



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

NOVEMBER 18, 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, November 18, 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

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 September 16, 2020 Meeting and September 30, 2020 E-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 November 17th to 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/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(10 minutes/Miller)

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

II. New Business

A. Annual Listing of Obligated Projects Tab 3
(2 minutes/Longpine)

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.334.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE ANNUAL LISTING OF OBLIGATED PROJECTS TO THE BOARD OF DIRECTORS

B. FY 2020-2023 TIP Administrative Modification Numbers Six and Seven Tab 4
(2 minutes/Longpine)

Included for member review are changes made to the FY 2020-2023 Transportation Improvement Program as part of Administrative Modification Numbers Six and Seven.

NO ACTION REQUESTED – INFORMATIONAL ONLY

C. Amendment Number Seven to the FY 2020-2023 TIP Tab 5
(5 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 THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT SEVEN TO THE BOARD OF DIRECTORS

D. September 30, 2020 Federal Funds Balance Report..... Tab 6
(5 minutes/Longpine)

OTO has updated the Federal Funds Balance Report for the Federal Fiscal Year ending September 30, 2020. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. Safety, System Condition, System Performance, and Transit Safety Targets..... Tab 7
(10 minutes/Longpine)

The OTO must adopt performance measures relating to safety, bridge and pavement condition, system performance, and transit safety. The proposed measures are included for review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED TARGETS TO THE BOARD OF DIRECTORS

F. TPC Chair Rotation Tab 8
(5 minutes/Fields)

A chair rotation was adopted in 2003 to provide every jurisdiction the opportunity to serve as chair. A chairman-elect for 2021 to serve as chair for 2022 is needed at this time.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO ELECT THE TECHNICAL PLANNING COMMITTEE CHAIRMAN-ELECT FOR 2021

- G. TPC 2021 Schedule Tab 9**
(1 minute/Fields)

NO ACTION REQUESTED – INFORMATIONAL ONLY

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 10**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, November 18, 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 or call (417) 865-3042.

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2020; ITEM I.C.

September 16, 2020 Meeting and September 30, 2020 E-Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the Technical Planning Committee September 16, 2020 meeting and September 30, 2020 e-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 September 16, 2020 meeting and September 30, 2020 e-meeting minutes.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
September 16, 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 1:35 p.m. by Chair Adam Humphrey.

The following members were present:

Mr. Rick Artman, Greene County	Mr. Frank Miller, MoDOT
Mr. Chris Boone, City of Strafford	Mr. John Montgomery, Ozark Greenways (a)
Mr. Garrett Brickner, City of Republic (a)	Ms. Britni O'Connor, MoDOT
Mr. Randall Brown, City of Willard	Mr. Jeremy Parsons, City of Ozark
Mr. Matt Crawford, City Utilities Transit	Mr. Danny Perches, Springfield Chamber of Commerce
Mr. Tom Dancey, City of Springfield (a)	Mr. Cole Pruitt, Missouri State University
Mr. Brian Doubrava, City of Springfield (a)	Mr. Jeff Roussell, City of Nixa
Ms. Dawne Gardner, City of Springfield (a)	Mr. David Schaumburg, Springfield/Branson Airport
Mr. Ezekiel Hall, MoDOT	Mr. Frank Schoneboom, City of Battlefield
Mr. Adam Humphrey, Greene County (Chair)	Mr. Todd Wiesehan, Christian County
Mr. Joel Keller, Greene County (a)	

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

Others present were: Mr. Dan Wadlington, Senator Blunt's Office; Ms. Brandie Fisher, City Utilities; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Adam Humphrey welcomed everyone and requested introductions by a roll call.

Member		Member	
Artman, Rick	Present	Miller, Frank	Present
Boone, Chris	Present	Montgomery, John	Present
Brickner, Garrett	Present	O'Connor, Britni	Present
Brown, Randy	Present	Parsons, Jeremy	Present
Caufield, John	Absent	Perches, Danny	Present
Crawford, Matt	Present	Pruitt, Cole	Present
Dancey, Tom	Present	Rousell, Jeff	Present
Doubrava, Brian	Present	Schaumburg, David	Present
Gardner, Dawne	Present	Schoneboom, Frank	Present
Hall, Ezekiel	Present	Shaw, Travis	Absent
Humphrey, Adam	Present	Vomund, Janette	Absent
Keller, Joel	Present	Wiesehan, Todd	Present

A quorum was present.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Artman made a motion to approve the Technical Planning Committee Meeting Agenda for September 16, 2020. Mr. Brown seconded the motion. Mr. Humphrey asked for a roll call vote.

Member	Vote	Member	Vote
Artman, Rick	Aye	Miller, Frank	-
Boone, Chris	Aye	Montgomery, John	Aye
Brickner, Garrett	Aye	O'Connor, Britni	Aye
Brown, Randy	Aye	Parsons, Jeremy	Aye
Caufield, John	Absent	Perches, Danny	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Dancey, Tom	Aye	Rousell, Jeff	Aye
Doubrava, Brian	Aye	Schaumburg, David	Aye
Gardner, Dawne	Aye	Schoneboom, Frank	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye

The motion passed.

C. Approval of the July 15, 2020 Meeting and July 31, 2020 E-Meeting Minutes

Mr. Boone made a motion to approve the minutes from the July 15, 2020 Technical Planning Committee Meeting and July 31, 2020 E-Meeting. Mr. Perches seconded the motion. Mr. Humphrey asked for a roll call vote.

Member	Vote	Member	Vote
Artman, Rick	Aye	Miller, Frank	-
Boone, Chris	Aye	Montgomery, John	Aye
Brickner, Garrett	Aye	O'Connor, Britni	Aye
Brown, Randy	Aye	Parsons, Jeremy	Aye
Caufield, John	Absent	Perches, Danny	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Dancey, Tom	Aye	Rousell, Jeff	Aye
Doubrava, Brian	Aye	Schaumburg, David	Aye
Gardner, Dawne	Aye	Schoneboom, Frank	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye

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 stated there was no update regarding the Federal Infrastructure Bill. The FAST Act is expected to be extended another year. There is no infrastructure included in the talk of a new stimulus bill. Due to the impacts of COVID on the statewide transportation program for next year, OTO staff is waiting on final funding numbers. Unless something changes with Federal funds, the final numbers will probably not be available until MoDOT does new budget projections in February or March 2021.

OTO continues to work on the long range transportation plan including trail planning into 2040 done by the Bicycle and Pedestrian Advisory Committee. Mr. Thomason is working with a group on a statewide freight plan. Ms. Fields pointed out there is an article about movement of a nationwide freight plan included in the Articles tab of the agenda.

F. Legislative Reports

There were no legislative reports.

G. MoDOT Report

There was no MoDOT report.

II. New Business:

A. 2019 State of Transportation Report

Ms. Longpine stated as another step to inform the public of transportation concerns in the region, OTO has produced a State of Transportation Report, which includes achievements and statistics from 2019. This report is produced annually and made available at public events and on the OTO website. Accompanying the report is an infographic showing progress on the performance measure from the long range transportation plan, *Transportation Plan 2040*.

Ms. Gardner asked how data was collected for the carpooling and travel. She asked if it was through the census data. Ms. Longpine confirmed it was through the American Communities Survey. She stated it is a very small sample that is collected over a 5-year period.

Ms. Longpine advised this was informational only.

B. Amendment Number Six to the FY 2020-2023 TIP

Ms. Longpine said there are 16 items requested by MoDOT and OTO members included as part of Amendment Number Six to the FY 2020-2023 Transportation Improvement Program. Ms. Longpine highlighted the 16 items.

Mr. Pruitt made a motion to approve and recommend the FY 2020-2023 Transportation Improvement Program Amendment Six to the Board of Directors. Mr. Parsons seconded the motion. Mr. Humphrey asked for a roll call vote.

Member	Vote	Member	Vote
Artman, Rick	Aye	Miller, Frank	-
Boone, Chris	Aye	Montgomery, John	Aye
Brickner, Garrett	Aye	O'Connor, Britni	Aye
Brown, Randy	Aye	Parsons, Jeremy	Aye
Caufield, John	Absent	Perches, Danny	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Dancey, Tom	Aye	Rousell, Jeff	Aye
Doubra, Brian	Aye	Schaumburg, David	Aye
Gardner, Dawne	Aye	Schoneboom, Frank	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	-

The motion passed.

C. FY 2021 UPWP/Operational Budget Amendment One

Ms. Fields stated there is an amendment to the 2021 Unified Planning Work Program, with the following proposed changes; to add the purchase of aerial photos, to decrease the salary/fringe line, to decrease the transportation consultant line, and to remove the 2021-2024 TIP. The total budget amount will remain the same.

Ms. Fields said Federal Highway has asked OTO to realign their fiscal year of the Transportation Improvement Program with MoDOT's fiscal year. Previously, OTO aligned with the Federal fiscal year, which is October 1. Going forward OTO will try to have the new TIP start on July 1. This will align with MoDOT's fiscal year.

Mr. Perches made a motion to recommend approval of the FY 2021 UPWP Amendment One and Operating Budget Amendment One to the Board of Directors. Mr. Montgomery seconded the motion. Mr. Humphrey asked for a roll call vote.

Member	Vote	Member	Vote
Artman, Rick	Aye	Miller, Frank	-
Boone, Chris	Aye	Montgomery, John	Aye
Brickner, Garrett	Aye	O'Connor, Britni	Aye
Brown, Randy	Aye	Parsons, Jeremy	Aye
Caufield, John	Absent	Perches, Danny	Aye
Crawford, Matt	Aye	Pruitt, Cole	Aye
Dancey, Tom	Aye	Rousell, Jeff	Aye
Doubra, Brian	Aye	Schaumburg, David	Aye
Gardner, Dawne	Aye	Schoneboom, Frank	Aye
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	-

The motion passed.

D. STIP Prioritization

Ms. Fields reported, at the end of 2019, OTO worked to prioritize projects for the region. This prioritization is used by MoDOT to program new projects in the STIP. After working with MoDOT through the winter, the Technical Committee agreed to a list of projects that could be added with the available funding. A Draft STIP was developed and submitted to the MoDOT leadership for final approval in March. The Draft STIP was never approved due to the funding challenges associated with COVID.

The projects believed to have been proposed in various years between FY 21 and FY 25 include:

- James River Freeway widening from National to Kansas Expressway
- I-44 widening from US65 to Glenstone
- CC/22nd Intersection
- ITS Improvements

OTO typically reprioritizes every year, however, OTO staff is not planning a new round of prioritizations as there were no projects officially funded resulting from the last prioritization. In addition, travel time data is not reliable given the changing travel patterns from the pandemic.

Ms. Fields stated this was informational only.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Humphrey provided an update on the Kansas Expressway Extension Project. A final opinion was received from U.S. Fish & Wildlife which now allows the project to proceed to the next step. The approval for all the right-of-way acquisitions that is needed to be able to start construction have been received. The first phase of improvements on Kansas Expressway is projected to start the fall of next year, 2021.

Mr. Montgomery reported Greene County is starting the construction of Barrington Park South Creek Greenway extension that will go into Barrington Park Subdivision. Also, the first phase of the dirt 66 natural surface trail project started at Fellows Lake. The first phase will be a little over 6.5 miles.

Ms. Longpine shared, MoDOT will close US60, US 65 interchange ramps this weekend, from 8:00 p.m. Friday to as late as 6:00 a.m. Monday.

Mr. Artman stated Republic Road between FF and Golden will be micro-sealed next week during daylight hours.

Mr. Parsons reported the first pedestrian underpass is going underneath Jackson to the west of 12th in Ozark this weekend. The second underpass will go in between October 2nd and October 4th.

B. Transportation Issues for Technical Planning Committee Member Review

There were no issues presented.

C. Articles for Technical Planning Committee Member Information

Mr. Humphrey noted there were articles of interest included in the Agenda Packet. There was no discussion.

IV Adjournment

With no additional business to come before the Committee, Mr. Boone moved to adjourn the meeting. Mr. Artman seconded the motion. The motion passed. The meeting adjourned at approximately 2:19 p.m.

Andrew Nelson
Technical Planning Committee Chair

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
September 30, 2020**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Wednesday, September 30, 2020, to consider a Federal Functional Classification Change request.

Chair Andrew Nelson called the electronic meeting to order at approximately 9:00 a.m.

Mr. Chris Boone moved the Technical Planning Committee recommend approval of the Functional Classification Change to the Board of Directors. Ms. Dawne Gardner seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Chris Boone, Randy Brown, Dawne Gardner, Ezekiel Hall, Adam Humphrey, Joel Keller, Mary Kromery, Frank Miller, Andrew Nelson, Britni O'Connor, Jeremy Parsons, Travis Shaw, Todd Wiesehan.

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Andrew Nelson adjourned the electronic meeting at approximately 10:24 a.m.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2020; 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 September 16, 2020 and November 11, 2020.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

Concerning: No Shoulder for Cyclists – State Hwy NN

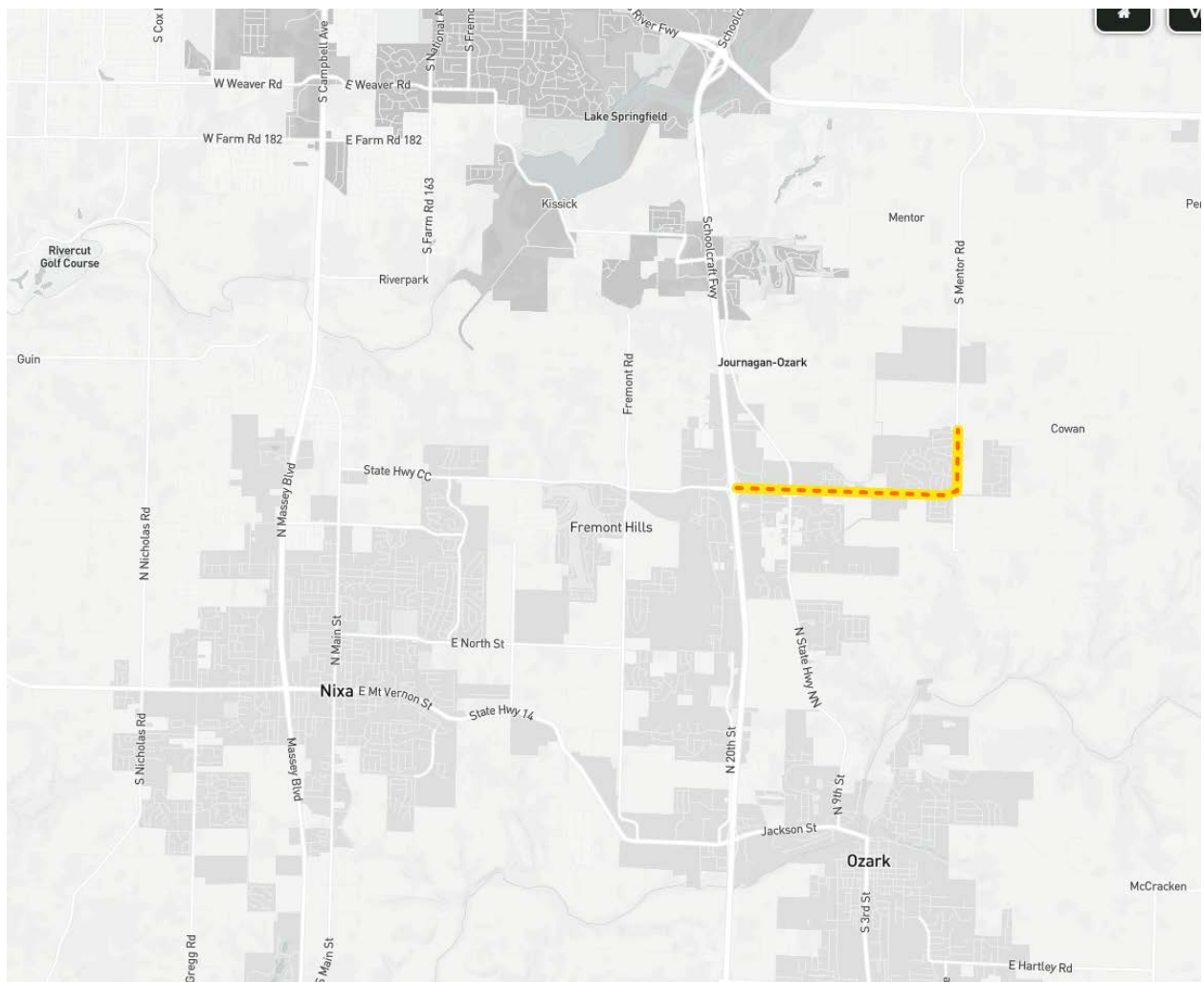
Name: Mike

Type: LineString

Coordinates: [[-93.22792053222656,37.070245095397745],[-93.19367408752441,37.069354797448106],[-93.19144248962402,37.069902674346245],[-93.19127082824706,37.07791492175793]]

Category: bicycle-route

Comment: No shoulder for cyclists. Widen or add bike lane.





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Boosted on October 2 at 2:04 PM Finishes in 1 day
By Ozarks Transportation

People Reached	4.3K	Link Clicks	69
View Results		View Result	

Boosted on October 2 at 2:00 PM Finishes in 1 day
By Ozarks Transportation

People Reached	3K	Link Clicks	7
View Results		View Result	

32 Reactions 6 Comments 7 Shares

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Most Relevant

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Laura Lori Duncan Umphenour
That is the Best place to eat....
[Like](#) [Reply](#) [Message](#) · 12h

[Reply as Ozarks Transportation Organization](#)

Lucia Reid
Cesar's is the best!!
[Like](#) [Reply](#) [Message](#) · 14h

Carolyn McGhee
One thing that really threw me for a loop when I came here from St. Louis is that springfield is basically an island in terms of transit: unless you're on access express you can't get to fellows lake, nixa, or any of the surrounding cities. In St. Louis... See More
[Like](#) [Reply](#) [Message](#) · 1d · Edited

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Brandy Brenner

[Like](#) [Reply](#) [Message](#) · 1h

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Caesar Crawford
I hear it's good.
[Like](#) [Reply](#) [Message](#) · 3h

Laura Lori Duncan Umphenour
That is the Best place to eat....
[Like](#) [Reply](#) [Message](#) · 16h

Lucia Reid
Cesar's is the best!!
[Like](#) [Reply](#) [Message](#) · 18h

Carolyn McGhee
One thing that really threw me for a loop when I came here from St. Louis is that springfield is basically an island in terms of transit: unless you're on access express you can't get to fellows lake, nixa, or any of the surrounding cities. In St. Louis, you can take the metro link not only to East St. Louis but also to st Charles. Springfield has several places where it would be pretty easy to make regional connections. How a city like Ozark can have a Walmart but no transit, fast traffic, and no sidewalks is beyond me.
[Like](#) [Reply](#) [Message](#) · 1d · Edited

Rex Howard
2045 ??? I won't live that long.
[Like](#) [Reply](#) [Message](#) · 1d
[↩ 1 Reply](#)

Christy George
Congratulations 🎉
[Like](#) [Reply](#) [Message](#) · 2d

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- Tab 5 - Design Standards

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24.8%

Agenda

LRTP Planning Committee Agenda

October 14, 2020

7:00 pm - 8:00 pm

Zoom: [https://zoom.us/j/9175864012](#)

1. Welcome

2. Review Schedule

3. Review Visioning Results

4. Demographics and Socioeconomics

5. Financial Projections

6. Project Status

7. Design Standards

8. Public Meeting

9. Adjourn

Destination 2045



Natasha Long...

zoom

Ozarks Transportation Organization was live. 23h

Destination 2045 Committee Meeting 10/14/2020

1 4 Comments 47 Views

Like Comment Share

Comments Most Relevant

Carolyn McGhee 23h
May not matter what is taxed to fund transportation as long as people know that the money will be used for transportation expansion and improvements. Kind of shocked me when Springfield passed theirs a while back, didn't realize people cared that much.

Like · Reply · Message · 2h

Carolyn McGhee 32:14
People in Springfield want more transit but have no idea how to use what we have. Not sure how to fix the communication gap, free ride day doesn't help.

Like · Reply · Message · 2h

Ozarks Transportation Organization 1:19:18
Thanks Carolyn, We shared this with the committee.

Like · Reply · 22h

Carolyn McGhee 0:00
They don't even seem to know we HAVE a bus. I was at a forward SGF meeting at university plaza where a bus goes by day, night, and weekend and people were asking about a certain population and saying "they probably couldn't get out here because of the ..."

See More

Like · Reply · Message · 21h

Reply as Oza...



Ozarks Transportation Organization

October 8 at 3:48 PM · 🌐

...

A great guide to the new Rectangular Rapid Flashing Beacons (RRFBs).

[City of Springfield, MO - Connect with SGF](#)



69

People Reached

5

Engagements

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3 Comments 1 Share

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Comment as Ozarks Transportation Organization



Carolyn McGhee

Still not sure how well this will work for blind pedestrians. I know it's got an audible signal on it but you don't have parallel traffic helping.

👍 Like · Reply · Message · 23h

👍 1



Author

Ozarks Transportation Organization

Thank you Carolyn McGhee for your comment!

👍 Like · Reply · 16h

👍 1



Carolyn McGhee

One way the audible signals help at traffic lights is by audibly counting down with beeps. I wish every traffic light in Springfield had an audible signal. There's no way to really time stop sign or mid block crossings like that. I usually have to wait for an all clear: no traffic anywhere and run because I have no clue when the next car will pop up. This doesn't really change that aspect

👍 Like · Reply · Message · 16h



Reply as Ozarks Transportation Organization



TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2020; ITEM II.A.

Annual Listing of Obligated Projects (ALOP)

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects:

§ 450.334 Annual listing of obligated projects.

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO(s) public participation criteria for the TIP.

The Ozarks Transportation Organization Federal Fiscal Year 2019 Annual Listing of Obligated Projects is available in the Agenda for member review. Please note that Federal Fiscal Year 2020 includes the time period from October 1, 2019 to September 30, 2020.

Please note that this is required to be published by December 30, 2020.

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 accept of the Annual Listing of Obligated Projects.”

OR

“Move to recommend that the Board of Directors accept of the Annual Listing of Obligated Projects with the following corrections...”

FY 2020 Annual Listing of Obligated Projects



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Introduction

Each year, the Ozarks Transportation Organization develops a list of all funding obligated during the preceding federal fiscal year, October 1, 2019 through September 30, 2020. This is known as the Annual Listing of Obligated Projects (ALOP). An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. Obligation is a key step in financing and obligated funds are considered "used" even though no cash is transferred.

Annual Listing of Obligated Projects (ALOP)

The ALOP is a requirement of metropolitan planning areas, per § 450.334:

- (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.
- (b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.
- (c) The listing shall be published or otherwise made available in accordance with the MPO(s) public participation criteria for the TIP.

TIP (Transportation Improvement Program)

The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of *Transportation 2040*, the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation needs of the community and to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP. The TIP is developed through a collaborative process in which each jurisdiction or federal recipient of transportation funds is given the opportunity to submit projects to be considered for placement in the TIP. No project can receive federal funds unless it appears in the TIP.

Ozarks Transportation Organization (OTO)

The Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area. Metropolitan planning organizations serve to conduct and lead a continuing, cooperative, and comprehensive transportation planning process. In an effort to make the transportation planning process cooperative and collaborative, elected officials from jurisdictions within the urban area and major transportation providers are members of the Ozarks Transportation Organization. The mission of the OTO is to provide a forum for cooperative decision-making in support of an excellent regional transportation system.

The Report

As stated in federal law, the ALOP has a number of required elements. Below is an explanation of each column included in the report.

PROJECT NO

This is the Federal Number assigned to a project when it is entered into the federal financial management system.

JOB NO

This is an ID assigned by MoDOT (Missouri Department of Transportation) for tracking of projects at the state level.

PROJECT DESCRIPTION

Contains a brief description of the project.

COUNTY

County where project is to take place.

SPONSOR

This references the agency responsible for implementing the project.

TIP NUMBER

The OTO assigns each project a unique identifier to track it through the local process. This number is often assigned before the state and federal IDs are known.

TIP YEARS

The TIP is developed annually with a four-year time horizon. This column indicates each edition of the TIP where the project appears. An additional qualifier, like “A1” or “AM2,” indicates if the project was part of an amendment or administrative modification to the TIP.

PROGRAMMED YEAR

This lists the actual years when funding was planned to be obligated for the project. The (AC) appearing after certain years indicates the expected year of advance construction conversion. MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

PREVIOUSLY PROGRAMMED FEDERAL FUNDS

These are the funds that were scheduled to be obligated during or prior to federal fiscal year 2020.

FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after federal fiscal year 2020.

PROGRAM CODE

The program code is associated with the category of federal funding that was obligated for the project. The program code changes with each surface transportation bill and extension. A search of this document (<http://www.fhwa.dot.gov/federalaid/projects.cfm>) will provide information on the source of funding for each program code. As a quick reference, the first letter in the code is related to a particular surface transportation bill. Funding from the FAST Act, the most recent bill, starts with the letter “Z,” MAP-21, starts with the letter “M,” while funding that starts with the letter “L” is from SAFETEA-LU. Some funding is still shown for some older projects as having come from TEA-21 (Q) and from an extension of TEA-21 (H). To learn more about the current surface transportation bill, the FAST Act, click here - <http://www.fhwa.dot.gov/fastact/>. The U.S. DOT website is a good source of information on federal funding programs.

TRANSACTION DATE

This is the date that funding was obligated during the 2020 federal fiscal year.

FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2020 federal fiscal year. Values shown in the positive are obligations and values shown in the (negative) are de-obligations. Funding is often de-obligated at the end of a project if costs were less than expected. Zero values may be shown for projects that were newly created or closed out in FY 2020, even if funding itself was not obligated.

PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2020 federal fiscal year. Current and past funding changes are shown by Program Code.

REMAINING FUTURE FEDERAL FUNDS

This shows how much money is left to obligate based on the amount of funding programmed in the OTO Transportation Improvement Program. If the project is complete, the amount is left at \$0.00, which is also the case when the obligated amount has maxed the available programmed funding. Generally, this number is determined by subtracting all obligated funding from all programmed funds, regardless of the year in which funding was programmed.

FY 2020 Annual Listing of Obligated Projects

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0005615	N/A	RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES, CROSSING #669 819E ON FARM RD 97 NEAR ELWOOD IN GREENE COUNTY, MO	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Z550	5/14/2020	\$111,265.20	\$0.00	N/A
00FY819	N/A	2019 ANNUAL CPG AGREEMENT FOR OTO	CHRISTIAN/ GREENE	OTO	N/A	N/A	N/A	N/A	N/A	M77D Z450 Z77D	9/22/2020 9/9/2020 9/22/2020 9/9/2020 9/22/2020 9/9/2020	\$34,594.90 \$139,646.07 (\$139,646.07) \$11,953.90 (\$11,953.90)	\$152,072.55 \$613,856.20 \$52,546.25	N/A
00FY821	N/A	2021 OBLIGATION FOR OTO 2021 ANNUAL CPG AGREEMENT (ONLY Z230 PROGRAMMED IN TIP, Z0MP SHOWN IN UPWP)	CHRISTIAN/ GREENE	OTO	OT1901	2019-2022, 2020-2023	2020	\$210,000.00	\$0.00	Z0MP Z230	6/29/2020 6/29/2020	\$654,352.00 \$100,000.00	\$0.00 \$0.00	\$110,000.00
0132088	J8P30678	GREENE CO, MO 13, BRIDGE REHABILITATION OVER LITTLE SAC RIVER.	GREENE	MODOT	GR2002	2020-2023	2020	\$848,000.00	\$0.00	Z001 Z530	4/27/2020 2/7/2020 4/27/2020 2/7/2020	\$66,716.88 \$999,254.24 \$1,521.86 \$9,886.04	\$24,000.00 \$0.00	\$0.00
0132089	J8P3118	GREENE CO, MO 13, PAVEMENT RESURFACING FROM RT VVW IN GREENE CO TO .1 MI NORTH OF NORTON RD IN SPRINGFIELD.	GREENE	MODOT	GR1903	2019-2022, 2020-2023	2019, 2020, 2021	\$31,200.00	\$2,290,000.00	Z001	9/14/2020 12/12/2019	\$1,254,535.60 \$32,800.00	\$0.00	\$1,033,864.40
0132090	J8S3165	GREENE CO, MO 13 S, PAVEMENT RESURFACING ON KANSAS EXPRESSWAY FROM N OF I-44 TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	GR2007	2020-2023	2020, 2021, 2022, 2023	\$8,000.00	\$2,005,600.00	Z001	9/21/2020	\$32,800.00	\$0.00	\$1,980,800.00
0141023	J8P2219	MO 14, CHRISTIAN CO: INTERSECTION IMPROVEMENTS AT THE RT 160 (MASSEY BLVD) & RT 14 (MOUNT VERNON ST) INTERSECTION IN NIXA. .649 MI	CHRISTIAN	MODOT	NX0906	2014-2017, 2015-2018 AM5	2014, 2015, 2015 (AC), 2016 (AC), 2017 (AC), 2018 (AC)	\$2,727,001.00	\$0.00	M0E1 M230 M001 M24E	9/22/2020 -- -- --	(\$2,091.67) \$0.00 \$0.00 \$0.00	\$1,225,589.25 \$1,048,107.83 \$0.00 \$0.00	COMPLETE
0141026	J8P3093	MO 14, CHRISTIAN CO, ADD LANES, TURN LANES AND DRAINAGE FROM WESTMINSTER DR TO ESTES ST AND ADD FIBER OPTIC CONNECTION FROM RT M (NICHOLAS RD) TO RD	CHRISTIAN	MODOT	NX1702	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$6,544,000.00	\$0.00	M2E1 Z231 Z001	-- 1/2/2020 11/1/2019 --	\$0.00 \$91,581.97 \$14,171.58 \$0.00	\$48,000.00 \$6,063,715.14 \$0.00	\$326,531.31
0141027	J8P3096	MO 14, CHRISTIAN CO, SAFETY & CAPACITY IMPROVEMENTS ON JACKSON ST FROM 16TH ST TO .2 MI E OF RT NN IN OZARK	CHRISTIAN	MODOT	OK1701	2017-2020, 2018-2021, 2019-2022, 2020-2023 A2	2017, 2018, 2019, 2020	\$3,316,570.00	\$0.00	Z001 Z232 Z230 Z531 Z240	-- 4/27/2020 2/20/2020 4/27/2020 2/20/2020 4/27/2020 2/20/2020 --	\$0.00 \$13,500.82 \$1,904,213.99 \$3,814.35 \$56,286.00 (\$60,100.35) \$835,000.00 \$0.00	\$0.00 \$344,394.95 \$0.00 \$0.00 \$0.00	\$219,460.24
0141029	J8P3015	MO 14, CHRISTIAN CO; ADD LANES & SIDEWALK, REPLACE SIGNAL ON JACKSON ST AT RTE NN IN OZARK	CHRISTIAN	MODOT	OK1401	2014-2017, 2015-2018 A11, 2017-2020 A2, 2018-2021 AM4, 2019-2022, 2020-2023	2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020	\$3,807,990.00	\$0.00	Z240 Z530 Z005 M230	4/27/2020 2/20/2020 10/18/2019 4/27/2020 2/20/2020 2/20/2020 --	\$21,136.20 \$1,076,649.08 \$23,948.70 \$1,112.00 \$11,650.00 \$1,153,506.00 \$0.00	\$638,185.91 \$0.00 \$0.00 \$133,014.09	\$748,788.02
0141030	J8P3088C	MO 14, CHRISTIAN CO; INTERSECTION IMPROVEMENTS ON SOUTH ST @ RTE 14 (THIRD ST) IN OZARK	CHRISTIAN	MODOT	OK1801	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$3,435,200.00	\$0.00	Z240 M23E	8/13/2020 --	\$157,652.73 \$0.00	\$1,329,555.79 \$1,345,183.85	\$602,807.63
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$2,968,000.00	\$0.00	Z001 Z230	6/26/2020 4/27/2020 2/11/2020 11/26/2019 2/11/2020	\$52,556.47 \$464,010.18 \$2,269,708.38 \$226,343.71 \$130,000.00	\$328,190.64 \$0.00	\$0.00
0141033	J8P3115	CHRISTIAN CO, MO 14, PAVEMENT RESURFACING FROM TIFFANY BLVD NEAR NIXA TO 32NS RD IN OZARK, FROM MCCracken RD TO HARTLEY ST IN OZARK, & FROM 6TH AVE	CHRISTIAN	MODOT	NX1901	2019-2022, 2020-2023	2019, 2020	\$458,400.00	\$0.00	Z001	4/27/2020 2/7/2020	\$8,661.83 \$419,348.33	\$14,400.00	\$15,989.84

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0141034	J8P3115B	CHRISTIAN CO, MO 14, PAVEMENT RESURFACING FROM EAST OF TIFFANY BLVD IN NIXA TO 32ND ST IN OZARK	CHRISTIAN	MODOT	CC2001	2020-2023	2020, 2021	\$6,400.00	\$476,000.00	Z001	1/6/2020	\$8,000.00	\$0.00	\$474,400.00
0441109	J0I3006O	IS 44, GREENE CO; JOC FOR PAVEMENT REPAIR IN THE OTO AREA	GREENE	MODOT	MO2001	2020-2023	2020 (AC)	\$197,100.00	\$0.00	Z001	3/24/2020 1/6/2020	\$266,310.00 \$0.00	\$0.00	\$0.00
0442239	J8P2293	RTE 44, GREENE CO, REHAB RTE 65 BRIDGE OVER I-44 IN SPRINGFIELD, 0.006 MI	GREENE	MODOT	SP1112	2015-2018 AS, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$3,357,227.00	\$0.00	L010 HY10 ZS30 M230 Z001	— — 12/12/2019 8/31/2020 12/12/2019	\$0.00 \$0.00 (\$19,839.26) \$82,855.29 \$19,839.26	\$0.00 \$74,547.50 \$1,130,134.26 \$1,583,728.56	\$319,826.97
0442296	J8I3109	IS 44, GREENE CO, REHABILITATE BRIDGES OVER RT 744 (KEARNEY ST) IN SPRINGFIELD	GREENE	MODOT	SP1806	2018-2021	2018	\$851,400.00	\$0.00	Z001	11/26/2019	\$6,578.89	\$807,344.24	COMPLETE
0442299	J8I3136	IS 44, GREENE CO; JOC FOR BR REPAIR FROM E/O RT 360 TO 2 MI E/O RT 125, RT 65 FROM I-44 TO RT 60, RT 360 FROM E/O I-44 TO RT 60, RT 60 FROM RT 360 TO RT 65	GREENE	MODOT	MO1807	2018-2021	2018 (AC)	\$103,500.00	\$0.00	Z001	2/26/2020	(\$2,152.85)	\$150,235.56	COMPLETE
0442303	J0I3004O	IS 44, GREENE CO; JOC FOR PVMT REPAIR IN THE OTO AREA	GREENE	MODOT	MO1808	2018-2021	2018 (AC)	\$197,100.00	\$0.00	Z001	9/14/2020	(\$108,424.80)	\$108,424.80	WITHDRAWN
0442305	J8I3044	GREENE CO, IS 44, SCOPING FOR ROADWAY IMPROVEMENTS FROM RT 360 N OF REPUBLIC TO RT 125 IN STRAFFORD.	GREENE	MODOT	SP1419	2017-2020, 2018-2021 A1, 2019-2022, 2020-2023	2017, 2018, 2019, 2020, 2021	\$191,000.00	\$9,000.00	Z001	6/26/2020	\$33,481.63	\$459,975.41	\$0.00
0442308	J8I3120	IS 44, GREENE CO, PAVEMENT IMPROVEMENTS FROM EAST OF RT 360 TO .6 MI W OF RT 266	GREENE	MODOT	SP1805	2018-2021, 2019-2022 AM4, 2020-2023	2018, 2019, 2020	\$1,491,300.00	\$0.00	Z001 ZS30	5/26/2020 11/26/2019 5/26/2020 11/26/2019	\$169,738.90 (\$63,733.88) \$0.00 \$0.00	\$1,349,275.75 \$0.00	\$36,018.23
0442324	J8S3167	GREENE CO, LP 44, PAVE RESURFACING ON CHESTNUT EXPRESS FROM .1 MI W OF BUS 65(GLENSTONE AVE) TO BELCREST AVE & ON GLENSTONE AVE FROM TURNER ST TO BUS	GREENE	MODOT	SP2002	2020-2023	2020, 2021, 2022, 2023	\$1,600.00	\$5,600.00	Z001	11/26/2019	\$8,800.00	\$0.00	\$0.00
0602093	J8P0683E	US 60, GREENE CO, INTERCHANGE IMPROVE AT RT 125 & OUTER ROADS FROM FARM RD 213 TO FARM RD 247 IN ROGERSVILLE	GREENE	MODOT	RG0901	2015-2018 AM5, 2018-2021 A1, 2019-2022, 2020-2023	2015, 2016, 2017, 2018, 2019, 2021, 2022	\$1,192,500.00	\$14,813,100.00	Z001	10/18/2019	\$77,778.67	\$352,369.60	\$15,575,451.73
0602094	J8P0683G	US 60, GREENE CO, FREEWAY IMPROVMENTS FROM .2 MI W OF HIGHLAND SPRINGS RD TO .3 MI E OF CO RD 213	GREENE	MODOT	GR1403	2014-2017, 2015-2018, 2017-2020, 2018-2021 A1, 2019-2022, 2020-2023	2014, 2015, 2015 (AC), 2016, 2016 (AC), 2017, 2018, 2019, 2020, 2021	\$95,200.00	\$16,000.00	Z001	3/11/2020	\$3,793.00	\$211,924.02	\$0.00
0602095	J8P3032	US 60, GREENE CO, CAPACITY IMPROVEMENTS ON JAMES RIVER FREEWAY FROM RT 13(KANSAS EXPRESSWAY) TO RT 65	GREENE	MODOT	SP1405	2015-2018 AM5, 2018-2021 A1, 2019-2022, 2020-2023	2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024	\$206,400.00	\$6,400.00	Z001	6/29/2020	\$22,214.40	\$347,941.53	\$0.00
0602099	J8P3113	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM RT 174 IN REPUBLIC TO RT 413	GREENE	MODOT	RP1802	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$1,258,400.00	\$0.00	Z001 ZS30	6/26/2020 3/25/2020 6/26/2020 3/25/2020	(\$60,743.73) \$1,100,646.95 (\$1,292.14) \$41,026.00	\$31,200.00 \$0.00	\$147,562.92
0602100	J8P3127	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .3 MI WEST OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	RP1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020, 2020 (AC)	\$695,200.00	\$0.00	Z001	7/23/2020	\$625,628.84	\$0.00	\$69,571.16
0602105	J8P3122	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .7 MI E OF BUS 65 (GLENSTONE AVE) TO RT 125	GREENE	MODOT	GR1804	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$606,400.00	\$0.00	Z001 ZS30	3/27/2020 3/27/2020	\$299,684.01 \$57,121.00	\$46,400.00 \$0.00	\$203,194.99
0602106	J8P3129	US 60, GREENE CO, ADA TRANSITION PLAN IMPROVEMENTS AT VARIOUS LOCATIONS FROM .3 MI W OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	EN1801	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020, 2021	\$130,400.00	\$784,800.00	Z001	3/25/2020	\$143,790.40	\$121,600.00	\$649,809.60
0602107	J8P3132	US 60, GREENE CO; GUARDRAIL IMPROVEMENTS AT THE RT 65 INTERCHANGE IN SPRINGFIELD	GREENE	MODOT	SP1808	2018-2021 AM2	2018	\$52,800.00	\$0.00	Z001 ZS30 \$640	3/6/2020 3/6/2020 —	(\$12,737.67) (\$9,695.40) \$0.00	\$68,448.66 \$115,819.15 \$6,855.59	COMPLETE

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0602109	J8P30328	GREENE CO, US 60, ADD LANES ON JAMES RIVER FREEWAY, IMPROVE RAMPS FROM NATIONAL AVE TO RT 65, & RECONFIGURE INTERCHANGE AT BUS 65 (GLENSTONE AVE)	GREENE	MODOT	SP1907	2019-2022, 2020-2023	2019, 2020	\$18,980,800.00	\$0.00	Z001	9/22/2020	\$13,871,300.23	\$1,370,559.90	\$3,738,939.87
										Z530	9/22/2020	\$0.00	\$0.00	
										Z531	9/22/2020	\$0.00	\$0.00	
0602111	J8S31598	GREENE CO, US 60, REALIGNMENT OF THROUGH LANES & ADD TURN LANES AT RT 174 IN REPUBLIC	GREENE	MODOT	RP1901	2019-2022 A5, 2020-2023	2019, 2020	\$1,476,800.00	\$0.00	Z001	7/27/2020 3/27/2020	(\$1,532,154.61) \$2,986,388.69	\$194,400.00	\$0.00
0602112	J8P30688	GREENE CO, US 60, BRIDGE DECK SEALING ON MULTIPLE BRIDGES AT RT 65/60 INTERCHANGE IN SPRINGFIELD	GREENE	MODOT	SP2004	2020-2023	2020	\$1,221,600.00	\$0.00	Z001	4/27/2020 2/7/2020 11/26/2019	\$13,182.00 \$1,030,538.10 \$31,200.00	\$0.00	\$146,679.90
0602113	J8P3197	GREENE CO,US 60 E,RR CROSS SAFETY IMPROVE AT VARI LOCAT CO RD 194 W OF REPUBLIC TO O'NEAL ST&BNSF RR ON MAIN ST,HAMPTON AVE,HINES ST&RT 274 IN REPUBLIC	GREENE	MODOT	GR2011	2020-2023 A5	2020, 2021, 2022	\$10,000.00	\$587,500.00	LS4R	9/9/2020	\$113,155.16	\$0.00	\$375,762.47
										Z001	4/17/2020	\$108,582.37	\$0.00	
0651056	J8P2356	US65, CHRISTIAN CO; INTERCHANGE IMPROVEMENTS AT RTES, CC & J IN OZARK; 1.97 MI	CHRISTIAN	MODOT	CC1110	2011-2014, 2012-2015, 2013-2016, 2014-2017, 2015-2018	2011, 2012, 2013, 2014, 2015, 2015 (AC)	\$6,193,356.00	\$0.00	MOE1 M001 Z001 M230 L23E	-- -- -- -- --	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$3,912,614.70 \$6,500.00 \$7,768.03 \$2,072,000.00 \$228,000.00	COMPLETE
0651079	J8P3116	CHRISTIAN CO, US 65 S, PAVEMENT RESURFACING FROM RT CC TO 1 MI SOUTH OF RT F IN OZARK	CHRISTIAN	MODOT	OK1901	2019-2022, 2020-2023	2019, 2020, 2021	\$27,200.00	\$1,637,600.00	Z001	9/17/2020 8/13/2020	\$1,804,475.51 \$31,200.00	\$0.00	\$0.00
0652073	J8O2397	RTE 65, GREENE CO, BRIDGE IMPROVEMENTS OVER RTE 65 ON EVANS RD INTERCHANGE, 0.015 MI	GREENE	MODOT	SP1204	2012-2015, 2013-2016, 2014-2017, 2015-2018, 2017-2020, 2018-2021	2011, 2013, 2014, 2015, 2015 (AC), 2016, 2017, 2018	\$1,039,200.00	\$0.00	Z001	8/14/2020	(\$54,794.77)	\$1,248,795.57	COMPLETE
										L050	--	\$0.00	\$0.00	
0652079	J8P08508	OR 65, GREENE CO; RELOCATE EASTGATE AVE (EAST OUTER RD) INTERSECTION EAST OF RTE 65	GREENE	MODOT	SP1106	2015-2018 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$438,607.00	\$0.00	L23R	9/9/2020	(\$8,920.16)	\$155,817.00	\$98,701.16
										Z240	9/9/2020	\$47,526.38	\$145,482.62	
0652094	J8P2158	US 65, GREENE CO, BRIDGE IMPROVEMENTS ON NORTHBOUND BRIDGE OVER LAKE SPRINGFIELD .6 MI S OF RT 60. .16 MI	GREENE	MODOT	SP1018	2011-2014, 2012-2015, 2013-2016, 2014-2017	2011, 2012, 2013, 2014, 2015, 2015, 2016	\$5,134,400.00	\$0.00	MOE1	--	\$0.00	\$4,100,090.53	COMPLETE
										M001	--	\$0.00	\$0.00	
0652102	J8P30798	US 65, GREENE CO, UPGRADE GUARDRAIL FROM .3 MI N OF RT D(SUNSHINE ST) TO RT 60	GREENE	MODOT	SP1704	2017-2020, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$564,800.00	\$0.00	Z001	5/26/2020	\$339,656.50	\$215,690.78	\$9,452.72
										Z530	5/26/2020	\$0.00	\$0.00	
0652104	J8P3130	US 65, GREENE CO, PAVE IMPROVE FROM .6 MI S OF RT 60 TO S TO RT CC	GREENE	MODOT	GR1803	2018-2021	2018	\$988,800.00	\$0.00	Z001	--	\$0.00	\$884,331.52	COMPLETE
0652105	J8P30808	US 65, GREENE CO, PAVEMENT REPLACEMENT FROM .1 MI N OF VALLEY WATER MILL RD TO RT 744	GREENE	MODOT	SP1813	2018-2021 AM1	2018	\$1,747,200.00	\$0.00	Z001	2/26/2020	(\$25,759.73)	\$1,135,848.35	COMPLETE
0652106	J8P3079C	US 65, GREENE CO; GUARDRAIL IMPROVEMENTS FROM 0.1 MI N/O VALLEY WATER MILL RD TO RTE 744 (KEARNEY ST)	GREENE	MODOT	SP1814	2018-2021 AM1	2018	\$212,000.00	\$0.00	Z001	2/26/2020	\$113,468.40	\$93,544.60	\$0.00
										Z530	--	\$0.00	\$116,387.50	
0652109	J8P30698	US 65, GREENE CO; ADD SAFETY SIGNAGE FOR WRONG-WAY COUNTERMEASURES AT VARIOUS RAMP LOCATIONS FROM 0.8 MI N/O I-44 TO RT F, ON RT 60 FROM RT 125 TO WC	GREENE	MODOT	MO2002-20	2020-2023	2020	\$775,800.00	\$0.00	Z530	11/26/2019	\$40,025.10	\$147,740.18	\$588,034.72
0652110	J8P3068C	GREENE CO, US 65, BRIDGE DECK SEALING ON SOUTHBOUND BRIDGE OVER SUNSHINE ST & ON RT 160 WB BRIDGE OVER I-44 SPRINGFIELD	GREENE	MODOT	SP2005	2020-2023 A3	2020	\$807,200.00	\$0.00	Z001	4/27/2020	\$22,222.01	\$0.00	\$343,887.34
											2/7/2020	\$420,290.65		
											11/26/2019	\$20,800.00		
0652111	J8P3182	GREENE CO, US 65, PAVEMENT REPAIR AT VARIOUS LOCATIONS ON I-44, RT 60, RT 65 & RT 360 IN THE URBAN SOUTHWEST DISTRICT	GREENE	MODOT	MO2003	2020-2023	2020	\$356,800.00	\$0.00	Z001	4/27/2020	(\$37,700.67)	\$0.00	\$0.00
											2/7/2020	\$724,900.64		
											11/26/2019	\$8,000.00		
0652112	J8S3160	GREENE CO,BUS 65 S,OPERATION&SAFETY IMPROVE&UPGRADE SIDE TO COMPLY W/ADA TRANS PLAN ON GLENSTONE AVE-VALLEY WATER MILL RD TO RT TO RT60 IN SPRINGFIELD	GREENE	MODOT	SP2003	2020-2023 AM2	2020, 2021	\$837,600.00	\$4,487,200.00	Z001	3/25/2020	\$717,600.00	\$0.00	\$4,607,200.00
0652114	J8P3164	GREENE CO, US 65, PAVEMENT RESURFACING ON NORTHBOUND LANES FROM NORTH OF I-44 TO RT KK	GREENE	MODOT	GR2003	2020-2023	2020, 2021, 2022, 2023	\$3,200.00	\$161,600.00	Z001	10/18/2019	\$27,200.00	\$0.00	\$137,600.00

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0653105	J8P0605H	US 65, CHRISTIAN CO, ROADWAY & BRIDGE IMPROVEMENTS FROM .7 MI S OF EVANS RD TO RT CC IN OZARK	CHRISTIAN	MODOT	OK1703	2017-2020, 2018-2021	2017, 2018	\$6,021,600.00	\$0.00	2001	8/21/2020	(\$316,496.73)	\$6,069,796.61	COMPLETE
1601062	J8P3033	US 160, GREENE CO, CAPACITY IMPROVE FROM PLAINVIEW RD IN SPRINGFIELD TO SOUTH OF SOUTH ST IN NIXA	GREENE	MODOT	NX1704	2017-2020, 2018-2021, 2019-2022, 2020-2023	2017, 2018, 2019, 2020, 2021, 2022, 2023	\$6,400.00	\$4,800.00	2001	6/26/2020	\$144.73	\$116,672.63	\$0.00
1601065	J8P3051B	US 160, GREENE CO; PVMT IMPROVEMENTS ON VARIOUS SECTIONS FROM RTE 60 (JAMES RIVER FRWY) TO N/O PLAINVIEW RD	GREENE	MODOT	SP1701	2017-2020, 2018-2021	2017, 2018	\$316,800.00	\$0.00	2001 Z530	-- --	\$0.00 \$0.00	\$223,417.21 \$32,864.59	COMPLETE
1601070	J8P3051E	CHRISTIAN CO, US 160, PAVEMENT RESURFACING FROM RT 14 TO SOUTH OF SOUTH ST IN NIXA	CHRISTIAN	MODOT	NX1902	2019-2022, 2020-2023	2019, 2020	\$77,600.00	\$0.00	2001	3/12/2020	(\$1,804.01)	\$8,000.00	COMPLETE
1601071	J8P3087B	CHRISTIAN CO, US 160, ADD TURN LANES & SIDEWALKS ON MASSEY BLVD AT SOUTH STREET IN NIXA	CHRISTIAN	MODOT	NX1803	2018-2021 A2, 2019-2022, 2020-2023	2018, 2019, 2020	\$1,168,000.00	\$0.00	2001 Z230 Z530	4/27/2020 2/10/2020 4/27/2020 2/10/2020 4/27/2020 2/10/2020	(\$53,681.29) \$238,630.46 (\$52,517.42) \$524,703.35 (\$572.50) \$55,375.00	\$312,400.00 \$50,000.00 \$0.00	\$93,662.40
1601072	J8Q3180	GREENE CO, US 160, ADD ITS FOR OZARKS TRAFFIC ON MASSEY BLVD FROM CO RD 192 IN SPRINGFIELD TO S ST IN NIXA	GREENE	MODOT	NX2001	2020-2023	2020 (AC)	\$480,000.00	\$0.00	2001 Z240	8/14/2020 4/7/2020 2/7/2020 8/14/2020 4/7/2020 11/26/2019	\$355,318.62 \$0.00 \$0.00 \$49,583.57 \$0.00 \$0.00	\$0.00 \$0.00	\$75,097.81
1601073	J8S3168	GREENE CO, US 160, PAVEMENT RESURFACING ON WEST BYPASS FROM RT 413 (SUNSHINE ST) TO N OF RT 60 (JAMES RIVER FREEWAY).	GREENE	MODOT	SP2009	2020-2023 AM5	2020, 2021, 2022	\$3,200.00	\$785,600.00	2001	10/18/2019	\$10,400.00	\$0.00	\$778,400.00
1601074	J8P3170	GREENE CO, US 160 E, PAVEMENT RESURFACING FROM I-44 TO RT 143 (SUNSHINE ST)	GREENE	MODOT	SP2008	2020-2023	2020, 2021, 2022	\$8,000.00	\$1,434,400.00	2001	3/25/2020	\$24,000.00	\$0.00	\$1,418,400.00
2661017	J8S3188	GREENE CO, MO 266, PAVEMENT RESURFACING & ADD SHOULDERS FROM RT AB TO I-44 IN SPRINGFIELD.	GREENE	MODOT	GR2008	2020-2023	2020 (AC), 2021 (AC)	\$44,800.00	\$708,000.00	Z231 Z240 Z530	8/28/2020 8/28/2020 12/12/2019 8/28/2020	\$663,296.49 \$0.00 \$0.00 \$95,633.66	\$0.00 \$0.00 \$0.00	\$0.00
3601004	J8P3102	MO 360, GREENE CO, PAVE & OPERATIONAL IMPROVE ON RAMP AT VARIOUS LOCATIONS ON RT 60(JAMES RIVER FREEWAY)FROM .2 MI W OF RT MM TO RT 65. 12.477 MI	GREENE	MODOT	SP1702	2017-2020	2017	\$3,353,600.00	\$0.00	2001 Z530	8/25/2020 8/25/2020	(\$49,284.06) (\$15,784.42)	\$1,876,101.72 \$404,613.30	COMPLETE
3601005	J8P3067C	GREENE CO, MO 360, BRIDGE REHABILITATION AT VARIOUS LOCATION SON & OVER JAMES RIVER FREEWAY IN SPRINGFIELD	GREENE	MODOT	SP2010	2020-2023	2020	\$2,373,600.00	\$0.00	2001 Z530	1/6/2020 1/6/2020	(\$155,533.36) \$51,667.00	\$1,591,896.40 \$0.00	\$885,569.96
4131007	J8S3114	MO 413, GREENE CO, PAVE IMPROVE FROM RT 360 TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD	GREENE	MODOT	SP1809	2018-2021, 2019-2022 AM4, 2020-2023	2018, 2019, 2020	\$1,471,200.00	\$0.00	2001 Z530	5/26/2020 11/1/2019 5/26/2020 11/1/2019	\$45,600.40 (\$238,411.12) \$0.00 \$0.00	\$1,287,011.20 \$0.00	\$376,999.52
4131008	J8S3159	GREENE CO, MO 413, SCOPING FOR ROADWAY & OPERATIONAL IMPROVE ON WEST SUNSHINE ST FROM RT 160 (WEST BYPASS) IN SPRINGFIELD TO HINES ST IN REPUBLIC	GREENE	MODOT	SP1909	2019-2022 A2, 2020-2023	2019, 2020, 2021, 2022, 2023	\$240,000.00	\$4,800.00	2001	10/18/2019	\$210,159.04	\$240,000.00	\$0.00
5901809	J8Q3073	CITY OF SPRINGFIELD, OPERATIONS & MANAGEMENT OF OZARKS TRAFFIC ITS IN OTO AREA	CHRISTIAN/ GREENE	MODOT/ SPRINGFIELD	MO1717	2017-2020, 2018-2021 A5, 2019-2022	2017, 2018, 2019	\$840,800.00	\$0.00	L23R	3/11/2020	(\$7,077.00)	\$324,000.00	COMPLETE
5901814	N/A	CITY OF SPRINGFIELD, TRAIL&SIDEWALK CONNECTIONS ALONG BENNETT ST FROM JEFFERSON ST TO PHELPS GROVE PARK, & ALONG LUSTER AVE FROM SEMINOLE ST TO SUNSET	GREENE	SPRINGFIELD	EN1911/ EN1912	2019-2022 A3, 2020-2023	2020	\$158,619.00	\$0.00	Z301	5/27/2020	\$158,078.40	\$0.00	\$540.60
5901815	N/A	GREENE CO, CITY OF SPRINGFIELD, SIDEWALK CONNECTIONS IN SPRINGFIELD ALONG HARVARD AVE FROM SWALLOW ST TO ALADDIN COURT.	GREENE	SPRINGFIELD	EN1913	2019-2022 A3, 2020-2023	2020	\$110,869.00	\$0.00	Z230	6/15/2020	\$110,869.00	\$0.00	\$0.00
5901816	N/A	BUILD GRANT, GREENE CO, CITY OF SPRINGFIELD, RECONSTRUCT MULTI-USE PATH ALONG GRANT AVE. PARKWAY FROM DOWNTOWN TO SUNSHINE ST.	GREENE	SPRINGFIELD	SP2015	2020-2023 A5	2020, 2020 (AC), 2021	\$1,682,400.00	\$18,168,422.00	Z240	4/13/2020	\$0.00	\$0.00	\$19,850,822.00

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5905808	N/A	GREENE CO, MISSOURI STATE UNIVERSITY, PEDESTRIAN & TRANSIT IMPROVE ON MSU CAMPUS TO SUPPOER THE SHUTTLE SYSTEM CHERRY STREET EAST OF KIMBROUGH AVE	GREENE	MISSOURI STATE UNIVERSITY	SP2001	2019-2022 A6, 2020-2023	2020	\$125,978.00	\$0.00	RPS2	7/27/2020 5/21/2020	(\$8,017.91) \$122,138.91	\$0.00	\$11,857.00
5905809	N/A	CITY OF SPRINGFIELD, OPERATIONS & MANAGEMENT OF OZARKS TRAFFIC ITS IN THE OTO AREA	CHRISTIAN/GREENE	MODOT/SPRINGFIELD	MO2101	2018-2021, 2019-2022, 2020-2023	2020 (AC), 2021	\$800.00	\$904,800.00	Z230	6/26/2020	\$332,000.00	\$0.00	\$573,600.00
5909802	N/A	GREENE CO; FINAL DESIGN & ENVIRONMENTAL WORK FOR THE EXTENSION OF KASAS EXP FROM REPUBLIC RD TO THE FUTURE E/W ARTERIAL	GREENE	GREENE	GR1501	2015-2018 A1, 2017-2020, 2018-2021, 2019-2022, 2020-2023	2016, 2017, 2018, 2019, 2020	\$2,416,000.00	\$0.00	Z230 L23R HY10 LY10 M230	8/28/2020 4/27/2020 1/30/2020 — — —	\$3,657,888.00 (\$348,000.00) \$348,000.00 — — —	\$1,628,271.20 \$59,968.80 \$273,751.00 \$1,166,089.00 \$720,072.50	\$0.00
5938807	J8Q3107	CITY OF SPRINGFIELD, OPERATION & MANAGEMENT OF OZARKS TRAFFIC ITS IN THE OTO AREA FOR TMC EMPLOYEE SALARIES (FY20)	CHRISTIAN/GREENE	MODOT/SPRINGFIELD	MO1804	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$848,800.00	\$0.00	Z230	11/1/2019 10/24/2019	\$66,400.00 \$265,600.00	\$0.00	\$516,800.00
5944803	N/A	CITY OF WILLARD, GREENE CO, RELOCATE UTILITIES & WIDEN MILLER RD BETWEEN JACKSON ST & US 160	GREENE	WILLARD	WI1701	2017-2020 AM1, 2018-2021, 2019-2022 AM3	2017, 2018, 2019	\$1,059,980.00	\$0.00	M23E L23R Z230	— — 7/27/2020	\$0.00 \$0.00 (\$25,468.71)	\$152,509.91 \$140,000.00 \$657,386.09	\$135,552.71
5944804	N/A	CITY OF WILLARD, NEW SIDEWALK STARTING S OF US 160, ON THE E SIDE OF HUNT RD, ENDING AT THE MILLER FARM PARK N OF FARM RD 94	GREENE	WILLARD	EN1903	2019-2022 A2, 2020-2023	2019, 2020	\$207,439.00	\$0.00	Z302	5/4/2020 3/6/2020	\$178,638.60 \$800.00	\$28,000.00	\$0.40
7441016	J8S3162	GREENE CO, MO 744, PAVEMENT RESURFACING FROM E OF LOOP 44 (GLENSTONE AVE) TO MULROY RD, & ON MULROY RD FROM RT OO TO I-44	GREENE	MODOT	GR2004	2020-2023	2020, 2021, 2022	\$8,000.00	\$1,320,000.00	Z001	10/18/2019	\$22,400.00	\$0.00	\$1,305,600.00
7441017	J8S3172	GREENE CO,MO744E, UPGRADE PED FACIL COMPLY W/ADA TRANS PLAN VARIOUS LOCATIONS KEARNEY ST FROM E OF LOOP 44(GLENSTONEAVE)MULROY RD&MULROY RD FROM RT OO	GREENE	MODOT	EN2005	2020-2023	2020, 2021, 2022	\$24,000.00	\$827,200.00	Z001	5/4/2020	\$75,200.00	\$0.00	\$776,000.00
7441018	J8S3190	GREENE CO,MO744W,UPGRADE PED FAC COMPLY W/ ADA TRANS PLAN KEARNEY ST FROM RT 160(W BYPASS)TO RT 13(KANSAS EXPRESSWAY) IN SPRINGFIELD.	GREENE	MODOT	EN2006	2020-2023	2020 (AC), 2021 (AC), 2022 (AC)	\$40,000.00	\$1,241,400.00	Z001	5/4/2020	\$104,000.00	\$0.00	\$1,177,400.00
7441019	J8S3149	GREENE CO,MO744E, UPGRADE PED FAC COMPLY W/ADA TRANS PLAN KEARNEY ST VARIOUS LOCATIONS BETWEEN RT13(KANSAS EXPRESSWAY)&LOOP44(GLENSTONE AVE) IN SPRING	GREENE	MODOT	EN1901	2019-2022, 2020-2023	2019, 2020, 2021, 2022	\$105,600.00	\$1,459,200.00	Z001	5/4/2020	\$108,800.00	\$0.00	\$1,456,000.00
9901814	N/A	CITY OF BATTLEFIELD, INSTALL APPROX 7 175 LINEAL FT OF 5 FT WIDE SIDEWALK ALONG ST RT FF, FROM N OF WEAVER RD/FARM RD 178 TO ROSE TERRACE,	GREENE	BATTLEFIELD	EN1513	2018-2021, 2019-2022 AM1, 2020-2023	2018, 2020	\$534,452.00	\$0.00	Z230 M23E	3/9/2020 11/26/2019 —	(\$71,707.56) \$454,521.94 \$0.00	\$0.00 \$45,958.06	\$105,679.56
9901816	N/A	CITY OF STRAFFORD, NEW SIDEWALK CONNECTION ALONG PINE ST BETWEEN RT 125 & MADISON AVE & CONNECTION ALONG MCCABE/PINECREST FROM N OF BLACK OAK ST TO W	GREENE	STRAFFORD	EN1902	2019-2022 A3, 2020-2023	2019, 2020	\$265,075.00	\$0.00	Z303	9/22/2020 3/6/2020 10/18/2019	\$220,782.07 \$800.00 \$32,000.34	\$0.00	\$11,492.59
9901817	N/A	CITY OF BATTLEFIELD, SIDEWALK CONNECTIONS IN BATTLEFIELD ALONG 3RD ST/CLAIRBORNE ST/4TH ST/ELM ST INTO CHEROKEE TRAIL OF TEARS PARK FROM RT FF TO BATT	GREENE	BATTLEFIELD	EN1904	2019-2022 A3, 2020-2023 AM6	2019, 2020, 2021	\$56,000.00	\$244,000.00	Z301	10/18/2019	\$28,000.00	\$0.00	\$272,000.00
9901818	N/A	CITY OF NIXA, SIDEWALK CONNECTION ALONG RT M/NICHOLAS RD BETWEEN MO 14 & VERNA LN, INCLUDING A SMALL SEGMENT ALONG VERNA LANE	CHRISTIAN	NIXA	EN1905	2019-2022 A3, 2020-2023 AM6	2019, 2020, 2021	\$53,600.00	\$324,014.00	M23E	6/14/2019	\$27,326.74	\$0.00	\$350,287.26

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9901821	N/A	CITY OF OZARK, SIDEWALK CONNECTION IN OZARK ALONG EASTERN EDGE OF SOUTH ELEMENTARY SCHOOL PROPERTY FROM NORTHERN TERMINUS OF EXISTING SIDEWALK ALONG 1	CHRISTIAN	OZARK	EN1907	2019-2022 A3, 2020-2023 AM6	2019, 2021	\$13,049.00	\$139,621.00	Z301	10/18/2019	\$13,000.36	\$0.00	\$139,669.64
9901828	N/A	CITY OF BATTLEFIELD, CONSTRUCT TRAIL CONNECTING ELM ST & SOMERSET ST THROUGH TRAIL OF TEARS PARK, INCLUDING WIDENING PARTS OF TRAIL.	GREENE	BATTLEFIELD	EN2011	2020-2023 A3	2020, 2021	\$33,603.00	\$253,283.00	Z230	9/3/2020	\$33,592.92	\$0.00	\$253,293.08
9901829	N/A	GREENE CO, OZARK GREENWAYS, 2021 SALARIES FOR REGIONAL TRAIL, PLANNING SERVICE TO REFINE EXISTING TRAIL ALIGN, ENGAGE W/LANDOWNERS, ENGAGE W/OTO MUNICIP	CHRISTIAN/ GREENE	OZARK GREENWAYS	EN2012	2020-2023 A3	2020	\$100,000.00	\$0.00	Z230	6/26/2020	\$100,000.00	\$0.00	\$0.00
B022009	N/A	CHRISTIAN COUNTY--BRIDGE REPLACEMENT ON RIVERSIDE ROAD OVER FINLEY RIVER	CHRISTIAN	OZARK	OK1802	2017-2020 A5, 2018-2021, 2019-2022, 2020-2023	2017, 2018, 2019, 2020	\$2,274,918.00	\$0.00	Z233	12/13/2019	(\$67,215.63)	\$1,777,447.06	\$0.00
										Z230	--	--	\$800,000.00	
										L11E	--	\$0.00	\$76,534.17	
B039036	N/A	GREENE CO, REPLACE EXISTING BRIDGE & APPROACHES ON FARM RD 167 OVER FARMERS BRANCH	GREENE	GREENE	GR1601	2017-2020, 2018-2021 A2	2018	\$320,000.00	\$0.00	Z233	--	\$0.00	\$367,156.15	COMPLETE
S601031	J8S3077	RT CC, CHRISTIAN CO, ADA TRANSITION PLAN IMPROVE ON RT CC AT FREMONT RD IN FREMONT HILLS & ON RT M FROM TORI DR TO BUTTERFIELD DR IN NIXA	CHRISTIAN	MODOT	EN1704	2017-2020, 2018-2021	2017, 2018	\$296,000.00	\$0.00	Z240	--	\$0.00	\$78,000.00	COMPLETE
										Z231	--	\$0.00	\$113,829.04	
S601053	J8P0601B	US 160, GREENE CO, ROADWAY IMPROVEMENTS FROM .3 MI W OF COUNTY RD 94 TO .4 MI W OF I-44	GREENE	MODOT	GR1701	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$8,240,000.00	\$0.00	Z240	9/21/2020	\$8,315.01	\$9,476,026.32	\$0.00
										Z530	--	\$0.00	\$198,897.50	
S601061	J8P3088D	RT M, GREENE CO, INTERSECTION IMPROVEMENTS ON REPUBLIC RD AT CO RD 103 & REPMO DR IN REPUBLIC	GREENE	MODOT	RP1801	2017-2020 A2, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$1,985,600.00	\$0.00	M230	10/29/2019	\$53,345.03	\$845,899.63	\$34,965.29
										Z530	10/29/2019	\$60,002.12	\$991,387.93	
S601075	J8S3083	RT Z, GREENE CO, PAVEMENT & SAFETY IMPROVEMENTS FROM FARM RD 60 TO RT 160	GREENE	MODOT	GR1705	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$224,800.00	\$0.00	Z240	6/11/2020	(\$24,227.71)	\$196,970.52	COMPLETE
										Z530	6/11/2020	(\$2,282.45)	\$15,985.67	
S601099	J8I3098	RT B, GREENE CO, SAFETY IMPROVEMENTS AT I-44 & RT MM	GREENE	MODOT	GR1706	2017-2020, 2018-2021	2017, 2018	\$416,800.00	\$0.00	Z240	2/13/2020	(\$9,840.98)	\$26,400.00	COMPLETE
										Z530	2/13/2020	\$51,613.17	\$378,964.66	
S602001	J8P0601C	US 160, GREENE CO, ROADWAY IMPROVE FROM .3 MI W OF RT AB TO CO RD 94 IN WILLARD	GREENE	MODOT	WI1801	2018-2021, 2019-2022	2018, 2019	\$6,873,600.00	\$0.00	Z232	--	\$0.00	\$773,479.74	\$0.00
										Z240	9/21/2020	\$7,192.14	\$6,385,021.53	
										Z530	--	\$0.00	\$80,670.00	
S602006	J8S3061	LP 44, GREENE CO, PAVE IMPROVE ON DISCONNECTED SECTIONS OF GLENSTONE AVE FROM I-44 TO LOMBARD ST IN SPRINGFIELD	GREENE	MODOT	MO1616	2015-2018 A8, 2017-2020, 2018-2021	2016, 2017, 2018	\$3,248,800.00	\$0.00	Z001	2/26/2020	(\$44,037.17)	\$2,095,988.94	COMPLETE
										Z530	--	\$0.00	\$12,029.50	
S602048	J8S3082	GREENE CO, RT YY, PAVE RESURFACING, ADD SHOULDERS & RUMBLESTRIPES FROM .2 MI E OF RT 65 TO RT 125	GREENE	MODOT	GR1704	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$643,200.00	\$0.00	Z240	3/6/2020	(\$51,529.19)	\$399,463.59	COMPLETE
										Z530	3/6/2020	(\$28,633.25)	\$253,529.44	
S602049	J8S3085	GREENE CO, OR 65, PAVEMENT RESURFACING & GUARDRAIL IMPROVE ON DISCONNECTED SECTIONS OF EASTGATE AVE FROM DIVISION ST (RT YY) TO SUNSHINE ST (RT D) & ON INGRAM MILL RD FROM CATALPA ST TO SUNSHINE ST	GREENE	MODOT	SP1707	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$450,400.00	\$0.00	Z240	2/26/2020	(\$29,775.11)	\$250,096.71	COMPLETE
										Z530	2/26/2020	(\$14,383.98)	\$211,876.09	
S602050	J8S3121	GREENE CO, RT FF, PAVEMENT RESURFACING FROM .2 MI S OR RT 60 (JAMES RIVER FREEWAY) TO SOUTH OF WEAVER RD IN BATTLEFIELD	GREENE	MODOT	BA1801	2018-2021, 2019-2022 A7, 2020-2023	2018, 2019, 2020	\$422,400.00	\$0.00	Z001	11/1/2019	(\$6,015.27)	\$424,500.39	\$3,914.88
S602051	J8S3124	GREENE CO, RT EE, PAVEMENT RESURFACING FROM FARM RD 97 TO RT AB	GREENE	MODOT	GR1805	2018-2021, 2019-2022 AM 2	2018, 2019 (AC)	\$60,000.00	\$0.00	Z240	8/14/2020 10/18/2019	\$32,294.06 \$0.00	\$0.00	\$27,705.94
S602057	J8S3123	GREENE CO, RT O, PAVEMENT RESURFACING FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1910	2019-2022, 2020-2023	2019, 2020, 2021	\$40,800.00	\$534,400.00	Z240	8/12/2020	\$6,052.07	\$8,000.00	\$0.00
										Z231	8/12/2020	\$567,349.51	\$0.00	
										Z530	8/12/2020	\$85,557.17	\$0.00	
S602074	J8S3152	GREENE CO, RT D, BRIDGE REHABILITATION OVER JAMES RIVER 3.2 MI E OF SPRINGFIELD	GREENE	MODOT	GR1909	2019-2022, 2020-2023	2019, 2020, 2021	\$87,200.00	\$1,144,800.00	Z002	--	\$0.00	\$121,600.00	\$204,131.70
										Z001	9/23/2020	\$906,268.30	\$0.00	

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S603019	J8S3092	RT H, GREENE CO; PAVEMENT RESURFACING FROM RTE WW TO NORTH OF STONERIDGE STREET	GREENE	MODOT	GR1703	2017-2020, 2018-2021, 2019-2022, 2020-2023	2017, 2019, 2020, 2021	\$44,160.00	\$565,600.00	Z240	7/14/2020	\$587,556.90	\$0.00	\$17,160.17
										Z530	7/14/2020	\$5,042.93	\$0.00	
S603020	J8S3176	MO 125, GREENE CO; PVMT PRESERVATION TREATMENT AT VARIOUS LOCATIONS IN THE URBAN SW DIST	GREENE	MODOT	GR2001	2020-2023	2020 (AC)	\$513,600.00	\$0.00	Z240	2/19/2020	\$504,317.37	\$0.00	\$9,282.63
										Z530	11/27/2019	\$0.00	\$0.00	
S603021	J8S3185	GREENE CO, RT KK, PAVEMENT RESURFACING FROM .3 MI E OF RT H TO RT 65	GREENE	MODOT	GR2006	2020-2023	2020 (AC), 2021 (AC)	\$8,000.00	\$328,800.00	Z240	9/22/2020	\$276,648.59	\$0.00	\$60,151.41
										Z530	7/14/2020	\$0.00	\$0.00	
S603022	J8S3186	GREENE CO, RT AA, PAVEMENT RESURFACING FROM RT H TO RT 65.	GREENE	MODOT	GR2005	2020-2023	2020 (AC), 2021 (AC)	\$35,200.00	\$559,200.00	Z240	9/22/2020	\$462,700.63	\$0.00	\$131,699.37
										Z530	7/14/2020	\$0.00	\$0.00	
S603023	J8S3187	GREENE CO, RT MM, PAVEMENT RESURFACING FROM .1 MI S OF I-44 TO CARNAHAN ST IN SPRINGFIELD.	GREENE	MODOT	SP2007	2020-2023 A5	2020 (AC), 2021 (AC)	\$32,000.00	\$520,000.00	Z240	9/1/2020	\$432,848.56	\$0.00	\$0.00
										Z530	9/1/2020	\$0.00	\$0.00	
S603024	J8S3193	GREENE CO, RT NN, HIGH FRICTION SURFACE TREATMENT AT VARIOUS LOCATIONS IN THE URBAN SOUTHWEST DISTRICT	GREENE	MODOT	MO2004	2020-2023	2020, 2021	\$7,200.00	\$457,200.00	Z530	9/18/2020	\$400,468.11	\$0.00	\$54,931.89
										Z530	12/12/2019	\$9,000.00	\$0.00	
S603036	J8S3161	MO 125, GREENE CO; DITCH GRADING & REPLACE CULVERTS FROM 0.2 MI E/O RT OQWEST JNCT TO 0.1 MI E/O OLD ORCHARD DR IN STRAFFORD	GREENE	MODOT	ST1901	2019-2022 AM2, 2020-2023	2019 (AC), 2020 (AC)	\$55,200.00	\$0.00	Z232	2/19/2020	\$51,696.48	\$0.00	\$3,503.52
										Z530	11/27/2019	\$0.00	\$0.00	
S603060	J8S3205	RT NN, GREENE CO; PAVEMENT RESURFACING FROM 0.1 MI S/O FARRM RD 197 AND 0.1 MI E/O RT J IN CHRITIAN CO	GREENE	MODOT	OK2101	2020-2023 A5	2021 (AC)	\$0.00	\$448,000.00	Z231	9/1/2020	\$440,736.60	\$0.00	\$7,263.40
S603061	J8S3216	RT B, GREENE CO; PAVEMENT RESURFACING ROM RT 266 TO I-44 IN SPRINGFIELD	GREENE	MODOT	GR2102	2020-2023 A5	2021 (AC)	\$0.00	\$158,400.00	Z231	9/1/2020	\$91,942.15	\$0.00	\$66,457.85
S603063	J8S3204	RT ZZ, GREENE CO; PVMT PRESERVATION TREATMENT ON WILSON CREEK BLVD FROM RT M TO FARM RD 194 (COUNTY LINE RD) IN REPUBLIC	GREENE	MODOT	RP2001	2020-2023 A5	2020, 2021 (AC)	\$0.00	\$81,600.00	Z231	9/18/2020	\$42,438.39	\$0.00	\$39,161.61
S603067	J8S3153	GREENE CO, RT D E, UPGRADE PEDESTRIAN FACILITIES TO COMPLY W/ ADA TRANSITION PLAN ON SUNSHINE ST FROM BUS 65(GLENSTONE AVE) TO BLACKMAN RD IN SPRINGFI	GREENE	MODOT	SP1413	2014-2017 A1, 2019-2022, 2020-2023	2014, 2015, 2019, 2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC)	\$362,400.00	\$708,000.00	Z001	9/1/2020	\$65,600.00	\$0.00	\$1,004,800.00
S603070	J8S3171	GREENE CO, LP 44 E, UPGRADE PED FACILITY COMPLY W/ ADA TRANSITION PLAN AT CARIOUS LOCATIONS ON CHESTNUT EXPRESSWAY .1 MI W OF BUS 65 TO BELCREST AVE	GREENE	MODOT	EN2007	2020-2023	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC)	\$1,600.00	\$11,200.00	Z001	9/22/2020	\$12,800.00	\$0.00	\$0.00
MO16X074	N/A	5310 PROJECTS - TRADITIONAL	CHRISTIAN/GREENE	OATS	MO1910	2020-2023	2020	\$141,768.00	\$0.00	CAPITAL	7/22/2020	\$161,959.00	\$0.00	\$0.00
				ADMIN	MO1901	2019-2022, 2020-2023	2019, 2020, 2021, 2022, 2023	\$28,106.00	\$44,303.00	ADMIN	7/22/2020	\$962.00	\$20,784.00	\$33,737.00
MO90X355	N/A	OPERATING ASSISTANCE	GREENE	CITY UTILITIES	N/A - CARES	N/A	2020, 2021, 2022, 2023	\$2,000,000.00	\$5,633,199.00	OPERATING	5/4/2020	\$7,633,199.00	\$0.00	\$0.00
MO90X354	N/A	BUS - STATION/STOPS/TERMINALS, OTHER CAPITAL ITEMS (BUS), OPERATING ASSISTANCE, METROPOLITAN PLANNING	GREENE	CITY UTILITIES	CU2005	2020-2023	2020	\$26,907.00	\$0.00	CAPITAL	5/1/2020	\$21,567.00	\$0.00	\$5,340.00
					CU2001	2020-2023	2020	\$775,200.00	\$0.00	CAPITAL	5/1/2020	\$760,000.00	\$0.00	\$15,200.00
MO340029	N/A	BUS - ROLLING STOCK, ELECTRIFICATION/POWER DIST (BUS), OTHER CAPITAL ITEMS (BUS)	GREENE	CITY UTILITIES	CU2004	2020-2023	2020	\$171,360.00	\$0.00	PLANNING	5/1/2020	\$4,213.00	\$0.00	\$3,359.00
					CU2111	2020-2023 A1	2021	\$0.00	\$1,496,329.00	CAPITAL	1/22/2020	\$1,387,460.00	\$0.00	\$0.00
MO16X066	N/A	5310 PROJECTS	GREENE	CITY UTILITIES	CU1808	2017-2020 A5, 2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$334,061.00	\$0.00	CAPITAL	1/22/2020	\$88,869.00	\$0.00	\$12,748.00
										CAPITAL	1/22/2020	\$20,000.00	\$0.00	

*Note: (AC) indicates Advanced Construction, which means MoDOT funds the project during the initial completion and then requests reimbursement with federal funds at a projected later date.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Ozarks Transportation Organization

2208 W. Chesterfield Boulevard, Suite 101
Springfield, Missouri 65807
(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2020; ITEM II.B.

Administrative Modifications 6 and 7 to the FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

Administrative Modification 6

There are 14 items included as part of Administrative Modification 6 to the FY 2020-2023 Transportation Improvement Program.

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.

1. Battlefield Third Street Sidewalk Connection (EN1904-20AM6)
Moving construction funds from FY 2020 to FY 2021.
2. Nicholas Sidewalks Phase 1 and Phase 2 (EN1905-20AM6)
Moving construction funds from FY 2020 to FY 2021.
3. Ozark North Fremont Sidewalks (EN1906-20AM6)
Moving engineering and construction funds from FY 2020 to FY 2021.
4. Ozark South Elementary Sidewalks (EN1907-20AM6)
Moving engineering and construction funds from FY 2020 to FY 2021.
5. Ozark West Elementary Sidewalks (EN1908-20AM6)
Moving engineering and construction funds from FY 2020 to FY 2021.
6. Springfield Greenwood Galloway Trail Connection (EN1909-20AM6)
Moving construction funds from FY 2020 to FY 2021.
7. Galloway Trail Reconstruction (EN1910-20AM6)
Moving construction funds from FY 2020 to FY 2021.
8. Chadwick Flyer Jackson to Clay (EN2008-20AM6)
Moving engineering and ROW funds from FY 2020 to FY 2021.
9. Shuyler Creek Trail (EN2010-20AM6)
Moving engineering and ROW funds from FY 2020 to FY 2021.
10. Kansas Extension Phase I (GR1901-20AM6)
Moving remaining ROW funds and construction funds from FY 2020 to FY 2021.
11. Kansas Extension Phase II (GR1902-20AM6)
Moving remaining ROW funds and construction funds from FY 2020 to FY 2021.

12. Replace Bridge #1690225 on Farm Road 169 (GR2009-20AM6)
Moving construction funds from FY 2020 to FY 2021.
13. Traffic Signal System Improvements – Battery Backup (SP2011-20AM6)
Moving construction funds from FY 2020 to FY 2021.
14. Traffic Signal System Improvements (SP2016-20AM6)
Moving construction funds from FY 2020 to FY 2021.

Administrative Modification 7

There are 2 items included as part of Administrative Modification 7 to the FY 2020-2023 Transportation Improvement Program.

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.

1. N. Main Street (NX2101-20AM7)
Moving funds from FY 2021 to FY 2022.
2. Truman from Heather Glenn to Pembroke/Norton (NX2201-20AM7)
Moving funds from FY 2022 to FY 2021.

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

30 September 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 Six to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on September 30, 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





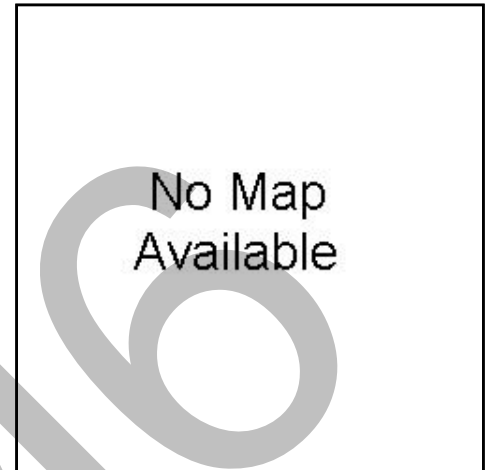
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1904-20AM6 **BATTLEFIELD THIRD ST. SIDEWALK CONNECTION**

Route Third Street
From Route FF
To Battlefield City Hall
Location City of Battlefield
Federal Agency FHWA
Project Sponsor City of Battlefield
Federal Funding Category TAP
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID # 9901817



Project Description

Sidewalk connections in Battlefield along Third St./Clairborne St./Fourth St./Elm St. into Cherokee Trail of Tears Park from Route FF to Battlefield City Hall.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$28,000	\$0	\$0	\$0	\$28,000
LOCAL	Local	ENG	\$7,000	\$0	\$0	\$0	\$7,000
FHWA (TAP)	Federal	CON	\$0	\$244,000	\$0	\$0	\$244,000
LOCAL	Local	CON	\$0	\$61,000	\$0	\$0	\$61,000
Totals			\$35,000	\$305,000	\$0	\$0	\$340,000

Notes

Non-Federal Funding Source: City of Battlefield

Prior Cost	\$35,000
Future Cost	\$0
Total Cost	\$375,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1904-19A3 **BATTLEFIELD THIRD ST. SIDEWALK CONNECTION**

Route Third Street
From Route FF
To Battlefield City Hall
Location City of Battlefield
Federal Agency FHWA
Project Sponsor City of Battlefield
Federal Funding Category TAP
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID # 9901817



Project Description

Sidewalk connections in Battlefield along Third St./Clairborne St./Fourth St./Elm St. into Cherokee Trail of Tears Park from Route FF to Battlefield City Hall.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$28,000	\$0	\$0	\$0	\$28,000
LOCAL	Local	ENG	\$7,000	\$0	\$0	\$0	\$7,000
FHWA (TAP)	Federal	CON	\$244,000	\$0	\$0	\$0	\$244,000
LOCAL	Local	CON	\$61,000	\$0	\$0	\$0	\$61,000
Totals			\$340,000	\$0	\$0	\$0	\$340,000

Notes

Non-Federal Funding Source: City of Battlefield

Prior Cost \$35,000
Future Cost \$0
Total Cost \$375,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1905-20AM6 **NICHOLAS SIDEWALKS PH 1 AND PH 2**

Route Nicholas

From Route 14

To Verna Lane

Location City of Nixa

Federal Agency FHWA

Project Sponsor City of Nixa

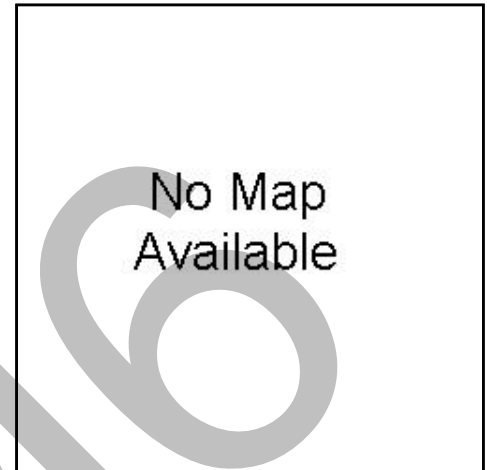
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901818



Project Description

Sidewalk connection along Route M/Nicholas Road between MO 14 and Verna Lane, including a small segment along Verna Lane.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$324,014	\$0	\$0	\$324,014
LOCAL	Local	CON	\$0	\$81,004	\$0	\$0	\$81,004
Totals			\$0	\$405,018	\$0	\$0	\$405,018

Notes

Non-Federal Funding Source: City of Nixa General Funds, Nixa Public Schools (\$5000), Christian County Commission (\$15,000)

Prior Cost	\$67,000
Future Cost	\$0
Total Cost	\$472,018



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1905-19A3 **NICHOLAS SIDEWALKS PH 1 AND PH 2**

Route Nicholas

From Route 14

To Verna Lane

Location City of Nixa

Federal Agency FHWA

Project Sponsor City of Nixa

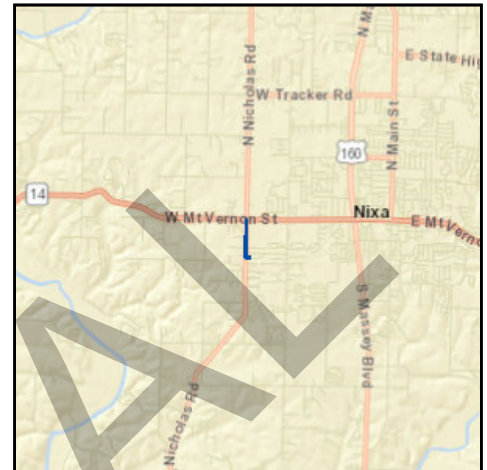
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901818



Project Description

Sidewalk connection along Route M/Nicholas Road between MO 14 and Verna Lane, including a small segment along Verna Lane.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$324,014	\$0	\$0	\$0	\$324,014
LOCAL	Local	CON	\$81,004	\$0	\$0	\$0	\$81,004
Totals			\$405,018	\$0	\$0	\$0	\$405,018

Notes

Non-Federal Funding Source: City of Nixa General Funds, Nixa Public Schools (\$5000), Christian County Commission (\$15,000)

Prior Cost	\$67,000
Future Cost	\$0
Total Cost	\$472,018



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1906-20AM6 **OZARK N. FREMONT SIDEWALKS**

Route Fremont Road

From Route 14

To OTC Richwood Valley Trail

Location City of Ozark

Federal Agency FHWA

Project Sponsor City of Ozark

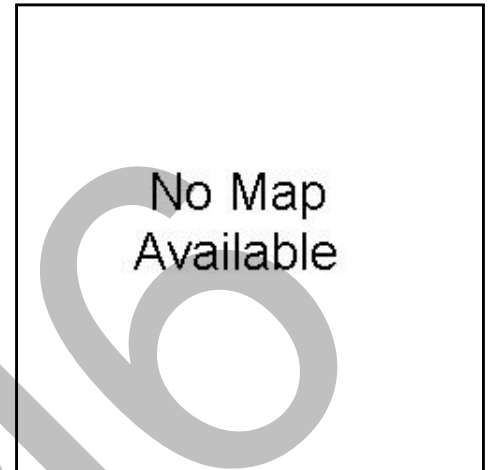
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901820



Project Description

Sidewalk connections in Ozark along Fremont Road from MO 14 to the OTC Richwood Valley Trail west of Fremont.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$12,298	\$0	\$0	\$12,298
LOCAL	Local	ENG	\$0	\$3,075	\$0	\$0	\$3,075
FHWA (STBG-U)	Federal	CON	\$0	\$175,692	\$0	\$0	\$175,692
LOCAL	Local	CON	\$0	\$43,923	\$0	\$0	\$43,923
Totals			\$0	\$234,988	\$0	\$0	\$234,988

Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax

Prior Cost	\$21,962
Future Cost	\$0
Total Cost	\$256,950



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1906-19A3 **OZARK N. FREMONT SIDEWALKS**

Route Fremont Road

From Route 14

To OTC Richwood Valley Trail

Location City of Ozark

Federal Agency FHWA

Project Sponsor City of Ozark

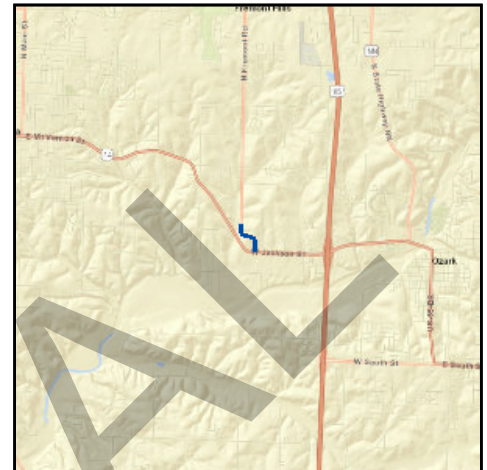
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901820



Project Description

Sidewalk connections in Ozark along Fremont Road from MO 14 to the OTC Richwood Valley Trail west of Fremont.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$12,298	\$0	\$0	\$0	\$12,298
LOCAL	Local	ENG	\$3,075	\$0	\$0	\$0	\$3,075
FHWA (STBG-U)	Federal	CON	\$175,692	\$0	\$0	\$0	\$175,692
LOCAL	Local	CON	\$43,923	\$0	\$0	\$0	\$43,923
Totals			\$234,988	\$0	\$0	\$0	\$234,988

Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax

Prior Cost	\$21,962
Future Cost	\$0
Total Cost	\$256,950



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1907-20AM6 **OZARK SOUTH ELEM SIDEWALKS**

Route Ozark South Elementary

From 13th Street

To Route 14

Location City of Ozark

Federal Agency FHWA

Project Sponsor City of Ozark

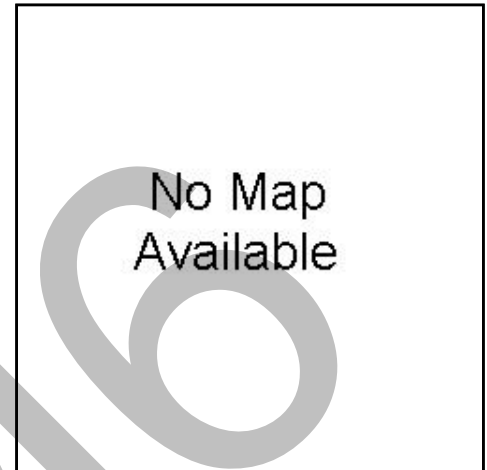
Federal Funding Category TAP

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901821



Project Description

Sidewalk connection in Ozark along the eastern edge of the South Elementary School property from the northern terminus of the existing sidewalk along 13th Street, just south of the school property, to MO 14.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$0	\$9,134	\$0	\$0	\$9,134
LOCAL	Local	ENG	\$0	\$2,284	\$0	\$0	\$2,284
FHWA (TAP)	Federal	CON	\$0	\$130,487	\$0	\$0	\$130,487
LOCAL	Local	CON	\$0	\$32,622	\$0	\$0	\$32,622
Totals			\$0	\$174,527	\$0	\$0	\$174,527

Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax

Prior Cost	\$16,311
Future Cost	\$0
Total Cost	\$190,838



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1907-19A3 **OZARK SOUTH ELEM SIDEWALKS**

Route Ozark South Elementary

From 13th Street

To Route 14

Location City of Ozark

Federal Agency FHWA

Project Sponsor City of Ozark

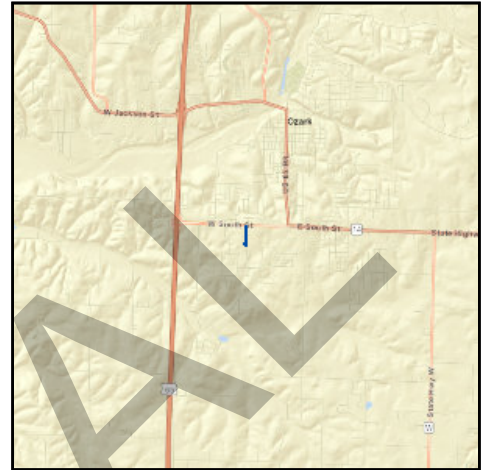
Federal Funding Category TAP

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901821



Project Description

Sidewalk connection in Ozark along the eastern edge of the South Elementary School property from the northern terminus of the existing sidewalk along 13th Street, just south of the school property, to MO 14.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$9,134	\$0	\$0	\$0	\$9,134
LOCAL	Local	ENG	\$2,284	\$0	\$0	\$0	\$2,284
FHWA (TAP)	Federal	CON	\$130,487	\$0	\$0	\$0	\$130,487
LOCAL	Local	CON	\$32,622	\$0	\$0	\$0	\$32,622
Totals			\$174,527	\$0	\$0	\$0	\$174,527

Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax

Prior Cost	\$16,311
Future Cost	\$0
Total Cost	\$190,838



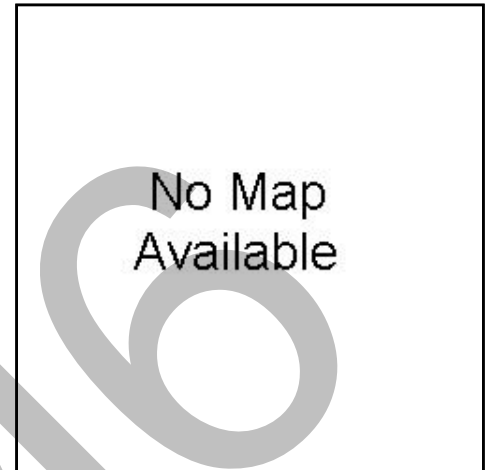
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1908-20AM6 **OZARK WEST ELEM SIDEWALKS**

Route Fremont
From North of Route CC
To South of Route CC
Location City of Ozark
Federal Agency FHWA
Project Sponsor City of Ozark
Federal Funding Category TAP
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID # 9901822



Project Description

Sidewalk connections in Ozark along Fremont extending north and south of Route CC and intersection improvements at Fremont and Route CC.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$0	\$19,436	\$0	\$0	\$19,436
LOCAL	Local	ENG	\$0	\$4,859	\$0	\$0	\$4,859
FHWA (TAP)	Federal	CON	\$0	\$277,657	\$0	\$0	\$277,657
LOCAL	Local	CON	\$0	\$69,415	\$0	\$0	\$69,415
Totals			\$0	\$371,367	\$0	\$0	\$371,367

Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax

Prior Cost	\$34,707
Future Cost	\$0
Total Cost	\$406,074



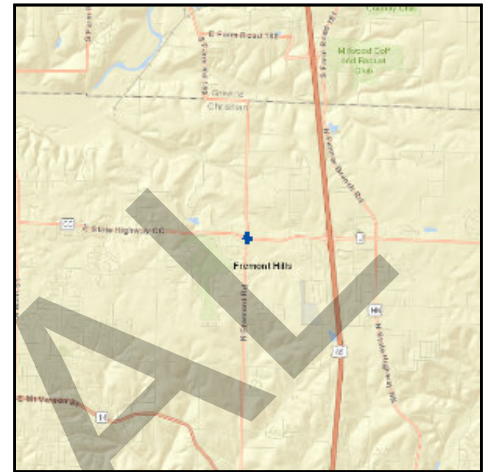
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1908-19A3 **OZARK WEST ELEM SIDEWALKS**

Route Fremont
From North of Route CC
To South of Route CC
Location City of Ozark
Federal Agency FHWA
Project Sponsor City of Ozark
Federal Funding Category TAP
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID # 9901822



Project Description

Sidewalk connections in Ozark along Fremont extending north and south of Route CC and intersection improvements at Fremont and Route CC.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	ENG	\$19,436	\$0	\$0	\$0	\$19,436
LOCAL	Local	ENG	\$4,859	\$0	\$0	\$0	\$4,859
FHWA (TAP)	Federal	CON	\$277,657	\$0	\$0	\$0	\$277,657
LOCAL	Local	CON	\$69,415	\$0	\$0	\$0	\$69,415
Totals			\$371,367	\$0	\$0	\$0	\$371,367

Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax

Prior Cost	\$34,707
Future Cost	\$0
Total Cost	\$406,074



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1909-120AM6 SPRINGFIELD GREENWOOD GALLOWAY TRAIL CONNECTION

Route Greenwood and Lone Pine

From

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

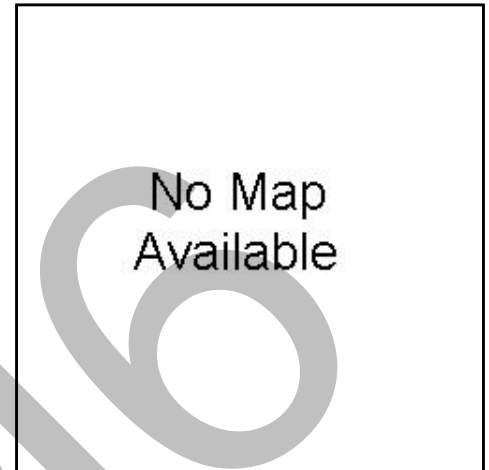
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 5901811



Project Description

Sidewalk connections along Lone Pine Avenue and Covington Street from Greenwood Street to the Galloway Trail.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$183,365	\$0	\$0	\$183,365
LOCAL	Local	CON	\$0	\$45,841	\$0	\$0	\$45,841
Totals			\$0	\$229,206	\$0	\$0	\$229,206

Notes

Non-Federal Funding Source: City of Springfield 1/8 cent Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$229,206



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1909-19A3 **SPRINGFIELD GREENWOOD GALLOWAY TRAIL CONNECTION**

Route Greenwood and Lone Pine

From

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

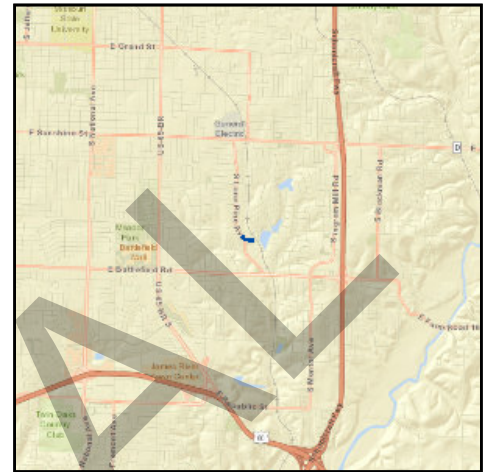
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 5901811



Project Description

Sidewalk connections along Lone Pine Avenue and Covington Street from Greenwood Street to the Galloway Trail.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$183,365	\$0	\$0	\$0	\$183,365
LOCAL	Local	CON	\$45,841	\$0	\$0	\$0	\$45,841
Totals			\$229,206	\$0	\$0	\$0	\$229,206

Notes

Non-Federal Funding Source: City of Springfield 1/8 cent Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$229,206



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1910-20AM6 **GALLOWAY TRAIL RECONSTRUCTION**

Route Galloway Trail

From Sequiota Park

To Republic Road

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

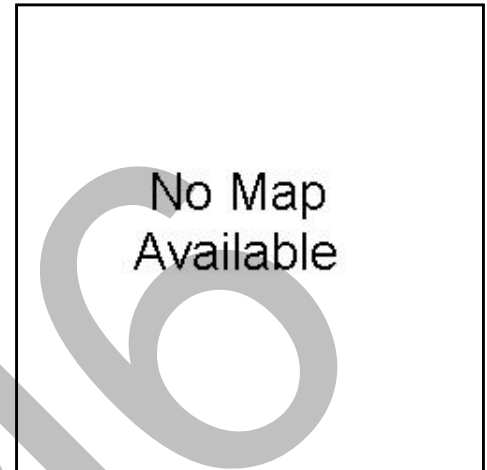
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 5901812



Project Description

Reconstruction of the Galloway Greenway Trail in Springfield along Lone Pine Ave. from Sequiota Park to Republic Rd.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$146,098	\$0	\$0	\$146,098
LOCAL	Local	CON	\$0	\$36,524	\$0	\$0	\$36,524
Totals			\$0	\$182,622	\$0	\$0	\$182,622

Notes

Non-Federal Funding Source: City of Springfield 1/8 cent Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$182,622



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1910-19A3 **GALLOWAY TRAIL RECONSTRUCTION**

Route Galloway Trail

From Sequiota Park

To Republic Road

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

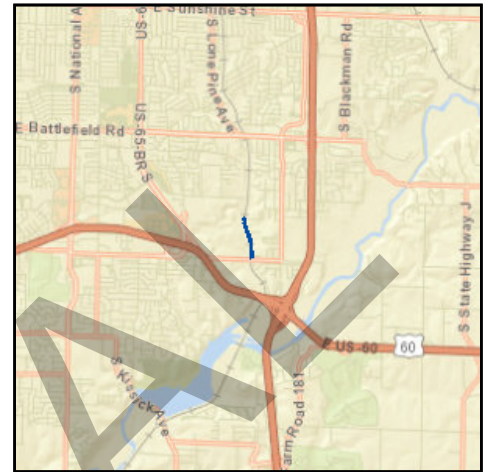
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 5901812



Project Description

Reconstruction of the Galloway Greenway Trail in Springfield along Lone Pine Ave. from Sequiota Park to Republic Rd.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$146,098	\$0	\$0	\$0	\$146,098
LOCAL	Local	CON	\$36,524	\$0	\$0	\$0	\$36,524
Totals			\$182,622	\$0	\$0	\$0	\$182,622

Notes

Non-Federal Funding Source: City of Springfield 1/8 cent Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$182,622



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN2008-20AM6 **CHADWICK FLYER JACKSON TO CLAY**

Route N/A

From

To

Location City of Ozark

Federal Agency FHWA

Project Sponsor City of Ozark

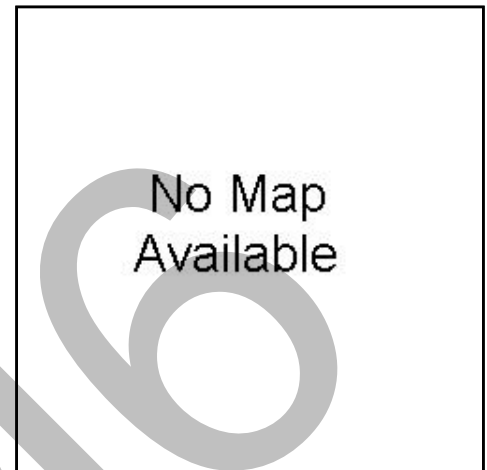
Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID # 9901827



Project Description

Construction of (1) approximately 3,200 linear feet of the Chadwick Flyer trail between Clay Street and Jackson Street, (2) approximately 500 linear feet of trail running northwest from Jackson, west of 12th Street, to Diane Street, and (3) two pedestrian underpasses along Highway 14 connecting the trail segments to the south side of Highway 14.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$96,967	\$0	\$0	\$96,967
LOCAL	Local	ENG	\$0	\$34,742	\$0	\$0	\$34,742
LOCAL	Local	ROW	\$0	\$13,500	\$0	\$0	\$13,500
FHWA (STBG-U)	Federal	CON	\$0	\$773,982	\$0	\$0	\$773,982
LOCAL	Local	CON	\$0	\$289,258	\$0	\$0	\$289,258
Totals			\$0	\$1,208,449	\$0	\$0	\$1,208,449

Notes

Non-Federal Funding Source: City of Ozark

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,208,449



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian 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
Totals			\$492,768	\$589,856	\$0	\$0	\$1,082,624

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,082,624



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN2010-20AM6 SHUYLER CREEK TRAIL

Route Shuyler Creek Trail

From

To

Location Greene County

Federal Agency FHWA

Project Sponsor City of Republic

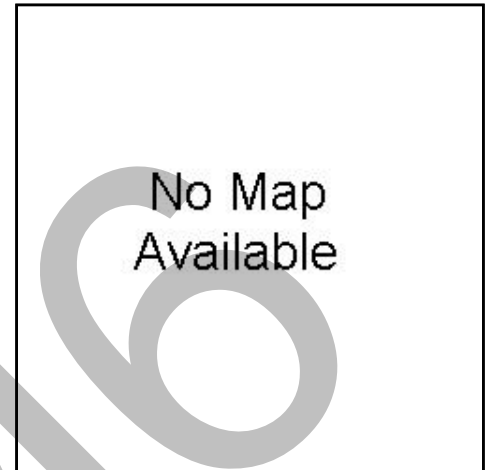
Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID # 6900813



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	\$0	\$78,728	\$0	\$0	\$78,728
LOCAL	Local	ENG	\$0	\$19,682	\$0	\$0	\$19,682
FHWA (STBG-U)	Federal	ROW	\$0	\$315,486	\$0	\$0	\$315,486
LOCAL	Local	ROW	\$0	\$78,872	\$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
Totals			\$0	\$1,082,624	\$0	\$0	\$1,082,624

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,082,624



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN2008-20A3 **CHADWICK FLYER JACKSON TO CLAY**

Route N/A

From

To

Location City of Ozark

Federal Agency FHWA

Project Sponsor City of Ozark

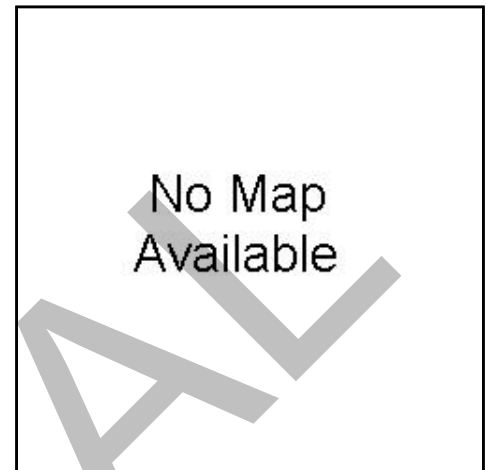
Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #



Project Description

Construction of (1) approximately 3,200 linear feet of the Chadwick Flyer trail between Clay Street and Jackson Street, (2) approximately 500 linear feet of trail running northwest from Jackson, west of 12th Street, to Diane Street, and (3) two pedestrian underpasses along Highway 14 connecting the trail segments to the south side of Highway 14.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$78,000	\$18,967	\$0	\$0	\$96,967
LOCAL	Local	ENG	\$30,000	\$4,742	\$0	\$0	\$34,742
LOCAL	Local	ROW	\$13,500	\$0	\$0	\$0	\$13,500
FHWA (STBG-U)	Federal	CON	\$0	\$773,982	\$0	\$0	\$773,982
LOCAL	Local	CON	\$0	\$289,258	\$0	\$0	\$289,258
Totals			\$121,500	\$1,086,949	\$0	\$0	\$1,208,449

Notes

Non-Federal Funding Source: City of Ozark

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,208,449



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR1901-20AM6 **KANSAS EXTENSION PHASE I**

Route Kansas Extension

From Republic Road

To Plainview

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

Federal Funding Category STBG-U

MoDOT Funding Category N/A

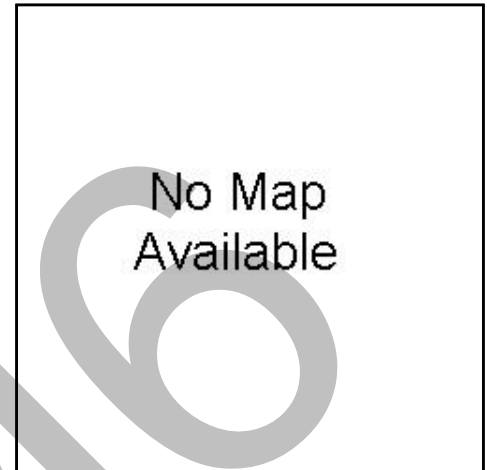
Bike/Ped Plan? Yes **EJ?**

STIP #

Federal ID #

Project Description

New roadway from Republic Road to Plainview with bicycle and pedestrian accommodations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$970,140	\$385,935	\$0	\$0	\$1,356,075
LOCAL	Local	ROW	\$242,535	\$96,483	\$0	\$0	\$339,018
FHWA (STBG-U)	Federal	CON	\$0	\$14,735,589	\$0	\$0	\$14,735,589
LOCAL	Local	CON	\$0	\$7,264,411	\$0	\$0	\$7,264,411
Totals			\$1,212,675	\$22,482,418	\$0	\$0	\$23,695,093

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$23,695,093



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR1901-20A1 **KANSAS EXTENSION PHASE I**

Route Kansas Extension

From Republic Road

To Plainview

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

Federal Funding Category STBG-U

MoDOT Funding Category N/A

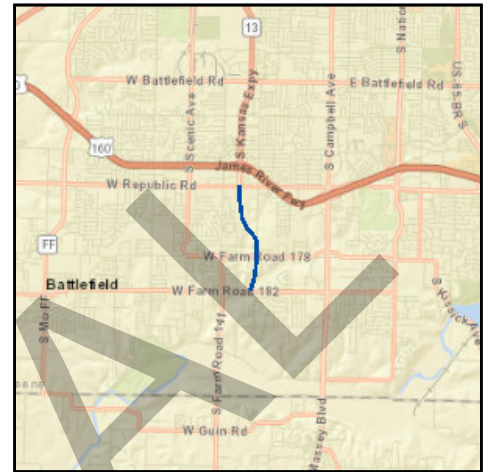
Bike/Ped Plan? Yes **EJ?**

STIP #

Federal ID #

Project Description

New roadway from Republic Road to Plainview with bicycle and pedestrian accommodations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$1,356,075	\$0	\$0	\$0	\$1,356,075
LOCAL	Local	ROW	\$339,018	\$0	\$0	\$0	\$339,018
FHWA (STBG-U)	Federal	CON	\$14,735,589	\$0	\$0	\$0	\$14,735,589
LOCAL	Local	CON	\$7,264,411	\$0	\$0	\$0	\$7,264,411
Totals			\$23,695,093	\$0	\$0	\$0	\$23,695,093

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$23,695,093



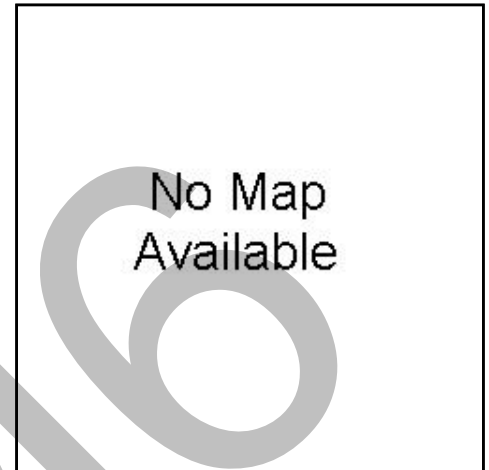
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR1902-20AM6 **KANSAS EXTENSION PHASE II**

Route Kansas Extension
From Plainview Road
To Farm Road 190 at Cox Road
Location Greene County
Federal Agency FHWA
Project Sponsor Greene County
Federal Funding Category STBG-U
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID #



Project Description

New roadway from Plainview to Farm Road 190 at Cox Road with bicycle and pedestrian accommodations.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$2,549,861	\$385,935	\$0	\$0	\$2,935,796
LOCAL	Local	ROW	\$637,465	\$96,484	\$0	\$0	\$733,949
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$3,246,479	\$0	\$3,246,479
LOCAL	Local	CON	\$0	\$0	\$1,253,521	\$4,000,000	\$5,253,521
Totals			\$3,187,326	\$482,419	\$4,500,000	\$4,000,000	\$12,169,745

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$12,169,745



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR1902-20A1 **KANSAS EXTENSION PHASE II**

Route Kansas Extension
From Plainview Road
To Farm Road 190 at Cox Road
Location Greene County
Federal Agency FHWA
Project Sponsor Greene County
Federal Funding Category STBG-U
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID #



Project Description

New roadway from Plainview to Farm Road 190 at Cox Road with bicycle and pedestrian accommodations.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$2,935,796	\$0	\$0	\$0	\$2,935,796
LOCAL	Local	ROW	\$733,949	\$0	\$0	\$0	\$733,949
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$3,246,479	\$0	\$3,246,479
LOCAL	Local	CON	\$0	\$0	\$1,253,521	\$4,000,000	\$5,253,521
Totals			\$3,669,745	\$0	\$4,500,000	\$4,000,000	\$12,169,745

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$12,169,745



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR2009-20AM6 REPLACE BRIDGE #1690225 ON FARM ROAD 169

Route Farm Road 169

From Over Farmer's Branch

To

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

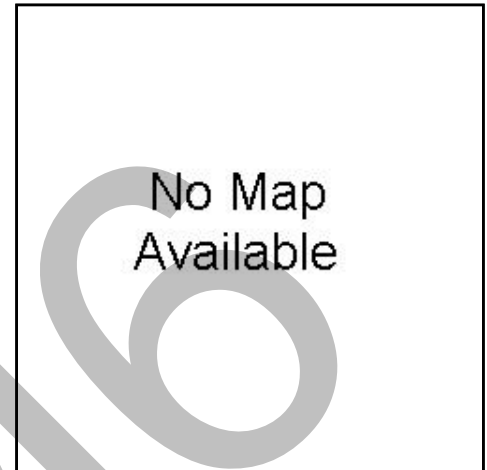
Federal Funding Category BRO

MoDOT Funding Category N/A

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

STIP #

Federal ID # BRO-B039



Project Description

Remove and replace existing bridge #1690225 on Farm Road 169 over Farmer's Branch and upgrade approaches.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$440,000	\$0	\$0	\$440,000
LOCAL	Local	CON	\$0	\$110,000	\$0	\$0	\$110,000
Totals			\$0	\$550,000	\$0	\$0	\$550,000

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$550,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR2009-20AM1 REPLACE BRIDGE #1690225 ON FARM ROAD 169

Route Farm Road 169

From Over Farmer's Branch

To

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

Federal Funding Category BRO

MoDOT Funding Category N/A

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

STIP #

Federal ID # BRO-B039

No Map
Available

Project Description

Remove and replace existing bridge #1690225 on Farm Road 169 over Farmer's Branch and upgrade approaches.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$440,000	\$0	\$0	\$0	\$440,000
LOCAL	Local	CON	\$110,000	\$0	\$0	\$0	\$110,000
Totals			\$550,000	\$0	\$0	\$0	\$550,000

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$550,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2011-20AM6 **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	\$0	\$640,000	\$0	\$0	\$640,000
LOCAL	Local	CON	\$0	\$160,000	\$0	\$0	\$160,000
Totals			\$0	\$800,000	\$0	\$0	\$800,000

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$800,000



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
Totals			\$800,000	\$0	\$0	\$0	\$800,000

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$800,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2016-20AM6 **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	\$0	\$760,000	\$0	\$0	\$760,000
LOCAL	Local	CON	\$0	\$190,000	\$0	\$0	\$190,000
Totals			\$0	\$950,000	\$0	\$0	\$950,000

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$950,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways 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
Totals			\$950,000	\$0	\$0	\$0	\$950,000

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$950,000

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
EN1803-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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
EN1904-20AM6	\$0	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$0	\$35,000
EN1905-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1906-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1907-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1908-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1909-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1910-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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
EN2004-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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
EN2008-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN2010-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$732,966	\$535,133	\$1,600	\$0	\$508,378	\$320,224	\$127,000	\$124,000	\$2,349,301

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
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$3,200,000
EN1901-19	\$0	\$0	\$0	\$0	\$244,000	\$0	\$61,000	\$0	\$305,000
EN1904-20AM6	\$0	\$244,000	\$0	\$0	\$0	\$61,000	\$0	\$0	\$305,000
EN1905-20AM6	\$324,014	\$0	\$0	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-20AM6	\$187,990	\$0	\$0	\$0	\$0	\$46,998	\$0	\$0	\$234,988
EN1907-20AM6	\$0	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-20AM6	\$0	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1909-20AM6	\$183,365	\$0	\$0	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1910-20AM6	\$146,098	\$0	\$0	\$0	\$0	\$36,524	\$0	\$0	\$182,622
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
EN2004-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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
EN2008-20AM6	\$870,949	\$0	\$0	\$0	\$0	\$337,500	\$0	\$0	\$1,208,449
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$271,826
EN2010-20AM6	\$806,707	\$59,392	\$0	\$0	\$0	\$216,525	\$0	\$0	\$1,082,624
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	\$5,549,867	\$740,106	\$1,600	\$264,000	\$2,992,000	\$1,692,258	\$912,290	\$391,560	\$12,543,681
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
EN2004-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$857,000	\$0	\$867,982	\$2,103,929	\$4,341,511
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	\$6,282,833	\$1,275,239	\$208,800	\$579,000	\$5,661,378	\$2,012,482	\$2,236,272	\$2,623,489	\$20,879,493

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)					Local	MoDOT-AC	MoDOT	TOTAL
	STBG-U	TAP	NHPP	STBG	STAP				
PRIOR YEAR									
Balance		\$ 853,353	\$ -			\$ -	\$ -	\$ -	\$ 853,353
FY 2020									
Funds Anticipated	\$ 732,966	\$ 421,887	\$ 1,600	\$508,378.00	\$0.00	\$ 320,224	\$ 124,000	\$ 127,000	\$ 2,236,055
Funds Programmed	(\$732,966)	(\$535,133)	(\$1,600)	(\$508,378)	\$0	(\$320,224)	(\$124,000)	(\$127,000)	(\$2,349,301)
Running Balance	\$0.00	\$740,107.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$740,107.38
FY 2021									
Funds Anticipated	\$ 5,549,867	\$430,324.80	\$1,600.00	\$2,992,000.00	\$264,000.00	\$1,692,258.00	\$391,560.00	\$912,290.00	\$ 12,233,900
Funds Programmed	(\$5,549,867)	(\$740,106)	(\$1,600)	(\$2,992,000)	(\$264,000)	(\$1,692,258)	(\$391,560)	(\$912,290)	(\$12,543,681)
Running Balance	\$0.00	\$430,326.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$430,326.18
FY 2022									
Funds Anticipated	\$ -	\$438,931.30	\$197,600.00	\$857,000.00	\$315,000.00	\$0.00	\$2,103,929.00	\$867,982.00	\$ 4,780,442
Funds Programmed	\$0	\$0	(\$197,600)	(\$857,000)	(\$315,000)	\$0	(\$2,103,929)	(\$867,982)	(\$4,341,511)
Running Balance	\$0.00	\$869,257.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$869,257.48
FY 2023									
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)
Running Balance	\$0.00	\$1,316,967.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,316,967.40

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																			
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
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	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
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	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
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	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20AM6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$0	\$1,212,675
GR1902-20AM6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,455	\$0	\$0	\$0	\$0	\$0	\$0	\$3,187,326
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$15,000	\$10,000	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$0	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$197,100	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$204,364	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$46,091	\$0	\$0	\$0	\$255,455
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,605,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$935,780	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$26,300	\$0	\$0	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
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
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
SP1402-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

FY 2020 continued on next page

Roadways

2020 Continued

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	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	\$90,000	\$0	\$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	\$202,500	\$0	\$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	\$1,637,600	\$0	\$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	\$448,000	\$0	\$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	\$8,000	\$0	\$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
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$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
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$0	\$150,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,800	\$0	\$0	\$0	\$199,000
SP1817-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
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	\$4,088,000
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	\$1,600	\$0	\$0	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$712,000	\$0	\$0	\$0	\$3,560,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$520,000	\$0	\$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
SP2011-20A6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
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	\$4,819,806	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20A6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$8,000	\$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	\$23,779,681	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,120,003	\$4,556,800	\$19,278,422	\$25,500	\$0	\$18,177,917	\$0	\$0	\$8,426,322	\$135,500	\$3,137,300	\$0	\$101,656,745
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	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$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
GR1902-20A6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,921	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,400
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,000	\$1,672,000	\$0	\$0	\$2,090,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$0	\$1,634,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$562,000	\$0	\$0	\$0	\$0	\$0				

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	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$61,829	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,464	\$0	\$0	\$0	\$317,319
SP1906-19	\$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	\$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	\$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
SP2006-20	\$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	\$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	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2103-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033
SP2102-20A5	\$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	\$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	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$7,073,334	\$13,504,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$619,200	\$0	\$562,000	\$0	\$2,211,235	\$0	\$0	\$6,213,067	\$762,000	\$3,229,850	\$0	\$46,362,910
2023																			
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	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$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
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR2002-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2102-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1802-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859
SP1912-20A6	\$1,146,112	\$0	\$0	\$0	\$0	\$0	\$658,408	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,421	\$0	\$0	\$0	\$3,726,646
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$3,452,244	\$0	\$1,633,600	\$0	\$25,902,961
GRAND TOTAL	\$44,582,848	\$19,978,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,299,766	\$10,343,861	\$19,278,422	\$597,500	\$740,993	\$30,019,476	\$1,682,400	\$0	\$29,086,181	\$913,500	\$10,989,450	\$123,499	\$249,235,267

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	\$10,759,640	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,800,964	\$5,119,881	\$0	\$10,000	\$740,993	\$54,620,729	\$5,569,175	\$13,999,248	\$123,499	\$5,380,129	\$79,692,780
2021 Funds Programmed	\$23,779,681	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,120,003	\$4,556,800	\$19,278,422	\$25,500	\$0	\$71,779,706	\$18,177,917	\$11,699,122	\$0	\$5,476,971	\$107,133,716
2022 Funds Programmed	\$7,073,334	\$13,504,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$619,200	\$0	\$562,000	\$0	\$33,946,758	\$2,211,235	\$10,204,917	\$0	\$5,575,557	\$51,938,467
2023 Funds Programmed	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$15,073,568	\$5,743,549	\$5,085,844	\$0	\$5,675,917	\$31,578,878
Total	\$44,582,848	\$ 19,978,800	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$71,299,766	\$ 10,343,881	\$ 19,278,422	\$ 597,500	\$ 740,993	\$175,420,761	\$ 31,701,876	\$ 40,989,131	\$ 123,499	\$22,108,574	\$270,343,841

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 56,146,056	\$ 32,198,183	\$40,437,989	\$ 26,214,000	\$165,124,221
Federal Discretionary Funding	\$0	\$ 20,985,822	\$ -	\$ -	\$ -	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$5,569,175	\$18,177,917	\$2,211,235	\$5,743,549	\$31,825,375
Available Suballocated Funding	\$27,323,332	\$5,960,134	\$1,277,095	\$6,963,501	\$7,102,771	\$48,626,832
TOTAL AVAILABLE FUNDING	\$37,574,824	\$94,041,316	\$57,130,166	\$55,188,282	\$44,736,237	\$288,670,824
Prior Year Funding	\$37,574,824	\$51,923,359	\$1,919,809	\$5,169,624	\$5,169,624	-
Programmed State and Federal Funding		(\$79,692,780)	#####	(\$51,938,467)	(\$31,578,878)	(\$270,343,841)
TOTAL REMAINING	\$37,574,824	\$51,923,359	\$1,919,809	\$5,169,624	\$18,326,983	\$18,326,983

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.

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$220,735.00	\$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	(\$137,523.00)	(\$124,321.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$220,735.00	\$454,269.66	\$811,715.75	\$1,168,744.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,784,977.64	\$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	(\$150,500.00)	(\$865,936.00)	(\$240,425.00)	(\$51,516.00)
Amount Available for Local Projects	\$1,784,977.64	\$2,850,878.94	\$4,538,585.36	\$6,411,428.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$783,782.16	\$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	(\$1,081,175.00)	(\$787,678.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$783,782.16	\$1,860,616.75	\$3,724,676.75	\$5,588,276.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,980,487.45	\$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	\$117,971.00	(\$334,496.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,980,487.45	\$3,505,433.03	\$5,361,744.38	\$7,214,869.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$19,400,114.28	\$29,742,798.08	\$49,472,177.86
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	(\$3,606,454.00)	(\$12,617,522.00)	(\$3,183,629.00)	(\$3,372,543.00)
Amount Available for Local Projects	\$19,400,114.28	\$29,742,798.08	\$49,472,177.86	\$68,964,597.09

Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
City of Strafford				
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
Amount Available for Local Projects	\$63,598.00	\$175,398.39	\$287,130.96	\$398,794.49
City of Willard				
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
Amount Available for Local Projects	\$381,887.44	\$804,746.36	\$1,226,497.15	\$1,647,119.89
Christian County				
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
Amount Available for Local Projects	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84	\$22,715,561.43
Greene County				
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	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$885,000.00)	(\$7,828,378.00)	(\$1,254,521.00)	(\$5,001,000.00)
Amount Available for Local Projects	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28	\$81,550,340.68
City Utilities				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,252.00)	(\$5,954,660.00)	(\$6,081,612.00)	(\$6,081,756.00)
Available for TIP Project Expenditures	\$2,316,248.00	\$2,895,840.00	\$3,613,888.00	\$4,217,744.00
Carryover from Prior Year	--	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00
Estimated TIP Project Expenditures	(\$391,920.00)	(\$6,082.00)	(\$358,149.00)	\$0.00
Amount Available for Local Projects	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00	\$12,287,569.00



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

10 November 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 Seven to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on November 10, 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

F) Roadways Section

TIP # NX2101-20AM7 **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

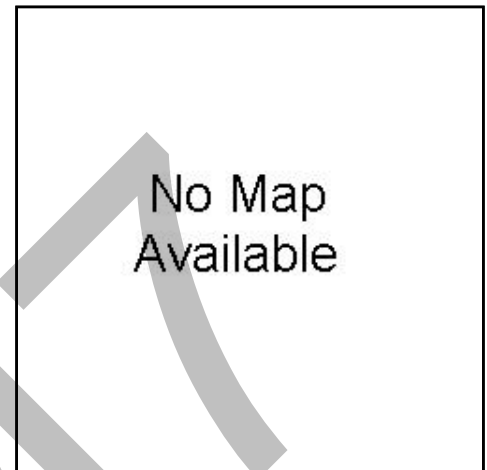
Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

North Main 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	\$0	\$170,286	\$0	\$170,286
LOCAL	Local	ENG	\$0	\$0	\$42,571	\$0	\$42,571
FHWA (STBG-U)	Federal	ROW	\$0	\$0	\$113,524	\$0	\$113,524
LOCAL	Local	ROW	\$0	\$0	\$28,381	\$0	\$28,381
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$1,589,336	\$0	\$1,589,336
LOCAL	Local	CON	\$0	\$0	\$397,334	\$0	\$397,334
Totals			\$0	\$0	\$2,341,432	\$0	\$2,341,432

Notes

Non-Federal Funding Source: City of Nixa

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,341,432



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways 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 Main 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
Totals			\$0	\$2,341,432	\$0	\$0	\$2,341,432

Notes

Non-Federal Funding Source: City of Nixa

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,341,432



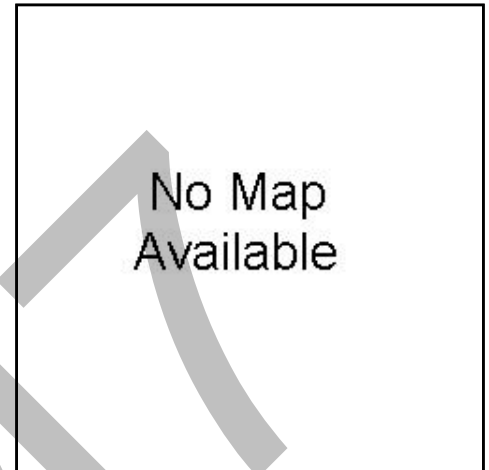
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # NX2201-20AM7 **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	\$40,000	\$0	\$0	\$40,000
LOCAL	Local	ENG	\$0	\$10,000	\$0	\$0	\$10,000
FHWA (STBG-U)	Federal	CON	\$0	\$921,699	\$0	\$0	\$921,699
LOCAL	Local	CON	\$0	\$230,425	\$0	\$0	\$230,425
Totals			\$0	\$1,202,124	\$0	\$0	\$1,202,124

Notes

Non-Federal Funding Source: City of Nixa

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,202,124



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways 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
Totals			\$0	\$0	\$1,202,124	\$0	\$1,202,124

Notes

Non-Federal Funding Source: City of Nixa

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,202,124

Roadways

[illegible]

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	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
2020 Continued																				
SP1415-18A1	\$0	\$0	\$0	\$9,000	\$0	\$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	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$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	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$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	\$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	\$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
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$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	\$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	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$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	\$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	\$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	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$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	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2006-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$907,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$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	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP2012-20AM3	\$2,392,000	\$0	\$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	\$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	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000
SP2016-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$10,759,640	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,800,964	\$5,119,861	\$0	\$10,000	\$740,993	\$3,886,775	\$1,682,400	\$0	\$10,984,548	\$16,000	\$2,988,700	\$123,499	\$74,312,651	
2021																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$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
CC1703	\$0	\$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	\$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	\$0	\$200	\$0	\$0	\$0	\$2,000
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
CC2001-20	\$0	\$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	\$0	\$1,800	\$0	\$0	\$0	\$18,000
GR1403-18A1	\$0	\$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	\$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	\$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
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,464	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$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	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$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	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$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	\$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	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$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	\$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	\$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	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$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	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
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
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$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	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$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	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000
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
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$											

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISB)	FEMA	LOCAL	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
MO2009-20	\$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	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
NX2101-20AM7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NX2102-20A5	\$437,502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$546,878
NX2201-20A5	\$961,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,425	\$0	\$0	\$0	\$0	\$0	\$0	\$1,202,124
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
OK2104-20A5	\$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
SP1401-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1418-18A1	\$0	\$0	\$0	\$0,000	\$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
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$0	\$150,000
SP1816-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$11,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,600	\$0	\$0	\$0	\$34,200
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000
SP1902-20AM5	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1908-19A2	\$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
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2011-20AM6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
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
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000
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	\$22,868,234	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,120,003	\$4,556,800	\$19,278,422	\$25,500	\$0	\$17,950,056	\$0	\$0	\$8,426,322	\$135,500	\$3,137,300	\$0	\$100,517,437
2022																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1103	\$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
GR1902-20AM6	\$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	\$328,800	\$0	\$0	\$0	\$1,636,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$562,000	\$0	\$0	\$0	\$0	\$0	\$562,000	\$0	\$0	\$1,124,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1710-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$0	\$23,500
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$569,600	\$0	\$0	\$0	\$0	\$0	\$0	\$142,400	\$0	\$0	\$0	\$712,000

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	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$61,829	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,464	\$0	\$0	\$0	\$317,319
SP1906-19	\$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	\$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	\$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
SP2006-20	\$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	\$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	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2103-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033
SP2102-20A5	\$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	\$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	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$7,984,781	\$13,504,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$619,200	\$0	\$562,000	\$0	\$2,439,096	\$0	\$0	\$6,213,067	\$762,000	\$3,229,850	\$0	\$47,502,218
2023																			
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	\$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	\$1,600	\$0	\$0	\$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
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2102-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1802-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859
SP1912-20A6	\$1,146,112	\$0	\$0	\$0	\$0	\$0	\$658,408	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,021	\$0	\$0	\$0	\$3,728,648
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$3,452,244	\$0	\$1,633,600	\$0	\$25,902,961
GRAND TOTAL	\$44,582,848	\$19,978,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,299,766	\$10,343,881	\$19,278,422	\$597,500	\$740,993	\$30,019,476	\$1,682,400	\$0	\$29,086,181	\$913,500	\$10,989,450	\$123,499	\$249,235,267

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	\$10,759,640	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,800,964	\$5,119,881	\$0	\$10,000	\$740,993	\$54,620,729	\$5,569,175	\$13,999,248	\$123,499	\$5,380,129	\$79,692,780
2021 Funds Programmed	\$22,868,234	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,120,003	\$4,556,800	\$19,278,422	\$25,500	\$0	\$70,868,259	\$17,950,056	\$11,699,122	\$0	\$5,476,971	\$105,994,408
2022 Funds Programmed	\$7,984,781	\$13,504,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$619,200	\$0	\$562,000	\$0	\$34,858,205	\$2,439,096	\$10,204,917	\$0	\$5,575,557	\$53,077,775
2023 Funds Programmed	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$15,073,568	\$5,743,549	\$5,085,844	\$0	\$5,675,917	\$31,578,878
Total	\$44,582,848	\$ 19,978,800	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$71,299,766	\$ 10,343,881	\$ 19,278,422	\$ 597,500	\$ 740,993	\$175,420,761	\$ 31,701,876	\$ 40,989,131	\$ 123,499	\$22,108,574	\$270,343,841

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 56,146,056	\$ 32,198,183	\$40,437,989	\$ 26,214,000	\$165,124,221
Federal Discretionary Funding	\$0	\$ 20,985,822	\$ -	\$ -	\$ -	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$5,569,175	\$17,950,056	\$2,439,096	\$5,743,549	\$31,825,375
Available Suballocated Funding	\$27,323,332	\$5,960,134	\$1,277,095	\$6,963,501	\$7,102,771	\$48,626,832
TOTAL AVAILABLE FUNDING	\$37,574,824	\$94,041,316	\$56,902,305	\$55,416,143	\$44,736,237	\$288,670,824
Prior Year Funding	\$37,574,824	\$51,923,359	\$2,831,256	\$5,169,624	\$5,169,624	—
Programmed State and Federal Funding		(\$79,692,780)	#####	(\$53,077,775)	(\$31,578,878)	(\$270,343,841)
TOTAL REMAINING	\$37,574,824	\$51,923,359	\$2,831,256	\$5,169,624	\$18,326,983	\$18,326,983

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.

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$220,735.00	\$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	(\$137,523.00)	(\$124,321.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$220,735.00	\$454,269.66	\$811,715.75	\$1,168,744.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,784,977.64	\$3,078,919.94	\$4,538,765.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$150,500.00)	(\$637,895.00)	(\$468,286.00)	(\$51,516.00)
Amount Available for Local Projects	\$1,784,977.64	\$3,078,919.94	\$4,538,765.36	\$6,411,608.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$783,782.16	\$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	(\$1,081,175.00)	(\$787,678.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$783,782.16	\$1,860,616.75	\$3,724,676.75	\$5,588,276.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,980,487.45	\$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	\$117,971.00	(\$334,496.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,980,487.45	\$3,505,433.03	\$5,361,744.38	\$7,214,869.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$19,400,114.28	\$29,742,798.08	\$49,472,177.86
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	(\$3,606,454.00)	(\$12,617,522.00)	(\$3,183,629.00)	(\$3,372,543.00)
Amount Available for Local Projects	\$19,400,114.28	\$29,742,798.08	\$49,472,177.86	\$68,964,597.09

Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
City of Strafford				
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
Amount Available for Local Projects	\$63,598.00	\$175,398.39	\$287,130.96	\$398,794.49
City of Willard				
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
Amount Available for Local Projects	\$381,887.44	\$804,746.36	\$1,226,497.15	\$1,647,119.89
Christian County				
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
Amount Available for Local Projects	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84	\$22,715,561.43
Greene County				
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	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$885,000.00)	(\$7,828,378.00)	(\$1,254,521.00)	(\$5,001,000.00)
Amount Available for Local Projects	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28	\$81,550,340.68
City Utilities				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,252.00)	(\$5,954,660.00)	(\$6,081,612.00)	(\$6,081,756.00)
Available for TIP Project Expenditures	\$2,316,248.00	\$2,895,840.00	\$3,613,888.00	\$4,217,744.00
Carryover from Prior Year	--	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00
Estimated TIP Project Expenditures	(\$391,920.00)	(\$6,082.00)	(\$358,149.00)	\$0.00
Amount Available for Local Projects	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00	\$12,287,569.00

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2020; ITEM II.C.

Amendment Number Seven to the FY 2020-2023 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are 12 items requested by MoDOT and OTO members included as part of Amendment Number Six to the FY 2020-2023 Transportation Improvement Program.

1. ***New*** US 160 Scoping for Improvements at Route AA (CC2102-20A7)
MoDOT is requesting to add a project for scoping intersection improvements at US 160 and Route AA, for a total programmed amount of \$450,000.
2. ***New*** Nelson Mill Bridge (CC2103-20A7)
Christian County is requested to add improvements to the Nelson Mill Bridge for a total programmed cost of \$510,000.
3. ***Revised*** Route 60 Resurfacing W. of Highland Springs (GR1804-20A7)
MoDOT is requesting to move this project to FY 2021, including inflating project costs, for a new total programmed amount of \$690,000.
4. ***Revise*** ITS Operations and Management (2022) (MO2104-20A7)
MoDOT funding for this project has been moved from FY 2021 to 2022 and increased in amount, for a total new programmed amount of \$1,103,000.
5. ***New*** Add ITS for Ozarks Traffic in Various Locations in OTO Area (MO2106-20A7)
MoDOT is requesting to add a project to upgrade ITS message boards at various locations in the OTO area, for a programmed total of \$120,000.
6. ***New*** Upgrade ITS Message Boards in OTO Area (MO2107-20A7)
Funding has been increased on this project, as well as moved to Fiscal Year 2021, in order to reflect an increase in estimated project cost, for a new total programmed amount of \$3,200,000.
7. ***Revised*** Route 14 Capacity Improvements from Fort to Ridgecrest (NX1701-20A7)
MoDOT is requesting a change to ensure the TIP matches the STIP, with a new total programmed amount of \$7,736,000.
8. ***Revised*** US 60 Improvements National to 65 (SP1907-20A7)
MoDOT is requesting to move this project to FY 2021, including inflating project costs, for a new total programmed amount of \$22,937,000.
9. ***Revised*** Glenstone Operational, Safety, and ADA Improvements St. Louis to JRF (SP2003-20A7)
MoDOT is requesting to move this project to FY 2022, including inflating project costs, for a new total programmed amount of \$6,902,000.

10. *Revised* Pavement Improvements Sunshine, National, and Battlefield (SP2012-20A7)
The City of Springfield is requesting to move this project from FY 2020 to FY 2021 for the same programmed amount of \$2,990,000.
11. *Revised* ADA Improvements Sunshine, National, and Battlefield (SP2014-20A7)
The City of Springfield is requesting to move this project from FY 2020 to FY 2021 for the same programmed amount of \$1,610,000.
12. *New* Walnut Street Bridge (SP2104-20A7)
The City of Springfield is requesting to add a project to replace the Walnut Street Bridge over Jordan Creek and incorporate a future trail for a total programmed amount of \$2,000,000.

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 7 to the FY 2020-2023 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 7 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

J) Pending Amendment Section

TIP # CC2102-20A7 US 160 SCOPING FOR IMPROVEMENTS AT RT AA

Route US 160

From Route AA

To

Location Christian County

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Flexible and Other

Bike/Ped Plan? EJ?

STIP # 8S3138B

Federal ID #

Project Description

Scoping for roadway and intersection improvements at Route AA.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$30,000	\$30,000	\$30,000	\$90,000
MoDOT-AC	State	ENG	\$0	\$120,000	\$120,000	\$120,000	\$360,000
Totals			\$0	\$150,000	\$150,000	\$150,000	\$450,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon anticipated Advanced Construction (AC)
conversion - STBG

Prior Cost \$0

Future Cost \$0

Total Cost \$450,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CC2103-20A7 **NELSON MILL BRIDGE**

Route Nelson Mill Road

From

To

Location Christian County

Federal Agency FHWA

Project Sponsor Christian County

Federal Funding Category STBG-U

MoDOT Funding Category None

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

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

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$24,000	\$0	\$0	\$24,000
LOCAL	Local	ENG	\$0	\$26,000	\$0	\$0	\$26,000
FHWA (STBG-U)	Federal	CON	\$0	\$368,000	\$0	\$0	\$368,000
LOCAL	Local	CON	\$0	\$92,000	\$0	\$0	\$92,000
Totals			\$0	\$510,000	\$0	\$0	\$510,000

Notes

Non-Federal Funding Source: Christian County

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$510,000



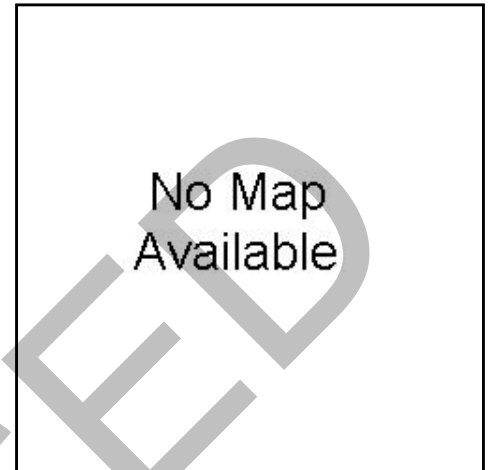
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR1804-20A7 ROUTE 60 RESURFACING W. OF HIGHLAND SPRINGS

Route Rte. 60
From Glenstone Ave.
To Highland Springs Blvd.
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? **EJ?** Yes
STIP # 8P3122
Federal ID #



Project Description

Pavement resurfacing from 0.7 mile east of Glenstone Ave. (Bus. 65) to Highland Springs Boulevard east of Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$800	\$48,800	\$0	\$0	\$49,600
MoDOT	State	ENG	\$200	\$12,200	\$0	\$0	\$12,400
FHWA (NHPP)	Federal	CON	\$0	\$502,400	\$0	\$0	\$502,400
MoDOT	State	CON	\$0	\$125,600	\$0	\$0	\$125,600
Totals			\$1,000	\$689,000	\$0	\$0	\$690,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$86,000
Future Cost	\$0
Total Cost	\$776,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR1804-18 ROUTE 60 RESURFACING W. OF HIGHLAND SPRINGS

Route Rte. 60
From Glenstone Ave.
To Highland Springs Blvd.
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? **EJ?** Yes
STIP # 8P3122
Federal ID #



Project Description

Pavement resurfacing from 0.7 mile east of Glenstone Ave. (Bus. 65) to Highland Springs Boulevard east of Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$49,600	\$0	\$0	\$0	\$49,600
MoDOT	State	ENG	\$12,400	\$0	\$0	\$0	\$12,400
FHWA (NHPP)	Federal	CON	\$488,000	\$0	\$0	\$0	\$488,000
MoDOT	State	CON	\$122,000	\$0	\$0	\$0	\$122,000
Totals			\$672,000	\$0	\$0	\$0	\$672,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$86,000
Future Cost	\$0
Total Cost	\$758,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # MO2104-20A7 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	\$0	\$541,600	\$0	\$541,600
MoDOT	State	PMT	\$0	\$0	\$135,400	\$0	\$135,400
FHWA (STBG-U)	Federal	OPER	\$0	\$0	\$340,000	\$0	\$340,000
LOCAL	Local	OPER	\$0	\$0	\$85,000	\$0	\$85,000
Totals			\$0	\$1,000	\$1,102,000	\$0	\$1,103,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,103,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways 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
Totals			\$0	\$644,000	\$425,000	\$0	\$1,069,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

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



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # MO2106-20A7 ADD ITS FOR OZARKS TRAFFIC IN VARIOUS LOCATIONS IN OTO AREA

Route Various

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

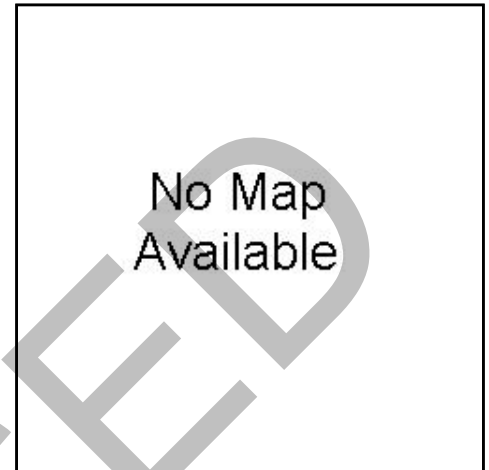
Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8P3207

Federal ID #



Project Description

Add ITS for Ozarks Traffic at various locations on Route 60 (James River Freeway) in Springfield, Route FF (West Bypass) near Battlefield, and various locations in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$10,000	\$12,800	\$0	\$22,800
MoDOT-AC	State	ENG	\$0	\$40,000	\$51,200	\$0	\$91,200
MoDOT	State	CON	\$0	\$0	\$190,800	\$0	\$190,800
MoDOT-AC	State	CON	\$0	\$0	\$763,200	\$0	\$763,200
Totals			\$0	\$50,000	\$1,018,000	\$0	\$1,068,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon anticipated Advanced Construction (AC) conversion - STBG

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,068,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # MO2107-20A7 **UPGRADE ITS MESSAGE BOARDS IN OTO AREA**

Route Various

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

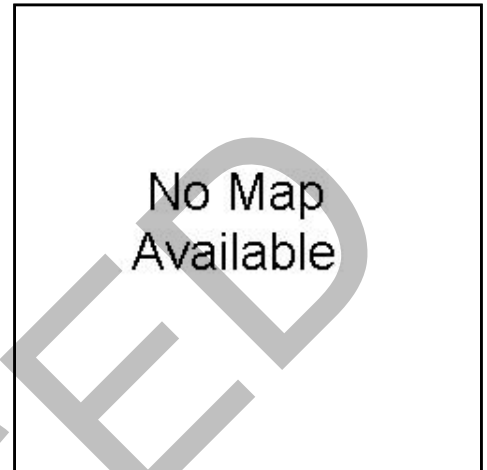
Bike/Ped Plan? EJ?

STIP # 8Q3181B

Federal ID #

Project Description

Upgrade ITS message boards at various locations in the Urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$1,600	\$2,400	\$0	\$4,000
MoDOT-AC	State	ENG	\$0	\$6,400	\$9,600	\$0	\$16,000
MoDOT	State	CON	\$0	\$0	\$20,000	\$0	\$20,000
MoDOT-AC	State	CON	\$0	\$0	\$80,000	\$0	\$80,000
Totals			\$0	\$8,000	\$112,000	\$0	\$120,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon anticipated Advanced Construction (AC) conversion - STBG

Prior Cost \$0

Future Cost \$0

Total Cost \$120,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NX1701-20A7 ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST

Route Rte. 14
From Fort St.
To Ridgecrest St.
Location City of Nixa
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P0588H
Federal ID # 0141028

No Map
Available

Project Description

Add lanes, turn lanes, sidewalks, and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard, pavement improvements on Rice Street north of Route 14, and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$172,000	\$410,400	\$0	\$0	\$582,400
LOCAL	Local	ENG	\$5,000	\$5,000	\$0	\$0	\$10,000
MoDOT	State	ENG	\$38,000	\$97,600	\$0	\$0	\$135,600
FHWA (NHPP)	Federal	CON	\$0	\$5,404,130	\$0	\$0	\$5,404,130
FHWA (STBG-U)	Federal	CON	\$0	\$202,270	\$0	\$0	\$202,270
LOCAL	Local	CON	\$0	\$94,446	\$0	\$0	\$94,446
MoDOT	State	CON	\$0	\$1,307,154	\$0	\$0	\$1,307,154
Totals			\$215,000	\$7,521,000	\$0	\$0	\$7,736,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$1,979,000
Future Cost \$0
Total Cost \$9,715,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # NX1701-20A2 ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST

Route Rte. 14
From Fort St.
To Ridgecrest St.
Location City of Nixa
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P0588H
Federal ID # 0141028



Project Description

Add lanes, turn lanes, sidewalks, and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard, pavement improvements on Rice Street north of Route 14, and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$204,364	\$374,100	\$0	\$0	\$578,464
LOCAL	Local	ENG	\$5,000	\$5,000	\$0	\$0	\$10,000
MoDOT	State	ENG	\$46,091	\$88,525	\$0	\$0	\$134,616
FHWA (NHPP)	Federal	CON	\$0	\$5,240,703	\$0	\$0	\$5,240,703
FHWA (STBG-U)	Federal	CON	\$0	\$202,270	\$0	\$0	\$202,270
LOCAL	Local	CON	\$0	\$94,446	\$0	\$0	\$94,446
MoDOT	State	CON	\$0	\$1,266,297	\$0	\$0	\$1,266,297
Totals			\$255,455	\$7,271,341	\$0	\$0	\$7,526,796

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$1,979,000
Future Cost \$0
Total Cost \$9,505,796



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP1907-20A7 **US 60 IMPROVEMENTS NATIONAL TO 65**

Route US 60

From National Avenue

To US 65

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3032B

Federal ID # 0602109

No Map
Available

Project Description

Add lanes on James River Freeway, improve ramps from National Avenue to Rte. 65, and reconfigure interchange at Glenstone Avenue (Bus. 65) in Springfield. Project involves bridge A4175. \$995,000 Open Container Funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$476,000	\$1,098,400	\$0	\$0	\$1,574,400
MoDOT	State	ENG	\$119,000	\$274,600	\$0	\$0	\$393,600
FHWA (NHPP)	Federal	ROW	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
FHWA (NHPP)	Federal	CON	\$0	\$15,778,600	\$0	\$0	\$15,778,600
FHWA (SAFETY)	Federal	CON	\$0	\$995,000	\$0	\$0	\$995,000
MoDOT	State	CON	\$0	\$4,193,400	\$0	\$0	\$4,193,400
Totals			\$597,000	\$22,340,000	\$0	\$0	\$22,937,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$1,400,000
Future Cost	\$0
Total Cost	\$24,337,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1907-19 **US 60 IMPROVEMENTS NATIONAL TO 65**

Route US 60

From National Avenue

To US 65

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3032B

Federal ID # 0602109



Project Description

Add lanes on James River Freeway, improve ramps from National Avenue to Rte. 65, and reconfigure interchange at Glenstone Avenue (Bus. 65) in Springfield. Project involves bridge A4175. \$995,000 Open Container Funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,574,400	\$0	\$0	\$0	\$1,574,400
MoDOT	State	ENG	\$393,600	\$0	\$0	\$0	\$393,600
FHWA (NHPP)	Federal	ROW	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
FHWA (NHPP)	Federal	CON	\$15,289,800	\$0	\$0	\$0	\$15,289,800
FHWA (SAFETY)	Federal	CON	\$995,000	\$0	\$0	\$0	\$995,000
MoDOT	State	CON	\$4,071,200	\$0	\$0	\$0	\$4,071,200
Totals			\$22,326,000	\$0	\$0	\$0	\$22,326,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$1,400,000
Future Cost	\$0
Total Cost	\$23,726,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2003-20A7 **OPERATIONAL, SAFETY, AND ADA IMPROVEMENTS ON GLENSTONE ST. LOUIS TO 60**

Route Glenstone Avenue (BU 65)

From Valley Water Mill Road

To James River Freeway (Rte. 60)

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

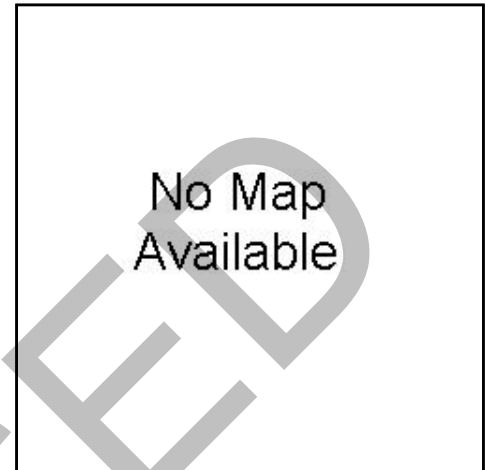
Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

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

STIP # 8S3160

Federal ID #



Project Description

Operational and safety improvements, upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Ave. from Valley Water Mill Road to James River Freeway (Rte. 60) in Springfield. \$677,000 Open Container funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$515,200	\$155,200	\$845,600	\$0	\$1,516,000
MoDOT	State	ENG	\$128,800	\$38,800	\$211,400	\$0	\$379,000
FHWA (STBG)	Federal	ROW	\$0	\$182,400	\$0	\$0	\$182,400
MoDOT	State	ROW	\$0	\$45,600	\$0	\$0	\$45,600
FHWA (SAFETY)	Federal	CON	\$0	\$0	\$677,000	\$0	\$677,000
FHWA (STBG)	Federal	CON	\$0	\$0	\$3,146,200	\$0	\$3,146,200
MoDOT	State	CON	\$0	\$0	\$955,800	\$0	\$955,800
Totals			\$644,000	\$422,000	\$5,836,000	\$0	\$6,902,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$6,902,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2003-20AM2 OPERATIONAL, SAFETY, AND ADA IMPROVEMENTS ON GLENSTONE ST. LOUIS TO 60

Route Glenstone Avenue (BU 65)

From Valley Water Mill Road

To James River Freeway (Rte. 60)

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

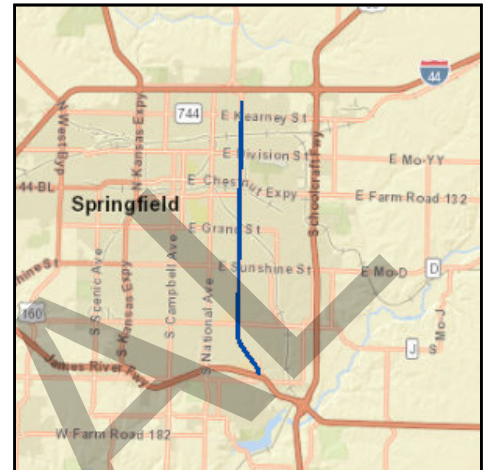
Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

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

STIP # 8S3160

Federal ID #



Project Description

Operational and safety improvements, upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Ave. from Valley Water Mill Road to James River Freeway (Rte. 60) in Springfield. \$527,000
Open Container funds. \$313,000 Statewide Trans. Alt. funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$660,800	\$775,200	\$0	\$0	\$1,436,000
MoDOT	State	ENG	\$165,200	\$193,800	\$0	\$0	\$359,000
FHWA (STBG)	Federal	ROW	\$176,800	\$0	\$0	\$0	\$176,800
MoDOT	State	ROW	\$44,200	\$0	\$0	\$0	\$44,200
FHWA (SAFETY)	Federal	CON	\$0	\$527,000	\$0	\$0	\$527,000
FHWA (STAP)	Federal	CON	\$0	\$313,000	\$0	\$0	\$313,000
FHWA (STBG)	Federal	CON	\$0	\$2,872,000	\$0	\$0	\$2,872,000
MoDOT	State	CON	\$0	\$928,000	\$0	\$0	\$928,000
Totals			\$1,047,000	\$5,609,000	\$0	\$0	\$6,656,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$6,656,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2012-20A7 **PAVEMENT IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD**

Route Sunshine, National, Battlefield

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? Yes **EJ?** Yes

STIP #

Federal ID #

Project Description

Overlay for various locations on Sunshine Street, National Avenue, and Battlefield Road.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$2,392,000	\$0	\$0	\$2,392,000
LOCAL	Local	CON	\$0	\$598,000	\$0	\$0	\$598,000
Totals			\$0	\$2,990,000	\$0	\$0	\$2,990,000

Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,990,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2012-20AM3 **PAVEMENT AND ADA IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD**

Route Sunshine, National, Battlefield

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? Yes **EJ?** Yes

STIP #

Federal ID #

Project Description

Overlay for various locations on Sunshine Street, National Avenue, and Battlefield Road.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$2,392,000	\$0	\$0	\$0	\$2,392,000
LOCAL	Local	CON	\$598,000	\$0	\$0	\$0	\$598,000
Totals			\$2,990,000	\$0	\$0	\$0	\$2,990,000

Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,990,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2014-20A7 **ADA IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD**

Route Sunshine, National, Battlefield

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? Yes **EJ?** Yes

STIP #

Federal ID #

Project Description

ADA improvements at various locations on Sunshine Street, National Avenue, and Battlefield Road.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$1,288,000	\$0	\$0	\$1,288,000
LOCAL	Local	CON	\$0	\$322,000	\$0	\$0	\$322,000
Totals			\$0	\$1,610,000	\$0	\$0	\$1,610,000

Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,610,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2014-20AM3 **PAVEMENT AND ADA IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD**

Route Sunshine, National, Battlefield

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? Yes **EJ?** Yes

STIP #

Federal ID #

Project Description

ADA improvements at various locations on Sunshine Street, National Avenue, and Battlefield Road.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$1,288,000	\$0	\$0	\$0	\$1,288,000
LOCAL	Local	CON	\$322,000	\$0	\$0	\$0	\$322,000
Totals			\$1,610,000	\$0	\$0	\$0	\$1,610,000

Notes

Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,610,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2104-20A7 **WALNUT STREET BRIDGE**

Route Walnut Street

From over Jordan Creek

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category STBG-U

MoDOT Funding Category None

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Replacement of Walnut Street Bridge over Jordan Creek and incorporate a future trail under the bridge.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$0	\$240,000	\$0	\$0	\$240,000
LOCAL	Local	ROW	\$0	\$60,000	\$0	\$0	\$60,000
FHWA (STBG-U)	Federal	CON	\$0	\$1,360,000	\$0	\$0	\$1,360,000
LOCAL	Local	CON	\$0	\$340,000	\$0	\$0	\$340,000
Totals			\$0	\$2,000,000	\$0	\$0	\$2,000,000

Notes

Non-Federal Funding Source: City of Springfield

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,000,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (RM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																			
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
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	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
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	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
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	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$1,300
GR1901-20AM6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$0	\$1,212,675
GR1902-20AM6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$637,465	\$0	\$0	\$0	\$0	\$0	\$0	\$3,187,326
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$27,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$0	\$128,400	\$513,600	\$0	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
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	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$10,000	\$0	\$0	\$25,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO2001-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$80,000	\$0	\$90,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$38,000	\$0	\$0	\$0	\$215,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$466,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,695,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$835,780	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$0	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
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	\$1,600	\$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
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,400	\$0	\$0	\$0	\$16,400
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
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	\$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
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
SP1816-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
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
SP1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1906-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$596,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,000	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$634,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$32,000	\$0	\$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
SP2011-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP2012-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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
SP2016-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$7,079,640	\$3,069,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$2,966,775	\$1,682,400	\$0	\$6,509,257	\$16,000	\$2,988,700	\$123,499	\$47,286,196
2021																			
CC1001	\$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	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
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
GR1904-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
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	\$18,400	\$0	\$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	\$62,200	\$338,800	\$0	\$0	\$401,000
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
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
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	\$158,400	\$0	\$0	\$198,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0																	

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	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	\$10,000	\$0	\$0	\$0
MO2008-20	\$0	\$183,600	\$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	\$10,000	\$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
MO2104-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$0	\$22,500
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
NX1708-20A7	\$202,270	\$0	\$0	\$0	\$0	\$0	\$0	\$5,814,530	\$0	\$0	\$0	\$0	\$99,416	\$0	\$0	\$1,404,754	\$0	\$0	\$7,521,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$546,882
NX2201-20AM7	\$961,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,425	\$0	\$0	\$0	\$0	\$0	\$0	\$1,202,124
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$2,047,000
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$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	\$0	\$179,800	\$0	\$0	\$1,798,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$1,600	\$0	\$2,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$81,600	\$85,600
2022																			
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$1,600	\$2,000
SP1418-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$11,500	\$0	\$0	\$0	\$19,500	\$0	\$0	\$150,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,600	\$0	\$0	\$38,800
SP1817-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$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	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$1,271,000
SP1908-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$16,877,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,468,000	\$0	\$0	\$22,340,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$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	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$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	\$2,000
SP2008-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,000	\$0	\$0	\$391,600
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$10,000
SP2007-20A5	\$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	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP2011-20AM6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
SP2012-20A7	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$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	\$19,278,422	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$8,000
SP2103-20A7	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,008,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$0	\$1,502,000	\$0	\$0	\$5,002,000
SUBTOTAL	\$28,540,234	\$3,340,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,747,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$19,388,056	\$0	\$0	\$12,367,454	\$135,500	\$3,303,700	\$0	\$127,333,096
2022																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$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	\$200	\$0	\$0	\$2,000
CC1901-19	\$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	\$400	\$1,600	\$0	\$2,000
CC2101-20A5	\$0	\$238,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$265,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$120,000	\$0	\$150,000
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	\$0	\$200	\$0	\$0	\$2,000
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,321	\$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	\$418,000	\$1,672,000	\$0	\$2,090,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$1,634,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
GR2010-20A1	\$0	\$9,000																	

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2022 Continued																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$144,722	\$0	\$0	\$0	\$0	\$13,457	\$0	\$0	\$130,943	\$0	\$0	\$0	\$289,180
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,464	\$0	\$0	\$0	\$317,319
SP1906-19	\$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	\$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	\$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
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,836,000
SP2006-20	\$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	\$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	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$0	\$221,050	\$0	\$276,312
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SUBTOTAL	\$7,984,781	\$14,181,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$2,439,096	\$0	\$0	\$7,771,687	\$762,000	\$4,263,850	\$0	\$55,296,218
2023																			
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	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$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
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$498,000	\$0	\$0	\$0	\$2,482,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2003-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1405-18A1																			
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859
SP1819-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$635,933	\$0	\$0	\$0	\$0	\$246,829	\$0	\$0	\$214,911	\$0	\$0	\$0	\$2,265,646
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,548	\$0	\$0	\$3,482,244	\$0	\$1,763,600	\$0	\$26,062,981
GRAND TOTAL	\$46,574,848	\$20,655,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,970,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$30,537,476	\$1,682,400	\$0	\$30,130,622	\$913,500	\$12,299,850	\$123,489	\$255,967,471

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	\$7,079,640	\$3,069,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$32,999,565	\$4,649,175	\$9,513,957	\$123,499	\$5,380,129	\$52,666,325
2021 Funds Programmed	\$28,540,234	\$3,340,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,747,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$92,138,386	\$19,388,056	\$15,806,654	\$0	\$5,476,971	\$132,810,067
2022 Funds Programmed	\$7,984,781	\$14,181,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$40,068,605	\$2,439,096	\$12,787,517	\$0	\$5,575,557	\$60,870,775
2023 Funds Programmed	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$15,073,568	\$5,743,549	\$5,235,844	\$0	\$5,675,917	\$31,728,878
Total	\$46,574,848	\$20,655,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,970,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$180,280,124	\$32,219,876	\$43,343,972	\$123,499	\$22,108,574	\$278,076,045

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$56,146,056	\$32,198,183	\$40,437,989	\$26,214,000	\$165,124,221
Federal Discretionary Funding	\$0	\$20,985,822	\$-	\$-	\$-	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$4,649,175	\$19,388,056	\$2,439,096	\$5,743,549	\$32,343,375
Available Suballocated Funding	\$27,323,332	\$5,960,134	\$1,277,095	\$6,963,501	\$7,102,771	\$48,626,832
TOTAL AVAILABLE FUNDING	\$37,574,824	\$93,121,316	\$58,340,305	\$55,416,143	\$44,736,237	\$289,188,824
Prior Year Funding		\$37,574,824	\$78,029,814	\$3,560,052	(\$1,894,580)	-
Programmed State and Federal Funding		(\$52,666,325)	#####	(\$60,870,775)	(\$31,728,878)	(\$278,076,045)
TOTAL REMAINING	\$37,574,824	\$78,029,814	\$3,560,052	(\$1,894,580)	\$11,112,779	\$11,112,779

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	\$10,350,859	\$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	\$2,884,003	\$301,218	\$411,803
Total Anticipated Allocation	\$27,586,333.22	\$1,738,853.08	\$18,834,328	\$1,169,896	\$1,602,316
Programmed through FY2023	(\$46,574,848.00)	(\$1,275,239.00)	(\$16,983,377)	(\$1,040,666)	(\$2,552,742)
Estimated Carryover Balance Through FY 2023	\$8,334,816.97	\$1,316,967.40	\$1,850,951	\$684,842	\$1,635,015

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$220,735.00	\$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	(\$137,523.00)	(\$124,321.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$220,735.00	\$454,269.66	\$811,715.75	\$1,168,744.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,784,977.64	\$3,078,919.94	\$4,538,765.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$150,500.00)	(\$637,895.00)	(\$468,286.00)	(\$51,516.00)
Amount Available for Local Projects	\$1,784,977.64	\$3,078,919.94	\$4,538,765.36	\$6,411,608.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$783,782.16	\$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	(\$1,081,175.00)	(\$787,678.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$783,782.16	\$1,860,616.75	\$3,724,676.75	\$5,588,276.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,980,487.45	\$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	\$117,971.00	(\$334,496.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,980,487.45	\$3,505,433.03	\$5,361,744.38	\$7,214,869.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$20,320,114.28	\$29,342,798.08	\$49,072,177.86
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	(\$2,686,454.00)	(\$13,937,522.00)	(\$3,183,629.00)	(\$3,372,543.00)
Amount Available for Local Projects	\$20,320,114.28	\$29,342,798.08	\$49,072,177.86	\$68,564,597.09

Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
City of Strafford				
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
Amount Available for Local Projects	\$63,598.00	\$175,398.39	\$287,130.96	\$398,794.49
City of Willard				
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
Amount Available for Local Projects	\$381,887.44	\$804,746.36	\$1,226,497.15	\$1,647,119.89
Christian County				
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	\$11,242,732.11	\$16,920,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	(\$118,000)	(\$0.00)	\$0.00
Amount Available for Local Projects	\$5,681,090.80	\$11,242,732.11	\$16,920,897.84	\$22,597,561.43
Greene County				
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	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$885,000.00)	(\$7,828,378.00)	(\$1,254,521.00)	(\$5,001,000.00)
Amount Available for Local Projects	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28	\$81,550,340.68
City Utilities				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,252.00)	(\$5,954,660.00)	(\$6,081,612.00)	(\$6,081,756.00)
Available for TIP Project Expenditures	\$2,316,248.00	\$2,895,840.00	\$3,613,888.00	\$4,217,744.00
Carryover from Prior Year	--	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00
Estimated TIP Project Expenditures	(\$391,920.00)	(\$6,082.00)	(\$358,149.00)	\$0.00
Amount Available for Local Projects	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00	\$12,287,569.00

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2020; ITEM II.D.

Federal Funds Balance Report – September 30, 2020

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Funds Balance Report, ending September 30, 2020, will be sent under separate cover for member review.

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

OTO has elected to sub-allocate the STBG-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2021.

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

Congress continues to propose rescissions as part of the annual budgeting process. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. The OTO intersection cost share program has helped to commit these funds, however, without obligation, the total OTO balance is subject to rescission. OTO commends those who have taken action to plan for the use of available funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2020; ITEM II.E.

2021 Performance Targets

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. This year, four types of performance targets will be reviewed: safety, system condition, system performance, and transit safety.

Safety

Updated Safety Targets are required to be set by the end of February 2021.

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2021
Number of Fatalities	871.6
Fatality Rate per 100 Million VMT	1.119
Number of Serious Injuries	4463.9
Serious Injury Rate per 100 Million VMT	5.829
Number of Non-Motorized Fatalities and Serious Injuries	462.2

System Condition

Updated Bridge and Pavement Targets are required to be set by the end of March 2021.

Six individual targets comprise the Bridge and Pavement Targets:

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition
3. Percentage of Pavements of the Interstate System in Good Condition
4. Percentage of Pavements of the non-Interstate NHS in Good Condition
5. Percentage of Pavements of the Interstate System in Poor Condition
6. Percentage of Pavements of the non-Interstate NHS in Poor Condition

Targets will be reviewed and may be updated every two years. OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets.

Performance Measure	2017 Baseline	2019 Statewide Target	2021 Statewide Target
Percentage of NHS Bridges Classified as in Good Condition	34.0	30.9	26.4
Percentage of NHS Bridges Classified as in Poor Condition	7.1	7.1	8.2
Percentage of Pavements of the Interstate System in Good Condition	77.5	N/A	77.5
Percentage of Pavements of the non-Interstate NHS in Good Condition	61.1	61.1	61.1
Percentage of Pavements of the Interstate System in Poor Condition	0.1	N/A	0.0
Percentage of Pavements of the non-Interstate NHS in Poor Condition	1.0	1.0	1.0

System Performance

Updated System Performance Targets are required to be set by the end of March 2021.

There are also six individual targets for System Performance, however only three of them apply to OTO:

1. Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. *Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)
3. ~~*Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS)~~
4. ~~Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT) (ACS)~~
5. ~~Emissions Measure: Total Emissions Reduction for PM2.5, Ozone and CO individually (only applies to EWG, St. Louis)~~
6. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)

*4-year target for 2022 initially for phase in and may be adjusted in 2020; in 2022, must establish 2- and 4-year targets

Targets will be reviewed and may be updated every two years. OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets.

Performance Measure	2017 Baseline	2019 Statewide Target	2021 Statewide Target
Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)	91.6	88.9	87.1
Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)	92.3	N/A	87.8
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)	1.25	1.28	1.45


Transit Safety

City Utilities elected to develop their own Public Transportation Agency Safety Plan rather than participate in the statewide plan. A copy of this plan is included in the agenda.

There are four transit safety performance measures:

1. Fatalities: Total number of reportable fatalities and rate per total revenue miles by mode
2. Injuries: Total number of reportable injuries and rate per total vehicle revenue miles by mode
3. Safety Events: Total number of reportable events and rate per total vehicle revenue miles by mode
4. System reliability: State of Good Repair - Mean distance between major mechanical failures by mode

As with other targets set first by MoDOT, OTO can elect to plan and program in support of City Utilities' targets or set separate targets.

Safety Performance Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 250k mi)	Injuries (Total)	Injuries (per 250k mi)	Safety Events (Total)	Safety Events (per 250k mi)	System Reliability (VRM/failures)
Bus Fixed-Route (MB)	0	0	2	.5	4	1	20,000
	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (VRM/failures)
ADA Paratransit (DR)	0	0	0	0	0	0	45,000
Annual Review and Update of the Safety Performance Targets							
							

The Safety Performance Targets were based on a 3-year average from FY2015-2018 and will be evaluated annually in July. The system reliability target was calculated by calculating the miles between major system failures, over the most recent six years, for one randomly selected bus from each model year, then averaging the results for both fixed route and paratransit.

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 supports the statewide targets.”

OR

“Move to recommend that the Performance Measures Subcommittee review the targets with the following considerations...”

Missouri Statewide Safety Targets

August 2020 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2017-2021:

Performance Measure	5-Year Rolling Average Baseline (2015-2019)	5-year Rolling Average Statewide Target for CY2021
Number of Fatalities*	910.0	871.6
Fatality Rate per 100 Million VMT*	1.213	1.119
Number of Serious Injuries*	4681.2	4463.9
Serious Injury Rate per 100 Million VMT^	6.241	5.829
Number of Non-Motorized Fatalities and Serious Injuries^	462.2	462.2~

*Performance Measures were reported in the 2020 Highway Safety Plan.

^Performance Measures were reported in the 2020 Highway Safety Improvement Program Annual Report.

Methodology: Targets are based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Non-Motorized Fatalities and Serious Injuries using the methodology above was calculated to be 475.8. This is greater than the 462.2 for the baseline, therefore the baseline was used for the target.

More data below:

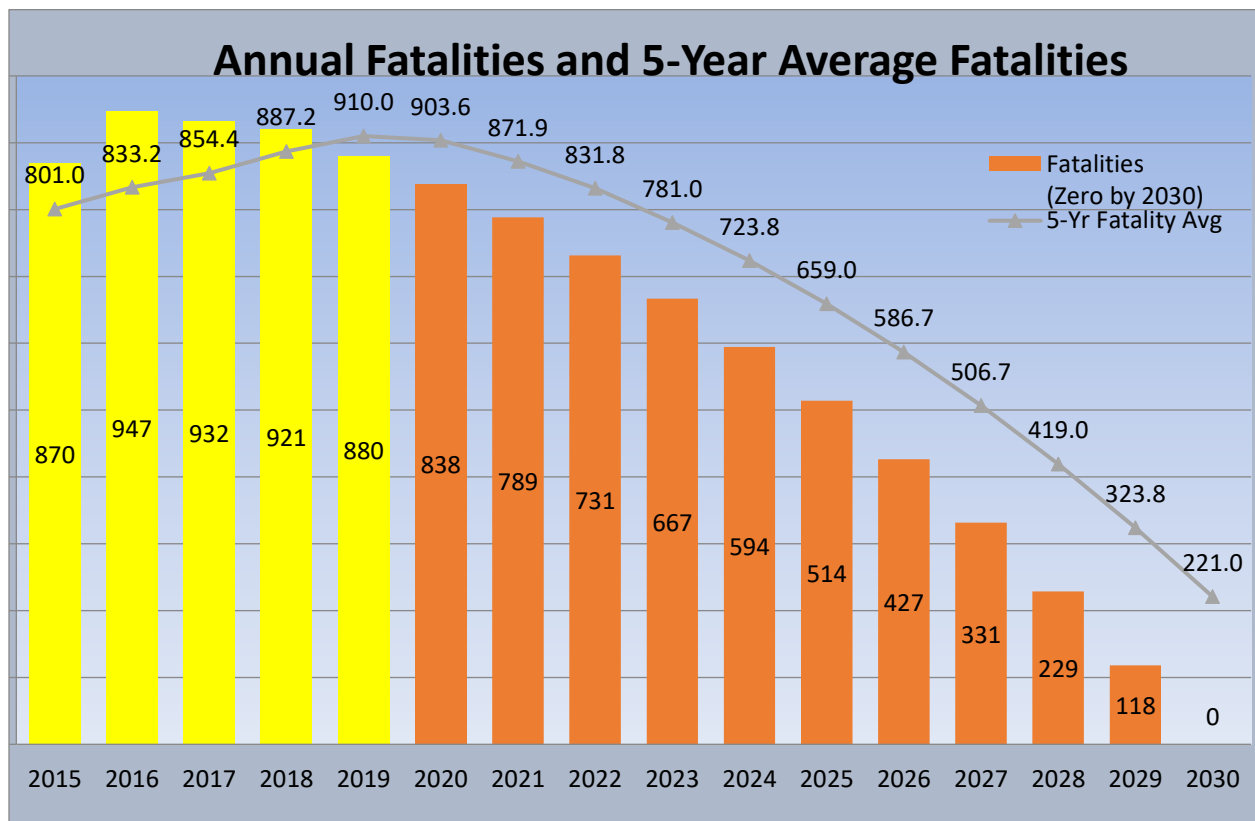
Performance Measure	Crash Data				5-Year Rolling Average Baseline (2015-2019)	5-year Rolling Average Statewide Target CY2021
	2018 Final	2019 Preliminary	2020 Interim Target	2021 Target		
Number of Fatalities*	921	880	838	789	910.0	871.6
Fatality Rate per 100 Million VMT*	1.211	1.146	1.031	0.919	1.213	1.119
Number of Serious Injuries*	4717	4486	4272	4059	4681.2	4463.9
Serious Injury Rate per 100 Million VMT^	6.202	5.840	5.507	5.179	6.241	5.829
Number of Non-Motorized Fatalities and Serious Injuries^	440	517	492	467	462.2	462.2~

Missouri Statewide Safety Targets
September 2020 (reported in HSP and HSIP)

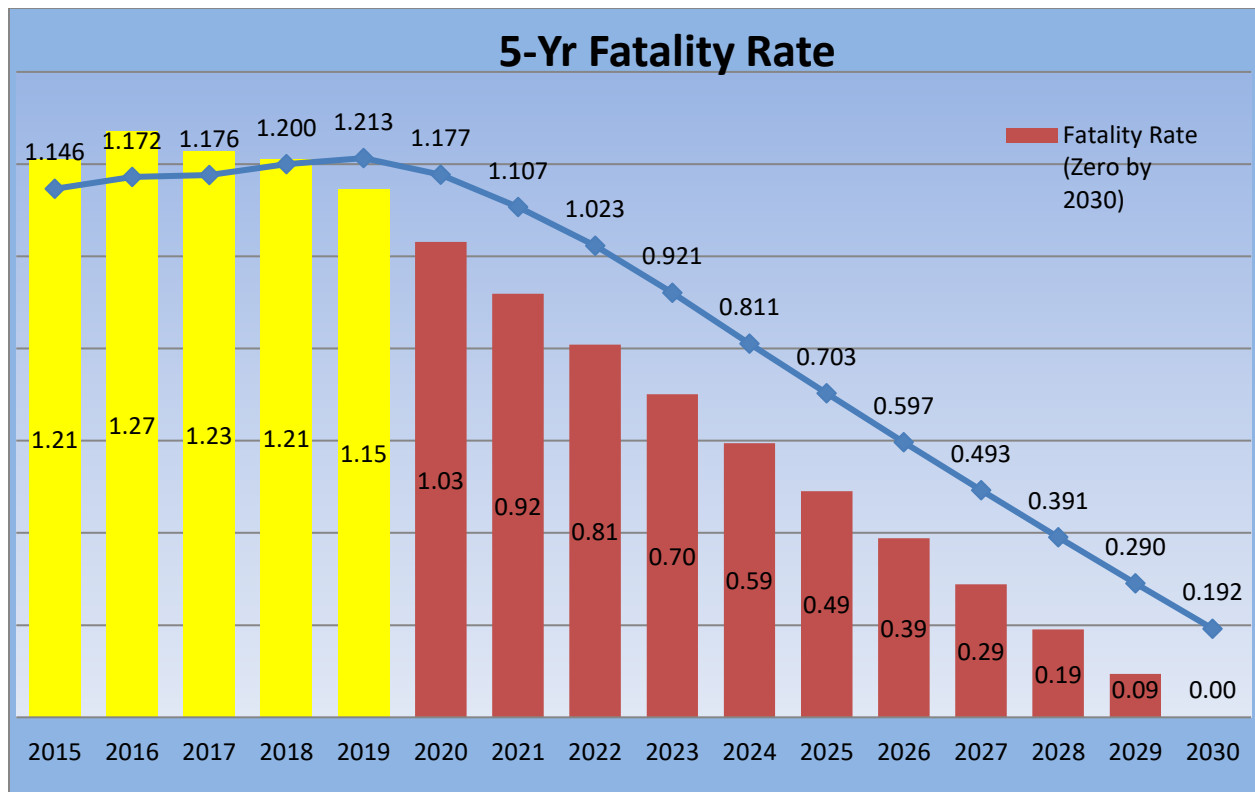
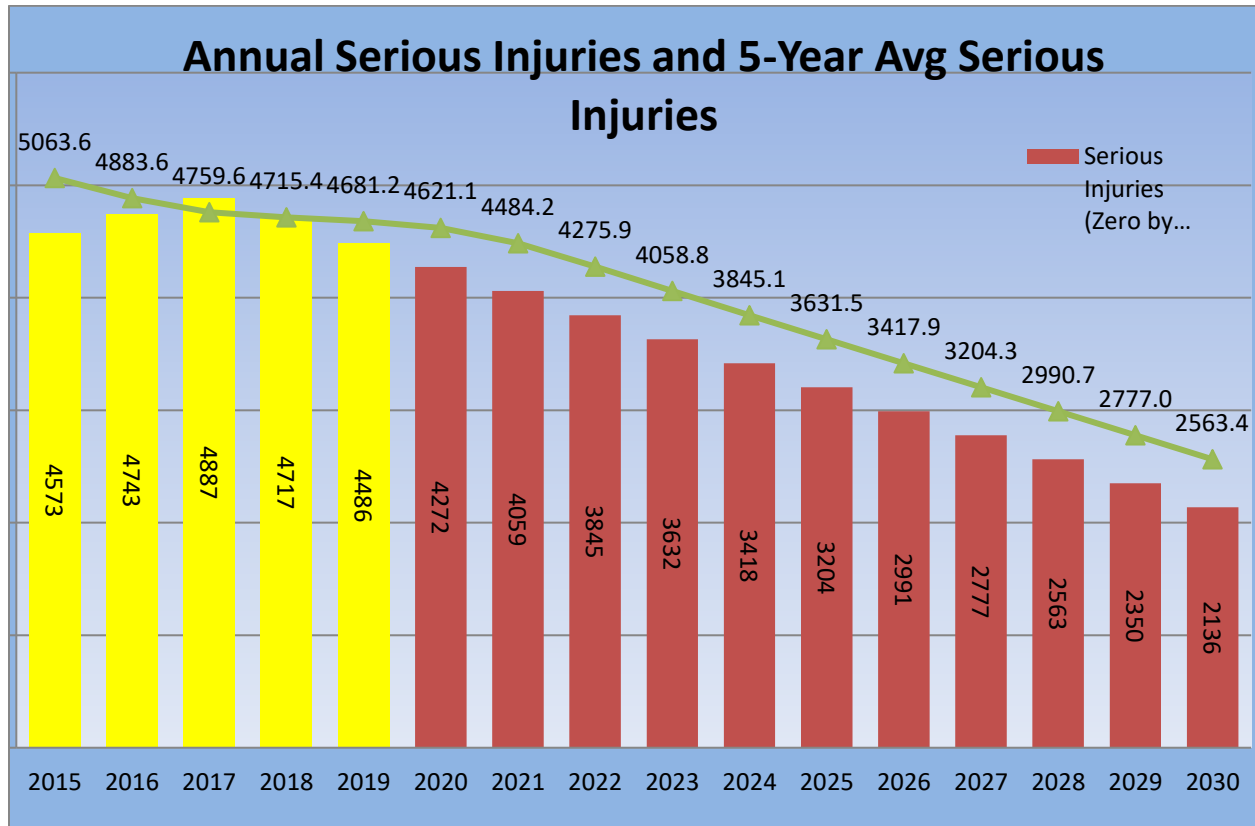
Fatality Reduction: Zero by 2030

Serious Injury Reduction: Zero by 2040

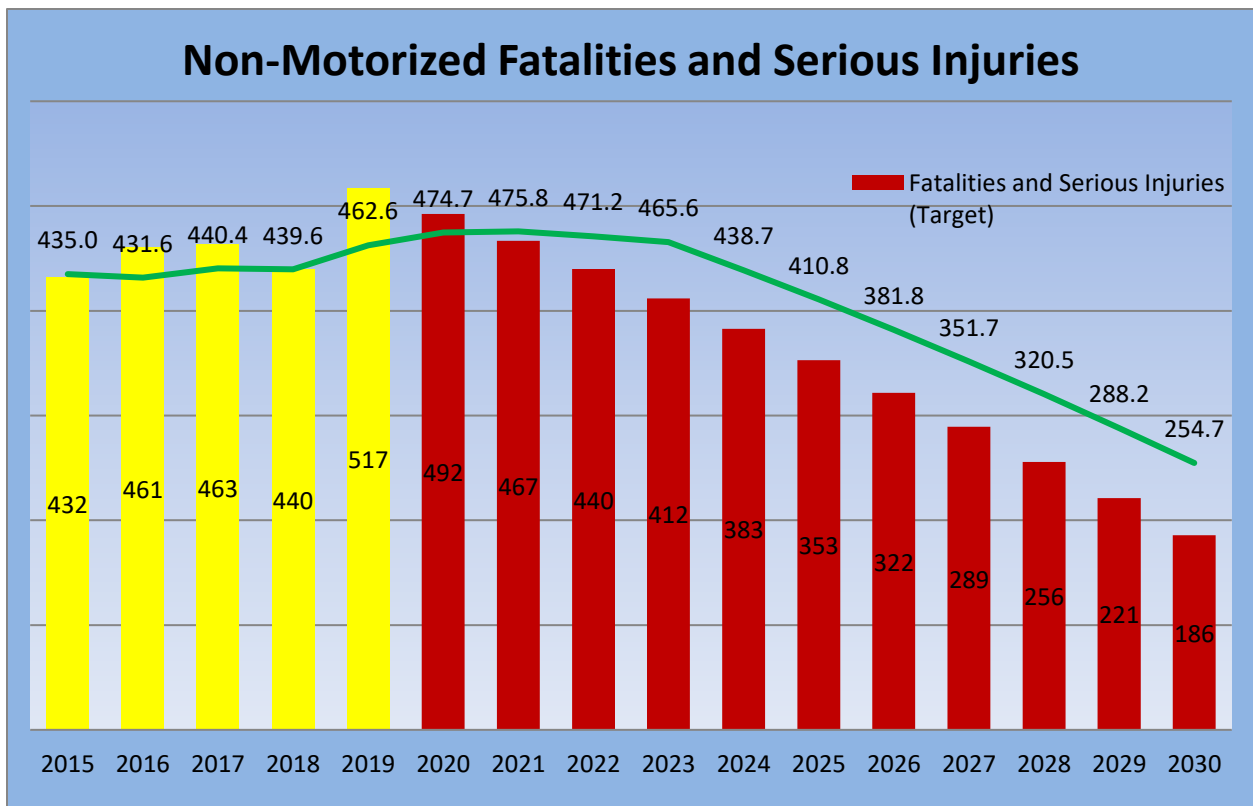
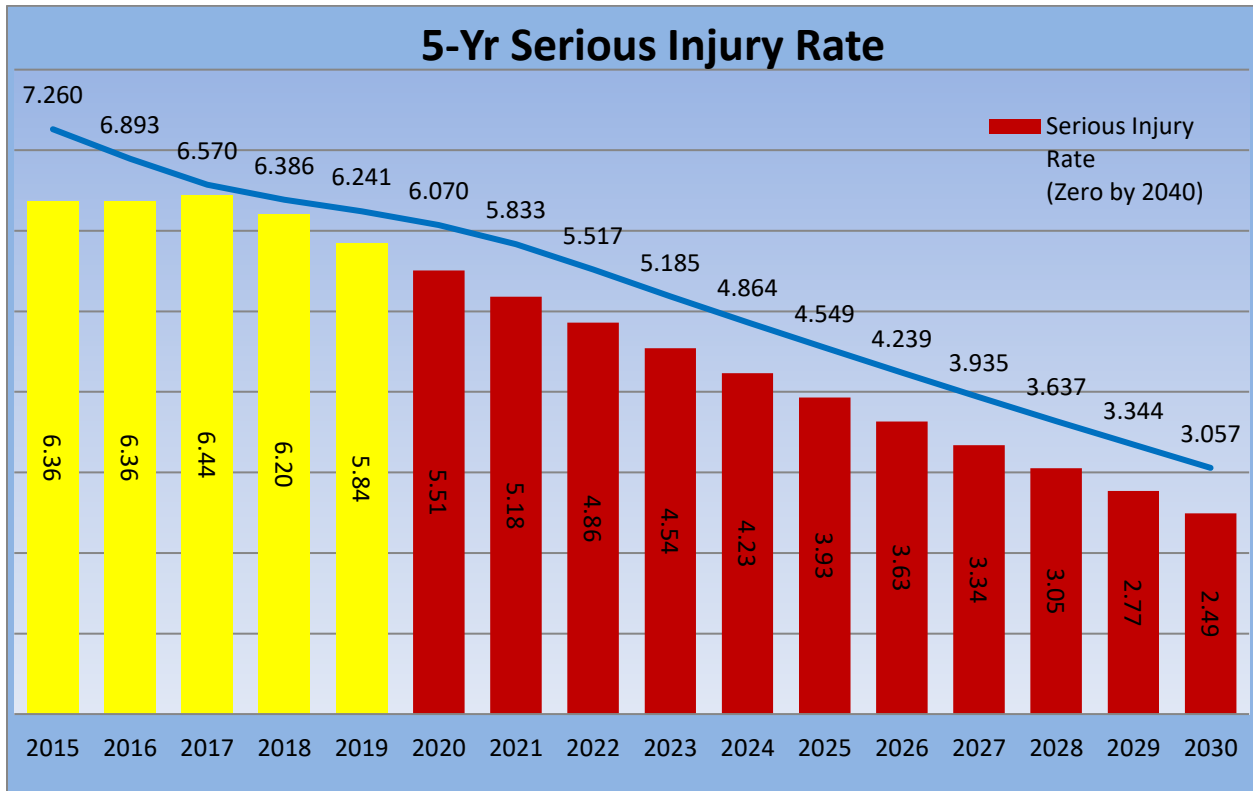
VMT % Increase **1.00%**



Missouri Statewide Safety Targets
September 2020 (reported in HSP and HSIP)



Missouri Statewide Safety Targets
September 2020 (reported in HSP and HSIP)





Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination January 2020

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring annual target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established annually for five safety performance measures using five-year rolling averages. Targets must be established first by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for each measure:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The first three performance measures are reported annually in the Highway Safety Plan (HSP) for NHTSA. All five performance measures are reported annually in the Highway Safety Improvement Program (HSIP) for FHWA.

SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on targets, the State DOT must spend the full HSIP allocation from the specified fiscal year and submit an HSIP Implementation Plan to the FHWA Division Office by June 30.

Annual Safety Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration webinars.
Feb. 2020	MoDOT Safety staff calculates data for each performance measure statewide and meets with MoDOT Executive Team.
Mar. 9, 2020	MoDOT calculates 2015-2019 data trends for each safety performance measure statewide. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data, assumptions and challenges for targets during the monthly partner collaboration webinar.
Mar - Apr. 2020	MoDOT solicits target setting assumption feedback from partners by email.
Apr. 13, 2020	MoDOT and MPOs finalize assumptions to use for CY2021 targets during the monthly partner collaboration webinar.
By July 1, 2020	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP.
By Aug. 31, 2020	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Feb. 27, 2021	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

MoDOT Statewide Pavement and Bridge Revised Targets

October 2020

Performance Measure	2017 Baseline	2019 Target	2021 Target
Percentage of NHS Bridges in Good Condition	34.0%	30.9%	26.4%*
Percentage of NHS Bridges in Poor Condition	7.1%	7.1%	8.2%*
Percentage of Interstate Pavements in Good Condition	77.5%		77.5%
Percentage of Interstate Pavements in Poor Condition	0.1%		0.1%
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	1.0%

*Target revised from original set in May 2018

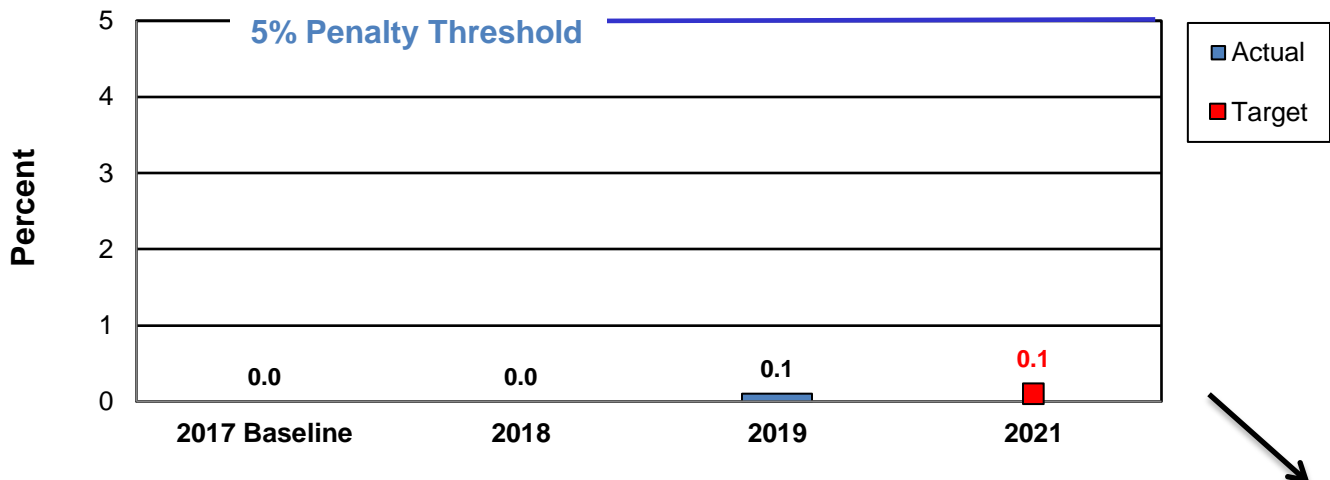
MoDOT Federal Pavement and Bridge Targets vs. Actual Condition

August 2020

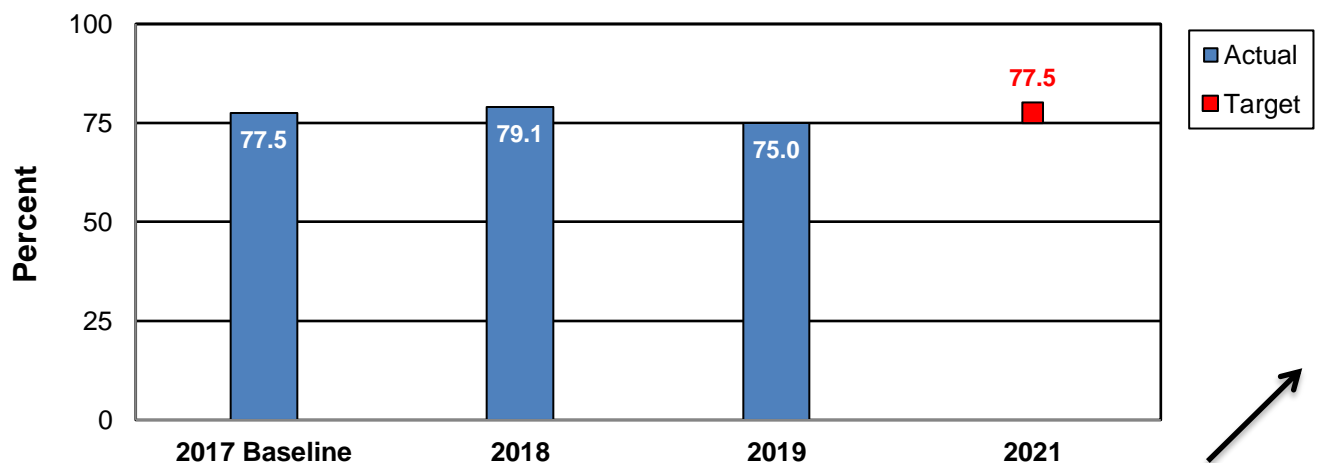
Pavement Targets Status and Recommendation:

- Interstate pavement measures did not require a 2 year target
- Targets were met for the Non-Interstate NHS pavement measures
- Recommendation to keep the original 2021 targets:
 - Based on pavement data trends
 - MoDOT's continued effort with asset management with unknown budget impacts

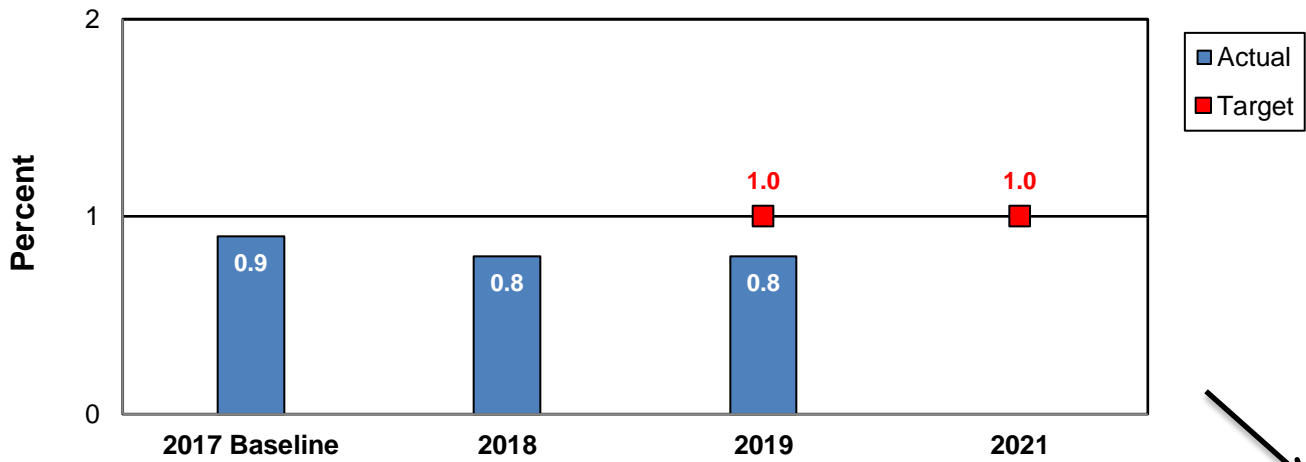
Percent of Poor Interstate Pavement



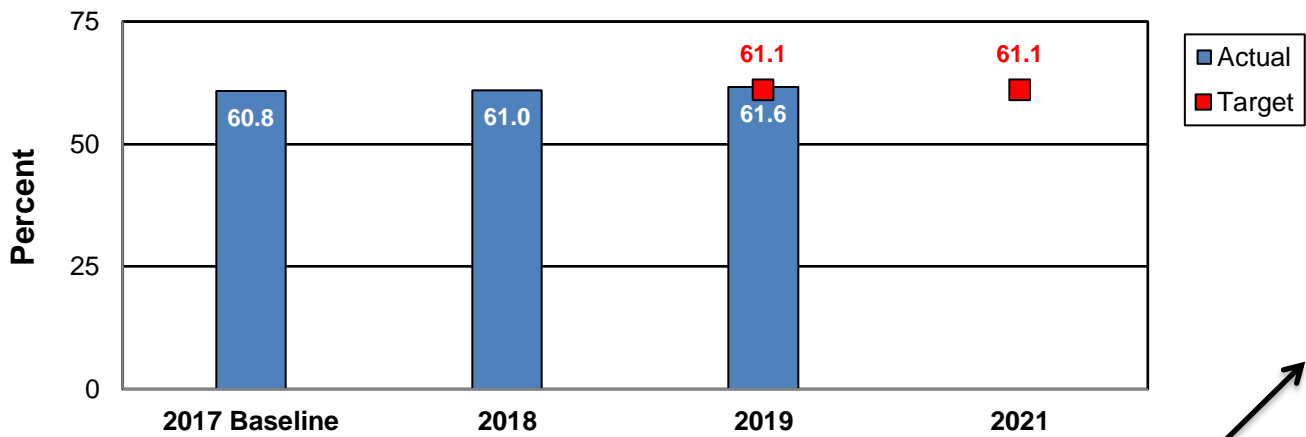
Percent of Good Interstate Pavement



Percent of Poor Non-Interstate NHS Pavement

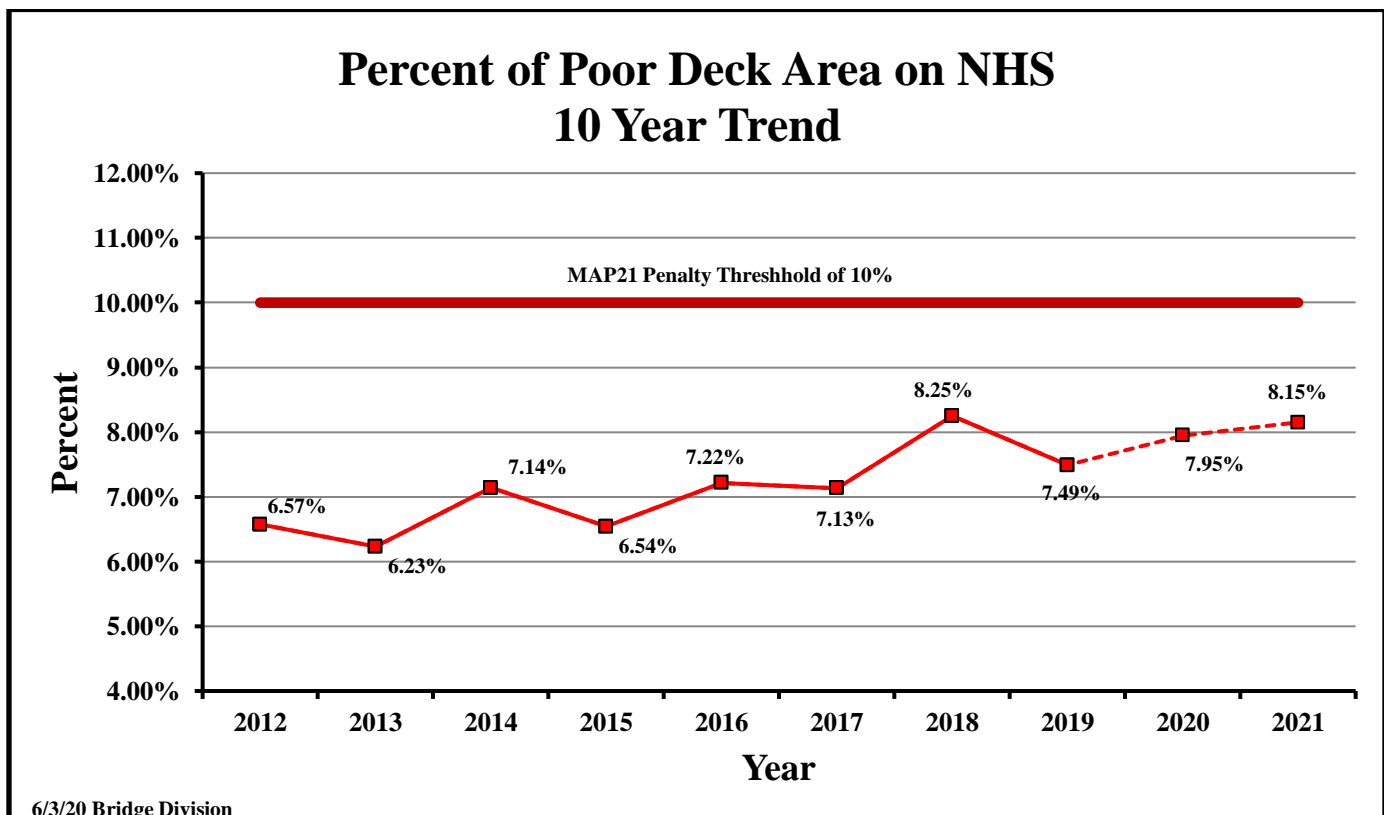
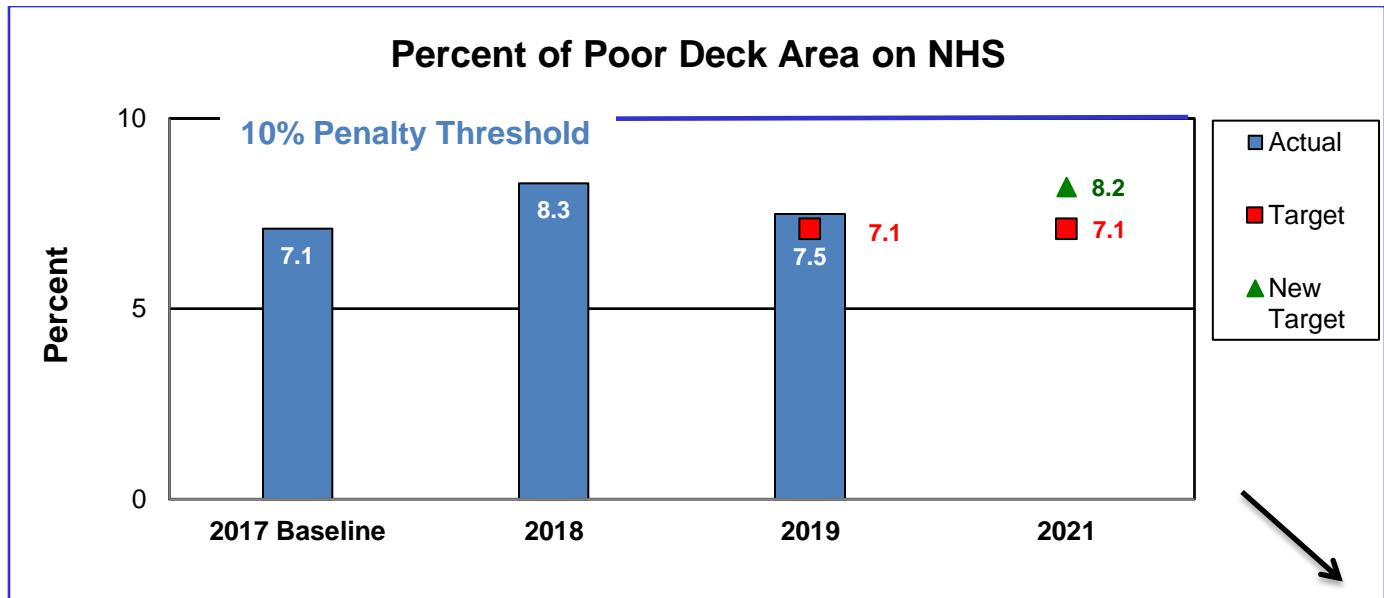


Percent of Good Non-Interstate NHS Pavement

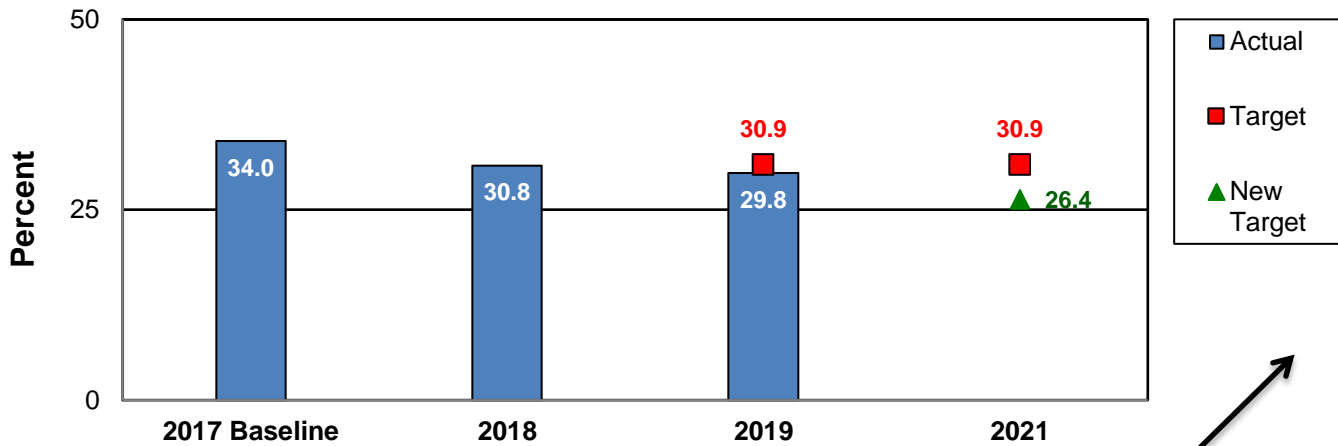


Bridge Targets Status and Recommendation:

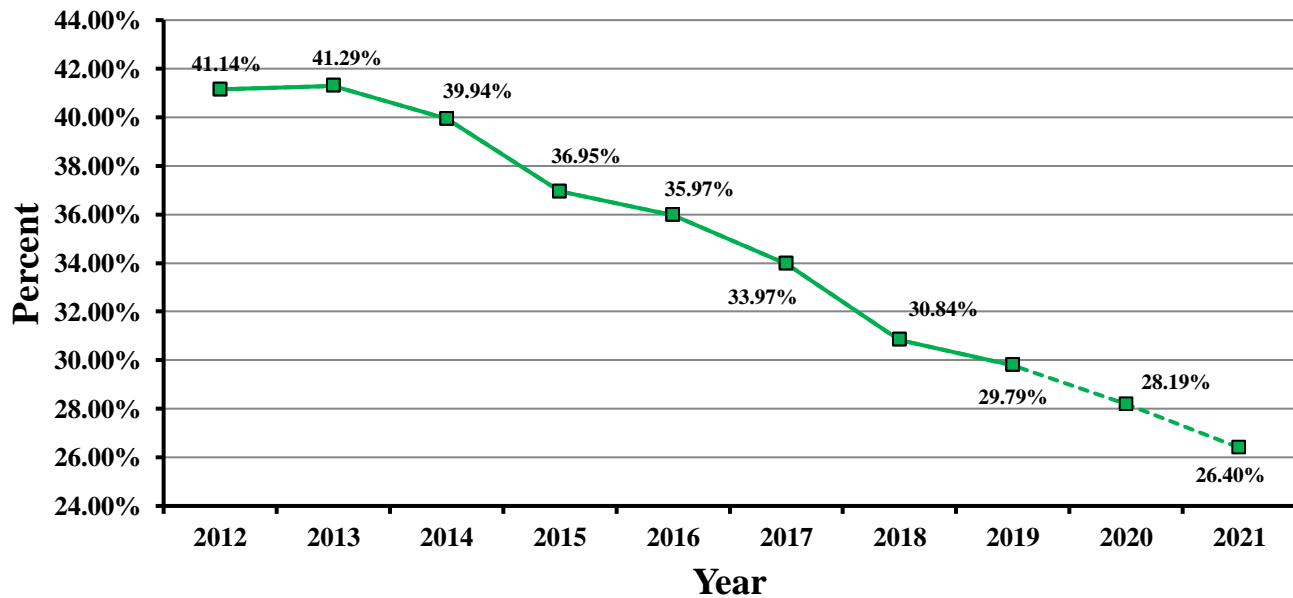
- Targets were not met for the bridge measures
- Fluctuations in overall percentage are common, as just a single major bridge falling into the poor category can impact the overall percentage by up to 1/2 percent
- Recommendation to revise the bridge targets lower to 8.2 percent and 26.4 percent based on:
 - Declining 10 year trend
 - MoDOT's focus on asset management with unknown budget impacts



Percent of Good Deck Area on NHS



Percent of Good Deck Area on NHS 10 Year Trend





Missouri DOT/ FHWA/ Planning Partner Pavement and Bridge Target Setting Coordination May 2020

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established in 2018 for six infrastructure performance measures and then every four years. Two and four-year targets must be established first by State DOTs, then by each MPO, with the MPOs adopting state targets or establishing their own for:

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition
3. Percentage of Pavements of the Interstate System in Good Condition*
4. Percentage of Pavements of the non-Interstate NHS in Good Condition
5. Percentage of Pavements of the Interstate System in Poor Condition*
6. Percentage of Pavements of the non-Interstate NHS in Poor Condition

*4-year target for 2022 initially and may be adjusted in 2020; in 2022, must establish 2 and 4 year targets

Targets may be adjusted every two years by the State DOT, with MPOs able to adjust their targets. Targets must be reported in the FHWA TPM portal in the Biennial report.

SIGNIFICANT PROGRESS:

- If FHWA determines the State DOT has not made significant progress on targets, the State DOT must explain why and document actions it will take to achieve targets by amending the Biennial report within six months of determination.

MINIMUM CONDITION:

- If for 2 consecutive years more than 5% of a State DOT's Interstate pavement condition is poor, the State DOT must obligate a portion of National Highway Performance Program and transfer a portion of Surface Transportation Program funds to address Interstate pavement condition.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as structurally deficient, the State DOT must obligate and set aside NHPP funds for eligible projects on bridges on the NHS.

Pavement and Bridge Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the target setting coordination process during the monthly partner collaboration webinars.
June-July 2020	MoDOT Bridge and Pavement staff calculates data each performance measure statewide and informs MoDOT Executive Team.
Aug. 10, 2020	MoDOT Bridge and Pavement staff calculates data for each performance measure statewide. MoDOT shares data with MPOs and FHWA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration webinar.
Aug. – Sept. 2020	MoDOT solicits target setting assumption feedback from partners by email.
Sept. 14, 2020	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By Oct. 1, 2020	MoDOT applies assumptions to pavement and bridge data and submits targets to FHWA through PMF on FHWA TPM portal. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Mar. 30, 2021	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

MoDOT Statewide System Performance Revised Targets

October 2020

Performance Measure	2017 Baseline	2019 Target	2021 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	91.6%	88.9%	87.1%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	92.3%		87.8%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.25	1.28	1.45*

*Target revised from original set in May 2018

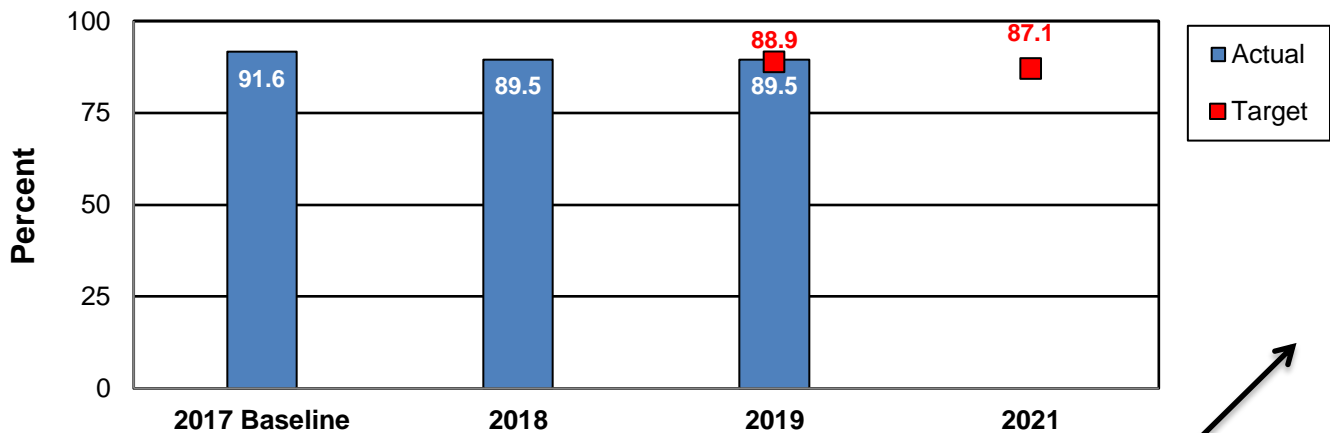
MoDOT System Performance Targets vs. Actual Condition

August 2020

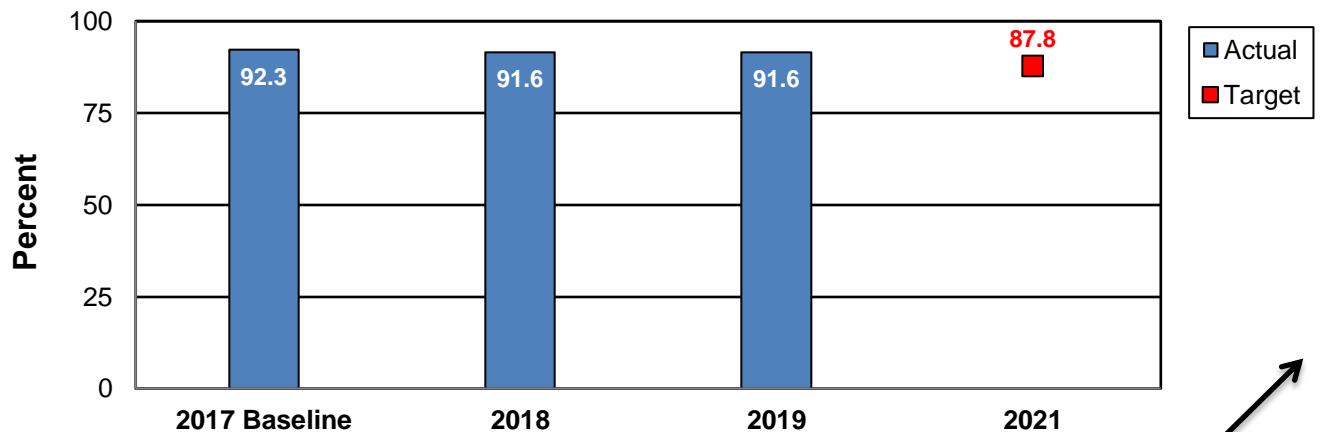
Interstate/ Non-Interstate Reliability Targets Status and Recommendation:

- Target was met for the Interstate Reliability Measure
- Non-Interstate NHS Reliability Measure did not require a 2 year target
- Recommendation to keep the original 2021 targets for both measures:
 - In two years, the goal would be met if the current pace is maintained
 - Overall reliability was unchanged from 2018 to 2019
 - The decrease in volume from 2019 to 2020 is expected to slow the reduction in reliability

Interstate Travel Time Reliability

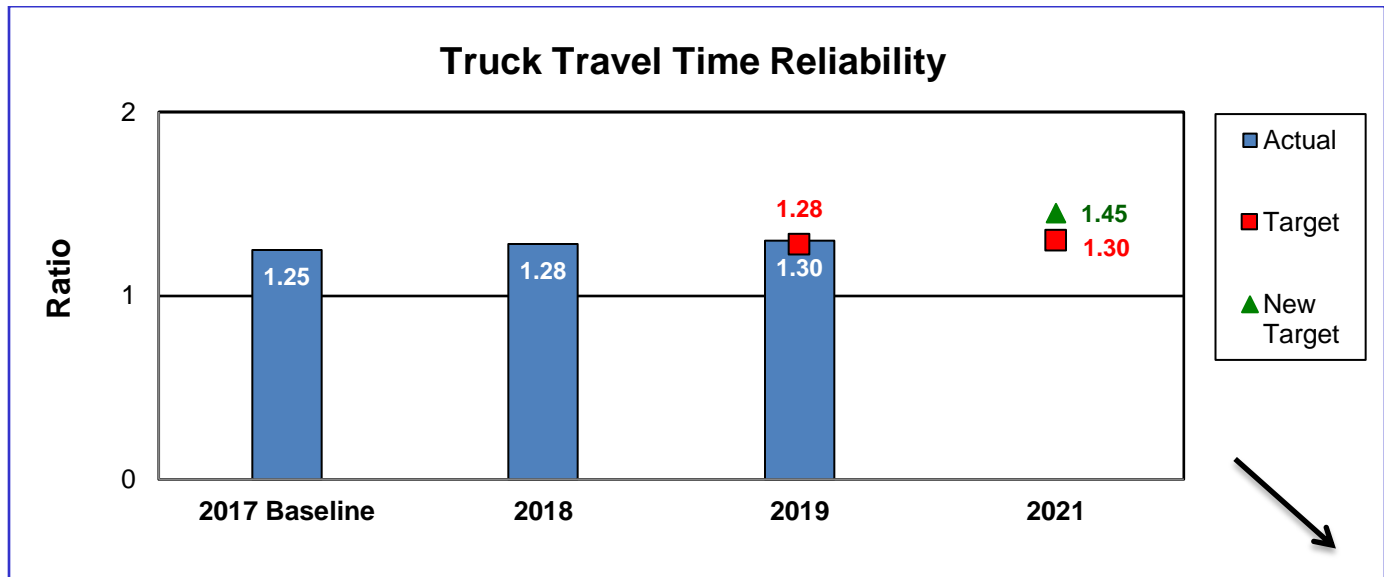


Non-Interstate NHS Travel Time Reliability



Truck Travel Time Reliability Target Status and Recommendation:

- Target was not met for this measure
- Recommendation to revise the 2021 target to 1.45 due to:
 - Having three years of data to see a trend
 - Expected delays to truck travel time from work zones on I-70
 - Unknown impacts on supply chain and changes to logistics due to pandemic
 - MoDOT's reduced revenue requires focus on Asset Management and little expansion of the system
 - COVID's impacts to the budget, projects constructed, and the supply chain result in anticipated decrease in reliability for trucks and revising the target upward





Missouri DOT/ FHWA/ Planning Partner System Performance Target Setting Coordination May 2020

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established in 2018 for six system performance measures and then every four years. Two and four-year targets must be set by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for:

1. Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)*
3. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)
4. Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS) with no significant progress determination*
5. Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT) (ACS) with no significant progress determination
6. Emissions Measure: Total Emissions Reduction for Ozone (NOx and VOC) individually (only applies to EWG, St. Louis) with no significant progress determination

*4-year target for 2022 initially and may be adjusted in 2020; in 2022, must establish 2 and 4 year targets

Targets may be adjusted every two years by the State DOT, with MPOs able to adjust their targets. Targets must be reported in the FHWA TPM portal in the Biennial report.

SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on the first two reliability targets, the State DOT must explain why and document actions it will take to achieve targets by amending the Biennial report within six months of determination. If FHWA determines the State DOT has not made significant progress on the freight reliability target, the State DOT must amend the Biennial report to include the following within six months:

- Identification of significant freight system trends, needs, and issues
- Description of freight policies and strategies that will guide the freight-related transportation investments
- Inventory of truck freight bottlenecks and description of the ways in which the State DOT is allocating funding to improve those bottlenecks

System Performance Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the target setting coordination process during the monthly partner collaboration webinars.
June-July 2020	MoDOT staff calculates data for each performance measure statewide and informs MoDOT Executive Team.
Aug. 10, 2020	MoDOT staff calculates data for each performance measure statewide. MoDOT shares data with MPOs and FHWA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration webinar.
Aug. – Sept. 2020	MoDOT solicits target setting assumption feedback from partners by email.
Sept. 14, 2020	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By Oct. 1, 2020	MoDOT applies assumptions to system performance data and submits targets to FHWA through PMF on FHWA TPM portal. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Mar. 30, 2021	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

RESOLUTION

WHEREAS, the Board of Public Utilities of the City of Springfield, Missouri ("Board"), has the charter duty to take charge of and exercise control over any public utilities owned, operated or acquired by the City of Springfield, Missouri ("City"), and all extensions thereof and appurtenances thereto belonging, under the name "City Utilities of Springfield, Missouri" ("City Utilities"), including transit systems ("Transit"); and

WHEREAS, City Utilities and its Transit employees should continually strive for a safe, injury-free workplace; and

WHEREAS, as a recipient of certain federal funds, City Utilities must comply with the Federal Transit Administration's regulations regarding its Public Transportation Safety Program ("PTSP") and the National Public Transportation Safety Plan ("NPTSP"); and

WHEREAS, the purpose of this Resolution is to approve City Utilities' Transit Agency Safety Plan, a copy of which is attached hereto as Exhibit A, which addresses all applicable requirements and standards set forth in the PTSP and the NPTSP.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC UTILITIES OF THE CITY OF SPRINGFIELD, MISSOURI, that City Utilities' Transit Agency Safety Plan, incorporated herein by reference, be approved and City Utilities' General Manager and his designees be authorized to take those acts necessary to implement the same.

CERTIFICATE

The undersigned, Jennifer Wilson, Secretary of the Board of Public Utilities of the City of Springfield, Missouri, does hereby certify under her hand and the seal of said Board that the foregoing is a true and correct copy of a resolution adopted by the Board at its regular meeting held on the 25th day of June, 2020, pursuant to notice of time and place duly given to all members of said Board, at which meeting a quorum was present and voted throughout.

Date this 25th day of June, 2020.





Jennifer Wilson, Secretary

City Utilities Transit Agency Safety Plan


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1. Transit Agency Information


Transit Agency Name	City Utilities of Springfield			
Transit Agency Address	1505 N Boonville Ave, Springfield MO 65803			
Name and Title of Accountable Executive	Matt Crawford, Director of Transit			
Name of Chief Safety Officer or SMS Executive	Brandie Fisher, Transit Grants Analyst			
Mode(s) of Service Covered by This Plan	Fixed Route Bus; Paratransit	List All FTA Funding Types (e.g., 5307, 5337, 5339)	5307, 5310, 5339	
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	DO Fixed Route Bus; DO Paratransit			
Does the agency provide transit services on behalf of another transit agency or entity?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Description of Arrangement(s)	Not Applicable
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	Not Applicable			

2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Brandie Fisher, Transit Grants Analyst and Chief Safety Officer, City Utilities Transit	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature
	 Matthew Crawford, Director of Transit	6/29/2020
Approval by the Board of Directors or an Equivalent Authority	Name of Individual/Entity That Approved This Plan	Date of Approval
	 City Utilities Board of Public Utilities, Chair	6/25/2020
	Relevant Documentation (Title and Location)	
	Board Resolution 4b dated June 25, 2020	
Certification of Compliance	Name of Individual/Entity That Certified This Plan	Date of Certification
	City Utilities of Springfield, MO	6/25/2020
	Relevant Documentation (Title and Location)	
	This Agency Safety Plan addresses all applicable requirement and standards set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan.	

Version Number and Updates			
Record the complete history of successive versions of this plan.			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
1		Initial Document	6/25/2020

3. Safety Performance Targets

Safety Performance Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 250k mi)	Injuries (Total)	Injuries (per 250k mi)	Safety Events (Total)	Safety Events (per 250k mi)	System Reliability (VRM/failures)
Bus Fixed-Route (MB)	0	0	2	.5	4	1	20,000
	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (VRM/failures)
ADA Paratransit (DR)	0	0	0	0	0	0	45,000
Annual Review and Update of the Safety Performance Targets							
							
January		July		December			

The Safety Performance Targets were based on a 3-year average from FY2015-2018 and will be evaluated annually in July. The system reliability target was calculated by calculating the miles between major system failures, over the most recent six years, for one randomly selected bus from each model year, then averaging the results for both fixed route and paratransit.

Safety Performance Target Coordination		
The Accountable Executive shares our Agency Safety Plan, including safety performance targets, with the Ozark Transportation Organization (OTO) and the Missouri Department of Transportation each year, or when changes are made to the plan. Representatives of City Utilities are available to coordinate with the State and MPO in the selection of State and MPO safety performance targets upon request.		
Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	Missouri Department of Transportation	06/17/2020
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	Ozarks Transportation Organization	06/17/2020

4. Safety Management Policy

Safety Management Policy Statement

City Utilities:

- Clearly, and continuously explains to all staff that everyone working within City Utilities Transit must take part and be responsible and accountable for the development and operation of the Safety Management System (SMS).

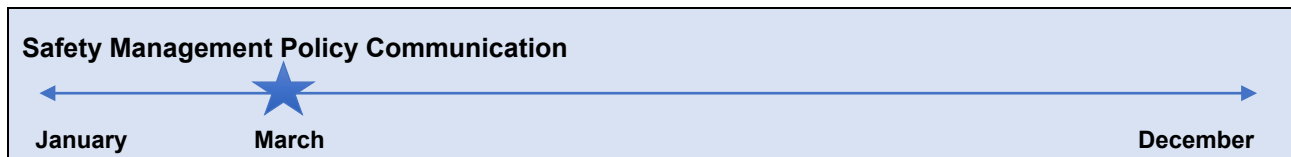
- Works to ensure that all employees are provided appropriate safety information and training, are competent in safety matters and assigned tasks commensurate with duties and skills.

Per CU Policy 2.40 – Safety; City Utilities and its employees should continually strive for a safe, injury-free workplace. Effective and visible leadership is an essential element of achieving an injury-free work environment for our employees. Therefore, supervisory and management employees have the responsibility to supervise work so that it is done safely by establishing and communicating expectations and ensuring that those expectations are understood and met. In addition, working productively and working safely are not competing objectives.

City Utilities Safety Objectives and Principles include:

- Safety will not be compromised for expediency or productivity gains.
- The responsibility and accountability for safety rests with each employee.
- Supervising and managing work so that it is done injury-free is an expectation of management employees at City Utilities.
- Work practices that protect employees from occupational injury or illness will continually be monitored and implemented.
- Work related job injuries and incidents will be appropriately investigated to avoid the same type of injury/incident in the future.
- Trained employees are essential to a safe workplace.
- All employees are expected to offer suggestions to improve safe work practices.

For the complete CU Policy 2.40-Safety, see Appendix A



City Utilities distributes the CU Policy 2.40-Safety to each employee at a mandatory safety meeting, annually in March. The policy is also posted on CU Connect.

Authorities, Accountabilities, and Responsibilities	
Accountable Executive	<p>The Director of Transit serves as City Utilities' Accountable Executive with the following authorities, accountabilities and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Controls and directs human and capital resources needed to develop and maintain the ASP and SMS. • Designates an adequately trained Chief Safety Officer who is a direct report. • Ensures that CU's SMS is effectively implemented. • Ensures action is taken to address substandard performance in CU's SMS. • Assumes ultimate responsibility for carrying out CU's ASP and SMS. <p>Maintains responsibility for carrying out the agency's Transit Asset Management Plan.</p>

Chief Safety Officer or SMS Executive	<p>The Accountable Executive designates the Transit Grants Analyst as CU's Chief Safety Officer. The Chief Safety Officer has the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Overseeing the safety risk management program by documenting and facilitating hazard identification. • Develops CU's ASP and SMS policies and procedures. • Establishes and maintains CU's Safety Risk Register and Safety Event Log to monitor and analyze trends in hazards, occurrences, incidents and accidents. • Coordinating with State agencies, when applicable. <p>Advises the Accountable Executive on SMS progress and status.</p>
Agency Leadership and Executive Management	<p>City Utilities Transit leadership/executive management include the following job titles:</p> <p>Director of Fleet, Manager – Transit Operations</p> <p>Their responsibilities include:</p> <ul style="list-style-type: none"> • Day-to-day implementation of our SMS throughout their departments and the organization. • Ensuring employees are following their working rules and procedures, safety rules and regulations in performing their jobs, and their specific roles and responsibilities in the implementation of this Agency Safety Plan and the Agency's SMS. <p>Ensuring that employees comply with the safety reporting program and are reporting unsafe conditions and hazards to their department management; and making sure reported unsafe conditions and hazards are addressed in a timely manner.</p>
Key Staff	<p>Key Staff assist as subject matter experts (SMEs) in safety risk assessment and safety risk mitigation processes as needed.</p> <p>Manager-Human Resources, Senior Safety Specialist, Manager – Risk/Damage Prevention, Supervisor – Bus Services</p>

Employee Safety Reporting Program

City Utilities' employee safety reporting program (ESRP) encourages employees who identify safety concerns in their day-to-day duties to report them to senior management in good faith without fear of retribution. There are many ways our employees can report safety conditions:

- Report conditions anonymously via a locked comment box in the driver show up area;
- Report conditions to Transit management and Chief Safety Officer via CU Connect;
- Report conditions during quarterly driver roundtables or safety meetings;
- Report conditions directly to Transit Management or Human Resources Safety Team;
- Report conditions annually to Risk Management in a Risk Identification Session; or

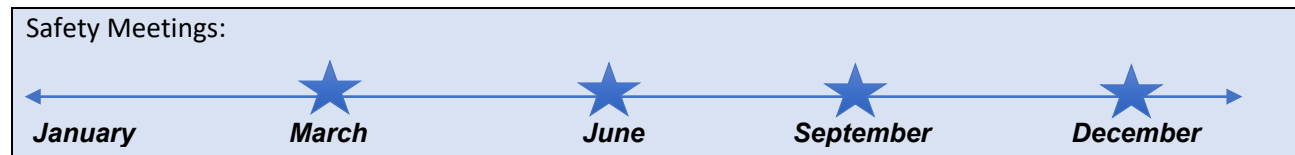
- If employee feels as if their concerns have not been appropriately addressed, conditions can be reported anonymously to the established ethics point hotline – 1-866-294-5598 or www.ethicspoint.com

Examples of information that could be reported include:

- Safety concerns in the operating environment (ex: road conditions, condition of facilities or vehicles);
- Policies and procedures that are not working as intended (ex: insufficient time to complete pre-trip inspection);
- Events that senior managers might not otherwise know about (ex: near misses) *; and
- Information about why a safety event occurred (ex: radio communication challenges).

*Near misses can be reported to the Senior Safety Specialist via the attached Near Miss Form, which is found in Appendix B.

The Chief Safety Officer reviews the reports received via the locked comment box and logs the identified safety conditions in the Safety Risk Register. The Chief Safety Officer reviews and addresses each employee report, ensuring that hazards and their consequences are appropriately identified and analyzed through City Utilities' SRM process.



City Utilities' Chief Safety Officer, Accountable Executive or Key Staff will discuss actions taken to address reported safety conditions during quarterly safety meetings. Additionally, if the reporting employee provided his or her name during the reporting process, the Chief Safety Officer or designated key staff follows up directly with the employee when City Utilities determines whether or not to take action and after any mitigations are implemented.

City Utilities encourages participation in the ESRP by protecting employees that report safety conditions in good faith. However, City Utilities may take disciplinary action if the report involves:

- Illegal activity;
- Gross negligence; or
- Deliberate or willful disregard of policy or procedures.

5. Safety Risk Management

Safety Risk Management Process

City Utilities uses its safety risk management (SRM) process as a primary method to ensure the safety of our operations, passengers, employees, vehicles, and facilities. With this SRM process, we identify hazards and their consequences, assess consequences for potential safety risk, and address safety risk in a manner acceptable to City Utilities' leadership. Our SRM process allows us to carefully examine what could cause harm and determine whether we have taken sufficient precautions to minimize the harm or need to determine if further mitigations are necessary.

City Utilities' Chief Safety Officer leads our day to day SRM process, working with transit staff to identify hazards and consequences, assess safety risk of potential consequences, and mitigate safety risk. The Chief Safety Officer documents the results of our SRM process in our Safety Risk Register and other referenced materials and shares them with the Director of Risk Management and Manager – Risk/Damage Prevention. The overarching, company-wide Safety Risk Management Process is conducted by City Utilities' Risk Management Department on a recurring basis. The results of this process are documented and reviewed with the Accountable Executive, Chief Safety Officer and other key staff.

City Utilities' SRM process applies to all elements of our system, including our operations and maintenance, facilities and vehicles, training, and supervision.

In carrying out the SRM process, we use the following terms:

- Event – Any accident, incident, or occurrence.
- Hazard – Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure belonging to City Utilities; or damage to the environment.
- Risk – Composite of predicted severity and likelihood of the potential consequences of a hazard.
- Risk Mitigation – Method(s) to eliminate or reduce a hazard's consequences.
- Consequence – An effect of a hazard involving injury, illness, death, or damage to City Utilities property or the environment.

Safety Hazard Identification

The safety hazard identification process offers City Utilities the ability to identify hazards and potential consequences in the operation and maintenance of our system. We can identify hazards through a variety of sources, including:

- Employee safety reporting,
- Bus Driver safety reporting at quarterly Driver Roundtables,
- Review of vehicle camera footage,
- Review of performance data and safety performance targets,
- Observations from supervisors,
- Maintenance reports,
- Comments from customers, passengers, and third parties,

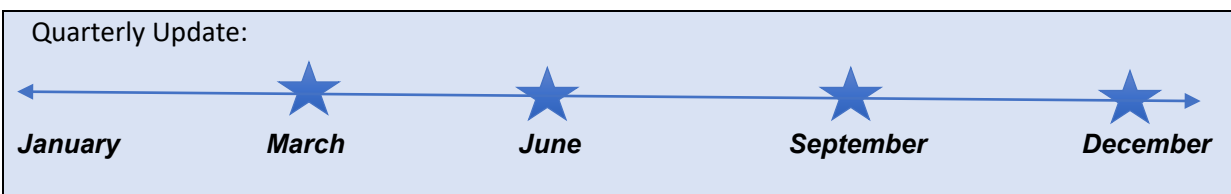
- Results of audits and inspections of vehicles and facilities,
- Results of training assessments,
- Investigations into safety events, incidents, and occurrences, and
- FTA and other oversight authorities (mandatory information source).

Any identified hazard that poses a real and immediate threat to life, property, or the environment is immediately brought to the attention of the Accountable Executive and addressed through our SRM process for safety risk assessment and mitigation. This means that we believe immediate intervention is necessary to preserve life or to prevent major property destruction.

When management or supervisory personnel observe safety concerns, whatever the source, they report them to the Chief Safety Officer who records the concern. Our Chief Safety Officer also receives and records employee reports from our Employee Safety Reporting system. The Chief Safety Officer documents all reported concerns in our Safety Risk Register and reviews them for hazards.

Our Chief Safety Officer may conduct further analysis of hazards and consequences entered into the Safety Risk Register to collect information and identify additional consequences. This helps us determine which hazards we should prioritize for safety risk assessment. In following up on identified hazards, our Chief Safety Officer may:

- Reach out to the reporting party, if available, to gather all known information about the reported hazard;
- Conduct a walkthrough of the affected area, assessing the possible hazardous condition, generating visual documentation (photographs and/or video), and taking any measurements deemed necessary;
- Conduct interviews with employees in the area to gather potentially relevant information on the reported hazard;
- Review any documentation associated with the hazard (records, reports, procedures, inspections, technical documents, etc.);
- Contact other functions/departments that may be associated with or have technical knowledge relevant to the reported hazard;
- Review any past reported hazards of a similar nature; and
- Evaluate tasks and/or processes associated with the reported hazard.



Quarterly, the Chief Safety Officer prepares an agenda to discuss identified hazards and consequences with transit supervisory staff during a staff meeting. This agenda may include additional background on the hazards and consequences, such as the results of trend analysis, vehicle camera footage, vendor documentation, reports and observations, or information supplied by FTA or other oversight authorities. It is during this discussion of identified hazards that the group prioritizes hazards for further Safety Risk Management activity.

Safety Risk Assessment

City Utilities assesses safety risk associated with identified safety hazards using its safety risk assessment process. This process includes an assessment of the likelihood and severity of the consequences of hazards, including looking at existing mitigations and prioritizing hazards based on safety risk.

The Accountable Executive, Chief Safety Officer and key staff evaluate prioritized hazards using City Utilities' Safety Risk Matrix. This matrix expresses assessed risk as a combination of one severity category and one likelihood level, also referred to as a hazard rating. For example, we may assess a risk as "1A" or the combination of a Minor severity category and a Frequent probability level. The City Utilities Transit Safety Risk Matrix is attached as Appendix C.

This matrix is used to categorize combined risks into levels: High, Medium or Low based on the likelihood of occurrence and severity of the outcome of potential consequences. For purposes of accepting risk:

- "High" hazard ratings are considered unacceptable and require action to mitigate the safety risk,
- "Medium" hazard ratings are considered undesirable and require a decision regarding their acceptability, and
- "Low" hazard ratings may be accepted by the Chief Safety Officer/Accountable Executive without additional review.

Using a categorization of High, Medium, or Low allows us to prioritize hazards for mitigation based on their associated safety risk.

The Chief Safety Officer schedules safety risk assessment activities with the Accountable Executive and key staff, as needed. During the meeting, the Chief Safety Officer reviews hazards and their consequence(s) and reviews available information on severity and likelihood. The Chief Safety Officer may request support from key staff in obtaining additional information to support safety risk assessment.

After obtaining sufficient information, the Chief Safety Officer completes relevant sections of the Safety Risk Register, using the City Utilities' Safety Risk Assessment Matrix. The Chief Safety Officer documents the results of these safety risk assessment activities, including hazard rating and mitigation options for each assessed safety hazard in the Safety Risk Register. All documentation from this assessment process is maintained on file by the Chief Safety Officer for a period of three years from the date of generation.

Safety Risk Mitigation

The Accountable Executive, Chief Safety Officer and key staff review current methods of safety risk mitigation and establish methods or procedures to mitigate or eliminate safety risk associated with specific hazards based on recommendations devised during the safety hazard identification process. City Utilities will reduce safety risk by decreasing the likelihood and/or severity of potential consequences of hazards.

We prioritize safety risk mitigations based on the results of our safety risk assessments. Our Chief Safety Officer tracks and updates safety risk mitigation information in the Safety Risk Register and makes the Register available to the Accountable Executive, Risk Management Staff, other key staff and other

agency staff upon request.

In the Safety Risk Register, our Chief Safety Officer also documents any specific measures or activities, such as reviews, observations, or audits that we conduct to monitor the effectiveness of mitigations after we implement them.

6. Safety Assurance

Safety Performance Monitoring and Measurement

City Utilities has many processes in place to monitor its entire system for compliance with operations and maintenance procedures, including:

- Safety audits,
- Informal inspections,
- Regular review of on-board camera footage to assess drivers and specific incidents,
- The employee safety reporting program,
- Investigation of safety occurrences,
- Safety reviews before launching or modifying any facet of service,
- Daily data gathering and data monitoring related to the delivery of service, and
- Regular vehicle inspections and preventative maintenance.

City Utilities monitors safety risk mitigations to determine if they have been implemented and are effective, appropriate, and working as intended. The Chief Safety Officer maintains a list of safety risk mitigations in the Safety Risk Register. The mechanism for monitoring safety risk mitigations varies depending on the mitigation.

The Chief Safety Officer establishes one or more mechanisms for monitoring safety risk mitigations as part of our mitigation implementation process and assigns monitoring activities to the appropriate Director, Manager or Supervisor. These monitoring mechanisms may include tracking a specific metric on daily, weekly, or monthly logs or reports, conducting job performance observations, or other activities. The Chief Safety Officer endeavors to make use of our existing processes and activities before assigning new activities to collect information.

The Accountable Executive, Chief Safety Officer and key staff review the performance of individual safety risk mitigations as needed, based on the reporting schedule determined for each mitigation. During this review, they determine if a specific safety risk mitigation is not implemented or performing as intended. If the mitigation is not implemented or performing as intended, they will propose a course of action to modify the mitigation or take other actions to manage the safety risk.

The Accountable Executive, Chief Safety Officer and key staff also monitor our operations on a large scale to identify mitigations that may be ineffective, inappropriate, or not implemented as intended by:

- Reviewing results from accident, incident, and occurrence investigations,
- Monitoring employee safety reporting,
- Reviewing the results of internal safety audits and inspections, and

- Analyzing operational and safety data to identify emerging safety concerns.

The Chief Safety Officer works with key staff to carry out and document all monitoring activities.

City Utilities reviews video footage, photos and police reports of events (accidents, incidents, and occurrences, as defined by FTA) to find causal and contributing factors and review the existing mitigations in place at the time of an event. If a formal investigation of the event needs to occur, it can be conducted by HR's safety employees.

Transit management staff maintains all documentation of our forms, checklists, activities, and results. An investigation report is prepared and saved on the shared drive.

After review, the Manager – Transit Operations and/or the Director of Transit determine the following:

- The accident was preventable or non-preventable;
- Personnel require discipline or retraining;
- The causal factor(s) indicates that a safety hazard contributed to or was present during the event; and
- The accident appears to involve underlying organizational causal factors beyond just individual employee behavior.

When appropriate, HR-Safety staff can also be involved in these decisions.

The Accountable Executive, Chief Safety Officer and key staff routinely review safety data captured in employee safety reports, safety meeting minutes, customer complaints, and other safety communication channels. When necessary, this group ensures that the concerns are investigated or analyzed through City Utilities' Safety Risk Management process.

7. Safety Promotion

Competencies and Training

City Utilities' comprehensive safety training program applies to all City Utilities employees directly responsible for safety.

We dedicate resources to conduct a comprehensive safety training program, as well as training on SMS roles and responsibilities. The scope of the safety training, including annual refresher training, is appropriate to each employee's individual safety-related job responsibilities and their role in the SMS.

The following training is an ongoing function of Transit and Fleet employees:

Operations safety-related skill training includes the following:

- New-hire bus vehicle operator classroom and hands-on skill training,
- Bus vehicle operator refresher training,

- Bus vehicle operator retraining (recertification or return to work),
- Classroom and on-the-job training for dispatchers,
- Classroom and on-the-job training for operations supervisors and managers, and
- Classroom training for administrative staff (FTA Workshops, NTI Trainings, etc)

Vehicle maintenance safety-related skill training includes the following:

- Ongoing vehicle maintenance technician skill training,
- Ongoing hazardous material training for vehicle maintenance technicians and supervisors, and
- Training provided by vendors.

Refresher training requirements for City Utilities Transit and Fleet employees are maintained by Human Resources and can be found in Appendix D.

Safety Communication

The Chief Safety Officer coordinates our safety communication activities in the SMS. Our activities focus on the three categories of communication activity established in Part 673:

- **Communicating safety and safety performance information throughout the agency:** City Utilities communicates information on safety and safety performance through supervisors in one-on-one or group discussions with employees, in its quarterly safety meetings, CU Connect, quarterly safety report (Appendix E), monthly newsletter, whiteboard/bulletin boards and digital signage in show up area and breakrooms. Information that could be covered includes safety awareness messages, safety performance statistics, lessons learned from recent occurrences, upcoming events that may impact our service or safety performance, and updates regarding SMS implementation.
- **Communicating information on hazards and safety risks relevant to employees' roles and responsibilities throughout the agency:** As part of new-hire training, City Utilities distributes safety policies and procedures, included in the Employee Handbook, to all employees. We provide training on these policies and procedures and discuss them during safety talks between supervisors and bus operators and vehicle technicians. Newly emerging issues or safety events at the agency could be communicated by supervisors in one-on-one or group discussions with employees, in safety meetings, during driver roundtables, in the monthly newsletter, on whiteboards/bulletin boards and on digital signage in show up area and breakrooms.
- **Informing employees of safety actions taken in response to reports submitted through our ESRP:** City Utilities provides targeted communications to inform employees of safety actions taken in response to reports submitted through the ESRP, including handouts and flyers, safety meetings, updates to bulletin boards, and one-on-one discussions between employees and supervisors.

Additional Information

Supporting Documentation

City Utilities maintains documentation related to the implementation of its SMS; the programs, policies, and procedures used to carry out this Agency Safety Plan; and the results from its SMS processes and activities for three years after creation. They will be available to the Federal Transit Administration or other Federal or oversight entity upon request.

Definitions of Special Terms Used in the Safety Plan

Term	Definition
Accountable Executive	Singe, identifiable person who has the ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C 5329(d), and the agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
Event	Any accident, incident, or occurrence
Hazard	Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock or infrastructure of a pubic transportation system; or damage to the environment.
Incident	An event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
Investigation	The process of determining the casual and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
Occurrence	An event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
Performance Measure	An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
Performance Target	A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.
Public Transportation Agency Safety Plan (or Agency Safety Plan)	The documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and part 673.
Risk	The composite of predicted severity and likelihood of the potential effect of a hazard
Risk Mitigation	A method or methods to eliminate or reduce the effects of hazards.
Safety Assurance	The process within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
Safety Management Policy	A transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.
Safety Management System	The formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
Safety Risk assessment	The formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.
Safety Risk Management	A process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing and mitigating safety risk.
Transit Agency Management Plan	The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their lifecycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C 5326 and 49 CFR Part 625.

List of Acronyms Used in the Safety Plan

Acronym	Word or Phrase
ADA	American's with Disabilities Act of 1990
ASP	Agency Safety Plan (also referred to as a PTASP in Part 673)
CU	City Utilities of Springfield
DR	Demand Response
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
MB	Motor Bus
MPO	Metropolitan Planning Organization
OTO	Ozarks Transportation Organization
Part 673	49 CFR Part 673 (Public Transportation Agency Safety Plan)
SMS	Safety Management System
SRM	Safety Risk Management
TAM	Transit Asset Management
U.S.C.	United States Code

APPENDIX A - CU SAFETY POLICY 2.40



APPROVED BY: GENERAL MANAGER

DATE ISSUED: 10/10/2007

DATE LAST REVIEWED: 09/15/2010

DATE REVISED:

PURPOSE

To provide services to our customers, many resources are needed, the most important of which is our employees. Encouraging safe operations is vital to City Utilities in order to protect our employees, enable them to work productively, and, at the end of the day, allow them to return safely to their families. Therefore, City Utilities and its employees should continually strive for a safe, injury-free workplace.

RESPONSIBILITIES

Employees working in a safe and injury-free manner are an integral part of City Utilities' performance. Virtually all of our work responsibilities involve exposure to hazards of some kind. Managing hazards in the workplace is the key to creating an injury-free work environment for our employees. The following basic safety steps can be instrumental in managing and handling workplace hazards:

1. Identify the hazards.
2. Eliminate the hazards when practical.
3. Control the hazards that cannot be eliminated.
4. Protect against the hazards that cannot be eliminated.

All employees have the responsibility to perform their work in a safe and injury-free manner. They also have the responsibility to help their coworkers avoid injuries when performing their work.

Effective and visible leadership is an essential element of achieving an injury-free work environment for our employees. Therefore, supervisory and management employees have the responsibility to supervise work so that it is done safely by establishing and communicating expectations and ensuring that those expectations are understood and met. In addition, working productively and working safely are not competing objectives.

PRINCIPLES

- Safety is an integral part of all that we do at City Utilities.
- Safety will not be compromised for expediency or productivity gains.
- The responsibility and accountability for safety rests with each employee.
- Supervising and managing work so that it is done injury-free is an expectation of management employees at City Utilities.
- All performance appraisals (for both union and nonunion employees) will include a performance rating for workplace safety practices.
- Work practices that protect employees from occupational injury or illness will continually be monitored and implemented.



CU Policy 2.40 - Safety

APPROVED BY: GENERAL MANAGER

DATE ISSUED: 10/10/2007

DATE LAST REVIEWED: 09/15/2010

DATE REVISED:

- Work related job injuries and incidents will be appropriately investigated to avoid the same type of injury/incident in the future.
- Trained employees are essential to a safe workplace. Employees will only perform work that they are qualified to do safely.
- All employees are expected to offer suggestions to improve safe work practices.

APPENDIX B - NEAR MISS FORM

Near Miss Report



Because the next life you save may be your own



I'm Safe



What I Use Is Safe



Where I Am Is Safe



My Customers Are Safe



So We Go Home Safe

What happened? _____

What caused the near miss? _____

What do you think could prevent this from happening again? _____

Address where this occurred: _____

Were there other co-workers there? Yes _____ No _____

Department: _____ Near miss date and time: _____

Who was the supervisor at the time of the incident? _____

Do you want to remain confidential? Yes _____ No _____

Name: _____ CU ID#: _____ Date: _____

Please complete this form and forward to the Safety Department.

APPENDIX C - SAFETY RISK MATRIX

Criteria

Could result in death/permanent total disability, loss exceeding \$30M, system shutdown lasting 24 or more hours, or loss of bus fleet.

Could result in partial disability, injury or occupational illness that may result in hospitalization, property damage exceeding \$10M but less than \$30M, system shutdown lasting between 6 hours and 24 hours, or the need to permanently reduce service.

Could result in injury or occupational illness resulting in three or more lost workday(s), property damage over \$25,000, system shutdown of less than 6 hours or service interruption for more than one week.

Could result in injury or occupational illness resulting in 1-2 lost workday(s), monetary loss less than \$25K or service interruption for more than 1 day less than 1 week.

Could result in injury or occupational illness not resulting in lost workday(s), monetary loss less than \$5K, a trend of declining on-time performance or service interruption for less than 1 day.

Impact/Consequence	5	Catastrophic					
	4	Severe					
	3	Major					
	2	Moderate					
	1	Minor					
			Improbable	Very Unlikely	Occasional	Probable	Frequent
			E	D	C	B	A
			Probability				
Probability Categories	A		<10% chance of occurrence	10%-35% chance of occurrence	35%-65% chance of occurrence	65%-90% chance of occurrence	90% or greater chance of occurrence
	B		Has happened in the industry	Has happened in the industry in last 10 years	Has happened at CU	Happens at CU about once per year	Happens at CU more than once per year
	C		Experienced by bus operator less than 1x in career	Experienced by bus operator 1x in career	Experienced by bus operator more than 1x but less than 5x in career	Experienced by bus operator more than 5x but less than 10x in career	Experienced by bus operator more than 10x in career

High - Unacceptable - Action Required

Safety risk must be mitigated or eliminated

Medium - Undesirable - Management Decision

Accountable Executive and/or Risk Management Staff must decide whether to accept safety risk with monitoring or require additional action

Low - Acceptable with Review

Safety risk is acceptable pending Chief Safety Officer/Accountable Executive Review

APPENDIX D - REFRESHER TRAINING MATRIX

Master Journey Mechanic

Training Course	HR Course Code	Frequency of Training
Appropriate Use of Information	APPUSE	EVERY 24 MONTHS
Bloodborne Pathogens	BLDPTH	EVERY 24 MONTHS
CPR	CPR_RE	EVERY 24 MONTHS
CPR & First Aid	CPRFIR	EVERY 24 MONTHS
CU Safe Driver	DRIVER	EVERY 60 MONTHS
DOT Drug Testing Changes 2018	DOT2	ONCE DURING EMPLOYMENT
Diversity Training - Employee	DIVER1	EVERY 36 MONTHS
Ethics Hotline Training	ETHICS	EVERY 36 MONTHS
FTA Drug & Alcohol Training - Employee	FTADR2	ONCE DURING EMPLOYMENT
First Aid	FRSTAD	EVERY 24 MONTHS
Harassment Training - Employee	HARAS1	EVERY 36 MONTHS
Hazard Communication	HZCOMM	EVERY 24 MONTHS
Managing CU Records	RECORD	EVERY 36 MONTHS
NERC Awareness	NERC	ONCE DURING EMPLOYMENT
Photo Release Form	PHOTO	ONCE DURING EMPLOYMENT
Security Event Recog/Reporting	SABOT1	EVERY 36 MONTHS

Bus Operator - 1st 6 Months

Training Course	HR Course Code	Frequency of Training
Appropriate Use of Information	APPUSE	EVERY 24 MONTHS
Bloodborne Pathogens	BLDPTH	EVERY 24 MONTHS
CPR	CPR_RE	EVERY 24 MONTHS
DOT Drug Testing Changes 2018	DOT2	ONCE DURING EMPLOYMENT
Diversity Training - Employee	DIVER1	EVERY 36 MONTHS
Ethics Hotline Training	ETHICS	EVERY 36 MONTHS
FTA Drug & Alcohol Training - Employee	FTADR2	ONCE DURING EMPLOYMENT
First Aid	FRSTAD	EVERY 24 MONTHS
Harassment Training - Employee	HARAS1	EVERY 36 MONTHS
Managing CU Records	RECORD	EVERY 36 MONTHS
NERC Awareness	NERC	ONCE DURING EMPLOYMENT
Photo Release Form	PHOTO	ONCE DURING EMPLOYMENT
Security Event Recog/Reporting	SABOT1	EVERY 36 MONTHS
Smith System Driver Training	DRIVE1	ONCE DURING EMPLOYMENT

Supervisor - Bus Services

Training Course	HR Course Code	Frequency of Training
Appropriate Use of Information	APPUSE	EVERY 24 MONTHS
Bloodborne Pathogens	BLDPTH	EVERY 24 MONTHS
CU Safe Driver	DRIVER	EVERY 60 MONTHS
DOT Drug Testing Changes 2018	DOT2	ONCE DURING EMPLOYMENT
Diversity Training - Supervisor	DIVER2	EVERY 36 MONTHS
Ethics Hotline Training	ETHICS	EVERY 36 MONTHS
FTA Drug & Alcohol Training - Employee	FTADR2	ONCE DURING EMPLOYMENT
FTA Drug & Alcohol Training - Supervisor	FTADR1	EVERY 60 MONTHS
First Aid	FRSTAD	EVERY 24 MONTHS
Harassment Training - Supervisor	HARAS2	EVERY 36 MONTHS
Managing CU Records	RECORD	EVERY 36 MONTHS
NERC Awareness	NERC	ONCE DURING EMPLOYMENT
Photo Release Form	PHOTO	ONCE DURING EMPLOYMENT
Security Event Recog/Reporting	SABOT1	EVERY 36 MONTHS

APPENDIX E – QUARTERLY SAFETY REPORT

THE SAFETY insider

Year-End 2019

Safety...Year in Review

Your safety is just as important in 2020 as it was in 2019. The Safety, Health, and Training department has three goals for each employee:

1. Safety at work, safety at home, and better living.
2. Return home without injury.
3. Learn to practice safety & personal risk management 24/7-365.

Safety, Health and Training probably does more than you realize to impact your safety. With the graphic below and the photos you see we are geared toward making your work and life better.





Safety Insights

Reflecting Back

Chris Jones,
AGM - Electric Supply & Delivery

I hope everyone is having a great start to the new year and striving to make 2020 our safest year yet. Today, I want to talk about cybersafety. Cybersafety is a combination of our cybersecurity effort and our safety culture. Just as we all have to be vigilant everyday to protect ourselves from workplace hazards, we have an equal responsibility to protect ourselves from cyber hazards.

With five operating areas and different types of devices connected to our network both in the office and remotely

in our vehicles, there are many opportunities for those looking to access protected information or disrupt utility operations. You might think no one would be interested in trying to access City Utilities' network since we are a municipal utility located in the central US, but that is not the case. Every utility, large and small, is a target for attacks.

One of the most effective ways for outsiders to gain access to our network is through "phishing" email campaigns. These emails have links and attachments which clicked on can potentially download an infected file or request network access information we don't share. To help employees learn what these emails look like, our IT security group generates simulated phishing emails. If you are an email user, you have definitely gotten these emails over the past year. The goal is to help train all of us (yes, I get them too) to recognize and report these emails. Many legitimate phishing emails are filtered and never make it to our employees, but some do. It is very important that we all stay aware of this simple but effective attack.

Other efforts to be cybersafe include longer passwords and more frequent time outs on our computers. Combined, these

efforts make unauthorized access, especially for those devices in the field, more difficult. Cybersafety just like personal safety is not always the most convenient. Wearing the correct PPE for the job and completing a job site safety checklist (tailboard) takes additional time as does longer passwords and logging back into a PC. However, they are both exactly the right thing to do.

Cybersafety, just like personal safety, is the responsibility of all employees. Careless actions can have extreme consequences. We all work in an industry with tremendous hazards, but with proper planning and protective equipment, we can perform our jobs safely. Similarly, with proper cyber habits we can all work cybersafe.

Departments Celebrating No Lost-Time Injuries This Qtr.

- Contract Management - 35 years
- Electric System Control/Dispatch - 33 years
- Natural Gas Leak Survey, Investigation & Cathodic Protection - 19 years
- Electric Metering - 9 years
- Electricians/Technicians - 4 years
- Fellows Lake - 2 years
- Water Distribution - 1 year
- Natural Gas Operations - 1 year

Safety Meeting Topics

- Asbestos O&M
- Excavations
- Gas Safety Manual Review
- Work Zone
- Drug & Alcohol Testing Update

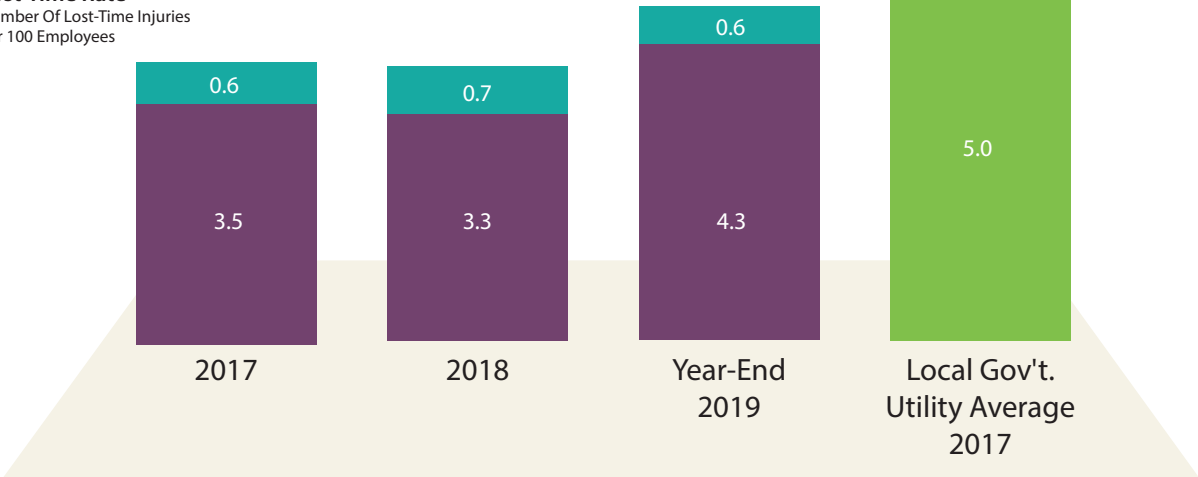
Stats and Facts

Injury Rates Per Employee

Preventing injuries is our goal and we cannot do this without your help. Please watch out for yourselves and your coworkers and make good choices. Below is our rate of injuries per 100 employees. This year's injury rate has now exceeded those from the past two years.

- **Injury Rate**
OSHA Recordable
Accidents Per 100 Employees
- **Lost-Time Rate**
Number Of Lost-Time Injuries
Per 100 Employees

Injury Rates Per 100 Employees 2017 through Year-End 2019



Injuries By Department

You cannot leave your injuries at work. They go home with you. Injuries impact your life, your fun, and your family. Think, act, prevent.

38 employees suffered injuries this year:

- **Electric Line** – 6 injuries, 2 were Lost-Time Injuries
- **Water Operations** – 11 Injuries – 2 were Lost-Time Injuries
- **Natural Gas Operations** – 7 Injuries
- **Electric Supply** – 5 Injuries
- **Transit** – 3 Injuries
- **Fleet** – 1 Injury
- **Customer Operations** – 3 Injuries, 1 was Lost-Time
- **Electric Stores** – 1 Injury
- **Building Maintenance** – 1 Injury

Injury Rates By Department

How does your department compare with others here at CU? The graph on the right puts that into perspective. The injury rate per 100 employees calculation is a standard for computing incident rates and works like this:

$$\text{Injury Rate} = \frac{\# \text{ Worker Injuries} \times 200,000^*}{\# \text{ of Hours Worked}}$$

*200,000 is the average number of hours 100 employees work in 1 year.

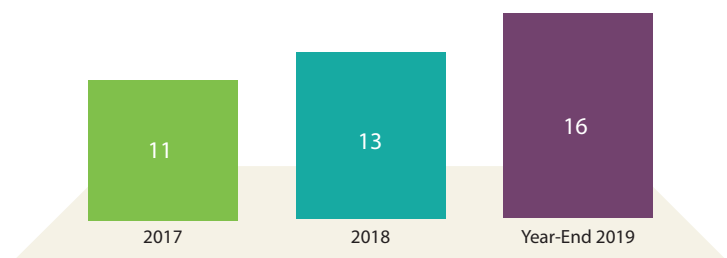
- Water Operations has the highest injury rate this year.
- 5 out of 7 Departments had increased injury rates.
- Great job Administration and Fleet/Transit for reducing your injuries!

Vehicle Collisions

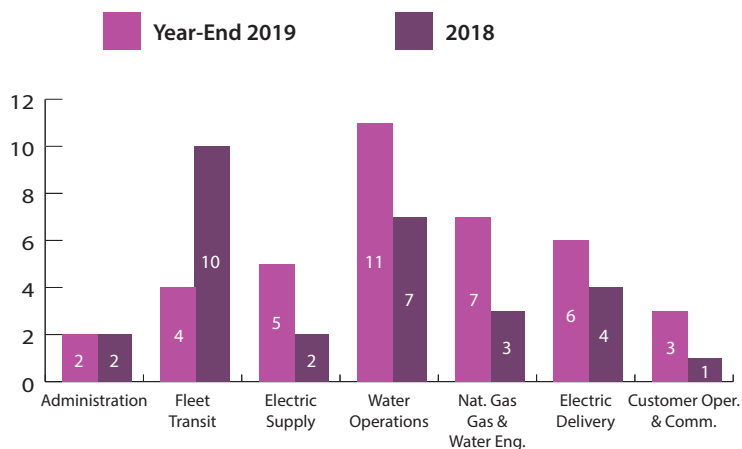
Transit Fleet

Safely operating City Utilities' vehicles is an important part of our safety culture. Our Transit drivers are under tremendous pressure to keep their passengers safe while operating our bus fleet on Springfield's roadways. Transit drivers have been putting their defensive driving skills to work this quarter with only three preventable accidents. Fortunately, there were no serious injuries.

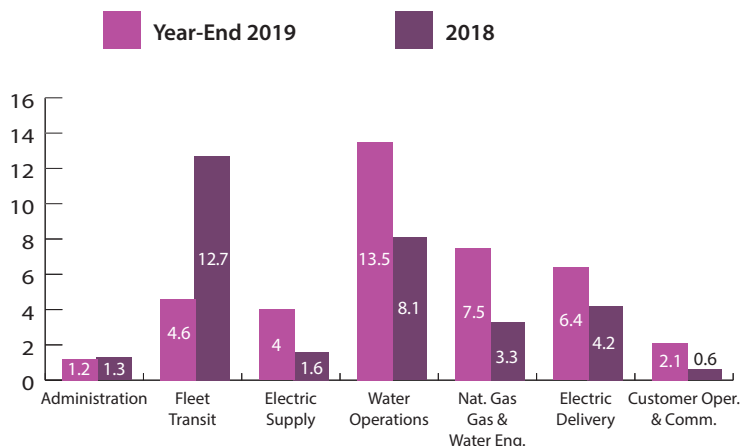
Preventable Transit Collisions 2017 through Year-End 2019



Injuries by Department 2018 - Year-End 2019



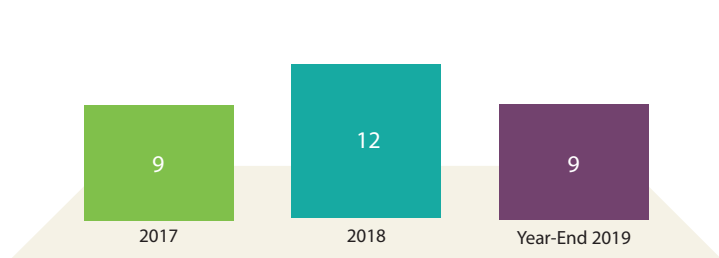
Injury Rates by Department 2018 - Year-End 2019



Utility Fleet

Our Utility Fleet vehicles include trucks, cars and equipment. There was one preventable traffic collision reported for our drivers this quarter, bringing the total to nine and no injuries. This is three less than last year and we are on the right track. Let's focus on driving safely and defensively, every day, every mile.

Preventable Utility Vehicle Incidents 2017 through Year-End 2019



We all need to pay closer attention to our driving. Remember to drive defensively and please do not drive distracted.

The Missouri Common Ground Alliance

The Missouri Common Ground Alliance (MO CGA) is a group of stakeholders across various industries that are committed to protecting underground utility infrastructure and eliminating accidents and injuries from unsafe excavation practices. This group sponsors the MO CGA Damage Prevention & Excavation Safety Summit and the International Locate Rodeo. This year's event was a HUGE SUCCESS! Hundreds of contractors, utility personnel, locators, and others from more than 25 states and Canada traveled to Springfield to participate in the nation's largest summit. We truly appreciate everyone taking time out of their busy schedules to attend. City Utilities is a huge supporter of the event, providing our expertise from Damage Prevention, Safety, Electric Line, and Natural Gas Departments. Below are pictures from event including the docu-drama of a trench cave-in, safety classes and the Locate Rodeo. Great job to everyone involved. **You make a difference in people's lives.**



CU Workers' Compensation Costs Year-End 2019

Department	Medical & Indemnity Costs
Customer Operations & Comm.	\$ 46,027.89
Electric Supply & Delivery	\$ 80,581.75
Power Supply/Generation	\$ 98,324.39
Finance	\$ - 0 -
General Management	\$ 239.20
Operations - Natural Gas	\$ 71,166.74
Operations - Water	\$ 266,897.72
Operations - Transit & Fleet	\$ 82,744.49
Administration	\$ 5,073.46
Total Workers' Compensation Costs (01-01-19 through 12-31-19)	\$ 651,055.64
Total Workers' Compensation Costs (01-01-18 through 12-31-18)	\$ 644,763.59
Increase From 2018	\$ 6,292.05

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2020; ITEM II.F.

Technical Planning Committee Chair Rotation

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In 2003, the Technical Planning Committee voted to establish a rotation schedule for the chairmanship of the Technical Committee. This rotation, as shown below, has been followed since. The Chairman-Elect serves as the Chair in absence of the Chairman.

Todd Wiesehan of Christian County will be serving as Chair in 2021. The chairman-elect will be from Battlefield.

TECHNICAL PLANNING COMMITTEE CHAIR ROTATION SCHEDULE

Year	Jurisdiction	
2010	Willard	Pat Lloyd
2011	Republic	David Brock
2012	Christian County	Todd Wiesehan
2013	Battlefield	Rick Hess
2014	Nixa	Travis Cossey
2015	Greene County	Adam Humphrey
2016	Ozark	Larry Martin
Fall 2016-2017	Strafford	King Coltrin
2018	Springfield	Kirk Juranas
2019	Willard	Dave O'Connor
2020	Republic	Andrew Nelson
2021	Christian County	Todd Wiesehan, Chairman
2022	Battlefield	Chairman-Elect

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to elect the Chairman-Elect position for 2021 for the Technical Planning Committee as shown above."

OR

"Move to elect the Chairman-Elect position for 2021 for the Technical Planning Committee with the following changes ..."

TAB 9



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee 2021 Meeting Schedule

Meetings are held every other month on the third Wednesday from 1:30 to 3:30 pm in the Ozarks Transportation Organization's Conference room:
2208 W. Chesterfield Blvd. Suite 101, Springfield, MO

February 17, 2021

April 21, 2021

June 16, 2021

August 18, 2021

October 20, 2021

December 15, 2021

Please provide requests for agenda items 2 weeks prior to meeting date.

TAB 10

Springfield News-Leader

MISSOURI

Hyperloop test track sought by Missouri heading to West Virginia instead

Austin Huguelet Springfield News-Leader

Published 1:41 p.m. CT Oct. 8, 2020

Missouri politicians' push to attract a coveted hyperloop to the state has come up short.

Virgin Hyperloop said Thursday it will build its \$500 million certification center and test track in West Virginia after considering proposals from Missouri and more than a dozen other states.

The project was advertised as a proving ground for a new generation of ground transportation capable of moving passengers and cargo through vacuum tubes at more than 600 miles per hour.

A four-hour commute, cut down to 30 minutes

Missouri sought the project hoping testing would go well and California-based Virgin would build on the test track to connect St. Louis, Columbia and Kansas City.

Air taxis, Hyperloop, self-driving cars: What your commute could look like in 2030

If the technology works as advertised, that kind of project would cut a four-hour cross-state drive to 30 minutes.

Promoters had said such a shift would merge local economies and labor pools, create thousands of jobs and generate billions of dollars in economic impact.

What the state might have seen from a hyperloop

State universities, including the University of Missouri-Columbia, were expected to see a boost from all the research and development, too.

And House Speaker Elijah Haahr, a Springfield Republican and a top booster for the project, said being the first place in the U.S. with a working track would be a magnet for other things, too.

“Having the test track makes us sort of the focal point for design,” Haahr said in January. “It puts us back in the forefront of being a tech-heavy place that millennials want to come to, but a lot of students want to come to as well.”

On the other hand, he said, losing it to another state might mean waiting decades for the technology.

A state task force report suggested the route could be built along the Interstate 70 corridor for somewhere between \$7.3 billion and \$10.4 billion.

And after that came out, lawmakers passed a bill in May that would let the state highway commission partner with the company to build it, though some were skeptical of the idea and barred the commission from spending road funds on it.

But Haahr said Thursday that other states had strong pitches, too.

More: Here’s why Elijah Haahr wants a hyperloop in Missouri

“West Virginia presented a very united front,” he wrote in a text message. “Both the federal and state delegation all were pulling in the same direction. Virgin told us we had made the final four but I always knew that we had tough competition from them, Ohio and Texas.”

Haahr, who is leaving office early next year due to term limits, said he’s hopeful that state universities can still help out with the technology and that Missouri can remain a destination when any hyperloops come to the Midwest.

Meanwhile, construction in West Virginia is expected to begin in 2022 on the site of a former coal mine, Reuters reported.

Virgin said in a news release it hopes to get a safety certification from the federal government by 2025 and start commercial operations by 2030.

The company is also working on a route in India.

Austin Huguelet is the News-Leader's politics reporter. Got something he should know? Have a question? Call him at 417-403-8096 or email him at ahuguelet@news-leader.com. You can also support local journalism at [News-Leader.com/subscribe](https://www.news-leader.com/subscribe).



Males, Pick-up Truck Occupants Remain at Higher Risk for Traffic Deaths

JEFFERSON CITY, Mo. – Recent statistics from the Missouri Coalition for Roadway Safety show that men make up the majority of the state’s traffic fatalities, often due to a lack of seat belt use, particularly among pickup truck drivers.

Preliminary 2020 data indicates male pickup truck drivers account for 77% of the pickup truck fatalities so far this year. In addition, 83% of the male pickup truck drivers killed were unbuckled.

As a result, the coalition and the Missouri Department of Transportation are stepping up efforts to target messaging and educational resources to males and those driving pickup trucks. Through a new video, the department hopes to encourage buckling up by outlining the consequences of not wearing a seat belt. The department will promote the video, which can be found at <https://youtu.be/obmulMOYK6g>, via social media and other avenues.

“We’re working to tailor our safety messages to categories of drivers, such as males and pickup truck occupants, who are at higher risk of losing their lives in a traffic crash,” said Patrick McKenna, MoDOT director. “Despite all that is going on, we can’t lose sight of the fact that a public health crisis is playing out on our state’s highways in the form of traffic fatalities.”

Already, 2020 has seen 717 traffic fatalities, an increase of 76 more lives lost compared to the same time last year. Of the vehicle occupants killed in Missouri traffic crashes in 2020, 68% were unbuckled. Based on average survival rates, if everyone involved in these crashes had been buckled, more than 180 people who were killed would still be alive today, according to State Highway Safety and Traffic Engineer Nicole Hood.

“Those 180 fatalities are people someone knew and loved,” Hood said. “Think of the staggering ripple effect those deaths have on those left behind.”

As part of the messaging, MoDOT and the coalition continue to promote the state’s successful Buckle Up Phone Down safety initiative, especially among men and truck drivers. The BUPD campaign, which will celebrate its fourth annual Buckle Up Phone Down Day on Oct. 16, tackles two of the most effective actions drivers can take to stay safe when getting behind the wheel – fastening their seatbelts and putting down their cell phones.

More information can be found at www.modot.org/bupd.

###

For more information, call MoDOT at 888-ASK-MODOT (275-6636) or visit www.modot.org. To receive the latest statewide news and text alerts, signup for e-updates.

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Districts Involved

STATEWIDE

Published On: Thu, 10/01/2020 - 11:43

Missouri Department of Transportation

105 W. Capitol Avenue
Jefferson City, MO 65102
[1-888-ASK-MODOT \(275-6636\)](tel:1-888-ASK-MODOT)
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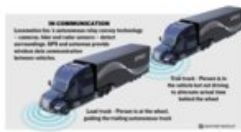
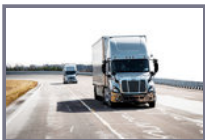
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PHOTO PROVIDED BY LOCOMATION INC.

TANDEM TRUCKS: Locomotion Inc. is developing autonomous technology for trucks as part of an order placed by Springfield trucking company Wilson Logistics Inc.



Wilson Logistics invests in autonomous truck technology

Springfield company's order is set to equip over 1,000 vehicles by 2028

**BY: MIKE CULLINAN, REPORTER**mcullinan@sbj.net (<mailto:mcullinan@sbj.net>)

Posted online October 26, 2020 | 2:54 pm

After a successful start this summer to a multiyear partnership, a local trucking company aims to have self-driving trucks on the road before decade's end.

Under terms of the deal, Pittsburgh-based Locomotion Inc. is slated to equip at least 1,120 of Wilson Logistics Inc.'s trucks with autonomous technology. The first units are expected to be delivered by mid-2022, said Locomotion officials, as part of the commercial agreement between the two companies that extends through 2028. Financial terms were not disclosed.

"The attraction to autonomous trucking for me is, first and foremost, safety," said Wilson Logistics owner Darrel Wilson. "Autonomous vehicles are just another continuation of the safety technology we've been developing for the last probably 20 years, really starting with cruise control."

Features such as advanced emergency braking, lane-change assist and reverse assist are considered advancements toward one day achieving full automation in the trucking industry, officials say.

"In the trucking industry, there's been a focus on trying to make the vehicles safer," said Tom Crawford, president and CEO of the Missouri Trucking Association. "Autonomous is a step along that direction."

Locomotion co-founder and CEO Cetin Mericli said the agreement with Wilson Logistics involves what's called autonomous relay convoy technology. With the system, one person drives a lead truck, guiding the trailing autonomous truck down the road. A second person is in the trail truck but not driving it. He said the process is most similar to team driving, where two drivers share a truck and alternate time behind the wheel.

"This frees up the driver in the second truck," Mericli said of the autonomous technology. "While they are in this mode, only one driver has to stay on duty and the other driver takes the mandated rest. That way, they can take turns every couple of hours or every couple hundred miles and can actually go twice as far, twice as fast and deliver twice as much cargo in one trip."

Tech investment

Mericli said the company's trucks are able to see the surroundings through a system of cameras, lidar, which use light detection and ranging, and radar sensors. GPS also is utilized, with wireless communication for the trucks

handled through installed radios and antennas. The vehicles share data about acceleration, speed, and how much brake and throttle is being applied, he said.

“The responsibilities of the autonomy are actually more limited because the autonomy can rely on the lead driver to make the high-level judgments,” he said. “It can only follow what the lead driver is doing.”

Locomotion primarily tests its technology at the Transport Research Center in East Liberty, Ohio. However, a pilot project the company announced in March with Wilson Logistics put the autonomous trucks on the road this summer.

In the test, two Locomotion trucks hauled Wilson Logistics trailers and freight on a 420-mile route from Portland, Oregon, to Nampa, Idaho.

“Following that, we decided collectively it was time to pull the trigger on the commercial rollout plan,” Mericli said. “In all of the tests, we have specially trained safety drivers behind the steering wheel. Even with the follower truck driving itself, there is a safety driver behind the steering wheel overseeing the operation and ready to take over if anything happens in an unexpected way.”

Wilson said the presence of a person in the autonomous truck is a smart component of Locomotion’s technology. Fully autonomous trucks cruising down the highway is not the goal of this project, officials say.

“We don’t feel we take a driver out of the truck today or anytime in our near future,” he said. “That’s an important element of why we’re doing this.”

On the grow

The connection between Wilson Logistics and Locomotion was developed after company representatives met last year at a trucking industry conference.

“They are very growth and safety oriented. We share fundamental values,” Mericli said of Wilson Logistics. “That was a strong match early on.”

Locomotion has invested roughly \$8 million since its 2018 launch, he said. The employee count has grown 500% from its five-person start.

Growth is ongoing at Wilson Logistics, as well. Wilson said company revenue reached \$235 million in 2019, up nearly 50% from its \$160 million in 2017. A growing customer base and the industry as a whole is boosting the financials, he said. He projects revenue will finish 2020 around \$265 million.

While the company has committed to the order with Locomotion, Wilson said it's not time to "throw a checkbook" for investment in the technology. Both he and Mericli said a lot of additional testing is necessary, including development of the brake network.

"This won't be one day or one minute before it's ready and proven," he said of Wilson Logistics' trucks taking to the road with the technology in place.

Future focus

Autonomous trucking has been a topic dominating industry conferences for several years, said Missouri Trucking Association's Crawford.

"It's starting to get real when you see orders being placed for equipment," he said.

Crawford believes the technology, once fully developed, will be beneficial for safety and more efficient navigation. An appeal of team driving is the ability to have someone rest while the other is driving, which can keep a critical shipment delivery on track.

"Being able to do that with a bigger shipment, that's going to be a benefit," Crawford said. Trucks transported 11.8 billion tons of freight in 2019, representing roughly \$791 billion in revenue, according to American Trucking Association data.

Still, Crawford understands trucking companies being reluctant to dive into new technology that could be cost prohibitive. There's also a fear of the unknown.

"The nature of technology is wait a little bit for it to be more developed and the price starts to drop as it becomes more commercially viable," he said.

Wilson and Mericli agree fully autonomous vehicles won't be achieved by the industry anytime soon. However, they believe their agreement will contribute to improved safety, as well as labor and fuel efficiencies. Locomotion officials project around a 30% overall operating expense reduction.

“It’s an investment in the future, but technology is part of our business,” Wilson said. “It’s really in line with any other investment we’ve made in our company and we look at them all the same.”

Mericli said autonomous trucks are not an “if” for the industry, but a “when and how.”

“It is going to happen and the industry needs that,” Mericli said. “But it’s a multigenerational process to get to the point where the majority of the trucks are autonomous or the majority of the systems are equipped with autonomy.”

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