's role and engagement in the transportation planning process.

Increasing Level of Public Impact 					
	Inform	Consult	Involve	Collaborate	Empower
Goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, and/or solutions.	To obtain public feedback on analysis, alternatives, and/or decisions.	To work directly with the public throughout the process to ensure that public issues and concerns are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place the final decision-making in the hands of the Public

*Adapted from the International Association for Public Participation "Spectrum of Participation" [www.iap2.org](http://www.iap2.org).*

The increasing level of public impact applies to the different work products and day-to-day engagement activities at the OTO. These categories and goals are aligned with various planning activities, tools, and workflows to ensure that early and continuous public participation is achieved in support of the OTO mission. More detail is provided in the "Planning Process" section of the plan.



## Rules & Tools of Engagement

The Resources listed here are the methods the OTO to uses to engage and communicate with people. Objective statements are included to explain how the tools relate to public participation.

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The OTO will provide reasonable public access to timely information, plans, reports, and studies and maintain open channels of communication for citizens to comment or report a concern.

### [The OTO Website](#)

The OTO website was redesigned in 2019. The new design provides information about upcoming meetings and agendas, recent reports, maps, and information about OTO policies. Work products, such as the PPP, UPWP, TIP, and LRTP are available on the site. The site also features an “About Us” page which contains information regarding “What is an MPO?” The site also serves as the domain for staff email accounts along with a comment email account to collect public input and feedback. The comment email is monitored by the OTO’s planners and administrative staff. The comment account also receives automated notifications when comments are submitted on other web-based public input tools. In addition, the comment account is the primary account for sending press releases, news, announcements, and agendas to the press, interested parties, and committees.

### [“Give us your input”](#)

This is a page on the OTO website where the public can map a concern, leave a comment, access surveys, and learn about current planning activities and meeting dates. Notifications are sent to the comment email when comments are submitted. In addition, a discussion board has been embedded on this page where people can leave general comments for discussion moderated by OTO staff.

### [News & Updates](#)

This is another component of the “Give us your input” page on the OTO website. News & Updates is a blog post where the OTO staff can post information and announcements to which the public are directed to add a comment or a question.

### [Interactive TIP Tool](#)

This is a web-based service that helps individuals find information about transportation projects planned for the next four years in the metropolitan Springfield region. The tool allows users to search for project information and can be accessed from the TIP page on the OTO website. The Report Library provides links to previous and current TIP documents approved by the U.S. Department of Transportation. Using this tool, the TIP can be searched by project name, location or agency, and TIP number. The tool also features a map viewer for projects.

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The OTO will develop planning material that is easily understood and visually engaging and strive to ensure all citizens have the information necessary to deliver informed input.

### [The OTO Logo](#)

The OTO logo is prominently featured on all work products and correspondence. The logo helps the public recognize documents and activities associated with the OTO. This allows individuals to identify OTO work products and become familiar with its role in the region.

### [Social Media](#)

[Facebook](#) and [Twitter](#) are used to announce meetings and events. Posts provide the opportunity to share links to pertinent information and survey sites. Social media platforms can also invite public comments and participation on the sites themselves.

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The OTO will prepare visualizations of transportation issues including charts, graphs, aerial photos, maps, analyses, physical models, and computer simulations with the public in mind.

#### ArcGIS Online Organization

The OTO publishes interactive web maps and apps through its ArcGIS Online Organization account. A base map consisting of layers for the transportation network, including sidewalks, trails, transit routes, roads is available from the OTO website. Viewers can access roadway attributes for volume, capacity, peak hour travel speeds, etc. Natural features and land use information is also included in the map.

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The OTO will follow a policy of ensuring that limited English-speaking persons, persons with disabilities, and minority or low-income populations are given an opportunity to participate in the planning process.

#### OTO Contacts Database

The OTO maintains a master database of businesses, governmental agencies, community-based organizations, and other interested parties. The database includes committee membership, mailing information, phone numbers, email addresses and websites. The database is used for maintaining up-to-date contact information for committee membership, special interest groups, Disadvantage Business Establishments (DBE), as well as minority and low-income groups. The database is used for meeting and survey announcements as well as other project specific notifications.

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The OTO will give the public a reasonable opportunity to participate in planning activities and allow time for public review and comment at key decision points, including but not limited to, approval of the LRTP, TIP, and other appropriate transportation plans and projects.

### Press Releases

Formal press releases are sent to local media contacts to announce upcoming meetings, comment periods for plan documents, and to provide information on specific issues being considered by the OTO or the OTO committees.

### Newspaper Ads

Press releases may result in media coverage of the OTO activities but in most cases, they do not guarantee publication of information. Thus, the OTO purchases legal advertisements for announcements of comment periods for some planning documents. These legal ads serve to document compliance with the required comment period length for specific plans and plan/TIP amendments. When seeking public input for LRTP updates and the annual TIP process the OTO has purchased regular ad space in the print editions of the *Springfield Newsleader* and the *Christian County Headliner*.

### Surveys

The OTO uses web-based applications to generate electronic surveys. Hyperlinks to the survey are then disseminated via email, social media, press releases, and the OTO website. Hard copies are also produced and distributed at public meetings, community events, and the OTO office. In addition, post card mailings are used to publicize surveys and comment periods and include QR codes for mobile devices.

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The OTO will strive to ensure that when conducting public meetings where matters related to transportation programs are being considered are connected to transit and meet Americans with Disabilities Act requirements.

### Public Meetings/Community Events

Public meetings are generally open and informal, with project team members interacting with the public on a one-on-one basis. Brochures and fact sheets may be provided at these meetings. The OTO may coordinate with other local agencies to be on hand to supply information and support. Informational tables at community events where

transportation issues are not the focus are ways to solicit comment from individuals who are not usually involved in the transportation planning process.

### Posters and Flyers

Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City Utilities buses and City Utilities bus transfer stations for display. Posters and flyers can be used to reach a larger audience than other notification methods.

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The OTO will strive to demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration. Upon receiving public comments, the OTO will respond in a timely manner and provide copies of comments to appropriate boards, committees, and related agencies.

Public participation shapes our planning process and ensures that plans and programs accurately reflect the goals and visions of people in the region. There are many methods employed at the OTO to disseminate information and gather input from the public and other interested parties. While these methods are somewhat generic, the OTO staff are always looking for new and innovative software and apps to enhance and improve public engagement.



## Requirements for Planning Activities

There are specific plans that reflect the core functions of the OTO MPO. The LRTP, TIP, UPWP, and PPP comprise the core plans of the OTO. Participation processes are identified for each of these plans. Public participation strategies for other plans and studies are also addressed.

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The OTO will maintain an up-to-date database of contacts to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products.

This section of the plan defines how the OTO provides for individuals and interested parties to be involved in the planning process. Interested parties are defined in 23 CFR § 450.316. Those that are applicable to the OTO MPO include:

- Elected officials
- Local government staff
- Transportation agencies (airport, transit, etc.)
- Local media (TV, radio, print, etc.)
- Civic groups
- Special interest groups
- Libraries (for public display)
- Federal, state, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, historic preservation, and other environmental issues

- Parties that have an interest in the planning and development of the transportation network including affected public agencies in the OTO planning area
- Private freight shippers
- Representatives of public transportation employees
- Providers of freight transportation services
- Private providers of transportation, including intercity bus operators and employer-based commuting programs
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of people with disabilities
- Members of minority populations
- Representatives of Limited English Proficiency (LEP) populations
- Public school district representatives within the OTO planning area
- Representatives of colleges and universities
- Representatives of large employers

### [Long-Range Transportation Plan](#)

The LRTP is essential in the development of a sound transportation network. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision making. The LRTP builds on past transportation planning conducted by the OTO. All transportation modes including passenger air travel and freight movement are discussed in the document. The plan advocates for transportation policies and strategies developed via public involvement and assists in prioritizing transportation improvements over the next 25 to 30 years.

A specific public participation plan will be written to outline the public participation process at the outset of LRTP updates. The process for LRTP updates will use nearly the full range of the participation techniques employed by the OTO. A series of public meetings will be held throughout the region for each complete update. Events will be publicized using display advertisements in the *Springfield News-Leader* and other community newspapers. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan. Although the LRTP must be completely updated at least every five years while in Environmental Protection Agency (EPA) air quality attainment (four years when in non-attainment), amendments are periodically made to the LRTP as new projects, funding, or programs arise.

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**Amendments to the LRTP require a 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Only chapters containing the proposed amendments are presented for public comment and approval.**

#### **Revisions to the LRTP Requiring Amendments:**

- Addition or deletion of any project (except as noted in the Administrative Modifications section below);
- Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion);
- Moving a project between the unconstrained and constrained lists;
- Changes to the Major Thoroughfare Plan;
- Increases to a project's total cost estimate greater than 15 percent (or any amount greater than \$2,000,000);
- Changes in the termini of a capacity project of any length or any project in which the total length increases by more than ¼-mile.

Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, MoDOT, and U.S. DOT. An administrative modification is a revision

that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

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Administrative modification is a minor revision to the LRTP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates.

**Revisions to the LRTP Allowed as Administrative Modifications:**

- Increases in a project's cost estimate less than 15 percent (up to \$2,000,000);
- Minor changes to the scope of a project;
- Minor increases to the termini of a non-capacity project (no more than ¼-mile);
- Moving a project to another time band, provided fiscal constraint is maintained;
- Adding a project to the unconstrained list.
- Technical corrections

**Transportation Improvement Program**

The TIP is the short-range capital improvement program for the transportation system within the OTO study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated on a yearly basis. The TIP serves to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds a project must be included in the TIP. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

When developing the TIP, the OTO is required to consult with (1) agencies and officials responsible for other planning activities within the planning area, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit

organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

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The OTO consults with all city and county governments within its study area during the annual TIP development process. The projects submitted by local governments are all part of their respective Capital Improvement Programs (CIP) where required.

Depending on their area of concern, the following boards hold public hearings on the proposed projects: Airport Board; Park Board; and Planning and Zoning Commission/Board. Other required agencies that are consulted during the TIP development process include:

[City Utilities of Springfield](#) - In January of 2015, CU Transit and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

- The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs
- The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs
- The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process

- CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO
- CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP
- The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements
- CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP
- CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment

The OTO advertises City Utilities' POP each year in the *Springfield News-Leader*. A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve-month period; or
- An increase in headways for a route of more than 15 minutes; or
- A re-routing that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more

[Missouri State University](#) - MSU utilizes the Transit Shuttle Advisory Committee for public involvement in the selection of projects to be included in the TIP. This committee includes representatives of the student body, faculty, administration, and transit operations.

[OATS Transit](#) - OATS uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input include:

- A public notice
- Input from an advisory group, and
- Southwest Missouri Office on Aging

[The Missouri Department of Transportation](#) – MoDOT SW District, regional planning commissions (RPCs), MPOs, and city and county officials form partnerships to gather and evaluate local input on transportation needs. Public comments concerning transportation needs are gathered from county-wide public meetings, calls to MoDOT’s customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT’s consideration in programming.

The OTO provides annual notice by November 1st of the calendar year to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. The OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g. projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary analysis report on the disposition of the comments which will be made a part of the approved TIP.

The draft TIP is made available for comment for 30 days prior to Board of Director approval. A legal notice is placed in the *Springfield News-Leader* and/or other community papers. The draft TIP is made available on the OTO website, at the OTO offices, and at the Springfield-Greene County Library, CU Transit office, and the MoDOT SW District office. Any public comment received during this review period will be considered by the OTO staff and will be presented to the Technical Planning Committee and Board of Directors as part of the approval process.

Project sponsors may find it necessary to request revisions to the adopted TIP. TIP amendments and administrative modifications are defined pursuant to 23 CFR § 450.104. TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to MoDOT for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

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**TIP Amendments will require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice will be given by press release, Board & TPC meeting agendas, and on the OTO website.**

#### **Revisions Requiring TIP Amendments:**

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 15% (or any amount greater than \$2,000,000);

6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund sources(s) change from Advanced Construction to an identified Federal funding source; and
7. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4 mile.

TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period.

**Revisions Allowed as Administrative Modifications:**

1. Changes in a project's programmed amount less than 25% (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
5. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP;
6. Minor changes to funding sources between federal funding categories or between state and local sources;
7. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate);
8. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction;

9. Changing a project's lead agency when agreed upon by the two agencies affected;
10. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;
11. Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds (up to 15% or \$2,000,000);
12. Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change;
13. Combining two or more projects already in the TIP provided the cumulative, total amount of federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
14. Technical corrections.

#### Unified Planning Work Program

The UPWP is a description of the proposed activities of the OTO for the upcoming fiscal year. The program is prepared annually and serves as a basis for requesting federal planning funds from the USDOT through MoDOT. All tasks are to be completed by OTO staff unless otherwise identified.

The UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by OTO staff with assistance from various agencies including MoDOT, FHWA, the FTA, CU Transit, and members of the OTO TPC, which is made up of representatives from each of the nine OTO jurisdictions.

The draft of the new UPWP for the coming year is usually completed by September for TPC review. A 15-day public comment period is required for the UPWP. The UPWP draft

document is made available on the OTO website and at the OTO office for public comment. A press release announcing the comment period is sent to media contacts, posted on the OTO website, and posted in full view of the public at the OTO office. An effective means of incorporating public input into the UPWP is to review comments received from the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

### Public Participation Plan

The PPP provides a framework to guide the public participation process in transportation planning activities at the OTO, such as the UPWP, LRTP, TIP, and a range of programs and special studies, including major investment studies. This plan specifies the OTO's performance objectives and techniques to be considered and employed in improving the public participation process.

Updates to the PPP itself involves an inclusive public participation process. The process shall meet the goals of the currently adopted Public Participation Plan and strive to employ new and/or underused methods for engaging the public, particularly to evaluate and validate the effectiveness of strategies outlined in the current plan.

Once a final draft of an updated PPP is complete, OTO staff will post it to the OTO website and maintain a hard copy at the OTO office. A press release announcing a 45-day public comment and review period will be sent to media contacts and a legal notice will be placed in the *Springfield News-Leader* and other community papers. All comments received by the OTO will be considered in the final review by the Board of Directors prior to its adoption.

### Other Plans and Studies

The OTO Transit Coordination Plan (TCP) fulfills the federal requirements of a Human Services Transportation Plan (HSTP) enacted under MAP-21 and the recently adopted FAST Act. The TCP is intended to identify needs and gaps in human service transportation

services for seniors and individuals with disabilities in the OTO study area. The TCP is used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

A draft of the TCP is posted on the OTO website and a paper copy is made available in the OTO office prior to the commencement of a 30-day public comment period. A press release is sent to media contacts providing public notice of the comment period. In addition, a legal notice is placed in the *Springfield News-Leader* and/or other community papers. Figure 2 provides a summary of the public participation process for the OTO's core planning documents.

Several other plans and projects that the OTO develops as needed include but are not limited to the OTO Title VI/ADA program, the Annual Listing of Obligated Projects, the Limited English Proficiency Plan, the Congestion Management Process, and the Performance Measures Report. These other plans and reports require a press release notifying the public of at least a 15-day comment period.

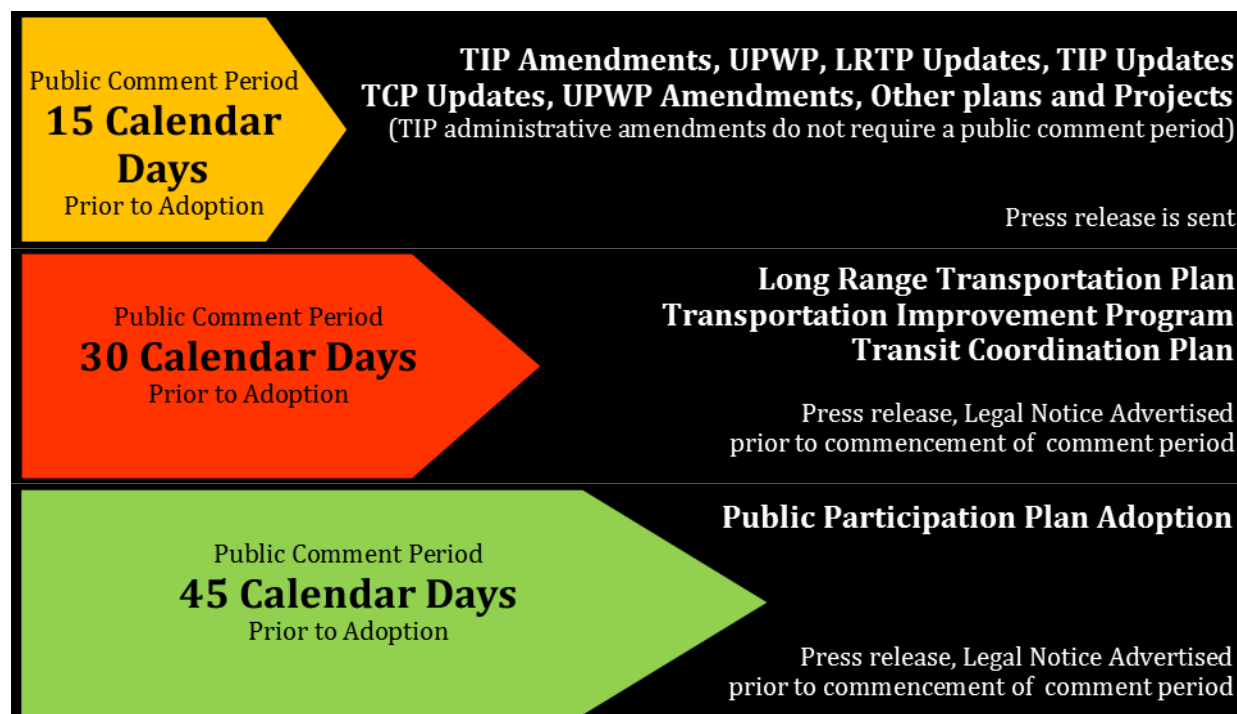


Figure 1 Public Comment Periods for Specific Plans and Purposes

### Public Meetings

The [OTO Board of Directors](#) and [Technical Planning Committee](#) meetings are considered public meetings. Other meetings where the OTO leadership conducts business, such as the executive committee meeting are also considered public meetings. Press releases are sent to media contacts and agendas are posted in public spaces, including the OTO office, at least one week prior to the meeting date. The body of the press release is posted to in the News & Updates section of the OTO website where the public can comment on the content. The URL is for the posting is then sent via Facebook and Twitter.

When circumstances arise that prohibit in-person public meetings, such as a public health crisis or other emergencies. The OTO adheres to Missouri Sunshine Law guidance that provides means for public bodies to conduct public meetings in alternative ways, such as online meetings or video conferencing. In these instances, the OTO may conduct an “E-meeting” via email where committee members can motion, second, and vote on agenda action items and takes advantage of our website and social media pages to post recordings or live streams of public meetings.


If the OTO chooses to have an online or E-meeting meeting staff will need to ensure that the meeting notice references the change from the usual method. If the meeting will be held online, “§ 610.020.1, RSMo, requires that the body ‘**post a notice of the meeting on its website in addition to its principal office.**’ Section 610.020.1, RSMo, further requires that the body ‘**shall notify the public how to access that meeting.**’” Staff will still need to provide a meeting agenda in the same manner as the standard in-person meeting notice.

The Sunshine Law does not preclude voice-votes during online or video conferencing, however, roll call voting will be conducted for all action items. Generally, under § 610.015, RSMo, an elected member of a public governmental body can only participate in a roll call vote if they are physically present or participating via video conferencing. This also means that a quorum of the public governmental body must be present in-person or via video conferencing for a roll call vote to be held.

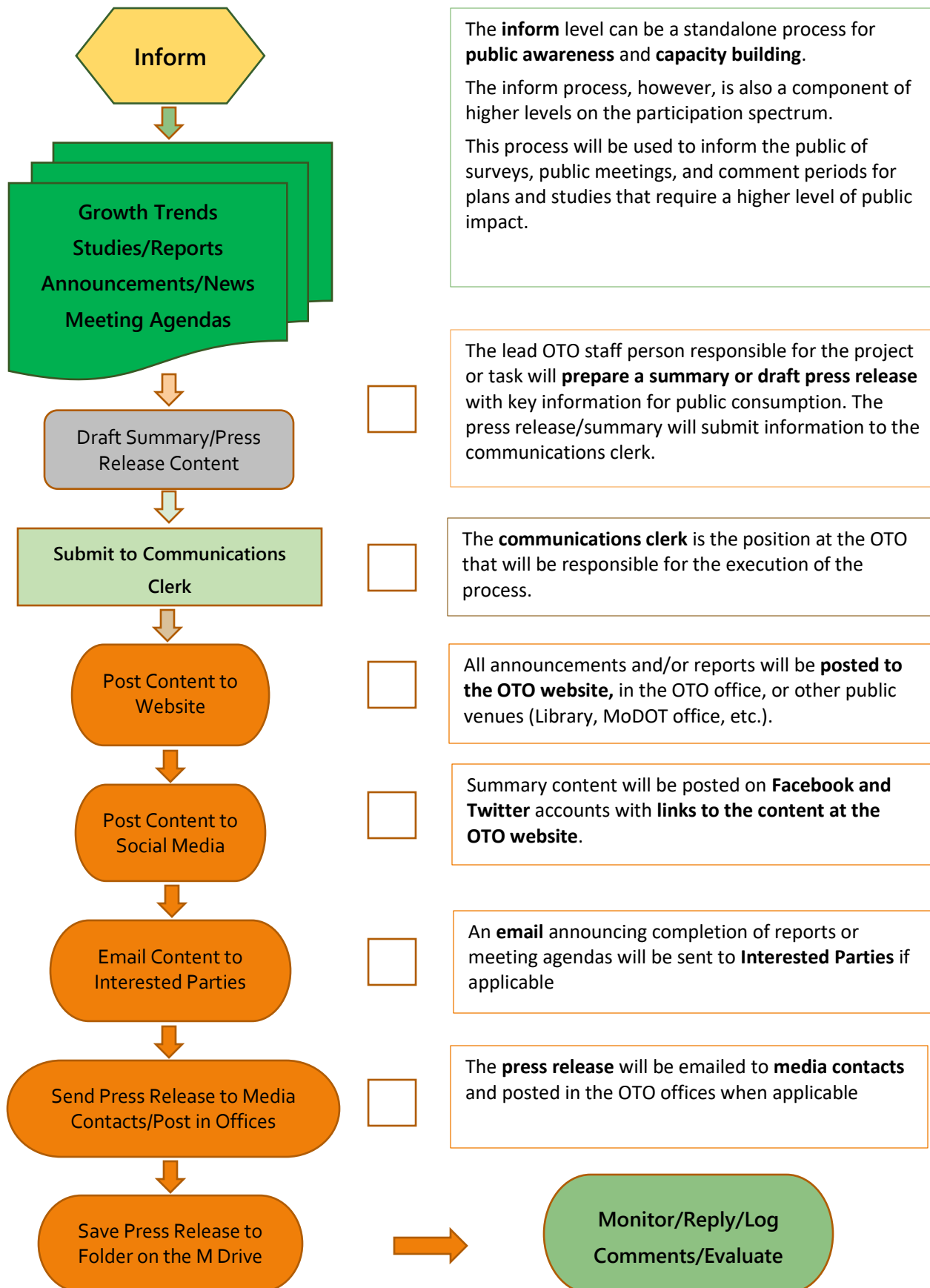


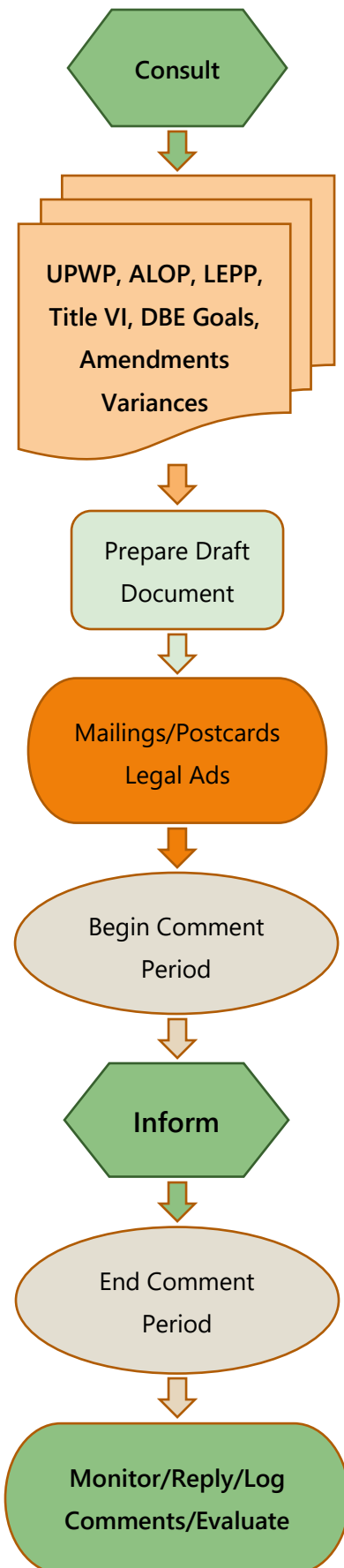
## Public Participation Process

The goal of this outline is to provide structure and continuity for public engagement for various activities of transportation planning conducted by the OTO. The level of public participation required for activities in the planning process changes according to what is to be accomplished. The table below describes a spectrum of participation for an increasing level of public impact. This document provides an outline or the public participation process to be followed for each level of participation on the spectrum.

Increasing Level of Public Impact 			
	Inform	Consult	Collaborate
Type of Plan, Study or Activity	Meeting agendas, Announcements/News, Growth Trends, Studies/Reports, CMP	UPWP, DBE Goals, ALOP, LEPP, Title VI, Amendments	TIP, LRTP, PPP, TCP, Other Studies & Plans
Tools	Press Releases, Social Media, Email, Website	Surveys, Public Meetings, Mailer/postcards, Legal Ads, Blog posts	Workshops, Deliberate Polling, Posters/Flyers, Media Ads, Community Events

Source: Adapted from the International Association for Public Participation "Spectrum of Participation" [www.iap2.org](http://www.iap2.org).





The **consult** level on the participation spectrum includes plans and policies where **public comments are being solicited**.

The consult process **includes** the **inform** process to make the public aware of the how, when, and what regarding the requested feedback.

The UPWP, UPWP Amendments, TIP Amendments have **required comment periods** of specified lengths as per the **Code of Federal Regulations** as presented in the OTO **Public Participation Plan**.

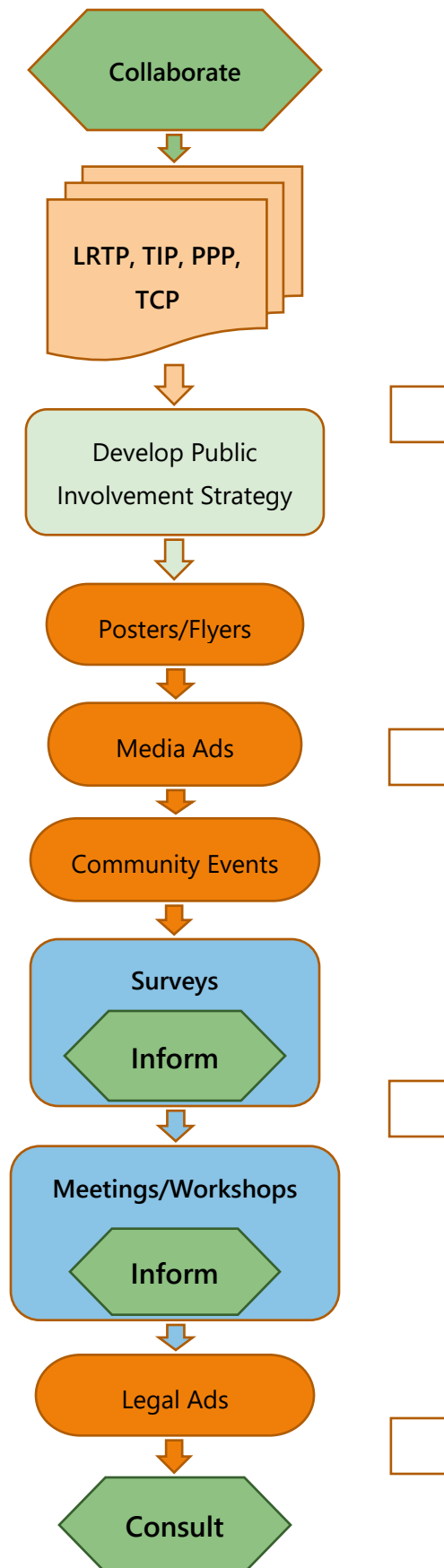
The OTO staff member responsible for the project or task will prepare a **draft document** to be made available **for public comment**.

These tools were not included in the **inform** process. These are **options** to elicit comment from **targeted stakeholder groups** or **document a comment period** which is necessary for some projects in the consult level of participation.

**Draft content** containing information about **when** the comment period begins and ends, **where** the documents can be accessed, and **how** to comment.

The **inform** process should be initiated as a sub-routine for the consult level of participation. Information should be submitted to the **communications clerk** for **dissemination**

At the end of the comment period, all **comments** will be **logged** into a central location and summarized. An explanation of how they impacted the plan or project will be prepared by the OTO staff member responsible for the project or plan and **included as an appendix** to the document.



**Collaboration** is the highest level of participation on the spectrum. This level **includes** both lower participation levels, **inform and consult**. At the collaboration level the **public** is actively **engaged** through **surveys** and **meetings** to provide **feedback** and **guide** the direction of the plan.

Most of the **plans** and **studies** at the collaboration level **include** the development of a **strategy** for public involvement. If **surveys** are included, they are created with specific content depending on the plan. Information for **meetings and workshops** must be prepared in advance to frame the issues for discussion. The strategy also must include a **“get the word out”** marketing campaign to make the public aware of planning activities.

The **Long-Range Transportation Plan** requires the highest levels of public engagement at the OTO. Public involvement tools that may be included in the strategy for plans and studies at the collaboration level include **direct marketing** with **promotional ads** as well as **posters and flyers** to **create awareness** of planning activities and **build capacity** for participation.

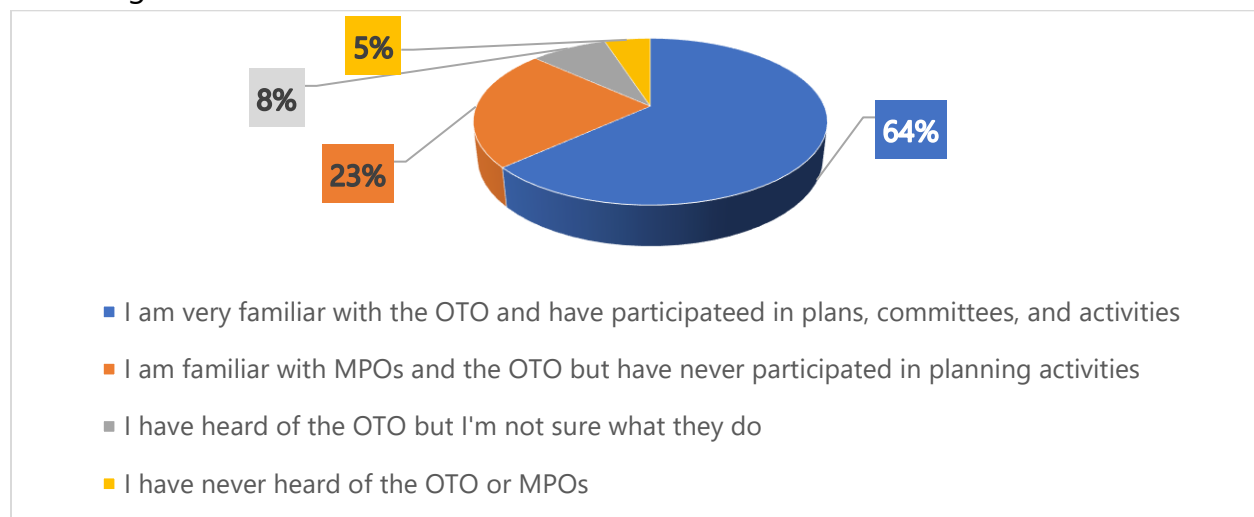
The **inform** process should be initiated for each **meeting, workshop** and/or **survey**. The inform process for these **high-level public involvement mechanisms** can be **enhanced** from its lower level base to include **direct marketing** tools to **“get the word out”** about these opportunities that are **vital** to the collaboration process and **successful plans**.

The **consult** process is initiated **after planning activities** have been completed and a plan document has been drafted to **allow for public comments before plans are adopted** or approved by the BOD. **Legal ads** should be integrated into the process for plans with required comment period lengths set forth in the Code of Federal Regulations as per the PPP.

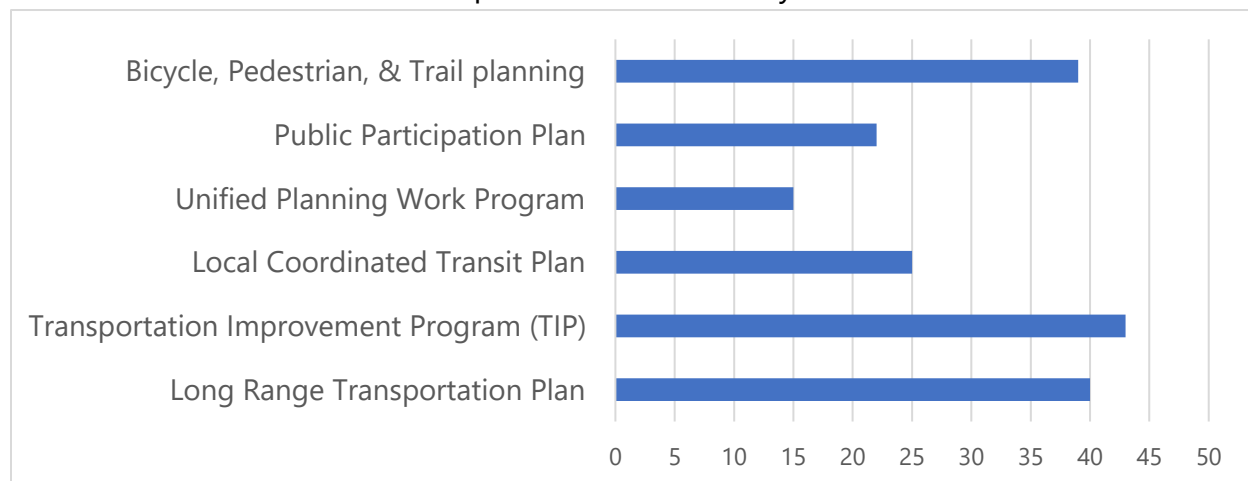
## Appendix A: Interested Party Survey Results

Interested parties were consulted during the preparation of the 2020 Public Participation Plan update via an electronic survey. A link to the survey was sent to 125 email accounts representing interested parties as defined in the Code of Federal Regulations and posted to Facebook and Twitter. The 8-question survey was active from April 15 – May 8, 2020 and resulted in 52 completed surveys.

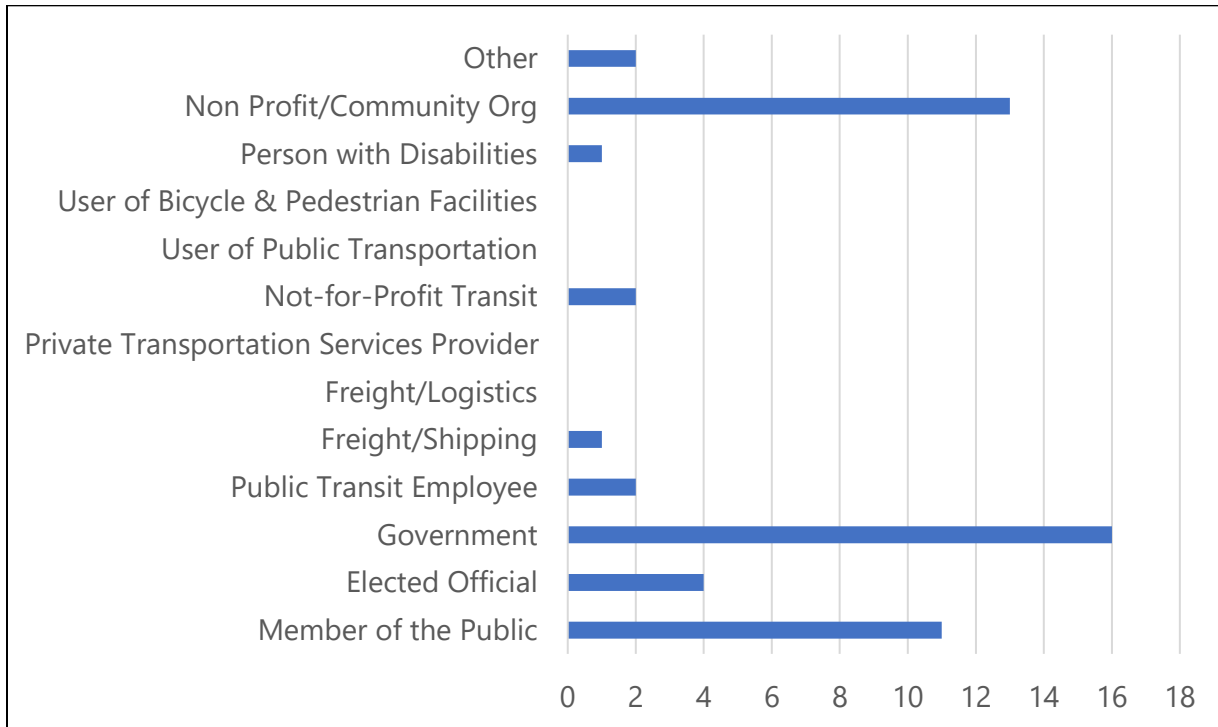
Question 1: How familiar are you with the Ozarks Transportation Organization and its role in the region?



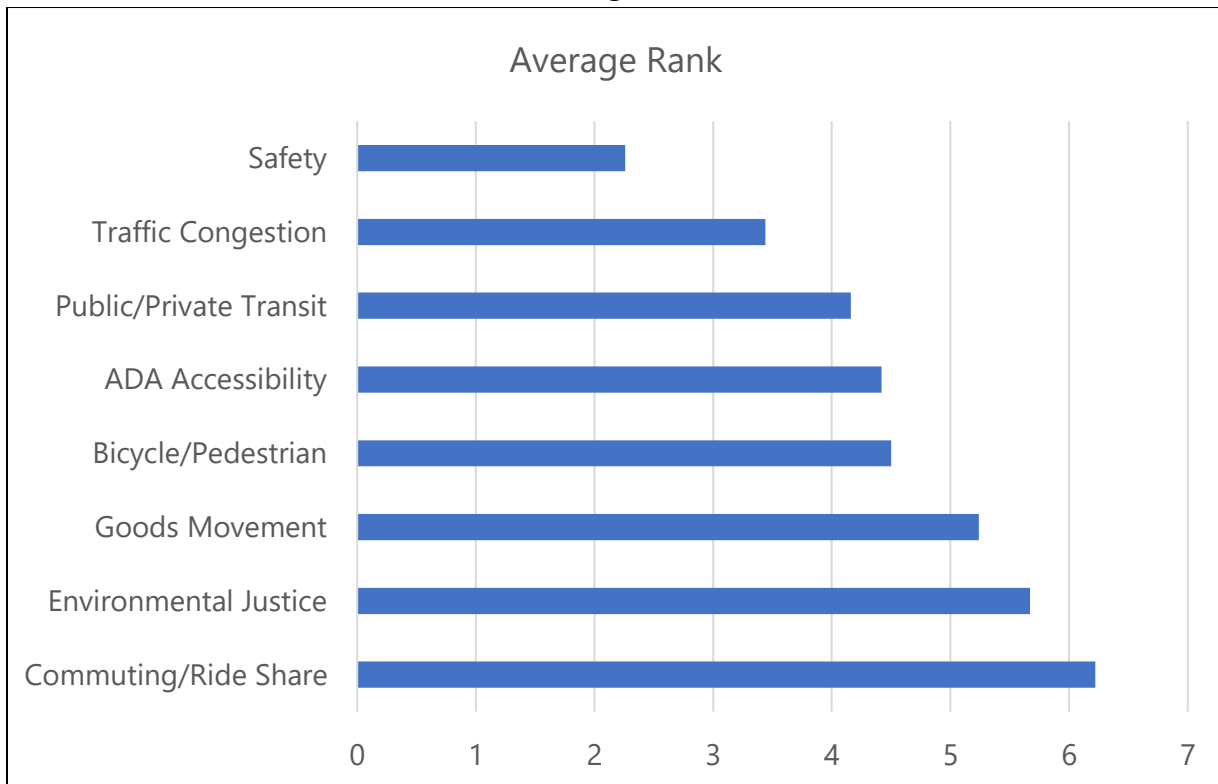
Question 2: Which of these OTO plans or activities are you familiar?



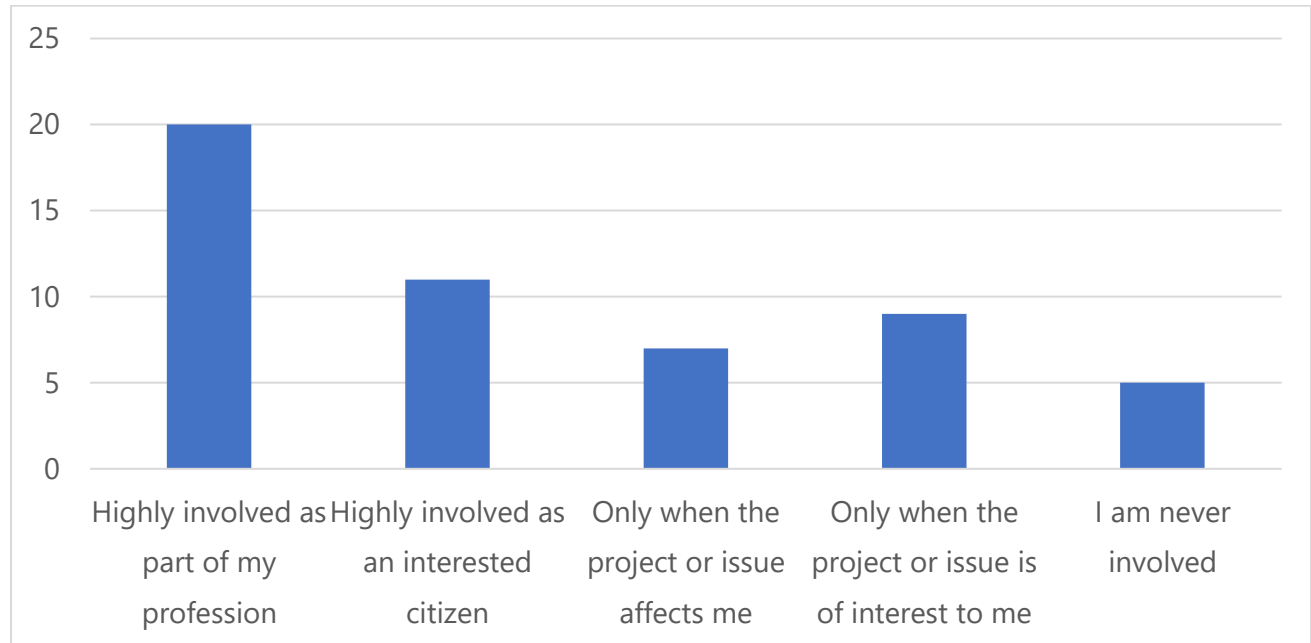
Question 3: Which of the following best describes you?



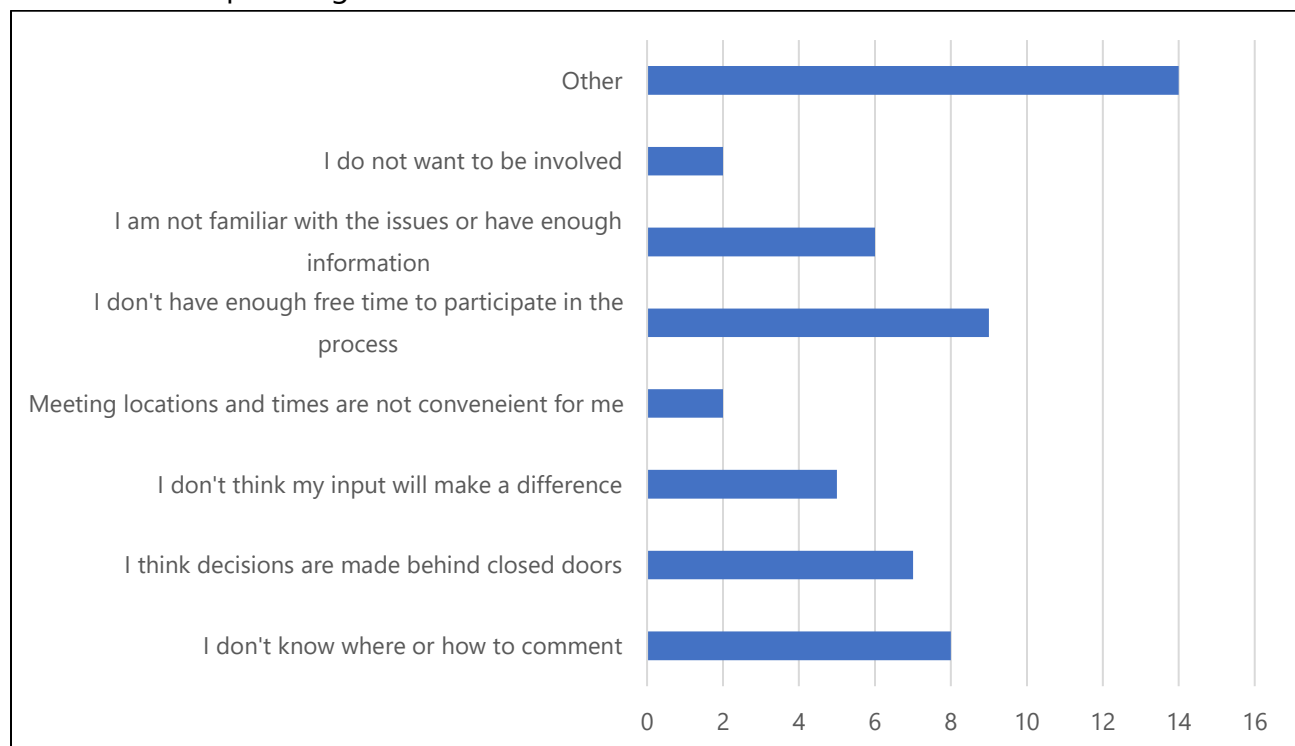
Question 4: Please rank (1 – 7) the following in order of interest



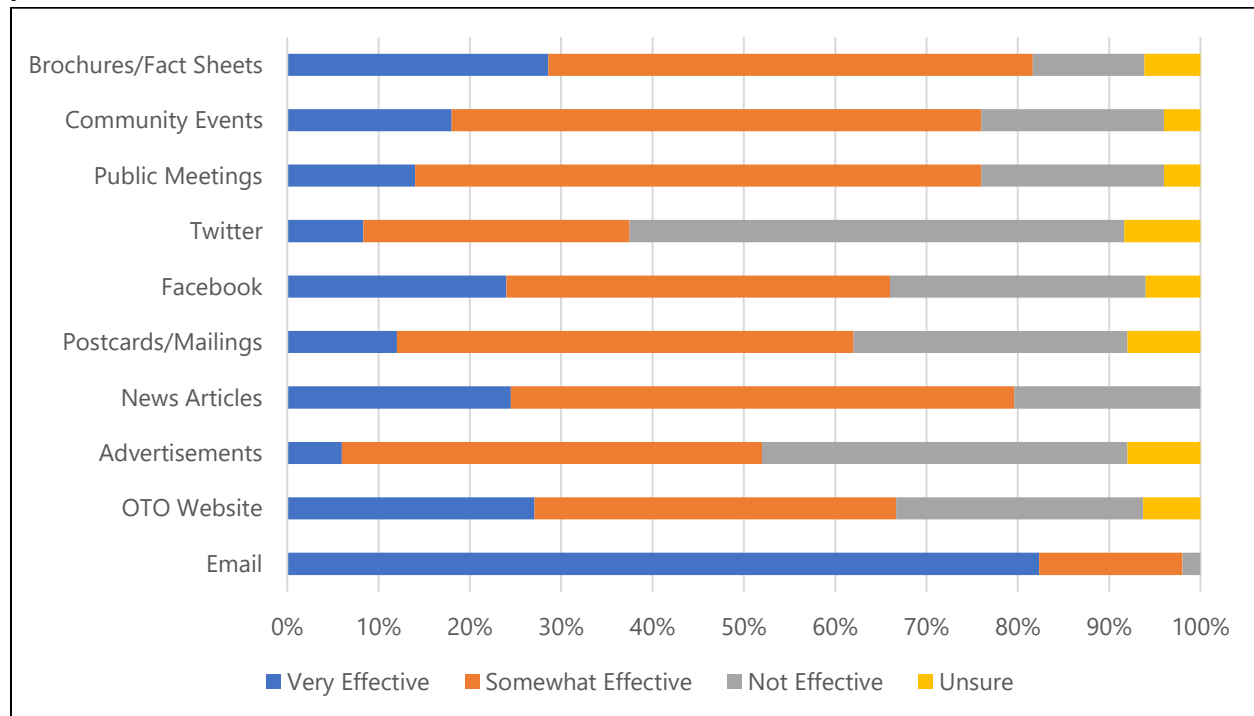
Question 5: How best would you describe your current involvement with the transportation planning process?



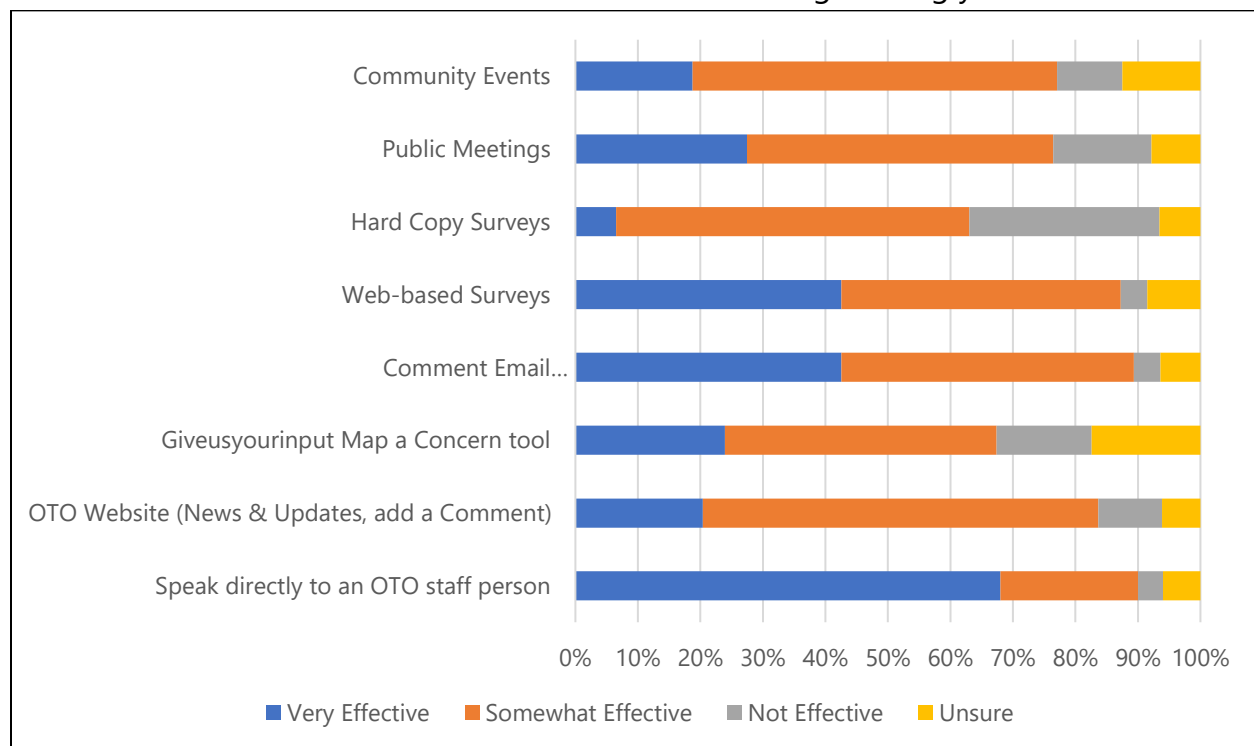
Question 6: What barriers if any prevent you from becoming more involved with the OTO and MPO planning activities?



Question 7: How effective are each of the following methods for getting information to you?



Question 8: How effective are each of these methods for gathering your comments?



**TAB 9**

# THE ROLLA DAILY NEWS

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## TAC learns about Missouri's Safety Circuit Rider Program

By RDN REPORTS / [rdnnews@gmail.com](mailto:rdnnews@gmail.com)

Posted Jun 30, 2020 at 11:38 AM

Updated Jun 30, 2020 at 12:28 PM

The Missouri Local Technical Assistance Program (LTAP) has started a safety circuit rider program to help local governments improve safety on local roads.

Gidget Koestner is the newly hired safety circuit rider and discussed the new program with the Meramec Regional Planning Commission (MRPC) Transportation Advisory Committee (TAC) at its meeting on June 11. Koestner said she is working to develop the program direction and content. She explained that the main goal of the program is to decrease fatalities and increase safety on locally owned roadways outside the state system.

The program aims to assist local public agencies in the analysis of safety issues on locally owned roads and help determine possible low-cost solutions to improve safety. The program takes a systemic approach to finding solutions for the state. Koestner is an engineer and previously worked for MoDOT.

The program can also:

- Provide information related to local road safety.
- Make suggestions on appropriate data-driven countermeasures.
- Promote innovations at the local level.
- Promote technologies and providing technical assistance focusing on signing and pavement markings.
- Provide guidance to apply for additional funding sources.

These services are available to local road and bridge agencies as well as public works and street departments with limited or no in-house transportation safety engineering resources.

The LTAP is a national program established by the Federal Highway Administration in response to the need for funding and technical support to local communities that maintain roads and bridges. Each state in the U.S. has an LTAP Center. In Missouri, the LTAP Center is located at the Missouri University of Science and Technology, and Heath Pickerill is the director. MRPC Executive Director Bonnie Prigge is a member of the MO LTAP advisory board.

Additionally, during the TAC meeting, Preston Kramer and Steve Engelbrecht with MoDOT gave an update on the Statewide Transportation Improvement Program and how COVID-19 has impacted funding. Some projects already in the STIP may be pushed out a year or so, depending on funding. No new projects were added to the STIP for Fiscal Year 2024-25.

The TAC also approved MRPC's Fiscal Year 2020-21 Transportation Planning workplan and recommended that the MRPC approve the plan. The workplan outlines the planning work that MRPC staff will perform in partnership with MoDOT during the coming year.

Persons needing more information on MRPC's Transportation Advisory Committee may contact MRPC at (573) 265-2993. The group will meet again at 4 p.m. Aug. 13 at MRPC, 4 Industrial Dr., St. James. Meetings are open to the public. Ray Walden of Dent County chairs the TAC.

Missouri Department of Transportation  
*Patrick K. McKenna, Director*

1.888.ASK MODOT (275.6636)

April 14, 2020

Honorable Roy Blunt  
United States Senator  
260 Russell Senate Office Building  
Washington, DC 20510

Dear Senator Blunt:

We are writing to follow up on the [request made by the American Association of State Highway and Transportation Officials \(AASHTO\)](#) on April 6, 2020, to **provide \$49.95 billion as an immediate revenue backstop for state DOTs in Phase 4 of COVID-19 response.**

This crucial action will prevent major disruptions in state DOTs' collective ability to operate and maintain our Nation's transportation system during this unprecedented emergency. And, it will also prevent cancellations and delays of projects, as well as potential job losses both in the state DOT workforce and the private sector around the country.

Compared to \$111 billion in state transportation revenues in FY 2019 according to the National Association of State Budget Officers (State Expenditure Report [PDF Page 123](#)), preliminary projections from AASHTO show an estimated 30 percent decline on average for the next 18 months. In addition, [most recent data](#) from INRIX shows that personal travel dropped 47 percent nationally through the week ending April 3, 2020, and may worsen in the coming weeks.

AASHTO's \$49.95 billion request is composed of \$16.7 billion for the remainder of FY 2020 based on an estimated 30 percent state revenue cut prorated over six months and \$33.3 billion for all of FY 2021 based on an estimated 30 percent state revenue cut for a full year.

Given the urgent nature of states' needs in the coming weeks and months, we request these backstop funds to be essentially treated as state revenues that would otherwise have been collected for a wide range of state DOT activities without the COVID-19 pandemic. This broad funding eligibility would recognize the fact that state transportation revenues are used for any and all transportation activities undertaken by state DOTs.

For Missouri, we are currently estimating a 30 percent decline in state transportation revenues in the coming 18 months – a decline of approximately \$925 million. It is estimated that the AASHTO \$49.95 billion request would cover most of the Missouri transportation revenue loss. Absent Congressional action with this federal assistance there is deep and substantial impact to critical functions and transportation improvements in Missouri:



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

--State Impact to Transportation Expenditures, which include:

- Capital expenditures including capital projects and construction – Under the 30 percent revenue reduction scenario, approximately \$2.1 billion in federal funds would go unmatched by the loss of \$530 million in state funds for a total estimated construction awards reduction from an estimated \$4.9 billion (SFY 2021-2025) to \$2.3 billion. That is a reduction of approximately \$2.6 billion in contractor awards including no new awards in 2021 – 2023. Under this scenario, no funds would be available for consultant design work or to purchase right of way. **To put this into perspective, that would equate to approximately 400 bridges and 20,000 lane miles of Missouri roadways NOT being repaired that are in our current plan;**

The remaining estimated revenue loss of approximately \$395 million would have to come from the following areas:

- Operational expenditures - The majority of the department's \$614 million of annual operational expenditures (FY 2019) are for system operations, planning, safety, technology and innovation, information systems, traffic and congestion management, and fleet services. The level of service for activities like pavement repair, snow and ice removal and mowing would need to be reduced in order to redirect money to match federal funds. In addition, the department could be faced with difficult choices if an emergency arises such as flooding, due to not having sufficient resources to respond, and;
- Other state agencies – In Missouri, highway user fees of motor fuel tax and a portion of the motor vehicle and driver's licensing fees, by constitutional provision fund not only transportation, but also two other state agencies, the Missouri State Highway Patrol and the Department of Revenue. The Missouri State Highway Patrol expenditures are limited by the appropriations made by the legislature. In fiscal year 2019, the Missouri State Highway Patrol expenditures totaled \$239 million. The Department of Revenue expenditures are capped at 3 percent of the highway user fees collected and has been totaling approximately \$21 million a year.

--Jobs impact both state and private sector – The impacts to jobs has not been quantified at this time, but it goes without saying that both state and private sector jobs could be impacted.

--Project impact in terms of delays and cancellations – Missouri has already acted to reduce the April letting by approximately \$46 million, and delayed construction agreements on the Governor's General Revenue cost share program and the MHTC cost share program until FY 2021. Additional consideration is being given to whether future lettings should be reduced or cancelled. Procurement review has been implemented to reduce or defer expenditures where possible without jeopardizing employee or public safety.

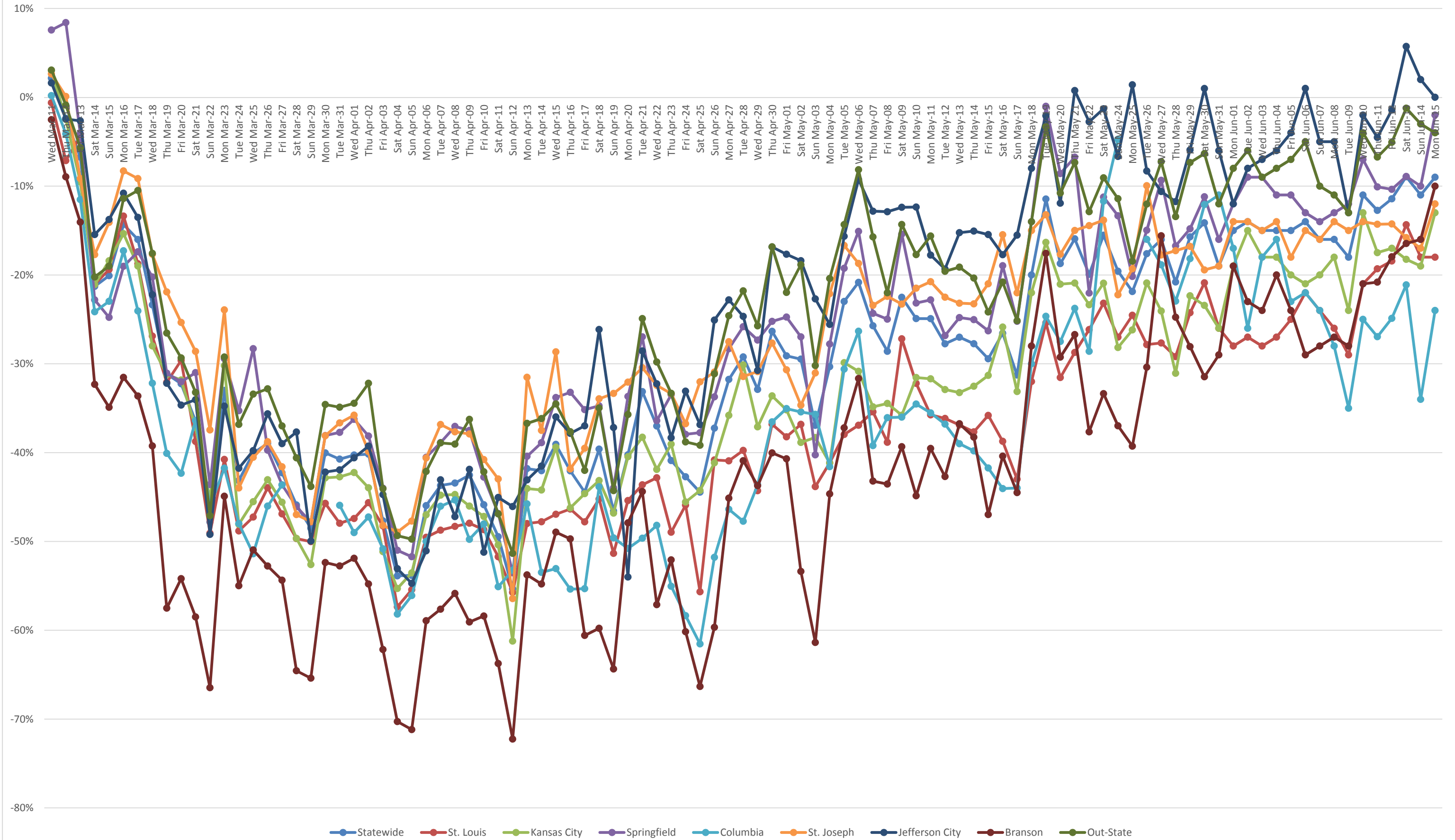
Thank you for your bold leadership during this unprecedented crisis and for your consideration of our request for the next COVID-19-related legislation.

Sincerely,

  
Patrick K. McKenna  
Director

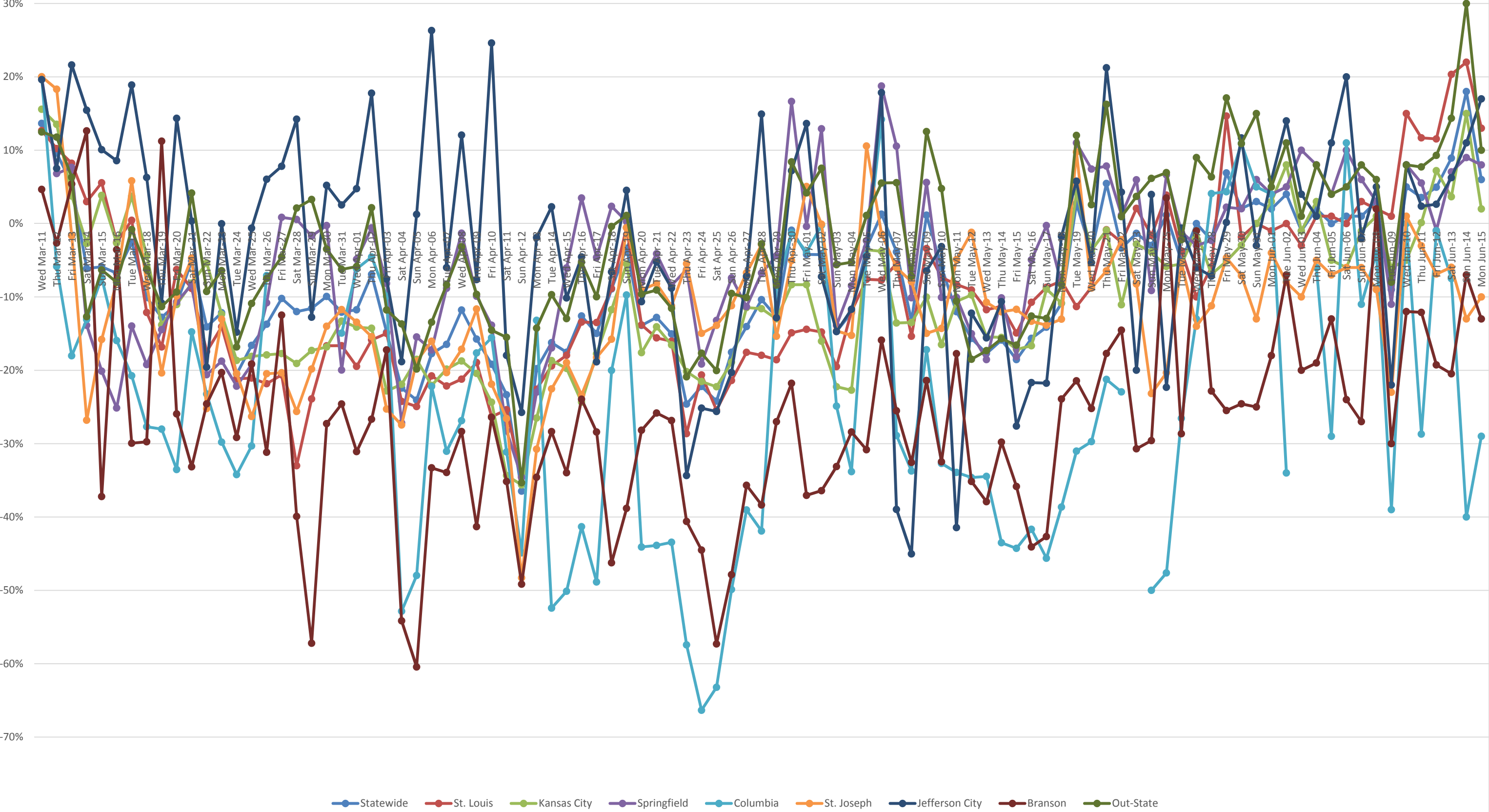
Changes in Passenger Traffic Due to COVID-19 Compared to Same Time in 2019									
	Statewide	St. Louis	Kansas City	Springfield	Columbia	St. Joseph	Jefferson City	Branson	Out-State
Wed Mar-11	2%	-1%	3%	8%	0%	3%	2%	-3%	3%
Thu Mar-12	-2%	-7%	-2%	8%	-4%	0%	-2%	-9%	-1%
Fri Mar-13	-7%	-4%	-10%	-4%	-12%	-9%	-3%	-14%	-6%
Sat Mar-14	-21%	-21%	-21%	-23%	-24%	-18%	-15%	-32%	-20%
Sun Mar-15	-20%	-19%	-18%	-25%	-23%	-14%	-14%	-35%	-19%
Mon Mar-16	-14%	-13%	-15%	-19%	-17%	-8%	-11%	-32%	-11%
Tue Mar-17	-16%	-19%	-19%	-17%	-24%	-9%	-14%	-34%	-10%
Wed Mar-18	-23%	-27%	-28%	-20%	-32%	-18%	-22%	-39%	-18%
Thu Mar-19	-31%	-32%	-31%	-31%	-40%	-22%	-32%	-58%	-27%
Fri Mar-20	-32%	-30%	-32%	-32%	-42%	-25%	-35%	-54%	-29%
Sat Mar-21	-36%	-39%	-37%	-31%	-36%	-29%	-34%	-59%	-33%
Sun Mar-22	-48%	-49%	-45%	-44%	-46%	-37%	-49%	-66%	-47%
Mon Mar-23	-33%	-41%	-30%	-29%	-42%	-24%	-35%	-45%	-29%
Tue Mar-24	-43%	-49%	-48%	-35%	-48%	-44%	-42%	-55%	-37%
Wed Mar-25	-40%	-47%	-46%	-28%	-51%	-41%	-40%	-51%	-33%
Thu Mar-26	-39%	-44%	-43%	-40%	-46%	-39%	-36%	-53%	-33%
Fri Mar-27	-42%	-47%	-46%	-44%	-44%	-42%	-39%	-54%	-37%
Sat Mar-28	-46%	-50%	-50%	-46%		-47%	-38%	-65%	-41%
Sun Mar-29	-49%	-50%	-53%	-48%		-48%	-50%	-65%	-44%
Mon Mar-30	-40%	-46%	-43%	-38%		-38%	-42%	-52%	-35%
Tue Mar-31	-41%	-48%	-43%	-38%	-46%	-37%	-42%	-53%	-35%
Wed Apr-01	-40%	-47%	-42%	-36%	-49%	-36%	-41%	-52%	-34%
Thu Apr-02	-40%	-46%	-44%	-38%	-47%	-40%	-39%	-55%	-32%
Fri Apr-03	-48%	-48%	-51%	-44%	-51%	-48%	-45%	-62%	-44%
Sat Apr-04	-54%	-57%	-55%	-51%	-58%	-49%	-53%	-70%	-49%
Sun Apr-05	-54%	-55%	-54%	-52%	-56%	-48%	-55%	-71%	-50%
Mon Apr-06	-46%	-50%	-47%	-41%	-50%	-41%	-51%	-59%	-42%
Tue Apr-07	-44%	-49%	-45%	-39%	-46%	-37%	-43%	-58%	-39%
Wed Apr-08	-43%	-48%	-45%	-37%	-45%	-38%	-47%	-56%	-39%
Thu Apr-09	-43%	-48%	-46%	-38%	-50%	-38%	-42%	-59%	-36%
Fri Apr-10	-46%	-49%	-47%	-43%	-48%	-41%	-51%	-58%	-42%
Sat Apr-11	-49%	-52%	-50%	-47%	-55%	-43%	-45%	-64%	-47%
Sun Apr-12	-55%	-56%	-61%	-54%	-53%	-56%	-46%	-72%	-51%
Mon Apr-13	-42%	-48%	-44%	-40%	-46%	-32%	-43%	-54%	-37%
Tue Apr-14	-42%	-48%	-44%	-39%	-53%	-38%	-42%	-55%	-36%
Wed Apr-15	-39%	-47%	-39%	-34%	-53%	-29%	-36%	-49%	-35%
Thu Apr-16	-42%	-46%	-46%	-33%	-55%	-42%	-38%	-50%	-38%
Fri Apr-17	-44%	-48%	-45%	-35%	-55%	-40%	-37%	-61%	-42%
Sat Apr-18	-40%	-45%	-43%	-35%	-44%	-34%	-26%	-60%	-35%
Sun Apr-19	-47%	-51%	-47%	-44%	-50%	-33%	-37%	-64%	-44%
Mon Apr-20	-40%	-45%	-40%	-34%	-51%	-32%	-54%	-48%	-36%
Tue Apr-21	-33%	-44%	-38%	-27%	-50%	-30%	-29%	-44%	-25%
Wed Apr-22	-37%	-43%	-42%	-36%	-48%	-32%	-32%	-57%	-30%
Thu Apr-23	-41%	-49%	-39%	-33%	-55%	-33%	-38%	-52%	-33%
Fri Apr-24	-43%	-46%	-46%	-38%	-58%	-37%	-33%	-60%	-39%
Sat Apr-25	-44%	-56%	-44%	-38%	-62%	-32%	-37%	-66%	-39%
Sun Apr-26	-37%	-41%	-41%	-34%	-52%	-31%	-25%	-60%	-31%
Mon Apr-27	-32%	-41%	-36%	-28%	-46%	-28%	-23%	-45%	-25%
Tue Apr-28	-29%	-40%	-30%	-26%	-48%	-31%	-25%	-41%	-22%
Wed Apr-29	-33%	-44%	-37%	-27%	-44%	-31%	-31%	-44%	-26%
Thu Apr-30	-26%	-37%	-34%	-25%	-37%	-28%	-17%	-40%	-17%
Fri May-01	-29%	-38%	-35%	-25%	-35%	-31%	-18%	-41%	-22%
Sat May-02	-29%	-37%	-39%	-27%	-35%	-35%	-18%	-53%	-19%
Sun May-03	-37%	-44%	-38%	-40%	-36%	-31%	-23%	-61%	-30%
Mon May-04	-30%	-41%	-41%	-28%	-42%	-22%	-26%	-45%	-20%
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Wed May-06	-21%	-37%	-31%	-15%	-26%	-19%	-9%	-32%	-8%
Thu May-07	-26%	-35%	-35%	-24%	-39%	-23%	-13%	-43%	-16%
Fri May-08	-29%	-39%	-34%	-25%	-36%	-22%	-13%	-44%	-22%
Sat May-09	-23%	-27%	-36%	-15%	-36%	-23%	-12%	-39%	-14%
Sun May-10	-25%	-32%	-32%	-23%	-35%	-21%	-12%	-45%	-18%
Mon May-11	-25%	-36%	-32%	-23%	-36%	-21%	-18%	-40%	-16%
Tue May-12	-28%	-36%	-33%	-27%	-37%	-23%	-19%	-43%	-20%
Wed May-13	-27%	-37%	-33%	-25%	-39%	-23%	-15%	-37%	-19%
Thu May-14	-28%	-38%	-33%	-25%	-40%	-23%	-15%	-38%	-20%
Fri May-15	-29%	-36%	-31%	-26%	-42%	-21%	-15%	-47%	-24%
Sat May-16	-27%	-39%	-26%	-19%	-44%	-15%	-18%	-40%	-21%
Sun May-17	-31%	-43%	-33%	-25%	-44%	-22%	-16%	-45%	-25%
Mon May-18	-20%	-32%	-22%	-14%	-30%	-15%	-8%	-28%	-14%
Tue May-19	-11%	-25%	-16%	-1%	-25%	-13%	-2%	-18%	-3%
Wed May-20	-19%	-32%	-21%	-9%	-27%	-18%	-12%	-29%	-11%
Thu May 21	-16%	-29%	-21%	-7%	-24%	-15%	1%	-27%	-7%
Fri May-22	-20%	-26%	-23%	-22%	-29%	-14%	-3%	-38%	-13%
Sat May-23	-16%	-23%	-21%	-11%	-12%	-14%	-1%	-33%	-9%
Sun May-24	-20%	-27%	-28%	-13%	-5%	-22%	-7%	-37%	-11%
Mon May-25	-22%	-25%	-26%	-20%		-19%	1%	-39%	-18%
Tue May-26	-18%	-28%	-21%	-15%	-16%	-10%	-8%	-30%	-12%
Wed May-27	-16%	-28%	-24%	-9%	-19%	-18%	-11%	-16%	-7%
Thu May-28	-21%	-29%	-31%	-17%	-23%	-17%	-12%	-25%	-13%
Fri May-29	-16%	-24%	-22%	-15%	-18%	-17%	-6%	-28%	-7%
Sat May-30	-14%	-21%	-23%	-11%	-12%	-19%	1%	-31%	-6%
Sun May-31	-19%	-26%	-26%	-16%	-11%	-19%	-6%	-29%	-12%
Mon Jun-01	-15%	-28%	-19%	-12%	-17%	-14%	-12%	-19%	-8%
Tue Jun-02	-14%	-27%	-15%	-9%	-26%	-14%	-8%	-23%	-6%
Wed Jun-03	-15%	-28%	-18%	-9%	-18%	-15%	-7%	-24%	-9%
Thu Jun-04	-15%	-27%	-18%	-11%	-16%	-14%	-6%	-20%	-8%
Fri Jun-05	-15%	-25%	-20%	-11%	-23%	-18%	-4%	-24%	-7%
Sat Jun-06	-14%	-22%	-21%	-13%	-22%	-15%	1%	-29%	-5%
Sun Jun-07	-16%	-24%	-20%	-14%	-24%	-16%	-5%	-28%	-10%
Mon Jun-08	-16%	-26%	-18%	-13%	-28%	-14%	-5%	-27%	-11%
Tue Jun-09	-18%	-29%	-24%	-12%	-35%	-15%	-13%	-28%	-13%
Wed Jun-10	-11%	-21%	-13%	-7%	-25%	-14%	-2%	-21%	-4%
Thu Jun-11	-13%	-19%	-17%	-10%	-27%	-14%	-5%	-21%	-7%
Fri Jun-12	-11%	-18%	-17%	-10%	-25%	-14%	-1%	-18%	-5%
Sat Jun-13	-9%	-14%	-18%	-9%	-21%	-16%	6%	-16%	-1%
Sun Jun-14	-11%	-18%	-19%	-10%	-34%	-17%	2%	-16%	-3%
Mon Jun-15	-9%	-18%	-13%	-2%	-24%	-12%	0%	-10%	-4%

Changes in Passenger Traffic due to COVID-19 Compared to Same Time in 2019



Changes in Commercial Traffic Due to COVID-19 Compared to Same Time in 2019									
	Statewide	St. Louis	Kansas City	Springfield	Columbia	St. Joseph	Jefferson City	Branson	Out-State
Wed Mar-11	14%	13%	16%	20%	20%	20%	20%	5%	12%
Thu Mar-12	10%	10%	14%	7%	-6%	18%	8%	-3%	12%
Fri Mar-13	5%	8%	4%	8%	-18%	-2%	22%	5%	6%
Sat Mar-14	-6%	3%	-3%	-14%	-13%	-27%	15%	13%	-13%
Sun Mar-15	-6%	6%	4%	-20%	-7%	-16%	10%	-37%	-6%
Mon Mar-16	-7%	-3%	-3%	-25%	-16%	-8%	9%	-4%	-8%
Tue Mar-17	-3%	0%	4%	-14%	-21%	6%	19%	-30%	-1%
Wed Mar-18	-10%	-12%	-4%	-19%	-28%	-8%	6%	-30%	-6%
Thu Mar-19	-13%	-17%	-14%	-14%	-28%	-20%	-11%	11%	-11%
Fri Mar-20	-11%	-6%	-11%	-11%	-34%	-10%	14%	-26%	-9%
Sat Mar-21	-5%	-9%	-8%	-8%	-15%	-5%	0%	-33%	4%
Sun Mar-22	-14%	-17%	-5%	-21%	-23%	-25%	-20%	-25%	-9%
Mon Mar-23	-12%	-14%	-12%	-19%	-30%	-13%	0%	-20%	-6%
Tue Mar-24	-21%	-21%	-19%	-22%	-34%	-20%	-15%	-29%	-17%
Wed Mar-25	-17%	-21%	-18%	-19%	-30%	-26%	-1%	-19%	-11%
Thu Mar-26	-14%	-22%	-18%	-11%	-7%	-20%	6%	-31%	-7%
Fri Mar-27	-10%	-21%	-18%	1%		-20%	8%	-12%	-5%
Sat Mar-28	-12%	-33%	-19%	1%		-26%	14%	-40%	2%
Sun Mar-29	-12%	-24%	-17%	-2%		-20%	-13%	-57%	3%
Mon Mar-30	-10%	-17%	-17%	0%		-14%	5%	-27%	-3%
Tue Mar-31	-12%	-17%	-13%	-20%	-15%	-12%	3%	-25%	-6%
Wed Apr-01	-12%	-19%	-14%	-5%	-6%	-13%	5%	-31%	-6%
Thu Apr-02	-7%	-16%	-14%	-1%	-5%	-15%	18%	-27%	2%
Fri Apr-03	-15%	-15%	-23%	-8%	-10%	-25%	-8%	-17%	-12%
Sat Apr-04	-22%	-24%	-22%	-27%	-53%	-27%	-19%	-54%	-14%
Sun Apr-05	-24%	-25%	-19%	-15%	-48%	-19%	1%	-60%	-20%
Mon Apr-06	-18%	-21%	-22%	-17%	-22%	-16%	26%	-33%	-13%
Tue Apr-07	-16%	-22%	-20%	-9%	-31%	-20%	-6%	-34%	-8%
Wed Apr-08	-12%	-21%	-19%	-1%	-27%	-17%	12%	-28%	-3%
Thu Apr-09	-16%	-19%	-20%	-10%	-18%	-12%	-8%	-41%	-10%
Fri Apr-10	-19%	-26%	-24%	-14%	-16%	-22%	25%	-26%	-15%
Sat Apr-11	-23%	-25%	-34%	-28%	-31%	-27%	-18%	-35%	-16%
Sun Apr-12	-36%	-35%	-36%	-35%	-45%	-48%	-26%	-49%	-35%
Mon Apr-13	-20%	-23%	-27%	-23%	-13%	-31%	-2%	-35%	-14%
Tue Apr-14	-16%	-19%	-19%	-17%	-52%	-23%	2%	-28%	-10%
Wed Apr-15	-18%	-18%	-20%	-6%	-50%	-19%	-10%	-34%	-13%
Thu Apr-16	-13%	-13%	-24%	3%	-41%	-23%	-5%	-24%	-5%
Fri Apr-17	-15%	-13%	-18%	-5%	-49%	-18%	-19%	-28%	-10%
Sat Apr-18	-9%	-9%	-12%	2%	-20%	-16%	-7%	-46%	0%
Sun Apr-19	-3%	-1%	-6%	0%	-10%	-1%	5%	-39%	1%
Mon Apr-20	-14%	-14%	-18%	-8%	-44%	-9%	-11%	-28%	-10%
Tue Apr-21	-13%	-16%	-14%	-4%	-44%	-8%	-5%	-26%	-9%
Wed Apr-22	-15%	-16%	-17%	-8%	-43%	-11%	-9%	-27%	-12%
Thu Apr-23	-25%	-29%	-20%	-6%	-57%	-5%	-34%	-41%	-21%
Fri Apr-24	-22%	-21%	-22%	-19%	-66%	-15%	-25%	-45%	-18%
Sat Apr-25	-24%	-25%	-22%	-13%	-63%	-14%	-26%	-57%	-20%
Sun Apr-26	-18%	-21%	-19%	-7%	-50%	-11%	-20%	-48%	-10%
Mon Apr-27	-14%	-18%	-11%	-11%	-39%	-7%	-7%	-36%	-10%
Tue Apr-28	-10%	-18%	-12%	-7%	-42%	-3%	15%	-38%	-3%
Wed Apr-29	-13%	-19%	-13%	-4%	-9%	-15%	-13%	-27%	-8%
Thu Apr-30	-1%	-15%	-8%	17%	-1%	-5%	7%	-22%	8%
Fri May-01	-4%	-14%	-8%	0%	-4%	5%	14%	-37%	4%
Sat May-02	-4%	-15%	-16%	13%	0%	0%	-7%	-36%	8%
Sun May-03	-15%	-19%	-22%	-14%	-25%	-15%	-15%	-33%	-6%
Mon May-04	-12%	-12%	-23%	-8%	-34%	-15%	-12%	-28%	-5%
Tue May-05	-3%	-8%	-4%	-2%	-4%	11%	-5%	-31%	1%
Wed May-06	1%	-8%	-4%	19%	14%	-1%	18%	-16%	6%
Thu May-07	-4%	-5%	-14%	11%	-29%	-6%	-39%	-26%	6%
Fri May-08	-13%	-15%	-13%	-10%	-34%	-8%	-45%	-33%	-7%
Sat May-09	1%	-3%	-10%	6%	-17%	-15%	-6%	-21%	13%
Sun May-10	-6%	-7%	-17%	-10%	-33%	-14%	-3%	-32%	5%
Mon May-11	-12%	-8%	-11%	-10%	-34%	-5%	-41%	-18%	-11%
Tue May-12	-16%	-9%	-10%	-15%	-35%	-1%	-12%	-35%	-18%
Wed May-13	-18%	-12%	-15%	-19%	-34%	-11%	-16%	-38%	-17%
Thu May-14	-16%	-11%	-16%	-10%	-44%	-12%	-11%	-30%	-16%
Fri May-15	-19%	-15%	-17%	-18%	-44%	-12%	-28%	-36%	-17%
Sat May-16	-16%	-11%	-17%	-5%	-42%	-13%	-22%	-44%	-13%
Sun May-17	-14%	-9%	-9%	0%	-46%	-14%	-22%	-43%	-13%
Mon May-18	-11%	-8%	-11%	-8%	-39%	-13%	-2%	-24%	-8%
Tue May-19	3%	-11%	4%	11%	-31%	10%	6%	-21%	12%
Wed May-20	-4%	-9%	-4%	7%	-30%	-9%	-5%	-25%	3%
Thu May-21	5%	-1%	-1%	8%	-21%	-6%	21%	-18%	16%
Fri May-22	-3%	-3%	-11%	1%	-23%	-2%	4%	-15%	1%
Sat May-23	-1%	2%	-3%	6%		-8%	-20%	-31%	4%
Sun May-24	-3%	-2%	-4%	-9%		-23%	4%	-30%	6%
Mon May-25	1%	4%	-6%	7%	-48%	-20%	-22%	3%	7%
Tue May-26	-5%	-4%	-6%	-1%	-27%	-5%	-1%	-29%	-2%
Wed May-27	0%	-10%	-1%	-3%	-13%	-14%	-6%	-1%	9%
Thu May-28	-2%	-6%	-7%	-2%	4%	-11%	-7%	-23%	6%
Fri May-29	7%	15%	-5%	2%	4%	-5%	0%	-25%	17%
Sat May-30	2%	-2%	-3%	2%	11%	-7%	12%	-25%	11%
Sun May-31	3%	0%	0%	6%	5%	-13%	-3%	-25%	15%
Mon Jun-01	2%	-1%	3%	4%	4%	-4%	6%	-18%	5%
Tue Jun-02	4%	0%	8%	5%	-34%	-8%	14%	-7%	11%
Wed Jun-03	-1%	-3%	-1%	10%		-10%	4%	-20%	1%
Thu Jun-04	2%	1%	3%	8%	-6%	-5%	1%	-19%	8%
Fri Jun-05	0%	1%	-5%	4%	-29%	-7%	11%	-13%	4%
Sat Jun-06	1%	0%	-6%	10%	11%	-6%	20%	-24%	5%
Sun Jun-07	1%	3%	-1%	6%	-11%	-6%	-2%	-27%	8%
Mon Jun-08	3%	2%	1%	3%	-4%	-9%	5%	2%	6%
Tue Jun-09	-9%	1%	-6%	-11%	-39%	-23%	-22%	-30%	-8%
Wed Jun-10	5%	15%	-5%	8%	0%	1%	8%	-12%	8%
Thu Jun-11	4%	12%	0%	6%	-29%	-3%	2%	-12%	8%
Fri Jun-12	5%	12%	7%	-1%	-1%	-7%	3%	-19%	9%
Sat Jun-13	9%	20%	4%	7%	-7%	-6%	6%	-20%	14%
Sun Jun-14	18%	22%	15%	9%	-40%	-13%	11%	-7%	30%
Mon Jun-15	6%	13%	2%	8%	-29%	-10%	17%	-13%	10%

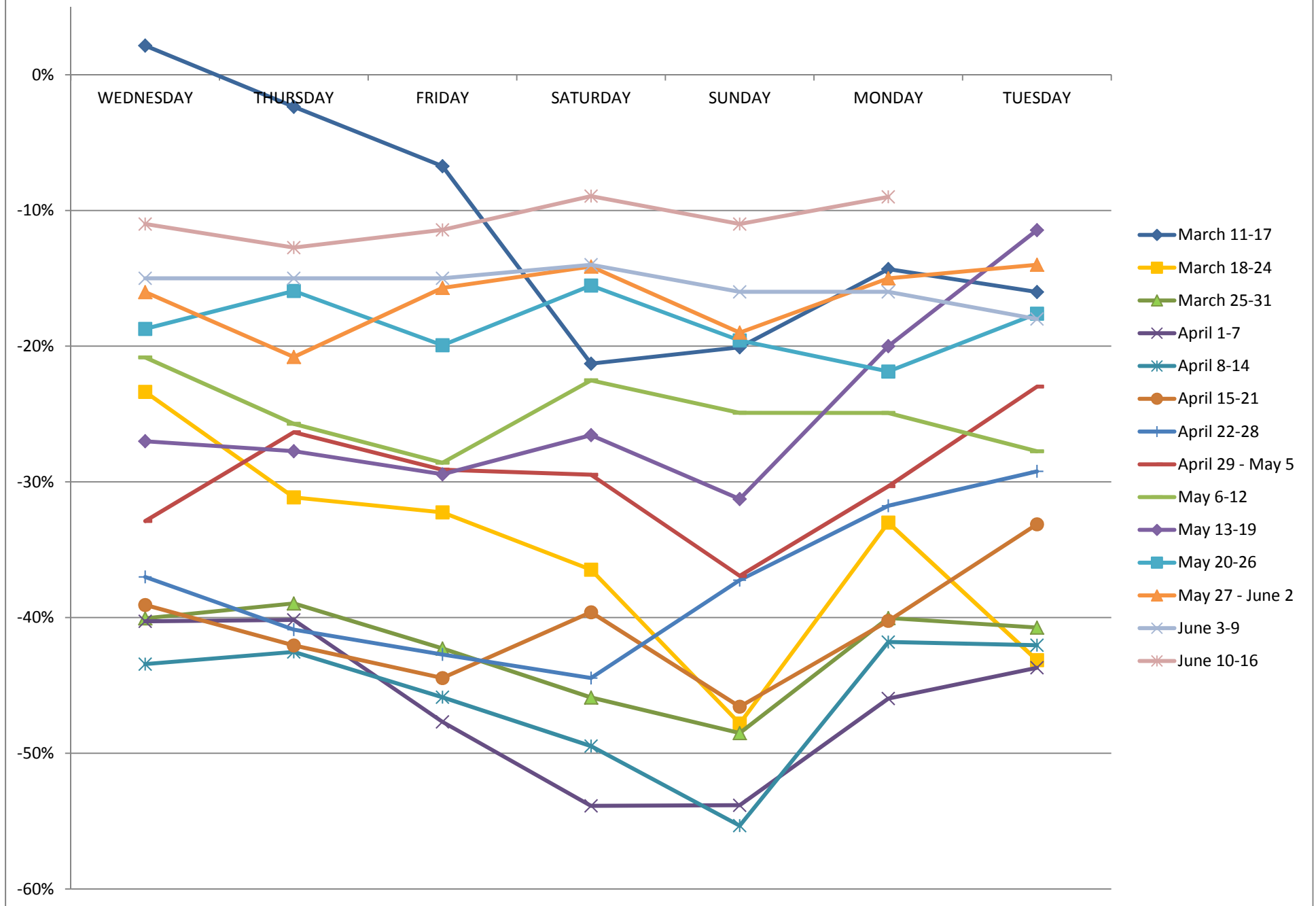
Changes in Commercial Traffic due to COVID-19 Compared to Same Time in 2019



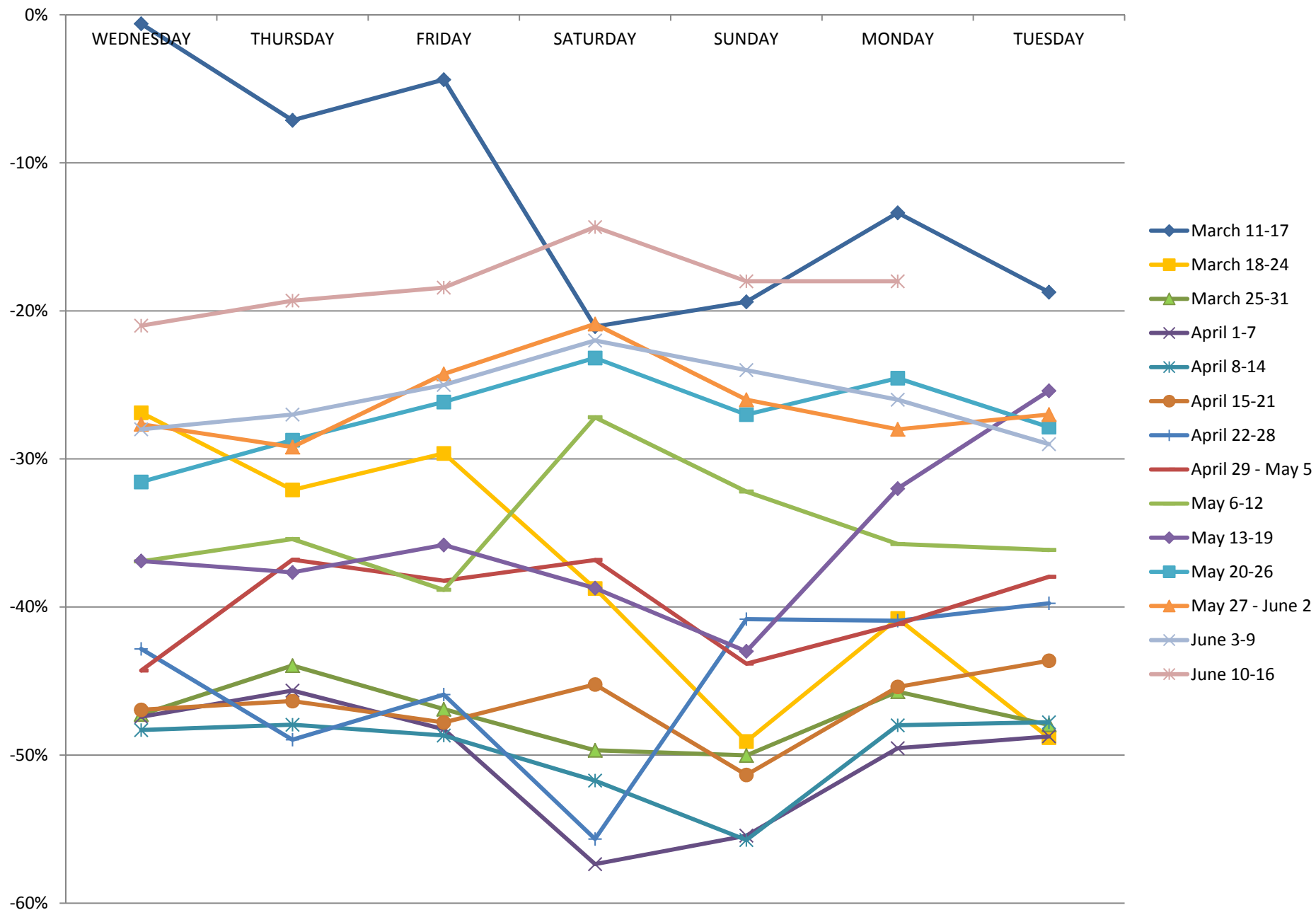
Week-to-Week Changes in Passenger Traffic Compared to Same Time in 2019								
Urban Area	Week	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	MONDAY	TUESDAY
Statewide	March 11-17	2%	-2%	-7%	-21%	-20%	-14%	-16%
	March 18-24	-23%	-31%	-32%	-36%	-48%	-33%	-43%
	March 25-31	-40%	-39%	-42%	-46%	-49%	-40%	-41%
	April 1-7	-40%	-40%	-48%	-54%	-54%	-46%	-44%
	April 8-14	-43%	-43%	-46%	-49%	-55%	-42%	-42%
	April 15-21	-39%	-42%	-44%	-40%	-47%	-40%	-33%
	April 22-28	-37%	-41%	-43%	-44%	-37%	-32%	-29%
	April 29 - May 5	-33%	-26%	-29%	-29%	-37%	-30%	-23%
	May 6-12	-21%	-26%	-29%	-23%	-25%	-25%	-28%
	May 13-19	-27%	-28%	-29%	-27%	-31%	-20%	-11%
	May 20-26	-19%	-16%	-20%	-16%	-20%	-22%	-18%
	May 27 - June 2	-16%	-21%	-16%	-14%	-19%	-15%	-14%
	June 3-9	-15%	-15%	-15%	-14%	-16%	-16%	-18%
	June 10-16	-11%	-13%	-11%	-9%	-11%	-9%	
St. Louis	March 11-17	-1%	-7%	-4%	-21%	-19%	-13%	-19%
	March 18-24	-27%	-32%	-30%	-39%	-49%	-41%	-49%
	March 25-31	-47%	-44%	-47%	-50%	-50%	-46%	-48%
	April 1-7	-47%	-46%	-48%	-57%	-55%	-50%	-49%
	April 8-14	-48%	-48%	-49%	-52%	-56%	-48%	-48%
	April 15-21	-47%	-46%	-48%	-45%	-51%	-45%	-44%
	April 22-28	-43%	-49%	-46%	-56%	-41%	-41%	-40%
	April 29 - May 5	-44%	-37%	-38%	-37%	-44%	-41%	-38%
	May 6-12	-37%	-35%	-39%	-27%	-32%	-36%	-36%
	May 13-19	-37%	-38%	-36%	-39%	-43%	-32%	-25%
	May 20-26	-32%	-29%	-26%	-23%	-27%	-25%	-28%
	May 27 - June 2	-28%	-29%	-24%	-21%	-26%	-28%	-27%
	June 3-9	-28%	-27%	-25%	-22%	-24%	-26%	-29%
	June 10-16	-21%	-19%	-18%	-14%	-18%	-18%	
Kansas City	March 11-17	3%	-2%	-10%	-21%	-18%	-15%	-19%
	March 18-24	-28%	-31%	-32%	-37%	-45%	-30%	-48%
	March 25-31	-46%	-43%	-46%	-50%	-53%	-43%	-43%
	April 1-7	-42%	-44%	-51%	-55%	-54%	-47%	-45%
	April 8-14	-45%	-46%	-47%	-50%	-61%	-44%	-44%
	April 15-21	-39%	-46%	-45%	-43%	-47%	-40%	-38%
	April 22-28	-42%	-39%	-46%	-44%	-41%	-36%	-30%
	April 29 - May 5	-37%	-34%	-35%	-39%	-38%	-41%	-30%
	May 6-12	-31%	-35%	-34%	-36%	-32%	-32%	-33%
	May 13-19	-33%	-33%	-31%	-26%	-33%	-22%	-16%
	May 20-26	-21%	-21%	-23%	-21%	-28%	-26%	-21%
	June 3-9	-24%	-31%	-22%	-23%	-26%	-19%	-15%
	June 3-9	-18%	-18%	-20%	-21%	-20%	-18%	-24%
	June 10-16	-13%	-17%	-17%	-18%	-19%	-13%	
Springfield	March 11-17	8%	8%	-4%	-23%	-25%	-19%	-17%
	March 18-24	-20%	-31%	-32%	-31%	-44%	-29%	-35%
	March 25-31	-28%	-40%	-44%	-46%	-48%	-38%	-38%
	April 1-7	-36%	-38%	-44%	-51%	-52%	-41%	-39%
	April 8-14	-37%	-38%	-43%	-47%	-54%	-40%	-39%
	April 15-21	-34%	-33%	-35%	-35%	-44%	-34%	-27%
	April 22-28	-36%	-33%	-38%	-38%	-34%	-28%	-26%
	April 29 - May 5	-27%	-25%	-25%	-27%	-40%	-28%	-19%
	May 6-12	-15%	-24%	-25%	-15%	-23%	-23%	-27%
	May 13-19	-25%	-25%	-26%	-19%	-25%	-14%	-1%
	May 20-26	-9%	-7%	-22%	-11%	-13%	-20%	-15%
	May 27 - June 2	-9%	-17%	-15%	-11%	-16%	-12%	-9%
	June 3-9	-9%	-11%	-11%	-13%	-14%	-13%	-12%
	June 10-16	-7%	-10%	-10%	-9%	-10%	-2%	
Columbia	March 11-17	0%	-4%	-12%	-24%	-23%	-17%	-24%
	March 18-24	-32%	-40%	-42%	-36%	-46%	-42%	-48%
	March 25-31	-51%	-46%	-44%				-46%
	April 1-7	-49%	-47%	-51%	-58%	-56%	-50%	-46%
	April 8-14	-45%	-50%	-48%	-55%	-53%	-46%	-53%
	April 15-21	-53%	-55%	-55%	-44%	-50%	-51%	-50%
	April 22-28	-48%	-55%	-58%	-62%	-52%	-46%	-48%

	April 29 - May 5	-44%	-37%	-35%	-35%	-36%	-42%	-31%
	May 6-12	-26%	-39%	-36%	-36%	-35%	-36%	-30%
	May 13-19	-39%	-40%	-42%	-44%	-44%	-30%	-25%
	May 20-26	-27%	-24%	-29%	-12%	-5%		-16%
	May 27 - June 2	-19%	-23%	-18%	-12%	-11%	-17%	-26%
	June 3-9	-18%	-16%	-23%	-22%	-24%	-28%	-35%
	June 10-16	-25%	-27%	-25%	-21%	-34%	-24%	
St. Joseph	March 11-17	3%	0%	-9%	-18%	-14%	-8%	-9%
	March 18-24	-18%	-22%	-25%	-29%	-37%	-24%	-44%
	March 25-31	-41%	-39%	-42%	-47%	-48%	-38%	-37%
	April 1-7	-36%	-40%	-48%	-49%	-48%	-41%	-37%
	April 8-14	-38%	-38%	-41%	-43%	-56%	-32%	-38%
	April 15-21	-29%	-42%	-40%	-34%	-33%	-32%	-30%
	April 22-28	-32%	-33%	-37%	-32%	-31%	-28%	-31%
	April 29 - May 5	-31%	-28%	-31%	-35%	-31%	-22%	-17%
	May 6-12	-19%	-23%	-22%	-23%	-21%	-21%	-23%
	May 13-19	-23%	-23%	-21%	-15%	-22%	-15%	-13%
	May 20-26	-18%	-15%	-14%	-14%	-22%	-19%	-10%
	May 27 - June 2	-18%	-17%	-17%	-19%	-19%	-14%	-14%
	June 3-9	-15%	-14%	-18%	-15%	-16%	-14%	-15%
	June 10-16	-14%	-14%	-14%	-16%	-17%	-12%	
Jefferson City	March 11-17	2%	-2%	-3%	-15%	-14%	-11%	-14%
	March 18-24	-22%	-32%	-35%	-34%	-49%	-35%	-42%
	March 25-31	-40%	-36%	-39%	-38%	-50%	-42%	-42%
	April 1-7	-41%	-39%	-45%	-53%	-55%	-51%	-43%
	April 8-14	-47%	-42%	-51%	-45%	-46%	-43%	-42%
	April 15-21	-36%	-38%	-37%	-26%	-37%	-54%	-29%
	April 22-28	-32%	-38%	-33%	-37%	-25%	-23%	-25%
	April 29 - May 5	-31%	-17%	-18%	-18%	-23%	-26%	-16%
	May 6-12	-9%	-13%	-13%	-12%	-12%	-18%	-19%
	May 13-19	-15%	-15%	-15%	-18%	-16%	-8%	-2%
	May 20-26	-12%	1%	-3%	-1%	-7%	1%	-8%
	May 27 - June 2	-11%	-12%	-6%	1%	-6%	-12%	-8%
	June 3-9	-7%	-6%	-4%	1%	-5%	-5%	-13%
	June 10-16	-2%	-5%	-1%	6%	2%	0%	
Branson	March 11-17	-3%	-9%	-14%	-32%	-35%	-32%	-34%
	March 18-24	-39%	-58%	-54%	-59%	-66%	-45%	-55%
	March 25-31	-51%	-53%	-54%	-65%	-65%	-52%	-53%
	April 1-7	-52%	-55%	-62%	-70%	-71%	-59%	-58%
	April 8-14	-56%	-59%	-58%	-64%	-72%	-54%	-55%
	April 15-21	-49%	-50%	-61%	-60%	-64%	-48%	-44%
	April 22-28	-57%	-52%	-60%	-66%	-60%	-45%	-41%
	April 29 - May 5	-44%	-40%	-41%	-53%	-61%	-45%	-37%
	May 6-12	-32%	-43%	-44%	-39%	-45%	-40%	-43%
	May 13-19	-37%	-38%	-47%	-40%	-45%	-28%	-18%
	May 20-26	-29%	-27%	-38%	-33%	-37%	-39%	-30%
	May 27 - June 2	-16%	-25%	-28%	-31%	-29%	-19%	-23%
	June 3-9	-24%	-20%	-24%	-29%	-28%	-27%	-28%
	June 10-16	-21%	-21%	-18%	-16%	-16%	-10%	
Out-State	March 11-17	3%	-1%	-6%	-20%	-19%	-11%	-10%
	March 18-24	-18%	-27%	-29%	-33%	-47%	-29%	-37%
	March 25-31	-33%	-33%	-37%	-41%	-44%	-35%	-35%
	April 1-7	-34%	-32%	-44%	-49%	-50%	-42%	-39%
	April 8-14	-39%	-36%	-42%	-47%	-51%	-37%	-36%
	April 15-21	-35%	-38%	-42%	-35%	-44%	-36%	-25%
	April 22-28	-30%	-33%	-39%	-39%	-31%	-25%	-22%
	April 29 - May 5	-26%	-17%	-22%	-19%	-30%	-20%	-14%
	May 6-12	-8%	-16%	-22%	-14%	-18%	-16%	-20%
	May 13-19	-19%	-20%	-24%	-21%	-25%	-14%	-3%
	May 20-26	-11%	-7%	-13%	-9%	-11%	-18%	-12%
	May 27 - June 2	-7%	-13%	-7%	-6%	-12%	-8%	-6%
	June 3-9	-9%	-8%	-7%	-5%	-10%	-11%	-13%
	June 10-16	-4%	-7%	-5%	-1%	-3%	-4%	

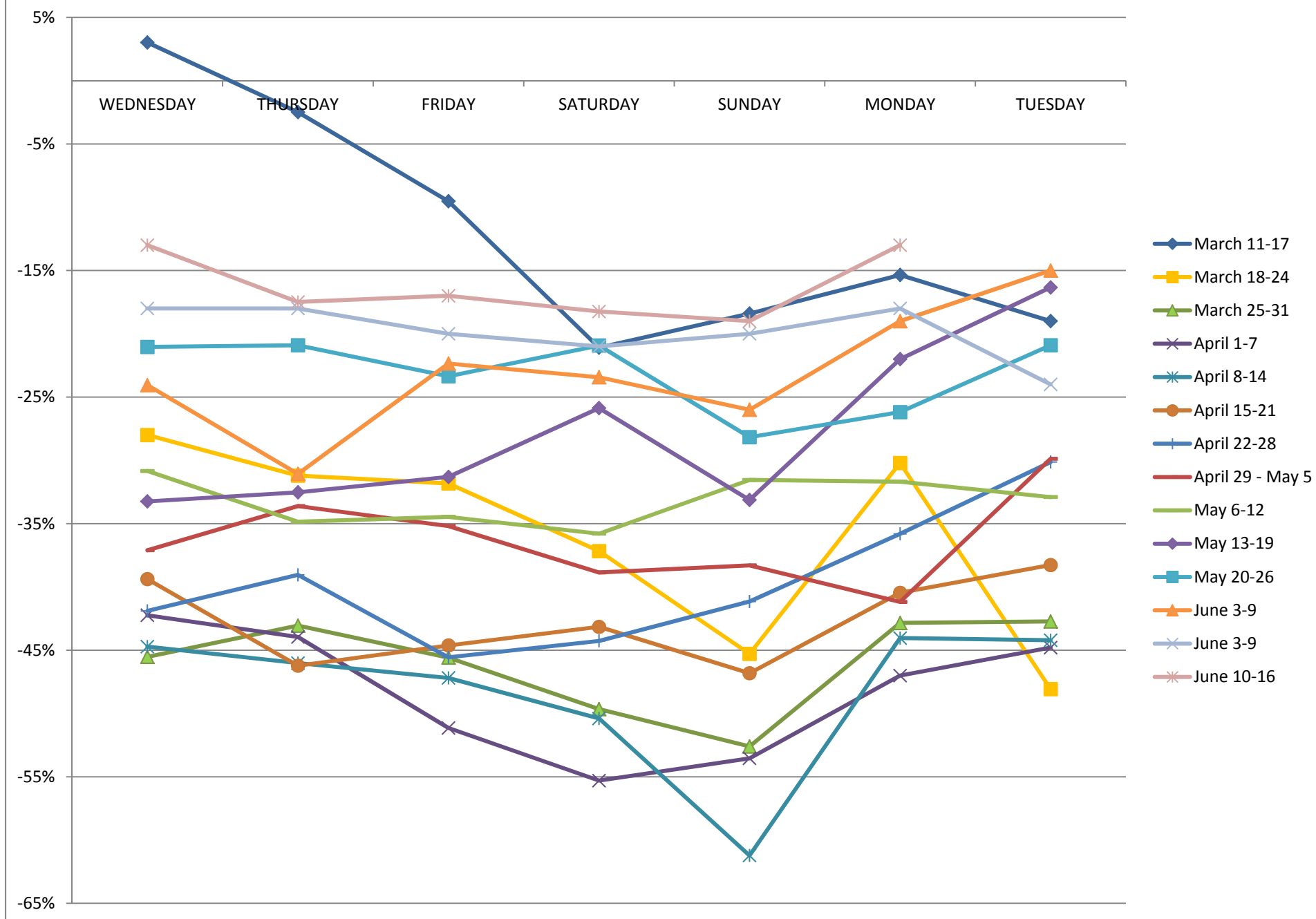
# Week-to-Week Change in Statewide Passenger Traffic Compared to Same Time in 2019



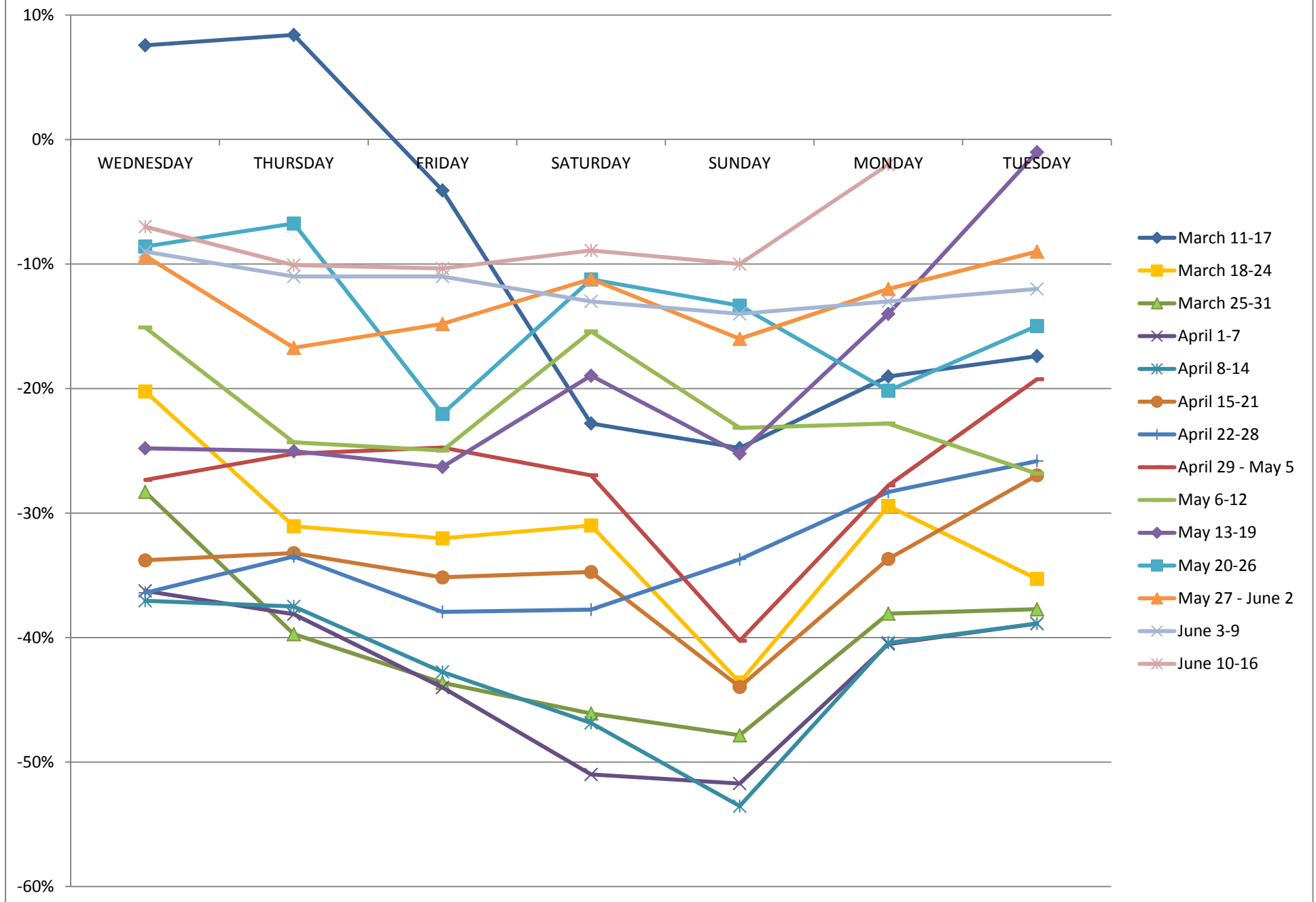
# Week-to-Week Change in St. Louis Passenger Traffic Compared to Same Time in 2019



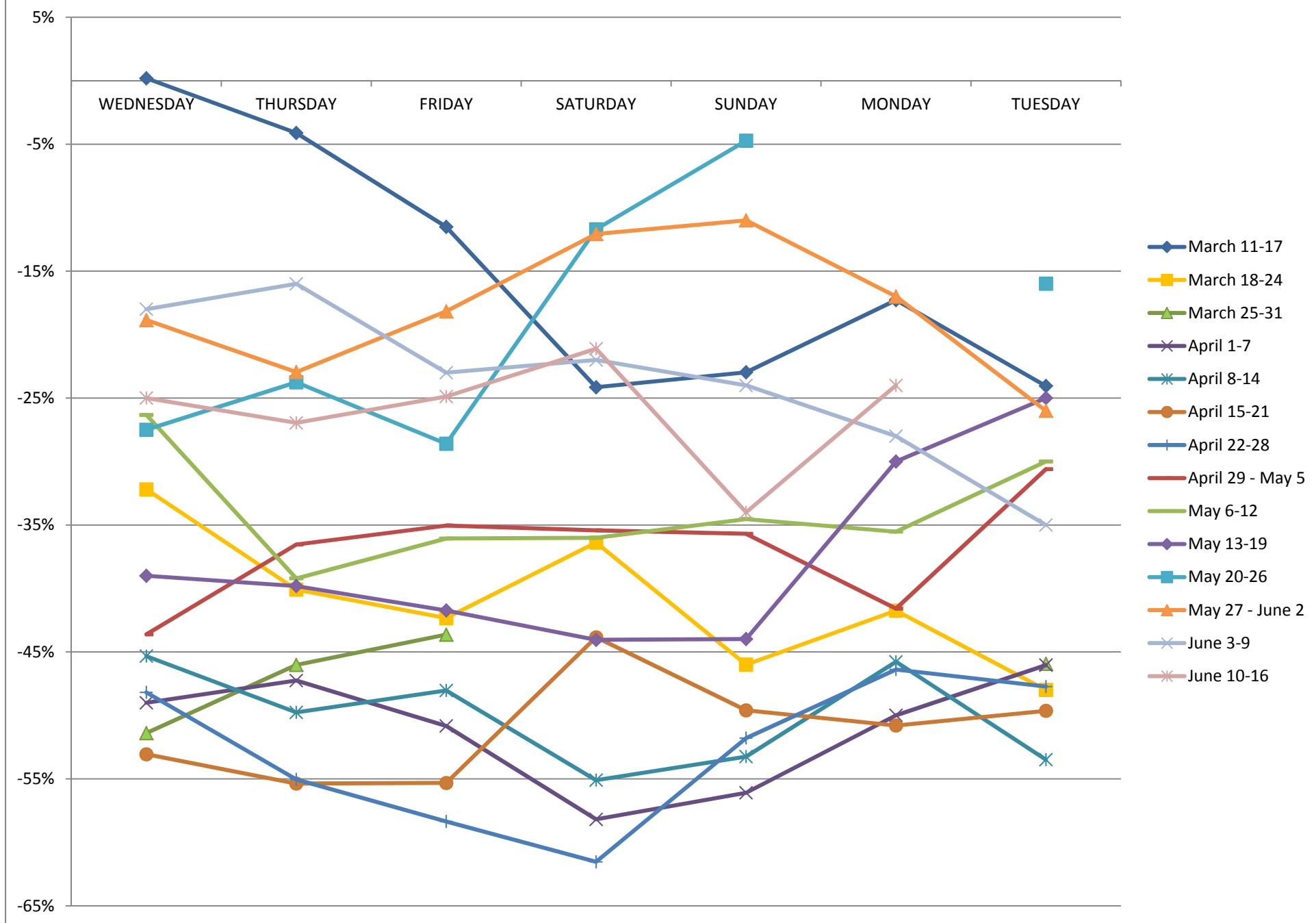
# Week-to-Week Change in Kansas City Passenger Traffic Compared to Same Time in 2019



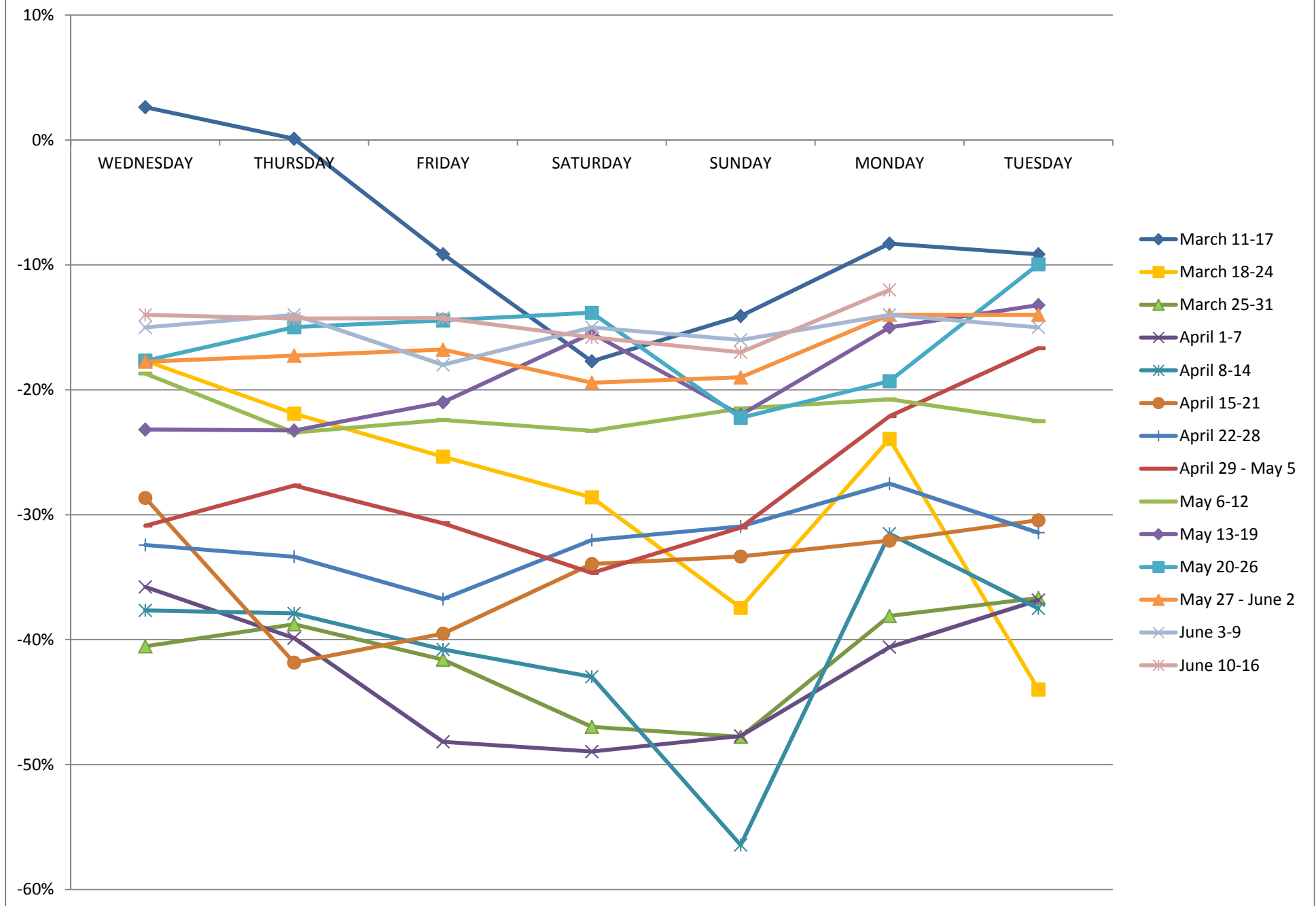
# Week-to-Week Change in Springfield Passenger Traffic Compared to Same Time in 2019



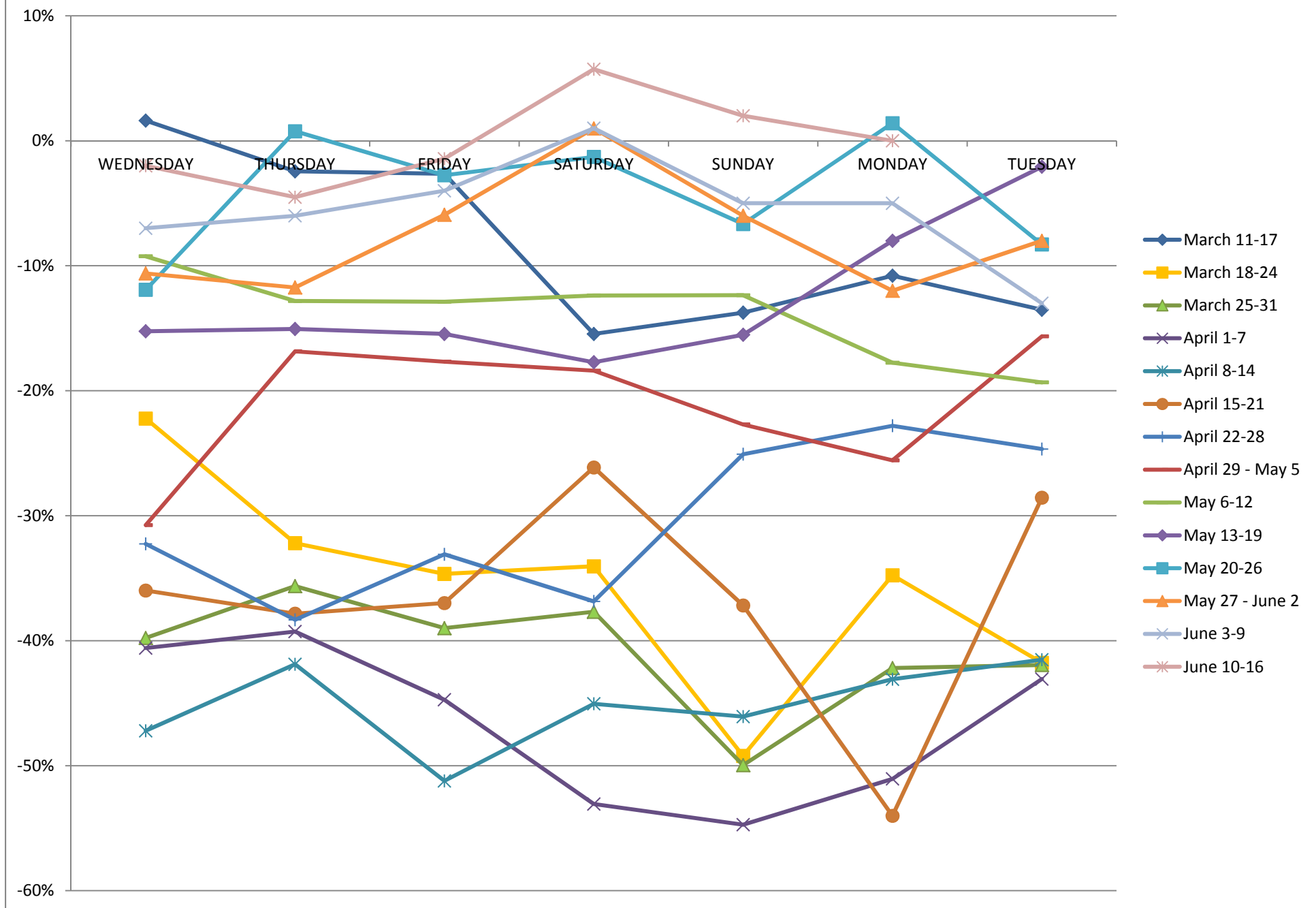
# Week-to-Week Change in Columbia Passenger Traffic Compared to Same Time in 2019



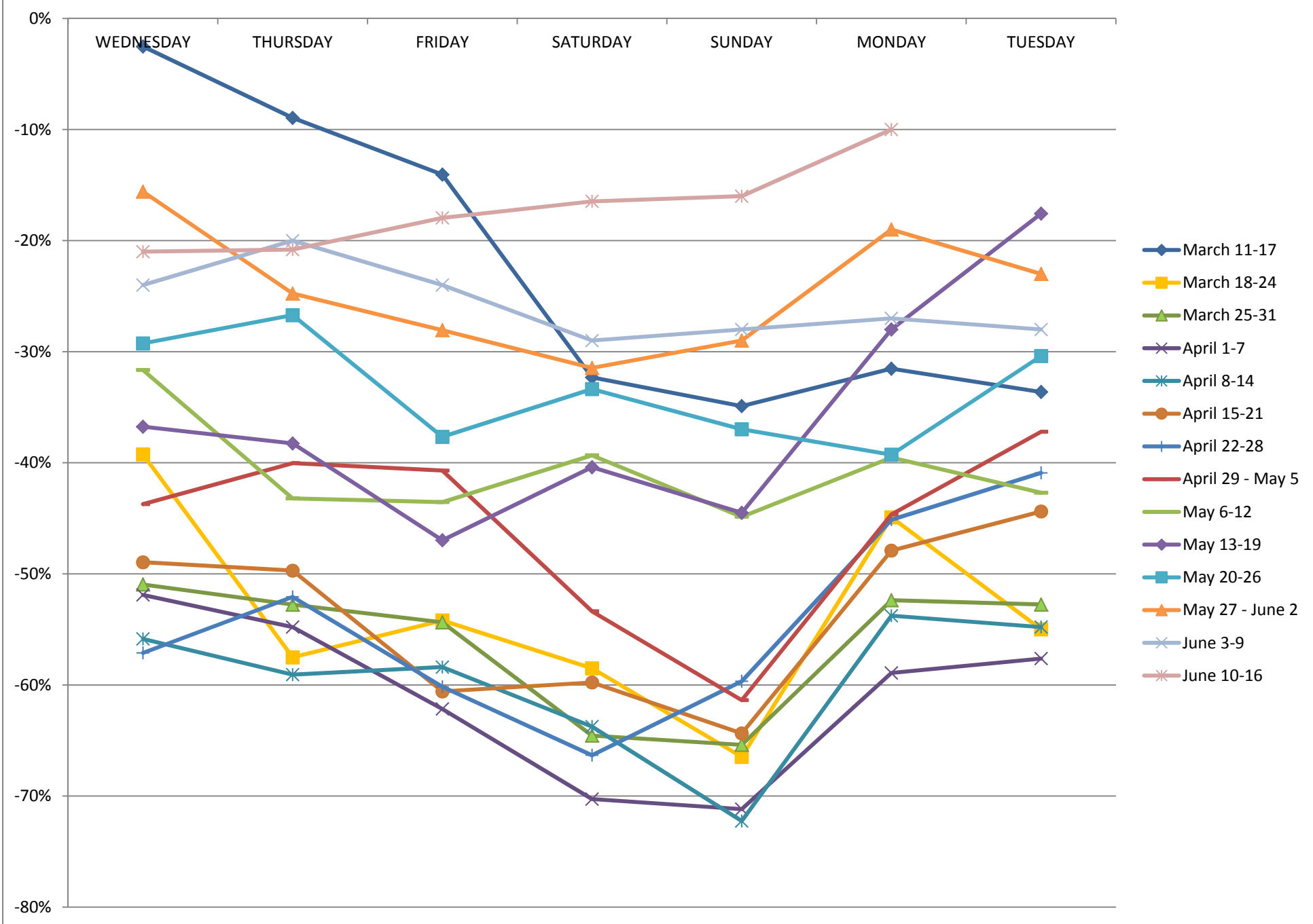
**Week-to-Week Change in St. Joseph Passenger Traffic Compared to Same Time in 2019**



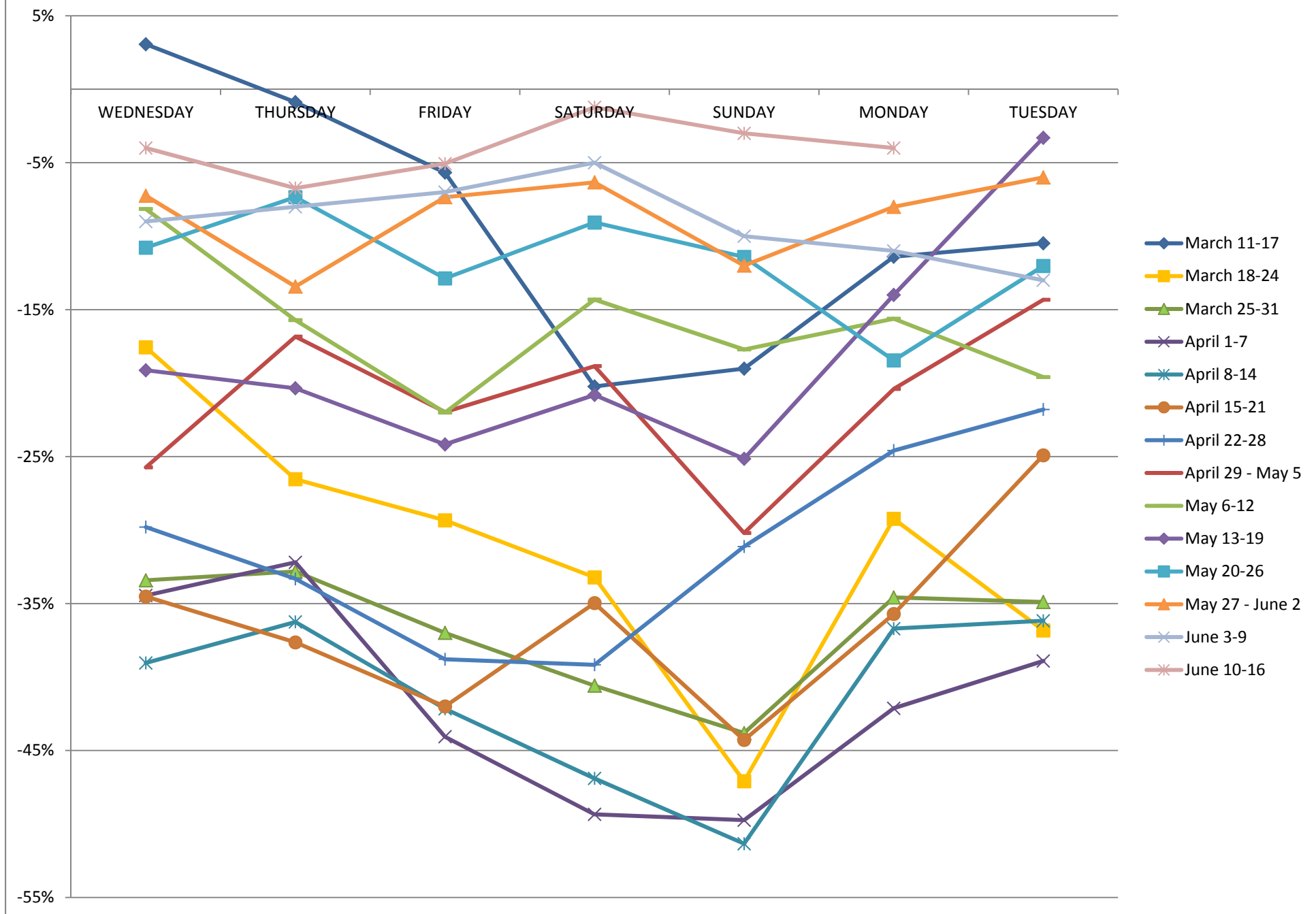
# Week-to-Week Change in Jefferson City Passenger Traffic Compared to Same Time in 2019



# Week-to-Week Change in Branson Passenger Traffic Compared to Same Time in 2019



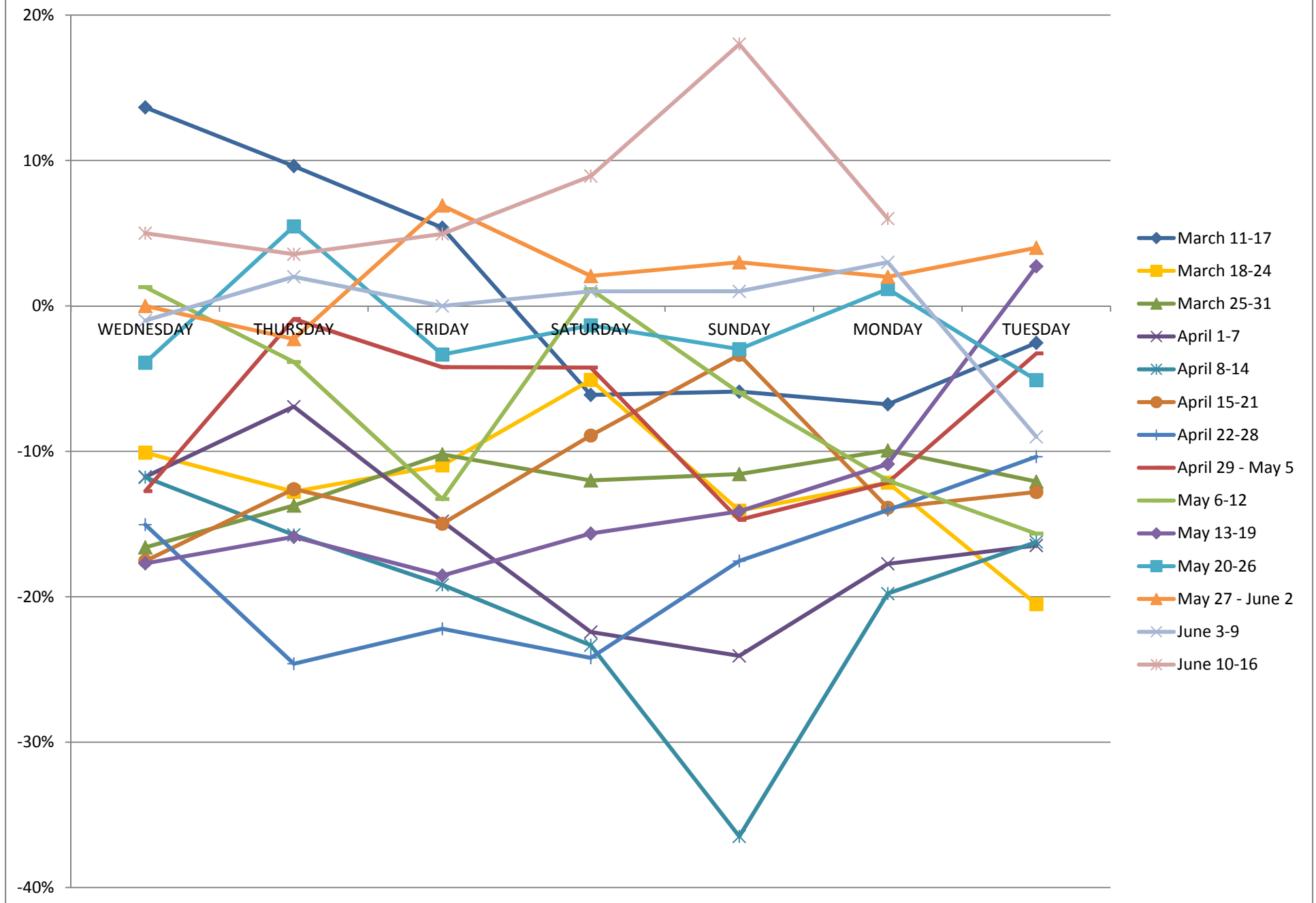
# Week-to-Week Change in Out-State Passenger Traffic Compared to Same Time in 2019



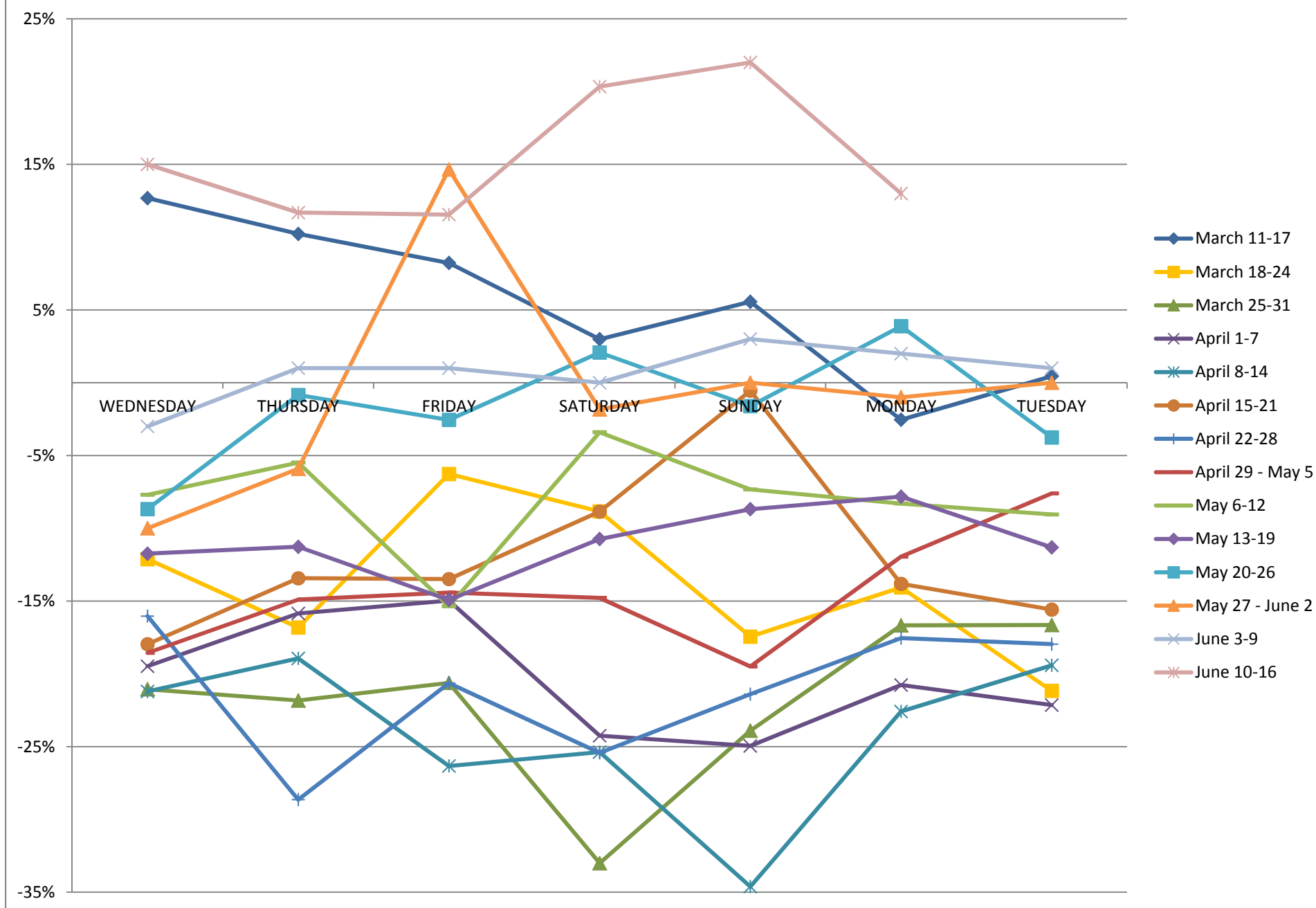
Week-to-Week Changes in Commercial Traffic Compared to Same Time in 2019								
Urban Area	Week	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	MONDAY	TUESDAY
Statewide	March 11-17	14%	10%	5%	-6%	-6%	-7%	-3%
	March 18-24	-10%	-13%	-11%	-5%	-14%	-12%	-21%
	March 25-31	-17%	-14%	-10%	-12%	-12%	-10%	-12%
	April 1-7	-12%	-7%	-15%	-22%	-24%	-18%	-16%
	April 8-14	-12%	-16%	-19%	-23%	-36%	-20%	-16%
	April 15-21	-18%	-13%	-15%	-9%	-3%	-14%	-13%
	April 22-28	-15%	-25%	-22%	-24%	-18%	-14%	-10%
	April 29 - May 5	-13%	-1%	-4%	-4%	-15%	-12%	-3%
	May 6-12	1%	-4%	-13%	1%	-6%	-12%	-16%
	May 13-19	-18%	-16%	-19%	-16%	-14%	-11%	3%
	May 20-26	-4%	5%	-3%	-1%	-3%	1%	-5%
	May 27 - June 2	0%	-2%	7%	2%	3%	2%	4%
St. Louis	June 3-9	-1%	2%	0%	1%	1%	3%	-9%
	June 10-16	5%	4%	5%	9%	18%	6%	
	March 11-17	13%	10%	8%	3%	6%	-3%	0%
	March 18-24	-12%	-17%	-6%	-9%	-17%	-14%	-21%
	March 25-31	-21%	-22%	-21%	-33%	-24%	-17%	-17%
	April 1-7	-19%	-16%	-15%	-24%	-25%	-21%	-22%
	April 8-14	-21%	-19%	-26%	-25%	-35%	-23%	-19%
	April 15-21	-18%	-13%	-13%	-9%	-1%	-14%	-16%
	April 22-28	-16%	-29%	-21%	-25%	-21%	-18%	-18%
	April 29 - May 5	-19%	-15%	-14%	-15%	-19%	-12%	-8%
	May 6-12	-8%	-5%	-15%	-3%	-7%	-8%	-9%
	May 13-19	-12%	-11%	-15%	-11%	-9%	-8%	-11%
Kansas City	May 20-26	-9%	-1%	-3%	2%	-2%	4%	-4%
	May 27 - June 2	-10%	-6%	15%	-2%	0%	-1%	0%
	June 3-9	-3%	1%	1%	0%	3%	2%	1%
	June 10-16	15%	12%	12%	20%	22%	13%	
	March 11-17	16%	14%	4%	-3%	4%	-3%	4%
	March 18-24	-4%	-14%	-11%	-8%	-5%	-12%	-19%
	March 25-31	-18%	-18%	-18%	-19%	-17%	-17%	-13%
	April 1-7	-14%	-14%	-23%	-22%	-19%	-22%	-20%
	April 8-14	-19%	-20%	-24%	-34%	-36%	-27%	-19%
	April 15-21	-20%	-24%	-18%	-12%	-6%	-18%	-14%
	April 22-28	-17%	-20%	-22%	-22%	-19%	-11%	-12%
	April 29 - May 5	-13%	-8%	-8%	-16%	-22%	-23%	-4%
Springfield	May 6-12	-4%	-14%	-13%	-10%	-17%	-11%	-10%
	May 13-19	-15%	-16%	-17%	-17%	-9%	-11%	4%
	May 20-26	-4%	-1%	-11%	-3%	-4%	-6%	-6%
	May 27 - June 2	-1%	-7%	-5%	-3%	0%	3%	8%
	June 3-9	-1%	3%	-5%	-6%	-1%	1%	-6%
	June 10-16	-5%	0%	7%	4%	15%	2%	
	March 11-17	20%	7%	8%	-14%	-20%	-25%	-14%
	March 18-24	-19%	-14%	-11%	-8%	-21%	-19%	-22%
	March 25-31	-19%	-11%	1%	1%	-2%	0%	-20%
	April 1-7	-5%	-1%	-8%	-27%	-15%	-17%	-9%
	April 8-14	-1%	-10%	-14%	-28%	-35%	-23%	-17%
	April 15-21	-6%	3%	-5%	2%	0%	-8%	-4%
Columbia	April 22-28	-8%	-6%	-19%	-13%	-7%	-11%	-7%
	April 29 - May 5	-4%	17%	0%	13%	-14%	-8%	-2%
	May 6-12	19%	11%	-10%	6%	-10%	-10%	-15%
	May 13-19	-19%	-10%	-18%	-5%	0%	-8%	11%
	May 20-26	7%	8%	1%	6%	-9%	7%	-1%
	May 27 - June 2	-3%	-2%	2%	2%	6%	4%	5%
	June 3-9	10%	8%	4%	10%	6%	3%	-11%
	June 10-16	8%	6%	-1%	7%	9%	8%	
Columbia	March 11-17	20%	-6%	-18%	-13%	-7%	-16%	-21%
	March 18-24	-28%	-28%	-34%	-15%	-23%	-30%	-34%
	March 25-31	-30%	-7%					-15%
	April 1-7	-6%	-5%	-10%	-53%	-48%	-22%	-31%
	April 8-14	-27%	-18%	-16%	-31%	-45%	-13%	-52%
	April 15-21	-50%	-41%	-49%	-20%	-10%	-44%	-44%
	April 22-28	-43%	-57%	-66%	-63%	-50%	-39%	-42%

		April 29 - May 5	-9%	-1%	-4%	0%	-25%	-34%	-4%
		May 6-12	14%	-29%	-34%	-17%	-33%	-34%	-35%
		May 13-19	-34%	-44%	-44%	-42%	-46%	-39%	-31%
		May 20-26	-30%	-21%	-23%		-50%	-48%	-27%
		May 27 - June 2	-13%	4%	4%	11%	5%	4%	-34%
		June 3-9		-6%	-29%	11%	-11%	-4%	-39%
St. Joseph		June 10-16	0%	-29%	-1%	-7%	-40%	-29%	
		March 11-17	20%	18%	-2%	-27%	-16%	-8%	6%
		March 18-24	-8%	-20%	-10%	-5%	-25%	-13%	-20%
		March 25-31	-26%	-20%	-20%	-26%	-20%	-14%	-12%
		April 1-7	-13%	-15%	-25%	-27%	-19%	-16%	-20%
		April 8-14	-17%	-12%	-22%	-27%	-48%	-31%	-23%
		April 15-21	-19%	-23%	-18%	-16%	-1%	-9%	-8%
		April 22-28	-11%	-5%	-15%	-14%	-11%	-7%	-3%
		April 29 - May 5	-15%	-5%	5%	0%	-15%	-15%	11%
		May 6-12	-1%	-6%	-8%	-15%	-14%	-5%	-1%
		May 13-19	-11%	-12%	-12%	-13%	-14%	-13%	10%
		May 20-26	-9%	-6%	-2%	-8%	-23%	-20%	-5%
Jefferson City		May 27 - June 2	-14%	-11%	-5%	-7%	-13%	-4%	-8%
		June 3-9	-10%	-5%	-7%	-6%	-6%	-9%	-23%
		June 10-16	1%	-3%	-7%	-6%	-13%	-10%	
		March 11-17	20%	8%	22%	15%	10%	9%	19%
		March 18-24	6%	-11%	14%	0%	-20%	0%	-15%
		March 25-31	-1%	6%	8%	14%	-13%	5%	3%
		April 1-7	5%	18%	-8%	-19%	1%	26%	-6%
		April 8-14	12%	-8%	25%	-18%	-26%	-2%	2%
		April 15-21	-10%	-5%	-19%	-7%	5%	-11%	-5%
		April 22-28	-9%	-34%	-25%	-26%	-20%	-7%	15%
		April 29 - May 5	-13%	7%	14%	-7%	-15%	-12%	-5%
		May 6-12	18%	-39%	-45%	-6%	-3%	-41%	-12%
Branson		May 13-19	-16%	-11%	-28%	-22%	-22%	-2%	6%
		May 20-26	-5%	21%	4%	-20%	4%	-22%	-1%
		May 27 - June 2	-6%	-7%	0%	12%	-3%	6%	14%
		June 3-9	4%	1%	11%	20%	-2%	5%	-22%
		June 10-16	8%	2%	3%	6%	11%	17%	
		March 11-17	5%	-3%	5%	13%	-37%	-4%	-30%
		March 18-24	-30%	11%	-26%	-33%	-25%	-20%	-29%
		March 25-31	-19%	-31%	-12%	-40%	-57%	-27%	-25%
		April 1-7	-31%	-27%	-17%	-54%	-60%	-33%	-34%
		April 8-14	-28%	-41%	-26%	-35%	-49%	-35%	-28%
		April 15-21	-34%	-24%	-28%	-46%	-39%	-28%	-26%
		April 22-28	-27%	-41%	-45%	-57%	-48%	-36%	-38%
Out-State		April 29 - May 5	-27%	-22%	-37%	-36%	-33%	-28%	-31%
		May 6-12	-16%	-26%	-33%	-21%	-32%	-18%	-35%
		May 13-19	-38%	-30%	-36%	-44%	-43%	-24%	-21%
		May 20-26	-25%	-18%	-15%	-31%	-30%	3%	-29%
		May 27 - June 2	-1%	-23%	-25%	-25%	-25%	-18%	-7%
		June 3-9	-20%	-19%	-13%	-24%	-27%	2%	-30%
		June 10-16	-12%	-12%	-19%	-20%	-7%	-13%	
		March 11-17	12%	12%	6%	-13%	-6%	-8%	-1%
		March 18-24	-6%	-11%	-9%	4%	-9%	-6%	-17%
		March 25-31	-11%	-7%	-5%	2%	3%	-3%	-6%
		April 1-7	-6%	2%	-12%	-14%	-20%	-13%	-8%
		April 8-14	-3%	-10%	-15%	-16%	-35%	-14%	-10%
		April 15-21	-13%	-5%	-10%	0%	1%	-10%	-9%
		April 22-28	-12%	-21%	-18%	-20%	-10%	-10%	-3%
		April 29 - May 5	-8%	8%	4%	8%	-6%	-5%	1%
		May 6-12	6%	6%	-7%	13%	5%	-11%	-18%
		May 13-19	-17%	-16%	-17%	-13%	-13%	-8%	12%
		May 20-26	3%	16%	1%	4%	6%	7%	-2%
		May 27 - June 2	-9%	6%	17%	11%	15%	5%	11%
		June 3-9	1%	8%	4%	5%	8%	6%	-8%
		June 10-16	8%	8%	9%	14%	30%	10%	

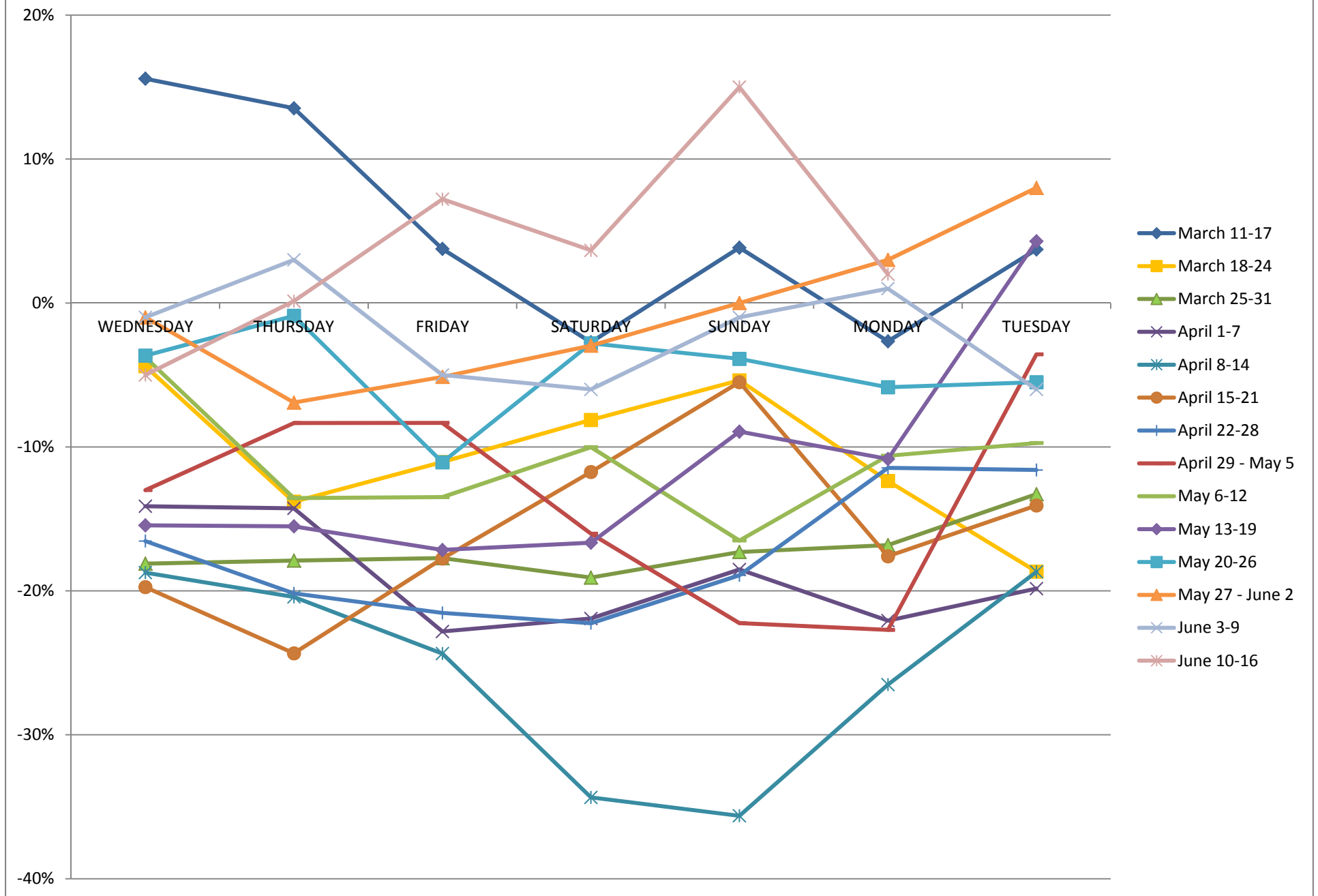
# Week-to-Week Change in Statewide Commercial Traffic Compared to Same Time in 2019



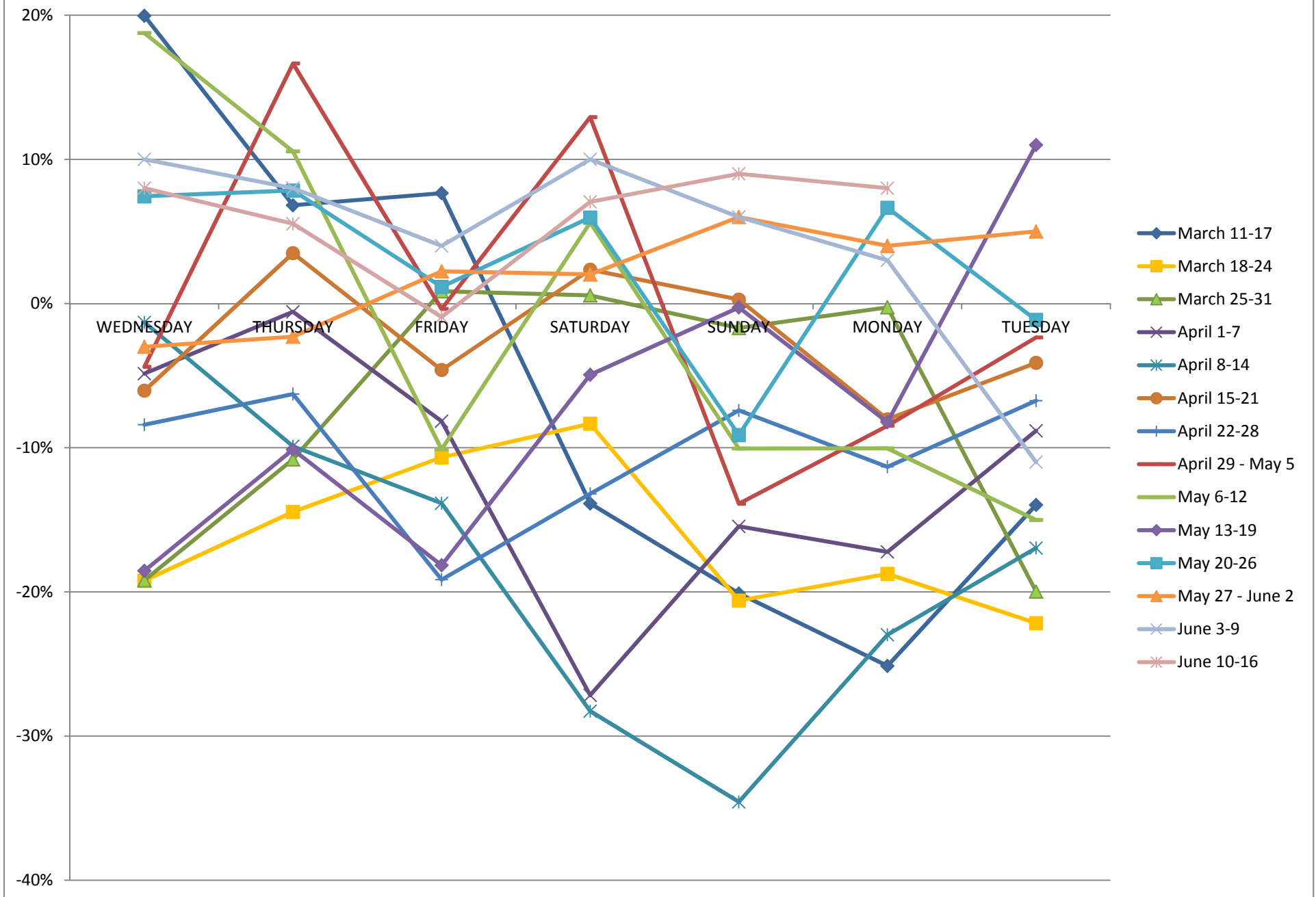
# Week-to-Week Change in St. Louis Commercial Traffic Compared to Same Time in 2019



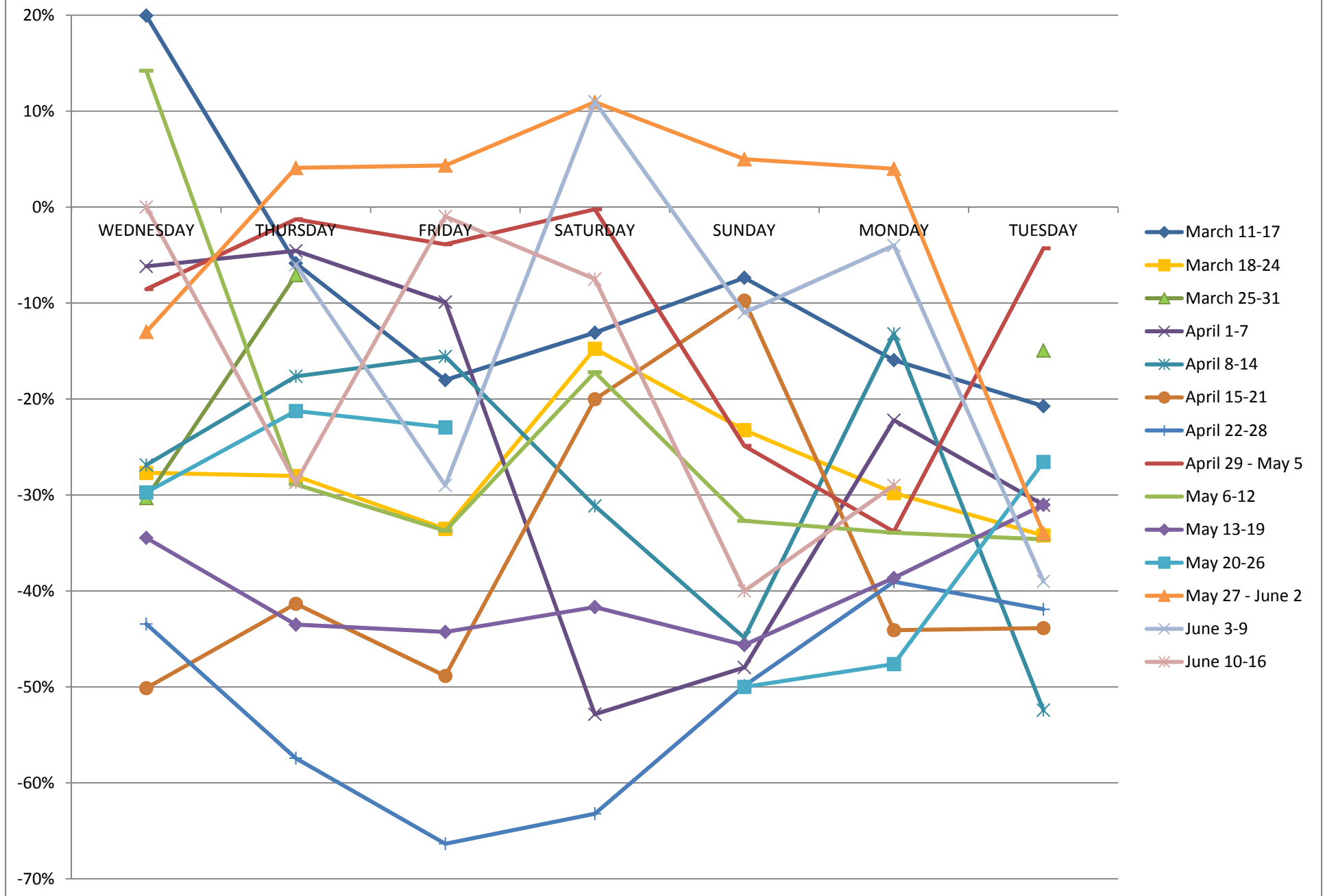
# Week-to-Week Change in Kansas City Commercial Traffic Compared to Same Time in 2019



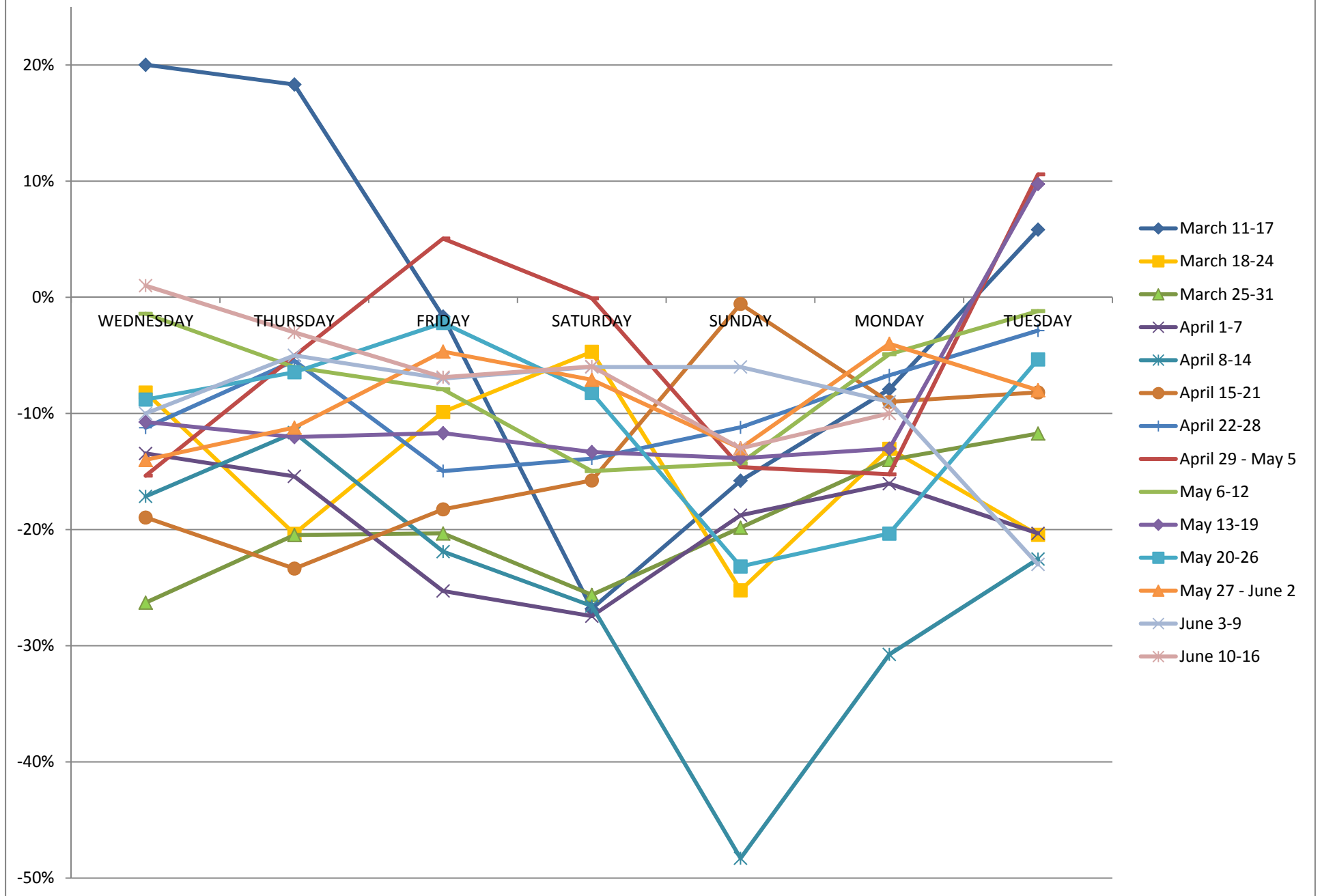
# Week-to-Week Change in Springfield Commercial Traffic Compared to Same Time in 2019



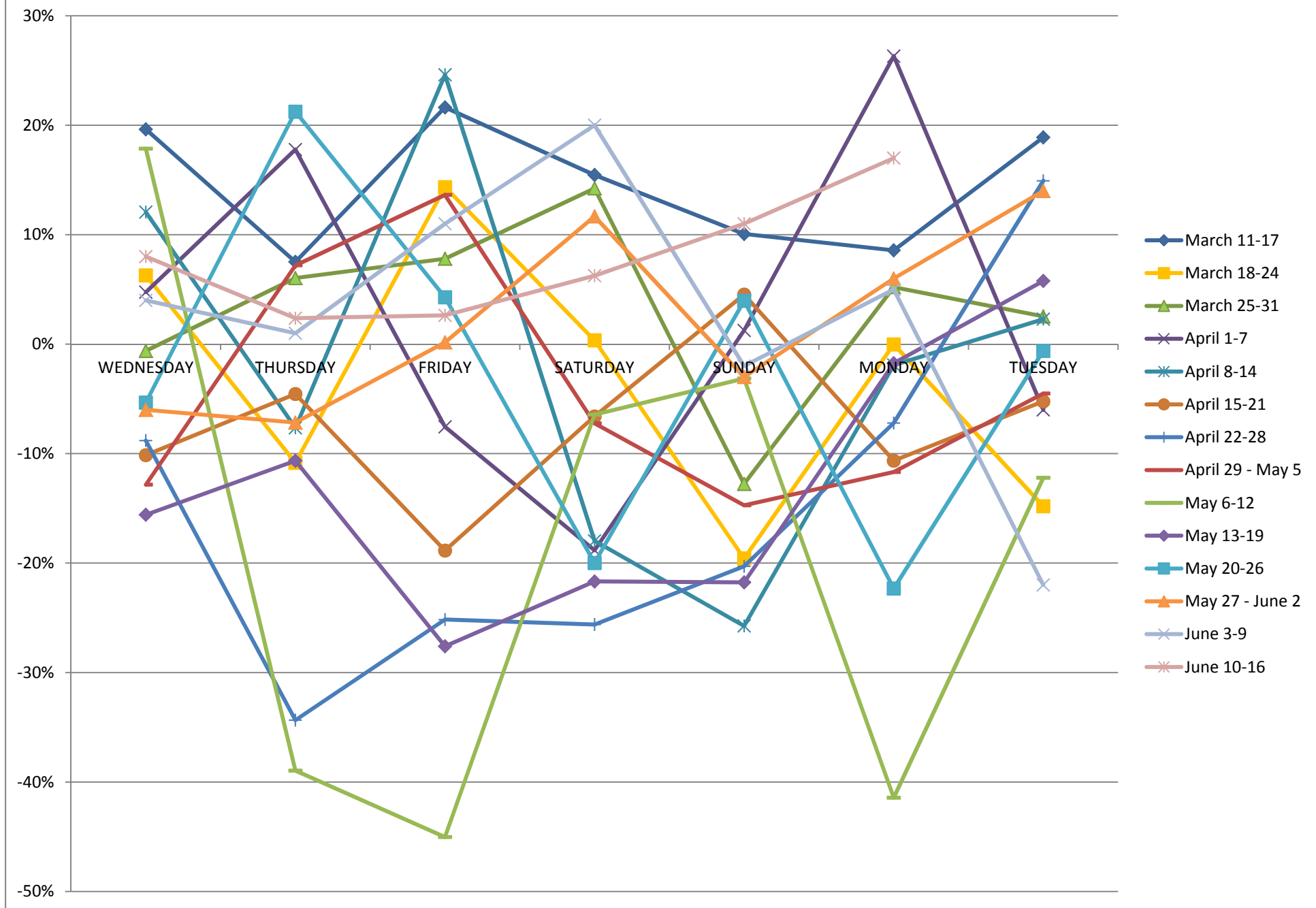
**Week-to-Week Change in Columbia Commercial Traffic Compared to Same Time in 2019**



# Week-to-Week Change in St. Joseph Commercial Traffic Compared to Same Time in 2019

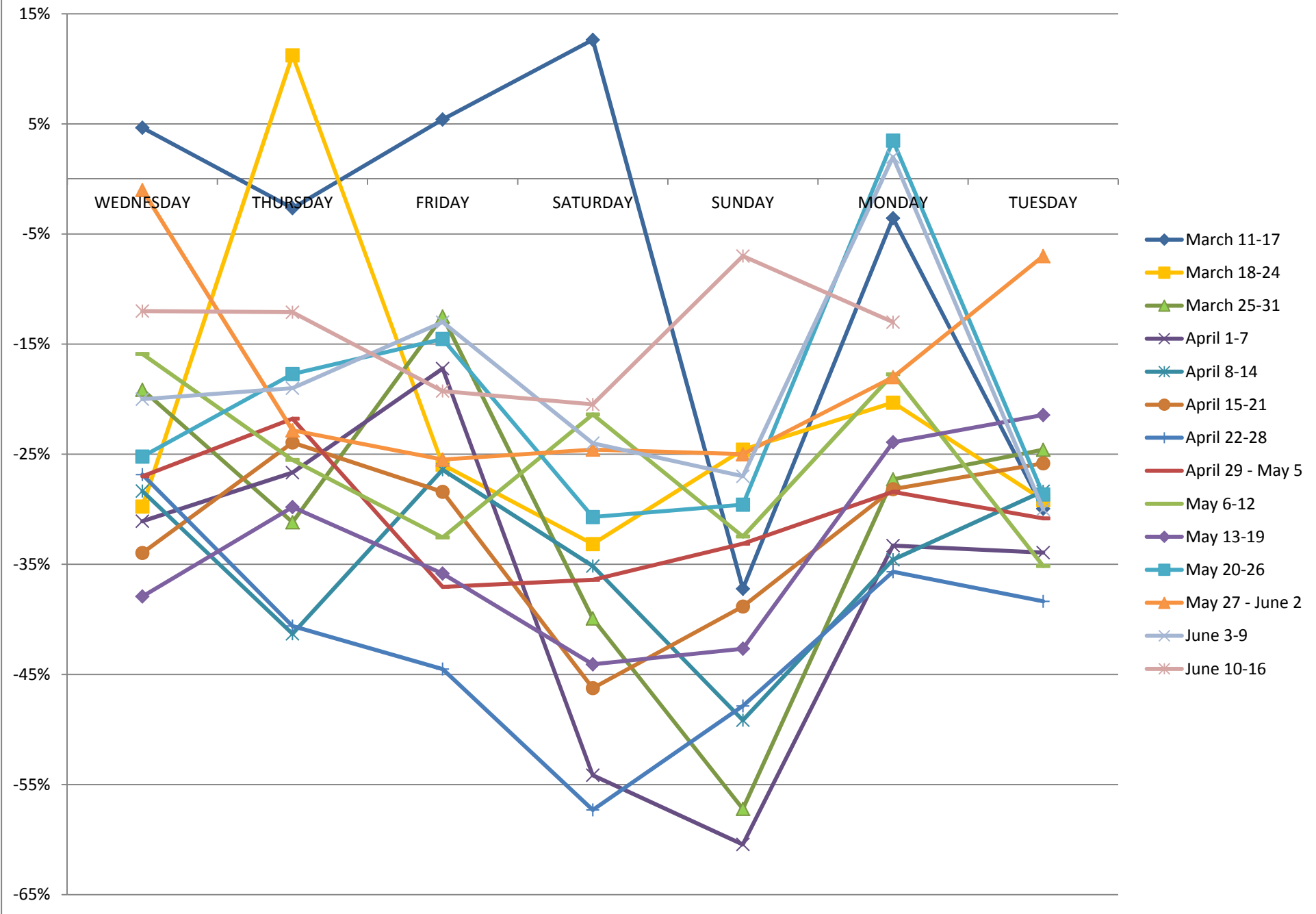


# Week-to-Week Change in Jefferson City Commercial Traffic Compared to Same Time in 2019

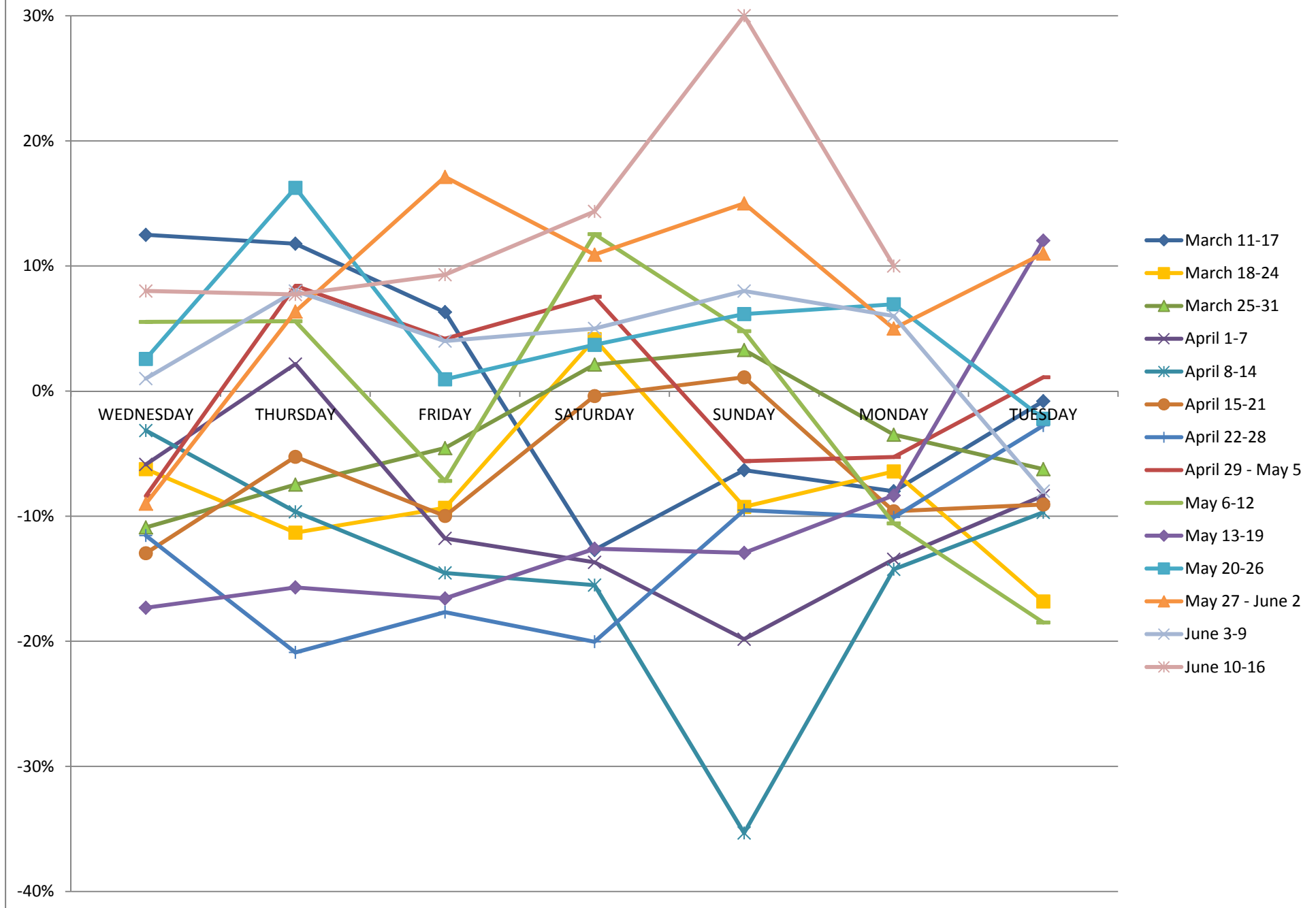


The chart displays the week-to-week change in Branson Commercial Traffic compared to the same time in 2019. The Y-axis represents the percentage change, ranging from -65% to 15%. The X-axis shows the days of the week: WEDNESDAY, THURSDAY, FRIDAY, SATURDAY, SUNDAY, MONDAY, and TUESDAY. The legend identifies 14 different time periods, each represented by a unique color and marker.

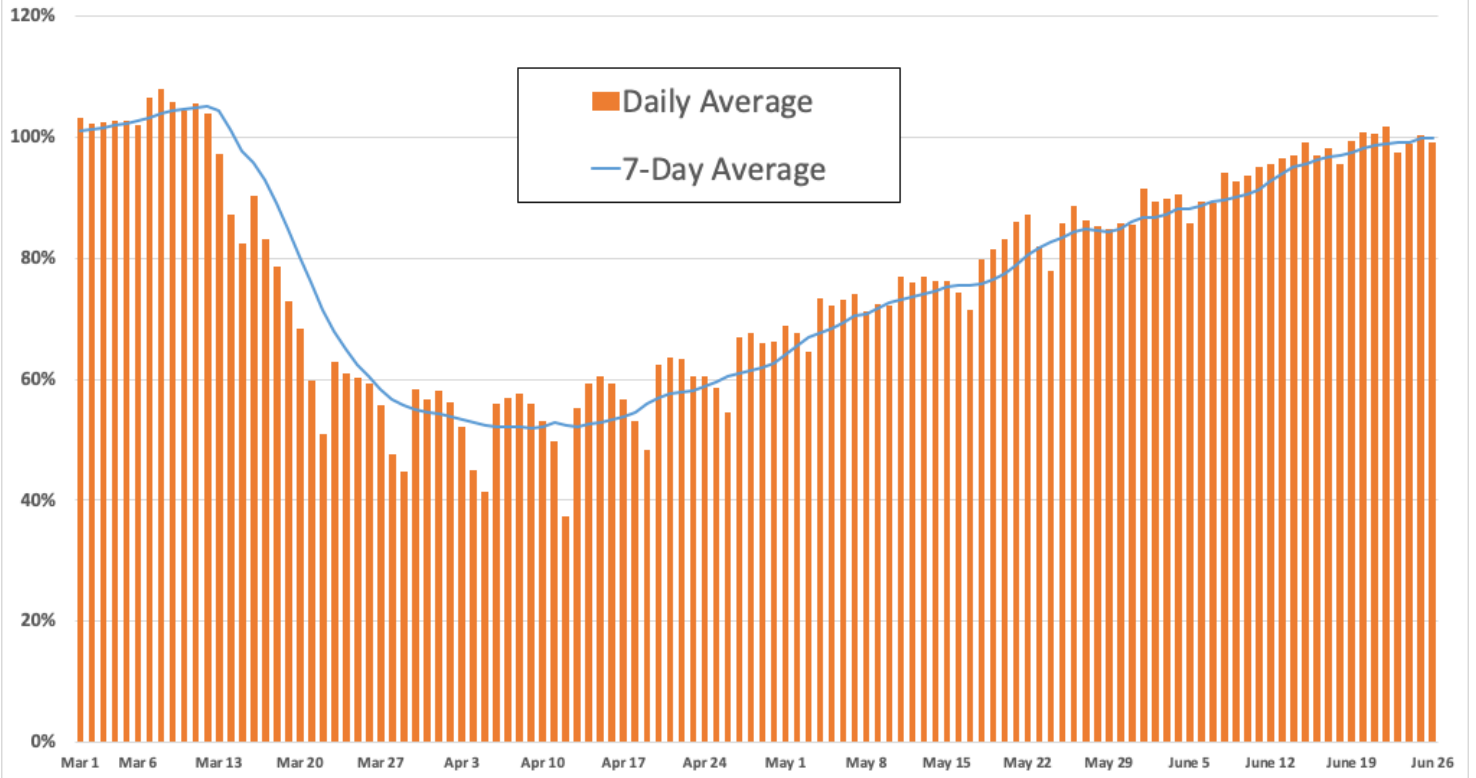
Day	March 11-17	March 18-24	March 25-31	April 1-7	April 8-14	April 15-21	April 22-28	April 29 - May 5	May 6-12	May 13-19	May 20-26	May 27 - June 2	June 3-9	June 10-16
WEDNESDAY	5%	-28%	-20%	-32%	-28%	-34%	-28%	-28%	-16%	-32%	-25%	-3%	-20%	-10%
THURSDAY	-4%	12%	-30%	-28%	-20%	-24%	-38%	-20%	-25%	-30%	-18%	-18%	-20%	-10%
FRIDAY	5%	-26%	-18%	-18%	-15%	-28%	-40%	-38%	-32%	-32%	-15%	-26%	-15%	-12%
SATURDAY	12%	-30%	-40%	-48%	-32%	-48%	-58%	-38%	-20%	-48%	-28%	-25%	-22%	-18%
SUNDAY	-40%	-25%	-32%	-48%	-28%	-38%	-50%	-32%	-28%	-48%	-28%	-25%	-28%	-7%
MONDAY	-4%	-20%	-28%	-28%	-32%	-32%	-38%	-32%	-28%	-28%	4%	-18%	4%	-12%
TUESDAY	-28%	-30%	-28%	-28%	-32%	-28%	-40%	-32%	-32%	-28%	-32%	-7%	-32%	-12%



# Week-to-Week Change in Out-State Commercial Traffic Compared to Same Time in 2019



## Relative Level of Nationwide Passenger Vehicle Travel (100% on February 29, 2020)



This is the 15th ***and final*** edition of a weekly review of changes in road traffic demand in the United States from the COVID-19 virus spread and our collective response.<sup>[1]</sup> As summarized herein, travel now has largely recovered on a national level – though significant state and regional variances remain. If interested in detailed information with daily updates, we have introduced the [INRIX Trip Trends](#).

## Key Findings

- Overall nationwide travel increased in Week 15, ***reaching pre-COVID levels for the first time***
  - 7-day rolling passenger travel first reached 100% on Thursday, June 25<sup>th</sup>
- Nationally, when compared to typical travel,<sup>[2]</sup> Week 15 (Saturday, June 20 – Friday, June 26) saw:
  - Personal travel was flat vs. down 3% in Week 14
  - Long haul truck travel down 0.9% vs. 0.7% in Week 14
  - Local fleets in Metro Areas down 1.7% vs. 1.7% in Week 14
- Travel decline leaders in Week 14:
  - Statewide Personal Travel: Hawaii, down 43% vs. 46% Week 14, and 62% maximum
  - Statewide Long Haul Truck Travel: New Mexico, down 11% vs. 10% Week 14, and 21% maximum
  - Metro Area Personal Travel: Honolulu, down 28% vs. 31% Week 14, and 52% maximum

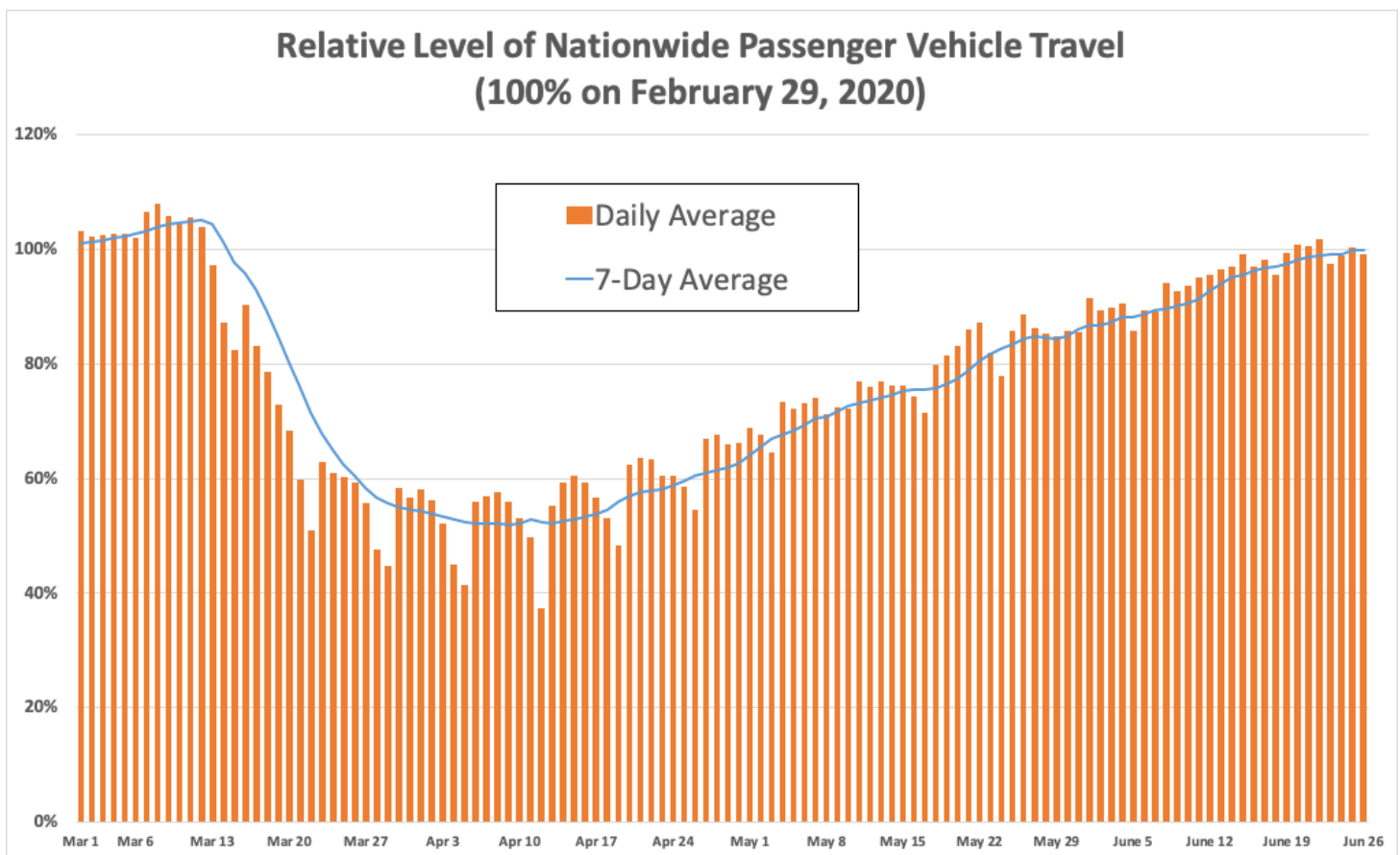


Figure 1

## Background

Our incoming data sources (The ‘INRIX Fleet’) provides anonymous speed/location reporting to us in real-time and generates over 100 million trips, traveling over 1 billion total miles per day across the US. The INRIX Fleet provides information about all roads in the national network, not just major roads and spans the full range of vehicle types: consumer vehicles, local fleets, long haul trucks. We have re-purposed our [INRIX Trips](#) metadata – with only a 48-hour lag – to generate relevant summary level information about traffic demand.<sup>[3]</sup>

## Synopsis

It has been 15 weeks since travel began its noticeable decline nationwide. Figure 1 shows the relative change in passenger vehicle travel from March 1, relative to the comparable day of the week during the control week of February 22 – 28, 2020. Figure 1 also includes a weekly rolling average. Passenger travel continued to trend upwards, and is now back to pre-COVID levels as of Friday, June 26<sup>th</sup>, compared to down 3% the previous Friday and 48% on April 9<sup>th</sup> the low point to date.

Four days this week registered 100% of nationwide passenger travel compared to control days – the first time since travel decline began on March 13<sup>th</sup> any day exceeded 100%. Figure 2 shows the daily figures each week, illustrating the travel declines stabilizing in Weeks 4 and 5, increasing steadily since then.

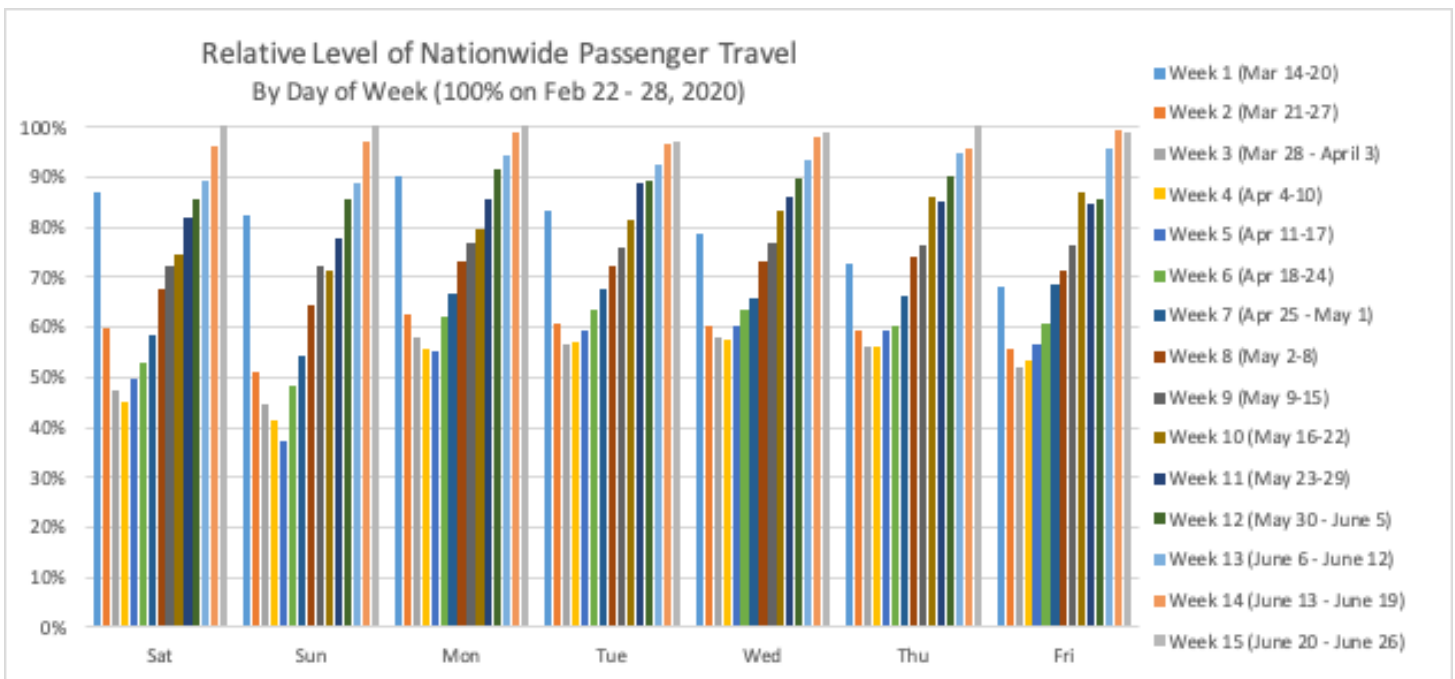


Figure 2

**State Level Passenger Travel** increased in 44 states compared to last week. The six states with declines were Louisiana (4%), Texas (3%), Arizona (1%) and Arkansas, Oklahoma and Mississippi with less than 1% each. Table 1 shows weekly levels by state for all 15 weeks since initial travel declines. 34 states now have personal travel exceeding the Control Week, up from 29 in Week 14. Hawaii, with its continued tourism restrictions, now far exceeds all other states with travel decline of 43%. Of the rest of the states, only California (12%) and Arizona (11%) have declines exceeding 10%.

Week #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Date	3/20	3/27	4/3	4/10	4/17	4/24	5/1	5/8	5/15	5/22	5/29	6/5	6/12	6/19	6/26
Alabama	92%	67%	63%	57%	60%	64%	72%	82%	90%	96%	98%	101%	101%	110%	111%
Alaska	87%	67%	62%	64%	68%	74%	85%	91%	96%	102%	104%	106%	112%	114%	115%
Arizona	88%	64%	58%	56%	58%	63%	66%	70%	75%	82%	86%	84%	89%	91%	89%
Arkansas	84%	70%	67%	65%	69%	72%	78%	83%	88%	92%	95%	99%	102%	106%	105%
California	71%	51%	49%	45%	50%	53%	58%	62%	67%	69%	74%	74%	81%	85%	88%
Colorado	82%	58%	47%	52%	47%	57%	66%	71%	77%	87%	89%	94%	99%	106%	113%
Connecticut	66%	48%	42%	45%	46%	47%	51%	59%	61%	68%	68%	74%	80%	87%	92%
Delaware	76%	53%	48%	48%	49%	52%	56%	62%	67%	72%	77%	87%	101%	106%	111%
Florida	86%	58%	50%	44%	46%	50%	55%	63%	67%	72%	76%	80%	81%	88%	90%
Georgia	84%	64%	59%	52%	56%	59%	68%	76%	81%	86%	87%	91%	94%	99%	101%
Hawaii	80%	48%	38%	39%	40%	42%	45%	47%	49%	50%	51%	52%	54%	54%	57%
Idaho	89%	75%	63%	67%	69%	76%	82%	89%	94%	99%	109%	110%	112%	120%	131%
Illinois	78%	53%	53%	54%	54%	60%	62%	68%	71%	74%	78%	85%	90%	95%	96%
Indiana	80%	58%	54%	56%	56%	63%	66%	75%	79%	85%	92%	96%	100%	106%	110%
Iowa	78%	62%	60%	63%	59%	70%	75%	78%	82%	89%	91%	96%	102%	109%	112%
Kansas	84%	63%	56%	57%	57%	64%	71%	76%	80%	91%	93%	100%	105%	110%	113%
Kentucky	82%	66%	61%	60%	59%	65%	67%	74%	80%	85%	93%	96%	101%	105%	107%
Louisiana	85%	59%	54%	54%	57%	60%	67%	73%	77%	84%	86%	92%	89%	99%	95%
Maine	78%	63%	55%	54%	60%	67%	68%	78%	79%	91%	94%	95%	100%	109%	114%

Maryland	73%	52%	45%	45%	47%	49%	51%	57%	63%	68%	71%	77%	83%	87%	90%
Massachusetts	68%	50%	43%	46%	47%	49%	52%	60%	61%	68%	69%	74%	78%	86%	91%
Michigan	74%	50%	43%	44%	42%	48%	57%	66%	68%	76%	82%	87%	95%	102%	105%
Minnesota	73%	58%	46%	54%	55%	65%	71%	77%	79%	86%	89%	93%	100%	104%	109%
Mississippi	89%	65%	64%	55%	61%	65%	73%	79%	86%	91%	93%	97%	97%	106%	105%
Missouri	85%	62%	59%	57%	58%	66%	71%	78%	83%	91%	95%	100%	104%	109%	111%
Montana	84%	75%	60%	67%	62%	76%	85%	91%	96%	105%	111%	116%	122%	130%	145%
Nebraska	74%	65%	61%	64%	58%	71%	76%	78%	84%	90%	93%	97%	102%	108%	116%
Nevada	76%	53%	51%	48%	52%	56%	61%	66%	70%	75%	80%	81%	90%	95%	98%
New Hampshire	76%	59%	50%	53%	55%	59%	62%	71%	71%	82%	85%	87%	93%	100%	104%
New Jersey	64%	40%	37%	39%	39%	42%	45%	53%	57%	63%	64%	70%	78%	83%	91%
New Mexico	106%	72%	62%	60%	58%	63%	68%	71%	75%	82%	86%	88%	93%	98%	101%
New York	73%	48%	44%	46%	47%	50%	54%	61%	63%	72%	72%	75%	82%	88%	93%
North Carolina	84%	64%	57%	57%	58%	62%	67%	73%	80%	81%	87%	93%	97%	97%	103%
North Dakota	76%	64%	56%	59%	60%	69%	75%	80%	82%	96%	97%	101%	104%	109%	115%
Ohio	75%	55%	53%	55%	54%	60%	64%	71%	75%	81%	88%	92%	98%	101%	103%
Oklahoma	84%	67%	61%	60%	61%	68%	76%	83%	85%	93%	95%	101%	105%	105%	105%
Oregon	81%	64%	55%	59%	63%	65%	71%	74%	79%	82%	92%	90%	94%	102%	110%
Pennsylvania	73%	50%	45%	47%	48%	52%	56%	63%	68%	74%	76%	80%	88%	92%	95%
Rhode Island	69%	55%	46%	47%	48%	49%	53%	61%	65%	72%	73%	80%	85%	94%	99%
South Carolina	90%	67%	63%	59%	61%	65%	73%	81%	88%	93%	99%	104%	108%	110%	115%
South Dakota	77%	67%	59%	64%	57%	72%	80%	84%	89%	103%	113%	114%	121%	132%	144%
Tennessee	87%	65%	61%	57%	59%	64%	69%	79%	86%	91%	94%	99%	103%	108%	109%
Texas	82%	60%	53%	51%	55%	59%	65%	72%	76%	79%	82%	86%	90%	92%	90%
Utah	84%	68%	62%	61%	62%	69%	77%	83%	88%	95%	103%	101%	103%	110%	116%
Vermont	75%	51%	44%	45%	48%	54%	58%	64%	65%	75%	79%	78%	82%	87%	91%
Virginia	80%	60%	55%	54%	55%	58%	61%	68%	73%	77%	81%	86%	92%	95%	100%
Washington	77%	59%	50%	56%	60%	61%	65%	71%	78%	78%	83%	82%	87%	93%	101%
West Virginia	85%	60%	58%	57%	58%	63%	67%	75%	82%	88%	96%	99%	105%	106%	110%
Wisconsin	76%	57%	52%	57%	56%	64%	69%	76%	78%	86%	93%	97%	102%	109%	110%
Wyoming	90%	82%	73%	76%	64%	80%	88%	93%	99%	112%	121%	128%	137%	152%	165%
Nationwide	80%	58%	53%	52%	54%	59%	64%	71%	75%	81%	84%	88%	93%	97%	100%

*Table 1 – Weekly Average Personal Travel by State – % of Control Week Travel*

**Nationwide Long Haul Truck** travel was relatively flat in Week 15, now down 0.9% compared to 0.7% in Week 14. 32 states now have long haul truck travel exceeding the Control Week, up from 30 states in Week 14. Like last week, only New Mexico (11%) and Texas (10%) have reductions of 10% or more. Michigan, which for several weeks had been the most severely impacted state, was flat Week 15, fully recovered from a peak reduction of 38% on April 16<sup>th</sup>.

**Metropolitan Area**<sup>[4]</sup> personal travel increased overall again this week, with 86 of the 98 metropolitan areas tracked increasing in Week 15. Declines were concentrated in Texas (6 areas), Arizona (2 areas), and Louisiana (2 areas). 42 areas have now fully ‘recovered,’ up from 25 areas in Week 14.

The ten largest reductions in travel in Week 15 were:

Honolulu: 28% (31% last week)  
Miami: 25% (27% last week)  
Orlando: 24% (25% last week)  
San Francisco: 24% (27% last week)  
McAllen, TX: 23% (19% last week)  
Fort Myers: 20% (22% last week)  
Phoenix: 19% (17% last week)  
Washington, DC: 18% (22% last week)  
Tucson: 17% (17% last week)  
Houston: 17% (10% last week)

The New York City area, which had the largest recorded drop of any area at any point, 66% on April 3<sup>rd</sup>, was down 15% in Week 15, ranked 15<sup>th</sup>. In Week 14, New York City was down 22% and ranked 6<sup>th</sup> nationwide.

Overall local fleet traffic in metropolitan areas held steady in Week 15, down 1.7%, same as Week 14.

### **Seasonal Adjustments**

According to the Federal Highway Administration, the average daily national vehicle miles traveled in June 2019 was 16.5% higher than the daily average in February 2019.<sup>[5]</sup> Thus, for every 100 miles traveled in the US last week, we could have expected 116.5 miles if not for the virus. Meaning, getting back to pre-COVID travel levels in June implies a 16.5% reduction, seasonally adjusted. This calculation is included for illustrative purposes and to remind readers that, depending upon when the indices shown in this Synopsis return to 'normal' compared to the Control Week, they may or may not indicate full recovery on a seasonally adjusted basis.

*Given travel is nominally back to pre-COVID levels on a national aggregate basis, and the Independence Day holiday weekend will surely skew the next two weeks of data from 'typical,' this will be the last weekly synopsis. INRIX will continue to publish reports of interest as and when appropriate. For those interested in the day-to-day nuances of travel trends, the INRIX Trip Trends Dashboard is available for licensing.*

### **INRIX Trip Trends Dashboard Chart of the Week**

The final chart of the week shows the diverging trends of the New York City and Houston metropolitan areas. New York (yellow) has lagged the national average (red) from the beginning but is now rising faster than the national average. Houston (green) has largely mirrored the national average until the past few weeks. It has trended significantly downward since June 15<sup>th</sup> and is now lower than the New York City area on a relative basis.



Figure 3 – County level detail in INRIX Trip Trends Dashboard

[1] Previous Issues and other COVID-related information can be found on the [INRIX COVID](#) page

[2] Given the day of week pattern of travel demand, we compare a given day and area to the same day/area in a previous week, and we are using the week commencing Saturday, February 22, 2020 as our 'control week'

[3] Metadata used is total trip distance of all INRIX Trips originating in the country/state/region each day

[4] INRIX has established 98 metropolitan area geographies for internal purposes; these are the areas used in this analysis

[5] [https://www.fhwa.dot.gov/policyinformation/travel\\_monitoring/tvt.cfm](https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm)



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# TSA: July 4 weekend air travel 70 percent compared to last year

BY JOHN BOWDEN - 07/06/20 05:31 PM EDT

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U.S. air travel over the July Fourth weekend dropped significantly this year over last year as Americans remain wary of mass transit amid the ongoing coronavirus pandemic.

Numbers released Monday by the Transportation Security Administration (TSA) revealed that fewer than 500,000 people crossed through TSA security checkpoints on July 4, nearly 2 million fewer than did so on July 4 of 2019. The drop was even sharper on July 5; just 731,123 people crossed TSA checkpoints that day, compared with 2,795,369 on July 5, 2019.

Over the entire weekend, the average number of travelers passing through checkpoints declined 73 percent from the holiday weekend last year.

Domestic air travel has somewhat bounced back since the coronavirus outbreak began in the spring but still remains a shadow of pre-pandemic numbers and has forced the industry to shed tens of thousands of jobs.

President Trump celebrated news that the industry was beginning to recover at the White House last month, pointing to rising stock prices for airlines.

"The airline stocks went through the roof today and others did too. The whole market went through the roof," Trump told reporters.

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"People are traveling, and you know what? They're traveling within the United States," he added.

Delta Air Lines CEO Ed Bastian told Fox Business in June that he believed the worst of the damage from the coronavirus pandemic had been done, though in recent weeks, states such as Texas and Arizona have seen rising numbers of new cases.

"I do think we've seen the worst. Mid-April, while everyone was under stay-at-home orders and international restrictions were up in terms of travel for every country around the world, we really were at the bottom," Bastian said at the time. "So the optimist in me says we've doubled in the last four to six weeks as we've started to reopen our economy, still very much on the domestic side as compared to international."

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The steep drop in traffic volumes caused by the COVID-19 pandemic is pushing the Highway Trust Fund closer to insolvency faster than projected, according to comments made during a Senate Committee on Environment and Public Works hearing on July 1.

That decline in traffic volumes also significantly reduced motor fuel tax and toll receipt revenues, creating a huge gap in state department of transportation budgets across the country that may take years to close.

Those are just two reasons why Sen. John Barrasso, R-Wyo., chairman of EPW committee, explained in his opening remarks (<https://www.epw.senate.gov/public/index.cfm/press-releases-republican?ID=3E168CA2-7295-4317-83AB-F84B778ADA88>) at the hearing that surface transportation

reauthorization legislation must be passed soon in order to stave off major fiscal problems down the road.

“Three months from today, the [current] surface transportation authorization will expire. This cannot be allowed to happen – especially during this pandemic-caused economic downturn,” he explained.

“To make matters worse, the Highway Trust Fund is rapidly approaching insolvency,” Sen. Barrasso added. “Prior to the pandemic, the Congressional Budget Office projected the Highway Trust Fund would run out of money in mid-2021. Now, with Americans driving less, the Highway Trust Fund will reach insolvency far sooner than first predicted. [That’s why] the time for Congress to pass meaningful, bipartisan infrastructure legislation is now.”



Ranking Member Sen. Tom Carper, D-Del., added in his opening statement (<https://www.epw.senate.gov/public/index.cfm/press-releases-democratic?ID=B8219738-C11E-447D-A7B8-5AA34A7D3DF0>) that “every member of our committee knows that America’s transportation infrastructure is essential to our economy, to our society, and to our way of life” but that many of the more than four million miles of roadway and 600,000 bridges across the country are in “desperate” need of repair.

Sen. Carper

“Whether you’re driving an 18-wheeler truck hundreds of miles a day on interstates across the Heartland, or hitting pot holes on your way to work or the grocery store, just about every driver in America will agree that our surface transportation infrastructure needs work. A lot of it,” Sen. Carper said. “While some roads simply need repairs or repaving, others need to be rebuilt or completely redesigned. According to the U.S. Department of Transportation, approximately 20 percent of our federal-aid highways are in poor condition, as are some 46,000 bridges.”

The American Association of State Highway and Transportation Officials added in a statement (:%20<https://policy.transportation.org/wp-content/uploads/sites/59/2020/07/2020-07-01-AASHTO-Statement-for-the-Record-to-Senate-EPW-on-Resilience-and-Proj-Deliv-FINAL.pdf>) submitted to the

EPW committee that, on top of those overall system needs, state governments are facing tremendous revenue reductions from “stay at home” orders.

And as the economic re-opening around the country proceeds slowly, “we expect it will take several years before state DOT revenues reach pre-pandemic levels,” AASHTO said – which is why the \$49.95 billion “backstop (<https://aashtojournal.org/2020/04/10/aashto-asks-congress-for-50b-fiscal-backstop-for-state-dots/>)” the organization requested from Congress back in April is so critical.

That fiscal backstop is crucial for state DOTs “in order to prevent major disruptions in their ability to operate and maintain their transportation systems during this national emergency,” AASHTO said.

“This is absolutely crucial for every state DOT function – covering capital programs, operations, maintenance, and administrative support,” the organization emphasized. “We have already seen several states institute employee layoffs or furloughs. Without this direct federal assistance, state DOTs may also have to cancel and delay much-needed transportation projects; impacting local governments and private sector partners as well.”

Robert Lanham Jr.

Robert Lanham Jr. – president Williams Brothers Construction Co., Inc., and testifying on behalf of the Associated General Contractors of America – highlighted similar concerns in his comments

([https://www.epw.senate.gov/public/\\_cache/files/0/8/082452cf-6acd-48c1-87b7-6ec359ceb91c/3DD2BD0D197EFF31153370B9E5BB79DD.07.01.2020-lanham-testimony.pdf](https://www.epw.senate.gov/public/_cache/files/0/8/082452cf-6acd-48c1-87b7-6ec359ceb91c/3DD2BD0D197EFF31153370B9E5BB79DD.07.01.2020-lanham-testimony.pdf)) at the hearing.

“In many states, the declines in transportation revenues have already translated into real delays in undertaking new transportation projects,” he explained. “For instance, the Kentucky Transportation Cabinet did not hold bid lettings for new transportation construction contracts in April or May.” As a result, Lanham said Kentucky’s transportation project bid letting totals – which have averaged \$900 million annually over the last 12 years – are projected to amount to just \$350 million in 2020.

“Just as we have seen with many other types of businesses during this crisis, construction businesses cannot survive months at a time without work,” Lanham stressed.

“My greatest fear is that by the time a robust, multi-year surface transportation reauthorization bill becomes law, there will be far fewer construction contractors – many of whom are both my greatest competitors and dearest friends – in business and even fewer construction workers employed to deliver transportation projects,” he emphasized.

Photo by the West Virginia DOT.

That’s why he believes enactment of “robust, multi-year surface transportation reauthorization legislation” will not only provide the long-term certainty state DOTs need to plan and carry out the critical improvements to transportation system, “it will also provide a significant economic boost to our nation at a time when it is desperately needed.”


Jason Grumet, founder and president of the Bipartisan Policy Center, urged the Senate to pursue opportunities to further streamline the federal permitting process for transportation projects during his testimony ([https://www.epw.senate.gov/public/\\_cache/files/d/e/defd4384-3e2e-46ec-b307-dda457cf4daf/883D868D5AE0DE83B13BB980E8135525.07.01.2020-grumet-testimony.pdf](https://www.epw.senate.gov/public/_cache/files/d/e/defd4384-3e2e-46ec-b307-dda457cf4daf/883D868D5AE0DE83B13BB980E8135525.07.01.2020-grumet-testimony.pdf)) at the hearing.


Jason Grumet

“The federal government’s online permitting dashboard lists over 60 possible permits and other approvals that infrastructure projects may require from 12 different federal departments – separate and apart from environmental reviews under the National Environmental Policy Act,” he pointed out.

“State and local agencies typically require additional project approvals, covering everything from state environmental issues to local building codes to utilities and construction,” Grumet said.

As a result, Grumet noted that the “complexity of current U.S. permitting processes” leaves “substantial opportunities” for improvement that would increase predictability, shorten the time to project delivery, and reduce costs while still providing for “robust consideration of public and environmental concerns.”

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The House of Representatives on Wednesday passed its \$1.5 trillion infrastructure bill H.R. 2, known as the *Moving Forward Act* (<https://aashtojournal.org/2020/06/26/house-wraps-surface-transportation-bill-into-infrastructure-package/>), by a mostly party-line vote of 233 to 188 on July 1. This package was built primarily around the \$494 billion *INVEST in America Act* (<https://aashtojournal.org/2020/06/19/house-ti-advances-surface-transportation-reauthorization-bill/>) surface transportation reauthorization bill adopted by the House Transportation and Infrastructure Committee on June 18 by a voice vote.

Jim Tymon, executive director of the American Association of the State Highway and Transportation Officials, emphasized in a statement (<http://aashtonews.wpengine.com/2020/07/01/aashto-continues-its-call-for-bipartisan-surface-transportation-legislation/>) that attention now turns toward the Senate, which last year passed its own version of surface transportation reauthorization.

“We urge the House and Senate leadership to pursue a bipartisan approach to transportation reauthorization that must be passed before September 30,” he said. “We firmly believe the best policy outcomes when both parties come together to find the right blend of forward-thinking, common-sense solutions.”



Tymon pointed out that AASHTO’s board of directors – which represents state DOTs from all 50 states as well as the District of Columbia and Puerto Rico – approved a set of surface transportation reauthorization priorities that includes: increasing funding for all transportation programs; maintaining the flexibility and maximizing the funding of current core formula programs; addressing climate change and resiliency; improving project delivery; and meeting the infrastructure needs of rural and urban areas.

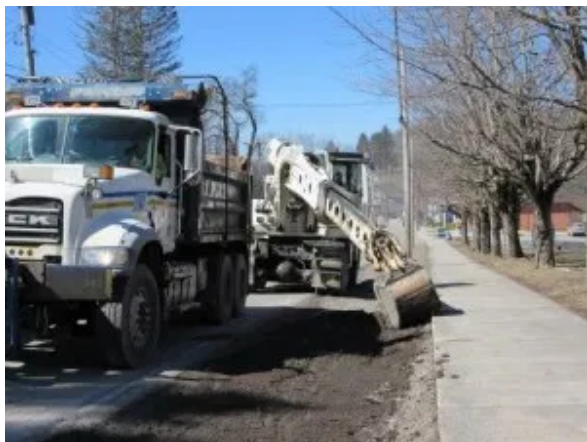


Photo by WVDOT

“We look forward to working with Congress on bipartisan solutions that will uphold these priorities to ensure a robust and resilient national transportation system,” he added.

Ahead of the floor vote, AASHTO sent a letter (<https://policy.transportation.org/wp-content/uploads/sites/59/2020/06/2020-06-29-AASHTO-Letter-to-House-Leadership-on-HR2-FINAL.pdf>) on June 29 to the House leadership stating that the surface transportation reauthorization bill incorporated within the *Moving Forward Act* “unnecessarily turns back the

clock on so many bipartisan surface transportation reforms previously agreed to by Congress.”

The organization also emphasized that the surface transportation provisions within that legislation “significantly increase administrative burdens on state DOTs” and make it “more difficult [for them] to operate and maintain the transportation network that serves as the backbone of the


United States economy.”

However, AASHTO and six other state, local, and transportation groups appreciated in a separate letter ([https://policy.transportation.org/wp-content/uploads/sites/59/2020/06/State.Local\\_.AV-2020-06-26.pdf](https://policy.transportation.org/wp-content/uploads/sites/59/2020/06/State.Local_.AV-2020-06-26.pdf)) on June 26 that no provisions for “additional federal preemption of state and local authorities” in regard to autonomous vehicle oversight were included in the House’s infrastructure package.

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# White House opposes \$1.5 trillion House infrastructure measure

David Shepardson



FILE PHOTO: A view of the White House by night in Washington, U.S., November 16, 2019. REUTERS/Yara Nardi

WASHINGTON (Reuters) - The White House said Monday it opposes a \$1.5 trillion proposal from congressional Democrats to boost U.S. infrastructure over the next decade, criticizing how it would pay for new spending.

The Democratic-controlled House of Representatives is set to begin on Tuesday debating the measure, which includes a massive boost in spending on roads, bridges, public transit, rail, ports

and airports as well as water systems, schools and broadband internet. A final vote is expected later this week.

“America’s infrastructure is in crisis,” House Transportation Committee Chairman Peter DeFazio, a Democrat, said. The country’s “roads, bridges, public transit, rail, airports, ports and water systems are badly outdated, causing stress and safety hazards for our citizens, strain on our economy, and an enormous toll on public health and our planet.”

The White House said it was “not a serious proposal,” saying it “significantly favored” urban areas over rural America and that the measure appeared to be “entirely debt-financed.”

Congress faces a Sept. 30 deadline to reauthorize surface transportation spending. White House officials confirmed earlier that President Donald Trump is expected in the coming weeks to unveil his surface transportation spending plan.

Trump and Democratic leaders in April 2019 agreed to spend \$2 trillion on infrastructure, but never hashed out how to pay for it. It appears increasingly unlikely Congress will pass any significant funding boost ahead of the November presidential election.

The U.S. Chamber of Commerce on Monday opposed the Democratic bill, calling on lawmakers to take up a bipartisan measure approved by a Senate committee as a starting point. The “stakes are too high for yet another failure,” it said.

Congress abandoned largely requiring road users to pay for road repairs and has not hiked the federal gas tax since 1993. Since 2008, Congress has transferred about \$141 billion in general revenues to the Highway Trust Fund.

To maintain existing spending, Congress will need to find \$107 billion over five years; the House bill transfers \$145.3 billion.

Reporting by David Shepardson; Editing by Leslie Adler

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## NEWS

# Speed cameras in Pennsylvania work zones: 30,000 violations issued so far

**Teresa Boeckel** York Daily Record

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Heavy foot on the gas pedal?

It's showing as speed cameras in active construction zones around Pennsylvania are catching violators.

Nearly 30,000 violations have been issued so far to drivers who sped through active work zones, said Jennifer Kuntch, a spokeswoman for the state Department of Transportation.

In a new initiative started this spring, written warnings or tickets are mailed to drivers traveling 11 mph or more over the speed limit in a work zone.

Drivers have received written warnings for some 90 percent of the violations over the course of about three months, she said. Some were caught at least a second time, and those tickets carry fines.

The tickets cost \$75 for a second violation or \$150 for a third or subsequent offense. It's a civil penalty, and no points are added to the driver's license.

Some have multiple tickets to pay. Three percent of vehicle owners received three or more violations, she said.

In a few cases, speed cameras caught drivers flying more 90 mph through a work zone, Kuntch said. It was at least 30 mph over the speed limit.

PennDOT officials have said the speed cameras aren't about fines but saving lives. The goal is to encourage drivers to slow down, change their behavior and improve safety for motorists and workers.

"Speeds have started to trend downward, and we are optimistic that the trend will continue," Kuntch wrote in an email.

Other states with similar programs have noticed that excessive speeding trends downward after about a year of using the cameras, she said.

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## **More speed cameras coming**

Currently, the state has eight to 10 speed camera units stationed on highways and roads throughout the commonwealth. They are moved around as needed.

The state will ramp up to 17 units in the next month, Kuntch said.

Seven will be used on the Pennsylvania Turnpike, and 10 will be used on roads maintained by PennDOT.

The current locations include:

- Most of the Pennsylvania Turnpike
- Interstate 81 in Cumberland County between the Franklin County border and High Street in Carlisle.
- Interstate 83 in York County between the Mount Rose Avenue and North George Street interchanges.

In the past, the cameras have been used in other spots, such as the I-83 Shrewsbury interchange and along Route 322 in Dauphin County.

Speed cameras can be moved back to those locations, Kuntch said. If so, they will be reflected in the state's list of current locations. The list is available to the public at [workzonecameras.penndot.gov](http://workzonecameras.penndot.gov). Warning signs also are posted along the road.

## **Coronavirus suspended enforcement**

The state suspended enforcement with the speed cameras between March 16 and April 20 because of the coronavirus, Kuntch said.

Crews were not working on construction projects during that time as part of the COVID-19 mitigation efforts.

The cameras only can be used in active work zones when workers are present.

## **Fighting a speed camera ticket is difficult, critics say**

While the National Motorists Association hasn't received calls from drivers who have received tickets in Pennsylvania, some people are upset about the automated enforcement, communications director Shelia Dunn said.

The cameras do not protect the rights of drivers, such as being able to face their accuser, she said.

A warning or a ticket can arrive in the mail weeks later, and drivers often can't recall what happened while they were traveling through the work zone on that particular day.

In Pennsylvania, the violation can arrive in the mail up to 90 days after the offense.

"It's really difficult to fight a speed camera ticket," Dunn said. "You really can't prove what you were doing."

The association argues there are other ways to get drivers to slow down in work zones, such as having police stop speeders and using "your speed" signs.

James Sikorski Jr., a Pennsylvania advocate with the association, added to the list of concerns.

For example, some drivers are using other routes to avoid them. It doesn't make sense to divert drivers from the safest roads onto two-lane, local roads, he said.

While PennDOT says the owner of the vehicle is responsible for the fine, "an owner cannot be assumed to be the driver," Sikorski said in an email.

He also said that the speed camera enforcement warning signs should be bigger and placed higher above the road for drivers to see them.

## **How to pay a ticket**

Fines can be paid by mail, phone, or online at this time.

If the ticket isn't paid, the violation will be turned over to a collection agency.