

**OTO FY 2020-2023**

# Transportation Improvement Program

**Approved by the Board of Directors** \_\_\_\_\_

**Approved by U.S. DOT** \_\_\_\_\_



**OZARKS TRANSPORTATION ORGANIZATION**  
A METROPOLITAN PLANNING ORGANIZATION

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# INTRODUCTION

## SECTION A

INTRODUCTION

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## INTRODUCTION

The Transportation Improvement Program (TIP) is the short-range capital improvement program for various transportation systems located in the Springfield metropolitan planning area. 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 OTO is comprised of four components – the Board of Directors, the Technical Planning Committee, the Bicycle and Pedestrian Advisory Committee, and the Local Coordinating Board for Transit. The Board of Directors consists of elected officials and representatives from transportation providers. The Technical Planning Committee consists of technical staff and appointed transportation representatives. The Bicycle and Pedestrian Advisory Committee is also comprised of technical staff and appointed bicycle and pedestrian representatives. The Local Coordinating Board for Transit is composed of local human service transportation providers.

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 Plan 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, though the TIP should also include any regionally significant projects, including those funded from non-federal funding sources. A regionally significant project is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. 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.

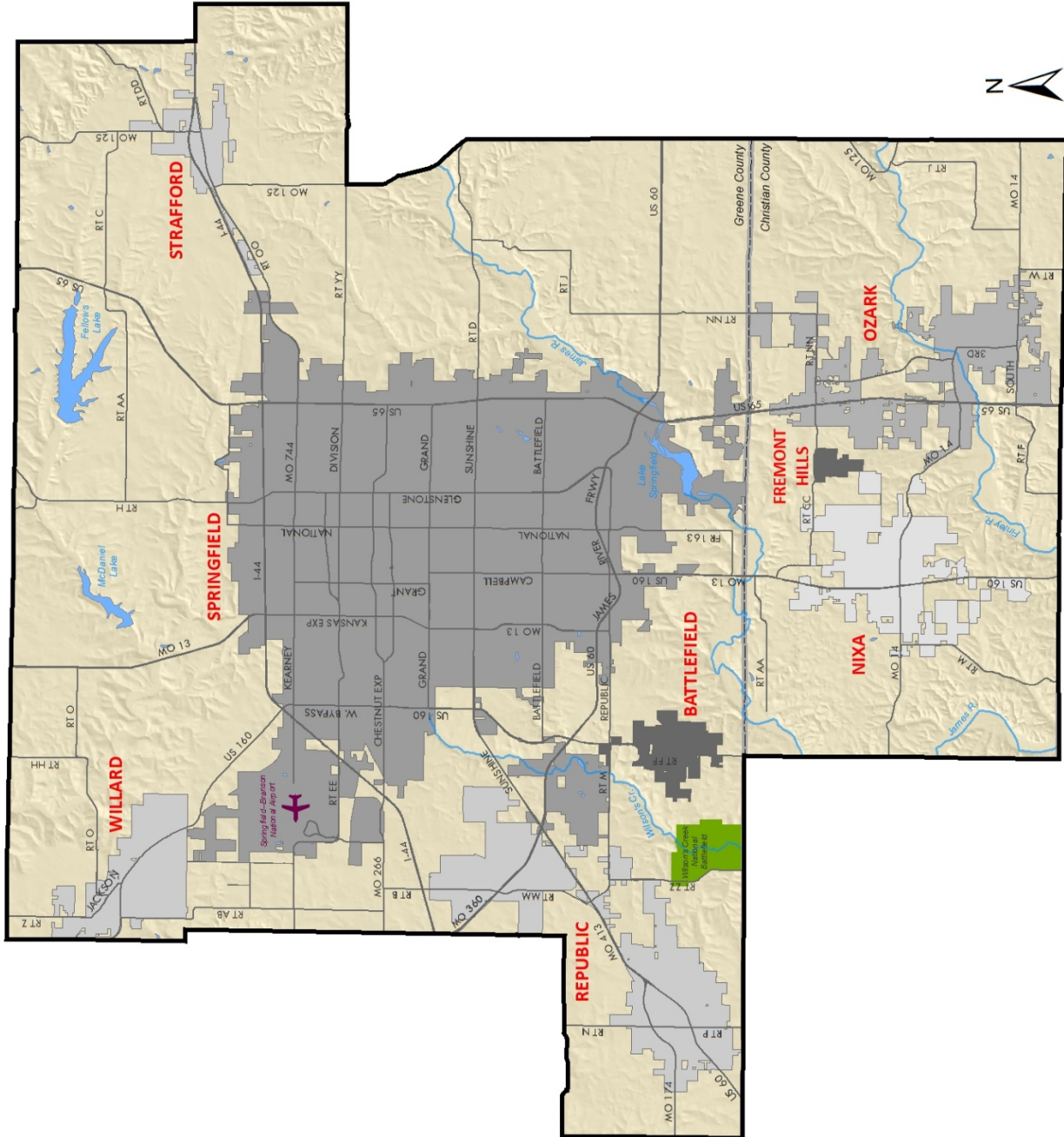
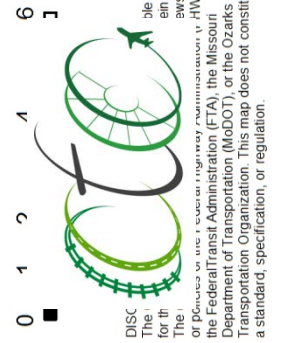
The TIP is created in compliance with the OTO public involvement policy. Each individual agency allows for public participation in the TIP process. Once the TIP submittals are received, OTO staff compiles the submittals and distributes them to the Technical Planning Committee. The Technical Planning Committee then reviews the TIP and forwards it to the Board of Directors. Public comment is taken prior to the approval of the TIP. Once approved by the Board of Directors, the Governor of Missouri must also approve the TIP. The TIP is approved by the Missouri Department of Transportation to be incorporated into the Statewide Transportation Improvement Program (STIP) by reference, following MoDOT's receipt of the Governor's review for concurrence and U.S. DOT approval of the MoDOT STIP amendment. Finally, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) approve the STIP.

This TIP document is intended to serve as a project implementation guide for those agencies participating in the OTO transportation planning process for the Springfield metropolitan planning area (MPA). The projects outlined in this TIP are a reflection of the policies and plans adopted by the OTO. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The projects in the TIP represent the agreed list of projects that are programmed to be delivered in each year of the four-year TIP horizon period.



Approved by the  
Governor of Missouri  
2/8/2002

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Governor of Missouri  
2/8/2002





## OZARKS TRANSPORTATION ORGANIZATION MEMBERSHIP

### BOARD OF DIRECTORS

Voting Members include:

- One (1) Elected Official from Christian County
- Two (2) Greene County Commissioners
- One (1) Elected Official from the City of Battlefield
- One (1) Elected Official from the City of Nixa
- One (1) Elected Official from the City of Ozark
- One (1) Elected Official from the City of Republic
- Three (3) Springfield City Council Members
- One (1) City Utilities Board Member
- One (1) Springfield-Branson National Airport Board Member
- Four (4) Citizen At-Large Representatives
  - One (1) Member nominated by the Board of Directors and Appointed by the MPO
  - Two (2) Members nominated by Springfield and Appointed by the MPO
  - One (1) Member nominated by the Christian County Commission and Appointed by the MPO. The Cities of Ozark and Nixa may submit candidates to the Christian County Commission for consideration
- One (1) Elected Official from the City of Strafford
- One (1) Elected Official from the City of Willard

Non-Voting Members include:

- Federal Aviation Administration Representative
- Federal Highway Administration Representative
- Federal Transit Representative
- District Engineer, Missouri Department of Transportation (MoDOT)

### TECHNICAL PLANNING COMMITTEE

Voting Members include:

- Representative from the City of Battlefield
- BNSF Representative
- City Utilities Director of Transit Services
- Representative from Christian County
- Administrator, Greene County Highway Department
- Director, Greene County Planning Department
- Greene County Highway Department Chief Engineer
- Transit Representative of Missouri State University
- MoDOT (Central Office), Assistant Administrator of Transit
- MoDOT (Central Office), MPO Planning Liaison
- MoDOT Southwest District Office, Assistant District Engineer
- MoDOT Southwest District Office, Transportation Planning Manager
- Representative from the City of Nixa
- Representative from the City of Ozark
- Representative of Ozark Greenways
- Private Transportation/Transit Provider Representative
- Representative from the City of Republic
- Springfield-Branson National Airport Director of Aviation
- Representative of the Springfield Area Chamber of Commerce
- Springfield Director of Planning and Development
- Springfield Director of Public Works
- Representative from the City of Strafford
- Trucking Representative
- Representative from the City of Willard

Non-Voting Members include:

- Federal Aviation Administration Representative
- Federal Highway Administration Representative
- Federal Transit Administration Representative
- Southwest Missouri Council of Governments Transportation Advisory Committee Member

#### BICYCLE PEDESTRIAN ADVISORY COMMITTEE

- Representative from Christian County
- Representative from the City of Battlefield
- Representative from the City of Nixa
- Representative from the City of Ozark
- Representative from the City of Republic
- Representative from the City of Springfield
- Representative from the City of Strafford
- Representative from the City of Willard
- Representative from City Utilities
- Representative from Greene County
- Representative from Missouri State University
- Representative from MoDOT
- Representative from Ozark Greenways
- Citizen Representative

#### LOCAL COORDINATING BOARD FOR TRANSIT

- Arc of the Ozarks
- Burrell Center
- City Utilities Transit
- FTA Transit Administration Region 7
- MoDOT Central Office
- MoDOT Southwest District Office
- OATS, Inc.
- Southwest Center for Independent Living
- Southwest Missouri Council of Governments
- Southwest Missouri Office on Aging
- Ozark Senior Center
- Springfield Regional Office – Dept. of Mental Health
- Springfield Workshop Industrial Solutions

#### TRANSPORTATION PLAN COMPLIANCE

The FY 2020-2023 Ozarks Transportation Organization Transportation Improvement Program considers the Long Range Transportation Plan, *Transportation Plan 2040*, for the metropolitan planning area when placing projects in the program. Improvements are considered on a regional basis. Projects considered for placement in the Transportation Improvement Program must appear in the Long Range Transportation Plan.

Federal funding is used to improve highways and major intersections located in the metropolitan planning area, which serve not only the residents of the incorporated city limits or a single jurisdiction, but residents of unincorporated areas and multiple jurisdictions that use the state highway system to meet daily transportation needs. Many of the projects listed for consideration in the Long Range Transportation Plan are being improved through this program.

Federal funding is utilized to make transit improvements and to help fund the operations of the City Utilities and Missouri State University transit systems. The improvements financed are ranked and funded accordingly. As part of the ranking criteria, consideration is given to adherence to the Long Range Transportation Plan.

Federal funding is also used to aid in the purchase of vans for non-profit agencies in the region. These paratransit agencies serve populations that are not served by the fixed-route transit system.



## PUBLIC INVOLVEMENT PROCESS

### OZARKS TRANSPORTATION ORGANIZATION

OTO conducts its own public involvement process. This includes the notification of transportation agencies and other interested groups concerning the TIP project development and selection process and how to participate. OTO also publishes written notices and press releases to alert the public to those meetings at which the proposed TIP will be discussed. Public comment is solicited and copies of the draft are made available for public examination around the region, as well as the OTO offices and online at <http://www.OzarksTransportation.org>.

OTO provides annual notice to the agencies and groups considered interested parties and to the agencies that have previously submitted projects. This list may be found Appendix J of this document. The notice includes information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP must include written documentation showing that public comment has been sought. If written or oral comments that question the need, scope or scheduling of TIP projects, or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary, analysis, and report on the disposition of the comments, which will be made a part of the approved TIP and can be found in Appendix J.

Public comment is taken prior to Board of Directors approval of the TIP. The draft TIP is to be made available for comment for 30 days. Prior to approval a public notice will be published in the Springfield News-Leader or other community paper. The draft TIP will be available on the OTO website, at the OTO offices, the Springfield-Greene County Library, City Utilities Transit Office, and the Missouri Department of Transportation Southwest District Office. Any public comment received during this review period will be taken into account by OTO staff and will be presented to the Technical Planning Committee and the Board of Directors as part of the approval process. The public notice regarding the availability for review of the draft TIP will include the following text: "THIS PUBLIC NOTICE OF PUBLIC INVOLVEMENT ACTIVITIES AND TIME ESTABLISHED FOR PUBLIC REVIEW AND COMMENTS ON THE TIP DEVELOPMENT PROCESS WILL SATISFY THE FTA'S PROGRAM OF PROJECTS REQUIREMENTS OF THE URBANIZED AREA FORMULA PROGRAM. IF NO COMMENTS OR CHANGES ARE MADE TO THE PROGRAM, THE PROGRAM AS PROPOSED WILL BE THE FINAL PROGRAM."

**OTO has adopted a public participation plan, available on the OTO website at [www.OzarksTransportation.org](http://www.OzarksTransportation.org).**

### CITY UTILITIES OF SPRINGFIELD

City Utilities of Springfield has adopted a public involvement policy that offers public and private entities the opportunity to participate in the transit planning process and to present views concerning the development of local transportation plans and programs. City Utilities holds an annual public hearing on their budget and projects for the coming year. The City Utilities Board of Public Utilities must also approve the budget and projects with the Springfield City Council making the final approval.

In January of 2015, City Utilities of Springfield, Missouri – Transit (CU) and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted public participation process requirements



for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

1. The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs.
2. The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs.
3. The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process.
4. CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO.
5. CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP.
6. The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements.
7. CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP.
8. CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment.

OTO advertises City Utilities' program of projects each year in the Springfield News-Leader. A public hearing is required, and an equity analysis may also be performed, prior to implementing either an increase in transit fares or a significant reduction in service. The CU public involvement process for fare increases or route changes is aligned with FTA guidelines. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of a route, either at one time or cumulative during any twelve (12) month period; or
- An increase in headway for a route of more than 15 minutes; or
- A rerouting that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more.

## MISSOURI DEPARTMENT OF TRANSPORTATION

Local input is important in statewide transportation planning. The Missouri Department of Transportation (MoDOT), the regional planning commissions (RPCs), MPOs, city officials, and county officials form regional partnerships to gather and evaluate local input on transportation needs. This allows members with common interests and goals to tailor their level of participation as they desire. Their roles can then evolve as participants gain more experience in transportation planning. Although members' roles and specific processes may differ from group to group, some common themes exist among them. Public comments concerning transportation needs are gathered from many sources, including county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing

transportation needs in the region. Each RPC and MPO develops a prioritized list of needs for MoDOT's consideration in programming.

In addition to public input, MoDOT continuously evaluates the condition of Missouri's road and bridges. State bridge inspectors evaluate the structural integrity of each bridge component. Interstate and primary system roads are evaluated every year, along with approximately one-third of the secondary system roads. During the pavement evaluation, physical factors such as rut depth, roughness, cracking, and joint integrity are reviewed. The road and bridge inspection data for the entire system is analyzed to provide indices for pavement and bridges. All of this data is used in programming.

MoDOT uses a combination of factors to determine what would be the best expenditure of funds in a particular year. These factors may include the MPO's and RPC's prioritized lists, public comment and priority time necessary to produce plans and estimated costs, as well as the recommendations of the long range transportation plan, safety factors, traffic information, condition ratings, construction scheduling and sequencing, duration of the construction, coordination with other construction projects (both MoDOT's and others), economic development, and the availability of outside funding sources. The combination of these factors, and more, are used to develop project priorities for programming.

## ENVIRONMENTAL JUSTICE

Environmental justice is a fundamental ideal that ensures federally funded plans and projects do not create a disproportionately adverse effect on minorities, low-income, disabled, elderly and/or under age 18 populations. This ideal is built on the framework of Title VI of the Civil Rights Act of 1964, which states, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In 1994, President Clinton issued an Executive Order directed to all Federal agencies to consider and address the effects of all program, policies, and activities on "minority and low-income populations." This has been further expanded to include the elderly, disabled, and the under 18-years of age populations. President Bush signed an Executive Order in 2000, expanding protection against national origin discrimination, by ensuring programs are accessible by people with limited English proficiency.

Federally funded recipients are to ensure that there are no disproportionate adverse impacts in these communities, or those considered transportation dependent due to age or physical limitations, when allocating or spending federal funds. These recipients are also required to review the benefits and burdens of projects and programs (in this case, transportation improvements) are balanced between the population at large and those traditionally underserved in the planning and programming process.

While it is difficult to make any significant change to the transportation system without negatively affecting someone, the focus of environmental justice is on these impacts and alternative solutions. Any major transportation system change should first consider whether society will be better off with the change, and second, determine the distributional impacts. The first consideration addresses the economic efficiency of a project; that is benefit-cost analysis. The second addresses the equity of who will receive more of the benefits and who will pay more of the costs. This question of equity is the concern of environmental justice. If it is determined that a project negatively impacts a population, the project can be rejected or the population impacted can be compensated. Should a project still move forward, attempts should be made to minimize the negative impacts.

OTO has identified minority and Hispanic, low-income, disabled, elderly and youth, and limited English proficiency

populations within the OTO region. Federal guidance identifies significant areas as those which contain more of the vulnerable population than the average for the region. The location of these populations has been compared to the location of the constrained projects included in the Long Range Transportation Plan. The projects included in the TIP, which identify with this analysis, have been marked as projects of potential Environmental Justice concern via a checkmark on the individual project detailed report page. This is to alert project sponsors that these projects could need additional analysis during the NEPA process.

## CONGESTION MANAGEMENT PROCESS

Urban areas with a population over 200,000, like the Ozarks Transportation Organization urbanized area, are known as Transportation Management Areas (TMAs). These areas must develop a Congestion Management Process (CMP) that both identifies and evaluates projects and strategies that reduce traffic congestion and increase the mobility of people and goods. The CMP can be found on the OTO website at [www.OzarksTransportation.org](http://www.OzarksTransportation.org).

## FUNDING SOURCES

### FEDERAL

The U.S. Department of Transportation allocates Highway Trust Funds collected from gasoline and other federal transportation-related taxes to major transportation programs administered by the Federal Highway Administration and the Federal Transit Administration as authorized by the FAST Act. The Fixing America's Surface Transportation Act (FAST Act) was signed into law December 4, 2015. It authorizes the federal surface transportation programs for highways, highway safety, transit, and rail for the five-year period from 2016 through 2020. The following is a list of some of the federal transportation programs from which funding is available:

Major Federal-Aid Highway Programs under the FAST Act		
Program	Eligible Uses	Percent (%) Federal Share of Funded Projects
<b>Congestion Mitigation and Air Quality (CMAQ)</b>	A wide range of projects in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter, which reduce transportation-related emissions.	80
<b>Highway Safety Improvement Program</b>	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.	90
<b>Metropolitan Planning (PL)</b>	All planning activities are eligible (e.g., modeling, air quality analysis, public outreach, environmental analysis).	80 unless the Secretary determines that changing this contribution level is warranted

<b>Major Federal-Aid Highway Programs under the FAST Act</b>		
<b>Program</b>	<b>Eligible Uses</b>	<b>Percent (%) Federal Share of Funded Projects</b>
<b>National Highway Freight Program</b>	Contributes to the efficient movement of freight on the National Highway Freight Network and be identified in a freight investment plan included in the State's freight plan.	In accordance with 23 USC 120
<b>National Highway Performance Program</b>	Support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	80
<b>Highway Infrastructure Program (as defined in annual appropriations funding)</b>	As defined by Section 133(b)(1)(A) of Title 23, U.S.C. – construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40, U.S.C.	80
<b>Off-System Bridge Replacement and Rehabilitation Program</b>	Replacement and rehabilitation of deficient bridges located on roads functionally classified as local or rural minor collectors.	80
<b>Surface Transportation Block Grant Program (STBG)</b>	Broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.	80
<b>Transportation Alternatives Program (TAP and STAP)</b>	A variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs.	80
<b>Transportation and Community and System Preservation (TCSP)</b>	Research and grants to investigate the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships.	80
<b>Transportation Investment Generating Economic Recovery (TIGER) - Discretionary</b>	For projects that advance DOT's strategic goals for the nation's transportation system found in the DOT's Strategic Plan. The Notice of Funding Availability should be reviewed prior to applying to these funds.	80 in Urban Areas and 100 in Rural

<b>Federal Transit Administration Urban-Related Programs under the FAST Act</b>		
<b>Program</b>	<b>Eligible Uses</b>	<b>Percent (%) Federal Share of Funded Projects/Services</b>
<b>Metropolitan Planning Program Funds – Section 5303</b>	Transportation Planning.	80
<b>Urbanized Area Formula Grants – Section 5307</b>	For public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	80 for capital 50 for operating 80 for paratransit

Federal Transit Administration Urban-Related Programs under the FAST Act		
Program	Eligible Uses	Percent (%) Federal Share of Funded Projects/Services
<b>Capital Investment Grants – Section 5309</b>	For new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.	80
<b>Enhanced Mobility of Seniors and Individuals with Disabilities – Section 5310</b>	Enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit.	80 for capital 50 for operating
<b>Mobility on Demand (MOD) Sandbox Demonstration Program – Section 5312</b>	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.	80
<b>Bus and Bus Facilities Program – Section 5339</b>	Provides funding through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Additionally, this program includes two discretionary components – the Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	80

## STATE OF MISSOURI

The State of Missouri receives state revenue for transportation from fuel taxes, licensing fees, sales taxes, interest earned on invested funds and other miscellaneous collections, and General Revenue.

## LOCAL GOVERNMENT

There are a variety of options available for transportation funding by local governmental entities. These include taxes, improvement districts, obligation bonds, development districts, Community Development Block Grants, special assessments, impact fees, excise taxes, development agreements, tax increment financing, gasoline taxes, licensing and motor vehicle fees, service fees and property taxes. **Additional information on revenues may be found later in this document in Section H: Fiscal Constraint.**

## ANNUAL LISTING OF OBLIGATED PROJECTS

## EXPLANATION OF SEPARATE PUBLICATION

An Annual Listing of Obligated Projects is required according to 23 CFR 450.332. This list is published by the Ozarks Transportation Organization each year in December. The list is online at [www.OzarksTransportation.org](http://www.OzarksTransportation.org); at the OTO offices (2208 W. Chesterfield Boulevard, Suite 101, Springfield, MO); or can be mailed/faxed by contacting 417.865.3042. This list includes all funding obligated during the preceding federal fiscal year. 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 scope of work is authorized and the federal funds are obligated in the FHWA Federal Management Information System (FMIS).





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

TIP Section  
C – Aviation  
D – Bicycle/Pedestrian  
E – Roadways  
F – Transit

TIP Number and Project Name  
XX##\*-YYZ\$ (e.g., NX1901-18)  
XX – code for location or agency  
## - last 2 digits of project original fiscal year  
\*\* - numeric project number  
YY – year changed or added to TIP  
Z – A (Amendment) or AM (Administrative Modification)  
\$ - Numeric order of A or AM

Category for Source of Federal Funds  
Earmark  
NHPP – National Highway Performance Program  
Safety  
STBG – Surface Transportation Block Grant  
TAP – Transportation Alternatives Program

MoDOT Assigned Funding Category  
Earmark  
Grade Crossing Safety Account  
Major Projects and Emerging Needs  
None  
Safety  
Statewide Interstate and Major Bridge  
Taking Care of the System

TIP #

Route

From

To

Location

Federal Agency

Project Sponsor

Federal Funding Category

MoDOT Funding Category

Bike/Ped Plan?

EJ?

STIP #

Federal ID #

Project Description

Fund Code

Totals

Notes

-1

Project Route Location and  
Project Starting and Ending Points

Location or Operating Agency of Project

Agency or Jurisdiction Responsible for Project Implementation

Corresponds to MoDOT  
and Federal Job Numbers

Project Description

Funding Agency (Federal Funding  
Category Identified if applicable)

Source

Federal, State, or Local

Phase

Engineering (ENG)  
Right-of-Way (ROW)  
Construction (CON)  
Payment (PMT)  
Maintenance (MAINT)  
CAPITAL  
Operations (OPER)

FY2020

FY2021

FY2022

FY2023

Total

Funding Amounts per Source per Year

Total Project  
Cost for 4  
Years of TIP

Additional information regarding local  
funding sources and cost shares

Prior Cost  
Future Cost  
Total Cost

Previously Programmed  
Future Funding not in TIP  
Overall Cost of Project

TIP Section and Page Number of Detailed Report

FY 2020-2023 Draft TIP for Public Comment 7/10/2019

TIP Version Shown in Footer of each Detailed Report

Federal Agency with Oversight for Project  
Federal Aviation Administration (FAA)  
Federal Highway Administration (FHWA)  
Federal Transit Administration (FTA)

Map of project, if  
available, shown in  
this box of each  
Detailed Report

# PERFORMANCE BASED PLANNING

## SECTION B

NATIONAL GOALS AND PERFORMANCE MEASURES

OTO GOALS AND PERFORMANCE MEASURES

PROGRAMMING FOR PERFORMANCE

## PERFORMANCE MEASURES

### NATIONAL GOALS AND PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act, or MAP-21, integrated performance measures into the planning and programming aspects of transportation investment. MAP-21 established seven National Goals as the focus of the Federal-aid highway program. The FAST (Fixing America's Surface Transportation) Act provided for continuation of these goals. Guidance has been released listing the required performance measures to achieve the national goals. The state DOTs, MPOs, and transit agencies are required to coordinate target setting for these measures. MPOs must set their targets within 180 days of the state. MPOs may choose to set their own targets or to program in support of the state and transit agency targets. OTO will make this decision on a case-by-case basis.

#### 1. **Safety**

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

*Measures:*

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

#### 2. **Infrastructure Condition**

To maintain the highway infrastructure asset system in a state of good repair.

*Measures:*

- Percentage of NHS Bridges Classified as in Good Condition
- Percentage of NHS Bridges Classified as in Poor Condition
- Percentage of Pavements of the Interstate in Good Condition
- Percentage of Pavements of the Interstate in Poor Condition
- Percentage of Pavements of the non-Interstate NHS in Good Condition
- Percentage of Pavements of the non-Interstate NHS in Poor Condition

#### 3. **Transit Asset Management:**

To maintain transit assets in a state of good repair.

*Measures:*

- Equipment (non-revenue service vehicles) State of Good Repair
- Facilities State of Good Repair
- Infrastructure State of Good Repair
- Rolling Stock State of Good Repair

#### 4. **Congestion Reduction**

To achieve a significant reduction in congestion on the National Highway System.

*Measures:*

- Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to OTO)
- Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to OTO)

## **5. System Reliability**

To improve the efficiency of the surface transportation system.

*Measures:*

- Interstate Travel Time Reliability Measure – Percent of Person-Miles Traveled on the Interstate that are Reliable
- Non-Interstate NHS Travel Time Reliability Measure – Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

## **6. Freight Movement and Economic Vitality**

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

*Measures:*

- Freight Reliability Measure – Truck Travel Time Reliability (TTTR) Index

## **7. Environmental Sustainability**

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

*Measures:*

- Emissions Measure – Total Emissions Reduction (not applicable to OTO)

## **8. Reduced Project Delivery Delays**

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## **TRANSIT STATE OF GOOD REPAIR TARGETS**

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City Utilities, as a Tier II transit agency, is partnering with the State of Missouri on their Transit Asset Management (TAM) Plan, which was adopted in October 2018. MoDOT collected and evaluated transit data and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets were coordinated with the applicable transit agencies and MPOs. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on December 20, 2018, the OTO Board of Directors accepted the Transit Asset Management Targets in the MoDOT TAM Plan.

MoDOT FY 2019 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50k at purchase)		N/A
Rolling Stock		
Automobiles, Minivans, Vans	8 Years Useful Life	45%
Cutaways	10 Years Useful Life	45%
Buses	14 Years Useful Life	45%
Facilities		
Administrative, Passenger Stations (buildings), and Parking Facilities	30% with a condition rating below 3.0 on FTA’s TERM Scale	
Maintenance Facilities	25% with a condition rating below 3.0 on FTA’s TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

\*TERM is a Federal Transit Administration Transit Economic Requirements Model which helps transit agencies assess their state of good repair backlog, level of annual investment to attain state of good repair, impact of variations in funding, and investment priorities.

## SAFETY TARGETS

After review of the information, at its meeting on December 20, 2018, the OTO Board of Directors voted to support the statewide safety targets for CY 2019, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2019
Number of Fatalities	872.3
Fatality Rate per 100 Million VMT	1.160
Number of Serious Injuries	4,433.8
Serious Injury Rate per 100 Million VMT	6.168
Number of Non-Motorized Fatalities and Serious Injuries	445.4

Besides the programming efforts described at the end of this Section, the OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety.

## PAVEMENT AND BRIDGE TARGETS

Pavement and Bridge Targets are a combination of two- and four-year targets. At its meeting on October 18, 2018, the OTO Board accepted the MoDOT Pavement and Bridge Targets, agreeing to plan and program in support of these targets.



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

## SYSTEM PERFORMANCE TARGETS

System Performance is also a combination of two- and four-year targets. At its meeting on October 18, 2018, the OTO Board accepted the MoDOT System Performance Targets, agreeing to plan and program in support of these targets.

Performance Measure	2019 Statewide Target	2021 Statewide Target
Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)	88.9	87.1
Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)	N/A	87.8
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)	1.28	1.30

## OTO GOALS AND PERFORMANCE MEASURES

MAP-21 and the FAST Act further requires a discussion of performance target achievement in the Transportation Improvement Program. OTO has not yet set all of the performance targets based on the National Goals, since the targets are not yet due. OTO did, however, adopt regional, non-federally required goals and performance measures in its long range transportation plan, *Journey 2035*, adopted in December 2011. These same regional performance measures were carried into *Transportation Plan 2040*. As targets are set for the nationally prescribed performance measures, the Plan and TIP will continue to be amended to address them.

**Integration of these regional performance measures into the OTO prioritization process for the statewide transportation improvement program can be found in Section F: Roadways.**

## TRANSPORTATION PLAN 2040 GOALS

1. Support the economic vitality of the region

2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements
3. Increase the safety and security of the transportation system for all users
4. Increase accessibility and mobility for all transportation modes
5. Improve connections within and between all modes of transportation
6. Encourage efficient system management and operations
7. Preserve the existing transportation system and monitor system performance
8. Maximize resources by promoting partnerships, collaboration, and good planning principles
9. Actively seek secure and reliable transportation funding
10. Provide education and advocacy for transportation
11. Protect and enhance the environment when planning for transportation improvements
12. Support the efficient movement of goods

### *TRANSPORTATION PLAN 2040 PERFORMANCE MEASURES*

Performance Measure	Target	FY 2020-2023 TIP Projects
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit stop connections
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination

Performance Measure	Target	FY 2020-2023 TIP Projects
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	Transit operations; Transit service coordination
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good condition	Pavement and railroad crossing improvements; Capacity and efficiency improvements
Bridge Condition	That the percent of bridges in fair or better condition will stay above 90 percent	Pavement and railroad crossing improvements; Capacity and efficiency improvements

Performance Measure	Target	FY 2020-2023 TIP Projects
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination

## PROGRAMMING FOR PERFORMANCE

The projects included in the FY 2020-FY 2023 Transportation Improvement Program address these national and regional measures, targets, and goals in a variety of ways. Programmed projects include ADA, pedestrian, and bicycle accommodations. This adds to the reduction of VMT per capita, increased modal balance, bicycle/pedestrian network completion, improved average commute and peak travel time, and maintaining acceptable air quality. Over \$18 million is programmed for bicycle and pedestrian projects.

The TIP includes numerous safety projects that address roadway and bicycle/pedestrian infrastructure, work-zone safety, and the safety and security of the transit system. These projects support a reduced crash rate and the improved condition of area roads and bridges. Many pavement improvements and railroad crossing improvements benefit these factors as well. Almost \$20 million in specific Safety funding has been programmed, though most projects address safety regardless of their funding source.

Several roadways and intersections in the region suffer from congestion, per the OTO Congestion Management Process. These bottlenecks are addressed through capacity and efficiency improvements. The LRTP and STIP Prioritization processes emphasize system performance in the criteria used to score projects.

Infrastructure condition is addressed through numerous resurfacing and reconstruction projects. The MoDOT funding distribution process puts funding toward asset management before it can be used for system expansion and other types of projects. Starting in 2022, this is even more pronounced in how funding is applied in the OTO region. In 2020, about 20 percent of funding is dedicated to Taking Care of the System, though additional funds are available if needed per the asset management plan. By 2022, over 60 percent of funds are dedicated to the refreshed asset management program.

The TIP continues to support the transit system as well, including technology projects that will improve transit operations. Coordination of service, with support for service outside of the City Utilities Transit region is also addressed. Transit State of Good Repair is provided by preventative maintenance and fixed route bus replacement projects totaling nearly \$7 million.

# PROJECTS

## SECTION C – STATUS OF PRIOR YEAR PROJECTS



## STATUS OF PRIOR YEAR PROJECTS

The tables below show the status of projects that appeared in a prior Transportation Improvement Program, but do not appear in the FY 2020-2023 TIP. Projects continue to appear in this list until they are marked complete, removed, or reprogrammed.

### SECTION D – AVIATION PROGRAM

#### SPRINGFIELD-BRANSON NATIONAL AIRPORT

TIP #	Project Description	Type of Improvement	Status
<b>NA1202</b>	Acquire Snow Removal Equipment	Acquire replacement snow removal equipment for use on airport runway to enhance safety efforts during inclement winter weather.	Completed with local funds
<b>NA1203</b>	Air Carrier Ramp Expansion/Glycol Containment	Expand air carrier ramp to accommodate expected aircraft mix and level of growth. Project will also allow for glycol containment on the commercial service apron.	Removed from TIP
<b>NA1601</b>	Taxiway C and N Direct Access Mitigation	Pavement mitigation to prevent aircraft direct access to the runway from Taxiways C and N	Reprogrammed as part of NA1903
<b>NA1602</b>	Upgrade Access Control System	Provide funding to upgrade security access controls and airport operations radio system	Completed with local funds
<b>NA1701</b>	Taxiway U & B Direct Access Mitigation	To mitigate direct access to runways from taxiways U & B	Reprogrammed as part of NA1905
<b>NA1802</b>	Rehab/Resurface Airport Perimeter Road	Rehabilitate and resurface perimeter road to complete loop inside airport fence and enhance security.	Removed from TIP
<b>NA1803</b>	Reconstruct T-Hanger Taxiways	Rehabilitate and resurface t-hanger taxiways to prevent FOD	Completed with proceeds from Airpark South property
<b>NA2101</b>	Land Acquisition	Land acquisition to help with obstruction removal.	Removed from TIP

### SECTION E – BICYCLE AND PEDESTRIAN PROGRAM

#### MODOT SPONSORED

TIP #	Project Description	Type of Improvement	Status
<b>EN1308</b>	Safe Routes to School Program	Mobile classroom, bike helmets, school guard training and equipment, promotional items to support bicycle and pedestrian safety education in schools	In Progress

TIP #	Project Description	Type of Improvement	Status
<b>EN1705</b>	ADA Improvements on Various Routes	Upgrade sidewalk to comply with ADA Transition Plan on Eastgate Avenue, Ingram Mill Road, and Division Street (Rte. YY) in Springfield, southbound Kansas Expressway from Bolivar Road to Kearney Street in Springfield, and on Rte. Z in Willard. Project involves bridge W0574.	Under Construction
<b>EN1708</b>	Pedestrian Improvements on Route 14 – Cedar Heights to Ellen	Sidewalk additions and other pedestrian features on Mt. Vernon Street (Route 14) from Cedar Heights Drive to Ellen Avenue in Nixa.	Under Construction
<b>EN1802</b>	ADA Transition Plan Implementation	ADA Transition Plan improvements at various locations in the urban Southwest District	In Design; Reprogrammed as part of SP1801-18
<b>EN2201</b>	ADA Improvements at Various Locations	Upgrade sidewalk to comply with the ADA Transition Plan at various locations in the urban Southwest District.	Reprogrammed as part of EN1901-19

#### CITY OF NIXA

TIP #	Project Description	Type of Improvement	Status
<b>EN2001</b>	Gregg Road Sidewalk	Replace and or repair existing sidewalk from Route 14 to Butterfield Drive.	Removed from TIP

#### SECTION F – ROADWAYS PROGRAM

##### AREA WIDE AND MODOT SPONSORED

TIP #	Project Description	Type of Improvement	Status
<b>MO1105</b>	Safe and Sound Bridge Program	Payment for Safe and Sound Bridge Program in OTO Area.	In Progress
<b>MO1709</b>	Annual On-Call Work Zone Enforcement (2019)	On-call work zone enforcement in the OTO area.	Complete
<b>MO1717</b>	ITS Operations and Management (2019)	Operations and management of Ozarks Traffic ITS in the OTO area.	Complete
<b>MO1805</b>	ITS Improvements	Add intelligent Transportation Systems equipment for Ozarks Traffic at various locations in the urban Southwest District.	Under Construction
<b>MO1902</b>	I-44 Job Order Contracting (2019)	Job order contracting for pavement repair on I-44 in the Ozarks Transportation Organization area.	Removed from TIP, completed as part of 2018 project
<b>MO1906</b>	On-Call Bridge Repairs	Job order contracting for bridge repair at various locations in the Ozarks Transportation Organization area.	Under Construction

## CHRISTIAN COUNTY

TIP #	Project Description	Type of Improvement	Status
<b>CC1801</b>	Route 160 Resurfacing	Pavement resurfacing on US 160 from south of South Street in Nixa to 0.4 miles north of Finley Creek, and add a turn lane at Rosedale Road.	Under Construction

## GREENE COUNTY

TIP #	Project Description	Type of Improvement	Status
<b>GR1701</b>	Route 160 Roadway Improvements I-44 to FR 94	Add lanes for four-lane expressway on US 160 from 0.3 miles west of Farm Road 94 to 0.4 miles west of I-44, and construct J-turn at Westgate Avenue.	Under Construction
<b>GR1704</b>	Route YY Pavement and Safety Improvements	Pavement resurfacing, add shoulders and rumblestrips on Rte. YY from 0.2 miles east of Rte. 65 to Rte. 125.	Under Construction
<b>GR1705</b>	Route Z Pavement and Safety Improvements	Pavement resurfacing, and pedestrian crossing safety improvements on Rte. Z from Farm Road 60 to Rte. 160 in Willard.	Under Construction
<b>GR1805</b>	Route EE Resurfacing FR 97 to AB	Pavement resurfacing on Rte. EE from Farm Road 97 to Rte. AB.	Under Construction
<b>GR1904</b>	Route 160 Bridge Rehabilitation	Rte. 160 bridge rehabilitation (A3543) over the Frisco Highline Trail near Willard.	Under Construction
<b>GR1911</b>	BNSF RR Crossing at FR 209	Install gates to newly upgraded lights at public BNSF railroad crossing.	Removed from TIP

## CITY OF NIXA

TIP #	Project Description	Type of Improvement	Status
<b>NX1702</b>	Route 14 Capacity Improvements from Westminster Drive to Route 160	MO 14 lane additions, turn lanes and drainage from Westminster Drive to Estes Street, and adding a fiber optic connection from Rte. M (Nicholas Road) to Rte. 160 in Nixa.	Under Construction
<b>NX1705</b>	Route 160 Pavement Improvements Plainview to N. of 14	Pavement resurfacing on Rte. 160 and upgrade guardrails from north of Plainview Road to north of Rte. 14 in Nixa and modify turn lane configuration at Aldersgate Drive, Wasson Drive and Bentwater Drive.	Under Construction
<b>NX1801</b>	160/Tracker and 160/Northview Intersections	Add intersection turn lanes and upgrade signals on Massey Boulevard (US 160) at Tracker Road and Northview Road in Nixa.	Under Construction
<b>NX1802</b>	Northview Road Improvements	Roadway and pedestrian improvements from Foxwood Drive to Route 160.	Under Construction

## CITY OF OZARK

TIP #	Project Description	Type of Improvement	Status
<b>OK1702</b>	South Street Capacity Improvements 19 <sup>th</sup> to 3 <sup>rd</sup>	Safety, pedestrian, and capacity improvements on South Street from Route 65 to Route 14 (3 <sup>rd</sup> Street) in Ozark, with utility relocations from Route 65 to 6 <sup>th</sup> Avenue	Under Construction
<b>OK1703</b>	Route 65 Roadway Improvements Evans to CC	Roadway improvements on Route 65 from 0.7 miles south of Evans Road to Route CC in Ozark, project involves bridge A3108	Under Construction
<b>OK1801</b>	South and Third in Ozark	Intersection Improvements at the South Street (Business Route 65) and Third Street (Route 14) intersection in Ozark	Under Construction

## CITY OF REPUBLIC

TIP #	Project Description	Type of Improvement	Status
<b>RP1502</b>	Hines and Oakwood Corridor Improvements	Capacity and geometric improvements to meet current design standards for secondary arterial roadway	Under Construction
<b>RP1801</b>	Republic Road and Repmo Drive/FR103 Intersection	Roundabout on Republic Road (Rte. M) and Farm Road 103/Repmo Drive in Republic.	Under Construction

## CITY OF SPRINGFIELD

TIP #	Project Description	Type of Improvement	Status
<b>SP1114</b>	Railroad Crossing Improvements-Division Street	Upgrade active warning devices on Division Street at BNSF Railroad	Under Design
<b>SP1116</b>	Calhoun Street Railway Crossing	Safety enhancement for Calhoun Street railway crossing between Newton and Johnston Avenues	Under Design
<b>SP1117</b>	Locust Street Railway Crossing	Safety enhancement for Locust Street railway crossing between Newton and Johnston Avenues	Under Design
<b>SP1118</b>	Fort Avenue Railway Crossing	Safety enhancement for Fort Avenue railway crossing between Phelps and Water Streets	Under Design
<b>SP1119</b>	Webster Street Railway Crossing	Install active warning devices; safety enhancement for Webster Street railway crossing between Newton and Johnston Avenues	Under Design
<b>SP1122</b>	Kansas Expressway and Broadmoor	Construction of an acceleration lane on Kansas Expressway at Broadmoor	Reprogrammed as SP2001
<b>SP1415</b>	Route 65 and Division Street Interchange	Interchange improvements at Rte. 65 and Division Street (Rte. YY)	Complete
<b>SP1605</b>	Mt. Vernon Street Bridge over Jordan Creek	Replacement of the Mount Vernon Street Bridge over Jordan Creek.	Under Construction
<b>SP1702</b>	James River Freeway Pavement and Ramp Improvements	Pavement and operational improvements on ramps at various locations on James River Freeway from 0.2 miles west of Rte. MM to Rte. 65	Complete

TIP #	Project Description	Type of Improvement	Status
<b>SP1704</b>	Route 65 Guardrail Improvements from Sunshine to JRF	Guardrail upgrades on Rte. 65 from 0.3 miles north on Sunshine Street (Rte. D) to James River Freeway (Rte. 60).	Under Construction
<b>SP1705</b>	Route 65 Pavement Improvements from Sunshine to JRF	Rebuild pavement on Rte. 65 from 0.5 miles south of Sunshine Street (Rte. D) to James River Freeway (Rte. 60).	Under Construction
<b>SP1707</b>	Eastgate Avenue Resurfacing and Guardrail Improvements	Pavement resurfacing and guardrail improvements on disconnected sections of Eastgate Avenue from Division Street (Rte. YY) to Sunshine Street (Rte. D), and Ingram Mill Road from Catalpa Street to Sunshine Street.	Under Construction
<b>SP1712</b>	James River Freeway Guardrail Improvements	Guardrail improvements on James River Freeway from 0.3 miles south of I-44 to Rte. 65	Complete
<b>SP1714</b>	Springfield Kansas Extension	Right of way acquisition for the Kansas Expressway extension south of Republic Rd. Project is currently under design by Greene County and is designated as TIP # GR1501	In Progress
<b>SP1803</b>	Chestnut Expressway Bridge over Jordan Creek and BNSF Rehabilitation	Bridge rehabilitation on Chestnut Expressway (Loop 44) over Jordan Creek and BNSF Railroad in Springfield. Involves bridge A0280.	Under Construction
<b>SP1807</b>	Route 160 Safety Improvements at FR 157 and FR 192	On Rte. 160, adding J-Turn at Farm Road 157, turn lanes at Farm Road 192, and southbound turn lane from Plainview Road to Farm Road 157.	Under Construction
<b>SP1901</b>	MNA Railroad Crossing Signage	Replace existing crossbuck signage with stop or yield signage along Missouri & North Arkansas Railroad.	In Progress

## CITY OF WILLARD

TIP #	Project Description	Type of Improvement	Status
<b>WI1001</b>	Scoping on Route 160 from Willard to Springfield	Scoping to improve capacity and safety on Route 160 from Route 123 in Willard to I-44 in Springfield	Complete
<b>WI1701-17AM1</b>	Miller Road Widening	Widening Miller Road from Jackson Street to US 160, with add alternates including widening from US 160 to Farm Road 84 and from Highway O (Kime) to Jackson Street	Under Construction
<b>WI1801</b>	Route 160 Roadway Improvements Route AB to FR 94	Pavement resurfacing and adding roundabouts on Rte. 160 from 0.3 miles west of Rte. AB to County Road 94 in Willard; add lanes for four-lane expressway from Jackson Street to County Road 94.	Under Construction

## SECTION G – TRANSIT PROGRAM

### ARC OF THE OZARKS

TIP #	Project Description	Type of Improvement	Status
<b>MO1702-17A5</b>	5310-Arc of the Ozarks	Two (2) HH-Wide Body Cutaways used for transportation needs in the Springfield area	Awaiting Delivery
<b>MO1908</b>	5310-Arc of the Ozarks (2019)	Two (2) roof long conversion vans with lifts as replacement vehicles for programs and services provided by the Arc of the Ozarks	Awaiting Delivery

### CITY UTILITIES

TIP #	Project Description	Type of Improvement	Status
<b>CU1900</b>	FY 2019 Operating Assistance – Fixed Route	Operating assistance up to 75% of apportionment to operate public transit service.	Complete
<b>CU1901</b>	FY 2019 Preventative Maintenance	Subsidy of preventive maintenance expenses for existing public transit service.	Complete
<b>CU1904</b>	FY 2019 Transit Planning – FTA 5307	This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.	Complete
<b>CU1905</b>	FY 2019 Transit Security – FTA 5307	This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.	Complete

### COUNCIL OF CHURCHES

TIP #	Project Description	Type of Improvement	Status
<b>MO1726-17AM2</b>	5310-Council of Churches	Two (2) Wide Body “FF” Light duty cutaway vans for Eldercare Transit Service	One Vehicle Purchased; Awaiting Delivery on Second

### MODOT

TIP #	Project Description	Type of Improvement	Status
<b>MO1802</b>	MoDOT 5310 Administration 2018	MoDOT Administration portion of FY 2018 FTA 5310 funding.	In Progress

## OATS INC.

TIP #	Project Description	Type of Improvement	Status
<b>MO1704-17A5</b>	5310-OATS II	One (1) High Roof Long Conversion vehicle in 2017 and two (2) II-Wide Body Cutaways in 2018 to provide service for the Christian County SB40 Board, the local county board for the developmentally disabled adults, providing transportation to the sheltered workshop and other related programs and services funded by the Board	2017 Vehicle Delivered; Awaiting Delivery
<b>MO1909</b>	5310-OATS 1 (2019)	One (1) medium roof long conversion with ADA flip seats supporting transportation services for seniors and individuals with disabilities in Christian and Greene Counties.	Awaiting Delivery

## SPRINGFIELD-GREENE COUNTY PARK BOARD

TIP #	Project Description	Type of Improvement	Status
<b>MO1907</b>	5310-Springfield Greene County Park Board (2019)	One (1) wide body cutaway, floor plan GG for programs and services of the Springfield-Greene County Park Board.	Awaiting Delivery



# PROJECTS

## SECTION D – AVIATION

(NA) SPRINGFIELD-BRANSON NATIONAL AIRPORT

## EXPLANATION OF FUNDING

### AIRPORT IMPROVEMENT PROGRAM

The current aviation program, known as the Airport Improvement Program (AIP), was established by the Airport and Airway Improvement Act of 1982 (Public Law 97-248). Since then, the AIP has been most recently authorized with passage of the FAA Extension, Safety, and Security Act of 2016. Funds obligated for the AIP are drawn from the Airport and Airway Trust Fund, which is supported by user fees, fuel taxes, and other similar revenue sources.

### ELIGIBLE AIRPORTS

AIP grants funds for planning, development, or noise compatibility projects that are located at or associated with individual public-use airports (including heliports and seaplane bases). A public-use airport is an airport open to the public that also meets the following criteria:

- Publicly owned, or
- Privately owned but designated by FAA as a reliever, or
- Privately owned but having scheduled service and at least 2,500 annual enplanements.

To be eligible for an AIP grant, an airport must be included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS, which is prepared and published every two years, identifies public-use airports that are important to public transportation and contribute to the needs of civil aviation, national defense, and the postal service.

Recipients of grants are referred to as "sponsors." The description of eligible grant activities is described in the authorizing legislation (Title 49 USC, Chapter 471) and relates to capital items serving to develop and improve the airport in areas of safety, capacity, and noise compatibility. In addition to these basic principles, a sponsor must be legally, financially, and otherwise able to carry out the assurances and obligations contained in the project application and grant agreement.

### ELIGIBLE PROJECTS

Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs and in some specific situations, for terminals, hangars, and non-aviation development. Any professional services that are necessary for eligible projects — such as planning, surveying, and design — are eligible. Aviation demand at the airport must justify the projects, which must also meet Federal environmental and procurement requirements.

Projects related to airport operations and revenue-generating improvements are typically not eligible for funding. Operational costs — such as salaries, equipment, and supplies — are also not eligible for AIP grants.

The table below lists typical examples of eligible and ineligible projects; the list is not exhaustive. Questions about AIP eligibility should be directed to the appropriate regional airport office.

EXAMPLES OF ELIGIBLE PROJECTS	EXAMPLES OF INELIGIBLE PROJECTS
Runway construction/rehabilitation	Maintenance equipment and vehicles
Taxiway construction/rehabilitation	Office and office equipment
Apron construction/rehabilitation	Fuel farms
Airfield lighting	Landscaping
Airfield signage	Artworks
Airfield drainage	Aircraft hangars
Land acquisition	Industrial park development
Weather observation stations (AWOS)	Marketing plans
NAVAIDs such as REILs and PAPIs	Training
Planning studies	Improvements for commercial enterprises
Environmental studies	Maintenance or repairs of buildings
Safety area improvements	
Airport layout plans (ALPs)	
Access roads only located on airport property	
Removing, lowering, moving, marking, and lighting hazards	
Glycol Recovery Trucks/Glycol Vacuum Trucks	

SOURCE: <https://www.faa.gov/airports/aip/overview/>



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1200**

**MIDFIELD TERMINAL ENTITLEMENT COST REIMBURSEMENT**

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1206** CONSTRUCT GENERAL AVIATION FACILITIES, PHASES II/III

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** None

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** None

**MoDOT Funding Category** State Aviation Trust Fund

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

**STIP #**

**Federal ID #**

#### Project Description

Expand available area for future general aviation development.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL	Local	CON	\$95,000	\$0	\$0	\$75,000	\$170,000
MoDOT	State	CON	\$855,000	\$0	\$0	\$675,000	\$1,530,000
<b>Totals</b>			<b>\$950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$1,700,000</b>

#### Notes

Source of Local Funds: Airport Revenues

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



## Transportation Improvement Program - FY 2020-2023

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

#### D) Aviation Section

**TIP # NA1300**

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?      Yes

**STIP #**

**Federal ID #**



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: Airport Revenues

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





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### D) Aviation Section

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

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



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP #** NA1503

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

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



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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

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



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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



## Transportation Improvement Program - FY 2020-2023

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

#### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: Airport Revenues

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

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



## Transportation Improvement Program - FY 2020-2023

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

#### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?      Yes

**STIP #**

**Federal ID #**



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

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

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



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



## Transportation Improvement Program - FY 2020-2023

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

#### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

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



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

#### Notes

Non-Federal Funding Source: Airport Revenues

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





## Transportation Improvement Program - FY 2020-2023

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

#### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

Construction Runway 20 blast pad.



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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** None

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** None

**MoDOT Funding Category** State Aviation Trust Fund

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

**STIP #**

**Federal ID #**

#### Project Description

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



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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



## Transportation Improvement Program - FY 2020-2023

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

#### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** None

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** None

**MoDOT Funding Category** State Aviation Trust Fund

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

**STIP #**

**Federal ID #**

#### Project Description

Remove Runway 32 approach obstruction.



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

#### Notes

Non-Federal Funding Source: Airport Revenues

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



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### D) Aviation Section

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

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



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: Airport Revenues

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

# PROJECTS

## SECTION E – BICYCLE/PEDESTRIAN

### (EN) TRANSPORTATION ALTERNATIVES PROGRAM

## EXPLANATION OF FUNDING

The Bicycle and Pedestrian section of the Transportation Improvement Program is intended to be a program of all federally- and state-funded bicycle and pedestrian projects. This includes any eligible activity for federal Transportation Alternatives Program funding, which includes provisions for Safe Routes to School and Recreational Trails. Many of the member jurisdictions are continuing to construct bicycle and pedestrian projects which include sidewalks and streetscape improvements utilizing local funding sources. These projects are not typically included in the Transportation Improvement Program.

## TRANSPORTATION ALTERNATIVES PROGRAM

Under MAP-21, Transportation Enhancement funding was replaced by the Transportation Alternatives Program. The FAST (Fixing America's Surface Transportation) Act moved this program to be a set-aside under the renamed Surface Transportation Block Grant program. For the purposes of this document, the STBG set-aside funding will continue to be referred to as TAP funding. This program provides for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. TAP replaced the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. The FAST Act maintained the requirements and eligibilities for TAP funding. TAP is funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

### ELIGIBLE SPONSORS

Eligible sponsors for TAP funding include:

- local governments, including city and county governments
- regional transportation authorities
- transit agencies
- natural resource or public land agencies
- school districts, local education agencies, or schools
- tribal governments
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails

Other considerations:

- Under TAP, nonprofits are not eligible as direct grant recipients of TAP funds. Nonprofits may partner with any eligible entity on an eligible TAP project. For TAP and RTP projects, any eligible sponsor that is within the state will be allowed to apply for funds.
- State DOTs and MPOs are not eligible entities as defined under 213(c)(4)(B) and therefore are not eligible project sponsors for TAP funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project.
- Non-Governmental Organizations are eligible to partner with a government entity when applying for funding.
- Local government entities include any unit of local government below a State government agency, except for MPOs. Examples include city, town, or county agencies.



- Transit agencies include any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration (FTA).
- Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
  - State or local park or forest agencies
  - State or local fish and game or wildlife agencies
  - Department of the Interior Land Management Agencies
  - U.S. Forest Service

## • ELIGIBLE ACTIVITIES

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Funds may be used for projects or activities that are related to surface transportation and described in the definition of “Transportation Alternatives.” [23 USC 101(a)(29) or 23 USC 213 as such provisions were in effect on the day before the enactment of the FAST Act]

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
  - inventory, control, or removal of outdoor advertising;
  - historic preservation and rehabilitation of historic transportation facilities;
  - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
  - archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
  - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
  - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to defined Transportation Alternatives (as described above), the following are also eligible:

- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

## EVALUATION CRITERIA FOR SUBALLOCATED TAP FUNDING

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OTO receives suballocated TAP funding and awards projects on a competitive basis. Currently programmed projects were scored based on the following:

- Has more than one local, federal, state, or non-profit partner contributing to match dollars (minimum 1 percent)
- Right-of-way for the project has already been acquired in its entirety, with partial credit for a written letter of intent
- Enhances the connection between OTO jurisdictions
- Rebuilds more than 80 percent of sidewalk, trail, and ramps to address an ADA concern
- Comprised of more than 80 percent new sidewalk or trail
- Is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities
- Promotes redevelopment/revitalization
- Project is regionally significant and a priority bike/ped project, as demonstrated by inclusion in a public planning document
- Promotes safe routes to school, with points based on distance from school

MoDOT receives a statewide allocation of TAP funding, as well. Currently, this funding is dedicated to the needs of the MoDOT ADA Transition Plan.

### SURFACE TRANSPORTATION BLOCK GRANT PROGRAM-URBAN (STBG-U)

Surface Transportation Program Block Grant-Urban (STBG-U) is funded through the FAST Act. STBG-Urban funding may also be used on TAP-eligible projects. In 1974, legislation authorized the expenditure of urban surface transportation funds for cities with a population over 5,000. These funds are for highway-related construction and improvements of on-system routes as well as bridges that are either on or off the federal-aid system and within the approved urban and urbanized boundaries. Those MPOs designated as Transportation Management Areas (TMAs) may only use the funds for projects within the metropolitan planning area.

The term “urbanized area” means an area designated by the U.S. Census Bureau as having an urban cluster population of 50,000 or more with boundaries to be fixed by responsible state and local officials in cooperation with each other and subject to approval by FHWA. Such boundaries shall, at a minimum, encompass the entire corporate limits of the urban area.

Funds authorized by Congress under a single transportation bill are apportioned annually for a single year to the state. Federal funds are available to finance up to 80 percent of eligible project costs. It is necessary for the local agency to provide a minimum of 20 percent matching funds to an approved project. Federal funds from other federal agencies cannot be used to match STBG-U funds, except for the following:

- Community Development Block Grant funds, if authorized by the Department of Housing and Urban Development.
- Local Public Works funds administered by the Economic Development Administration.
- An exception to the normal 80 percent federal participation is that the portion of the project cost necessary to provide protection at a railroad crossing or to separate grades at a railroad crossing is eligible

for up to 90 percent federal participation. Traffic control signalization, traffic signs, highway lighting, guardrail, and impact attenuators are eligible for 100 percent federal participation.

**Additional information on revenues may be found later in this document in Section H: Fiscal Constraint.**



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN1513-19AM1 **FF AND WEAVER ROAD SIDEWALKS**

**Route** Weaver

**From** Various

**To** Various

**Location** City of Battlefield

**Federal Agency** FHWA

**Project Sponsor** City of Battlefield

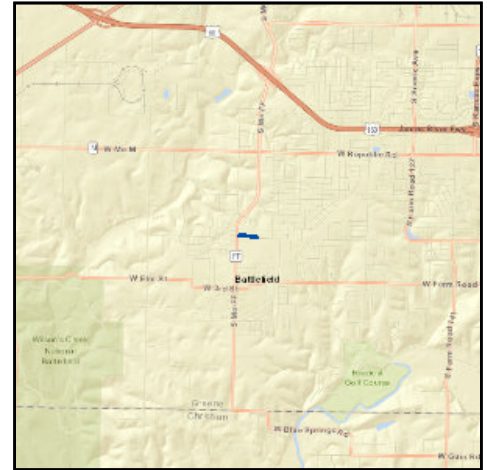
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901814



### Project Description

Construct a sidewalk from the Wilson's Creek Intermediate School campus west along the north side of Farm Road 178/Weaver Road to State Highway FF, sidewalks along FF from north of Weaver to Rose Terrace, and increasing the turning radii at FF and 2nd.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$68,823	\$0	\$0	\$0	\$68,823
LOCAL	Local	ENG	\$17,205	\$0	\$0	\$0	\$17,205
FHWA (STBG-U)	Federal	CON	\$419,671	\$0	\$0	\$0	\$419,671
LOCAL	Local	CON	\$104,917	\$0	\$0	\$0	\$104,917
<b>Totals</b>			<b>\$610,616</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$610,616</b>

### Notes

Non-Federal Funding Source: City of Battlefield 1/2-Cent Transportation Sales Tax

<b>Prior Cost</b>	\$57,448
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$668,064



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN1706      **SCOPING FOR ADA IMPROVEMENTS**

**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?**      Yes      **EJ?**

**STIP #**      8P3065

**Federal ID #**

#### Project Description

Scoping for ADA improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$8,000	\$8,000	\$0	\$0	\$16,000
MoDOT	State	ENG	\$2,000	\$2,000	\$0	\$0	\$4,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$32,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$52,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP # EN1801-18** ADA IMPROVEMENTS ON WEST US 60, SUNSHINE, & KANSAS

**Route** Rte. 60  
**From** 0.3 miles W. of Illinois  
**To** Rte. 174

**Location** Area Wide

**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 #** 8P3129

**Federal ID #** 0602106



### Project Description

Upgrade sidewalk to comply with the ADA Transition Plan at various locations along Rte. 60 from 0.3 mile west of Illinois Street to Rte. 174 in Republic and at various locations on Sunshine Street between Scenic Avenue and Kansas Expressway in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$10,400	\$161,600	\$0	\$0	\$172,000
MoDOT	State	ENG	\$2,600	\$40,400	\$0	\$0	\$43,000
FHWA (STBG)	Federal	ROW	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
FHWA (STAP)	Federal	CON	\$0	\$264,000	\$0	\$0	\$264,000
FHWA (STBG)	Federal	CON	\$0	\$520,800	\$0	\$0	\$520,800
MoDOT	State	CON	\$0	\$196,200	\$0	\$0	\$196,200
<b>Totals</b>			<b>\$15,000</b>	<b>\$1,183,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,198,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$152,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,350,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN1802-18      **ADA TRANSITION PLAN IMPLEMENTATION ON GLENSTONE**

**Route** Glenstone Avenue (LP 44)

**From** Various

**To** Various

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

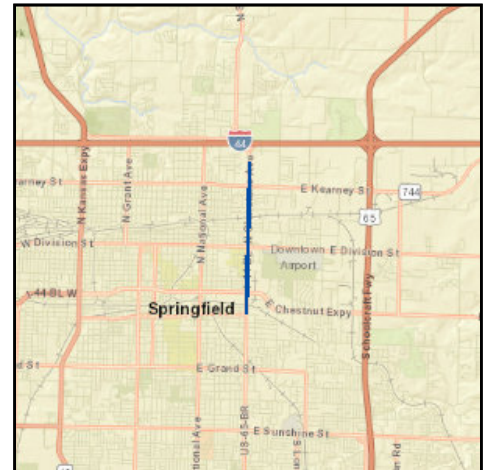
**Federal Funding Category** STBG

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

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

**STIP #** 8P3139

**Federal ID #**



#### Project Description

Operational and safety improvements, upgrade pedestrian facilities to comply with the ADA Transition Plan on Glenstone Avenue at various locations from Valley Water Mill Road to 0.2 mile north of St. Louis Street in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$253,600	\$287,200	\$0	\$0	\$540,800
MoDOT	State	ENG	\$63,400	\$71,800	\$0	\$0	\$135,200
FHWA (STBG)	Federal	ROW	\$80,000	\$0	\$0	\$0	\$80,000
MoDOT	State	ROW	\$20,000	\$0	\$0	\$0	\$20,000
FHWA (STBG)	Federal	CON	\$0	\$1,352,000	\$0	\$0	\$1,352,000
MoDOT	State	CON	\$0	\$338,000	\$0	\$0	\$338,000
<b>Totals</b>			<b>\$417,000</b>	<b>\$2,049,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,466,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$40,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,506,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN1803-18A3      **JEFFERSON AVENUE FOOTBRIDGE**

**Route** Jefferson over the BNSF RR

**From** Chase Street

**To** Commercial Street

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

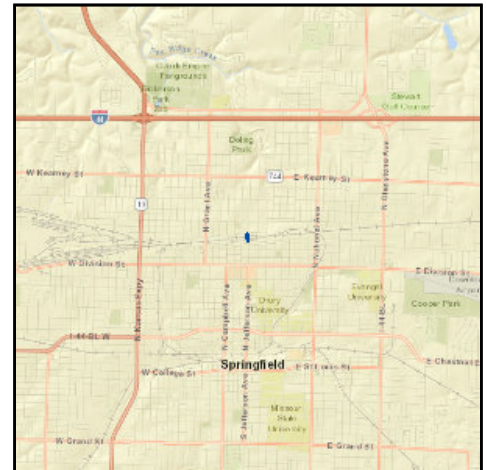
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



### Project Description

Rehabilitate the historic Jefferson Avenue Footbridge including replacing structurally deficient members, adding ADA ramps to both sides of the bridge, painting the entire structure, and adding lighting and site improvements.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$2,000,000	\$0	\$0	\$0	\$2,000,000
LOCAL	Local	CON	\$500,000	\$0	\$0	\$0	\$500,000
<b>Totals</b>			<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>

### Notes

Non-Federal Funding Source: City of Springfield Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,500,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN1901-19 **ROUTE** 744 ADA IMPROVEMENTS

**Route** Kearney Street

**From** Kansas Expressway (Rte. 13)

**To** Glenstone Avenue (Loop 44)

**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 #** 8S3149

**Federal ID #**



#### Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Kansas Expressway (Rte. 13) and Glenstone Avenue (Loop 44) in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$0	\$0	\$196,000	\$0	\$196,000
FHWA (STBG)	Federal	ENG	\$1,600	\$158,400	\$0	\$0	\$160,000
MoDOT	State	ENG	\$400	\$39,600	\$49,000	\$0	\$89,000
FHWA (STBG)	Federal	ROW	\$0	\$85,600	\$0	\$0	\$85,600
MoDOT	State	ROW	\$0	\$21,400	\$0	\$0	\$21,400
FHWA (STAP)	Federal	CON	\$0	\$0	\$315,000	\$0	\$315,000
FHWA (STBG)	Federal	CON	\$0	\$0	\$704,200	\$0	\$704,200
MoDOT	State	CON	\$0	\$0	\$254,800	\$0	\$254,800
<b>Totals</b>			<b>\$2,000</b>	<b>\$305,000</b>	<b>\$1,519,000</b>	<b>\$0</b>	<b>\$1,826,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$130,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,956,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN1902-19A2 **PINE AND MCCABE SIDEWALKS**

**Route** Pine and McCabe

**From** Varies

**To** Varies

**Location** City of Strafford

**Federal Agency** FHWA

**Project Sponsor** City of Strafford

**Federal Funding Category** TAP

**MoDOT Funding Category** Enhancements

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

**STIP #**

**Federal ID #**



### Project Description

New sidewalk connection along Pine Street between Route 125 and Madison Avenue and a connection along McCabe/Pinecrest from north of Black Oak Street to west of Cedar Drive.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	CON	\$193,075	\$0	\$0	\$0	\$193,075
LOCAL	Local	CON	\$48,269	\$0	\$0	\$0	\$48,269
<b>Totals</b>			<b>\$241,344</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$241,344</b>

### Notes

Non-Federal Funding Source: City of Strafford, Strafford R-IV Schools, and Strafford Chamber of Commerce

<b>Prior Cost</b>	\$90,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$331,344



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN1903-19A2 **HUNT ROAD SIDEWALK CONNECTIONS**

**Route** Hunt Road  
**From** South of Rte. 160  
**To** North of Farm Road 94  
**Location** City of Willard  
**Federal Agency** FHWA  
**Project Sponsor** City of Willard  
**Federal Funding Category** TAP  
**MoDOT Funding Category** Enhancements  
**Bike/Ped Plan?** Yes **EJ?**  
**STIP #**  
**Federal ID #**



### Project Description

New sidewalk starting south of US 160, on the east side of Hunt Road, ending at the Miller Farm Park north of Farm Road 94.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	CON	\$155,439	\$0	\$0	\$0	\$155,439
LOCAL	Local	CON	\$42,060	\$0	\$0	\$0	\$42,060
<b>Totals</b>			<b>\$197,499</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$197,499</b>

### Notes

Non-Federal Funding Source: City of Willard General Revenue, Conco Quarries, and Willard Public Schools

<b>Prior Cost</b>	\$65,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$262,499



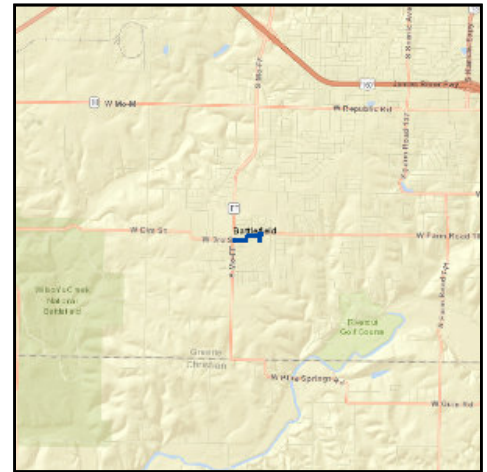
# Transportation Improvement Program - FY 2020-2023

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?**  
**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
<b>Totals</b>			<b>\$340,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$340,000</b>

### Notes

Non-Federal Funding Source: City of Battlefield

<b>Prior Cost</b>	\$35,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$375,000



## 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

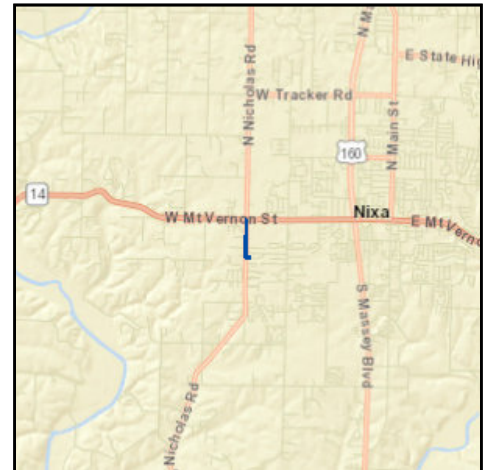
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**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
<b>Totals</b>			<b>\$405,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$405,018</b>

#### Notes

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

<b>Prior Cost</b>	\$67,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$472,018



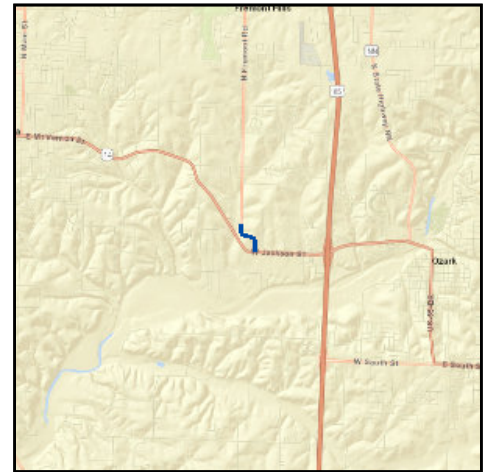
# Transportation Improvement Program - FY 2020-2023

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?**  
**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
<b>Totals</b>			<b>\$234,988</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$234,988</b>

### Notes

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

<b>Prior Cost</b>	\$21,962
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$256,950



# 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

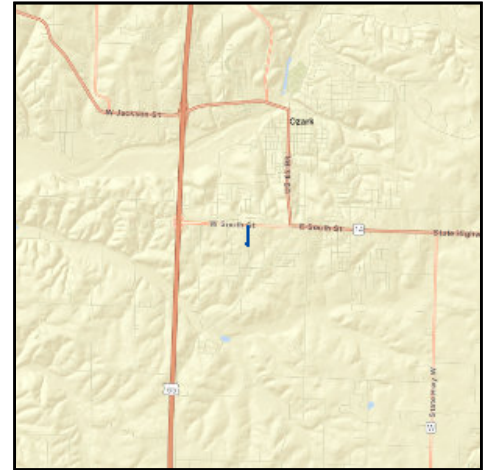
**Federal Funding Category** TAP

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** Yes      **EJ?**

**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
<b>Totals</b>			<b>\$174,527</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$174,527</b>

#### Notes

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

<b>Prior Cost</b>	\$16,311
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$190,838





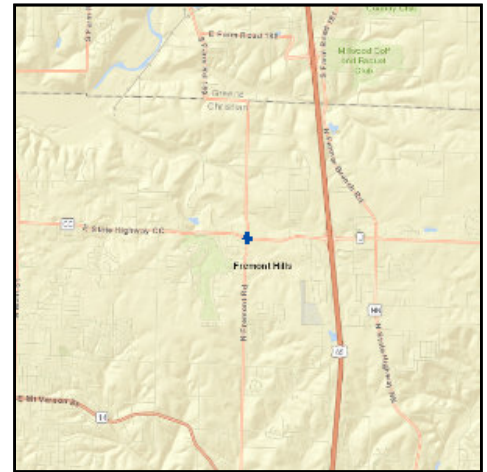
# Transportation Improvement Program - FY 2020-2023

## 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
<b>Totals</b>			<b>\$371,367</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$371,367</b>

#### Notes

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

<b>Prior Cost</b>	\$34,707
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$406,074





# 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

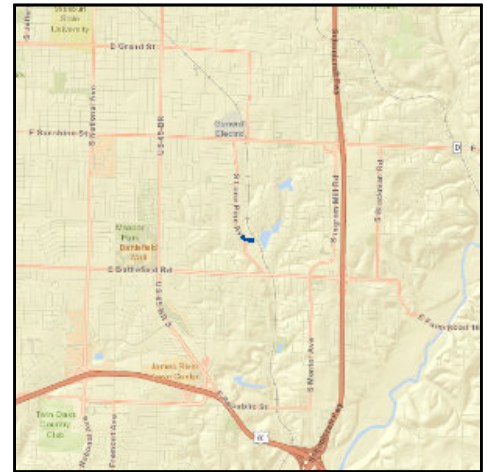
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**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
<b>Totals</b>			<b>\$229,206</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$229,206</b>

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$229,206



## 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

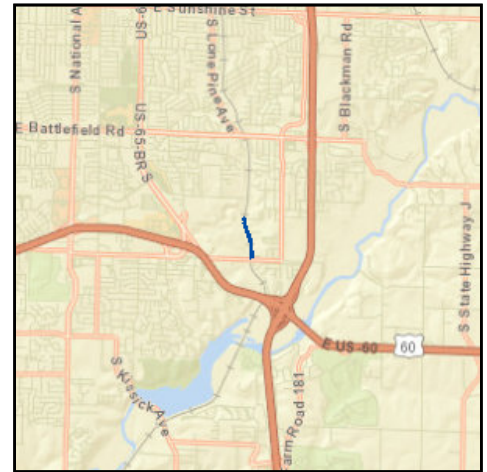
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**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
<b>Totals</b>			<b>\$182,622</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$182,622</b>

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$182,622



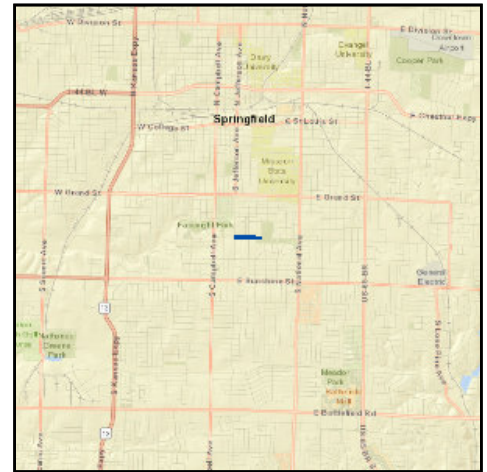
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP # EN1911-19A3** FASSNIGHT FROM JEFFERSON TO PHELPS GROVE PARK

**Route** Bennett  
**From** Jefferson  
**To** Phelps Grove Park  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** City of Springfield  
**Federal Funding Category** TAP  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?**  
**STIP #**  
**Federal ID #** 5901813



#### Project Description

Trail connections in Springfield along Bennett Street from Jefferson to Phelps Grove Park, with gaps at 1400 and 1415 E Bennett.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	CON	\$72,708	\$0	\$0	\$0	\$72,708
LOCAL	Local	CON	\$18,177	\$0	\$0	\$0	\$18,177
<b>Totals</b>			<b>\$90,885</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$90,885</b>

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$90,885



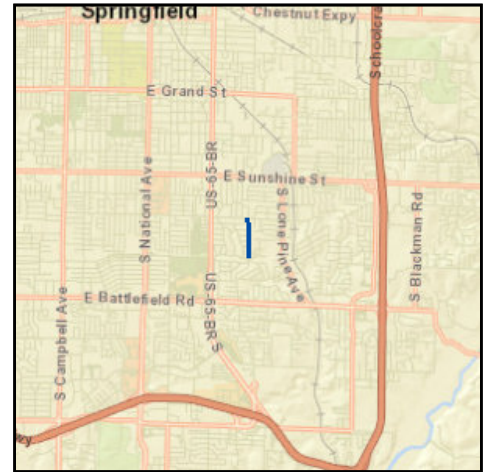
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** EN1912-19A3 **SPRINGFIELD LUSTER SIDEWALKS SEMINOLE TO SUNSET**

**Route** Luster  
**From** Seminole  
**To** Sunset  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** City of Springfield  
**Federal Funding Category** TAP  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?**  
**STIP #**  
**Federal ID #** 5901814



### Project Description

Sidewalk connections in Springfield along Luster Avenue from Seminole Street to Sunset Drive.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (TAP)	Federal	CON	\$85,911	\$0	\$0	\$0	\$85,911
LOCAL	Local	CON	\$21,478	\$0	\$0	\$0	\$21,478
<b>Totals</b>			<b>\$107,389</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$107,389</b>

### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$107,389



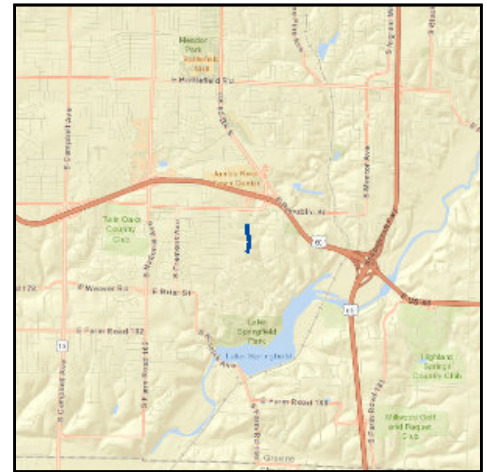
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN1913-19A3 **SPRINGFIELD HARVARD SIDEWALK SWALLOW TO ALADDIN**

**Route** Harvard  
**From** Swallow  
**To** Aladdin  
**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?**  
**STIP #**  
**Federal ID #** 5901815



#### Project Description

Sidewalk connections in Springfield along Harvard Avenue from Swallow Street to Aladdin Court.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$110,869	\$0	\$0	\$0	\$110,869
LOCAL	Local	CON	\$27,717	\$0	\$0	\$0	\$27,717
<b>Totals</b>			<b>\$138,586</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$138,586</b>

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$138,586



## Transportation Improvement Program - FY 2020-2023

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

#### E) Bicycle & Pedestrian Section

**TIP #** EN1914-19AM2      **ADA IMPROVEMENTS ON NATURE CENTER WAY**

**Route** 60 South Outer Road

**From** 0.1 mile east of Republic Road

**To** end of Route

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

**MoDOT Funding Category** Enhancements-Statewide

**Bike/Ped Plan?** EJ?

**STIP #** 8S3175

**Federal ID #**



#### Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan on Nature Center Way from 0.1 mile east of Republic Road to end of route.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$18,400	\$65,600	\$0	\$0	\$84,000
MoDOT	State	ENG	\$4,600	\$16,400	\$0	\$0	\$21,000
FHWA (STBG)	Federal	ROW	\$7,200	\$0	\$0	\$0	\$7,200
MoDOT	State	ROW	\$1,800	\$0	\$0	\$0	\$1,800
FHWA (STBG)	Federal	CON	\$0	\$312,800	\$0	\$0	\$312,800
MoDOT	State	CON	\$0	\$78,200	\$0	\$0	\$78,200
<b>Totals</b>			<b>\$32,000</b>	<b>\$473,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$505,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$39,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$544,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

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

**Route**      Various

**From**

**To**

**Location**      Area Wide

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      Advance Construction

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

**Bike/Ped Plan?**      **EJ?**

**STIP #**      8P3192

**Federal ID #**

### Project Description

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



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

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,391,000





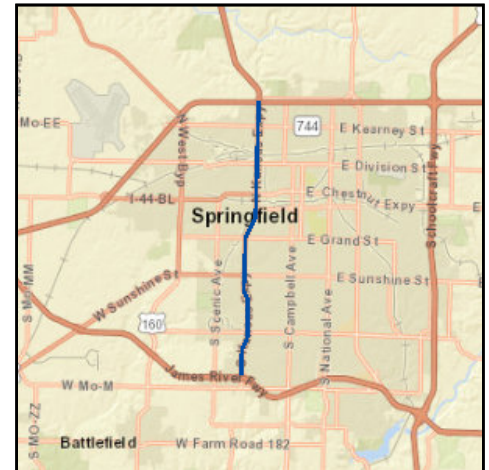
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

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

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



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,873,000





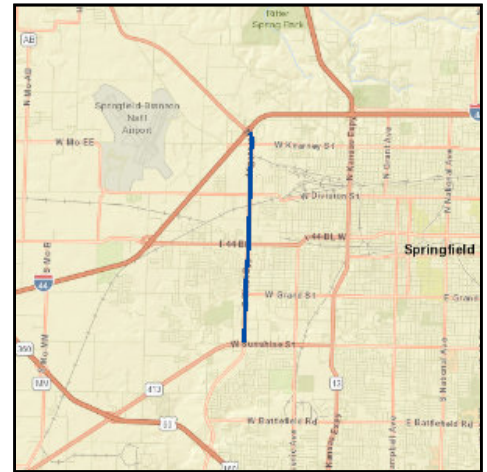
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP # EN2004-20** WEST BYPASS ADA SIDEWALK UPGRADE I-44 TO SUNSHINE

**Route** Rte. 160  
**From** south of I-44  
**To** Sunshine Street (Rte. 413)  
**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?** EJ?  
**STIP #** 8P3174  
**Federal ID #**



### Project Description

Upgrade sidewalk to comply with the ADA Transition Plan at various locations on West Bypass from south of I-44 to Sunshine Street (Rte. 413).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$1,600	\$5,600	\$9,600	\$0	\$16,800
MoDOT	State	ENG	\$400	\$1,400	\$2,400	\$0	\$4,200
FHWA (STBG)	Federal	ROW	\$0	\$1,600	\$0	\$0	\$1,600
MoDOT	State	ROW	\$0	\$400	\$0	\$0	\$400
FHWA (STBG)	Federal	CON	\$0	\$0	\$38,400	\$0	\$38,400
MoDOT	State	CON	\$0	\$0	\$9,600	\$0	\$9,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$9,000</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$71,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$71,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN2005-20 **KEARNEY AND MULROY ADA IMPROVEMENTS**

**Route** Kearney Street (Rte. 744)/Mulroy Road  
**From** east of Glenstone Avenue (Loop 44)/Rte. OO  
**To** Mulroy Road/I-44

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3172

**Federal ID #**



#### Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kearney Street from east of Glenstone Avenue (Loop 44) to Mulroy Road and on Mulroy Road from Rte. OO to I-44.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$6,000	\$21,800	\$31,000	\$0	\$58,800
MoDOT-AC	State	ENG	\$24,000	\$87,200	\$124,000	\$0	\$235,200
MoDOT	State	ROW	\$0	\$400	\$0	\$0	\$400
MoDOT-AC	State	ROW	\$0	\$1,600	\$0	\$0	\$1,600
MoDOT	State	CON	\$0	\$0	\$153,600	\$0	\$153,600
MoDOT-AC	State	CON	\$0	\$0	\$614,400	\$0	\$614,400
<b>Totals</b>			<b>\$30,000</b>	<b>\$111,000</b>	<b>\$923,000</b>	<b>\$0</b>	<b>\$1,064,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,064,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP #** EN2006-20 **KEARNEY ADA IMPROVEMENTS WEST BYPASS TO KANSAS EXPY**

**Route** Kearney Street (Rte. 744)

**From** West Bypass (Rte. 160)

**To** Kansas Expressway (Rte. 13)

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3190

**Federal ID #**



#### Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from West Bypass (Rte. 160) to Kansas Expressway (Rte. 13) in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$10,000	\$45,000	\$52,400	\$0	\$107,400
MoDOT-AC	State	ENG	\$40,000	\$180,000	\$209,600	\$0	\$429,600
MoDOT	State	ROW	\$0	\$22,000	\$0	\$0	\$22,000
MoDOT-AC	State	ROW	\$0	\$88,000	\$0	\$0	\$88,000
MoDOT	State	CON	\$0	\$0	\$238,200	\$0	\$238,200
MoDOT-AC	State	CON	\$0	\$0	\$952,800	\$0	\$952,800
<b>Totals</b>			<b>\$50,000</b>	<b>\$335,000</b>	<b>\$1,453,000</b>	<b>\$0</b>	<b>\$1,838,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,838,000



## Transportation Improvement Program - FY 2020-2023

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

#### E) Bicycle & Pedestrian Section

**TIP #** EN2007-20      **ADA SIDEWALK UPGRADE ON CHESTNUT AND GLENSTONE**

**Route** Chestnut Expressway; Glenstone Avenue (Bus. 65)

**From** 0.1 mile west of Glenstone Avenue (Bus. 65); Turner

**To** Belcrest Avenue; Chestnut Expressway (Bus. 65)

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

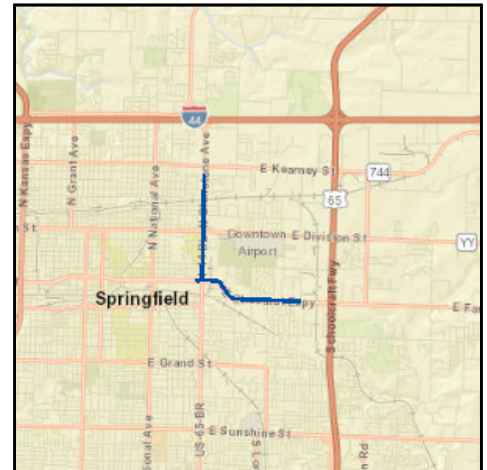
**Federal Funding Category** STBG

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3171

**Federal ID #**



#### Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from 0.1 mile west of Glenstone Avenue (Bus. 65) to Belcrest Avenue and on Glenstone Avenue from Turner Street to Chestnut Expressway (Bus. 65) in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$8,000	\$12,800
MoDOT	State	ENG	\$400	\$400	\$400	\$2,000	\$3,200
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$10,000</b>	<b>\$16,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$120,000
<b>Total Cost</b>	\$136,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

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

**Route** Main St.

**From** North St.

**To** State Highway 14

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

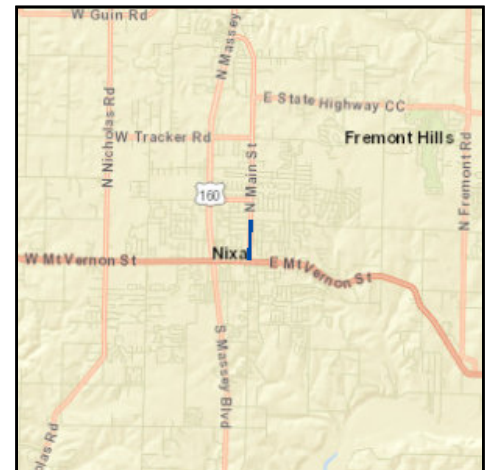
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

### Project Description

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



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

### Notes

Non-Federal Funding Source: City of Nixa Revenues

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



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

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

**Route** Main St.

**From** Aldersgate

**To** North St.

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

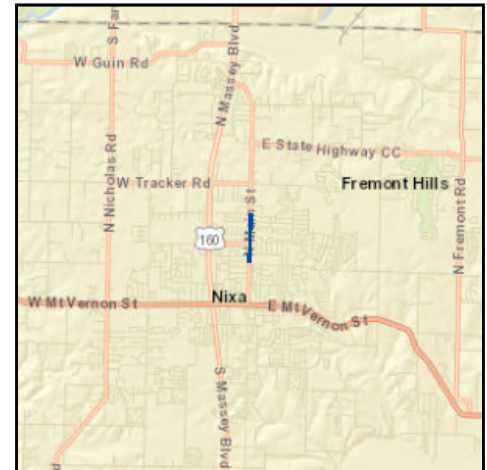
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

### Project Description

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



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

### Notes

Non-Federal Funding Source: City of Nixa Revenues

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



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP #** SP2001-19A6 **PEDESTRIAN AND TRANSIT IMPROVEMENTS ON MSU CAMPUS**

**Route** N/A

**From** N/A

**To** N/A

**Location** Missouri State University

**Federal Agency** FHWA

**Project Sponsor** Missouri State University

**Federal Funding Category** STBG

**MoDOT Funding Category** None

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

### Project Description

Pedestrian and transit improvements on MSU Campus to support the shuttle system.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	CON	\$125,978	\$0	\$0	\$0	\$125,978
<b>Totals</b>			<b>\$125,978</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,978</b>

### Notes

Federal Funding Source: 100% Repurposed Federal Earmarks  
 Demo ID MO2013 - \$122,138.91  
 Demo ID MO250 - \$3,839.99

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$125,978



# PROJECTS

## SECTION F – ROADWAYS

BA – BATTLEFIELD

CC – CHRISTIAN COUNTY

GR – GREENE COUNTY

MO – AREA WIDE

NX – NIXA

OK – OZARK

RG – ROGERSVILLE

RP – REPUBLIC

SP – SPRINGFIELD

ST – STRAFFORD

WI - WILLARD



## PROJECT PRIORITIZATION

The Roadways section of the Transportation Improvement Program is intended to be a program of all federally- and state-funded roadway projects.

## REVENUE SOURCES

A detailed discussion of the federal, state, and local revenue sources and amounts of available funding may be found in Section H: Fiscal Constraint of this document.

## LOCAL AGENCY SPONSORED PROJECT PRIORITIZATION

As part of the development of the Long Range Transportation Plan, *Transportation Plan 2040*, project needs were collected utilizing several methods:

- All jurisdictions were asked to submit a list of project needs containing both current needs and those that they felt would be needed within the plan horizon.
- MoDOT was asked to submit a list of projects which were needed on the state highway system.
- The travel demand model was run to determine which roads were operating at capacity deficiencies.
- The prior plan, *Journey 2035*, was reviewed for additional, not yet submitted, projects.
- The public was asked to provide input on project needs throughout the region.
- Those roadways which were considered to be severely congested by the OTO Congestion Management Process (CMP) were added to the list of projects.

To prioritize projects, OTO and the LRTP subcommittee developed a set of prioritization criteria factors based on the goals which had been set within *Transportation 2040*. Under each factor, a set of measurable criteria were selected. Each overall factor was given a weight, while each criterion was assigned points. Projects were scored based on all of these criteria and weights.

Factors	Weight (%)
Priority Projects	25
Safety	25
Congestion Management	20
Environmental Justice	5
Multi-Modal	10
Economic Development	15

Once projects were prioritized, the potential list was compared against the available amount of funding projected for the plan horizon. The results of this prioritization netted constrained and unconstrained project lists.

Projects selected for inclusion in the TIP are determined by several factors:

- Application submission by local jurisdiction
- Available funding
- Inclusion of project on Constrained Project List in *Transportation Plan 2040*

It is reasonable to expect that the local jurisdictions will use local sales tax dollars to expedite priority projects by cost sharing with both the local and state MoDOT offices.

The listing of projects is subject to regular review and modification. The project list provides a framework of transportation needs for the metropolitan area. Innovative funding mechanisms should be sought to fully develop as many of the project needs from both lists as possible.

Projects in the TIP correspond with the projects in the Constrained Project List in *Transportation Plan 2040*.

## MODOT SPONSORED PROJECT PRIORITIZATION

Annually, MoDOT also develops the Statewide Transportation Improvement Program. A variety of project needs are addressed with this five-year program, first and foremost being taking care of the system. MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. This category includes pavement repair and rehabilitation, ITS operations, signal maintenance, ADA improvements, etc. The next set of needs are safety related. This includes guardrail and guard cable maintenance, site distance issues, and possibly intersection improvements at which accidents are very high. Finally, any remaining funding would go to fund regional needs as prioritized by the Ozarks Transportation Organization. These projects are derived from the OTO Long Range Transportation Plan Constrained Project List and the Priority Projects of Regional Significance.

To prioritize the eligible projects, OTO uses the prioritization factors from *Transportation Plan 2040*, with some modifications and updated data, such as volumes and crashes. This information is updated as available for each annual prioritization process. A working group of the Technical Planning Committee reviews the scoring results and considers other factors that may affect a project's priority. The prioritized list is then recommended to the Technical Planning Committee and the Board of Directors. MoDOT then consults this list to determine scoping and construction projects that can be programmed after other needs are considered. Several factors affect how a project moves forward including design status, cost, ROW, and relation to other planned projects.

A number of MoDOT-sponsored projects in the FY 2020-2023 TIP were selected through this process. Below is a list of those projects currently programmed from the 2016, 2017, 2018, and 2019 prioritization processes:

### 2016

- MO1711 – Intersection Improvements at Various Locations in the Urban Southwest District
- NX1701 – Route 14 Capacity Improvements from Fort to Ridgecrest in Nixa
- OK1701 – Route 14 Safety/Capacity Improvements on Jackson from 16<sup>th</sup> to 0.2 miles East of NN in Ozark
- SP1401 – Route 13 Signal Improvements at Sunset and Walnut Lawn in Springfield

### 2017

- CC1802 – US 160 Roadway Improvements from Route AA to Route CC
- OK1803 – Route 14 Roadway Improvements from 32<sup>nd</sup> Street to 22<sup>nd</sup> Street in Ozark

### 2018

- MO1806-18 – Operational and Safety Improvements
- RG0901-18A1 – Interchange Improvements at Route 60 and Route 125
- SP1405-18A1 – Scoping for James River Freeway Capacity Improvements
- SP1709 – Scoping for Interstate Designation on Freeways
- SP1801-18 – Scoping for Safety and Operational Improvements on Glenstone Avenue
- SP1802-18 – Scoping for Safety and Operational Improvements on Sunshine Street

- SP1907-19 – US 60 Improvements National to 65

## 2019

- CC1102 – Route 65 Capacity Improvements
- GR1403-18A1 – Scoping for Freeway Improvements on Route 60 East
- GR1801-18 – Scoping for I-44 Safety Improvements
- NX1704 – Scoping for 160 Capacity Improvements Plainview to South
- RP1901-19A5 – Route 60 and Route 174 Intersection
- SP1419-18A1 – Scoping for I-44 Roadway Improvements
- SP1909-19A2 – West Sunshine/Route 60 Corridor
- SP2003-20 – Operational, Safety, and ADA Improvements on Glenstone St. Louis to 60

## NATIONAL HIGHWAY FREIGHT NETWORK

The FAST Act established a National Highway Freight Network (NHFN). This network is comprised of:

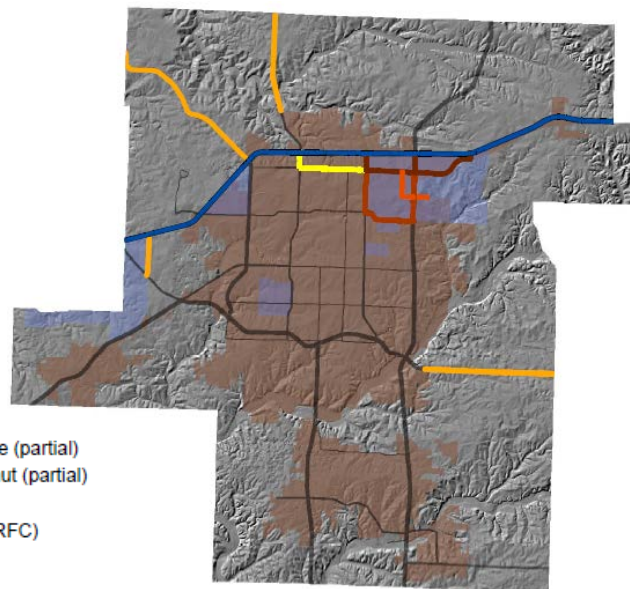
- Primary Highway Freight System (PHFS) – 41,518 centerline miles | 9.8 percent non-interstate
- Interstate Routes not on the PHFS – approximately 9,500 centerline miles
- Critical Urban Freight Corridors (CUFC)
- Critical Rural Freight Corridors (CRFC)

The NHFN was created to strategically direct federal resources and policies toward improved freight performance in the United States. Since OTO is an MPO with a population less than 500,000, MoDOT has the responsibility, with OTO's consultation, to designate CUFC, which must:

- Connect an intermodal facility to the PFHS, the Interstate System, or another intermodal facility,
- Provide a bypass route for the PFHS,
- Serve a major freight generator, logistics center, or manufacturing and warehouse industrial land, and
- Be important for freight movement in the region.

## DESIGNATION

The State of Missouri is limited to 102.33 miles of CUFC divided among Missouri's nine MPO urban areas. The Federal Highway Administration is allowing states to maintain a dynamic list of CUFCs. The list for Missouri will vary depending on roads in need of the specific funding category eligible by this designation. OTO has selected several roadways throughout the region as CUFCs, as well as several CRFCs.



<span style="color: blue;">—</span>	National Highway Freight Network
<span style="color: brown;">—</span>	Priority A 6.3 mi. US 65 (partial), MO 744 (partial), Glenstone (partial)
<span style="color: darkbrown;">—</span>	Priority B 5.9 mi. US 65 (partial), Glenstone (partial), Chestnut (partial)
<span style="color: orange;">—</span>	Priority C 2.0 mi. Division (partial), Packer (partial)
<span style="color: yellow;">—</span>	Priority D 18.2 mi. RT MM, MO 13 N, US 60 E, US 160 W (CRFC)
<span style="color: lightblue;">—</span>	Priority E 3.4 mi. MO 744 (partial), Kansas (partial)
<span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Top Freight Generating Area in Missouri



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP # BA1801-19A7** ROUTE FF RESURFACING JRF TO WEAVER

**Route** Rte. FF  
**From** 0.2 miles S. of JRF  
**To** S. of Weaver  
**Location** City of Battlefield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S3121  
**Federal ID #**

No Map  
Available

#### Project Description

Pavement resurfacing on Rte. FF from 0.2 miles south of James River Freeway (Rte. 60) to south of Weaver Road in Battlefield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$36,800	\$0	\$0	\$0	\$36,800
MoDOT	State	ENG	\$9,200	\$0	\$0	\$0	\$9,200
FHWA (NHPP)	Federal	CON	\$376,800	\$0	\$0	\$0	\$376,800
MoDOT	State	CON	\$94,200	\$0	\$0	\$0	\$94,200
<b>Totals</b>			<b>\$517,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$517,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$11,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$528,000





## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP # CC1102** ROUTE 65 CAPACITY IMPROVEMENTS

**Route** Route 65  
**From** Valley Water Mill Road  
**To** Route F  
**Location** Christian and Greene Counties  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8P0605  
**Federal ID #** 0651073



#### Project Description

Scoping for capacity improvements on US 65 from north of Valley Water Mill Road in Springfield to Route F in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$4,658,000
<b>Future Cost</b>	\$2,000
<b>Total Cost</b>	\$4,668,000







# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # CC1802** ROUTE 160 ROADWAY IMPROVEMENTS

**Route** Rte. 160

**From** Rte. AA

**To** Rte. CC

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

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

**STIP #** 8S3138

**Federal ID #** 1601066

#### Project Description

Roadway improvements on Rte. 160 from Rte. AA to Rte. CC.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$252,800	\$558,400	\$470,400	\$1,321,600
MoDOT	State	ENG	\$10,000	\$63,200	\$139,600	\$117,600	\$330,400
FHWA (NHPP)	Federal	ROW	\$0	\$0	\$2,546,400	\$0	\$2,546,400
MoDOT	State	ROW	\$0	\$0	\$636,600	\$0	\$636,600
FHWA (NHPP)	Federal	CON	\$0	\$0	\$0	\$7,798,400	\$7,798,400
MoDOT	State	CON	\$0	\$0	\$0	\$1,949,600	\$1,949,600
<b>Totals</b>			<b>\$50,000</b>	<b>\$316,000</b>	<b>\$3,881,000</b>	<b>\$10,336,000</b>	<b>\$14,583,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$150,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$14,733,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # CC1803-18** NICHOLAS ROAD SAFETY SCOPING

**Route** M

**From** Gooch Road

**To** Shelvin Rock Road

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

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

**STIP #** 8S3143

**Federal ID #**

#### Project Description

Scoping for safety improvements on Nicholas Road from Gooch Road to Shelvin Rock Road.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$1,800	\$1,800	\$1,800	\$0	\$5,400
MoDOT	State	ENG	\$200	\$200	\$200	\$0	\$600
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$6,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$82,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$88,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # CC1901-19** US 65 CAPACITY IMPROVEMENTS FROM CC TO 14

**Route** US 65

**From** Route CC

**To** Route 14

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

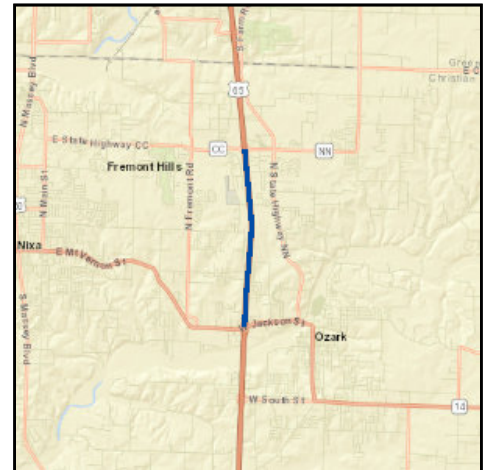
**Bike/Ped Plan?** EJ? Yes

**STIP #** 8P0605I

**Federal ID #**

#### Project Description

Scoping for capacity improvements on US 65 from Route CC to Route 14 in Ozark.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$10,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # CC1902-19** US 65 CAPACITY IMPROVEMENTS FROM 14 TO F

**Route** US 65

**From** Route 14

**To** Route F

**Location** Christian County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

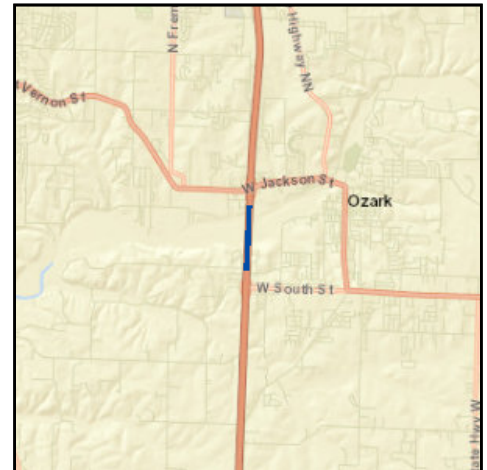
**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8P0605J

**Federal ID #**

#### Project Description

Scoping on US 65 for capacity improvements, provide auxiliary lane between ramps from Route 14 to Route F.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$10,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # CC2001-20** ROUTE 14 PAVEMENT RESURFACING TIFFANY TO 32ND

**Route** Rte. 14  
**From** east of Tiffany Boulevard  
**To** 32nd Street

**Location**

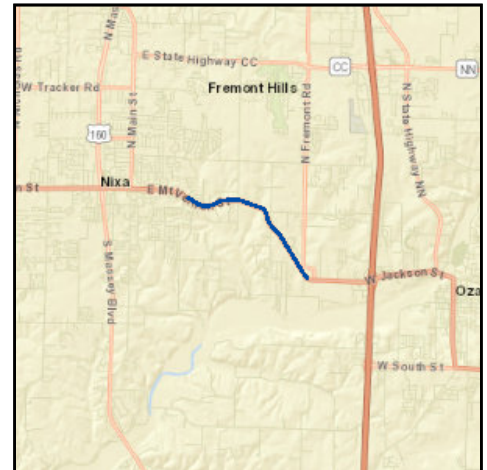
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** EJ?

**STIP #** 8P3115B

**Federal ID #**

**Project Description**

Pavement resurfacing from east of Tiffany Boulevard in Nixa to 32nd Street in Ozark.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$6,400	\$43,200	\$0	\$0	\$49,600
MoDOT	State	ENG	\$1,600	\$10,800	\$0	\$0	\$12,400
FHWA (NHPP)	Federal	CON	\$0	\$432,800	\$0	\$0	\$432,800
MoDOT	State	CON	\$0	\$108,200	\$0	\$0	\$108,200
<b>Totals</b>			<b>\$8,000</b>	<b>\$595,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$603,000</b>

**Notes**

Non-Federal Funding Source: State Transportation Revenues

FYI: Split from NX1901-19

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$603,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # GR1403-18A1** SCOPING FOR FREEWAY IMPROVEMENTS ON RTE. 60 EAST

**Route** US 60  
**From** 0.2 miles W. of Highland Springs Road  
**To** Route 125

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8P0683G

**Federal ID #** 0602094



#### Project Description

Scoping for freeway improvements on Rte. 60 from 0.2 miles west of Highland Springs Road to Rte. 125.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$8,000	\$0	\$0	\$16,000
MoDOT	State	ENG	\$2,000	\$2,000	\$0	\$0	\$4,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$111,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$131,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # GR1501** KANSAS EXPRESSWAY EXTENSION

**Route** Kansas Expressway

**From** Republic Road

**To** East-West Arterial

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** Greene County

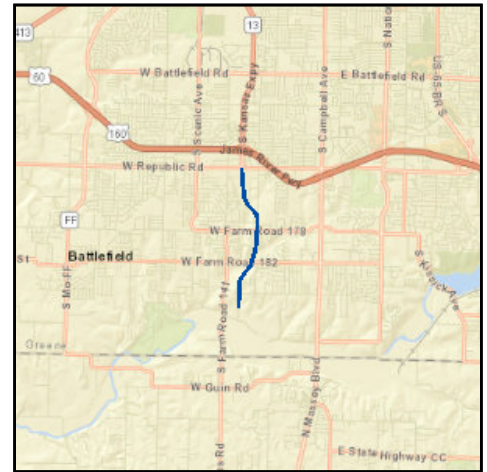
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 5909802



#### Project Description

Final design and environmental work for the extension of Kansas Expressway from Republic Road to the future east/west arterial; including the East/West arterial connection between Kansas Expressway and Farm Road 141.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$16,000	\$0	\$0	\$0	\$16,000
LOCAL	Local	ENG	\$4,000	\$0	\$0	\$0	\$4,000
<b>Totals</b>			<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

#### Notes

Source of Local Funding: Greene County Highway Department Road and Bridge Fund

<b>Prior Cost</b>	\$3,000,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,020,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # GR1502** EAST-WEST ARTERIAL (RIVERBLUFF BLVD) PHASE I

**Route** East-West Arterial  
**From** Farm Road 141  
**To** Campbell Avenue  
**Location** Greene County  
**Federal Agency** FHWA  
**Project Sponsor** Greene County  
**Federal Funding Category** None  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #**  
**Federal ID #**



#### Project Description

Design/Environmental Approval from Farm Road 141 to Campbell Avenue.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL	Local	ENG	\$0	\$0	\$0	\$1,000,000	\$1,000,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>

#### Notes

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

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





# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP # GR1703** ROUTE H PAVEMENT RESURFACING WW TO KK

**Route** Rte. H

**From** Rte. WW

**To** Rte. KK

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3092

**Federal ID #**

### Project Description

Pavement resurfacing on Rte. H from Rte. WW to Rte. KK.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$40,000	\$81,600	\$0	\$0	\$121,600
MoDOT	State	ENG	\$10,000	\$20,400	\$0	\$0	\$30,400
FHWA (STBG)	Federal	CON	\$0	\$484,000	\$0	\$0	\$484,000
MoDOT	State	CON	\$0	\$121,000	\$0	\$0	\$121,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$707,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$757,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$9,800
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$766,800





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # GR1707-17A6** EAST/WEST ARTERIAL-CAMPBELL TO KISSICK

**Route** East-West Arterial  
**From** Campbell  
**To** Kissick  
**Location** Greene County  
**Federal Agency** FHWA  
**Project Sponsor** Greene County  
**Federal Funding Category** None  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #**  
**Federal ID #**



#### Project Description

Scoping for the East-West Arterial from Campbell to Kissick.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL	Local	ENG	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
<b>Totals</b>			<b>\$1,000</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$4,000</b>

#### Notes

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

<b>Prior Cost</b>	\$62,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$66,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** GR1801-18      **SCOPING FOR I-44 SAFETY IMPROVEMENTS**

**Route** I-44  
**From** Rte. 360  
**To** 2.0 miles east of Rte. 125  
**Location** Greene County  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Safety  
**MoDOT Funding Category** Safety  
**Bike/Ped Plan?** EJ?      Yes  
**STIP #** 8I3134  
**Federal ID #**



#### Project Description

Scoping for safety improvements on I-44 from Rte. 360 to 2.0 miles east of Rte. 125.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$22,500	\$1,800	\$1,800	\$0	\$26,100
MoDOT	State	ENG	\$2,500	\$200	\$200	\$200	\$3,100
FHWA (SAFETY)	Federal	ADMIN	\$0	\$0	\$0	\$1,800	\$1,800
<b>Totals</b>			<b>\$25,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$31,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$50,000
<b>Future Cost</b>	\$2,000
<b>Total Cost</b>	\$83,000



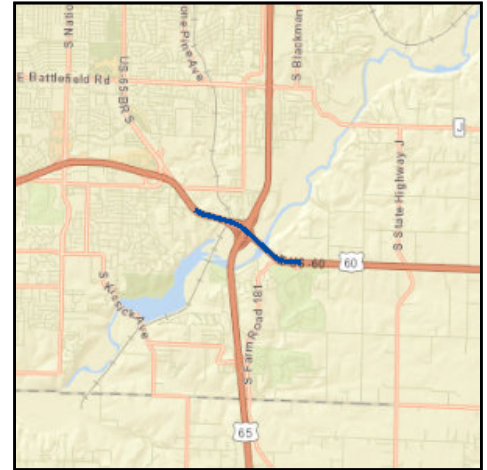
# Transportation Improvement Program - FY 2020-2023

## 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
<b>Totals</b>			<b>\$672,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$672,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$86,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$758,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR1901-19 **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

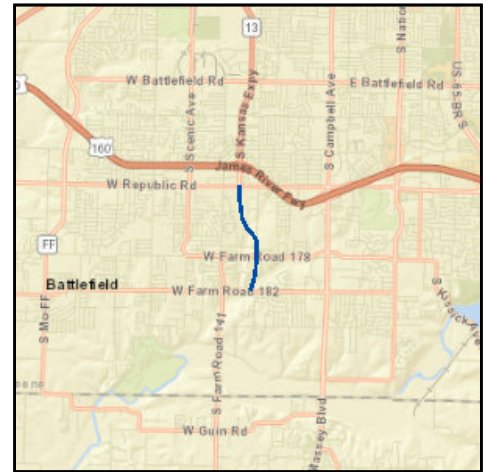
**Bike/Ped Plan?** Yes **EJ?**

**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	CON	\$14,735,589	\$0	\$0	\$0	\$14,735,589
LOCAL	Local	CON	\$7,264,411	\$0	\$0	\$0	\$7,264,411
<b>Totals</b>			<b>\$22,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,000,000</b>

#### Notes

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

<b>Prior Cost</b>	\$1,695,093
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$23,695,093



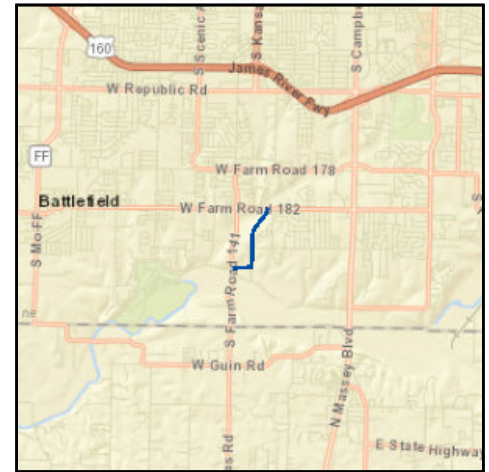
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR1902-19 **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	CON	\$0	\$0	\$3,246,479	\$0	\$3,246,479
LOCAL	Local	CON	\$0	\$0	\$1,253,521	\$4,000,000	\$5,253,521
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$4,500,000</b>	<b>\$4,000,000</b>	<b>\$8,500,000</b>

#### Notes

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

<b>Prior Cost</b>	\$3,669,745
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$12,169,745



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR1903-19      **ROUTE 13 PAVEMENT RESURFACING**

**Route** MO 13

**From** WW

**To** 0.1 mile N. of Norton

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

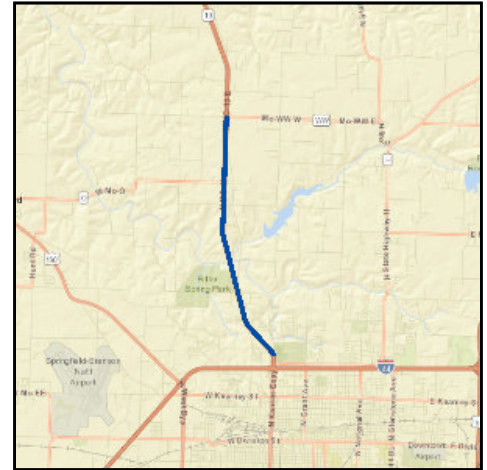
**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8P3118

**Federal ID #**

#### Project Description

Pavement resurfacing on Rte. 13 from Rte. WW in Greene County to 0.1 mile north of Norton Road in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$29,600	\$164,000	\$0	\$0	\$193,600
MoDOT	State	ENG	\$7,400	\$41,000	\$0	\$0	\$48,400
FHWA (NHPP)	Federal	CON	\$0	\$1,700,800	\$0	\$0	\$1,700,800
MoDOT	State	CON	\$0	\$425,200	\$0	\$0	\$425,200
<b>Totals</b>			<b>\$37,000</b>	<b>\$2,331,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,368,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,370,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR1905-19 **EASTBOUND I-44 PAVEMENT REBUILD AT RTE. 744**

**Route** I-44

**From** at Route 744

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(I/M)

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

**Bike/Ped Plan?** EJ?

**STIP #** 8I3147

**Federal ID #**

#### Project Description

Rebuild pavement on the eastbound lanes at Rte. 744 (Mulroy Road) interchange in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (I/M)	Federal	ENG	\$224,100	\$317,700	\$0	\$0	\$541,800
MoDOT	State	ENG	\$24,900	\$35,300	\$0	\$0	\$60,200
FHWA (I/M)	Federal	CON	\$0	\$3,524,400	\$0	\$0	\$3,524,400
MoDOT	State	CON	\$0	\$391,600	\$0	\$0	\$391,600
<b>Totals</b>			<b>\$249,000</b>	<b>\$4,269,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,518,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$25,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,543,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # GR1906-19** CHESTNUT EXPRESSWAY PAVEMENT REBUILD I-44 TO BROADVIEW

**Route** Chestnut Expressway

**From** I-44

**To** east of Broadview Place

**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 #** 8S3155

**Federal ID #**

#### Project Description

Rebuild pavement on Chestnut Expressway from I-44 to east of Broadview Place in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$76,000	\$140,000	\$0	\$0	\$216,000
MoDOT	State	ENG	\$19,000	\$35,000	\$0	\$0	\$54,000
FHWA (NHPP)	Federal	CON	\$0	\$1,038,400	\$0	\$0	\$1,038,400
MoDOT	State	CON	\$0	\$259,600	\$0	\$0	\$259,600
<b>Totals</b>			<b>\$95,000</b>	<b>\$1,473,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,568,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,570,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # GR1907-19** ROUTE 60 RESURFACING HIGHLAND SPRINGS TO 125

**Route** US 60  
**From** Highland Springs Blvd.  
**To** Rte. 125

**Location** Greene County

**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 #** 8P3122B

**Federal ID #**

#### Project Description

Pavement resurfacing from Highland Springs Boulevard east of Springfield to Rte. 125 in Rogersville.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$4,000	\$18,400	\$143,200	\$0	\$165,600
MoDOT	State	ENG	\$1,000	\$4,600	\$35,800	\$0	\$41,400
FHWA (NHPP)	Federal	CON	\$0	\$0	\$1,528,800	\$0	\$1,528,800
MoDOT	State	CON	\$0	\$0	\$382,200	\$0	\$382,200
<b>Totals</b>			<b>\$5,000</b>	<b>\$23,000</b>	<b>\$2,090,000</b>	<b>\$0</b>	<b>\$2,118,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Split from GR1804-18

<b>Prior Cost</b>	\$5,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,123,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR1908-19 **MULROY ROAD BRIDGE DECK SEALING**

**Route** Mulroy Road

**From** Over I-44

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

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

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

**STIP #** 8S3151

**Federal ID #**

#### Project Description

Bridge deck sealing on Mulroy Road over I-44. Project involves bridge A4721.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (BRIDGE)	Federal	ENG	\$1,600	\$29,600	\$0	\$0	\$31,200
MoDOT	State	ENG	\$400	\$7,400	\$0	\$0	\$7,800
FHWA (BRIDGE)	Federal	CON	\$0	\$208,000	\$0	\$0	\$208,000
MoDOT	State	CON	\$0	\$52,000	\$0	\$0	\$52,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$297,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$299,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$8,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$307,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR1909-19 **RTE D BRIDGE REHAB OVER JAMES RIVER**

**Route** Rte. D  
**From** Over James River

**To**  
**Location**

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

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

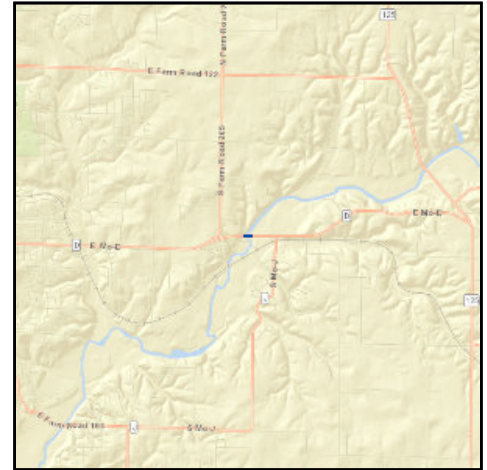
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8S3152

**Federal ID #**

#### Project Description

Bride rehabilitation on Rte. D over James River 3.2 miles east of Springfield. Project involves bridge A3057.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (BRIDGE)	Federal	ENG	\$27,200	\$136,000	\$0	\$0	\$163,200
MoDOT	State	ENG	\$6,800	\$34,000	\$0	\$0	\$40,800
FHWA (BRIDGE)	Federal	CON	\$0	\$1,008,800	\$0	\$0	\$1,008,800
MoDOT	State	CON	\$0	\$252,200	\$0	\$0	\$252,200
<b>Totals</b>			<b>\$34,000</b>	<b>\$1,431,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,465,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$75,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,540,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # GR1910-19** ROUTE O PAVEMENT RESURFACING JACKSON TO 13

**Route** Rte. O

**From** Jackson Street

**To** Rte. 13

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

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

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

**STIP #** 8S3123

**Federal ID #**

#### Project Description

Pavement resurfacing on Rte. O from Jackson Street in Willard to Rte. 13.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$39,200	\$46,400	\$0	\$0	\$85,600
MoDOT	State	ENG	\$9,800	\$11,600	\$0	\$0	\$21,400
FHWA (STBG)	Federal	CON	\$0	\$488,000	\$0	\$0	\$488,000
MoDOT	State	CON	\$0	\$122,000	\$0	\$0	\$122,000
<b>Totals</b>			<b>\$49,000</b>	<b>\$668,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$717,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$719,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR1912-19      **BNSF RR CROSSING AT FR 245**  
**Route** FR 245  
**From** BNSF  
**To** BNSF  
**Location** Greene County  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** STP-RR Safety (Section 130)  
**MoDOT Funding Category** Grade Crossing Safety Account  
**Bike/Ped Plan?** EJ?  
**STIP #** 673253R  
**Federal ID #**



#### Project Description

Install lights and gates at public BNSF railroad crossing

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (130)	Federal	CON	\$0	\$200,000	\$0	\$0	\$200,000
MoDOT-GCSA	State	CON	\$0	\$50,000	\$0	\$0	\$50,000
<b>Totals</b>			<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$250,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR2001-20      **ROUTE 125 PAVEMENT PRESERVATION**

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3176

**Federal ID #**

#### Project Description

Pavement preservation treatment at various locations in the urban Southwest District. Project involves bridges A3030 northbound and southbound.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$11,200	\$0	\$0	\$0	\$11,200
MoDOT-AC	State	ENG	\$44,800	\$0	\$0	\$0	\$44,800
MoDOT	State	CON	\$117,200	\$0	\$0	\$0	\$117,200
MoDOT-AC	State	CON	\$468,800	\$0	\$0	\$0	\$468,800
<b>Totals</b>			<b>\$642,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$642,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$642,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** GR2002-20 **LITTLE SAC RIVER BRIDGE REHABILITATION**

**Route** Rte. 13

**From** Little Sac River

**To**

**Location**

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3067B

**Federal ID #**

#### Project Description

Bridge rehabilitation over Little Sac River.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$137,600	\$0	\$0	\$0	\$137,600
MoDOT	State	ENG	\$34,400	\$0	\$0	\$0	\$34,400
FHWA (NHPP)	Federal	CON	\$710,400	\$0	\$0	\$0	\$710,400
MoDOT	State	CON	\$177,600	\$0	\$0	\$0	\$177,600
<b>Totals</b>			<b>\$1,060,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,060,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,060,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # GR2003-20** US 65 PAVEMENT RESURFACING I-44 TO KK

**Route** Rte. 65

**From** north of I-44

**To** Rte. KK

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

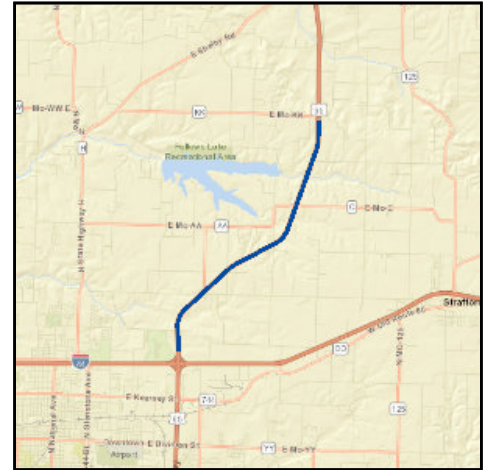
**Bike/Ped Plan?** EJ?

**STIP #** 8P3164

**Federal ID #**

#### Project Description

Pavement resurfacing on US 65 northbound lanes from north of I-44 to Rte. KK.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$3,200	\$3,200	\$3,200	\$16,000	\$25,600
MoDOT	State	ENG	\$800	\$800	\$800	\$4,000	\$6,400
<b>Totals</b>			<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$20,000</b>	<b>\$32,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$2,093,000
<b>Total Cost</b>	\$2,125,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # GR2004-20** 744 PAVEMENT RESURFACING

**Route** Rte. 744/Mulroy Road

**From** east of Glenstone Avenue (Loop 44)/Rte. OO

**To** Mulroy Road/I-44

**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?

**STIP #** 8S3162

**Federal ID #**

#### Project Description

Pavement resurfacing from east of Loop 44 (Glenstone Avenue) to Mulroy Road, and on Mulroy Road from Rte. OO to I-44.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$12,800	\$112,000	\$0	\$132,800
MoDOT	State	ENG	\$2,000	\$3,200	\$28,000	\$0	\$33,200
FHWA (NHPP)	Federal	CON	\$0	\$0	\$1,195,200	\$0	\$1,195,200
MoDOT	State	CON	\$0	\$0	\$298,800	\$0	\$298,800
<b>Totals</b>			<b>\$10,000</b>	<b>\$16,000</b>	<b>\$1,634,000</b>	<b>\$0</b>	<b>\$1,660,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,660,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR2005-20      **ROUTE AA RESURFACING H TO 65**

**Route** Rte. AA

**From** Rte. H

**To** Rte. 65

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3186

**Federal ID #**

#### Project Description

Pavement resurfacing on Route AA from Rte. H to Rte. 65.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$8,800	\$9,000	\$0	\$0	\$17,800
MoDOT-AC	State	ENG	\$35,200	\$36,000	\$0	\$0	\$71,200
MoDOT	State	CON	\$0	\$130,800	\$0	\$0	\$130,800
MoDOT-AC	State	CON	\$0	\$523,200	\$0	\$0	\$523,200
<b>Totals</b>			<b>\$44,000</b>	<b>\$699,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$743,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$743,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR2006-20      **ROUTE** KK RESURFACING H TO 65

**Route**      Rte. KK

**From**      0.3 mile east of Rte. H

**To**      Rte. 65

**Location**      Greene County

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      Advance Construction

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

**Bike/Ped Plan?**      **EJ?**

**STIP #**      8S3185

**Federal ID #**

#### Project Description

Pavement resurfacing on KK from 0.3 mile east of Rte. H to Rte. 65.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$2,000	\$6,600	\$0	\$0	\$8,600
MoDOT-AC	State	ENG	\$8,000	\$26,400	\$0	\$0	\$34,400
MoDOT	State	CON	\$0	\$75,600	\$0	\$0	\$75,600
MoDOT-AC	State	CON	\$0	\$302,400	\$0	\$0	\$302,400
<b>Totals</b>			<b>\$10,000</b>	<b>\$411,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$421,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$421,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR2007-20 **KANSAS EXPY RESURFACING I-44 TO 60**

**Route** Rte. 13

**From** north of I-44

**To** James River Freeway (Rte. 60)

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3165

**Federal ID #**

#### Project Description

Pavement resurfacing on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway).



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$1,600	\$20,000	\$158,400	\$188,000
MoDOT	State	ENG	\$2,000	\$400	\$5,000	\$39,600	\$47,000
FHWA (NHPP)	Federal	CON	\$0	\$0	\$0	\$1,825,600	\$1,825,600
MoDOT	State	CON	\$0	\$0	\$0	\$456,400	\$456,400
<b>Totals</b>			<b>\$10,000</b>	<b>\$2,000</b>	<b>\$25,000</b>	<b>\$2,480,000</b>	<b>\$2,517,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,517,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** GR2008-20 **MO 266 RESURFACING AND ADD SHOULDERS AB TO I-44**

**Route** Rte. 266

**From** Rte. AB

**To** I-44

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3188

**Federal ID #**

#### Project Description

Pavement resurfacing and add shoulders on MO 266 from Rte. AB to I-44 in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$44,800	\$50,400	\$0	\$0	\$95,200
MoDOT	State	ENG	\$11,200	\$12,600	\$0	\$0	\$23,800
FHWA (STBG)	Federal	CON	\$0	\$657,600	\$0	\$0	\$657,600
MoDOT	State	CON	\$0	\$164,400	\$0	\$0	\$164,400
<b>Totals</b>			<b>\$56,000</b>	<b>\$885,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$941,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$941,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** GR2009-20 **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?** EJ?

**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 (BRO)	Federal	CON	\$440,000	\$0	\$0	\$0	\$440,000
LOCAL	Local	CON	\$110,000	\$0	\$0	\$0	\$110,000
<b>Totals</b>			<b>\$550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$550,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** GR2101-20 **FR 140 RR GATE INSTALLATION**

**Route** County Road 140

**From** BNSF

**To** BNSF

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG-RR Safety (Section 130)

**MoDOT Funding Category** Grade Crossing Safety Account

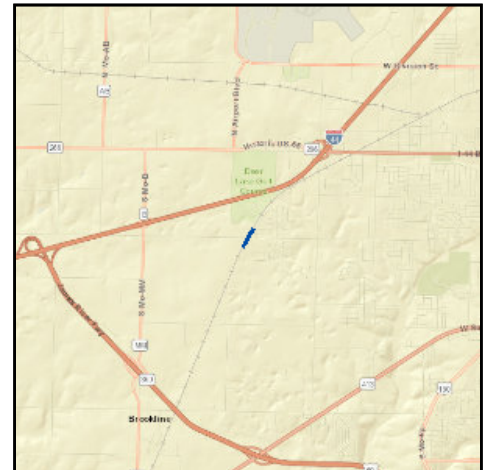
**Bike/Ped Plan?** EJ?

**STIP #** 673269M

**Federal ID #**

#### Project Description

Install gates at public BNSF railroad crossing #673269M across West Farm Road 140



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (130)	Federal	CON	\$0	\$240,000	\$0	\$0	\$240,000
MoDOT-GCSA	State	CON	\$0	\$60,000	\$0	\$0	\$60,000
<b>Totals</b>			<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$300,000





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1405      **SURVEYING FOR EXCESS RIGHT-OF-WAY**

**Route**      Various

**From**      Various

**To**      Various

**Location**      Area Wide

**Federal Agency**      None

**Project Sponsor**      MoDOT

**Federal Funding Category**      None

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

**Bike/Ped Plan?**      **EJ?**

**STIP #**      8P3027

**Federal ID #**

#### Project Description

Surveying to sell excess right-of-way in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
<b>Totals</b>			<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$60,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Programming added to previously "Completed" project

<b>Prior Cost</b>	\$65,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$125,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1719-18A5      **SCOPING FOR BRIDGE IMPROVEMENTS**

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3067

**Federal ID #**

#### Project Description

Scoping for bridge improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$200,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$346,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$546,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1720      **SCOPING FOR BRIDGE PREVENTIVE MAINTENANCE**

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3068

**Federal ID #**

#### Project Description

Scoping for bridge preventive maintenance at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$4,000	\$3,200	\$0	\$0	\$7,200
MoDOT	State	ENG	\$1,000	\$800	\$0	\$0	\$1,800
<b>Totals</b>			<b>\$5,000</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$15,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$24,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1721-18A5      **SCOPING FOR SAFETY IMPROVEMENTS**

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**Bike/Ped Plan?** EJ?

**STIP #** 8P3069

**Federal ID #**

#### Project Description

Scoping for safety improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$54,000	\$54,000	\$54,000	\$54,000	\$216,000
MoDOT	State	ENG	\$6,000	\$6,000	\$6,000	\$6,000	\$24,000
<b>Totals</b>			<b>\$60,000</b>	<b>\$60,000</b>	<b>\$60,000</b>	<b>\$60,000</b>	<b>\$240,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$319,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$559,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1722      **SCOPING FOR PAVEMENT IMPROVEMENTS ON MAJOR ROUTES**

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3099

**Federal ID #**

#### Project Description

Scoping for pavement improvements on major routes in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$200,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$92,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$292,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1723      **SCOPING FOR PAVEMENT IMPROVEMENTS ON MINOR ROUTES**

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3066

**Federal ID #**

#### Project Description

Scoping for pavement improvements on minor routes in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$200,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$58,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$258,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1803-18      ANNUAL ON-CALL WORK ZONE ENFORCEMENT (2020)

**Route**      Various

**From**      Various

**To**      Various

**Location**      Area Wide

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      Safety

**MoDOT Funding Category**      Safety

**Bike/Ped Plan?**      EJ?

**STIP #**      8I3108

**Federal ID #**

#### Project Description

On-call work zone enforcement in the OTO area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$1,800	\$0	\$0	\$0	\$1,800
MoDOT	State	ENG	\$200	\$0	\$0	\$0	\$200
FHWA (SAFETY)	Federal	PMT	\$180,900	\$0	\$0	\$0	\$180,900
MoDOT	State	PMT	\$20,100	\$0	\$0	\$0	\$20,100
<b>Totals</b>			<b>\$203,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$203,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$205,000





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1804-18 ITS OPERATIONS AND MANAGEMENT (2020)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

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

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3107

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic ITS in the OTO area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$800	\$0	\$0	\$0	\$800
MoDOT	State	ENG	\$200	\$0	\$0	\$0	\$200
FHWA (STBG-U)	Federal	PMT	\$332,000	\$0	\$0	\$0	\$332,000
LOCAL	Local	PMT	\$83,000	\$0	\$0	\$0	\$83,000
<b>Totals</b>			<b>\$416,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$416,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues; Springfield 1/8-Cent Transportation Sales Tax

<b>Prior Cost</b>	\$645,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,061,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1903-19      I-44 WRONG-WAY COUNTERMEASURES

**Route** I-44

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**Bike/Ped Plan?** EJ?      Yes

**STIP #** 8I3146

**Federal ID #**



#### Project Description

Add safety signage for wrong way countermeasures at various ramp locations in the urban Southwest District.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$43,200	\$0	\$0	\$0	\$43,200
MoDOT	State	ENG	\$4,800	\$0	\$0	\$0	\$4,800
FHWA (SAFETY)	Federal	CON	\$202,500	\$0	\$0	\$0	\$202,500
MoDOT	State	CON	\$22,500	\$0	\$0	\$0	\$22,500
<b>Totals</b>			<b>\$273,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$273,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$4,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$277,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1904-19 INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3087G

**Federal ID #**

#### Project Description

Intersection improvements at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$400	\$20,000	\$80,000	\$100,400	\$200,800
MoDOT-AC	State	ENG	\$1,600	\$80,000	\$320,000	\$401,600	\$803,200
MoDOT	State	ROW	\$0	\$0	\$21,200	\$0	\$21,200
MoDOT-AC	State	ROW	\$0	\$0	\$84,800	\$0	\$84,800
MoDOT	State	CON	\$0	\$0	\$0	\$417,600	\$417,600
MoDOT-AC	State	CON	\$0	\$0	\$0	\$1,670,400	\$1,670,400
<b>Totals</b>			<b>\$2,000</b>	<b>\$100,000</b>	<b>\$506,000</b>	<b>\$2,590,000</b>	<b>\$3,198,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - NHPP(NHS); Bike/Ped and EJ Needs Dependent on Locations

**Prior Cost** \$2,000

**Future Cost** \$0

**Total Cost** \$3,200,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO1905-19      **BRIDGE INSPECTIONS**  
**Route**      Various  
**From**      Various  
**To**  
**Location**  
**Federal Agency**  
**Project Sponsor**      MoDOT  
**Federal Funding Category**      None  
**MoDOT Funding Category**      Taking Care of the System  
**Bike/Ped Plan?**      EJ?  
**STIP #**  
**Federal ID #**



#### Project Description

Bridge inspections throughout the Ozarks Transportation Organization area.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	MAINT	\$35,000	\$12,000	\$23,500	\$12,000	\$82,500
<b>Totals</b>			<b>\$35,000</b>	<b>\$12,000</b>	<b>\$23,500</b>	<b>\$12,000</b>	<b>\$82,500</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

**Prior Cost**      \$12,000  
**Future Cost**      \$0  
**Total Cost**      \$94,500



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2001-20      I-44 JOB ORDER CONTRACTING 2020

**Route** I-44

**From**

**To**

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(I/M)

**MoDOT Funding Category** Statewide Interstate and Major Bridge

**Bike/Ped Plan?** EJ?

**STIP #** 0I3006O

**Federal ID #**

#### Project Description

Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$1,900	\$0	\$0	\$0	\$1,900
MoDOT-AC	State	ENG	\$17,100	\$0	\$0	\$0	\$17,100
MoDOT	State	CON	\$20,000	\$0	\$0	\$0	\$20,000
MoDOT-AC	State	CON	\$180,000	\$0	\$0	\$0	\$180,000
<b>Totals</b>			<b>\$219,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$219,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$219,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** MO2002-20 **WRONG WAY COUNTERMEASURE SIGNAGE IN THE OTO AREA**

**Route** Rte. 65

**From** Various

**To** Various

**Location**

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**Bike/Ped Plan?** EJ?

**STIP #** 8P3069B

**Federal ID #**



### Project Description

Add safety signage for wrong way countermeasures at various ramp locations from 0.8 mile north of I-44 to Rte. F, on Rte. 60 from Rte. 125 to W County Line Road, and on Rte. 360 from west of Rte. MM to east of Rte. 413.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$111,600	\$0	\$0	\$0	\$111,600
MoDOT	State	ENG	\$12,400	\$0	\$0	\$0	\$12,400
FHWA (SAFETY)	Federal	CON	\$664,200	\$0	\$0	\$0	\$664,200
MoDOT	State	CON	\$73,800	\$0	\$0	\$0	\$73,800
<b>Totals</b>			<b>\$862,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$862,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$862,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2003-20      PAVEMENT REPAIR AT VARIOUS LOCATIONS

**Route**      Various

**From**      Various

**To**      Various

**Location**

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      NHPP(NHS)

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

**Bike/Ped Plan?**      EJ?

**STIP #**      8P3182

**Federal ID #**

#### Project Description

Pavement repair at various locations on I-44, Rte. 60, Rte. 65 and Rte. 360 in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$30,400	\$0	\$0	\$0	\$30,400
MoDOT	State	ENG	\$7,600	\$0	\$0	\$0	\$7,600
FHWA (NHPP)	Federal	CON	\$326,400	\$0	\$0	\$0	\$326,400
MoDOT	State	CON	\$81,600	\$0	\$0	\$0	\$81,600
<b>Totals</b>			<b>\$446,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$446,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenue

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$446,000





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2004-20      **HIGH FRICTION SURFACE TREATMENT AT VARIOUS LOCATIONS**

**Route** Rte. NN

**From** Various

**To** Various

**Location**

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**Bike/Ped Plan?** EJ?

**STIP #** 8S3193

**Federal ID #**

#### Project Description

High friction surface treatment at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$7,200	\$56,700	\$0	\$0	\$63,900
MoDOT	State	ENG	\$800	\$6,300	\$0	\$0	\$7,100
FHWA (SAFETY)	Federal	CON	\$0	\$400,500	\$0	\$0	\$400,500
MoDOT	State	CON	\$0	\$44,500	\$0	\$0	\$44,500
<b>Totals</b>			<b>\$8,000</b>	<b>\$508,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$516,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$516,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2005-20      **JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR**

**Route**      Various

**From**

**To**

**Location**      Area Wide

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      Advance Construction

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

**Bike/Ped Plan?**      EJ?

**STIP #**      8P3183

**Federal ID #**

#### Project Description

Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$18,000	\$0	\$0	\$0	\$18,000
MoDOT-AC	State	ENG	\$72,000	\$0	\$0	\$0	\$72,000
MoDOT	State	CON	\$163,200	\$0	\$0	\$0	\$163,200
MoDOT-AC	State	CON	\$652,800	\$0	\$0	\$0	\$652,800
<b>Totals</b>			<b>\$906,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$906,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost**      \$0  
**Future Cost**      \$0  
**Total Cost**      \$906,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2006-20      **MINOR ROUTE PAVEMENT IMPROVEMENTS**

**Route**      Various

**From**

**To**

**Location**

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      STBG

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

**Bike/Ped Plan?**      EJ?

**STIP #**      8P3189

**Federal ID #**

#### Project Description

Pavement improvements on various minor routes in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$8,000	\$40,000	\$50,400	\$0	\$98,400
MoDOT	State	ENG	\$2,000	\$10,000	\$12,600	\$0	\$24,600
FHWA (STBG)	Federal	CON	\$0	\$0	\$519,200	\$0	\$519,200
MoDOT	State	CON	\$0	\$0	\$129,800	\$0	\$129,800
<b>Totals</b>			<b>\$10,000</b>	<b>\$50,000</b>	<b>\$712,000</b>	<b>\$0</b>	<b>\$772,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$772,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2007-20      **JOB ORDER CONTRACTING FOR BRIDGE REPAIRS**

**Route**      Various

**From**

**To**

**Location**

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      Advance Construction

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

**Bike/Ped Plan?**      EJ?

**STIP #**      8I3178

**Federal ID #**

#### Project Description

Job Order Contracting for bridge repairs at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$6,000	\$0	\$0	\$0	\$6,000
MoDOT-AC	State	ENG	\$24,000	\$0	\$0	\$0	\$24,000
MoDOT	State	CON	\$20,000	\$0	\$0	\$0	\$20,000
MoDOT-AC	State	CON	\$80,000	\$0	\$0	\$0	\$80,000
<b>Totals</b>			<b>\$130,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$130,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$130,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2008-20      ON-CALL WORK ZONE ENFORCEMENT (2022)

**Route**      Various

**From**

**To**

**Location**      Area Wide

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      Safety

**MoDOT Funding Category**      Safety

**Bike/Ped Plan?**      EJ?

**STIP #**      8I3184

**Federal ID #**

#### Project Description

On-call work zone enforcement at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$900	\$2,700	\$0	\$0	\$3,600
MoDOT	State	ENG	\$100	\$300	\$0	\$0	\$400
FHWA (SAFETY)	Federal	PMT	\$0	\$180,900	\$0	\$0	\$180,900
MoDOT	State	PMT	\$0	\$20,100	\$0	\$0	\$20,100
<b>Totals</b>			<b>\$1,000</b>	<b>\$204,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$205,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$205,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2009-20      **CHEROKEE RAIL CORRIDOR CRISI GRANT PROJECT**

**Route** Cherokee Rail Corridor

**From** Greene County

**To** Lawrence County

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STP-RR Safety (Section 130)

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

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

BNSF Cherokee Rail Corridor CRISI Grant Project.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (130)	Federal	CON	\$2,600,000	\$0	\$0	\$0	\$2,600,000
MoDOT	State	CON	\$1,625,000	\$0	\$0	\$0	\$1,625,000
OTHER	Other	CON	\$975,000	\$0	\$0	\$0	\$975,000
<b>Totals</b>			<b>\$5,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,200,000</b>

#### Notes

\$2,600,000 CRISI federal funds. Non-Federal Source of Funding: State Transportation Revenues and BNSF

Partially located in the OTO boundary: crossings at Greene County FR 93, O'Neal Road and FR 194.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$5,200,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** MO2101-18 ITS OPERATIONS AND MANAGEMENT (2021)

**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 #** 8Q3148

**Federal ID #**

### Project Description

Operations and management of Ozarks Traffic ITS in the OTO area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$200	\$0	\$0	\$0	\$200
MoDOT-AC	State	ENG	\$800	\$0	\$0	\$0	\$800
FHWA (STBG)	Federal	PMT	\$572,800	\$0	\$0	\$0	\$572,800
FHWA (STBG-U)	Federal	PMT	\$0	\$332,000	\$0	\$0	\$332,000
LOCAL	Local	PMT	\$0	\$83,000	\$0	\$0	\$83,000
MoDOT	State	PMT	\$143,200	\$0	\$0	\$0	\$143,200
<b>Totals</b>			<b>\$717,000</b>	<b>\$415,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,132,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues; Springfield 1/8-Cent Transportation Sales Tax

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,132,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2103-19      ON-CALL WORK ZONE ENFORCEMENT (2021)

**Route**      Various

**From**      Various

**To**      Various

**Location**

**Federal Agency**

**Project Sponsor**      MoDOT

**Federal Funding Category**      Safety

**MoDOT Funding Category**      Safety

**Bike/Ped Plan?**      EJ?

**STIP #**      8P3154

**Federal ID #**

#### Project Description

On-call work zone enforcement at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$900	\$0	\$0	\$0	\$900
MoDOT	State	ENG	\$100	\$0	\$0	\$0	\$100
FHWA (SAFETY)	Federal	PMT	\$180,900	\$0	\$0	\$0	\$180,900
MoDOT	State	PMT	\$20,100	\$0	\$0	\$0	\$20,100
<b>Totals</b>			<b>\$202,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$202,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$202,000





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

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

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

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

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

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



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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,064,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2105-20      I-44 JOB ORDER CONTRACTING 2021

**Route** I-44

**From**

**To**

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Statewide Interstate and Major Bridge

**Bike/Ped Plan?** EJ?

**STIP #** 0I3007O

**Federal ID #**

#### Project Description

Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$1,900	\$0	\$0	\$1,900
MoDOT-AC	State	ENG	\$0	\$17,100	\$0	\$0	\$17,100
MoDOT	State	CON	\$0	\$20,600	\$0	\$0	\$20,600
MoDOT-AC	State	CON	\$0	\$185,400	\$0	\$0	\$185,400
<b>Totals</b>			<b>\$0</b>	<b>\$225,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$225,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - NHPP(I/M)

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$225,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2201-20 **CURVE SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS**

**Route** Various

**From**

**To**

**Location**

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**Bike/Ped Plan?** EJ?

**STIP #** 0X3122I

**Federal ID #**

#### Project Description

Curve safety improvements at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	CON	\$0	\$0	\$24,000	\$0	\$24,000
MoDOT	State	CON	\$0	\$0	\$3,000	\$0	\$3,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$27,000</b>	<b>\$0</b>	<b>\$27,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$27,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

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

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

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

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

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



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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # NX1701** 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 and drainage from Fort Street to 0.2 mile east of Tiffany Boulevard 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	\$168,000	\$300,000	\$0	\$0	\$468,000
MoDOT	State	ENG	\$42,000	\$75,000	\$0	\$0	\$117,000
FHWA (NHPP)	Federal	CON	\$0	\$5,361,600	\$0	\$0	\$5,361,600
MoDOT	State	CON	\$0	\$1,340,400	\$0	\$0	\$1,340,400
<b>Totals</b>			<b>\$210,000</b>	<b>\$7,077,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,287,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$1,979,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$9,266,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP # NX1704** SCOPING FOR RTE 160 CAPACITY IMPROVEMENTS PLAINVIEW TO SOUTH

**Route** Rte. 160  
**From** S. of Plainview Rd  
**To** South St.  
**Location** City of Nixa  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Flexible and Other  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8P3033  
**Federal ID #** 1601062



#### Project Description

Scoping for capacity improvements from Plainview Rd. in Springfield to south of South St. in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$6,000
<b>Future Cost</b>	\$2,000
<b>Total Cost</b>	\$16,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** NX1803-18A2 **ROUTE 160 AND SOUTH STREET**

**Route** Rte. 160

**From** Route 160

**To** South Street

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** MoDOT

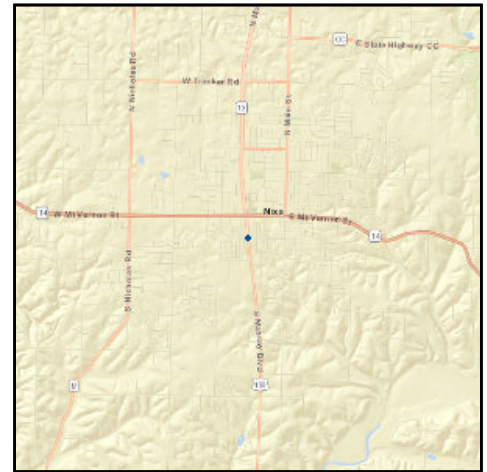
**Federal Funding Category** NHPP(NHS)

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

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

**STIP #** 8P3087B

**Federal ID #**



#### Project Description

Add turn lanes and sidewalks on Massey Boulevard (Route 160) at South Street in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$123,200	\$0	\$0	\$0	\$123,200
MoDOT	State	ENG	\$30,800	\$0	\$0	\$0	\$30,800
FHWA (NHPP)	Federal	ROW	\$50,000	\$0	\$0	\$0	\$50,000
FHWA (STBG-U)	Federal	ROW	\$50,000	\$0	\$0	\$0	\$50,000
LOCAL	Local	ROW	\$12,500	\$0	\$0	\$0	\$12,500
MoDOT	State	ROW	\$12,500	\$0	\$0	\$0	\$12,500
FHWA (NHPP)	Federal	CON	\$250,800	\$0	\$0	\$0	\$250,800
FHWA (STBG-U)	Federal	CON	\$534,000	\$0	\$0	\$0	\$534,000
LOCAL	Local	CON	\$133,000	\$0	\$0	\$0	\$133,000
MoDOT	State	CON	\$63,200	\$0	\$0	\$0	\$63,200
<b>Totals</b>			<b>\$1,260,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,260,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$200,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,460,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** NX1901-19      **ROUTE 14 PAVEMENT RESURFACING**

**Route** Route 14

**From** Various

**To** Various

**Location** City of Nixa

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

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

**STIP #** 8P3115

**Federal ID #**

#### Project Description

Pavement resurfacing on Rte 14 from west of 3rd Street to south of Hartley Road in Ozark and from 6th Avenue to Rte. W in Ozark.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$48,800	\$0	\$0	\$0	\$48,800
MoDOT	State	ENG	\$12,200	\$0	\$0	\$0	\$12,200
FHWA (NHPP)	Federal	CON	\$408,000	\$0	\$0	\$0	\$408,000
MoDOT	State	CON	\$102,000	\$0	\$0	\$0	\$102,000
<b>Totals</b>			<b>\$571,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$571,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$573,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** NX1902-19 **US 160 RESURFACING FROM ROUTE 14 TO S. OF SOUTH**

**Route** US 160

**From** Rte. 14

**To** South of South Street

**Location** City of Nixa

**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 #** 8P3051E

**Federal ID #**

#### Project Description

Pavement resurfacing on US 160 from Rte. 14 to south of South Street in Nixa.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
FHWA (NHPP)	Federal	CON	\$63,200	\$0	\$0	\$0	\$63,200
MoDOT	State	CON	\$15,800	\$0	\$0	\$0	\$15,800
<b>Totals</b>			<b>\$89,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$8,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$97,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP # OK1401-18AM4** INTERSECTION IMPROVEMENTS AT JACKSON AND NN

**Route** Rte. 14 (Jackson)

**From** Rte. 14

**To** at Rte. NN

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** MoDOT

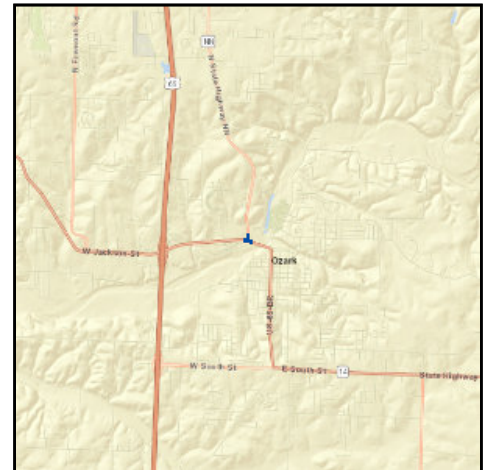
**Federal Funding Category** STBG

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

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

**STIP #** 8P3015

**Federal ID #** 0141029



#### Project Description

Add lanes and sidewalk, replace signal on Jackson Street (Rte. 14) at Rte. NN in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$315,425	\$0	\$0	\$0	\$315,425
MoDOT	State	ENG	\$78,856	\$0	\$0	\$0	\$78,856
FHWA (STBG)	Federal	CON	\$1,056,726	\$0	\$0	\$0	\$1,056,726
FHWA (STBG-U)	Federal	CON	\$1,512,439	\$0	\$0	\$0	\$1,512,439
LOCAL	Local	CON	\$378,111	\$0	\$0	\$0	\$378,111
MoDOT	State	CON	\$264,181	\$0	\$0	\$0	\$264,181
<b>Totals</b>			<b>\$3,605,738</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,605,738</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues; City of Ozark  
Local Funding

FYI: Continuation of CC1307

<b>Prior Cost</b>	\$1,030,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,635,738



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** OK1701 **JACKSON STREET CAPACITY IMPROVEMENTS 16TH STREET TO RTE. NN**

**Route** Rte. 14 (Jackson)

**From** 16th St.

**To** 0.1 miles W. of Rte. NN

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

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

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

**STIP #** 8P3096

**Federal ID #** 0141027



#### Project Description

Add lanes, sidewalk, and pedestrian signal on Jackson Street from 16th Street to 0.1 miles west of Rte. NN in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$463,200	\$0	\$0	\$0	\$463,200
MoDOT	State	ENG	\$115,800	\$0	\$0	\$0	\$115,800
FHWA (SAFETY)	Federal	CON	\$835,000	\$0	\$0	\$0	\$835,000
FHWA (STBG)	Federal	CON	\$1,914,800	\$0	\$0	\$0	\$1,914,800
MoDOT	State	CON	\$686,200	\$0	\$0	\$0	\$686,200
<b>Totals</b>			<b>\$4,015,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,015,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: \$835,000 Open Container Funds

<b>Prior Cost</b>	\$596,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,611,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** OK1802-19A3 **RIVERSIDE BRIDGE**

**Route** Riverside

**From** Greenbridge

**To** Smallin

**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 #** B022009



#### Project Description

Construct new Riverside Bridge with new alignment from Greenbridge Road to Smallin Road as a two-lane with bike/ped accommodations.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FEMA	Federal	CON	\$740,993	\$0	\$0	\$0	\$740,993
FHWA (BRO)	Federal	CON	\$350,151	\$0	\$0	\$0	\$350,151
FHWA (STBG-U)	Federal	CON	\$800,000	\$0	\$0	\$0	\$800,000
LOCAL	Local	CON	\$595,814	\$0	\$0	\$0	\$595,814
SEMA	State	CON	\$123,499	\$0	\$0	\$0	\$123,499
<b>Totals</b>			<b>\$2,610,457</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,610,457</b>

#### Notes

Federal Funding Source: FEMA and FHWA

Non-Federal Funding Source: Ozark Special Road District; City of Ozark

FYI: \$400,000 Each Ozark and Christian County STBG-U

<b>Prior Cost</b>	\$412,961
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,023,418



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** OK1803 **ROUTE14/JACKSON STREET LANE ADDITIONS**

**Route** 14  
**From** 32nd Road  
**To** 22nd Street  
**Location** City of Ozark  
**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 #** 8P0588I  
**Federal ID #**



#### Project Description

Add lanes on MO 14 from 32nd Street to 22nd Street in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$435,200	\$0	\$0	\$0	\$435,200
MoDOT	State	ENG	\$108,800	\$0	\$0	\$0	\$108,800
FHWA (NHPP)	Federal	ROW	\$60,000	\$0	\$0	\$0	\$60,000
MoDOT	State	ROW	\$15,000	\$0	\$0	\$0	\$15,000
FHWA (NHPP)	Federal	CON	\$2,179,600	\$0	\$0	\$0	\$2,179,600
FHWA (STBG-U)	Federal	CON	\$105,200	\$0	\$0	\$0	\$105,200
LOCAL	Local	CON	\$26,300	\$0	\$0	\$0	\$26,300
MoDOT	State	CON	\$544,900	\$0	\$0	\$0	\$544,900
<b>Totals</b>			<b>\$3,475,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,475,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$235,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,710,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** OK1901-19      **US 65 RESURFACING FROM CC TO SOUTH OF F**

**Route** US 65

**From** Route CC

**To** 1.0 mile S. of Route F

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

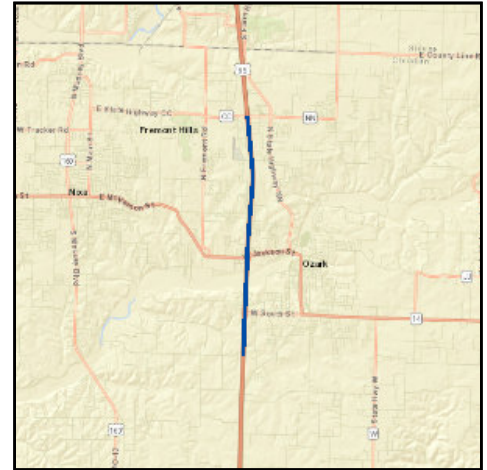
**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8P3116

**Federal ID #**

#### Project Description

Pavement resurfacing on US 65 from Rte. CC to 1.0 mile south of Rte. F in Ozark.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$25,600	\$144,000	\$0	\$0	\$169,600
MoDOT	State	ENG	\$6,400	\$36,000	\$0	\$0	\$42,400
FHWA (NHPP)	Federal	CON	\$0	\$1,493,600	\$0	\$0	\$1,493,600
MoDOT	State	CON	\$0	\$373,400	\$0	\$0	\$373,400
<b>Totals</b>			<b>\$32,000</b>	<b>\$2,047,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,079,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,081,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** OT1901-19A5      OTO OPERATIONS AND PLANNING

**Route**

**From**

**To**

**Location**      Area Wide

**Federal Agency**      FHWA

**Project Sponsor**      Ozarks Transportation Organization

**Federal Funding Category**      STBG-U

**MoDOT Funding Category**      N/A

**Bike/Ped Plan?**      EJ?

**STIP #**

**Federal ID #**

#### Project Description

Operations and Planning Activities as described in the FY 2020 UPWP and as planned in consecutive years.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	PLAN	\$210,000	\$220,500	\$231,525	\$243,101	\$905,126
LOCAL	Local	PLAN	\$52,500	\$55,125	\$57,881	\$60,775	\$226,281
<b>Totals</b>			<b>\$262,500</b>	<b>\$275,625</b>	<b>\$289,406</b>	<b>\$303,876</b>	<b>\$1,131,407</b>

#### Notes

Non-Federal Funding Source: OTO dues as collected from member jurisdictions.

<b>Prior Cost</b>	\$250,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,381,407





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

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

**Route** US 60 and Route 125

**From** Farm Road 213

**To** Farm Road 247

**Location** City of Rogersville

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8P0683E

**Federal ID #** 0602093



#### Project Description

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

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

#### Notes

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

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

<b>Prior Cost</b>	\$493,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$17,784,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # RP1701** SCOPING FOR ROADWAY IMPROVEMENTS ON ROUTE 60 FROM FR 194 TO WEST

**Route** Rte. 60  
**From** Farm Road 194  
**To** West. Ave in Republic  
**Location** City of Republic  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Flexible and Other  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8P0865  
**Federal ID #**



#### Project Description

Scoping for roadway improvements on Rte. 60 from Farm Road 194 to West Ave. in Republic.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$8,000	\$0	\$0	\$16,000
MoDOT	State	ENG	\$2,000	\$2,000	\$0	\$0	\$4,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$45,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$65,000



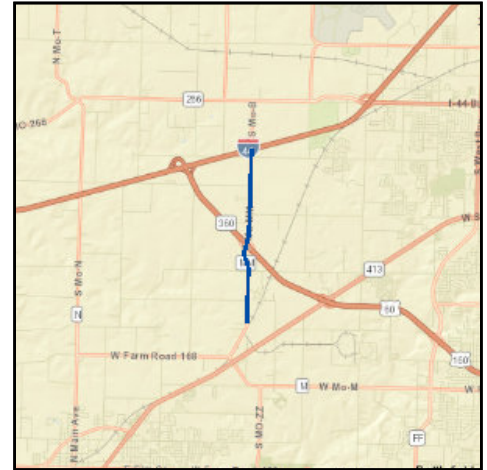
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** RP1703-17A3 **SCOPING FOR ROUTE MM IMPROVEMENTS - I-44 TO MORNING STAR LANE**

**Route** MM  
**From** I-44  
**To** Morning Star Lane  
**Location** City of Republic  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** STBG  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8S0836B  
**Federal ID #**



### Project Description

Scoping for roadway improvements on Brookline Avenue (Route MM) from I-44 to Morning Star Lane in Republic.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$0	\$4,800
MoDOT	State	ENG	\$400	\$400	\$400	\$0	\$1,200
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$6,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$6,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$12,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

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

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



### Project Description

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

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$0	\$4,800
MoDOT	State	ENG	\$400	\$400	\$400	\$0	\$1,200
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$6,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$443,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$449,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** RP1802-18      **ROUTE 60 RESURFACING 174 TO 413**

**Route** Rte. 60

**From** Rte. 174

**To** Rte. 413

**Location** City of Republic

**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 #** 8P3113

**Federal ID #**

#### Project Description

Pavement resurfacing from Rte. 174 in Republic to Rte. 413.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$112,000	\$0	\$0	\$0	\$112,000
MoDOT	State	ENG	\$28,000	\$0	\$0	\$0	\$28,000
FHWA (NHPP)	Federal	CON	\$1,122,400	\$0	\$0	\$0	\$1,122,400
MoDOT	State	CON	\$280,600	\$0	\$0	\$0	\$280,600
<b>Totals</b>			<b>\$1,543,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,543,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$30,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,573,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** RP1803-18 **ROUTE 60 RESURFACING IN REPUBLIC**

**Route** Rte. 60

**From** W. of Illinois St.

**To** Rte. 174

**Location** City of Republic

**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 #** 8P3127

**Federal ID #**

#### Project Description

Pavement resurfacing from 0.3 miles west of Illinois Street to Rte. 174 in Republic.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$62,400	\$0	\$0	\$0	\$62,400
MoDOT	State	ENG	\$15,600	\$0	\$0	\$0	\$15,600
FHWA (NHPP)	Federal	CON	\$622,400	\$0	\$0	\$0	\$622,400
MoDOT	State	CON	\$155,600	\$0	\$0	\$0	\$155,600
<b>Totals</b>			<b>\$856,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$856,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$13,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$869,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** RP1901-19A5 **ROUTE 60 AND ROUTE 174 INTERSECTION**

**Route** US 60

**From** Route 174

**To** Route 174

**Location** City of Republic

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

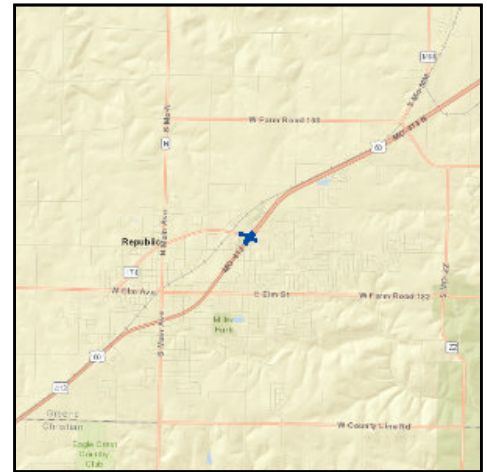
**Bike/Ped Plan?** EJ?

**STIP #** 8S3159B

**Federal ID #**

#### Project Description

Realignment of through lanes and add turn lanes at Rte. 174 in Republic.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$247,200	\$0	\$0	\$0	\$247,200
MoDOT	State	ENG	\$61,800	\$0	\$0	\$0	\$61,800
FHWA (NHPP)	Federal	CON	\$1,109,600	\$0	\$0	\$0	\$1,109,600
MoDOT	State	CON	\$277,400	\$0	\$0	\$0	\$277,400
<b>Totals</b>			<b>\$1,696,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,696,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$150,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,846,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # SP1401** SIGNAL REPLACEMENT PROGRAM - KANSAS EXPRESSWAY

**Route** Kansas Expressway (Route 13)

**From** Sunset Street

**To** Walnut Lawn Street

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

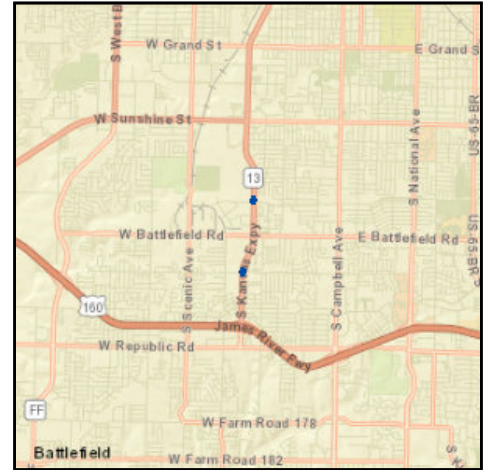
**Federal Funding Category** NHPP(NHS)

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

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

**STIP #** 8P2390

**Federal ID #** 0132076



#### Project Description

Upgrade signals on Kansas Expressway (Route 13) at Sunset Street and Walnut Lawn Street in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$5,600	\$6,400	\$8,000	\$66,400	\$86,400
MoDOT	State	ENG	\$1,400	\$1,600	\$2,000	\$16,600	\$21,600
FHWA (NHPP)	Federal	CON	\$0	\$0	\$0	\$359,200	\$359,200
MoDOT	State	CON	\$0	\$0	\$0	\$89,800	\$89,800
<b>Totals</b>			<b>\$7,000</b>	<b>\$8,000</b>	<b>\$10,000</b>	<b>\$532,000</b>	<b>\$557,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$42,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$599,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1405-18A1 **SCOPING FOR JAMES RIVER FREEWAY CAPACITY IMPROVEMENTS**

**Route** US 60

**From** Rte. 13

**To** Rte. 65

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

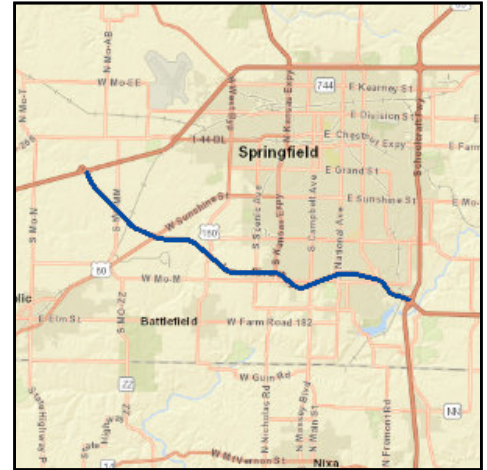
**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8P3032

**Federal ID #** 0602095



#### Project Description

Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 65 in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$1,600	\$1,600	\$1,600	\$44,800
MoDOT	State	ENG	\$10,000	\$400	\$400	\$400	\$11,200
<b>Totals</b>			<b>\$50,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$56,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$210,000
<b>Future Cost</b>	\$2,000
<b>Total Cost</b>	\$268,000





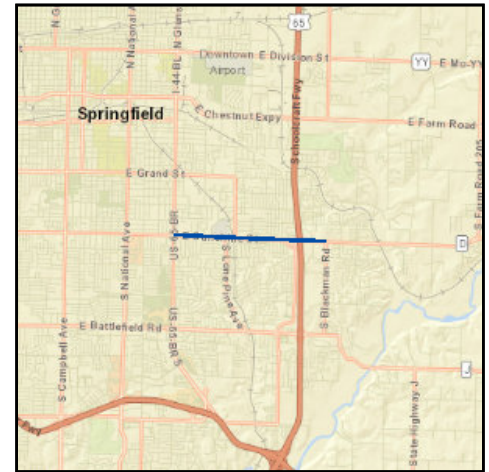
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1413-19 **SUNSHINE STREET ADA IMPROVEMENTS**

**Route** Rte. D  
**From** Glenstone Avenue (Bus. 65)  
**To** Blackman Road  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Advance Construction  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S3024, 8S3153  
**Federal ID #**



#### Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Glenstone Avenue (Bus. 65) to Blackman Road in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$400	\$400	\$23,200	\$23,000	\$47,000
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$92,800	\$92,000	\$188,000
MoDOT	State	ROW	\$0	\$0	\$11,200	\$0	\$11,200
MoDOT-AC	State	ROW	\$0	\$0	\$44,800	\$0	\$44,800
MoDOT	State	CON	\$0	\$0	\$0	\$119,200	\$119,200
MoDOT-AC	State	CON	\$0	\$0	\$0	\$476,800	\$476,800
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$172,000</b>	<b>\$711,000</b>	<b>\$887,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$800,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,687,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1419-18A1 **SCOPING FOR I-44 ROADWAY IMPROVEMENTS**

**Route** I-44

**From** Rte. 360

**To** Rte. 125

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(I/M)

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8I3044

**Federal ID #**

#### Project Description

Scoping for roadway improvements on I-44 from Rte. 360 north of Republic to Rte. 125 in Strafford.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (I/M)	Federal	ENG	\$9,000	\$9,000	\$0	\$0	\$18,000
MoDOT	State	ENG	\$1,000	\$1,000	\$0	\$0	\$2,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$220,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$240,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP # SP1708** KEARNEY PAVEMENT RESURFACING KANSAS TO GLENSTONE

**Route** Kearney Street  
**From** Kansas Expressway  
**To** Glenstone Avenue

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

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

**STIP #** 8P3050C

**Federal ID #**



### Project Description

Pavement resurfacing on Kearney Street from Kansas Expressway (Rte. 13) to Glenstone Avenue (Loop 44).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$800	\$6,400	\$64,000	\$0	\$71,200
MoDOT	State	ENG	\$200	\$1,600	\$16,000	\$0	\$17,800
FHWA (NHPP)	Federal	CON	\$0	\$0	\$684,000	\$0	\$684,000
MoDOT	State	CON	\$0	\$0	\$171,000	\$0	\$171,000
<b>Totals</b>			<b>\$1,000</b>	<b>\$8,000</b>	<b>\$935,000</b>	<b>\$0</b>	<b>\$944,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$6,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$950,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1709      **SCOPING FOR INTERSTATE DESIGNATION ON FREEWAYS**

**Route**      Rtes. 60, 65, 360

**From**

**To**

**Location**      City of Springfield

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      NHPP

**MoDOT Funding Category**      Flexible and Other

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

**STIP #**      8P3103

**Federal ID #**

#### Project Description

Scoping for potential interstate designation on Rtes. 60, 65, and 360 in the Springfield region.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$16,000	\$16,000	\$0	\$0	\$32,000
MoDOT	State	ENG	\$4,000	\$4,000	\$0	\$0	\$8,000
<b>Totals</b>			<b>\$20,000</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$60,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$100,000



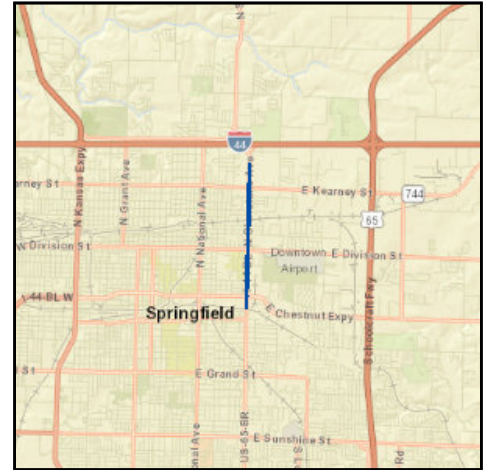
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1710 **GLENSTONE AVENUE PAVEMENT IMPROVEMENTS**

**Route** Glenstone Avenue  
**From** Evergreen Street, north of Stoneridge Street  
**To** BNSF Railroad, McClernon Street  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8P3050B  
**Federal ID #**



#### Project Description

Pavement resurfacing on Glenstone Avenue from Evergreen Street to bridge over Burlington Northern Santa Fe Railroad and on Rte. H from north of Stoneridge Street to McClernon Street in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$23,200	\$76,000	\$0	\$0	\$99,200
MoDOT	State	ENG	\$5,800	\$19,000	\$0	\$0	\$24,800
FHWA (NHPP)	Federal	CON	\$0	\$784,000	\$0	\$0	\$784,000
MoDOT	State	CON	\$0	\$196,000	\$0	\$0	\$196,000
<b>Totals</b>			<b>\$29,000</b>	<b>\$1,075,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,104,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$6,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,110,000



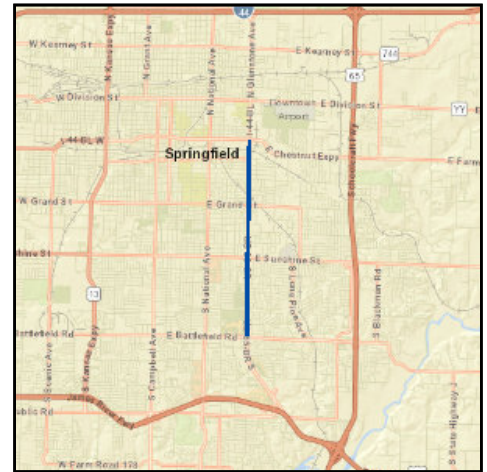
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # SP1801-18** SCOPING FOR SAFETY AND OPERATIONAL IMPROVEMENTS ON GLENSTONE AVENUE

**Route** Glenstone Ave.  
**From** Chestnut Expressway  
**To** Battlefield Rd.  
**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?** Yes **EJ?** Yes  
**STIP #** 8S3131  
**Federal ID #**



#### Project Description

Scoping for safety and operational improvements on Glenstone Ave. from Chestnut Expressway (Loop 44) to Battlefield Rd.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ENG	\$400	\$0	\$0	\$0	\$400
<b>Totals</b>			<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$52,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$54,000



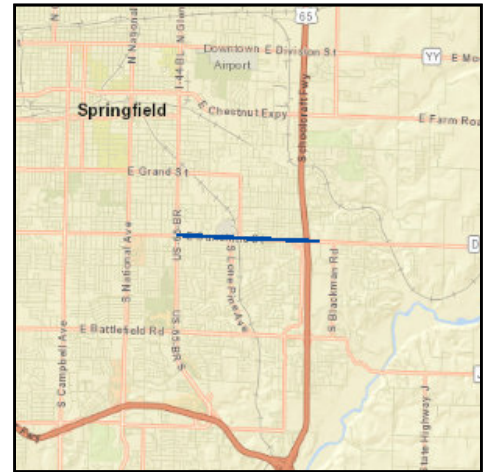
## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # SP1802-18** SCOPING FOR SAFETY AND OPERATIONAL IMPROVEMENTS ON SUNSHINE STREET

**Route** Sunshine St.  
**From** Glenstone Ave.  
**To** Bedford Ave.  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S3133  
**Federal ID #**



#### Project Description

Scoping for safety and operational improvements on Sunshine St. from Glenstone Ave. (Bus. 65) to Bedford Ave.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$52,000
<b>Future Cost</b>	\$2,000
<b>Total Cost</b>	\$62,000





## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** SP1805-19AM4 I-44 RESURFACING

**Route** I-44

**From** east of Rte. 360

**To** 0.6 mile west of Rte. 266

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(I/M)

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

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

**STIP #** 8I3120

**Federal ID #**

#### Project Description

Pavement resurfacing from east of Rte. 360 to 0.6 mile west of Rte. 266.

No Map  
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (I/M)	Federal	ENG	\$156,600	\$0	\$0	\$0	\$156,600
MoDOT	State	ENG	\$17,400	\$0	\$0	\$0	\$17,400
FHWA (I/M)	Federal	CON	\$1,310,400	\$0	\$0	\$0	\$1,310,400
MoDOT	State	CON	\$145,600	\$0	\$0	\$0	\$145,600
<b>Totals</b>			<b>\$1,630,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,630,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$27,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,657,000





## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** SP1809-19AM4      **ROUTE 413 PAVEMENT IMPROVEMENTS**

**Route**      Rte. 413

**From**      Rte. 360

**To**      Rte. 13

**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 #**      8S3114

**Federal ID #**

No Map  
Available

#### Project Description

Pavement resurfacing on Rte. 413 from Rte. 360 to Kansas Expressway (Rte. 13) in Springfield. Project involves bridge H0945.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$132,800	\$0	\$0	\$0	\$132,800
MoDOT	State	ENG	\$33,200	\$0	\$0	\$0	\$33,200
FHWA (NHPP)	Federal	CON	\$1,316,800	\$0	\$0	\$0	\$1,316,800
MoDOT	State	CON	\$329,200	\$0	\$0	\$0	\$329,200
<b>Totals</b>			<b>\$1,812,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,812,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$27,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,839,000



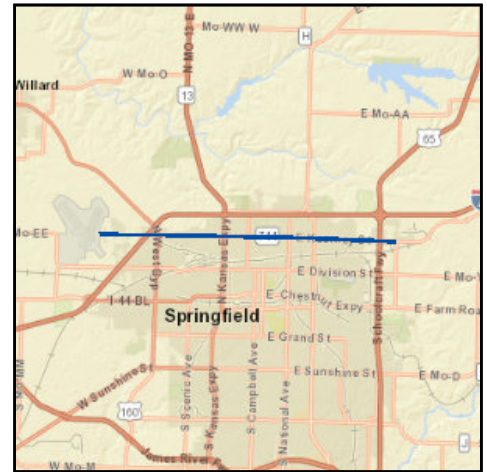
# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** SP1811-18 **KEARNEY STREET SAFETY SCOPING**

**Route** 744  
**From** SGF Airport  
**To** Le Compete Avenue  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Safety  
**MoDOT Funding Category** Safety  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S3145  
**Federal ID #**



### Project Description

Scoping for safety improvements on Kearney Street (Route 744) from Springfield-Branson National Airport to Le Compte Ave.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$2,000	\$2,000	\$2,000	\$0	\$6,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$6,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$82,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$88,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1812-18 **CHESTNUT EXPRESSWAY SAFETY SCOPING**

**Route** Loop 44

**From** Kansas Expy.

**To** Glenstone

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

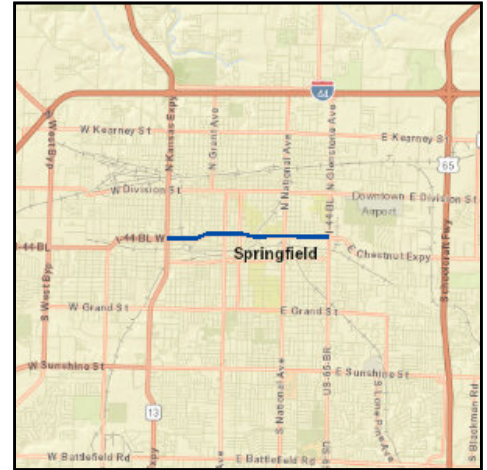
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8P3144

**Federal ID #**

#### Project Description

Scoping for safety improvements on Chestnut Expressway (Loop 44) from Kansas Expressway to Glenstone Avenue.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$2,000	\$2,000	\$2,000	\$0	\$6,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$6,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$82,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$88,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

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



#### Project Description

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

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

#### Notes

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

FYI: District Cost Share

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



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1816-18A2 **KANSAS EXPRESSWAY AND SUNSET STREET**

**Route** Rte. 13

**From** Rte. 13

**To** Sunset Street

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

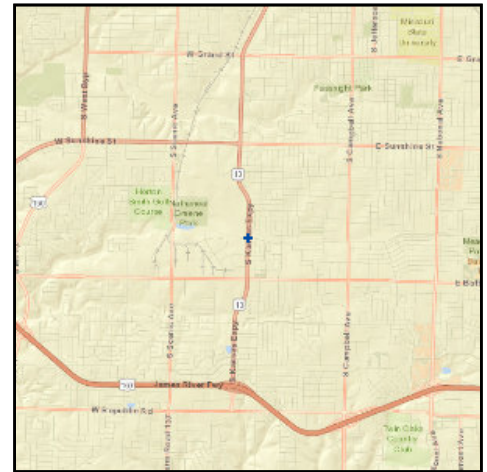
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8P3087E

**Federal ID #**

#### Project Description

Scoping for intersection improvements on Kansas Expressway (Route 13) at Sunset Street in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$58,400	\$44,000	\$4,000	\$0	\$106,400
MoDOT	State	ENG	\$14,600	\$11,000	\$1,000	\$0	\$26,600
<b>Totals</b>			<b>\$73,000</b>	<b>\$55,000</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$133,000</b>

#### Notes

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

FYI: District Cost Share

<b>Prior Cost</b>	\$80,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$213,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1817-18A2 **KANSAS EXPRESSWAY AND WALNUT LAWN**

**Route** Rte. 13

**From** Rte. 13

**To** Walnut Lawn Street

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

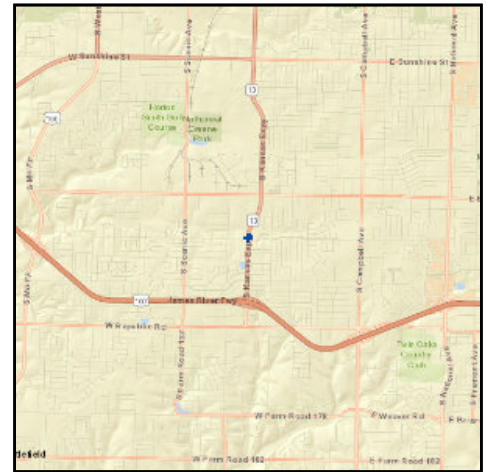
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8P3087F

**Federal ID #**

#### Project Description

Scoping for intersection improvements on Kansas Expressway (Route 13) at Walnut Lawn Street in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$55,200	\$56,000	\$1,600	\$0	\$112,800
MoDOT	State	ENG	\$13,800	\$14,000	\$400	\$0	\$28,200
<b>Totals</b>			<b>\$69,000</b>	<b>\$70,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$141,000</b>

#### Notes

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

FYI: District Cost Share

<b>Prior Cost</b>	\$105,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$246,000







# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

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

**Route** Republic Road

**From** Campbell

**To** Chase

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

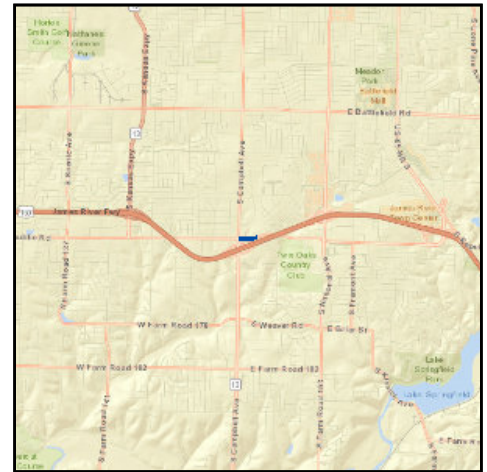
**Bike/Ped Plan?** Yes      **EJ?** Yes

**STIP #**

**Federal ID #**

#### Project Description

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



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

#### Notes

Non-Federal Funding Source: City of Springfield Sales Tax

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





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # SP1903-19** GLENSTONE PAVEMENT RESURFACING BATTLEFIELD TO 60

**Route** Glenstone Avenue/Nature Center Way

**From** Battlefield Road/Reed Avenue

**To** James River Freeway (Rte. 60)

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

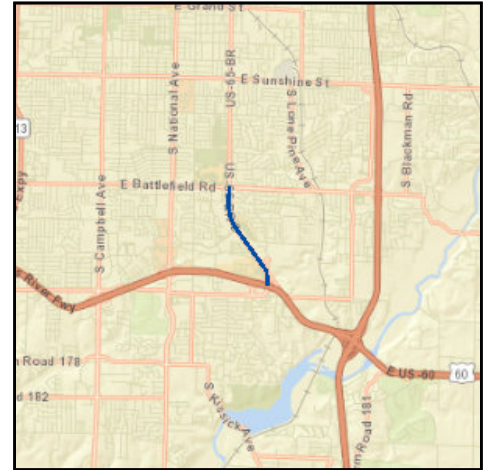
**Federal Funding Category** NHPP(NHS)

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

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

**STIP #** 8S3112

**Federal ID #**



#### Project Description

Pavement resurfacing on Glenstone Avenue from Battlefield Road to James River Freeway (Rte. 60) and on Nature Center Way at Reed Avenue in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$56,800	\$0	\$0	\$64,800
MoDOT	State	ENG	\$2,000	\$14,200	\$0	\$0	\$16,200
FHWA (NHPP)	Federal	CON	\$0	\$580,000	\$0	\$0	\$580,000
MoDOT	State	CON	\$0	\$145,000	\$0	\$0	\$145,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$796,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$806,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$808,000



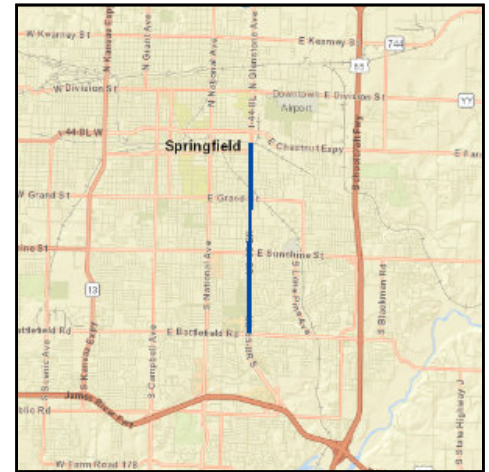
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # SP1904-19** GLENSTONE PAVEMENT RESURFACING RR S. OF CHESTNUT TO BATTLEFIELD

**Route** Glenstone Avenue  
**From** BNSF Railway south of Chestnut Expressway  
**To** Battlefield Road  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S3117  
**Federal ID #**



#### Project Description

Pavement resurfacing on Glenstone Avenue from BNSF Railway south of Chestnut Expressway to Battlefield Road in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$14,400	\$89,600	\$0	\$0	\$104,000
MoDOT	State	ENG	\$3,600	\$22,400	\$0	\$0	\$26,000
FHWA (NHPP)	Federal	CON	\$0	\$927,200	\$0	\$0	\$927,200
MoDOT	State	CON	\$0	\$231,800	\$0	\$0	\$231,800
<b>Totals</b>			<b>\$18,000</b>	<b>\$1,271,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,289,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,291,000



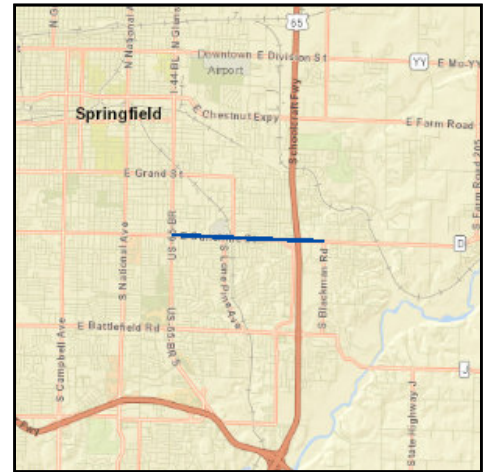
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1906-19 **RTE D PAVEMENT RESURFACING GLENSTONE TO BLACKMAN**

**Route** Rte. D  
**From** Glenstone Avenue  
**To** Blackman Road  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Advance Construction  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S0745  
**Federal ID #**



#### Project Description

Pavement resurfacing on Sunshine Street (Rte. D) from Glenstone Avenue to Blackman Road in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$400	\$400	\$800	\$22,000	\$23,600
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$3,200	\$88,000	\$94,400
MoDOT	State	CON	\$0	\$0	\$0	\$243,400	\$243,400
MoDOT-AC	State	CON	\$0	\$0	\$0	\$973,600	\$973,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$4,000</b>	<b>\$1,327,000</b>	<b>\$1,335,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$44,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,379,000

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



# 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

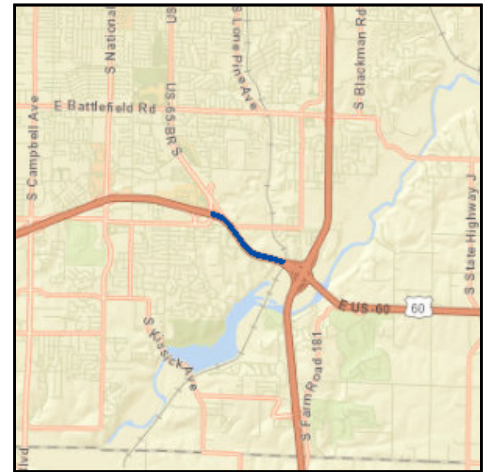
**Federal Funding Category** NHPP(NHS)

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

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

**STIP #** 8P3032B

**Federal ID #**



#### 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
<b>Totals</b>			<b>\$22,326,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,326,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$1,400,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$23,726,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1908-19A2 **SUNSHINE STREET BRIDGE OVER MNA RAILROAD**

**Route** 413

**From** SB Log Mile 0.06100

**To** SB Log Mile 0.66800

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

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

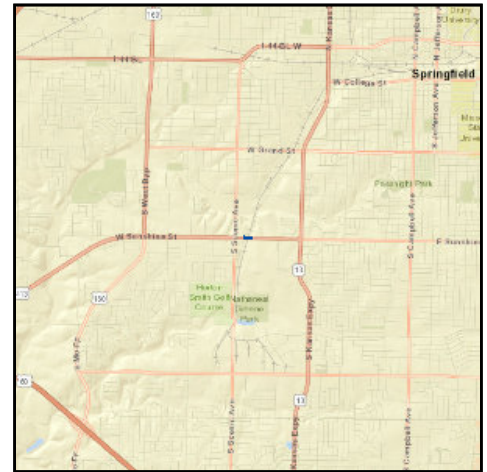
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8S3157

**Federal ID #**

#### Project Description

Bridge improvement on Sunshine Street over Missouri and Northern Arkansas Railroad in Springfield.  
Project involves bridge H0945.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$257,600	\$313,600	\$0	\$579,200
MoDOT	State	ENG	\$2,000	\$64,400	\$78,400	\$0	\$144,800
FHWA (NHPP)	Federal	ROW	\$0	\$45,600	\$0	\$0	\$45,600
MoDOT	State	ROW	\$0	\$11,400	\$0	\$0	\$11,400
FHWA (NHPP)	Federal	CON	\$0	\$0	\$2,468,800	\$0	\$2,468,800
MoDOT	State	CON	\$0	\$0	\$617,200	\$0	\$617,200
<b>Totals</b>			<b>\$10,000</b>	<b>\$379,000</b>	<b>\$3,478,000</b>	<b>\$0</b>	<b>\$3,867,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$10,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,877,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** SP1909-19A2 **WEST SUNSHINE/RTE. 60 CORRIDOR**

**Route** 413

**From** SB Log Mile 1.82000

**To** SB Log Mile 9.33700

**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 #** 8S3159

**Federal ID #**

#### Project Description

Scoping for roadway and operational improvements on West Sunshine/Route 60 from West Bypass (Rte. 160) in Springfield to Hines Street in Republic.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$1,600	\$1,600	\$1,600	\$44,800
MoDOT	State	ENG	\$10,000	\$400	\$400	\$400	\$11,200
<b>Totals</b>			<b>\$50,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$56,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$250,000
<b>Future Cost</b>	\$2,000
<b>Total Cost</b>	\$308,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1910-19A2 **EASTGATE BRIDGE OVER BNSF**

**Route** Rte. 65 East Outer Road

**From** SB log mile 0.85500

**To** 0.87900

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

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

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

**STIP #** 8S3158

**Federal ID #**

#### Project Description

Scoping for Eastgate Avenue bridge improvements over Burlington Northern Santa Fe Railroad in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$4,000	\$1,600	\$0	\$1,600	\$7,200
MoDOT	State	ENG	\$1,000	\$400	\$400	\$400	\$2,200
FHWA (NHPP)	Federal	ADMIN	\$0	\$0	\$1,600	\$0	\$1,600
<b>Totals</b>			<b>\$5,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$11,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$10,000
<b>Future Cost</b>	\$2,000
<b>Total Cost</b>	\$23,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1911-19A2 **MELVILLE ROAD BRIDGE OVER I-44**

**Route** FR 127

**From** EB log mile 2.043

**To** EB log mile 2.112

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

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

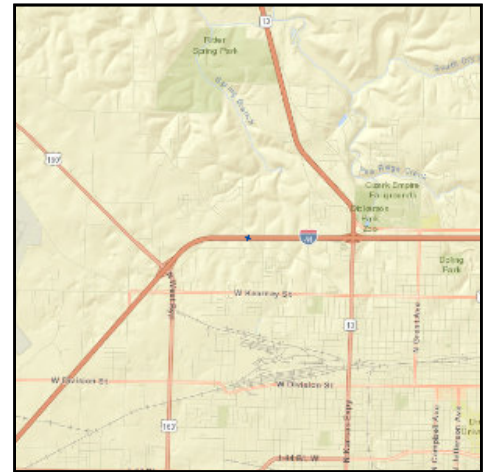
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8S3156

**Federal ID #**

#### Project Description

Scoping Melville Road bridge improvements over Interstate 44 in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$10,000
<b>Future Cost</b>	\$2,000
<b>Total Cost</b>	\$20,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP1912-19A5 **SHERMAN PARKWAY RAIL CROSSING IMPROVEMENTS**

**Route** Sherman Parkway

**From** BNSF

**To** BNSF

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

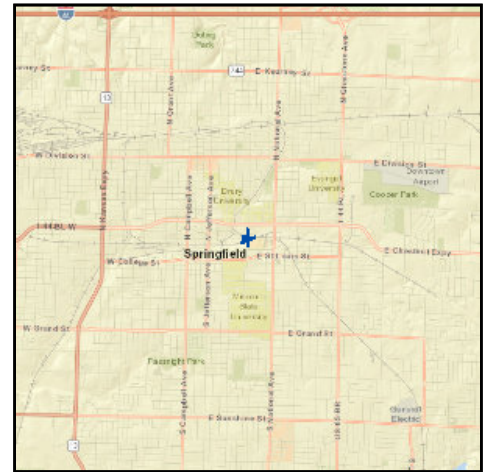
**Federal Funding Category** STBG-RR Safety (Section 130)

**MoDOT Funding Category** Grade Crossing Safety Account

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #** 000S589



#### Project Description

Install new rail crossing signal and rail crossing safety improvements on Sherman Parkway at BNSF railroad (USDOT crossing #664118Y).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (130)	Federal	CON	\$46,000	\$0	\$0	\$0	\$46,000
MoDOT-GCSA	State	CON	\$6,000	\$0	\$0	\$0	\$6,000
<b>Totals</b>			<b>\$52,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$52,000



## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP #** SP2002-20      **PAVEMENT RESURFACING ON GLENSTONE AND CHESTNUT**

**Route** Chestnut Expressway and Glenstone Avenue (LP 44)

**From** 0.1 mile west of Glenstone Avenue (Bus. 65); Turner

**To** Belcrest Avenue; Chestnut Expressway (Bus. 65)

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

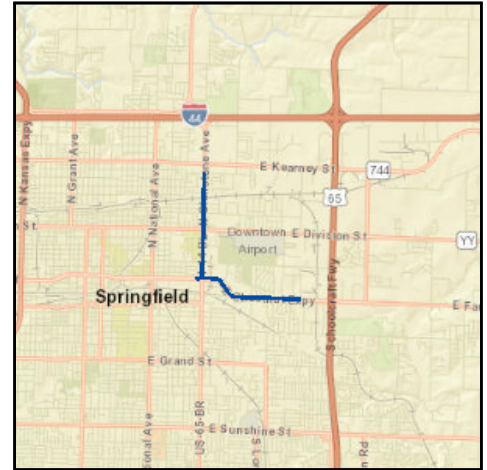
**Federal Funding Category** NHPP(NHS)

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3167

**Federal ID #**



#### Project Description

Pavement resurfacing on Chestnut Expressway from 0.1 mile west of Glenstone Avenue (Bus. 65) to Belcrest Avenue and on Glenstone Avenue from Turner Street to Chestnut Expressway (Bus. 65).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$2,400	\$7,200
MoDOT	State	ENG	\$400	\$400	\$400	\$600	\$1,800
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$3,000</b>	<b>\$9,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$678,000
<b>Total Cost</b>	\$687,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

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

**Route** Glenstone Avenue (BU 65)

**From** 0.2 mile north of St. Louis Street

**To** James River Freeway (Rte. 60)

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

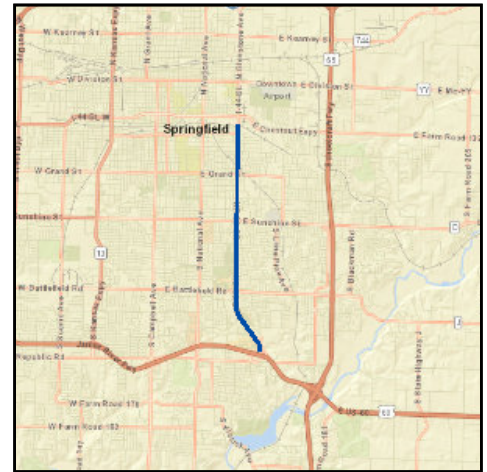
**Federal Funding Category** STBG

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3160

**Federal ID #**



#### Project Description

Operational and safety improvements, upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Ave. from 0.2 mile north of St. Louis St. 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	\$407,200	\$488,000	\$0	\$0	\$895,200
MoDOT	State	ENG	\$101,800	\$122,000	\$0	\$0	\$223,800
FHWA (STBG)	Federal	ROW	\$96,800	\$0	\$0	\$0	\$96,800
MoDOT	State	ROW	\$24,200	\$0	\$0	\$0	\$24,200
FHWA (STBG)	Federal	CON	\$0	\$2,360,000	\$0	\$0	\$2,360,000
MoDOT	State	CON	\$0	\$590,000	\$0	\$0	\$590,000
<b>Totals</b>			<b>\$630,000</b>	<b>\$3,560,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,190,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,190,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2004-20      60/65 BRIDGE DECK SEALING

**Route**      Rte. 60

**From**

**To**

**Location**      City of Springfield

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      NHPP(Bridge)

**MoDOT Funding Category**      Planning

**Bike/Ped Plan?**      EJ?

**STIP #**      8P3068B

**Federal ID #**      BR



#### Project Description

Bridge deck sealing on multiple bridges at Rte. 65/60 interchange in Springfield. Project involves bridges A7537, A7538, A7539, A7540, A7541, and A7543.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$174,400	\$0	\$0	\$0	\$174,400
MoDOT	State	ENG	\$43,600	\$0	\$0	\$0	\$43,600
FHWA (NHPP)	Federal	CON	\$1,047,200	\$0	\$0	\$0	\$1,047,200
MoDOT	State	CON	\$261,800	\$0	\$0	\$0	\$261,800
<b>Totals</b>			<b>\$1,527,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,527,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,527,000



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2005-20      **US 65 BRIDGE PREVENTATIVE MAINTENANCE**

**Route**      Rte. 60

**From**

**To**

**Location**      City of Springfield

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      NHPP(Bridge)

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

**Bike/Ped Plan?**      **EJ?**

**STIP #**      8P3068C

**Federal ID #**



#### Project Description

Bridge deck sealing on southbound bridge over Sunshine Street and on Rte. 160 westbound bridge over I-44 in Springfield. Project involves bridges A6178 and A7953.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$116,000	\$0	\$0	\$0	\$116,000
MoDOT	State	ENG	\$29,000	\$0	\$0	\$0	\$29,000
FHWA (NHPP)	Federal	CON	\$691,200	\$0	\$0	\$0	\$691,200
MoDOT	State	CON	\$172,800	\$0	\$0	\$0	\$172,800
<b>Totals</b>			<b>\$1,009,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,009,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,009,000





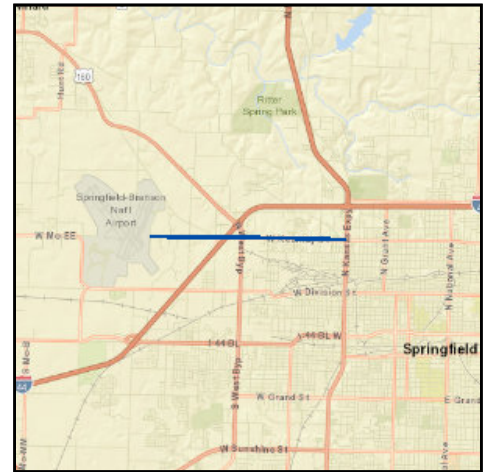
# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2006-20 **KEARNEY RESURFACING FROM AIRPORT TO KANSAS EXPY**

**Route** Kearney Street (Rte. 744)  
**From** Springfield Airport Entrance  
**To** west of Kansas Expressway (Rte. 13)  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Advance Construction  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** EJ?  
**STIP #** 8S3169  
**Federal ID #**



#### Project Description

Pavement resurfacing on Kearney Street from the Springfield Airport Entrance to west of Kansas Expressway (Rte. 13).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$2,000	\$2,000	\$22,400	\$0	\$26,400
MoDOT-AC	State	ENG	\$8,000	\$8,000	\$89,600	\$0	\$105,600
MoDOT	State	CON	\$0	\$0	\$275,400	\$0	\$275,400
MoDOT-AC	State	CON	\$0	\$0	\$1,101,600	\$0	\$1,101,600
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$1,489,000</b>	<b>\$0</b>	<b>\$1,509,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,509,000

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





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

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

**Route** Rte. MM

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

**To** Carnahan Street

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3187

**Federal ID #**

#### Project Description

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



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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

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



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2008-20 **WEST BYPASS RESURFACING I-44 TO SUNSHINE**

**Route** US 160

**From** I-44

**To** Sunshine Street

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

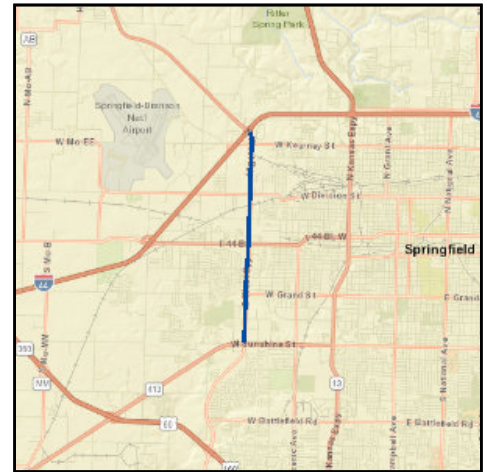
**Bike/Ped Plan?** EJ?

**STIP #** 8P3170

**Federal ID #**

#### Project Description

Pavement resurfacing on West Bypass from I-44 to Sunshine Street (Rte. 413).



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$11,200	\$105,600	\$0	\$124,800
MoDOT	State	ENG	\$2,000	\$2,800	\$26,400	\$0	\$31,200
FHWA (NHPP)	Federal	CON	\$0	\$0	\$1,317,600	\$0	\$1,317,600
MoDOT	State	CON	\$0	\$0	\$329,400	\$0	\$329,400
<b>Totals</b>			<b>\$10,000</b>	<b>\$14,000</b>	<b>\$1,779,000</b>	<b>\$0</b>	<b>\$1,803,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,803,000



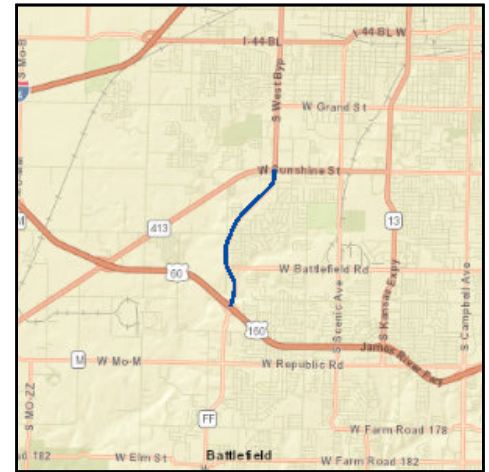
## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

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

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



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2010-20 **JAMES RIVER FREEWAY BRIDGES REHABILITATION**

**Route** Rte. 360

**From** Various

**To** Various

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3067C

**Federal ID #**



#### Project Description

Bridge rehabilitation at various locations on and over James River Freeway in Springfield. Project involves bridges A4140, A4142, A4146, and A4185.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$339,200	\$0	\$0	\$0	\$339,200
MoDOT	State	ENG	\$84,800	\$0	\$0	\$0	\$84,800
FHWA (NHPP)	Federal	CON	\$2,034,400	\$0	\$0	\$0	\$2,034,400
MoDOT	State	CON	\$508,600	\$0	\$0	\$0	\$508,600
<b>Totals</b>			<b>\$2,967,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,967,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,967,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** SP2011-20      **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS**

**Route**      Various

**From**

**To**

**Location**      City of Springfield

**Federal Agency**      FHWA

**Project Sponsor**      City of Springfield

**Federal Funding Category**      STBG-U

**MoDOT Funding Category**      N/A

**Bike/Ped Plan?**      EJ?

**STIP #**

**Federal ID #**

#### Project Description

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



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

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,575,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** SP2012-20      **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?**      EJ?

**STIP #**

**Federal ID #**

### Project Description

Overlay and 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	\$2,160,000	\$0	\$0	\$0	\$2,160,000
LOCAL	Local	CON	\$432,000	\$0	\$0	\$0	\$432,000
<b>Totals</b>			<b>\$2,592,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,592,000</b>

### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,592,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** SP2013-20      **CHESTNUT PAVEMENT RESURFACING COLLEGE TO KANSAS EXPY**

**Route** Chestnut Expressway (LP 44)

**From** College Street

**To** Kansas Expressway (Rte. 13)

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

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

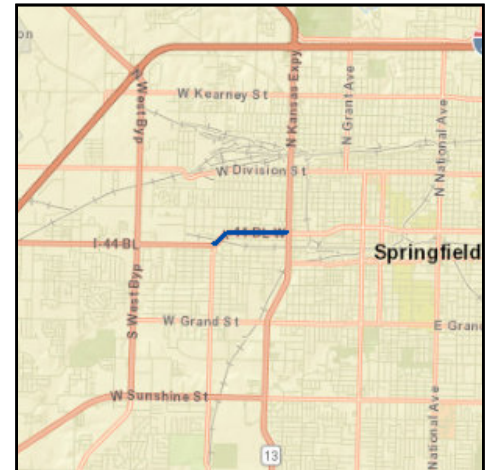
**Bike/Ped Plan?** EJ?

**STIP #** 8S3166

**Federal ID #**

### Project Description

Pavement resurfacing on Chestnut Expressway from College Street to Kansas Expressway (Rte. 13).



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$509,000
<b>Total Cost</b>	\$517,000





# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** SP2201-20

RR AND INTERSECTION IMPROVEMENTS AT NATIONAL AND DIVISION

**Route** National/Division

**From** BNSF

**To** BNSF

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG-RR Safety (Section 130)

**MoDOT Funding Category** Grade Crossing Safety Account

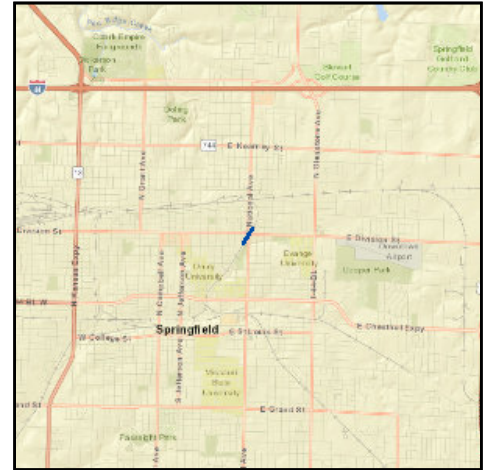
**Bike/Ped Plan?** EJ?

**STIP #** 664172S

**Federal ID #**

### Project Description

Install new lights, cantilevers, & intersection improvements at public BNSF crossing



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (130)	Federal	CON	\$0	\$0	\$800,000	\$0	\$800,000
MoDOT-GCSA	State	CON	\$0	\$0	\$200,000	\$0	\$200,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$1,000,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** ST1901-19AM2 **MO 125 DRAINAGE IMPROVEMENTS**

**Route** 125  
**From** 0.2 mile e/o Rte. OO/Rte. 125 South Jct.  
**To** 0.1 mile e/o Old Orchard Dr.  
**Location** City of Strafford  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Advance Construction  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** EJ?  
**STIP #** 8S3161  
**Federal ID #**



#### Project Description

Drainage improvements from 0.2 mile east of the Rte. OO west junction to 0.1 mile east of Old Orchard Drive in Strafford.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
MoDOT-AC	State	ENG	\$8,000	\$0	\$0	\$0	\$8,000
MoDOT	State	CON	\$11,400	\$0	\$0	\$0	\$11,400
MoDOT-AC	State	CON	\$45,600	\$0	\$0	\$0	\$45,600
<b>Totals</b>			<b>\$67,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$67,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$69,000

# PROJECTS

## SECTION G – TRANSIT

### CU – CITY UTILITIES

### MO – MISSOURI DEPARTMENT OF TRANSPORTATION

## PROVIDERS

### CITY UTILITIES

City Utilities is the primary fixed-route transit operator in the OTO region, and as such, is the designated recipient for Federal Transit Administration Funding. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition. CU Transit operates both day and night routes, as well as on weekends and holidays. Routes and schedules may be found at <http://www.cityutilities.net/transit/transit.htm>.

Beyond operating the transit system, City Utilities has partnered with the City of Springfield to build sidewalks along bus routes and to construct ADA accessible bus stops. Using their Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and formerly New Freedom funding, this partnership has allowed for improved access along several major routes and near critical facilities.

### MISSOURI STATE UNIVERSITY

Missouri State University contracts with a private provider for regular shuttle service in and around the MSU campus. This service is available to the public at no charge. The MSU routes run days and evenings, with limited service when school is not in session. MSU has multiple multi-modal parking facilities and transfer stations located across campus. The shuttle connects with downtown Springfield to service the University's expansion.

### HUMAN SERVICE TRANSPORTATION PROVIDERS

Numerous agencies provide additional human-service transportation throughout the region. Some serve only their specific clients, and others, like OATS, Inc., provide demand-response service for the disabled and elderly in Springfield, and the general public in Christian and Greene Counties.

### INTERCITY SURFACE TRANSPORTATION

The OTO region is currently served by two inter-city bus companies, Greyhound Lines, Inc., which serves over 2,400 destinations with over 3,800 stops in North America and Jefferson Lines, which has stops in fourteen states and nineteen stops in Missouri, including Springfield. There are 51 Greyhound locations in Missouri, including Springfield, Kansas City, and St. Louis. Branson is also served by Greyhound. The Greyhound bus station in Springfield is on the northeast corner of Springfield. Greyhound's service to Jefferson City, Kansas City, and St. Louis provides a connection to Amtrak service. Jefferson Lines uses the Greyhound station in Springfield as a stop.

## PROJECT PRIORITIZATION

The Transit section of the Transportation Improvement Program is intended to be a program of all federally- and state-funded transit projects.

## REVENUE SOURCES

A detailed discussion of the federal, state, and local revenue sources and amounts of available funding may be found in Section H: Fiscal Constraint of this document.

## 5307 URBANIZED AREA FORMULA PROGRAM

The purpose of the Urbanized Area Funding Program is to make Federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated by the U.S. Department of Commerce, Bureau of the Census.

## PROJECT SELECTION PROCEDURE

As the designated recipient for FTA Section 5307 funding, City Utilities Transit's responsibilities include allocating the relevant apportionment among recipients in the urbanized area, in coordination with OTO, and identifying and selecting the projects that OTO will include in this TIP.

If another public entity that is legally eligible under federal transit laws desires to use Section 5307 funding, OTO must be contacted to start the process of cooperatively determining funding eligibility. This can be done at any time by calling the OTO Executive Director at (417) 865-3042, extension 102. Until another entity is determined to be eligible for this funding, an application process is not required for City Utilities to select the projects that will use this funding.

## DIRECT RECIPIENT AND SUB-RECIPIENT ELIGIBILITY

FTA Circular 9030.1E, Chapter II, Section 8 defines direct recipient and sub-recipient eligibility, as well as outlines requirements that must be followed for Section 5307 funding to be used by an entity other than the designated recipient.

Essentially, the designated recipient may authorize a direct recipient to receive grants directly from FTA. The designated recipient must inform FTA of the arrangement in a "split letter," which establishes the allocation of Section 5307 funds in an urbanized area over 200,000 population. A public agency other than the designated recipient may apply for some or all of the 5307 apportionment if (1) the designated recipient authorizes the public agency to do so, (2) the public agency submits an independent grant application, and (3) the designated recipient and the public agency execute a supplemental agreement releasing the designated recipient of any liability. The amount of funds available to direct recipients is determined cooperatively by public transit providers, the OTO, and the designated recipient.

A section 5307 recipient, whether a designated or direct recipient, may choose to pass its grant funds to another entity or sub-recipient. A sub-recipient arrangement does not relieve the original recipient of its responsibilities to carry out the terms and conditions of the grant agreement. Eligible sub-recipients (1) are public entities otherwise eligible to become direct recipients or (2) may be private non-profit operators for purposes of carrying out eligible job access and reverse commute projects.

Official guidance on the Urbanized Area Formula Program can be found on the FTA website - <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and>

## 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

The Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program provides grant funds to urbanized areas for public transportation and allows for investments in vehicles, capital projects, and operating assistance provided said investments are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities.

FTA 5310 guidance requires a minimum of 55 percent of the apportionment to be allocated to capital purchases for human service agencies. OTO has decided to allocate 35 percent for capital and operations expenses and projects which go beyond the ADA, with the remaining 10 percent held for administration.

### PROJECT SELECTION PROCEDURE

Two documents govern the prioritization of Section 5310 projects. One is the Program Management Plan (PMP) and the other is the Transit Coordination Plan (TCP). The Transit Coordination Plan fulfills the requirement for a coordinated public transit human service transportation plan. This Plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, while providing strategies for meeting these needs and prioritizing transportation services for funding and implementation.

The Program Management Plan describes the process by which projects identified in the Transit Coordination Plan are selected for 5310 funding. The PMP addresses the program goals and objectives; roles and responsibilities of the OTO, City Utilities Transit, and MoDOT; the coordination of these activities; eligible sub-recipients; local share and local funding requirements; project selection criteria and the method for distributing funds; the development and approval of the annual program of projects; and other items related to the administration of Section 5310 funding.

The most recent Transit Coordination Plan was adopted by the OTO Board of Directors in June 2017. The Program Management Plan was most recently updated in February 2018. These documents do an excellent job of identifying projects and defining how they are prioritized.

To learn more, the PMP and TCP are both available on the OTO website at <http://www.ozarkstransportation.org>.

## 5339 BUS AND BUS FACILITIES

The Bus and Bus Facility (5339) program provides grant funds to urbanized areas for public transportation and allows investments in capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Funding is provided through formula allocations and competitive grants. OTO is supportive of local applications for the federal competitive grant program while also maintaining a locally-competitive application process for the funding received via formula to the urbanized area.

## PROJECT SELECTION PROCEDURE

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If another public entity that is legally eligible under federal transit laws desires to use Section 5339 funding, OTO must be contacted to start the process of cooperatively determining funding eligibility. This can be done at any time by calling the OTO Executive Director at (417) 865-3042, extension 102. Until another entity is determined to be eligible for this funding, an application process is not required for City Utilities to select the projects that will use this funding.

## DIRECT RECIPIENT AND SUB-RECIPIENT ELIGIBILITY

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Per the FTA website, “eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.” Also per the FTA website, a subrecipient is “an eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.”





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP # CU1808-17A5** TRANSIT BUS STOP ADA IMPROVEMENTS

**Route**

**From**

**To**

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5310

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



#### Project Description

Partnership with City of Springfield for a project on Division between Kansas Expressway and West Avenue to construct ADA accessible sidewalks and associated stormwater and roadway improvements on the south side of the street, providing accessibility to bus passengers and pedestrians.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5310)	Federal	CAPITAL	\$115,846	\$0	\$0	\$0	\$115,846
LOCAL	Local	CAPITAL	\$220,782	\$0	\$0	\$0	\$220,782
<b>Totals</b>			<b>\$336,628</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$336,628</b>

#### Notes

Federal Funding Source: FTA Section 5310 Funding

**Prior Cost** \$269,039

Non-Federal Funding Source: City of Springfield (\$193,082); City Utilities Transit (\$140,979)

**Future Cost** \$0

**Total Cost** \$605,667



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2000-17A2 **FY 2020 OPERATING ASSISTANCE - FIXED ROUTE**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency**

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

Operating assistance up to 75% of apportionment to operate public transit service.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	OPER	\$1,744,193	\$0	\$0	\$0	\$1,744,193
LOCAL	Local	OPER	\$5,594,535	\$0	\$0	\$0	\$5,594,535
MoDOT	State	OPER	\$42,500	\$0	\$0	\$0	\$42,500
<b>Totals</b>			<b>\$7,381,228</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,381,228</b>

#### Notes

Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers

FYI: Local Share does not include farebox revenue, depreciation, or amortization

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$7,381,228



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2001-17A2      **FY 2020 PREVENTIVE MAINTENANCE**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

Subsidy of preventive maintenance expenses for existing public transit service.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	MAINT	\$775,200	\$0	\$0	\$0	\$775,200
LOCAL	Local	MAINT	\$199,890	\$0	\$0	\$0	\$199,890
<b>Totals</b>			<b>\$975,090</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$975,090</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU will be requesting Preventive Maintenance Funding for FY 2020 on Section 5307 Application

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$975,090



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2004-17A2      **FY 2020 TRANSIT PLANNING - FTA 5307**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**



#### Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	OPER	\$171,360	\$0	\$0	\$0	\$171,360
LOCAL	Local	OPER	\$44,100	\$0	\$0	\$0	\$44,100
<b>Totals</b>			<b>\$215,460</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$215,460</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$215,460



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2005-17A2 **FY 2020 TRANSIT SECURITY - FTA 5307**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	CAPITAL	\$26,907	\$0	\$0	\$0	\$26,907
LOCAL	Local	CAPITAL	\$6,930	\$0	\$0	\$0	\$6,930
<b>Totals</b>			<b>\$33,837</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$33,837</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$33,837



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP # CU2006** FY 2020 PURCHASE 2 FIXED ROUTE BUSES

**Route**

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5339

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

Capital replacement of two, new 35-foot low-floor fixed route buses.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5339)	Federal	CAPITAL	\$755,919	\$0	\$0	\$0	\$755,919
LOCAL	Local	CAPITAL	\$233,783	\$0	\$0	\$0	\$233,783
<b>Totals</b>			<b>\$989,702</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$989,702</b>

#### Notes

Federal Funding Source: FTA Section 5339 Discretionary Funding from FY 2017 and 2018 and MoDOT Section 5339 Grant Transferred to CU from FY 2015 to 2018

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$989,702



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP # CU2100** FY 2021 OPERATING ASSISTANCE - FIXED ROUTE

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

Operating assistance up to 75% of apportionment to operate public transit service.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	OPER	\$0	\$1,779,077	\$0	\$0	\$1,779,077
LOCAL	Local	OPER	\$0	\$5,706,426	\$0	\$0	\$5,706,426
MoDOT	State	OPER	\$0	\$42,500	\$0	\$0	\$42,500
<b>Totals</b>			<b>\$0</b>	<b>\$7,528,003</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,528,003</b>

#### Notes

Non-Federal Funding Source: Advertising and Utility Ratepayers

FYI: Local Share does not include farebox revenue, depreciation, or amortization

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$7,528,003





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2101 **FY 2021 PREVENTIVE MAINTENANCE**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

Subsidy of preventive maintenance expenses for existing public transit service.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	MAINT	\$0	\$790,704	\$0	\$0	\$790,704
LOCAL	Local	MAINT	\$0	\$203,888	\$0	\$0	\$203,888
<b>Totals</b>			<b>\$0</b>	<b>\$994,592</b>	<b>\$0</b>	<b>\$0</b>	<b>\$994,592</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU will be requesting Preventive Maintenance Funding for FY 2021 Section 5307 Grant Application

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$994,592



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP # CU2104** FY 2021 TRANSIT PLANNING - FTA 5307

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	OPER	\$0	\$174,787	\$0	\$0	\$174,787
LOCAL	Local	OPER	\$0	\$44,982	\$0	\$0	\$44,982
<b>Totals</b>			<b>\$0</b>	<b>\$219,769</b>	<b>\$0</b>	<b>\$0</b>	<b>\$219,769</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$219,769



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2105 **FY 2021 TRANSIT SECURITY - FTA 5307**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	CAPITAL	\$0	\$27,445	\$0	\$0	\$27,445
LOCAL	Local	CAPITAL	\$0	\$7,069	\$0	\$0	\$7,069
<b>Totals</b>			<b>\$0</b>	<b>\$34,514</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,514</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$34,514



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2111 **FY 2021 PURCHASE 2 FIXED ROUTE BUSES**

**Route**

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5339

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

FY 2021 capital replacement of two, new 35-foot low-floor fixed route buses.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5339)	Federal	CAPITAL	\$0	\$706,998	\$0	\$0	\$706,998
LOCAL	Local	CAPITAL	\$0	\$224,446	\$0	\$0	\$224,446
<b>Totals</b>			<b>\$0</b>	<b>\$931,444</b>	<b>\$0</b>	<b>\$0</b>	<b>\$931,444</b>

#### Notes

Federal Funding Source: FTA Section 5339 Discretionary Funding from FYs 2019 and 2020 and MoDOT Section 5339 Grant Transferred to CU from FY 2019 and 2021

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$931,444



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## G) Transit Section

**TIP #** CU2200-19 **FY 2022 OPERATING ASSISTANCE - FIXED ROUTE**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

### Project Description

Operating assistance up to 75% of apportionment to operate public transit service.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	OPER	\$0	\$0	\$1,814,658	\$0	\$1,814,658
LOCAL	Local	OPER	\$0	\$0	\$5,820,554	\$0	\$5,820,554
MoDOT	State	OPER	\$0	\$0	\$42,500	\$0	\$42,500
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$7,677,712</b>	<b>\$0</b>	<b>\$7,677,712</b>

### Notes

Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers

FYI: Local Share does not include farebox revenue, depreciation, or amortization

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$7,677,712



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2201-19 **FY 2022 PREVENTIVE MAINTENANCE**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

Subsidy of preventive maintenance expenses for existing public transit service.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	MAINT	\$0	\$0	\$806,518	\$0	\$806,518
LOCAL	Local	MAINT	\$0	\$0	\$207,966	\$0	\$207,966
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$1,014,484</b>	<b>\$0</b>	<b>\$1,014,484</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU will be requesting Preventive Maintenance Funding for FY 2022 Section 5307 Grant Application

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,014,484



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2202-19      **FY 2022 TRANSIT PLANNING - FTA 5307**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	OPER	\$0	\$0	\$178,283	\$0	\$178,283
LOCAL	Local	OPER	\$0	\$0	\$45,882	\$0	\$45,882
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$224,165</b>	<b>\$0</b>	<b>\$224,165</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$224,165





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2203-19 **FY 2022 TRANSIT SECURITY - FTA 5307**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	CAPITAL	\$0	\$0	\$27,994	\$0	\$27,994
LOCAL	Local	CAPITAL	\$0	\$0	\$7,210	\$0	\$7,210
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$35,204</b>	<b>\$0</b>	<b>\$35,204</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$35,204



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2204-19 **FY 2022 PURCHASE 2 PARATRANSIT BUSES**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5310

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

Capital replacement of two, new paratransit buses to replace 2014 paratransit buses.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5310)	Federal	CAPITAL	\$0	\$0	\$228,283	\$0	\$228,283
LOCAL	Local	CAPITAL	\$0	\$0	\$358,149	\$0	\$358,149
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$586,432</b>	<b>\$0</b>	<b>\$586,432</b>

#### Notes

Federal Funding Source: FTA Section 5310 FYs 2021 and 2022 Funding  
Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: Pending approval by the Local Coordinating Board for Transit

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$586,432



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2300-20 **FY 2023 OPERATING ASSISTANCE - FIXED ROUTE**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

Operating assistance up to 75% of apportionment to operate public transit service.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	OPER	\$0	\$0	\$0	\$1,850,951	\$1,850,951
LOCAL	Local	OPER	\$0	\$0	\$0	\$5,820,554	\$5,820,554
MoDOT	State	OPER	\$0	\$0	\$0	\$42,500	\$42,500
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,714,005</b>	<b>\$7,714,005</b>

#### Notes

Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers

FYI: Local Share does not include farebox revenue, depreciation, or amortization

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$7,714,005



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** CU2301-20 **FY 2023 PREVENTATIVE MAINTENANCE**

**Route**

**From**

**To**

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

Subsidy of preventive maintenance expenses for existing public transit service.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	MAINT	\$0	\$0	\$0	\$822,648	\$822,648
LOCAL	Local	MAINT	\$0	\$0	\$0	\$207,966	\$207,966
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,030,614</b>	<b>\$1,030,614</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU will be requesting Preventive Maintenance Funding for FY 2021 Section 5307 Grant Application

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,030,614



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## G) Transit Section

TIP # CU2302-20 FY 2023 TRANSIT PLANNING

Route

From

To

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

Bike/Ped Plan? EJ?

STIP #

Federal ID #

### Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	PLAN	\$0	\$0	\$0	\$181,850	\$181,850
LOCAL	Local	PLAN	\$0	\$0	\$0	\$45,882	\$45,882
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$227,732</b>	<b>\$227,732</b>

### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$227,732



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

TIP # CU2303-20

FY 2023 TRANSIT SECURITY

Route

From

To

Location

City Utilities

Federal Agency

FTA

Project Sponsor

City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

Bike/Ped Plan?

EJ?

STIP #

Federal ID #

#### Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	CAPITAL	\$0	\$0	\$0	\$28,554	\$28,554
LOCAL	Local	CAPITAL	\$0	\$0	\$0	\$7,354	\$7,354
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,908</b>	<b>\$35,908</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$35,908



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** MO1729-19A4      5310-TRADITIONAL PROJECTS RESERVE

**Route**

**From**

**To**

**Location**                      Area Wide

**Federal Agency**              FTA

**Project Sponsor**              MoDOT

**Federal Funding Category** 5310

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2018-2022.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5310)	Federal	CAPITAL	\$10,954	\$159,237	\$162,422	\$165,670	\$498,283
LOCAL	Local	CAPITAL	\$2,739	\$39,809	\$40,605	\$41,418	\$124,571
<b>Totals</b>			<b>\$13,693</b>	<b>\$199,046</b>	<b>\$203,027</b>	<b>\$207,088</b>	<b>\$622,854</b>

#### Notes

Federal Funding Source: Traditional FTA Section 5310 Funding

Non-Federal Funding Source: Provided Upon Award of Funding

FYI: Administered by MoDOT

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$622,854



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** MO1901-17A5      5310-MODOT ADMIN

**Route**

**From**

**To**

**Location**                      Area Wide

**Federal Agency**              FTA

**Project Sponsor**              MoDOT

**Federal Funding Category** 5310

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**

#### Project Description

Remaining MoDOT Administration portion of FY 2018 through FY 2020 FTA 5310 funding.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5310)	Federal	ADMIN	\$14,192	\$14,476	\$14,766	\$15,061	\$58,495
<b>Totals</b>			<b>\$14,192</b>	<b>\$14,476</b>	<b>\$14,766</b>	<b>\$15,061</b>	<b>\$58,495</b>

#### Notes

Federal Funding Source: Traditional FTA Section 5310 Funding

Non-Federal Funding Source: No Local Match Required

FYI: Administered by MoDOT

**Prior Cost**                      \$13,914

**Future Cost**                      \$0

**Total Cost**                      \$72,409





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### G) Transit Section

**TIP #** MO1910-19A4      5310-OATS 2 (2019)

**Route**

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor**      MoDOT-OATS, Inc

**Federal Funding Category** 5310

**MoDOT Funding Category** N/A

**Bike/Ped Plan?**      EJ?

**STIP #**

**Federal ID #**



#### Project Description

Three (3) wide body cutaway, floor plan II supporting transportation services for seniors and individuals with disabilities in Christian and Greene Counties.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5310)	Federal	CAPITAL	\$141,768	\$0	\$0	\$0	\$141,768
LOCAL	Local	CAPITAL	\$35,442	\$0	\$0	\$0	\$35,442
<b>Totals</b>			<b>\$177,210</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$177,210</b>

#### Notes

Non-Federal Funding Source: OATS, Inc.

FYI: Administered by MoDOT

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$177,210

# SECTION H

## FINANCIAL

EXPLANATION OF FISCAL CONSTRAINT

OPERATIONS AND MAINTENANCE

DEMONSTRATION OF FISCAL CONSTRAINT

FINANCIAL SUMMARIES

## REVENUE

### STATE AND FEDERAL SOURCES

In order to determine the adequacy of funding for projects that will be undertaken within the four-year Transportation Improvement Program period, the Ozarks Transportation Organization relies upon the expertise of the Federal Highway Administration, Federal Transit Administration, Missouri Department of Transportation, and the OTO member jurisdictions.

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act, which authorizes the federal surface transportation program for highways, highway safety, transit, freight, ports and rail for the five-year period from 2016 through 2020. According to the MoDOT Statewide Transportation Improvement Program, it is estimated that the FAST Act will provide 2.9 percent or \$27 million more in federal funds to Missouri, annually. The passage of the Fast Act allows MoDOT to have a more stable funding outlook than what has been the case for the previous few years.

### MODOT

MoDOT combines Federal Highway and Transit Administrations funding estimates with state transportation revenue projections to estimate funding for transportation improvements and includes them in the Statewide Transportation Improvement Program (STIP). OTO uses these projections in determining fiscal constraint.

About 66 percent of every dollar MoDOT receives comes from fuel taxes, however the state fuel tax has not changed since 1996 and vehicles continue to become more efficient, while the cost of concrete has tripled, steel prices have doubled, and asphalt costs more than twice what it did 20 years ago. This means that a 1996 purchasing power of 17 cents is the equivalent of 7 cents today. Through this, MoDOT has operated efficiently, keeping operating expenses relatively flat. In the past 10 years, MoDOT has completed 4,405 projects, worth \$12.1 billion, at 7.1 percent under budget. Even with significant savings undertaken since 2011, MoDOT's 2020-2024 STIP is primarily maintenance focused. Currently, annual contractor awards average approximately \$924 million, with nearly 86 percent aimed at meeting asset management goals.

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds.

#### *Federal Fuel Tax*

The largest source of transportation revenue for MoDOT is from the federal government and includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants. Approximately 40 percent of Missouri's transportation revenue comes from the federal government.

#### *State Fuel Tax*

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. These tax revenues provide approximately 25 percent of transportation revenues.

#### *Motor Vehicle Fees*

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. These taxes provide approximately 16 percent of transportation revenues. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies.

#### *Vehicle and Driver Licensing Fees*

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. These fees provide approximately 14 percent of transportation revenues MoDOT's transportation revenue. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

#### *Interest*

The interest earned on invested funds and other miscellaneous collections provides approximately 4 percent of transportation revenues. Cash balances in all funds for roads and bridges are declining. The cash balance of all funds for roads and bridges is expected to decline from \$677 million at the beginning of fiscal year 2020 to approximately \$320 million by the end of fiscal year 2024. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

#### *State General Revenue Fund*

The State General Revenue Fund provides less than 1 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

### **FEDERAL-STATEWIDE**

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MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses population numbers, distributes this funding around the state.

#### *National Highway Performance Program*

The NHPP provides support for the condition and performance of the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

#### *Statewide Surface Transportation Block Grant Program (STBG)*

A long standing funding program, the Surface Transportation Block Grant Program is one of the most flexible funding sources available among Federal-aid highway funding programs. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. Missouri's required set-aside for pedestrian and bicycle activities has traditionally gone toward the implementation of the State ADA Transition Plan.

#### *Highway Infrastructure Program (HIP)*

The Highway Infrastructure Program may annually provide funding through the appropriations process, which is suballocated to the OTO region. Eligible projects have varied slightly from year to year, but are generally limited to construction of highways, bridges, and tunnels. For FY 2019, the elimination of hazards and the installation of protective devices at railway-highway crossing was also an eligible activity.

#### *Highway Safety Improvement Program*

The Highway Safety Improvement Program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance, achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

#### *Open Container Penalty Transfer*

The Open Container Transfer Provision requires states to enact and enforce a law that prohibits the possession of any open alcohol beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle located on a public highway, or the right-of-way of a public highway, in the states. States, like Missouri, which fail to comply with these minimum requirements have a portion of their highway funds transferred into the State and Community Highway Safety Grant Program. This money may further be transferred into the State's Highway Safety Improvement Program.

Funding from this program has allowed Missouri to reduce cross-median fatalities on many of the interstates with the installation of median guard cable and other safety improvements. This funding source will continue to be used on safety initiatives that are focused on reducing problem crash types that are identified in Missouri's Blueprint for Safety.

#### *Statewide Interstate Maintenance and Bridge/Major Bridge (2022)*

This is a MoDOT STIP funding category focused on improving the condition of interstates and bridges longer than 1,000 feet. In 2022, this will be repurposed to a new Major Bridge category.

#### *Statewide Transportation Alternatives Program (STAP)*

This is the statewide allocation of the STBG set-aside program for transportation alternatives. MoDOT has committed half of this funding to addressing ADA transition plan compliance.

### **FEDERAL – SPECIAL PROGRAMS**

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The FAST Act established, replaced, or continued several “special programs” that are unique compared to traditional federal funding. MoDOT receives this funding and uses it for projects and programs statewide.

#### *Disadvantaged Business Enterprise Program*

The FAST Act provides funding for Disadvantaged Business Enterprise programs. Missouri receives approximately \$300,000 annually for this program.

#### *On the Job Training Program*

The FAST Act provides funding for On the Job Training activities. Missouri receives approximately \$200,000 annually for this program.

#### *Non-State System Bridge Inspection Program*

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately \$1 million of Surface Transportation Block Grant funds annually for non-state system bridge inspections.

#### *State System Bridge Inspection Program*

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately \$3 million in performance of these inspections on the state system.

#### *Narrative Cost Allocation Plan - Local Program Oversight and Administration*

Federal regulations require state departments of transportation to provide the necessary oversight and administration for sub-allocated programs. The Missouri Department of Transportation (MoDOT) administers the local public agency (LPA) program for cities and counties. A considerable amount of state resources are used to administer the LPA program. MoDOT estimates it costs \$3.5 million annually to administer the LPA program. Recent guidance provides recipients of federal funds the ability to use a Narrative Cost Allocation Methodology to seek reimbursement for indirect costs associated with administering the federal-aid program. MoDOT will establish a federal project for costs to monitor and oversee the local program and projects administered by local public agencies.

#### *Narrative Cost Allocation Plan – State Program – General Design Activities*

Federal regulations require state departments of transportation provide the necessary oversight and administration on delivering projects programmed in its Statewide Transportation Improvement Program (STIP). A considerable amount of state resources are used by the Design Division in administering projects as they move through the various project phases. MoDOT estimates it costs \$3.0 million to administer the delivery of the STIP on an annual basis. Recent guidance provides recipients of federal funds the ability to use a Narrative Cost Allocation Methodology to seek reimbursement for indirect costs associated with administering the federal-aid program. MoDOT will establish a federal project for design-related costs to monitor and oversee the delivery of the STIP.

#### *Preventive Maintenance Program*

Missouri continues to work with the Federal Highway Administration (FHWA) to expand federal funding of preventive maintenance efforts for qualifying work. These efforts will include both contract and in-house efforts which are deemed preventive maintenance or have other specific approval by FHWA. Missouri typically spends between \$100 to \$150 million per year on preventive maintenance activities. Activities currently pursued include: striping, Intelligent Transportation Systems (ITS) maintenance, pavement repair or overlays, pavement surface treatments or surface seals, crack sealing, bridge maintenance, and drainage maintenance. MoDOT is also working on future activities to include: sign maintenance, signal maintenance, and highway lighting.

#### *Eligible Operating Costs Program*

Missouri is working with FHWA to expand federal reimbursement to eligible operating expenses of the state's transportation system. Certain components of the system require ongoing operating costs to provide continuous operation. Missouri typically spends between \$5 and \$10 million per year on operating costs related to traffic signals, highway lighting, and ITS. Operating costs include utilities, labor, administrative costs, and system maintenance costs.

#### *Prioritization of Projects to Improve Freight Movement Program*

Efficient movement of freight is critical to the economy, jobs and quality of life in Missouri. Freight movement is completely dependent on the reliability, condition, and safety of the transportation system. FAST created a new federal funding category, the National Highway Freight Program, for projects that improve the efficient movement of freight. These projects implement the strategies identified in the Missouri Freight Plan. Activities include replacement of load-posted bridges, technology to improve the flow of freight, truck parking facilities, and geometric improvements to interchanges and ramps. These projects are included in the STIP and also identified in the Missouri Freight Plan Appendix G.

### *Better Utilizing Investments to Leverage Development (BUILD) Grant*

The BUILD program provides dedicated, discretionary federal funding to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

## FEDERAL– REGIONAL SUBALLOCATED

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The Ozarks Transportation Organization is responsible for selecting projects within three federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funding categories. These fund balances are shown below.

OTO has been receiving sub-allocated Federal Aid Highway Program (FAHP) funding since 2003. OTO has accumulated a balance of previously allocated, but unprogrammed, FAHP funding, referred to as “Carryover Balance” in Table H.2. OTO has elected to maintain a healthy reserve of sub-allocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

### *STBG-Urban*

STBG-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

### *Highway Infrastructure Program*

Funding for the Highway Infrastructure Program has been provided in the FY 2018 and FY 2019 Appropriations bills. A portion of this funding is suballocated to urbanized areas over 200,000 population and is specifically for those projects defined in Section 133 (b)(1)(A) of Title 23, U.S.C., such as the construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40, U.S.C.

### *Small-Urban*

The Small-Urban program is a subset of statewide STBG funding, which is allocated to jurisdictions whose urbanized cluster or area population is greater than 5,000, but smaller than 200,000. The Missouri and Highways Commission has discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

### *Bridge Rehabilitation and Maintenance*

This program funds the replacement or rehabilitation of deficient bridges located on roads federally functionally classified as urban collectors, rural major collectors, and arterials. The Missouri and Highways Commission has discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

### *STBG-Set Aside (formerly TAP)*

The STBG-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School. Throughout OTO planning documents, this funding is still referred to as TAP funding.

## LOCAL SOURCES

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein.

### *Sales Tax*

The Cities of Battlefield, Nixa, Ozark, Republic, and Springfield all have voter-approved transportation sales taxes. Battlefield, Nixa, and Republic each have a 1/2-cent transportation sales tax and Springfield's tax is 1/8-cent. In April 2017, the City of Ozark adopted a 3/8 of one-cent transportation sales tax. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements. Willard recently approved a 1/2-cent capital improvements tax which may also be used on transportation projects within the City. Christian and Greene Counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

### *Development Agreements*

A city or county may enter into agreements with developers to fund capital improvements with tax revenues generated by the new development. Typically, the developer builds the improvement and is reimbursed by utilizing up to 50 percent of the sales tax generated by the business activity. Projects are usually funded up to a set amount, plus interest, and paid back over three to five years.

### *Missouri Transportation Finance Corporation*

The Missouri Transportation Finance Corporation (MTFC) is financed by federal highway funds, transit funds, and state and local matching funds. The Corporation may loan money to finance projects or provide collateral to gain favorable financing elsewhere. A local corporation is usually established to participate in the funding. The funds available under the MTFC are available throughout the State of Missouri and are applied for competitively. The funds are paid back to the Corporation following the construction of projects. These funds will rollover and subsequent projects will not have the federal requirements associated with the project. Based on the competitive nature of securing Corporation funding, this funding mechanism is not included in the Feasible Funding Sources section.

### *Neighborhood Improvement District (or Community Improvement District)*

State law authorizes cities and counties to establish Neighborhood Improvement Districts (NIDs) and Community Improvement Districts (CIDs) for the purpose of improving public infrastructure. Once established, the jurisdiction may issue temporary notes and long-term general obligation (GO) bonds (up to 20 years) to pay for improvements. Bonds are repaid through a special assessment on the properties within the district. NIDs and CIDs require the support of a majority of the property owners within the district and City Council or County Commission approval.

### *Charges for Services*

Charges for curb cuts and other transportation-related services generate \$400,000.



The City of Republic levies a fee for street lights which nets about \$103,000 per year.

#### *Railroad and Public Utility Tax*

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County, generating \$121,610.40 for the road and bridge fund.

#### *County Funding Sources*

The majority of funding for Christian and Greene County projects which appear in the TIP is sourced from STP and BRO funding, while local matching funds are derived from state revenue first, then local revenues.

#### *Property Tax*

Greene County levies just over eleven cents per \$100 assessed valuation for both real and personal property for the road and bridge fund. Property tax revenue for the road and bridge fund in 2018 is estimated to be \$6,472,000.

## TRANSIT SOURCES

#### *Section 5307 Urbanized Area Formula Program*

The Urbanized Area Formula Grants (Section 5307) program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances, areas which operate a maximum of 100 buses in fixed-route service during peak hours.

#### *Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities*

The Enhanced Mobility of Seniors and Individuals with Disabilities Grants (Section 5310) program is intended to enhance mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

#### *Section 5339 Bus and Bus Facilities*

The Bus and Bus Facilities Grants (Section 5339) program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. It is anticipated that when City Utilities Transit is ready to buy buses again in 2020 and 2021, a portion of the statewide 5339 apportionment will be made available.

#### *MO HealthNet*

City Utilities Transit contracts with the Missouri Department of Social Services each fiscal year for 50 percent of the per trip cost to provide Missouri HealthNet (Medicaid) transportation trips to eligible paratransit passengers. Approximately \$30,000 is budgeted each year for FY 2019 to 2022.

#### *State Operating Funding*

Each year, transit agencies around the state receive a distribution of Missouri General Revenue for operating assistance. This amount of funding has decreased substantially from the original application to the present day. This funding varies from year to year depending upon the State of Missouri budget. City Utilities has budgeted \$42,500 for FY 2019 to 2022.

#### *Farebox*

Each year, City Utilities receives just under \$1,000,000 for bus passenger farebox revenue from the sales of bus passes and the cash farebox deposits.

### 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

\*Includes Engineering and Rail funding

Table H.2	STBG-Urban	TAP	5307	5310	5339
Carryover Balance through FY2019	\$23,031,460.75	\$853,353.32	\$0	\$555,612	\$1,089,112
Anticipated Allocation FY2020	\$6,693,099.69	\$421,887.06	\$2,717,660	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,826,961.68	\$430,324.80	\$2,772,013	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,963,500.92	\$438,931.30	\$2,827,453	\$295,312	\$403,728
Anticipated Allocation FY2023	\$7,102,770.93	\$447,709.92	\$2,861,385	\$301,218	\$411,803
Total Anticipated Allocation	\$27,586,333.22	\$1,738,853.08	\$11,178,511	\$1,169,896	\$1,602,316
Programmed through FY2023	(\$33,275,391.00)	(\$1,215,847.00)	(\$9,350,178)	(\$1,042,675)	(\$1,462,917)
Estimated Carryover Balance Through FY 2023	\$17,342,402.97	\$1,376,359.40	\$1,828,333	\$682,833	\$1,228,511

# LOCAL

**Table H.3 Motor Fuel Taxes, Vehicle Sales and Use Taxes, and Vehicle Fee Projections**

	2020	2021	2022	2023	TOTAL
Christian	\$1,546,528	\$1,546,528	\$1,546,528	\$1,546,528	\$6,186,112
Greene	\$3,734,117	\$3,734,117	\$3,734,117	\$3,734,117	\$14,936,468
Battlefield	\$225,610	\$225,610	\$225,610	\$225,610	\$902,440
Nixa	\$767,719	\$767,719	\$767,719	\$767,719	\$3,070,876
Ozark	\$719,206	\$719,206	\$719,206	\$719,206	\$2,876,824
Republic	\$595,343	\$595,343	\$595,343	\$595,343	\$2,381,372
Springfield	\$6,437,262	\$6,437,262	\$6,437,262	\$6,437,262	\$25,749,048
Strafford	\$95,168	\$95,168	\$95,168	\$95,168	\$380,672
Willard	\$213,421	\$213,421	\$213,421	\$213,421	\$853,684
<b>TOTAL</b>	<b>\$14,334,374</b>	<b>\$14,334,374</b>	<b>\$14,334,374</b>	<b>\$14,334,374</b>	<b>\$57,337,496</b>

**Table H.4 Local Tax Revenue Projections**

	2020	2021	2022	2023	TOTAL
Christian County Sales Tax	\$4,100,000	\$4,100,000	\$4,100,000	\$4,100,000	\$16,400,000
Christian County Property Tax	\$115,090	\$115,090	\$115,090	\$115,090	\$460,360
Greene County Sales Tax	\$14,290,000	\$14,290,000	\$14,290,000	\$14,290,000	\$57,160,000
Greene County Property Tax	\$6,472,000	\$6,472,000	\$6,472,000	\$6,472,000	\$25,888,000
City of Battlefield Sales Tax	\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
City of Nixa Sales Tax	\$1,370,000	\$1,370,000	\$1,370,000	\$1,370,000	\$5,480,000
City of Ozark Sales Tax	\$1,170,450	\$1,170,450	\$1,170,450	\$1,170,450	\$4,681,800
City of Republic Sales Tax	\$1,328,500	\$1,328,500	\$1,328,500	\$1,328,500	\$5,314,000
City of Springfield Sales Tax	\$5,700,000	\$5,700,000	\$5,700,000	\$5,700,000	\$22,800,000
City of Springfield CIP Sales Tax	\$11,400,000	\$11,400,000	\$11,400,000	\$11,400,000	\$45,600,000
City of Willard Sales Tax	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
<b>TOTAL</b>	<b>\$46,306,040</b>	<b>\$46,306,040</b>	<b>\$46,306,040</b>	<b>\$46,306,040</b>	<b>\$185,224,160</b>

**Table H.5 Projected Greene County Road and Bridge Fund Distribution**

	2020	2021	2022	2023	TOTAL
Battlefield	\$35,000	\$35,000	\$35,000	\$35,000	\$140,000
Republic	\$109,500	\$109,500	\$109,500	\$109,500	\$438,000
Springfield	\$2,045,000	\$2,045,000	\$2,045,000	\$2,045,000	\$8,180,000
Strafford	\$20,400	\$20,400	\$20,400	\$20,400	\$81,600
Willard	\$31,000	\$31,000	\$31,000	\$31,000	\$124,000
<b>TOTAL</b>	<b>\$2,240,900</b>	<b>\$2,240,900</b>	<b>\$2,240,900</b>	<b>\$2,240,900</b>	<b>\$8,963,600</b>

**Table H.6 Estimated Non-Federal Transit Revenue**

	2020	2021	2022	2023	Total
MO HealthNet Contract	\$42,000	\$42,000	\$42,000	\$42,000	\$168,000
State Operating Funding	\$42,500	\$42,500	\$42,500	\$42,500	\$170,000
Local (CU Utility Revenue)	\$7,020,000	\$7,709,000	\$8,554,000	\$9,158,000	\$32,441,000
Local (CU Farebox/Ads)	\$1,057,000	\$1,057,000	\$1,057,000	\$1,057,000	\$4,228,000
Local (Human Service Agencies)	\$39,029	\$39,809	\$40,605	\$41,418	\$160,861
<b>TOTAL</b>	<b>\$8,200,529</b>	<b>\$8,890,309</b>	<b>\$9,736,105</b>	<b>\$10,340,918</b>	<b>\$37,167,861</b>

## OPERATIONS AND MAINTENANCE

### ROADWAYS

#### MODOT

Maintenance costs include MoDOT's salaries, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; and materials such as salt, asphalt and fuel. Maintenance operations expenditures are expected to increase 1.8 percent annually. In fiscal year 2019, MoDOT is budgeting for \$503,302,000 in maintenance expenditures that would grow to \$534,108,000 at the end of fiscal year 2023.

Calculations are \$398,294,000/ 77,541\*\* lane miles of roadway.

\*Source: Fiscal Year 2020 Budget Approved 6/5/2019

\*\* Source: Official 2018 State System Mileage

This would make MoDOT's cost \$5,137 per lane mile.

#### Assumptions (dollars in thousands)

Maintenance Operations*	\$503,302
Fleet Investments*	\$26,452
<b>Total</b>	<b>\$529,754</b>
Minus Maintenance Fringe Benefits	(\$131,460)
<b>Total</b>	<b>\$398,294</b>

## LOCAL JURISDICTIONS

Each jurisdiction has provided the annual maintenance costs for roadways per lane mile. These costs were then divided into the total number of lane miles and multiplied by the federal-aid highway miles. MoDOT's 1.8 percent inflation factor was used for all of these costs.

Table H.7	Number of Lane Miles on Federal-Aid System	Cost per Mile	FY 2020	FY 2021	FY 2022	FY 2023
<b>State System</b>						
<b>MoDOT</b>	996.779	\$5,137	\$5,120,454	\$5,212,622	\$5,306,449	\$5,401,965
<b>Non-State System</b>						
<b>Battlefield</b>	5.08	\$4,400	\$22,352	\$22,754	\$23,164	\$23,581
<b>Nixa</b>	19.48	\$10,382	\$202,241	\$205,882	\$209,588	\$213,360
<b>Ozark</b>	3.115	\$7,929	\$24,699	\$25,143	\$25,596	\$26,057
<b>Republic</b>	33.581	\$5,087	\$170,827	\$173,901	\$177,032	\$180,218
<b>Springfield</b>	389.254	\$6,617	\$2,575,694	\$2,622,056	\$2,669,253	\$2,717,300
<b>Strafford</b>	1.382	\$2,678	\$3,701	\$3,768	\$3,835	\$3,904
<b>Willard</b>	13.934	\$4,340	\$60,474	\$61,562	\$62,670	\$63,798
<b>Christian County</b>	37.024	\$2,175	\$80,527	\$81,977	\$83,452	\$84,954
<b>Greene County</b>	112.929	\$5,448	\$615,237	\$626,311	\$637,585	\$649,062
<b>TOTAL</b>	<b>615.779</b>		<b>\$3,755,751</b>	<b>\$3,823,355</b>	<b>\$3,892,175</b>	<b>\$3,962,234</b>

## TRANSIT

Transit operations and maintenance include the costs to operate the bus system and to maintain buses, shelters, and other capital equipment. Funding is currently provided by federal, state, and local sources. FTA Section 5307 funds provide partial funding for operations and maintenance. Legislation allows for the continuation of partial Section 5307 funding for the operations of transit systems for population areas exceeding 200,000. Therefore, OTO is continuing to fund the operations of the City Utilities bus system with Section 5307 funds. Inflation rates for 5307 funding are about 2 percent over the timeline of the TIP, per FAST Act funding levels. Inflation rates for City Utilities provided funding averages about 2.4 percent annually, however different line items may vary in their inflation rates and additional costs related to capital purchases are also considered when estimating the funding projections in the out years.

Table H.8 Estimated Transit System Operations and Maintenance Costs	2020	2021	2022	2023
<b>Total System Operations</b>	\$11,240,000	\$11,269,000	\$11,514,000	\$11,996,000
<b>Total System Maintenance</b>	\$1,165,000	\$1,700,000	\$1,741,000	\$1,807,000
<b>Total Programmed O&amp;M</b>	(\$8,356,318)	(\$8,522,595)	(\$8,692,196)	(\$8,744,619)
<b>ADDITIONAL O&amp;M COSTS</b>	<b>\$4,048,682</b>	<b>\$4,446,405</b>	<b>\$4,562,804</b>	<b>\$5,058,381</b>

## FISCAL CAPACITY

### PROJECT COST ESTIMATING

Revenue estimates for federal and state funding were taken directly from MoDOT. More information can be found in the 2020-2024 STIP. Revenue estimates for local funding were not inflated based on the recent lack of growth in sales tax, property tax, and motor fuel taxes.

### INFLATION

Each project has inflation built in at a rate of three percent per year. This baseline inflation rate was utilized based on recommendations from MoDOT, who incorporates this three percent inflation rate into the STIP. According to the United States Department of Labor's Bureau of Labor Statistics, the average annual inflation rate over the past 20 years is currently 2.54 percent, but in recent years has been just over 3 percent.

### ADVANCE CONSTRUCTION

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. Eligibility means the Federal Highway Administration (FHWA) has determined the project qualifies for federal-aid; however, no present or future federal-aid is committed to the project. States may convert the project to regular federal-aid provided federal-aid is available for the project. 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.

MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT utilizes AC for National Highway Performance Program (NHPP) and Surface Transportation Block Program (STBG) projects or when sufficient obligation limitation is not available. State funds pay for new AC project expenditures until federal-aid is available. The oldest projects are converted first, if possible, to maximize federal-aid reimbursement.

### CAPACITY BY AGENCY

The following table highlights the ability of OTO jurisdictions to deliver local projects as shown in the project pages.

<b>Table H.9 Local Share Financial Capacity</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$168,136.00	\$525,991.66	\$883,437.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$190,122.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$168,136.00</b>	<b>\$525,991.66</b>	<b>\$883,437.75</b>	<b>\$1,240,466.89</b>
<b>City of Nixa</b>				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,708,973.64	\$3,608,778.94	\$5,536,910.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$226,504.00)	(\$32,032.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,708,973.64</b>	<b>\$3,608,778.94</b>	<b>\$5,536,910.36</b>	<b>\$7,461,269.21</b>
<b>City of Ozark</b>				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$708,554.17	\$2,573,066.75	\$4,437,126.76
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,156,403.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$708,554.17</b>	<b>\$2,573,066.75</b>	<b>\$4,437,126.76</b>	<b>\$6,300,726.03</b>
<b>City of Republic</b>				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,862,516.45	\$3,721,958.03	\$5,578,269.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,862,516.45</b>	<b>\$3,721,958.03</b>	<b>\$5,578,269.38</b>	<b>\$7,431,394.16</b>
<b>City of Springfield</b>				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$20,480,549.28	\$43,346,555.08	\$65,935,563.86
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	(\$2,526,019.00)	(\$94,200.00)	(\$324,000.00)	(\$84,000.00)
<b>Amount Available for Local Projects</b>	<b>\$20,480,549.28</b>	<b>\$43,346,555.08</b>	<b>\$65,935,563.86</b>	<b>\$88,716,526.09</b>

<b>Table H.9 Local Share Financial Capacity cont.</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Strafford</b>				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$63,598.00	\$175,398.39	\$287,130.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$48,269.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$63,598.00</b>	<b>\$175,398.39</b>	<b>\$287,130.96</b>	<b>\$398,794.49</b>
<b>City of Willard</b>				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$381,887.44</b>	<b>\$804,746.36</b>	<b>\$1,226,497.15</b>	<b>\$1,647,119.89</b>
<b>Christian County</b>				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$5,681,090.80</b>	<b>\$11,360,732.11</b>	<b>\$17,038,897.84</b>	<b>\$22,715,561.43</b>
<b>Greene County</b>				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	--	\$16,501,468.81	\$40,370,274.35	\$62,974,285.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$7,379,411.00)	(\$1,000.00)	(\$1,254,521.00)	(\$5,001,000.00)
<b>Amount Available for Local Projects</b>	<b>\$16,501,468.81</b>	<b>\$40,370,274.35</b>	<b>\$62,974,285.28</b>	<b>\$81,820,340.68</b>
<b>City Utilities</b>				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,455.00)	(\$5,962,365.00)	(\$6,081,612.00)	(\$6,081,756.00)
<b>Available for TIP Project Expenditures</b>	<b>\$2,316,045.00</b>	<b>\$2,888,135.00</b>	<b>\$3,613,888.00</b>	<b>\$4,217,744.00</b>
Carryover from Prior Year	--	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00
Estimated TIP Project Expenditures	(\$261,483.00)	(\$224,446.00)	(\$358,149.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$2,054,562.00</b>	<b>\$4,718,251.00</b>	<b>\$7,973,990.00</b>	<b>\$12,191,734.00</b>



## TRANSIT 5310 PROGRAM OF PROJECTS

FTA Section 5310 funding is allocated annually, with 55 percent required to be used for traditional elderly and disabled transportation projects. MoDOT administers the traditional projects for the OTO region. The following pages outline the use of this funding from FY 2015 through FY 2022 as previously and currently programmed.

Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
Arc of the Ozarks MO1702-17A5	Wide Body Cutaway Floor Plan HH	1	FY 2018	Awaiting Delivery	\$43,490	\$10,873	\$54,363
City Utilities CU1808-17A5	Division Improvements	1	FY 2018 - FY 2020	In Progress	\$329,514	\$78,524	\$408,038
OATS, Inc. MO1704-17A5	Wide Body Cutaway, Floor Plan II	2	FY 2018	Awaiting Delivery	\$92,182	\$23,046	\$115,228
Springfield-GC Parks MO1907-19A4	Wide Body Cutaway, Floor Plan GG	1	FY 2019	Awaiting Delivery	\$52,000	\$13,000	\$65,000
Arc of the Ozarks MO1908-19A4	Med. Roof Long Conversion	2	FY 2019	Awaiting Delivery	\$86,400	\$21,600	\$108,000
OATS, Inc. MO1909-19A4	Med. Roof Long Conversion with ADA Flip Seats	1	FY 2019	Awaiting Delivery	\$38,722	\$9,680	\$48,402
OATS, Inc. MO1910-19A4	Wide Body Cutaway, Floor Plan II	3	FY 2020	Programmed	\$141,768	\$35,442	\$177,210
City Utilities CC2204-19	Paratransit Buses	2	FY2022	Pending Future Application	\$228,283	\$57,071	\$285,354
Reserve MO1729-19A4	N/A	N/A	FY 2020 - FY 2022	Programmed	\$332,613	\$83,153	\$415,766
Total					\$1,344,972	\$332,389	\$1,677,361

Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
MoDOT - MO1802-17A5	Admin		FY 18	Approved	\$13,641	\$-	\$13,641
MoDOT - MO1901-17A5	Admin		FY 2019	Approved	\$13,914	\$-	\$72,409
			FY 2020-2023	Programmed	\$58,495	\$-	
Total					\$86,050	N/A	\$86,050

Total FY 2017 Balance - FY 2023 traditional 5310 capital amount available	\$952,844
FY 2017 Balance - FY 2023 traditional 5310 capital amount awarded	(\$454,562)
Balance Remaining in reserve for 5310 traditional projects	\$498,283
Total FY 2018 - 2023 other capital amount available	\$688,399
FY 2018 - FY 2023 other capital amount awarded	(\$329,514)
FY 2023 other capital amount pending	(\$228,283)
Balance remaining for other capital	\$130,602
Total FY 2018-2023 administration available	\$86,050
FY 2018-2023 administration awarded	(\$27,555)
Balance remaining for administration	\$58,495

## FINANCIAL SUMMARY

### Aviation

#### YEARLY SUMMARY

	Federal	Local	State	
PROJECT	FAA (AIP)	LOCAL	MoDOT	TOTAL
<b>2020</b>				
NA1206	\$0	\$95,000	\$855,000	<b>\$950,000</b>
NA1905	\$5,802,891	\$644,766	\$0	<b>\$6,447,657</b>
NA1906-19	\$686,358	\$76,262	\$0	<b>\$762,620</b>
NA1907-19	\$0	\$93,000	\$837,000	<b>\$930,000</b>
SUBTOTAL	\$6,489,249	\$909,028	\$1,692,000	\$9,090,277
<b>2021</b>				
NA1503	\$1,015,020	\$112,780	\$0	<b>\$1,127,800</b>
NA1603	\$653,760	\$72,640	\$0	<b>\$726,400</b>
NA2001-19	\$0	\$91,500	\$823,500	<b>\$915,000</b>
NA2102-20	\$1,176,790	\$1,307,310	\$0	<b>\$2,484,100</b>
SUBTOTAL	\$2,845,570	\$1,584,230	\$823,500	\$5,253,300
<b>2022</b>				
NA1301	\$436,615	\$48,513	\$0	<b>\$485,128</b>
NA1501	\$909,612	\$101,068	\$0	<b>\$1,010,680</b>
NA1903	\$7,868,826	\$874,313	\$0	<b>\$8,743,139</b>
SUBTOTAL	\$9,215,053	\$1,023,894	\$0	\$10,238,947
<b>2023</b>				
NA1200	\$3,100,000	\$344,444	\$0	<b>\$3,444,444</b>
NA1206	\$0	\$75,000	\$675,000	<b>\$750,000</b>
NA1300	\$742,500	\$82,500	\$0	<b>\$825,000</b>
NA1801	\$2,352,240	\$261,360	\$0	<b>\$2,613,600</b>
NA1901	\$675,000	\$75,000	\$0	<b>\$750,000</b>
NA1904	\$422,244	\$46,916	\$0	<b>\$469,160</b>
SUBTOTAL	\$7,291,984	\$885,220	\$675,000	\$8,852,204
<b>GRAND TOTAL</b>	<b>\$25,841,856</b>	<b>\$4,402,372</b>	<b>\$3,190,500</b>	<b>\$33,434,728</b>

## FINANCIAL CONSTRAINT

### Aviation

	Federal Funding			
	AIP	Local	MoDOT	TOTAL
<b>FY 2020</b>				
Funds Anticipated	\$ 6,489,249	\$ 909,028	\$ 1,692,000	\$ 9,090,277
Funds Programmed	(\$6,489,249)	(\$909,028)	(\$1,692,000)	(\$9,090,277)
Balance FY 2020	\$0	\$0	\$0	\$0
<b>FY 2021</b>				
Funds Anticipated	\$ 2,845,570	\$ 1,584,230	\$ 823,500	\$ 5,253,300
Funds Programmed	(\$2,845,570)	(\$1,584,230)	(\$823,500)	(\$5,253,300)
Balance FY 2021	\$0	\$0	\$0	\$0
<b>FY 2022</b>				
Funds Anticipated	\$ 9,215,053	\$ 1,023,894	\$ -	\$ 10,238,947
Funds Programmed	(\$9,215,053)	(\$1,023,894)	\$0	(\$10,238,947)
Balance FY 2022	\$0	\$0	\$0	\$0
<b>FY 2023</b>				
Funds Anticipated	\$ 7,291,984	\$ 885,220	\$ 675,000	\$ 8,852,204
Funds Programmed	(\$7,291,984)	(\$885,220)	(\$675,000)	(\$8,852,204)
Balance FY 2023	\$0	\$0	\$0	\$0

# FINANCIAL SUMMARY

## Bicycle & Pedestrian

### YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2020									
EN1513-19AM1	\$488,494	\$0	\$0	\$0	\$0	\$122,122	\$0	\$0	\$610,616
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$3,000	\$0	\$15,000
EN1802-18	\$0	\$0	\$0	\$0	\$333,600	\$0	\$83,400	\$0	\$417,000
EN1803-18A3	\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN1902-19A2	\$0	\$193,075	\$0	\$0	\$0	\$48,269	\$0	\$0	\$241,344
EN1903-19A2	\$0	\$155,439	\$0	\$0	\$0	\$42,060	\$0	\$0	\$197,499
EN1904-19A3	\$0	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$0	\$340,000
EN1905-19A3	\$324,014	\$0	\$0	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-19A3	\$187,990	\$0	\$0	\$0	\$0	\$46,998	\$0	\$0	\$234,988
EN1907-19A3	\$0	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-19A3	\$0	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1909-19A3	\$183,365	\$0	\$0	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1910-19A3	\$146,098	\$0	\$0	\$0	\$0	\$36,524	\$0	\$0	\$182,622
EN1911-19A3	\$0	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$0	\$90,885
EN1912-19A3	\$0	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$0	\$107,389
EN1913-19A3	\$110,869	\$0	\$0	\$0	\$0	\$27,717	\$0	\$0	\$138,586
EN1914-19AM2	\$0	\$0	\$0	\$0	\$25,600	\$0	\$6,400	\$0	\$32,000
EN2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$92,000	\$115,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2004-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$24,000	\$30,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SP2001-19A6	\$0	\$0	\$0	\$0	\$125,978	\$0	\$0	\$0	\$125,978
SUBTOTAL	\$3,440,830	\$1,215,847	\$1,600	\$0	\$509,978	\$1,167,370	\$135,400	\$156,000	\$6,627,025
2021									
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$264,000	\$682,400	\$0	\$236,600	\$0	\$1,183,000
EN1802-18	\$0	\$0	\$0	\$0	\$1,639,200	\$0	\$409,800	\$0	\$2,049,000
EN1901-19	\$0	\$0	\$0	\$0	\$244,000	\$0	\$61,000	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$378,400	\$0	\$94,600	\$0	\$473,000
EN2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$255,200	\$1,020,800	\$1,276,000
EN2003-20	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$0	\$50,000
EN2004-20	\$0	\$0	\$0	\$0	\$7,200	\$0	\$1,800	\$0	\$9,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$22,200	\$88,800	\$111,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$268,000	\$335,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2101-18	\$53,760	\$0	\$0	\$0	\$0	\$13,440	\$0	\$0	\$67,200
EN2102-18	\$74,368	\$0	\$0	\$0	\$0	\$18,592	\$0	\$0	\$92,960
SUBTOTAL	\$128,128	\$0	\$1,600	\$264,000	\$2,999,200	\$32,032	\$1,160,600	\$1,377,600	\$5,963,160

## 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
<b>2022</b>									
EN1901-19	\$0	\$0	\$196,000	\$315,000	\$704,200	\$0	\$303,800	\$0	<b>\$1,519,000</b>
EN2003-20	\$0	\$0	\$0	\$0	\$152,800	\$0	\$38,200	\$0	<b>\$191,000</b>
EN2004-20	\$0	\$0	\$0	\$0	\$48,000	\$0	\$12,000	\$0	<b>\$60,000</b>
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$184,600	\$738,400	<b>\$923,000</b>
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$290,600	\$1,162,400	<b>\$1,453,000</b>
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	<b>\$2,000</b>
SUBTOTAL	\$0	\$0	\$197,600	\$315,000	\$905,000	\$0	\$829,600	\$1,900,800	\$4,148,000
<b>2023</b>									
EN2003-20	\$0	\$0	\$0	\$0	\$1,304,000	\$0	\$326,000	\$0	<b>\$1,630,000</b>
EN2007-20	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	<b>\$10,000</b>
SUBTOTAL	\$0	\$0	\$8,000	\$0	\$1,304,000	\$0	\$328,000	\$0	\$1,640,000
GRAND TOTAL	\$3,568,958	\$1,215,847	\$208,800	\$579,000	\$5,718,178	\$1,199,402	\$2,453,600	\$3,434,400	\$18,378,185

## FINANCIAL CONSTRAINT

### Bicycle & Pedestrian

	Federal (FHWA)					Local	MoDOT-AC	MoDOT	TOTAL
	STBG-U	TAP	NHPP	STBG	STAP				
<b>PRIOR YEAR</b>									
Balance		\$ 853,353	\$ -			\$ -	\$ -	\$ -	\$ 853,353
<b>FY 2020</b>									
Funds Anticipated	\$ 3,440,830	\$ 421,887	\$ 1,600	\$509,978.00	\$0.00	\$ 1,167,370	\$ 156,000	\$ 135,400	\$ 5,833,065
Funds Programmed	(\$3,440,830)	(\$1,215,847)	(\$1,600)	(\$509,978)	\$0	(\$1,167,370)	(\$156,000)	(\$135,400)	(\$6,627,025)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$59,393.38</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$59,393.38</b>
<b>FY 2021</b>									
Funds Anticipated	\$ 128,128	\$430,324.80	\$1,600.00	\$2,999,200.00	\$264,000.00	\$32,032.00	\$1,377,600.00	\$1,160,600.00	\$ 6,393,485
Funds Programmed	(\$128,128)	\$0	(\$1,600)	(\$2,999,200)	(\$264,000)	(\$32,032)	(\$1,377,600)	(\$1,160,600)	(\$5,963,160)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$489,718.18</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$489,718.18</b>
<b>FY 2022</b>									
Funds Anticipated	\$ -	\$438,931.30	\$197,600.00	\$905,000.00	\$315,000.00	\$0.00	\$1,900,800.00	\$829,600.00	\$ 4,586,931
Funds Programmed	\$0	\$0	(\$197,600)	(\$905,000)	(\$315,000)	\$0	(\$1,900,800)	(\$829,600)	(\$4,148,000)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$928,649.48</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$928,649.48</b>
<b>FY 2023</b>									
Funds Anticipated	\$ -	\$447,709.92	\$8,000.00	\$1,304,000.00	\$0.00	\$0.00	\$0.00	\$328,000.00	\$ 2,087,710
Funds Programmed	\$0	\$0	(\$8,000)	(\$1,304,000)	\$0	\$0	\$0	(\$328,000)	(\$1,640,000)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$1,376,359.40</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,376,359.40</b>

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



# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	Federal					Local			State			TOTAL	
				FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		SEMA
2020																
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$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	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$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	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-19	\$14,735,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,264,411	\$0	\$0	\$0	\$0	\$0	\$22,000,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$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	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$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	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$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	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$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	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$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	\$2,000	\$0	\$8,000	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,800	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$56,000
GR2009-20	\$0	\$0	\$0	\$0	\$0	\$440,000	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
MO1405	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$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	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$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	\$83,000	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$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	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$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	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$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	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$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	\$100	\$0	\$0	\$0	\$1,000
MO2009-20	\$0	\$0	\$0	\$0	\$2,600,000	\$0	\$0	\$0	\$0	\$975,000	\$1,625,000	\$0	\$0	\$0	\$0	\$5,200,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$168,000	\$0	\$0	\$0	\$0	\$42,000	\$0	\$0	\$0	\$210,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$145,500	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$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	\$17,800	\$0	\$0	\$0	\$89,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$378,111	\$0	\$343,037	\$0	\$0	\$3,605,738
OK1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,378,000	\$0	\$0	\$0	\$802,000	\$0	\$0	\$0	\$4,015,000
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$26,300	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$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	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$684,800	\$0	\$0	\$0	\$0	\$171,200	\$0	\$0	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

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# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	Federal				FHWA (STBG)	FEMA	Local		State			TOTAL
					FHWA (130)	FHWA (BRO)	FHWA (NHPP)			LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$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	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000
SP1818-19A3	\$920,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$573,200	\$0	\$470,800	\$0	\$0	\$0	\$3,848,000
\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$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	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$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	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,800	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$0	\$0	\$0	\$0	\$1,575,000
SP2012-20	\$2,160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$0	\$0	\$2,592,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$23,756,028	\$4,055,200	\$28,800	\$1,700,100	\$2,646,000	\$790,151	\$34,455,800	\$5,530,151	\$740,993	\$10,260,836	\$975,000	\$12,964,237	\$6,000	\$1,681,900	\$123,499	\$99,714,695
2021																
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$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	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$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	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,600	\$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	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$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	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$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	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$708,000	\$0	\$0	\$0	\$177,000	\$0	\$0	\$0	\$885,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
MO1405	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2004-20	\$0	\$457,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$0	\$0	\$508,000

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**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)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2021 Continued																
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$5,661,600	\$0	\$0	\$0	\$0	\$1,415,400	\$0	\$0	\$0	\$7,077,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$1,618,200	\$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	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$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	\$2,000
SP1815-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$74,400	\$0	\$0	\$11,200	\$0	\$18,600	\$0	\$0	\$0	\$149,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$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	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$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	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$712,000	\$0	\$0	\$0	\$3,560,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$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	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$597,300	\$2,320,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,260,800	\$4,751,200	\$0	\$150,325	\$0	\$6,208,200	\$110,000	\$1,701,700	\$0	\$35,773,625
2022																
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$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	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,672,000	\$0	\$0	\$0	\$0	\$418,000	\$0	\$0	\$0	\$2,090,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$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	\$326,800	\$0	\$0	\$0	\$1,634,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
MO1405	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,200	\$0	\$404,800	\$0	\$506,000
MO1905-19	\$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	\$142,400	\$0	\$0	\$0	\$712,000
MO2104-19	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000
MO2201-20	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$27,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406
RG0901-18A1	\$0	\$13,194,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,466,100	\$0	\$0	\$0	\$14,661,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,400	\$0	\$137,600	\$0	\$172,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$748,000	\$0	\$0	\$0	\$0	\$187,000	\$0	\$0	\$0	\$935,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$2,000

FY 2021 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)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA		
2021 Continued																	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$240,000	\$0	\$175,600	\$0	\$0	\$2,078,000	
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000	
SUBTOTAL	\$4,774,004	\$13,280,500	\$0	\$0	\$800,000	\$0	\$12,654,400	\$620,800	\$0	\$1,636,402	\$0	\$5,267,000	\$200,000	\$1,736,800	\$0	\$40,969,906	
2023																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000	
MO1405	\$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	\$10,000	\$0	\$0	\$0	\$50,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$2,072,000	\$0	\$2,590,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000	
MO2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$303,876	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SUBTOTAL	\$579,101	\$55,800	\$0	\$0	\$0	\$0	\$10,792,800	\$48,000	\$0	\$5,145,775	\$0	\$3,669,000	\$0	\$3,702,400	\$0	\$23,992,876	
GRAND TOTAL	\$29,706,433	\$19,712,100	\$1,411,200	\$5,551,200	\$3,886,000	\$790,151	\$72,163,800	\$10,950,151	\$740,993	\$17,193,338	\$975,000	\$28,108,437	\$316,000	\$8,822,800	\$123,499	\$200,451,102	

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source										Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$23,756,028	\$4,055,200	\$28,800	\$1,700,100	\$2,646,000	\$790,151	\$34,455,800	\$5,530,151	\$740,993	\$73,703,223	\$11,235,836	\$14,652,137	\$123,499	\$5,380,129	\$105,094,824
2021 Funds Programmed	\$597,300	\$2,320,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,260,800	\$4,751,200	\$0	\$27,603,400	\$150,325	\$8,019,900	\$0	\$5,476,971	\$41,250,596
2022 Funds Programmed	\$4,774,004	\$13,280,500	\$0	\$0	\$800,000	\$0	\$12,654,400	\$620,800	\$0	\$32,129,704	\$1,636,402	\$7,203,800	\$0	\$5,575,557	\$46,545,463
2023 Funds Programmed	\$579,101	\$55,800	\$0	\$0	\$0	\$0	\$10,792,800	\$48,000	\$0	\$11,475,701	\$5,145,775	\$7,371,400	\$0	\$5,675,917	\$29,668,793
<b>Total</b>	<b>\$29,706,433</b>	<b>\$ 19,712,100</b>	<b>\$ 1,411,200</b>	<b>\$ 5,551,200</b>	<b>\$ 3,886,000</b>	<b>\$ 790,151</b>	<b>\$72,163,800</b>	<b>\$ 10,950,151</b>	<b>\$ 740,993</b>	<b>\$144,912,028</b>	<b>\$ 18,168,338</b>	<b>\$ 37,247,237</b>	<b>\$ 123,499</b>	<b>\$22,108,574</b>	<b>\$222,559,676</b>

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 55,986,192	\$36,352,872	\$40,069,500	\$ 26,219,000	\$168,755,557
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	\$11,235,836	\$150,325	\$1,636,402	\$5,145,775	\$18,291,837
Available Suballocated Funding	\$23,031,461	\$3,124,142	\$6,826,962	\$6,963,501	\$7,102,771	\$47,048,836
TOTAL AVAILABLE FUNDING	\$33,282,953	\$75,726,299	\$48,807,130	\$54,244,960	\$44,143,463	\$256,204,804
Prior Year Funding	\$33,282,953	\$3,914,427	\$11,470,961	\$19,170,458		--
Programmed State and Federal Funding		(\$105,094,824)	(\$41,250,596)	(\$46,545,463)	(\$29,668,793)	(\$222,559,676)
<b>TOTAL REMAINING</b>	<b>\$33,282,953</b>	<b>\$3,914,427</b>	<b>\$11,470,961</b>	<b>\$19,170,458</b>	<b>\$33,645,128</b>	<b>\$33,645,128</b>

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

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

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

## FINANCIAL SUMMARY

### Transit

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
<b>2020</b>						
CU1808-17A5	\$0	\$115,846	\$0	\$220,782	\$0	<b>\$336,628</b>
CU2000-17A2	\$1,744,193	\$0	\$0	\$5,594,535	\$42,500	<b>\$7,381,228</b>
CU2001-17A2	\$775,200	\$0	\$0	\$199,890	\$0	<b>\$975,090</b>
CU2004-17A2	\$171,360	\$0	\$0	\$44,100	\$0	<b>\$215,460</b>
CU2005-17A2	\$26,907	\$0	\$0	\$6,930	\$0	<b>\$33,837</b>
CU2006	\$0	\$0	\$755,919	\$233,783	\$0	<b>\$989,702</b>
MO1729-19A4	\$0	\$10,954	\$0	\$2,739	\$0	<b>\$13,693</b>
MO1901-17A5	\$0	\$14,192	\$0	\$0	\$0	<b>\$14,192</b>
MO1910-19A4	\$0	\$141,768	\$0	\$35,442	\$0	<b>\$177,210</b>
<b>SUBTOTAL</b>	<b>\$2,717,660</b>	<b>\$282,760</b>	<b>\$755,919</b>	<b>\$6,338,201</b>	<b>\$42,500</b>	<b>\$10,137,040</b>
<b>2021</b>						
CU2100	\$1,779,077	\$0	\$0	\$5,706,426	\$42,500	<b>\$7,528,003</b>
CU2101	\$790,704	\$0	\$0	\$203,888	\$0	<b>\$994,592</b>
CU2104	\$174,787	\$0	\$0	\$44,982	\$0	<b>\$219,769</b>
CU2105	\$27,445	\$0	\$0	\$7,069	\$0	<b>\$34,514</b>
CU2111	\$0	\$0	\$706,998	\$224,446	\$0	<b>\$931,444</b>
MO1729-19A4	\$0	\$159,237	\$0	\$39,809	\$0	<b>\$199,046</b>
MO1901-17A5	\$0	\$14,476	\$0	\$0	\$0	<b>\$14,476</b>
<b>SUBTOTAL</b>	<b>\$2,772,013</b>	<b>\$173,713</b>	<b>\$706,998</b>	<b>\$6,226,620</b>	<b>\$42,500</b>	<b>\$9,921,844</b>
<b>2022</b>						
CU2200-19	\$1,814,658	\$0	\$0	\$5,820,554	\$42,500	<b>\$7,677,712</b>
CU2201-19	\$806,518	\$0	\$0	\$207,966	\$0	<b>\$1,014,484</b>
CU2202-19	\$178,283	\$0	\$0	\$45,882	\$0	<b>\$224,165</b>
CU2203-19	\$27,994	\$0	\$0	\$7,210	\$0	<b>\$35,204</b>
CU2204-19	\$0	\$228,283	\$0	\$358,149	\$0	<b>\$586,432</b>
MO1729-19A4	\$0	\$162,422	\$0	\$40,605	\$0	<b>\$203,027</b>
MO1901-17A5	\$0	\$14,766	\$0	\$0	\$0	<b>\$14,766</b>
<b>SUBTOTAL</b>	<b>\$2,827,453</b>	<b>\$405,471</b>	<b>\$0</b>	<b>\$6,480,366</b>	<b>\$42,500</b>	<b>\$9,755,790</b>

## FINANCIAL SUMMARY

### Transit

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
<b>2023</b>						
<u>CU2300-20</u>	\$1,850,951	\$0	\$0	\$5,820,554	\$42,500	<b>\$7,714,005</b>
CU2301-20	\$822,648	\$0	\$0	\$207,966	\$0	<b>\$1,030,614</b>
CU2302-20	\$181,850	\$0	\$0	\$45,882	\$0	<b>\$227,732</b>
CU2303-20	\$28,554	\$0	\$0	\$7,354	\$0	<b>\$35,908</b>
MO1729-19A4	\$0	\$165,670	\$0	\$41,418	\$0	<b>\$207,088</b>
MO1901-17A5	\$0	\$15,061	\$0	\$0	\$0	<b>\$15,061</b>
SUBTOTAL	\$1,033,052	\$180,731	\$0	\$302,620	\$0	\$9,230,408
<b>GRAND TOTAL</b>	<b>\$9,350,178</b>	<b>\$1,042,675</b>	<b>\$1,462,917</b>	<b>\$19,347,807</b>	<b>\$127,500</b>	<b>\$39,045,082</b>

## FINANCIAL CONSTRAINT

### Transit

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ -	\$ 555,612	\$ 1,089,112	\$ -	\$ -	\$ 1,644,724
FY 2019						
Funds Anticipated	\$ 2,717,660	\$ 283,845	\$ 389,993	\$ 8,116,029	\$ 42,500	\$11,550,027
Funds Programmed	(\$2,717,660)	(\$282,760)	(\$755,919)	(\$6,338,201)	(\$42,500)	(\$10,137,040)
Running Balance	\$0	\$556,697	\$723,186	\$1,777,828	\$0	\$3,057,711
FY 2020						
Funds Anticipated	\$ 2,772,013	\$ 289,521	\$ 396,792	\$ 8,805,809	\$ 42,500	\$12,306,635
Funds Programmed	(\$2,772,013)	(\$173,713)	(\$706,998)	(\$6,226,620)	(\$42,500)	(\$9,921,844)
Running Balance	\$0	\$672,505	\$412,980	\$4,357,017	\$0	\$5,442,502
FY 2021						
Funds Anticipated	\$ 2,827,453	\$ 295,312	\$ 403,728	\$ 9,689,405	\$ 42,500	\$13,258,398
Funds Programmed	(\$2,827,453)	(\$405,471)	\$0	(\$6,480,366)	(\$42,500)	(\$9,755,790)
Running Balance	\$0	\$562,346	\$816,708	\$7,566,056	\$0	\$8,945,110
FY 2022						
Funds Anticipated	\$ 2,861,385	\$ 301,218	\$ 411,803	\$ 10,294,218	\$ -	\$13,868,624
Funds Programmed	(\$1,033,052)	(\$180,731)	\$ -	(\$302,620)	\$ -	(\$1,516,403)
Running Balance	\$1,828,333	\$682,833	\$1,228,511	\$17,557,654	\$0	\$21,297,331



# SECTION I

## APPENDIX 1

FIXING AMERICA'S SURFACE TRANSPORTATION ACT

TIP REQUIREMENTS FOR TMAS IN ATTAINMENT

OTO TIP AND AMENDMENT APPROVAL PROCESS

CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

FINANCIAL CAPACITY ANALYSIS CERTIFICATION

LIST OF ABBREVIATIONS

## FIXING AMERICA'S SURFACE TRANSPORTATION ACT

### TITLE 23, CHAPTER I – FEDERAL AID HIGHWAYS

#### §134 METROPOLITAN TRANSPORTATION PLANNING

##### (h) - Scope of Planning Process

- (1) In general – The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will:
  - (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - (B) increase the safety of the transportation system for motorized and non-motorized users;
  - (C) increase the security of the transportation system for motorized and non-motorized users;
  - (D) increase the accessibility and mobility of people and for freight;
  - (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  - (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  - (G) promote efficient system management and operation;
  - (H) emphasize the preservation of the existing transportation system;
  - (I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
  - (J) enhance travel and tourism.
- (2) Performance-based approach
  - (A) In general – The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in 150(b) of this title and the general purposes described in section 5301 of title 49.
  - (B) Performance targets –
    - (i) Surface transportation performance targets –
      - (I) In general – Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.
      - (II) Coordination – Selection of performance targets by a metropolitan planning organization shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable.
    - (ii) Public transportation performance targets – Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent

practicable, with providers of public transportation to ensure consistency with sections 5326(c) and 5329(d) of title 49.

- (C) Timing – Each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.
  - (D) Integration of other performance-based plans – A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under Chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.
- (3) Failure to consider factors – The failure to consider any factor specified in paragraphs (1) and (2) shall not be reviewable by any court under this title or chapter 53 of title 49, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a TIP, a project or strategy, or the certification of a planning process.

## TIP REQUIREMENTS FOR TMAs IN ATTAINMENT

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) requirements for producing a Transportation Improvement Program (TIP) by the Metropolitan Planning Organization (MPO) for a metropolitan area comes from the Final Rule regarding Metropolitan Transportation Planning dated May 27, 2016. Pertinent Sections include: 23 CFR parts 450 and 500, as well as 49 CFR part 613.

### § 450.326 DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- (a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the MPA. If more than one MPO has been designated to serve an MPA, those MPOs within the MPA shall jointly develop a single TIP for the MPA. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO(s) and the Governor(s). However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO(s) may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO(s), must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93, subpart A).
- (b) The MPO(s) shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by §450.316(a). In addition, in nonattainment area TMAs, the MPO(s) shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in §450.316(a). In addition, the MPO(s) shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.316(a).
- (c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d).

- (d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.
- (e) The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities), except the following that may be included:
  - (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
  - (2) Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d);
  - (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
  - (4) At the discretion of the State and MPO, metropolitan planning projects funded with Surface Transportation Program funds;
  - (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
  - (6) National planning and research projects funded under 49 U.S.C. 5314; and
  - (7) Project management oversight projects funded under 49 U.S.C. 5327.
- (f) The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.
- (g) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:
  - (1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;
  - (2) Estimated total project cost, which may extend beyond the 4 years of the TIP;
  - (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
  - (4) Identification of the agencies responsible for carrying out the project or phase;
  - (5) In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP;
  - (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and
  - (7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.
- (h) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.
- (i) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

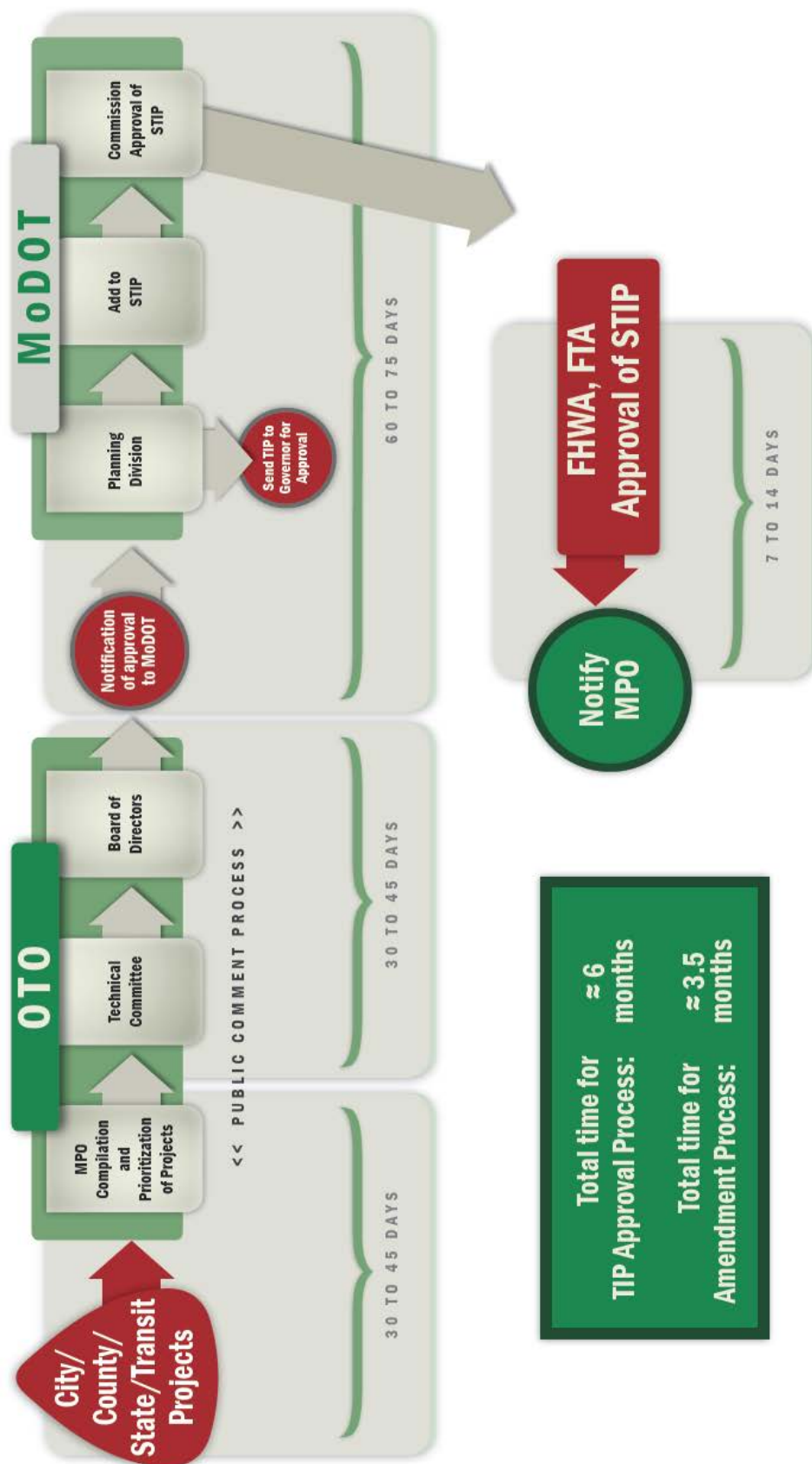
- (j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO(s), State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO(s) shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO(s), State(s), and public transportation operator(s).
- (k) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A) and shall provide for their timely implementation.
- (l) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.
- (m) Procedures or agreements that distribute suballocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.
- (n) As a management tool for monitoring progress in implementing the transportation plan, the TIP should:
- (1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;
  - (2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and
  - (3) In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.
- (o) In metropolitan nonattainment and maintenance areas, a 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, according to the Clean Air Act and the

transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

- (p) Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements of §450.332. In addition, the MPO may revise the TIP at any time under procedures agreed to by the State, MPO(s), and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO(s) participation plan (see §450.316(a)) and FHWA/FTA actions on the TIP (see §450.330).

# Ozarks Transportation Organization

## TIP AND AMENDMENT APPROVAL PROCESS



## CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM

Project sponsors may find it necessary to request revisions to the adopted TIP. Pursuant to 23 CFR §450.104, changes to the TIP are categorized as Amendments or Administrative Modifications.

### TIP AMENDMENTS

TIP amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to the Missouri Department of Transportation (MoDOT) for approval by the Governor of Missouri and subsequent approval by ONEDOT (FHWA and FTA). TIP amendments require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice is given by press release and through the OTO website.

### REVISIONS REQUIRING TIP AMENDMENTS

1. Addition or deletion of any project (except as allowed under Administrative Modifications)
2. Substantial changes to the scope of a project (e.g., changing the number of through traffic lanes, changing the type of project, such as from rehabilitation to system expansion)
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds
4. Changes in a project's total programmed amount greater than 15 percent (or any amount greater than \$2,000,000)
5. Changes in a project's fund source(s) from non-federal to federal
6. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4-mile

### ADMINISTRATIVE MODIFICATIONS

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.

### REVISIONS ALLOWED AS ADMINISTRATIVE MODIFICATIONS

1. Changes in a project's programmed amount less than 15 percent (up to \$2,000,000)
2. Minor changes to the scope of a project
3. Minor changes to the termini of a non-capacity project, in which the total length changes less than 1/4-mile
4. Adding or deleting a project development phase of a project (environmental documentation, professional engineering, design, right-of-way acquisition, construction, or other) without major changes to the scope of the project
5. Moving a project's funds to another fiscal year
6. Minor changes to funding sources between federal funding categories or between state and local sources
7. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope, however, the disposition of "freed-up" federal funds remains under the authority of the OTO and are subject to TIP revisions as appropriate



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

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; (NOT APPLICABLE)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal Aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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Signature

Bob Dixon  
Chairman  
Ozarks Transportation Organization

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August 15, 2019  
Date

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Signature

Scott Bachman  
Interim District Engineer  
Southwest District  
Missouri Department of Transportation

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August 15, 2019  
Date

## FINANCIAL CAPACITY ANALYSIS CERTIFICATION

(FTA CIRCULAR 7008.1A)

I certify that the agencies requesting Federal Transit Administration grants under Sections 5307, 5309, and 5339 have the financial capacity to undertake the programmed projects listed in the FY 2020-2023 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of City Utilities Transit. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.

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Signature

Bob Dixon  
Chairman  
Ozarks Transportation Organization

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August 15, 2019  
Date

## LIST OF ABBREVIATIONS

AADT	Average Annual Daily Traffic
BRDG	Highway Bridge Replacement and Rehabilitation
BRM	On-System Bridge Replacement Program
BRO	Off-System Bridge Replacement Program
DEMO	Federal Demonstration Program
ENH	Enhancement Funds
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HIP	Highway Infrastructure Program
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
IM	Interstate Maintenance Program
ITF	Intermodal Transfer Facility
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
MHTC	Missouri Highways and Transportation Commission
MoDOT	Missouri Department of Transportation
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
NHS	National Highway System

OTO	Ozarks Transportation Organization
Pub. L.	Public Law
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEC 5307	Federal Transit Section 5307 Formula Funds
SEC 5309	Federal Transit Section 5309 Discretionary Capital Program
SEC 5310	Federal Transit Section 5310 Elderly and Disabled Program
SEC 5339	Federal Transit Section 5339 Bus and Bus Facilities
STIP	Statewide Transportation Improvement Program
STBP	Surface Transportation Block Grant
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Management
USC	United States Code
VMT	Vehicle Miles Traveled

# SECTION J

## APPENDIX 2

ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

PUBLIC INPUT RECEIVED WITH RESPONSE

PUBLIC COMMENT WITH RESPONSE

## INTRODUCTION

At the commencement of the development process for the annual TIP update, OTO solicits input from the community regarding projects for the TIP. OTO maintains a mailing list of interested parties and key transportation stakeholders. These persons and groups are specifically targeted in addition to the general public. OTO responds as appropriate to each comment received and forwards any comments, as appropriate, to the local jurisdictions or agencies which may also wish to respond. Included in this Appendix is the list of transportation stakeholders, the input OTO received, and OTO's response.

## ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

### OTO BOARD AND COMMITTEE MEMEBERS

Mokhtee Admad Federal Transit Administration 901 Locust Street Suite 404 Kansas City, MO 64106	Paula Brookshire City of Springfield 840 N. Boonville Avenue Springfield, MO 65802	King Coltrin – Strafford Representative Great River Engineering 2826 S. Ingram Mill Road Springfield, MO 65804
Rick Artman Greene County 2065 North Clifton Avenue Springfield, MO 65803	Randall Brown City of Willard P.O. Box 187 Willard, MO 65781	Doug Colvin City of Nixa P.O. Box 395 Nixa, MO 65714
Harold Bengsch Greene County Courthouse 933 North Robberson Springfield, MO 65802	David Cameron City of Republic 213 North Main Avenue Republic, MO 65738	Jerry Compton JWC Architecture 1325 W. Sunshine #522 Springfield, MO 65807
Joshua Bird Christian County 202 W. Elm Street Ozark, MO 65721	John Caufield BNSF Railway Company 4515 Kansas Ave Kansas City, KS 66106	Travis Cossey City of Nixa P.O. Box 395 Nixa, MO 65714
Steve Bodenhamer City of Strafford P.O. Box 66 Strafford, MO 65757	Steve Childers City of Ozark P.O. Box 295 Ozark, MO 65721	Chris Coulter Greene County 940 N. Boonville Avenue Springfield, MO 65802
Kristy Bork Springfield-Branson National Airport 2300 N. Airport Boulevard Ste. 100 Springfield, MO 65802	Bob Cirtin Greene County 933 N. Robberson Springfield, MO 65802	Justin Coyan Springfield Area Chamber of Commerce 202 S. John Q. Hammons Parkway Springfield, MO 65806
JJ Bowler SeniorAge Area Agency on Aging 1735 S. Fort Springfield, MO 65807	Eric Claussen City of Springfield 840 N. Boonville Avenue Springfield, MO 65802	Elise Crain Citizen-At-Large P.O. Box 455 Ozark, MO 65721

Shawn Dilday  
Springfield Public Schools  
1458 E. Chestnut Expressway  
Springfield, MO 65802

Bryant Doss  
City of Strafford  
P.O. Box 66  
Strafford, MO 65757

Tim Dygon  
The Arc of the Ozarks  
1501 E. Pythian  
Springfield, MO 65802

John Elkins  
Citizen-At-Large  
1129 Bluestem Road  
Ozark, MO 65721

Rick Emling  
Springfield Public Schools  
1458 E. Chestnut Expressway  
Springfield, MO 65802

Craig Fishel  
City of Springfield  
840 N. Boonville Avenue  
Springfield, MO 65802

Jan Fisk  
City of Springfield  
840 Boonville Avenue  
Springfield, MO 65802

Renita Funk  
Burrell Center  
1300 E. Bradford  
Springfield, MO 65803

Diane Gallion  
City Utilities  
1505 N. Boonville  
Springfield, MO 65802

Dawne Gardner  
City of Springfield  
840 N. Boonville Avenue  
Springfield, MO 65802

Rick Gardner  
City of Ozark  
P.O. Box 295  
Ozark, MO 65721

Rachael Garrett  
City of Republic  
221 N. Main  
Republic, MO 65738

Brad Gray  
City of Willard  
P.O. Box 187  
Willard, MO 65781

Warren Griffith  
City of Battlefield  
5434 S. Tower Drive  
Battlefield, MO 65619

Martin Gugel  
City of Springfield  
P.O. Box 8368  
Springfield, MO 65801

Corey Hendrickson  
City of Willard  
P.O. Box 187  
Willard, MO 65781

Debra Hickey  
City of Battlefield  
5434 S. Tower Drive  
Battlefield, MO 65619

Adam Humphrey  
Greene County  
2065 North Clifton Avenue  
Springfield, MO 65803

Skip Jansen  
City Utilities Board Member  
782 E. Canterbury Street  
Springfield, MO 65810

Tom Johnson  
Missouri State University  
901 South National  
Springfield, MO 65897

Kirk Juranas  
City of Springfield  
840 N. Boonville Avenue  
Springfield, MO 65802

Joel Keller  
Greene County  
940 N. Boonville Avenue  
Springfield, MO 65802

Travis Koestner  
MoDOT  
3025 E. Kearney  
Springfield, MO 65803

Mary Kromrey  
Ozark Greenways  
P.O. Box 50733  
Springfield, MO 65805

Kevin Lambeth - Battlefield  
Representative  
Anderson Engineering  
2045 W. Woodland  
Springfield, MO 65807

Ken McClure  
City of Springfield  
840 N. Boonville Avenue  
Springfield, MO 65802

Laurel McKean  
MoDOT  
3025 East Kearney  
Springfield, MO 65803

Bradley McMahon  
Federal Highway Administration  
3220 W. Edgewood Suite H  
Jefferson City, MO 65109

Steve Meyer  
City of Springfield  
840 N. Boonville Avenue  
Springfield, MO 65802

Frank Miller  
MoDOT  
3025 E. Kearney St.  
Springfield, MO 65803



Kent Morris  
Greene County  
940 N. Boonville Avenue  
Springfield, MO 65802

Andy Mueller  
MoDOT  
3025 East Kearney  
Springfield, MO 65803

Andrew Nelson  
City of Ozark  
204 N Main Ave.  
Republic, MO 65738

Jim O'Neal  
Citizen-At-Large  
2910 E. Wildwood  
Springfield, MO 65804

Jeremy Parsons  
City of Ozark  
207 E. Brick Street  
Ozark, MO 65721

Shannon Porter  
Southwest Center for  
Independent Living  
2864 S. Nettleton  
Springfield, MO 65807

Jason Ray  
SMCOG  
901 South National  
Springfield, MO 65897

Jeff Robinson  
OATS Inc.  
2909 N. Martin Ave.  
Springfield, MO 65803

Jeff Roussell  
City of Nixa  
P.O. Box 395  
Nixa, MO 65714

Beth Schaller  
MoDOT  
P.O. Box 868.  
Springfield, MO 65801

David Schaumburg  
Springfield-Branson National  
Airport  
2300 N. Airport Boulevard Suite  
100  
Springfield, MO 65802

Mark Schenkelberg  
Federal Aviation Administration  
901 Locust Street  
Kansas City, MO 64106

Frank Schoneboom  
City of Battlefield  
5434 S. Tower Drive  
Springfield, MO 65619

Andrew Seiler  
MoDOT  
3025 E. Kearney St.  
Springfield, MO 65803

Jeremiah Shuler  
Federal Transit Administration  
901 Locust Street  
Kansas City, MO 64106

Dan Smith  
City of Springfield  
840 N. Boonville Avenue  
Springfield, MO 65802

Mary Lilly Smith  
City of Springfield  
840 N. Boonville Avenue  
Springfield, MO 65802

Linda Starr  
SWI Industrial Solution  
2836 W. Bennett  
Springfield, MO 65802

Brian Steele  
City of Nixa  
P.O. Box 395  
Nixa, MO 65714

Kelly Turner  
City Utilities  
1505 N. Boonville Avenue  
Springfield, MO 65803

Garrett Tyson  
City of Republic  
213 N. Main Street  
Republic, MO 65738

Jeff Ussery  
City of Republic  
213 North Main Avenue  
Republic, MO 65738

Eva Voss  
MoDOT  
P.O. Box 270  
Jefferson City, MO 65102

Richard Walker  
Citizen-At-Large  
3467 S. Bellhurst Avenue  
Springfield, MO 65804

Brian Weiler  
Springfield-Branson National  
Airport  
2300 N. Airport Boulevard Suite  
100  
Springfield, MO 65802

Ray Weter  
Christian County  
100 W. Church Room 100  
Ozark, MO 65721

Todd Wiesehan  
Christian County  
202 W. Elm Street  
Ozark, MO 65721

Janette Vomund  
MoDOT  
2217 St. Mary's Boulevard  
Jefferson City, MO 65109

Chad Zickefoose  
MoDOT  
3025 E. Kearney St.  
Springfield, MO 65803

## TRANSPORTATION PROVIDERS

Adult Tendercare Center 3729 N. Glenstone Springfield, MO 65803	Elder Care Transit 1461 E. Seminole St. Springfield, MO 65804	Missouri Department of Mental Health - Springfield Regional Center 1515 E. Pythian P.O. Box 5030 Springfield, MO 65802
Alternative Opportunities Inc. 1111 S. Glenstone, Suite 2-100 Springfield, MO 65802	Southside Senior Center 2215 S. Fremont Springfield, MO 65804	Missouri State University Speech Language and Hearing Center 901 South National Springfield, MO 65897
Arc Employment Service Arc of the Ozarks 1501 E. Pythian Springfield, MO 65802	Greene Valley State School 1601 E. Pythian Springfield, MO 65802	Muscular Dystrophy Association 4136 S. Scenic Avenue Springfield, MO 65807
Burrell Center - Admin 1300 E Bradford Springfield, MO 65803	J. Howard Fisk Limousines LTD Drawer 10405 Springfield, MO 65808	National Alliance on Mental Illness 1443 N Robberson Ave Suite 408 Springfield, MO 65807
City Utilities Transit Services 1505 Boonville Ave. Springfield, MO 65803	Lakeland Regional Medical Center 440 S. Market Springfield, MO 65806	National Federation for the Blind 2215 N. Travis Springfield, MO 65803
Community Partnership of the Ozarks 330 N. Jefferson Ave. Springfield, MO 65806	Main Trans Mobility Solution 4840 S. Gold Rd. Battlefield, MO 65619	North View Senior Center 301 N. Talmage Springfield, MO 65803
Council of Churches of the Ozarks 627 N. Glenstone P.O. Box 3947 Springfield, MO 65808	Maranatha Village, Inc. 233 E. Norton Springfield, MO 65801	Nova Center of the Ozarks 524 S. Union Ave Springfield, MO 65802
Cox Senior Advantage 1000 E. Walnut Lawn Springfield, MO 65807	Medi-Transit of Springfield, Inc. 1423 N Jefferson Suite 256 Springfield, MO 65802	OATS, Inc. 3259 E. Sunshine Springfield, MO 65804
Daybreak Adult Daycare and Eldercare Transit 1461 E. Seminole Springfield, MO 65804	Mercy Medical Center 1235 E. Cherokee Springfield, MO 65804	Ozarks Chapter of Multiple Sclerosis 319 N. Main Springfield, MO 65806
Developmental Center of the Ozarks 1545 E. Pythian Springfield, MO 65802	Mercy Seniors 3231 S. National Avenue Springfield, MO 65807	Ozarks Dialysis Services 3525 S. National Springfield, MO 65803
Greene County Board for Developmentally Disabled 1370 E Primrose, Suite A Springfield, MO 65804	Missouri Council of the Blind 5453 Chippewa St. Louis, MO 63109	

Rehabilitation Services for the  
Blind  
149 Park Central Square, Room  
640  
Springfield, MO 65806

Retired Senior Volunteer  
Program  
627 N. Glenstone  
P.O. Box 3947  
Springfield, MO 65808

SeniorAge Area Agency on  
Aging  
1735 S. Fort  
Springfield, MO 65807

Southwest Center for  
Independent Living  
2864 S. Nettleton  
Springfield, MO 65807

Southwest Missouri Council of  
Governments  
901 South National  
Springfield, MO 65897

Springfield-Greene County Park  
Board  
1923 N. Weller  
Springfield, MO 65803

Springfield Yellow Cab Co.  
1718 N. Benton  
Springfield, MO 65803

SWI Industrial Solutions  
2835 W. Bennett Avenue  
Springfield, MO 65802

Transitions at Burrell Behavioral  
Health  
323 E. Grand Street  
Springfield, MO 65807

Vocational Rehabilitation  
613 E. Kearney  
Springfield, MO 65803

## CITIZENS GROUPS

Pete Radecki  
Bissett Neighborhood  
Association  
3104 W Nichols Street  
Springfield MO 65803

Dellene Nelson  
Bradford Park Neighborhood  
Association  
3424 S Rogers Avenue  
Springfield MO 65804

Kevin Evans  
Delaware Neighborhood  
Association  
1733 S. Fairway  
Springfield, MO 65804

Christina Dicken  
Doling Neighborhood  
Association  
334 E. Kearney #157  
Springfield MO 65803

Anita Kuhns  
Grant Beach Neighborhood  
Association  
1108 W Hovey Street  
Springfield MO 65802

Carol McCarthy  
Greater Parkcrest  
Neighborhood Assoc.  
1249 W. LaSalle Street  
Springfield MO 65807

Cody Parsons  
Heart of the Westside  
Neighborhood Assoc.  
806 N Forest Ave  
Springfield MO 65802

Brian Shipman  
Mid-Town Neighborhood  
Association  
1347 N. Summit  
Springfield MO 65802

Wendell Royster  
Oak Grove Neighborhood  
Association  
1131 S. Craig  
Springfield MO 65804

Eric Pauly  
Phelps Neighborhood  
Association  
631 E. Loren  
Springfield, MO 65807

Michael Blackshear  
Robberson Neighborhood  
Association  
2320 N. Taylor Avenue  
Springfield MO 65803

Laurel Bryant  
Rountree Neighborhood  
Association  
1014 S. Weller  
Springfield, MO 65804

Marti Mowery  
Tom Watkins Neighborhood  
Association  
2339 N Lexington Avenue  
Springfield MO 65803

Mark Maynard  
Weller Neighborhood  
Association  
1504 E. Pythian  
Springfield, MO 65802

Kathleen Cowens  
West Central Neighborhood  
Alliance  
741 S. Market  
Springfield MO 65806

Joe Roberds  
Westside Neighborhood  
Betterment Assoc.  
2401 W. Elm Street  
Springfield MO 65806

Linda Passeri  
Woodland Heights  
Neighborhood Assoc.  
1868 N. Missouri  
Springfield MO 65803

## NON-PROFIT GROUPS & OTHER

Jim Vetter  
CCLinks – SB40 Board  
391 Wildflower Lane  
Nixa, MO 65714

Maplewood Alzheimers Special  
Care  
1146 E. Lakewood St.  
Springfield, MO 65810

Republic Senior Friendship  
Center  
210 E. Hines  
Republic, MO 65738

City Utilities  
1505 N. Boonville Avenue  
Springfield, MO 65803

Missouri and Northern Arkansas  
Railroad  
P.O. Box 776  
Carthage, MO 64836

Roadway Express  
5575 East State Hwy OO  
Strafford, MO 65757

Creeside at Elfindale  
1601 S. Fort Avenue  
Springfield, MO 65807

Neighborhood at Quail Creek  
1514 W. Lark St.  
Springfield, MO 65810

Sacred Rose Healthcare  
1736 E. Sunshine St. Suite 709  
Springfield, MO 65804

Federal Express  
2221 East Olive Court  
Springfield, MO 65803

Nixa Senior Center  
404 S. Main  
Nixa, MO 65714

Safe at Home  
1736 E. Sunshine St. Suite 707  
Springfield, MO 65804

Greene County Senior Citizens'  
Services Tax Fund  
P.O. Box 9766  
Springfield, MO 65801

O & S Trucking, Inc.  
3769 East Evergreen  
Springfield, MO 65803

Secure Senior Care  
344 E. Kearney St.  
Springfield, MO 65803

Grupo Latinoamericano  
918 E Calhoun  
Springfield, MO 65802

Ozark Senior Center  
727 N 9th St.  
Ozark, MO 65721

Senior Corps  
627 N. Glenstone Avenue  
Springfield, MO 65802

Hand in Hand Multicultural  
Center  
P.O. Box 1577  
Springfield, MO 65802

Preferred Family Healthcare  
2626 W. College Road  
Springfield, MO 65802

Sonshine Manor  
300 S. Cottonwood Ave.  
Republic, MO 65738

Jacobs Care Center  
923 W. State St.  
Springfield, MO 65806

Prime, Inc.  
2740 North Mayfair  
Springfield, MO 65803

Southside Senior Center  
2215 S Fremont  
Springfield, MO 65804-3101

Jordan Creek Nursing & Rehab  
910 S. West Avenue  
Springfield, MO 65802

Ravenwood Assisted by  
Americare  
1950 E. Republic Rd.  
Springfield, MO 65804

Springfield Sister Cities  
Association (SSCA)  
PO Box 8368  
Springfield, MO 65801  
Strafford Senior Center  
210 E. Hines  
Strafford, MO 65757

Karlovich & Associates Inc.  
1736 E. Sunshine St. Suite 713  
Springfield, MO 65804

The Salvation Army  
1010 W Sunshine Street  
Springfield, MO 65807

The Arc of the Ozarks  
1501 East Pythian  
Springfield, MO 65802

The Waterford at Ironbridge  
1131 E. Lakewood St.  
Springfield, MO 65810

United Parcel Service  
13818 Rider Trail Drive  
Earth City, MO 63045

UPS Customer Center  
1920 N Nias  
Springfield, MO 65803

United States Post Office  
500 W. Chestnut Street  
Springfield, MO 65806

United States Customs Services  
and Border Protection  
5141 West Cargo  
Springfield, MO 65703

Vision Rehabilitation Center of  
the Ozarks  
1661 W. Elfindale Street  
Springfield, MO 65807

Womens Medical Respite  
P.O. Box 385  
Springfield, MO 65801

## CHURCH GROUPS

Assembly of God-Chinese  
Church  
1909 W Chestnut Expressway  
Springfield, MO 65802

Assembly of God Immanuel  
Korean Church  
554 W. Walnut Lawn  
Springfield, MO 65807

Assemblies of God  
Southern MO District  
Headquarters  
528 W Battlefield Road  
Springfield, MO 65807

Baptist Bible College  
628 E. Kearney St.  
Springfield, MO 65803

Life 360 International Campus  
506 Hovey St.  
Springfield, MO 65802

Ebenezer Romanian Assembly  
2233 N East Avenue  
Springfield, MO 65803

El Faro Assembly of God  
Pastor  
P.O. Box 8466  
Springfield, MO 65801

Emanuelu Assembly of God  
3234 S Pinehurst Ave  
Springfield, MO 65803

Greene County Baptist  
Association  
834 West Battlefield Road  
Springfield, MO 65807

Iglesia Cristiana Casa de Oracion  
525 South Avenue  
Springfield, MO 65806

Iglesia Rio de Vida  
2247 E Lombard Court  
Springfield, MO 65802

Islamic Center of Springfield  
2151 E Division  
Springfield, MO 65803

Korean Presbyterian Church  
1559 S Grant Avenue  
Springfield, MO 65807

Ozark Mountain Deaf Church  
776 W Farm Road 186  
Springfield, MO 65810

Pathways United Methodist  
Church  
1232 East Dale Street  
Springfield, MO 65803

Sacred Heart/Iglesia Sagrado  
Corazon  
1609 N. Summit Avenue  
Springfield, MO 65803

Second Baptist Church  
3111 East Battlefield Road  
Springfield, MO 65804

Slavic Evangelical Church  
1005 E Dale  
Springfield, MO 65803

South Fremont Free Will Baptist  
4547 S. Fremont Avenue  
Springfield, MO 65804

Springfield Chinese Church  
1909 W. Chestnut Expressway  
Springfield, MO 65802

St. Agnes Catholic Church  
533 S Jefferson Avenue  
Springfield, MO 65806

St. Thomas the Apostle  
Orthodox Church  
4200 S. Holiday Avenue  
Springfield, MO 65810

Temple Israel  
P.O. Box 4284  
Springfield, MO 65808

Trinity Lutheran Church  
1415 S. Holland Avenue  
Springfield, MO 65807

## EDUCATION

Adam Meador  
Bingham Elementary  
2126 East Cherry  
Springfield, MO 65802

Marcie Stallcup  
Bissett Elementary  
3014 West Calhoun  
Springfield, MO 65802

Angie Valchev  
Bowerman Elementary  
2148 North Douglas  
Springfield, MO 65803

Andrea Fraser  
Boyd Elementary  
1409 Washington  
Springfield, MO 65802

John Mott  
Campbell Elementary  
506 South Grant  
Springfield, MO 65806

Dana Powers  
Carver Middle School  
3325 W. Battlefield  
Springfield, MO 65807

Lisa Anderson  
Central High School  
423 E. Central  
Springfield, MO 65802

Cara Blevins  
Century Elementary  
732 E North Street  
Nixa, MO 65714

Bill Powers  
Cherokee Middle School  
420 E. Farm Rd. 182  
Springfield, MO 65810

Karie Julian  
Cogdill Early Childhood Center  
218 W McCabe  
Strafford, MO 65757  
Cherie Norman

Cowden Elementary  
2927 South Kimbrough  
Springfield, MO 65807

Stephanie Young  
Delaware Elementary  
1505 South Delaware  
Springfield, MO 65804

Lynne Miller  
Disney Elementary  
4100 South Fremont  
Springfield, MO 65804

Drury University  
900 N. Benton Avenue  
Springfield, MO 65802

Early Childhood Program  
301 S. Main Street  
Nixa, MO 65714

Kent Sappington  
East Elementary School  
2449 E Hartley  
P.O. Box 166  
Ozark, MO 65721

Karrie Long  
Espy Elementary  
220 S Gregg Road  
Nixa, MO 65714

Janell Bagwell  
Eugene Field Elementary  
2120 Barataria  
Springfield, MO 65804

Evangel University  
1111N. Glenstone  
Springfield, MO 65802

James Grandon  
Fremont Elementary  
2814 North Fremont  
Springfield, MO 65803

Natalie Cauldwell  
Glendale High School  
2727 S. Ingram Mill Rd.  
Springfield, MO 65804

Peggy Robinson  
Greene Valley State School  
1601 E. Pythian  
Springfield, MO 65802

Chris Parker  
Harrison Elementary  
3055 W. Kildee Lane  
Springfield, MO 65810

Sara Odom  
Hickory Hills Elementary &  
Middle School  
4650 E. State Highway YY  
Springfield, MO 65802

Marilyn Hanna  
High Pointe Elementary School  
900 N Cheyenne Road  
Nixa, MO 65714

Garry Moore  
Hillcrest High School  
3319 N. Grant  
Springfield, MO 65803

Gary Tew  
Holland Elementary  
2403 South Holland  
Springfield, MO 65807

Brittany Payne  
Horace Mann Elementary  
3745 South Broadway  
Springfield, MO 65807

Liz Gredell  
Inman Intermediate  
1300 N Nicholas Road  
Nixa, MO 65714

Rob Kroll  
Jarrett Middle School  
840 S. Jefferson  
Springfield, MO 65806

Liz Cooper  
Jeffries Elementary  
4051 South Scenic  
Springfield, MO 65807

Jennifer Chastain  
John Thomas School of  
Discovery  
312 N. Market Street  
Nixa, MO 65714

Kelly Allison  
Kickapoo High School  
3710 S. Jefferson Ave.  
Springfield, MO 65807

Latin America/Carribean Library  
Services  
3728 W. Chestnut Expressway  
Springfield, MO 65802

Casey Mitchell  
Lyon Elementary School  
201 E Highway 174  
Republic, MO 65738

Stacye Manlove  
Mark Twain Elementary  
2352 South Weaver  
Springfield, MO 65807

Brigette Golmen  
Mathews Elementary  
605 S Gregg Road  
Nixa, MO 65714

Lael Streight  
McBride Elementary  
5005 South Farm Road 135  
Springfield, MO 65810

Amber Shuck  
McCulloch Elementary School  
234 E Anderson Street  
Republic, MO 65738

Sara Shevchuk  
McGregor Elementary  
1221 West Madison  
Springfield, MO 65806

Kenneth Coopwood  
Missouri State University  
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Nixa, MO 65714

Lori Wilson  
Nixa Junior High School  
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Nixa, MO 65714

Stephen Kleinsmith  
Nixa Public Schools  
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Ozark High School  
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Jim Hubbard  
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Parkview High School  
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Ryan Savage  
Pershing Middle School  
2120 S. Ventura  
Springfield, MO 65804

Phelps Center for Gifted  
Education  
934 S Kimbrough  
Springfield, MO 65806

Becky Ash  
Pipkin Middle School  
1215 N. Boonville  
Springfield, MO 65802

Laura Batson  
Pittman Elementary  
2934 East Bennett  
Springfield, MO 65804

Josh Groves  
Pleasant View Elementary &  
Middle School  
2210 E. State Hwy AA  
Springfield, MO 65803

Josh Holt  
Portland Elementary  
906 West Portland  
Springfield, MO 65807

Allan Brown  
Price Elementary School  
518 N. Hampton  
Republic, MO 65738

Debbie Grega  
Reed Middle School  
2000 N. Lyon  
Springfield, MO 65803

Misty Kinsey  
Republic Early Childhood Center  
720 N Main Street  
Republic, MO 65738

Tyler Overstreet  
Republic High School  
4370 RepMo Drive  
Republic, MO 65738

Allison Dishman  
Republic Middle School  
1 Tiger Drive  
Republic, MO 65738

John Laster  
Republic R-III School District  
518 N. Hampton  
Republic, MO 65738

Chance Wistrom  
Republic R-III School District  
518 N. Hampton  
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Kevin Huffman  
Robberson Elementary  
1100 East Kearney  
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Amy Patton  
Rountree Elementary  
1333 East Grand  
Springfield, MO 65804

Christy Coursey  
Schofield Elementary School  
235 E Anderson Street  
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3414 Mentor Rd.  
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Shady Dell Early Childhood  
Center  
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Springfield, MO 65803

Nicole Holt  
Sherwood Elementary  
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Watkins Elementary  
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Springfield, MO 65803

Cindy Webster  
Weaver Elementary  
1461 North Douglas  
Springfield, MO 65802  
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Justin Herrell  
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Willard Central Elementary  
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Melinda Miller  
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Curt Graves  
Willard High School  
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Willard Intermediate School  
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Amanda Hambey  
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York Elementary  
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## PUBLIC INPUT RECEIVED WITH RESPONSES

OTO also receives input from the public throughout the year and shares this input with the Board of Directors at the next possible meeting after the input is received. This input is also compiled to share with the OTO member jurisdictions ahead of each TIP update.

### CITIZEN

#### RECEIVED VIA EMAIL

I think that adding a four way stop at the intersection of Rosedale Rd and Gregg Rd in Nixa, MO will provide safer transportation for the citizens. It is very hard to see the oncoming traffic when turning onto Gregg Rd from Rosedale Rd. I appreciate the opportunity of letting me speak out.

#### OTO'S RESPONSE

Thank you for letting us know your transportation concerns. We have shared your request with the Christian County Highway Department. They have indicated that this is something that can be reviewed in the next budget year. For multi-stop requests, Christian County does perform an engineering study and reviews safety and sight distances, so there will need to be some evaluation to determine the impacts of making this change. Please let us know if you have any further questions regarding this or any other transportation concerns. We do share all feedback with our Board of Directors to ensure they are aware of any concerns, as well.

### CITIZEN

#### RECEIVED VIA GIVEUSYOURINPUT.COM

Please don't even have the far left lane on a highway end with a merge especially at an exit on ramp. I've driven from ozark to kearney St in Springfield and the traffic has never been worse that what it is right now. You made 4 lanes of traffic converge into 2. People of Missouri that haven't driven in big cities do not know what to do when a left lane ends. My 17 minute drive time has increased to at least 30-45min. I don't even want to think about the amount of fuel I've wasted. I get it probably has something to do with Leaving Greene County and entering Christian. And I'm glad to see work is starting now to extend that 3rd lane. Looking back something better could have been done.

#### OTO'S RESPONSE

Thank you for your feedback on transportation concerns in the region. We will be sharing your comments with our Board of Directors and with the Transportation Improvement Program Subcommittee. We have shared your comments directly with MoDOT and they have provided feedback as well.

MoDOT asked that we share this response from them:

*Thank you for your comments about the ongoing project to widen Route 65 to six lanes between Springfield and Ozark. As you can understand, MoDOT has limited funds and we are using the resources we receive to build road*

*projects that address increasing traffic volumes and safety concerns on roadways in southwest Missouri. With the Route 65 widening, we must complete this very expensive project in phases. The goal for each project is to go from interchange to interchange – what we believe are good transition points. We know the current project between Evans Road and Route CC/J at Ozark will help continue the efforts to provide more highway lanes to accommodate the ever-increasing number of vehicles. The additional southbound left lane of Route 65 was built knowing that the next project would continue that lane toward the south. We believe it is well marked with several signs alerting drivers that the lane ends.*

*We appreciate your feedback. Thank you for your interest in transportation in southwest Missouri.*

Thank you again for providing your comments. Please let us know if you have any further questions regarding this or any other transportation concerns.

## DELAWARE NEIGHBORHOOD ORGANIZATION

### RECEIVED VIA GIVEUSYOURINPUT.COM

In Delaware neighborhood, we are schedule to have two new sidewalks on 1600-1700 blocks of Fairway and Kentwood avenues. The issue is that there are very few sidewalks on Sunshine and Glenstone is broken up significantly between the Walmart market and Sunshine and Glenstone. Both of these are major thoroughfares with a fair amount of pedestrian traffic but no place to walk safely. Can you add projects for these? We used to have a guy in a wheelchair who would have to travel on the far right of Sunshine in the outer lane. He has since passed away but who is to say when the next disabled person will need access to stores along Sunshine. Thanks for letting me post.

### OTO'S RESPONSE

Thank you for your feedback on transportation concerns in the region. We will be sharing your comments with our Board of Directors and with the Transportation Improvement Program Subcommittee. We have shared your comments directly with the City of Springfield and MoDOT, and they have provided feedback as well.

MoDOT stated that their emphasis right now is bringing existing sidewalk into ADA (Americans with Disabilities Act) compliance. The upgrade of existing sidewalk to comply with the ADA on Glenstone and Sunshine east of Glenstone will occur tentatively in the 2021 to 2023 timeframe. This will address existing sidewalk locations, but won't add much new sidewalk, such as on the west side of Glenstone. It will, however, include some of the driveway crossings. MoDOT asked if you have any specific locations where the sidewalk is broken up. I would gladly share those details with them.

The City of Springfield asked that we share this response from them:

*Thank you for your involvement in the public comment period for the upcoming TIP funding. Sunshine Street west of Glenstone Avenue is under City of Springfield jurisdiction. We have received requests in the past for sidewalk along Sunshine Street, and have therefore, identified this on our unfunded needs list.*

*Some of the issues we have ran into, when looking to construct sidewalk along either side of Sunshine, include (but are not limited to), limited right-of-way, driveway conflict points, parking abutting the edge of right-of-way, and funding. Some of these constraints have made it difficult for us to construct sidewalk along this segment of Sunshine, but we continue to seek the funding needed to accomplish this project. In the meantime, there are numerous (re)developments that have occurred along this stretch of Sunshine, which (per City Code) are required to construct sidewalk along their property frontage (hence, the random segments of sidewalk along Sunshine). This will continue to be a requirement for (re)development, and will allow for us to more easily fill these gaps in the future.*

*As for Glenstone Avenue – this street falls under MODOT’s jurisdiction, and will defer questions/concerns regarding Glenstone to MODOT.*

*If you have further questions, please feel free to give us a call at (417) 864-1971 or shoot us an email at [destell@springfieldmo.gov](mailto:destell@springfieldmo.gov).*

*Kind regards,*

*City of Springfield – Public Works: Traffic Operations*

Thank you again for providing your comments. I will forward your specific location concerns to MoDOT if you have those details. Please let us know if you have any further questions regarding this or any other transportation concerns.

## GALLOWAY VILLAGE NEIGHBORHOOD ASSOCIATION

### RECEIVED VIA EMAIL WITH INLINE RESPONSE FROM OTO AND PARTNER AGENCIES IN GREEN

Thank you for providing the recently formed Galloway Village Neighborhood Association (hereinafter referred to as “GVNA”) the opportunity to provide feedback on transportation priorities through the Ozarks Transportation Organization’s public input process. Please note, the boundaries of our GVNA (and therefore the context for our feedback) are as follows:

North: Battlefield Road  
East: Highway 65  
South: James River Freeway/Hwy 60  
West: Glenstone Avenue

The GVNA Vision and Development Committee was able to review your request at its meeting on December 12. Although the timeframe for organizing and providing thoughtful feedback was brief, we were able to compile the following general points of feedback:

Thank you for providing such detailed information in your comments for the OTO FY 2020-2023 Transportation Improvement Program. Please know that your comments have also been shared with Ozark Greenways, MoDOT, Springfield-Greene County Parks, and City of Springfield (Public Works and Planning).

I have included responses below your comments where they specifically pertain. The City of Springfield has asked that we share this response with you, in light of their upcoming planning efforts in the GVNA area:

*“We appreciate the input presented by the Galloway Village Neighborhood Association. As the City moves forward, working with the neighborhood on development guidelines and capital improvements in the area, the items presented in their response will be discussed.”*

In addition to the response below, MoDOT also stated, “GVNA offered thoughtful comments. I appreciate the work that went into that letter.”

I am looking forward to hearing the results of the further discussion GVNA has with the City of Springfield. We will continue to keep you on our input mailing list, though I encourage you to be in touch anytime you have a comment or request regarding transportation throughout the OTO region.

#### **A. Input Related to Roadways**

##### **1. Designation of I-244 Interstate Loop**

While the committee understands the reasoning for the “interstate” designation (e.g., easier path-finding and traffic routing), there are overarching concerns among our members that this will increase truck traffic and further complicate access points that connect to the GVNA (Battlefield Road, Glenstone Avenue, and the Highway 60/65 interchange). These access points are already some of the most heavily congested areas of the city and do not need additional traffic routed through them – especially truck traffic. **GVNA would like: 1) to better understand the planning process that will ensure these access points will be able to bear the increased traffic loads that will result from the new designation; and 2) ensure there will be appropriate signage to prohibit large truck traffic.**

##### **Response by MoDOT:**

1. Increased traffic due to the interstate designation itself will be nominal. Rerouting of traffic when there are incidents on I-44 can occur today and is temporary – the continuous designation of an interstate loop would only make it easier for travelers to find the bypass route and less likely to get lost on a side street. Long term, more significant increases in traffic could occur if interstate designation leads to additional development on the Highway 65 or James River Freeway corridors. However, this development may occur regardless of interstate designation. Making sure that adequate infrastructure is provided for land development is handled by OTO’s Metropolitan Transportation Plan and the City of Springfield Comprehensive Plan.
2. Regarding signage to prohibit large truck traffic, the only MoDOT street connection in the GVNA area is Glenstone Avenue. MoDOT does not post truck restrictions on state highways. However, given that the Glenstone corridor has already developed as retail, I don’t anticipate interstate designation would significantly change truck traffic on Glenstone.

##### **2. Battlefield Road/Lone Pine Intersection**

The recent approval of large scale retail/commercial development at this intersection, as well as the surge in high density residential and commercial developments along the Lone Pine corridor throughout 2018, is cause for significant concern for our members. We have already experienced substantial and negative traffic related consequences at this intersection from the projects that have already opened; and with 300 new apartments and retail establishments yet to open in 2019 problems at this intersection will only get more serious.

Although a traffic study will be required by the developer of the acreage on the SW corner of the intersection, it WILL NOT address the comprehensive problems created by overdevelopment of the Lone

Pine corridor, nor the problematic cut-through traffic created by individuals who are avoiding the heavily congested roads that bound our neighborhood (i.e., Battlefield and Glenstone). There are a multitude of symptoms that evidence our safety concerns related to this particular intersection. **The GVNA respectfully requests development of a multi-agency plan in collaboration with our association to address the comprehensive safety and development concerns of this intersection.**

3. Planned Improvements to Galloway Street

It is our understanding that funding has been allocated by the City of Springfield to design improvements to Galloway Street during 2019. We are truly grateful that the City has acknowledged the overwhelming need to improve the safety of all who use this passageway. To ensure the greatest opportunity for the success of this project, **GVNA strongly recommends close collaboration between our association and the project designers from the outset of this project to ensure situational issues known to neighborhood residents are properly addressed.** This would be an important opportunity to build good-will with our members, while ensuring the overall success and buy-in of a very strategic project for both our neighborhood and the City.

4. Traffic Flow on Luster Avenue at Republic Road

In recent years, improvements were made to Luster Avenue (east of the intersection of Glenstone Avenue) that have created significant traffic bottlenecks and safety risks. The intersection is difficult to navigate under the best of circumstances, and is downright dangerous at night and in the rain where markings are difficult to see. These issues are exacerbated by the location of the Comfort Inn which draws a large number of drivers who are unfamiliar with the intersection and, thereby, confused while trying to navigate to the hotel entrance. **The GVNA respectfully requests improvements to the intersection of Luster Avenue and Republic Road to decrease disorientation and confusion, and increase safety when turning onto or crossing Luster.** This is another project where the experience of GVNA members would improve the outcome.

5. Potential Reclassification of Lone Pine and Galloway Streets

The members of GVNA are interested in reducing the use of both Lone Pine and Galloway Streets as “pass-through” streets for non-resident traffic. We do not believe the solution to this problems is to simply widening these street; rather, our vision is to reclassify these streets in an attempt to return them to “destination” streets for the benefit of our residents and businesses. **The GVNA respectfully requests reclassification of Lone Pine and Galloway Streets from “second arterial street” status to “collector street” status to improve the lives and safety of the area residents.**

6. Planning for Future Development

The members of the GVNA are overwhelmingly concerned that there is a lack of appropriate comprehensive planning for the future development of large parcels of land in our neighborhood. With nearly 1,000 acres of undeveloped land within the boundaries of our association (not including the future development of the Galloway Quarry property which would increase the total by hundreds more acres), we need a multi-agency, comprehensive future-facing approach to preparing for these large scale developments. Relying on future developers to propose and fund solutions is not planful; rather it is a reactionary approach that threatens the quality of life for the members of our association. **The GVNA respectfully requests development of a multi-agency comprehensive plan to address infrastructure needs to support future development of virgin land parcels within the boundaries of our association.**

## **B. Input Related to Bicycle and Pedestrian Safety**

### **1. Overall Safety of the Greenways Trail**

Recent retail/commercial/residential developments along the Lone Pine corridor south of Sequiota Park have created numerous safety concerns for the individuals using the greenways trail. Examples of these safety concerns include but are not limited to:

- Sections of the trail which are literally inches from the roadway, which now contains a median that cars are swerving to avoid;
- Customers to the new businesses along Lone Pine are swerving onto the trail to maneuver “U” turns to get to the businesses on the other side of the median;
- Lack of curbs or other barriers along either the trail or roadway that would prevent a car from running over the trail;
- Construction vehicles and customers to the businesses are routinely driving over and parking on the trail itself; and
- Pedestrian crossings have been added across south Lone Pine to connect new retail and residential developments to the trail which has increased the number of pedestrians in the street. Additional crossings are planned.

The OTO’s 2017 Trail Investment Study outlines a good plan for expanding regional trail systems through a program known as “Rails to Trails”. However, the existing portion of the Galloway Trail (between Seminole and James River) is not mentioned in the study.

**The GVNA respectfully requests: 1) an immediate solution be implemented to protect the safety and wellbeing of persons who are using the trail across from the Township 28 and Galloway Creek/Quarry Town developments; 2) limitations on the number of times the trail crosses Lone Pine to increase safety for pedestrian traffic; 3) development of a comprehensive plan that will move the trail further from the roadway and potentially use the existing rail bed to create a safer environment for all stakeholders; and 4) amendment of the 2017 Trail Investment study to include the existing Galloway Trail as a “rail to trail” project.**

### **Response by Ozark Greenways:**

1. Agreed. An attractive barrier needs to be installed in that area.
2. The Galloway Creek Greenway trail is complete. No additional trail crossings anticipated due to that. However, I believe a crosswalk and sidepath connector is going to be added to connect Brentwood Neighborhood, across Lone Pine, to Galloway Creek Greenway. A section of the trail is also going to be upgraded from asphalt to concrete. The upgrade (primarily grant funded) is to the trail surface and does not include a barrier between the street and trail per grant guidelines.
3. I believe that the Galloway Creek Greenway should remain as is-with planned renovations to include wayfinding and lighting to make it more like an urban trail in the Galloway Village Neighborhood/District. The Galloway Creek Greenway is not a rail-trail.  
The Chadwick Flyer North & South Rail-Trail Alignments should be amended to cover the entire planned rail-trail from the points north (Sherman Parkway/Jordan Valley Park) and south (Ozark, MO.) Yes-this would mean that we would have an area that has two trails intersecting and paralleling each other (for a bit.) This would be great. This area will benefit from two trails-due to the current volume and anticipated increase in volume. All sorts of scenarios could be played out with that....perhaps the rail-trail becomes more of the “commuter” trail and the Galloway creek greenway

in Galloway village boundaries is just for walker. Preliminary discussions are beginning to see about railbanking.

It should be noted that one of the primary goals of our recent organization as an association was to increase access to information about transportation planning, as well as opportunities for formal input earlier in the planning process with municipal, county, state, and federal projects. This OTO feedback process not only helps our association fulfill this primary goal, but more importantly fosters a sense of optimism that our voice may be heard and considered by those who are in a position to create positive change for our members. We are hopeful that the feedback provided will serve as a catalyst for on-going conversations about the needs and interests of our stakeholders. We look forward to a robust partnership with the multiple agencies that serve the transportation needs of our neighborhood in the future.

Thank you again for gathering this input from the Galloway Village Neighborhood Association.

#### **DRAFT PUBLIC COMMENT WITH RESPONSE**

This section will be completed once the Public Comment Phase of the TIP has been completed.





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.

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