

**OTO FY 2022-2025**

# Transportation Improvement Program

**Approved by the Board of Directors: July 15, 2021**

**Approved by U.S. DOT: July 23, 2021**



**OZARKS TRANSPORTATION ORGANIZATION**  
A METROPOLITAN PLANNING ORGANIZATION



**U.S. Department of Transportation**

**Federal Transit Administration**  
901 Locust, Room 404  
Kansas City, MO 64106  
816-329-3920  
816-329-3921 (fax)

**Federal Highway Administration**  
3220 W. Edgewood, Suite H  
Jefferson City, MO 65109  
573-636-7104  
573-636-9283 (fax)

July 23, 2021

Mr. Patrick McKenna, Director  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102

Re: FHWA/FTA Approval of Missouri FY 2022-2026 STIP to incorporate the Ozarks Transportation Organization (OTO) FY 2022-2025 Transportation Improvement Program (TIP) and the OTO and MoDOT Self Certification

Dear Mr. McKenna:

As requested in your letter dated July 22, 2021, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have reviewed the requested amendment to the FY 2022-2026 Missouri State Transportation Improvement Program (STIP) to include the Ozarks Transportation Organization (OTO), FY 2022-2025 Transportation Improvement Program (TIP) for the Springfield, Missouri metropolitan planning area. This TIP includes transit, street, highway, rail, enhancement, and aviation projects that are compatible with the metropolitan area's long-range transportation plan.

The OTO Board of Directors approved the TIP on July 15, 2021. The Missouri governor approved the OTO FY2022-2025 TIP on July 22, 2021.

In accordance with 23 CFR 450.218(b), we have determined that the OTO FY2019-2022 TIP is based on a transportation planning process that substantially meets the requirements of 23 U.S.C 134 and 135, 49 U.S.C. 5303 and 5304 and 23 CFR 450 Subparts A, B, and C. Based on our review, this STIP amendment request is approved.

The OTO's FY 2019-2022 TIP includes the MPO and MoDOT's Annual Self Certification of the Springfield metropolitan areas' planning process as required under 23 CFR 450.334. The OTO Board of Directors approved the Annual Self certification on July 15, 2021. Based on our 2021 Federal Certification Review and our planning work product reviews and monitoring activities throughout the year, we concur that the MPO's planning process meets all applicable Federal requirements outlined in the executed annual self-certification statement.

If you have any questions or need additional information, please contact Eva Steinman, FTA, at (816) 329-3931 or Brad McMahon, FHWA, at (573) 638-2609.

Sincerely,

Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration

For: Kevin W. Ward, P.E.  
Division Administrator  
Federal Highway Administration

cc: Sara Fields, OTO  
Eric Curtit, MoDOT  
Llans Taylor, MoDOT  
Britni O'Connor, MoDOT  
Frank Miller, MoDOT Southwest District  
Dana Kaiser, MoDOT  
Joan Roeseler, MoDOT  
Shelia Schmitt, City Utilities  
Greg Burris, Missouri State University

DRAFT

## Missouri Department of Transportation

*Patrick K. McKenna, Director*

1.888.ASK MODOT (275.6636)

July 22, 2021

Mr. Kevin Ward  
Division Administrator  
Federal Highway Administration  
3220 West Edgewood, Suite H  
Jefferson City, MO 65109

Mr. Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration  
901 Locust, Room 404  
Kansas City, MO 64106

Dear Messrs. Ward and Ahmad:

SUBJECT: Springfield Metropolitan Area  
Ozarks Transportation Organization (OTO)  
FY 2022-2025 Transportation Improvement Program (TIP)  
Approval Request to Incorporate TIP into FY 2022-2026 STIP  
Submittal of MPO Self-Certification

As required by the Fixing America's Surface Transportation (FAST) Act, Governor Parson approved the FY 2022-2025 TIP for the Springfield metropolitan area. The TIP covers transit, street, highway, enhancement, and aviation projects for FY 2022-2025 from transit operators, local governments and various agencies.

Enclosed is a copy of the Governor's approval letter and supporting documentation. The OTO Board of Directors approved the TIP on July 15, 2021. All public involvement considerations were met and fiscal constraint has been ensured.

Included with the TIP is the annual self-certification of the planning process between OTO and MoDOT as required in 23 CFR 450.336. This self-certification is based on review of day-to-day work coordination, the review of work products and the planning process review.

We request approval of incorporating this TIP into the FY 2022-2026 Statewide Transportation Improvement Program at your earliest convenience.

Sincerely,

Britni O'Connor  
Transportation Planning Specialist

Enclosure

cc:	Brad McMahon-FHWA	Eva Steinman-FTA	Natasha Longpine-OTO
	Cathy Monroe-FTA	Sara Fields-OTO	Frank Miller-sw



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

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





# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

16 July 2021

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

Dear Ms. O'Connor:

Please find the provided OTO Board of Directors approved FY 2022-2025 Ozarks Transportation Organization Transportation Improvement Program (TIP). The Board of Directors adopted the FY 2022-2025 TIP and on July 15, 2021 and approved the Self-Certifications also on July 15, 2021. The Self-Certifications are found in the TIP as pages H-ix and H-x. Public comment was taken in accordance with federal law and in accordance with the OTO Public Involvement Policy. This Board of Directors approved TIP also reflects comments received from MoDOT and U.S. DOT. We are requesting that the Ozarks Transportation Organization Transportation FY 2022-2025 TIP be incorporated into the Missouri Statewide Transportation Improvement Program.

The TIP includes 16 aviation projects, 161 bike/ped/operations/roadway projects, and 24 transit projects, for a total of 201 projects. The OTO has programmed \$222,316,130 in Federal funding, \$97,460,512 in State funding, and \$61,667,239 in local funding, for a total program of \$381,443,881.

Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner



## Table of Contents

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Section A .....	Introduction
Section B .....	Performance Based Planning
Section C .....	Status of Prior Year Projects
Section D .....	Federal Aviation Eligible Projects
Section E .....	Federal Highway/MoDOT Eligible Projects
Section F .....	Federal Transit Eligible Projects
Section G .....	Fiscal Constraint
Section H .....	Appendix 1 (Regulatory Requirements)
Section I .....	Appendix 2 (Public Input)

# INTRODUCTION

## SECTION A

INTRODUCTION

OTO MPA BOUNDARY MAP

OTO URBANIZED AREA MAP

LIST OF OTO MEMBERS

PUBLIC INVOLVEMENT PROCESS

ANNUAL LISTING OF OBLIGATED PROJECTS

TRANSPORTATION PLAN COMPLIANCE

FUNDING SOURCES

## 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 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.

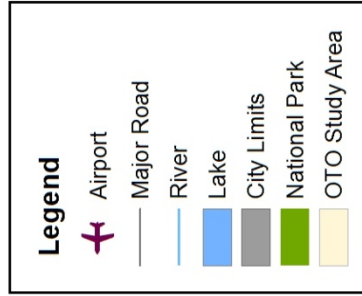
The TIP is created in compliance with the OTO public involvement policy. Each individual agency allows for public participation in the TIP process. Once the TIP submittals are received, OTO staff compiles the submittals and distributes them to the Technical Planning Committee. The Technical Planning 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.

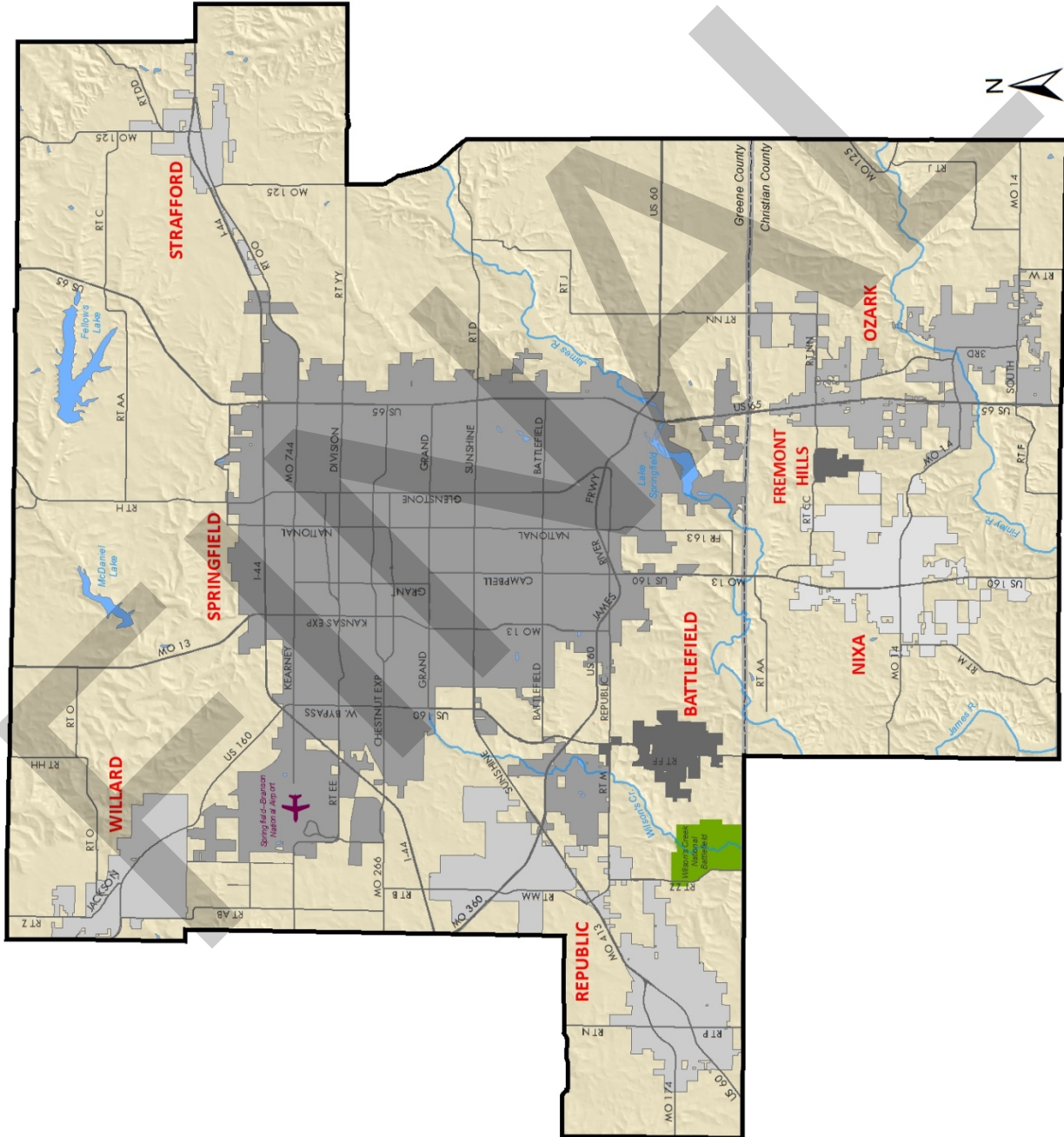


# Ozarks Transportation Organization Metropolitan Planning Area

Approved by the Governor of Missouri  
2/8/2002



**DISCLAIMER**  
The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

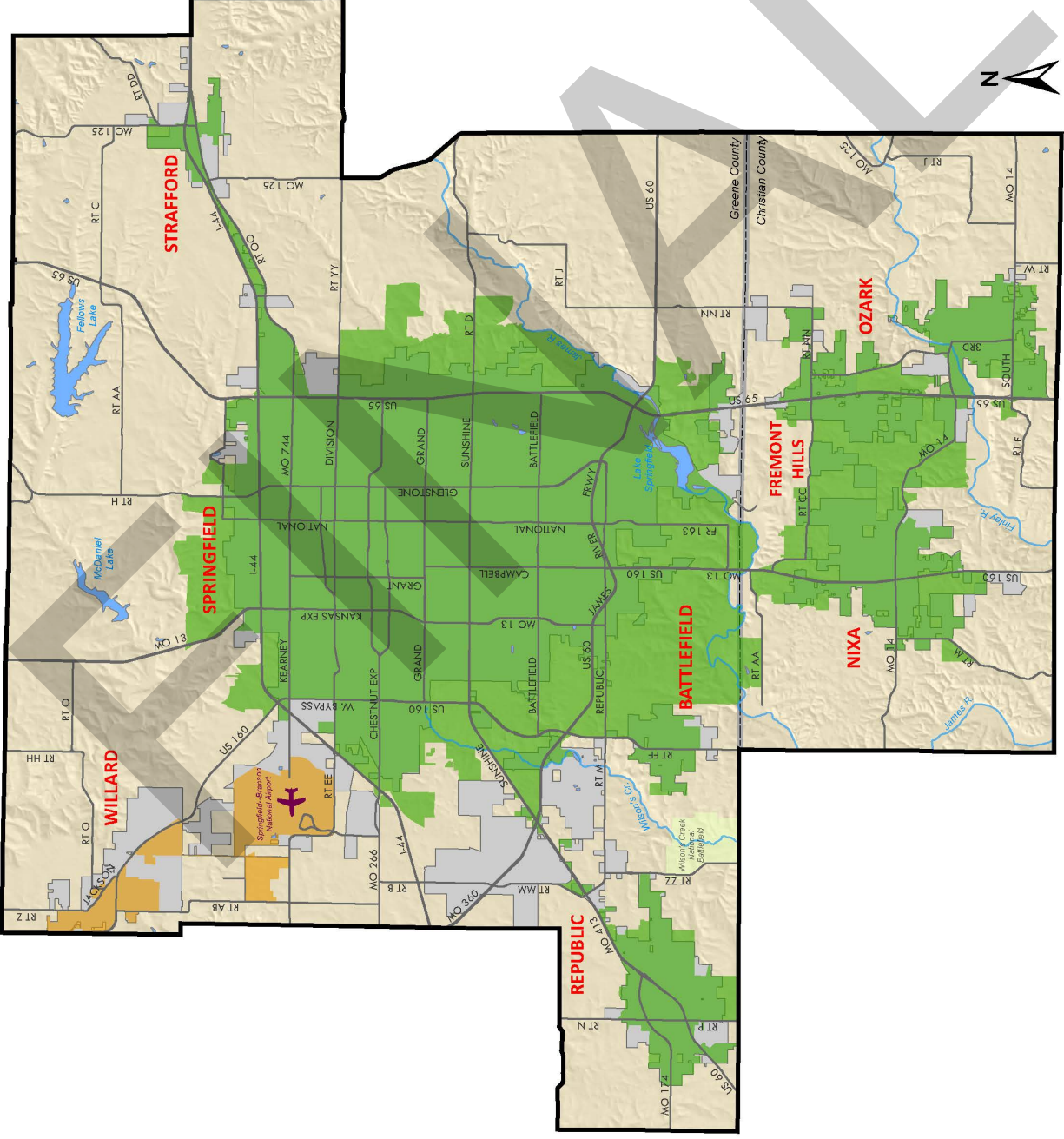


# Ozarks

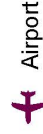
U.S. Census Bureau

2010 Census Urban Area

FHWA Approved 1/16/14



### Legend



— Major Road

— River

Lake

City L

National Pa

Springfield Urbanized Area

Willard Urbanized Area

OTO Study Area



DISCLAIMER

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## 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 Section I 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 Section I.

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 G: 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 2022-2025

## Project Detail by Section and Project Number with Map

### TIP Section

D – Federal Aviation Eligible  
E – Federal Highway Eligible  
F – Federal Transit Eligible

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

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

Project Description

Funding Agency (Federal Funding  
Category Identified if applicable)

Source

Phase

FY2022

FY2023

FY2024

FY2025

Total

Federal, State, or Local

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

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 Number and Project Name

XX##\*-YYZ\$ (e.g., NX2201-21A2)

XX – code for location or agency

## - last 2 digits of project original starting 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 Section and Page Number of Detailed Report

TIP Version Shown in Footer of each Detailed Report

FY 2022-2025 TIP

# PERFORMANCE BASED PLANNING

## SECTION B

NATIONAL GOALS AND PERFORMANCE MEASURES

OTO GOALS AND PERFORMANCE MEASURES

PROGRAMMING FOR PERFORMANCE

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## 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. Transit Safety

To achieve a reduction in transit-related fatalities, serious injuries, and safety events, and improve mechanical reliability.

*Measures:*

- Fatalities: Total Number of Reportable Fatalities by Mode
- Fatalities: Rate per Total Vehicle Revenue Miles by Mode
- Injuries: Total Number of Reportable Injuries by Mode
- Injuries: Rate per Total Vehicle Revenue Miles by Mode
- Safety Events: Total Number Reportable Events by Mode

#### 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
- Safety Events: Rate per Total Vehicle Revenue Miles by Mode
- System Reliability: Mean Distance between Major Mechanical Failures by Mode

#### 4. 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

#### **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. 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)

#### **8. 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)

#### **9. 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.

### **SAFETY TARGETS**

After review of the information, at its meeting on December 17, 2020, the OTO Board of Directors voted to support the statewide safety targets for Calendar Year (CY) 2021, which are based on a rolling five-year average.

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 Coalition for Roadway Safety (Show-Me Zero) and the hosting of the Traffic Incident Management Committee. Through the Southwest Coalition, 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.

## TRANSIT SAFETY TARGETS

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City Utilities, the sole fixed-route transit operator and recipient of FTA 5307 funding, has developed and adopted their own Public Transit Agency Safety Plan. At its meeting on December 17, 2020, the OTO Board of Directors voted to support the safety targets set by City Utilities Transit.

## TRANSIT ASSET MANAGEMENT TARGETS

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City Utilities, as a Tier II transit agency, has partnered 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. The targets in the MoDOT TAM plan have been reviewed annually, however, there have been no changes, and so additional Board of Directors action has not been necessary.

## INFRASTRUCTURE CONDITION TARGETS

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Pavement and Bridge Targets are a combination of two- and four-year targets. At its meeting on December 17, 2020, the OTO Board accepted the MoDOT Pavement and Bridge Targets, agreeing to plan and program in support of these targets.

## SYSTEM PERFORMANCE TARGETS

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System Performance, which includes system reliability and freight reliability, is also a combination of two- and four-year targets. At its meeting on December 17, 2020, the OTO Board accepted the MoDOT System Performance Targets, agreeing to plan and program in support of these targets.

## 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 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*.

**Integration of these regional performance measures into the OTO prioritization process for the statewide transportation improvement program can be found in Section E: Federal Highway/MoDOT Eligible Projects.**

## TRANSPORTATION PLAN 2040 GOALS

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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 2022-2025 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
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

Performance Measure	Target	FY 2022-2025 TIP Projects
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
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

## DESTINATION 2045 GOALS

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OTO is currently developing its next long range transportation plan, *Destination 2045*. The goals and performance measures adopted as part of that process will be incorporated into future prioritization efforts. These will be incorporated into the next TIP.

## PROGRAMMING FOR PERFORMANCE

The projects included in the FY 2022-FY 2025 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 \$72 million is programmed for bicycle and pedestrian projects and projects that include bicycle and pedestrian accommodations.

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 \$15 million in safety projects has been programmed, with many projects addressing 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. About 30 percent of funding is dedicated to Asset Management projects.

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 bus replacement projects totaling over \$6 million. Transit Safety is provided through funds available to City Utilities Transit and is programmed at around \$140,000 over the life of this TIP.

# PROJECTS

## SECTION C – STATUS OF PRIOR YEAR PROJECTS

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## 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 2022-2025 TIP. Projects continue to appear in this list until they are marked complete, removed, or reprogrammed.

### SECTION D

TIP #	Project Description	Type of Improvement	Status
<b>NA1200</b>	Midfield Terminal Entitlement Cost Reimbursement	Reimbursement of eligible Midfield Terminal construction costs from annual passenger entitlements; project completed in 2009.	Removed from TIP; Project Complete; Payback in Airport CIP
<b>NA1905</b>	Rehabilitate/Reconstruct Txwy U, Demolish Txwy B, Rehabilitate Rwy 2-20	Rehabilitate and reconstruct Taxiway U from approach end of Runway 20 to Runway 12-32. Demolition of Taxiway Bravo. Rehabilitation of Runway 20-20.	Complete
<b>NA1906</b>	Construct Runway 20 Blast Pad	Construction Runway 20 blast pad.	Complete
<b>NA2301</b>	Taxiway November Reconstruction North of Taxiway Delta to Taxiway Charlie	Reconstruction of Taxiway November from north of Taxiway Delta to Taxiway Charlie.	Removed from TIP; Combined with other projects
<b>NA2302</b>	Taxiways Sierra and Delta Reconstruction	Taxiways Delta and Sierra reconstruction within Runway 14-32 Safety Area.	Removed from TIP; Combined with other projects
<b>NA2303</b>	Taxiway Sierra Reconstruction from Runway 14-32 to Taxiway November	Reconstruction of Taxiway Sierra from Runway 14-32 to Taxiway November.	Removed from TIP; Combined with NA2102-20A5

### SECTION E

TIP #	Project Description	Type of Improvement	Status
<b>BA1801</b>	Route FF Resurfacing	Pavement resurfacing on Rte. FF from 0.2 miles south of James River Freeway (Rte. 60) to south of Weaver Road in Battlefield.	Complete
<b>CC1102</b>	Route 65 Capacity Improvements	Scoping for capacity improvements on US 65 from north of Valley Water Mill Road in Springfield to Route F in Ozark.	Removed from TIP
<b>CC1701</b>	Route CC Pavement Improvements	Pavement improvements in disconnected sections of Rte. CC from 0.5 miles east of Rte. 160 to Rte. 65.	Complete
<b>CC1803</b>	Nicholas Road Safety Scoping	Scoping for safety improvements on Nicholas Road from Gooch Road to Shelvin Rock Road.	Removed from TIP

TIP #	Project Description	Type of Improvement	Status
<b>CC2001</b>	Route 14 Pavement Resurfacing Tiffany to 32nd	Pavement resurfacing from east of Tiffany Boulevard in Nixa to 32nd Street in Ozark.	Programmed Funding Obligated
<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
<b>EN1513</b>	FF and Weaver Road Sidewalks	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.	Complete
<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.	Complete
<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>EN1801</b>	ADA Improvements on West US 60, Sunshine, and Kansas	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.	Under Construction
<b>EN1802</b>	ADA Transition Plan Implementation on Glenstone	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.	Reprogrammed as part of SP2003
<b>EN1902</b>	Pine and McCabe Sidewalks	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.	Under Construction
<b>EN1903</b>	Hunt Road Sidewalks	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.	Complete
<b>EN1905</b>	Nicholas Sidewalks Ph 1 and Ph 2	Sidewalk connection along Route M/Nicholas Road between MO 14 and Verna Lane, including a small segment along Verna Lane.	Under Construction
<b>EN1906</b>	Ozark N. Fremont Sidewalks	Sidewalk connections in Ozark along Fremont Road from MO 14 to the OTC Richwood Valley Trail west of Fremont.	Under Construction

TIP #	Project Description	Type of Improvement	Status
EN1907	Ozark South Elem Sidewalks	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.	Under Construction
EN1908	Ozark West Elem Sidewalks	Sidewalk connections in Ozark along Fremont extending north and south of Route CC and intersection improvements at Fremont and Route CC.	Under Construction
EN1909	Springfield Greenwood Galloway Trail Connection	Sidewalk connections along Lone Pine Avenue and Covington Street from Greenwood Street to the Galloway Trail.	Under Construction
EN1910	Galloway Trail Reconstruction	Reconstruction of the Galloway Greenway Trail in Springfield along Lone Pine Ave. from Sequiota Park to Republic Rd.	Under Construction
EN1911	Fassnight from Jefferson to Phelps Grove Park	Trail connections in Springfield along Bennett Street from Jefferson to Phelps Grove Park, with gaps at 1400 and 1415 E Bennett.	Under Construction
EN1912	Springfield Luster Sidewalks Seminole to Sunset	Sidewalk connections in Springfield along Luster Avenue from Seminole Street to Sunset Drive.	Under Construction
EN1913	Springfield Harvard Sidewalk Swallow to Aladdin	Sidewalk connections in Springfield along Harvard Avenue from Swallow Street to Aladdin Court.	Under Construction
EN2001	Gregg Road Sidewalk	Replace and or repair existing sidewalk from Route 14 to Butterfield Drive.	Removed from TIP
EN2012	OGI Trail Planning Services	Regional trail planning services to (1) refine existing trail alignments, (2) engage with landowners, (3) engage with OTO municipalities, and (4) increase community interest in trails.	In Progress
GR1501	Kansas Expressway Extension	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.	Complete
GR1701	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.	Complete
GR1703	Route H Pavement Resurfacing	Pavement resurfacing on Rte. H from Rte. WW to Rte. KK.	Under Construction
GR1704	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.	Complete
GR1705	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.	Complete

TIP #	Project Description	Type of Improvement	Status
<b>GR1804</b>	Route 60 Resurfacing W. of Highland Springs	Pavement resurfacing from 0.7 mile east of Glenstone Ave. (Bus. 65) to Highland Springs Boulevard east of Springfield.	Under Construction
<b>GR1805</b>	Route EE Resurfacing FR 97 to AB	Pavement resurfacing on Rte. EE from Farm Road 97 to Rte. AB.	Complete
<b>GR1903</b>	Route 13 Pavement Resurfacing	Pavement resurfacing on Rte. 13 from Rte. WW in Greene County to 0.1 mile north of Norton Road in Springfield.	Under Construction
<b>GR1904</b>	Route 160 Bridge Rehabilitation	Rte. 160 bridge rehabilitation (A3543) over the Frisco Highline Trail near Willard.	Complete
<b>GR1905</b>	Eastbound I-44 Pavement Rebuild at Rte. 744	Rebuild pavement on the eastbound lanes at Rte. 744 (Mulroy Road) interchange in Springfield.	Under Construction
<b>GR1906</b>	Chestnut Expressway Pavement Rebuild I-44 to Broadview	Rebuild pavement on Chestnut Expressway from I-44 to east of Broadview Place in Springfield.	Under Construction
<b>GR1908</b>	Mulroy Road Bridge Deck Sealing	Bridge deck sealing on Mulroy Road over I-44. Project involves bridge A4721.	Under Construction
<b>GR1909</b>	Rte D Bridge Rehab over James River	Bridge rehabilitation on Rte. D over James River 3.2 miles east of Springfield. Project involves bridge A3057.	Under Construction
<b>GR1910</b>	Route O Pavement Resurfacing Jackson to 13	Pavement resurfacing on Rte. O from Jackson Street in Willard to Rte. 13.	Under Construction
<b>GR2001</b>	Route 125 Pavement Preservation	Pavement preservation treatment at various locations in the urban Southwest District. Project involves bridges A3030 northbound and southbound.	Complete
<b>GR2002</b>	Little Sac River Bridge Rehabilitation	Bridge rehabilitation over Little Sac River.	Complete
<b>GR2005</b>	Route AA Resurfacing H to 65	Pavement resurfacing on Route AA from Rte. H to Rte. 65.	Complete
<b>GR2006</b>	Route KK Resurfacing H to 65	Pavement resurfacing on KK from 0.3 mile east of Rte. H to Rte. 65.	Complete
<b>GR2008</b>	MO 266 Resurfacing and Add Shoulders AB to I-44	Pavement resurfacing and add shoulders on MO 266 from Rte. AB to I-44 in Springfield.	Under Construction
<b>GR2009</b>	Replace Bridge #1690225 on Farm Road 169	Remove and replace existing bridge #1690225 on Farm Road 169 over Farmer's Branch and upgrade approaches.	Under Construction
<b>GR2102</b>	Route B Pavement Resurfacing in Greene County	Pavement resurfacing from Rte. 266 to I-44 in Springfield.	Under Construction
<b>MO1607</b>	Resurfacing on Various Primary Routes (2019)	Pavement improvements on primary routes in the OTO area.	Removed from TIP
<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>MO1718</b>	I-44 Pavement Repair	Job order contracting for pavement repair on I-44 in the Ozarks Transportation Organization.	Removed from TIP
<b>MO1803</b>	Annual On-Call Work Zone Enforcement (2020)	On-call work zone enforcement in the OTO area.	Complete

TIP #	Project Description	Type of Improvement	Status
<b>MO1804</b>	ITS Operations and Management (2020)	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.	Complete
<b>MO1807</b>	Job Order Contracting Bridge Repair	Job order contracting for bridge repair on I-44 from east of Rte. 360 to 2 miles east of Rte. 125, Rte. 65 from I-44 to Rte. 60, Rte. 360 from east of I-44 to Rte. 60, and Rte. 60 from Rte. 360 to Rte. 65.	Complete
<b>MO1808</b>	I-44 Job Order Contracting Pavement Repair	Job order contracting for pavement repair in the OTO area.	Removed from TIP
<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
<b>MO1903</b>	I-44 Wrong-Way Countermeasures	Add safety signage for wrong way countermeasures at various ramp locations in the urban Southwest District.	Complete
<b>MO1906</b>	On-Call Bridge Repairs	Job order contracting for bridge repair at various locations in the Ozarks Transportation Organization area.	Complete
<b>MO2001</b>	I-44 Job Order Contracting 2020	Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.	In Progress
<b>MO2002</b>	Wrong Way Countermeasure Signage in the OTO Area	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.	Complete
<b>MO2003</b>	Pavement Repair at Various Locations	Pavement repair at various locations on I-44, Rte. 60, Rte. 65 and Rte. 360 in the urban Southwest District.	Complete
<b>MO2004</b>	High Friction Surface Treatment at Various Locations	High friction surface treatment at various locations in the urban Southwest District.	Under Construction
<b>MO2005</b>	Job Order Contracting for Guard Cable and Guardrail Repair	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.	In Progress
<b>MO2006</b>	Minor Route Pavement Improvements	Pavement improvements on various minor routes in the urban Southwest District.	Removed from TIP
<b>MO2007</b>	Job Order Contracting for Bridge Repairs	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.	Complete
<b>MO2010</b>	I-44 Bridge Scoping	Scoping for bridge improvements from 0.7 miles east of Chestnut Expressway (Loop 44) in Springfield to Rte. 125 in Strafford.	In Progress
<b>MO2101</b>	ITS Operations and Management (2021)	Operations and management of Ozarks Traffic ITS in the OTO area.	Complete
<b>MO2103</b>	On-Call Work Zone Enforcement (2021)	On-call work zone enforcement at various locations in the Ozarks Transportation Organization area.	In Progress



TIP #	Project Description	Type of Improvement	Status
<b>MO2105</b>	I-44 Job Order Contracting 2021	Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.	Removed from TIP; Continuation of MO2001
<b>MO2108</b>	Guard Cable and Guardrail Repair Job Order Contracting	Job order contracting for guard cable and guardrail repair in the urban Southwest District.	In Progress
<b>NX1701</b>	Route 14 Capacity Improvements from Fort to Ridgecrest	Add lanes, turn lanes, sidewalks, and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard, pavement improvements on Rice Street north of Route 14, and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.	Under Construction
<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.	Complete
<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.	Complete
<b>NX1802</b>	Northview Road Improvements	Roadway and pedestrian improvements from Foxwood Drive to Route 160.	Complete
<b>NX1803</b>	Route 160 and South Street	Add turn lanes and sidewalks on Massey Boulevard (Route 160) at South Street in Nixa.	Complete
<b>NX1901</b>	Route 14 Pavement Resurfacing	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.	Complete
<b>NX1902</b>	US 160 Resurfacing from Route 14 to S. of South	Pavement resurfacing on US 160 from Rte. 14 to south of South Street in Nixa.	Removed from TIP
<b>NX2001</b>	Route 160 ITS Springfield to Nixa	Add ITS for Ozarks Traffic on Massey Boulevard from County Road 192 in Springfield to South Street in Nixa.	Complete
<b>OK1401</b>	Intersection Improvements at Jackson and NN	Add lanes and sidewalk, replace signal on Jackson Street (Rte. 14) at Rte. NN in Ozark.	Under Construction
<b>OK1701</b>	Jackson Street Capacity Improvements 16 <sup>th</sup> Street to Rte. NN	Add lanes, sidewalk, and pedestrian underpasses and pedestrian signal on Jackson Street from 16th Street to 0.1 miles west of Rte. NN in Ozark.	Under Construction
<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	Complete
<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	Complete

TIP #	Project Description	Type of Improvement	Status
<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	Complete
<b>OK1802</b>	Riverside Bridge	Construct new Riverside Bridge with new alignment from Greenbridge Road to Smallin Road as a two-lane with bike/ped accommodations.	Complete
<b>OK1803</b>	Route 14/Jackson Street Lane Additions	Lane additions on MO 14 from 32nd Street to 22nd Street in Ozark.	Complete
<b>OK1901</b>	US 65 Resurfacing from CC to South of F	Pavement resurfacing on US 65 from Rte. CC to 1.0 mile south of Rte. F in Ozark.	Under Construction
<b>OK2101</b>	Route NN Pavement Resurfacing in Ozark	Pavement resurfacing from 0.1 mile south of Farm Road 197 to 0.1 mile east of Rte. J in Christian County.	Under Construction
<b>RP1502</b>	Hines and Oakwood Corridor Improvements	Capacity and geometric improvements to meet current design standards for secondary arterial roadway	Complete
<b>RP1801</b>	Republic Road and Repmo Drive/FR103 Intersection	Roundabout on Republic Road (Rte. M) and Farm Road 103/Repmo Drive in Republic.	Complete
<b>RP1802</b>	Route 60 Resurfacing 174 to 413	Pavement resurfacing from Rte. 174 in Republic to Rte. 413.	Under Construction
<b>RP1803</b>	Route 60 Resurfacing in Republic	Pavement resurfacing from 0.3 miles west of Illinois Street to Rte. 174 in Republic.	Complete
<b>RP1901</b>	Route 60 and Route 174 Intersection	Realignment of through lanes and add turn lanes at Rte. 174 in Republic.	Complete
<b>RP2001</b>	Route ZZ Chip Seal Pavement Improvement	Pavement preservation treatment on Wilson Creek Boulevard from Rte. M to Farm Road 194 (County Line Road) in Republic.	Under Construction
<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>SP1605</b>	Mt. Vernon Street Bridge over Jordan Creek	Replacement of the Mount Vernon Street Bridge over Jordan Creek.	Complete
<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).	Complete
<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).	Complete

TIP #	Project Description	Type of Improvement	Status
<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.	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	See GR1901
<b>SP1801</b>	Scoping for Safety and Operational Improvements on Glenstone Avenue	Scoping for safety and operational improvements on Glenstone Ave. from Chestnut Expressway (Loop 44) to Battlefield Rd.	Removed from TIP
<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.	Complete
<b>SP1805</b>	I-44 Resurfacing	Pavement resurfacing from east of Rte. 360 to 0.6 mile west of Rte. 266.	Complete
<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.	Complete
<b>SP1809</b>	Route 413 Pavement Improvements	Pavement resurfacing on Rte. 413 from Rte. 360 to Kansas Expressway (Rte. 13) in Springfield. Project involves bridge H0945.	Complete
<b>SP1901</b>	MNA Railroad Crossing Signage	Replace existing crossbuck signage with stop or yield signage along Missouri & North Arkansas Railroad.	Complete
<b>SP1907</b>	US 60 Improvements National to 65	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.	Under Construction
<b>SP1912</b>	Sherman Parkway Rail Crossing Improvements	Install new rail crossing signal and rail crossing safety improvements on Sherman Parkway at BNSF railroad (USDOT crossing #664118Y).	Complete
<b>SP2001</b>	Pedestrian and Transit Improvements on MSU Campus	Pedestrian and transit improvements on MSU Campus to support the shuttle system.	Complete
<b>SP2004</b>	60/65 Bridge Deck Sealing	Bridge deck sealing on multiple bridges at Rte. 65/60 interchange in Springfield. Project involves bridges A7537, A7538, A7539, A7540, A7541, and A7543.	Under Construction
<b>SP2005</b>	US 65 Bridge Preventative Maintenance	Bridge deck sealing on southbound bridge over Sunshine Street in Springfield. Project involves bridge A6178.	Under Construction
<b>SP2007</b>	Route MM Pavement Resurfacing	Pavement resurfacing and add shoulders from 0.1 mile south of I-44 to north of Rte. 60 in Greene County.	Under Construction

TIP #	Project Description	Type of Improvement	Status
<b>SP2010</b>	James River Freeway Bridges Rehabilitation	Bridge rehabilitation at various locations on and over James River Freeway in Springfield. Project involves bridges A4140, A4142, A4146, and A4185.	Under Construction
<b>SP2011</b>	Traffic Signal System Improvements-Battery Backup	Traffic signal system improvements in Springfield at various locations, including battery backup systems.	Under Construction
<b>SP2012</b>	Pavement Improvements Sunshine, National, Battlefield	Overlay for various locations on Sunshine Street, National Avenue, and Battlefield Road.	Under Construction
<b>ST1901</b>	MO 125 Drainage Improvements	Drainage improvements from 0.2 mile east of the Rte. OO west junction to 0.1 mile east of Old Orchard Drive in Strafford.	Complete
<b>WI1001</b>	Scoping for Route 160 Capacity and Safety Improvements	Scoping for capacity and safety improvements on Rte. 160 from Rte. 123 in Willard to I-44 in Springfield.	Under Construction
<b>WI1301</b>	Willard Intersection Improvements	Intersection improvements on Route 160 at Route AB and Miller Road in Willard.	Removed from TIP
<b>WI1701</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.	Complete

## SECTION F

### 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>CU1808</b>	Transit Bus Stop ADA Improvements	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.	In Progress
<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
<b>CU2000</b>	FY 2020 Operating Assistance – Fixed Route	Operating assistance up to 75% of apportionment to operate public transit service.	Complete
<b>CU2001</b>	FY 2020 Preventative Maintenance	Subsidy of preventive maintenance expenses for existing public transit service.	Complete
<b>CU2004</b>	FY 2020 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>CU2005</b>	FY 2020 Transit Security – FTA 5307	This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.	Complete
<b>CU2006</b>	FY 2020 Purchase 2 Fixed Route Buses	Capital replacement of two, new 35-foot low-floor fixed route buses.	Complete
<b>CU2007</b>	Purchase Training Technology and Small Fleet Vehicles	Capital purchase of one bus training simulator, small fleet vehicles, and digital signage.	In Progress
<b>CU2100</b>	FY 2021 Operating Assistance – Fixed Route	Operating assistance up to 75% of apportionment to operate public transit service.	Complete
<b>CU2101</b>	FY 2021 Preventative Maintenance	Subsidy of preventive maintenance expenses for existing public transit service.	Complete
<b>CU2104</b>	FY 2021 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>CU2105</b>	FY 2021 Transit Security – FTA 5307	This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.	Complete
<b>CU2111</b>	FY 2021 Purchase 2 Electric Fixed Route Buses	FY 2021 capital replacement of two, new 35-foot low-floor fixed route electric buses and chargers.	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
<b>MO1910</b>	5310-OATS 2 (2019)	Three (3) wide body cutaway, floor plan II 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 – FEDERAL AVIATION ELIGIBLE PROJECTS

### (NA) SPRINGFIELD-BRANSON NATIONAL AIRPORT

FINAL

## 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 Reauthorization Act of 2018. 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 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP #** NA1206

GENERAL AVIATION REDEVELOPMENT 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	FY2022	FY2023	FY2024	FY2025	Total
LOCAL	Local	CON	\$0	\$75,000	\$0	\$0	\$75,000
MoDOT	State	CON	\$0	\$675,000	\$0	\$0	\$675,000
<b>Totals</b>			<b>\$0</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>

#### Notes

Source of Local Funds: Airport Revenues

FYI: Phase II completed in FY 2020, Phase III programmed for FY 2023.

<b>Prior Cost</b>	\$950,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,700,000



## Transportation Improvement Program - FY 2022-2025

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

#### D) Aviation Section

**TIP #** NA1300-20A5

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

**Route** N/A

**From** N/A

**To** N/A

**Location**

**Federal Agency**

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

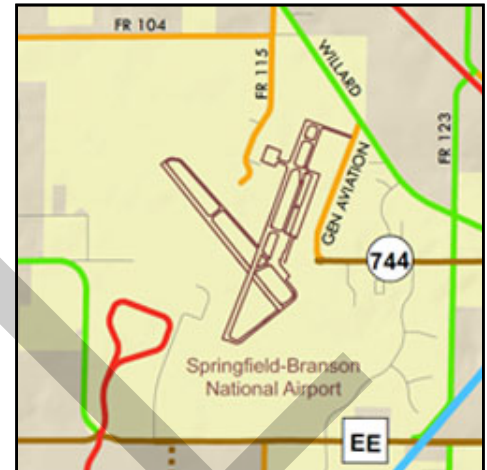
**Bike/Ped Plan?** EJ? Yes

**STIP #**

**Federal ID #**

**Project Description**

Master Plan Update



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	PLAN	\$787,500	\$0	\$0	\$0	\$787,500
LOCAL	Local	PLAN	\$87,500	\$0	\$0	\$0	\$87,500
<b>Totals</b>			<b>\$875,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$875,000</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

FYI: Pavement Condition Study completed in 2020; Master Plan programmed for 2022

<b>Prior Cost</b>	\$185,385
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,060,385



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## D) Aviation Section

**TIP #** NA1301-20A5      **REPLACE PERIMETER FENCING**

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

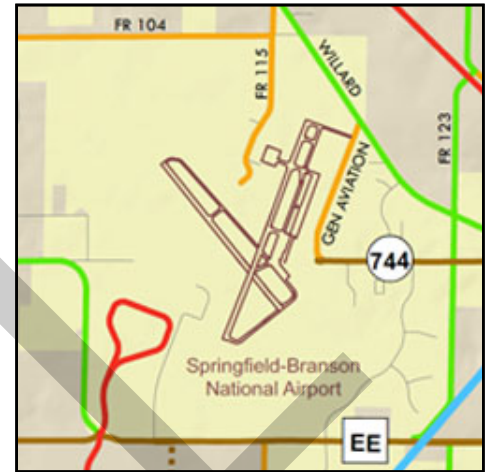
**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?      Yes

**STIP #**

**Federal ID #**



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$405,000	\$405,000
LOCAL	Local	CON	\$0	\$0	\$0	\$45,000	\$45,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450,000</b>	<b>\$450,000</b>

### Notes

Non-Federal Funding Source: Airport Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$450,000





# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

**Location**

**Federal Agency**

**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

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$765,000	\$765,000
LOCAL	Local	CON	\$0	\$0	\$0	\$85,000	\$85,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$850,000</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$850,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

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

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



#### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$1,500,300	\$1,500,300
LOCAL	Local	CON	\$0	\$0	\$0	\$166,700	\$166,700
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,667,000</b>	<b>\$1,667,000</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,667,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

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

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



#### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$1,417,500	\$0	\$0	\$0	\$1,417,500
LOCAL	Local	CON	\$157,000	\$0	\$0	\$0	\$157,000
<b>Totals</b>			<b>\$1,574,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,574,500</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,574,500



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1801-20A5** 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

Cargo apron construction north of Taxiway Bravo.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$2,520,000	\$2,520,000
LOCAL	Local	CON	\$0	\$0	\$0	\$280,000	\$280,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800,000</b>	<b>\$2,800,000</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>	\$2,800,000



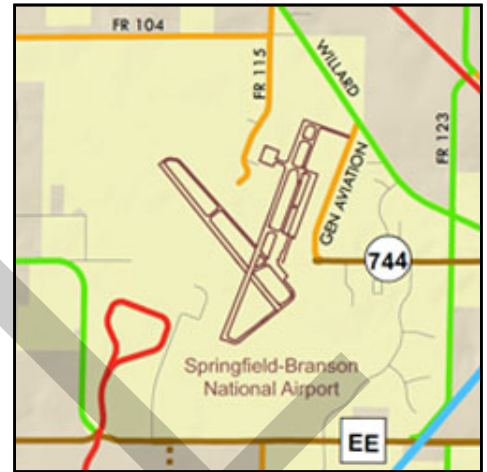
# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

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

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



#### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$9,900,000	\$0	\$0	\$9,900,000
LOCAL	Local	CON	\$0	\$1,100,000	\$0	\$0	\$1,100,000
<b>Totals</b>			<b>\$0</b>	<b>\$11,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,000,000</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

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



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA1904-20A5** RUNWAY 2-20 LIGHTING REHABILITATION

**Route** N/A

**From** N/A

**To** N/A

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

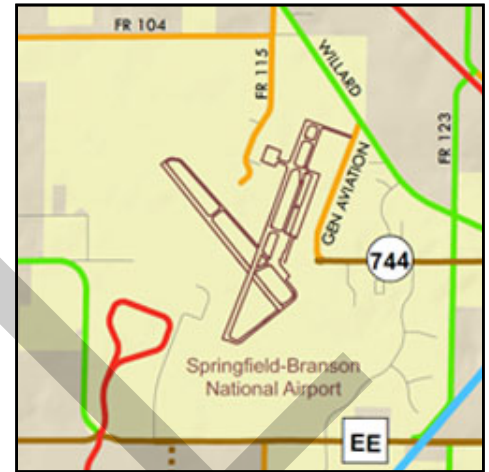
**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



#### Project Description

This project includes the replacement of the Runway 2-20 edge lighting system, including lighting and signage, as the equipment is at the end of its useful life and in need of constant maintenance by Airport personnel.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$360,000	\$360,000
LOCAL	Local	CON	\$0	\$0	\$0	\$40,000	\$40,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$400,000</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

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



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

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

**Route** N/A

**From** N/A

**To** N/A

**Location**

**Federal Agency**

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** None

**MoDOT Funding Category** State Aviation Trust Fund

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

**STIP #**

**Federal ID #**

#### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	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 2022-2025

Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP #** NA2102-20A5 **TAXIWAY NOVEMBER AND SIERRA RECONSTRUCTION AT RUNWAY 14-32**

**Route** N/A

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** Springfield-Branson National Airport

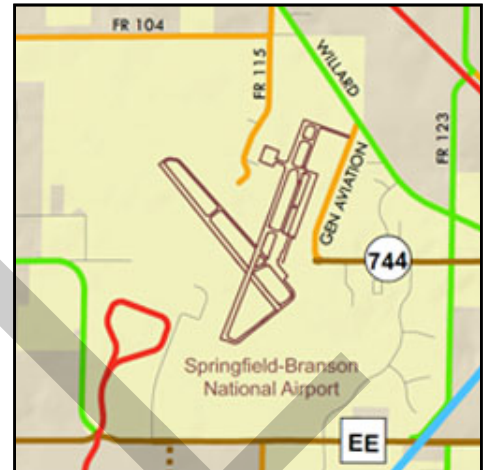
**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



#### Project Description

Taxiway November reconstruction from Runway 14-32 to Taxiway Sierra; and Taxiway Sierra reconstruction from Runway 14-32 to Taxiway November.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$7,650,000	\$0	\$7,650,000
LOCAL	Local	CON	\$0	\$0	\$850,000	\$0	\$850,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$8,500,000</b>	<b>\$0</b>	<b>\$8,500,000</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$8,500,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP # NA2103-22** TAXIWAY NOVEMBER RECONSTRUCTION FROM TAXIWAY ALPHA TO RUNWAY 20

**Route** N/A

**From**

**To**

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

**Federal Agency** FAA

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



#### Project Description

Reconstruct Taxiway November from approach end of Runway 20 to Taxiway Alpha. Construction of General Aviation Apron Rehabilitation.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$2,802,960	\$0	\$0	\$0	\$2,802,960
LOCAL	Local	CON	\$311,440	\$0	\$0	\$0	\$311,440
<b>Totals</b>			<b>\$3,114,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,114,400</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

<b>Prior Cost</b>	\$434,200
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,548,600



## Transportation Improvement Program - FY 2022-2025

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

#### D) Aviation Section

**TIP #** NA2304-22

**RUNWAY 14-32 JOINT SEALANT REPLACEMENT AND SPALL REPAIR**

**Route** N/A

**From** N/A

**To** N/A

**Location**

**Federal Agency**

**Project Sponsor** Springfield-Branson National Airport

**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

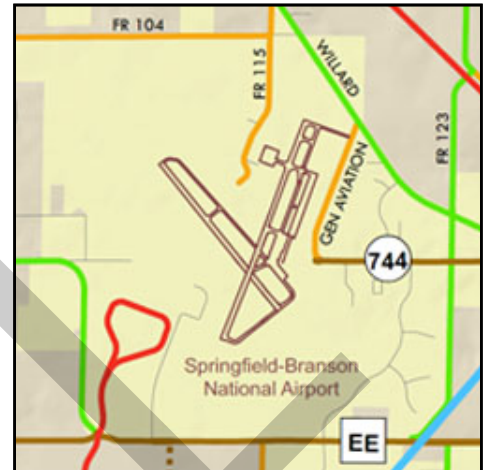
**Bike/Ped Plan?** EJ? Yes

**STIP #**

**Federal ID #**

#### Project Description

This project includes the rehabilitation of Runway 14-32 pavements and joint sealant replacements.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$720,000	\$0	\$0	\$720,000
LOCAL	Local	CON	\$0	\$80,000	\$0	\$0	\$80,000
<b>Totals</b>			<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

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



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP #** NA2501-22      **TERMINAL APRON EXPANSION**

**Route** N/A

**From** N/A

**To** N/A

**Location**

**Federal Agency**

**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

This project includes the expansion of the Terminal Apron to the north edge. The pavements are shown on the January 24, 2013 approved ALP.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$5,067,000	\$5,067,000
LOCAL	Local	CON	\$0	\$0	\$0	\$563,000	\$563,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,630,000</b>	<b>\$5,630,000</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$5,630,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## D) Aviation Section

**TIP # NA2503-22** TAXIWAY ROMEO RECONSTRUCTION

**Route** N/A

**From** N/A

**To** N/A

**Location**

**Federal Agency**

**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

This project includes the reconstruction of Taxiway Alpha at Taxiway November.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$990,000	\$990,000
LOCAL	Local	CON	\$0	\$0	\$0	\$110,000	\$110,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>

### Notes

Non-Federal Funding Source: Airport Revenues

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



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### D) Aviation Section

**TIP #** NA2505-22      **RECONSTRUCT GA APRON**

**Route** N/A

**From** N/A

**To** N/A

**Location**

**Federal Agency**

**Project Sponsor** Springfield-Branson National Airport

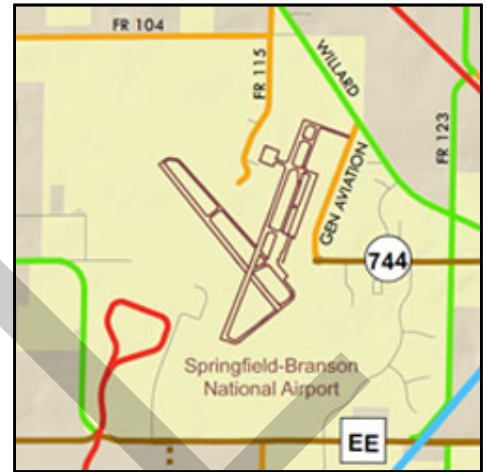
**Federal Funding Category** AIP Entitlement

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**



#### Project Description

This project includes the reconstruction of the General Aviation apron east of Taxiway November.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$2,790,000	\$2,790,000
LOCAL	Local	CON	\$0	\$0	\$0	\$310,000	\$310,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100,000</b>	<b>\$3,100,000</b>

#### Notes

Non-Federal Funding Source: Airport Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,100,000

# PROJECTS

## SECTION E – FEDERAL HIGHWAY/MODOT ELIGIBLE PROJECTS

OTO SPONSORED PROJECTS

COST SHARES

LOCALLY SPONSORED PROJECTS

MODOT SPONSORED PROJECTS



## BIKE/PED PROJECT PRIORITIZATION

The Ozarks Transportation Organization has established priorities for bicycle, pedestrian, and trail improvements. The majority of these improvements are funded through OTO's competitive selection process for the use of STBG-Urban Set-Aside funding. The region has also been fortunate to receive additional suballocated funding through the federal appropriations process and has elected to use offset STBG-Urban funding to fulfill the goals of the Regional Bicycle Pedestrian Trail Investment Study and the creation of a regionally connected trail system.

## 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 BICYCLE/PEDESTRIAN/TRAIL 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:

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## 2019

- Project sponsors that provide a total local match that exceeds 25% of the project's total cost are awarded a minimum of three points. Any match that exceeds 30%, or 35%, qualifies for additional points.
- Points will be awarded based on the degree to which project right-of-way has been secured.
- A project will earn five points if it is located on one of the corridors evaluated in the Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS)
- Points will be awarded to projects based on the types of connections made and the progress made towards creating a system that makes walking and bike more feasible.
- Connections could include neighborhood-to-neighborhood, neighborhood-to-commercial district, or connections to an existing trail or bus stop.
- Feasibility can be shown by highlighting obstacles or impediments the new connectivity overcomes. These could include major arterials, narrow streets, railroads, ADA-accessibility issues, or system gaps.
- Points will be awarded based on the level of citizen participation. Participation can range from plan approval by city council to a Facebook poll to a community meeting or open house.
- Points will be awarded based on the likelihood the proposed strategy would result in appropriately refined alignments.
- Points will be awarded based on the likelihood the proposed strategy would result in positive relationship with landowners along the refined alignments
- Points will be awarded based on the likelihood the proposed strategy would result in improved trail design and more frequent trail construction.
- Points will be awarded based on the likelihood the proposed strategy would result in increased community support for trails.

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## 2018

- Project has more than one local, federal, state, or non-profit partner contributing to the match dollars
- Right-of-Way for the project has already been acquired in its entirety
- Project enhances the connection between OTO jurisdictions
- Project rebuilds at least 80% existing sidewalk, trail, and ramps to address an ADA concern
- Project is comprised of more than 80% new sidewalk or trail
- Project is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities
- Project promotes redevelopment/revitalization
- Project is a regionally significant and priority Bike/Ped project, as demonstrated by inclusion in a public planning document
- Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution, excluding for-profit institutions)

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

## ROADWAY PROJECT PRIORITIZATION

### REVENUE SOURCES

A detailed discussion of the federal, state, and local revenue sources and amounts of available funding may be found in Section G: 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 2022-2025 TIP were selected through this process. Below is a list of those projects currently programmed from prior prioritization processes:

- CC1102 – Route 65 Capacity Improvements
- CC1802 – Route 160 Roadway Improvements
- CC2102 – US 160 Bridge Rehabilitation and Intersection Improvements at RT AA
- GR1403 – Scoping for Freeway Improvements on Route 60 East
- GR1801 – Scoping for I-44 Safety Improvements
- GR2010 – Route ZZ and FR 182 Add Roundabout
- MO2106 – Add ITS for Ozarks Traffic in Various Locations in OTO Area
- NX1704 – Scoping for 160 Capacity Improvements Plainview to South
- OK2201 – MO 14 Roadway Improvements 6<sup>th</sup> Avenue to 14<sup>th</sup> Avenue
- OK2202 – RT CC Intersection Improvements in Ozark
- RG0901 – Interchange Improvements at Route 60 and Route 125
- RP1703 – Scoping for Route MM Improvements – I-44 to Morning Star Lane
- RP1704 – Route MM Railroad Crossing Improvements
- RP2201 – RT MM Ramp Intersection Improvements at I-44
- SP1405 – Scoping for James River Freeway Capacity Improvements
- SP1419 – Scoping for I-44 Roadway Improvements
- SP1709 – Scoping for Interstate Designation on Freeways
- SP1802 – Scoping for Safety and Operational Improvements on Sunshine Street

- SP1815 – Kearney and West Bypass Intersection Improvements
- SP1816 – Kansas Expressway and Sunset Street
- SP1817 – Kansas Expressway and Walnut Lawn
- SP1818 – Campbell and Republic Road Intersection
- SP1909 – West Sunshine/Route 60 Corridor
- SP2003 – Operational, Safety, and ADA Improvements on Glenstone St. Louis to 60
- SP2203 – I-44 Roadway Improvements Glenstone to US 65 in Springfield
- SP2204 – James River Freeway Add Lanes Kansas to Campbell
- SP2205 – James River Freeway Add Lanes Campbell to National
- ST2201 – MO 125 Intersection Improvements in Strafford

## NATIONAL HIGHWAY FREIGHT NETWORK

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

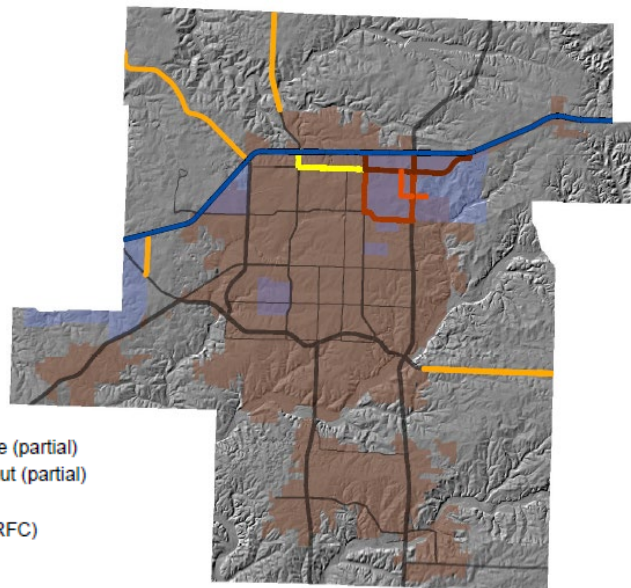
- Primary Highway Freight System (PHFS) – 41,518 centerline miles | 9.8 percent non-interstate
- Interstate Routes not on the PHFS – approximately 9,800 centerline miles
- Critical Urban Freight Corridors (CUFC)
- Critical Rural Freight Corridors (CRFC)

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.



- National Highway Freight Network
- Priority A 6.3 mi. US 65 (partial), MO 744 (partial), Glenstone (partial)
- Priority B 5.9 mi. US 65 (partial), Glenstone (partial), Chestnut (partial)
- Priority C 2.0 mi. Division (partial), Packer (partial)
- Priority D 18.2 mi. RT MM, MO 13 N, US 60 E, US 160 W (CRFC)
- Priority E 3.4 mi. MO 744 (partial), Kansas (partial)
- Top Freight Generating Area in Missouri



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by OTO Section

**TIP #** BA2201-22      **ROUTE FF THROUGH BATTLEFIELD STUDY**

**Route**      Route FF through Battlefield

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor**      Ozarks Transportation Organization

**Federal Funding Category** STBG-U

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

Corridor Study to develop cross section and roadway type recommendations based on public input and projected volumes and function.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$32,000	\$0	\$0	\$0	\$32,000
LOCAL	Local	PLAN	\$8,000	\$0	\$0	\$0	\$8,000
<b>Totals</b>			<b>\$40,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000</b>

#### Notes

Non-Federal Funding Source: City of Battlefield

FYI: Listed as Task 7.1 in FY 2022 UPWP

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



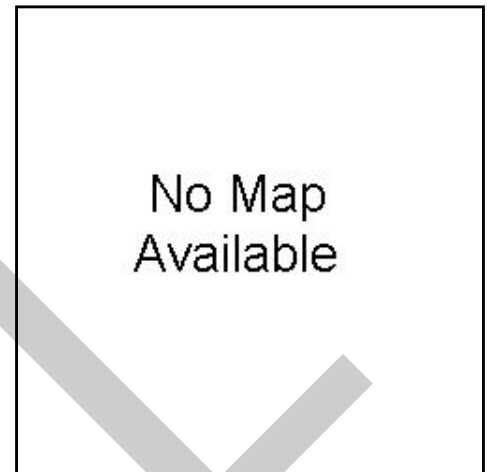


# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by OTO Section

**TIP #** EN2203-22AM1    **CHADWICK FLYER PHASE III**  
**Route** Chadwick Flyer  
**From**  
**To**  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** Ozarks Transportation Organization  
**Federal Funding Category** TAP  
**MoDOT Funding Category** None  
**Bike/Ped Plan?** Yes    **EJ?** Yes  
**STIP #**  
**Federal ID #**



#### Project Description

Construction of Chadwick Flyer Phase III near Lake Springfield.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$96,000	\$0	\$0	\$0	\$96,000
LOCAL	Local	ENG	\$24,000	\$0	\$0	\$0	\$24,000
FHWA (CRRSSA)	Federal	CON	\$863,750	\$0	\$0	\$0	\$863,750
FHWA (STBG-U)	Federal	CON	\$173,000	\$0	\$0	\$0	\$173,000
LOCAL	Local	CON	\$43,250	\$0	\$0	\$0	\$43,250
<b>Totals</b>			<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>

#### Notes

Non-Federal Funding Source: Ozark Greenways

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$1,200,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** OK2206-22A2 **CHADWICK FLYER HIGHWAY CROSSING STUDY**

**Route** Chadwick Flyer across US 65

**From**

**To**

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** Ozarks Transportation Organization

**Federal Funding Category** STBG-U

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

### Project Description

Phase 1: Pedestrian Crossing location study to determine the best location and cost estimate for the Chadwick Flyer Trail to cross US 65 and Phase 2: US 65 interchange general concept and siting.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$55,200	\$0	\$0	\$0	\$55,200
LOCAL	Local	PLAN	\$13,800	\$0	\$0	\$0	\$13,800
<b>Totals</b>			<b>\$69,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,000</b>

### Notes

Non-Federal Funding Source: City of Ozark; STBG-U Funding Source: \$32k from OTO, \$23.2k from City of Ozark

FYI: Listed as Task 7.2 in FY 2022 UPWP

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$69,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

TIP # OT1901-22A2 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? Yes

EJ?

Yes

STIP #

Federal ID #

### Project Description

Operations and Planning Activities as described each year in the annual Unified Planning Work Program.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$92,800	\$231,525	\$243,101	\$255,256	\$822,682
LOCAL	Local	PLAN	\$23,200	\$57,881	\$60,775	\$63,814	\$205,670
<b>Totals</b>			<b>\$116,000</b>	<b>\$289,406</b>	<b>\$303,876</b>	<b>\$319,070</b>	<b>\$1,028,352</b>

### Notes

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

FYI: See BA2201, OK2206, and SP2216 for FY 2022 studies programmed with STBG-U

<b>Prior Cost</b>	\$788,125
<b>Future Cost</b>	\$335,023
<b>Total Cost</b>	\$2,151,500



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by OTO Section

**TIP #** SP2216-22      **NORTH 13 CORRIDOR STUDY**  
**Route** Route 13  
**From** Norton  
**To** S. of I-44 Interchange  
**Location**  
**Federal Agency**  
**Project Sponsor** Ozarks Transportation Organization  
**Federal Funding Category** STBG-U  
**MoDOT Funding Category** None  
**Bike/Ped Plan?** EJ?      Yes  
**STIP #**  
**Federal ID #**



#### Project Description

Study to determine improvements needed to improve Route 13 near I-44, including the I-44 interchange.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$240,000	\$0	\$0	\$0	\$240,000
LOCAL	Local	PLAN	\$60,000	\$0	\$0	\$0	\$60,000
<b>Totals</b>			<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>

#### Notes

Non-Federal Funding Source: OTO dues as collected from member jurisdictions and local funding from project partners; STBG-U Funding Source: \$80k from OTO, \$80k from Springfield, \$80k from Greene County

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$300,000

FYI: Listed as Task 7.3 in FY 2022 UPWP



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Cost Shares Section

**TIP #** MO2104-20AM10 ITS OPERATIONS AND MANAGEMENT (2022)

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3181

**Federal ID #** 5901820



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	PMT	\$541,600	\$0	\$0	\$0	\$541,600
MoDOT	State	PMT	\$135,400	\$0	\$0	\$0	\$135,400
FHWA (STBG-U)	Federal	OPER	\$360,000	\$0	\$0	\$0	\$360,000
LOCAL	Local	OPER	\$90,000	\$0	\$0	\$0	\$90,000
<b>Totals</b>			<b>\$1,127,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,127,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$1,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,128,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Cost Shares Section

**TIP #** MO2301-22AM5 ITS OPERATIONS AND MANAGEMENT (2023)

**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 #** 8Q3208

**Federal ID #**

#### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	PMT	\$0	\$154,200	\$0	\$0	\$154,200
MoDOT-AC	State	PMT	\$0	\$616,800	\$0	\$0	\$616,800
FHWA (STBG-U)	Federal	OPER	\$0	\$376,000	\$0	\$0	\$376,000
LOCAL	Local	OPER	\$0	\$94,000	\$0	\$0	\$94,000
<b>Totals</b>			<b>\$0</b>	<b>\$1,241,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,241,000</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>	\$1,241,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Cost Shares Section

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

**Route** US 160

**From** US 160

**To** MO 744

**Location**

**Federal Agency**

**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 #** 1602076



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$216,800	\$0	\$0	\$0	\$216,800
MoDOT	State	ENG	\$54,200	\$0	\$0	\$0	\$54,200
FHWA (NHPP)	Federal	CON	\$519,454	\$0	\$0	\$0	\$519,454
FHWA (STBG-U)	Federal	CON	\$965,346	\$0	\$0	\$0	\$965,346
LOCAL	Local	CON	\$241,337	\$0	\$0	\$0	\$241,337
MoDOT	State	CON	\$129,863	\$0	\$0	\$0	\$129,863
<b>Totals</b>			<b>\$2,127,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,127,000</b>

### Notes

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

FYI: \$255,900 City of Springfield and \$1,023,600 STBG-Urban funds.

<b>Prior Cost</b>	\$432,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,559,000





# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Cost Shares Section

**TIP #** SP1816-20A6 **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 #** 0132093



#### Project Description

Add lanes, improve pedestrian access and replace signal on Kansas Expressway (Route 13) at Sunset Street in Springfield.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$228,800	\$192,800	\$0	\$0	\$421,600
MoDOT	State	ENG	\$57,200	\$48,200	\$0	\$0	\$105,400
FHWA (NHPP)	Federal	ROW	\$49,428	\$0	\$0	\$0	\$49,428
FHWA (STBG-U)	Federal	ROW	\$106,572	\$0	\$0	\$0	\$106,572
LOCAL	Local	ROW	\$26,643	\$0	\$0	\$0	\$26,643
MoDOT	State	ROW	\$12,357	\$0	\$0	\$0	\$12,357
FHWA (NHPP)	Federal	CON	\$0	\$716,353	\$0	\$0	\$716,353
FHWA (STBG-U)	Federal	CON	\$0	\$805,575	\$0	\$0	\$805,575
LOCAL	Local	CON	\$0	\$201,394	\$0	\$0	\$201,394
MoDOT	State	CON	\$0	\$179,088	\$0	\$0	\$179,088
<b>Totals</b>			<b>\$481,000</b>	<b>\$2,143,410</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,624,410</b>

#### Notes

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

FYI: \$279,000 City of Springfield and \$1,116,000 STBG-Urban funds.

<b>Prior Cost</b>	\$221,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,845,410



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Cost Shares Section

**TIP #** SP1817-20A6 **KANSAS EXPRESSWAY AND WALNUT LAWN**

**Route** Rte. 13  
**From** Rte. 13  
**To** Walnut Lawn Street

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

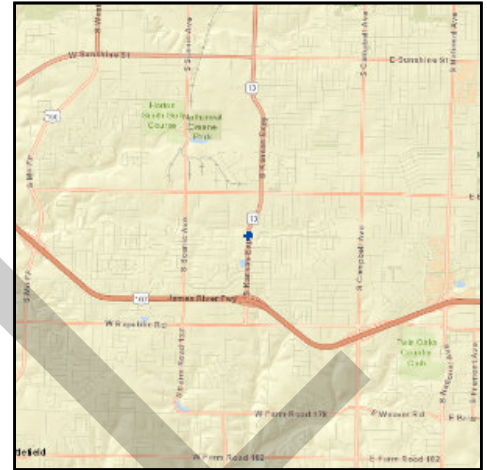
**Federal Funding Category** NHPP

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

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

**STIP #** 8P3087F

**Federal ID #** 0132092



### Project Description

Add lanes, improve pedestrian access and replace signal on Kansas Expressway (Route 13) at Walnut Lawn Street in Springfield.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$167,200	\$256,800	\$0	\$0	\$424,000
MoDOT	State	ENG	\$41,800	\$64,200	\$0	\$0	\$106,000
FHWA (NHPP)	Federal	ROW	\$107,465	\$0	\$0	\$0	\$107,465
FHWA (STBG-U)	Federal	ROW	\$183,735	\$0	\$0	\$0	\$183,735
LOCAL	Local	ROW	\$45,934	\$0	\$0	\$0	\$45,934
MoDOT	State	ROW	\$26,866	\$0	\$0	\$0	\$26,866
FHWA (NHPP)	Federal	CON	\$0	\$858,952	\$0	\$0	\$858,952
FHWA (STBG-U)	Federal	CON	\$0	\$1,002,464	\$0	\$0	\$1,002,464
LOCAL	Local	CON	\$0	\$250,616	\$0	\$0	\$250,616
MoDOT	State	CON	\$0	\$214,738	\$0	\$0	\$214,738
<b>Totals</b>			<b>\$573,000</b>	<b>\$2,647,770</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,220,770</b>

### Notes

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

FYI: \$331,000 City of Springfield and \$1,324,000 STBG-Urban funds.

<b>Prior Cost</b>	\$157,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,377,770



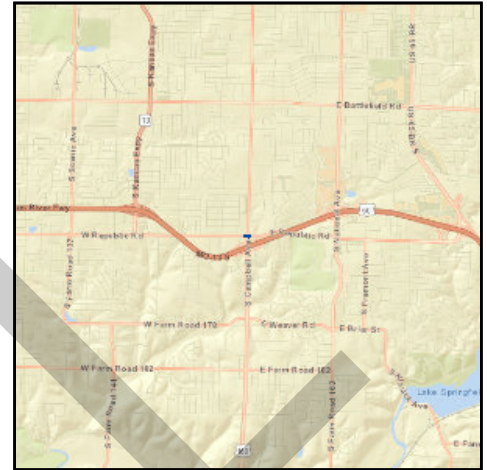
# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Cost Shares Section

**TIP # SP1818-22AM4** CAMPBELL AND REPUBLIC ROAD INTERSECTION

**Route** Campbell Avenue  
**From** Campbell Avenue  
**To** Republic Road  
**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 #** 8P3087C  
**Federal ID #** S602027



#### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
LOCAL	Local	ENG	\$343,000	\$0	\$0	\$0	\$343,000
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
FHWA (NHPP)	Federal	CON	\$1,875,200	\$0	\$0	\$0	\$1,875,200
FHWA (STBG-U)	Federal	CON	\$1,160,800	\$0	\$0	\$0	\$1,160,800
LOCAL	Local	CON	\$230,200	\$0	\$0	\$0	\$230,200
MoDOT	State	CON	\$468,800	\$0	\$0	\$0	\$468,800
<b>Totals</b>			<b>\$4,088,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,088,000</b>

#### Notes

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

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



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** Nelson Mill Road

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** Christian County

**Federal Funding Category** STBG-U

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #** 9901830

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	CON	\$368,000	\$0	\$0	\$0	\$368,000
LOCAL	Local	CON	\$92,000	\$0	\$0	\$0	\$92,000
<b>Totals</b>			<b>\$460,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$460,000</b>

### Notes

Non-Federal Funding Source: Christian County

<b>Prior Cost</b>	\$50,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$510,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

**TIP #** EN1803-20A6 **JEFFERSON AVENUE FOOTBRIDGE**

**Route** Jefferson over the BNSF RR

**From** Chase Street

**To** Commercial Street

**Location**

**Federal Agency**

**Project Sponsor** City of Springfield

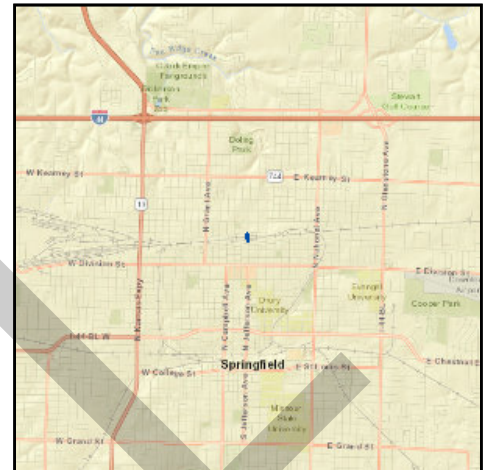
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 5903803



### 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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$80,000	\$0	\$0	\$0	\$80,000
LOCAL	Local	ENG	\$20,000	\$0	\$0	\$0	\$20,000
FHWA (STBG-U)	Federal	CON	\$2,480,000	\$0	\$0	\$0	\$2,480,000
LOCAL	Local	CON	\$620,000	\$0	\$0	\$0	\$620,000
<b>Totals</b>			<b>\$3,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,200,000</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>	\$3,200,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** Third Street  
**From** Route FF  
**To** Battlefield City Hall

**Location**

**Federal Agency**

**Project Sponsor** City of Battlefield

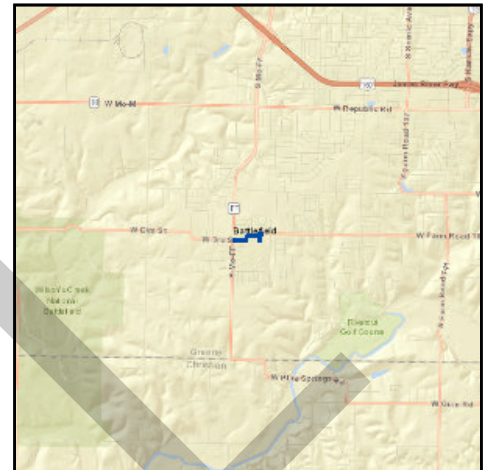
**Federal Funding Category** TAP

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901817



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
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>\$305,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$305,000</b>

### Notes

Non-Federal Funding Source: City of Battlefield

<b>Prior Cost</b>	\$70,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$375,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** N/A

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** City of Ozark

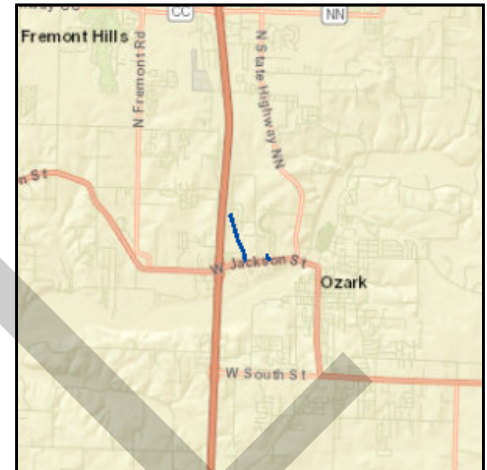
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901827



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$18,967	\$0	\$0	\$0	\$18,967
LOCAL	Local	ENG	\$4,742	\$0	\$0	\$0	\$4,742
FHWA (STBG-U)	Federal	CON	\$773,982	\$0	\$0	\$0	\$773,982
LOCAL	Local	CON	\$289,258	\$0	\$0	\$0	\$289,258
<b>Totals</b>			<b>\$1,086,949</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,086,949</b>

### Notes

Non-Federal Funding Source: City of Ozark

<b>Prior Cost</b>	\$121,500
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,208,449





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

**TIP #** EN2009-20A3 **FASSNIGHT CLAY TO BROOKSIDE**

**Route** Fassnight Creek Greenway

**From** Clay

**To** Brookside

**Location** City of Springfield

**Federal Agency**

**Project Sponsor** City of Springfield

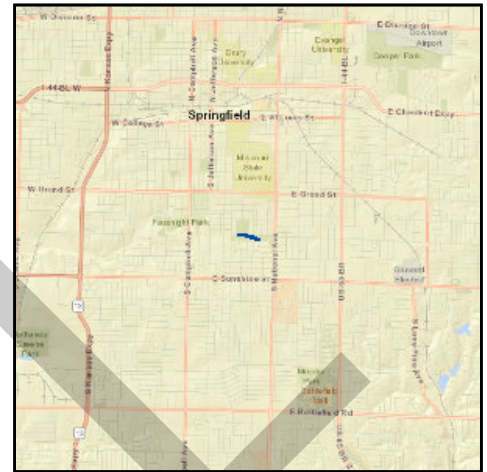
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 5901817



### Project Description

Constructing approximately 1,650 linear feet of the Fassnight Creek Greenway, extending the trail from Clay Street through Phelps Grove Park to Brookside Drive west of the Art Museum.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	CON	\$217,461	\$0	\$0	\$0	\$217,461
LOCAL	Local	CON	\$54,365	\$0	\$0	\$0	\$54,365
<b>Totals</b>			<b>\$271,826</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$271,826</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>	\$271,826



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by Local Public Agencies

**TIP #** EN2010-22AM3      SHUYLER CREEK TRAIL

**Route** Shuyler Creek Trail

**From**

**To**

**Location** City of Republic

**Federal Agency** FHWA

**Project Sponsor** City of Republic

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 6900813

No Map  
Available

#### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ROW	\$277,979	\$0	\$0	\$0	\$277,979
FHWA (TAP)	Federal	ROW	\$37,507	\$0	\$0	\$0	\$37,507
LOCAL	Local	ROW	\$78,872	\$0	\$0	\$0	\$78,872
FHWA (TAP)	Federal	CON	\$471,885	\$0	\$0	\$0	\$471,885
LOCAL	Local	CON	\$117,971	\$0	\$0	\$0	\$117,971
<b>Totals</b>			<b>\$984,214</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$984,214</b>

#### Notes

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

<b>Prior Cost</b>	\$98,410
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,082,624





# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by Local Public Agencies

**TIP #** EN2204-22AM1    **CHADWICK FLYER PHASE II**

**Route** Chadwick Flyer

**From**

**To**

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** City of Ozark

**Federal Funding Category** TAP

**MoDOT Funding Category** None

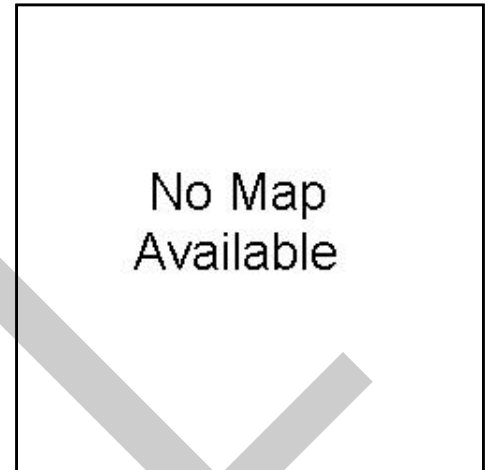
**Bike/Ped Plan?** Yes    **EJ?**

**STIP #**

**Federal ID #**

#### Project Description

Construction of Chadwick Flyer west of US 65 in Ozark.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$64,000	\$0	\$0	\$0	\$64,000
LOCAL	Local	ENG	\$16,000	\$0	\$0	\$0	\$16,000
FHWA (CRRSSA)	Federal	CON	\$573,750	\$0	\$0	\$0	\$573,750
FHWA (STBG-U)	Federal	CON	\$117,000	\$0	\$0	\$0	\$117,000
LOCAL	Local	CON	\$29,250	\$0	\$0	\$0	\$29,250
<b>Totals</b>			<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>

#### Notes

Non-Federal Funding Source: City of Ozark

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



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

**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?**  
**STIP #**  
**Federal ID #**



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	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 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

**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	FY2022	FY2023	FY2024	FY2025	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>	\$64,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$68,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** Kansas Extension

**From** Republic Road

**To** Plainview

**Location**

**Federal Agency**

**Project Sponsor** Greene County

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 5909802 (GR1501, GR1902)

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	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





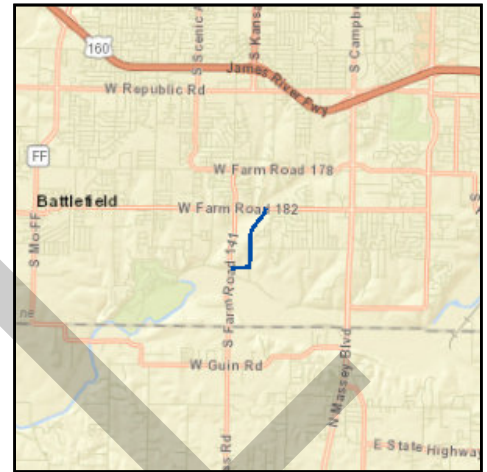
# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** Kansas Extension  
**From** Plainview Road  
**To** Farm Road 190 at Cox Road  
**Location** Greene County  
**Federal Agency** FHWA  
**Project Sponsor** Greene County  
**Federal Funding Category** STBG-U  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** Yes **EJ?**  
**STIP #**  
**Federal ID #** 5909802 (GR1501, GR1901)



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	CON	\$3,246,479	\$0	\$0	\$0	\$3,246,479
LOCAL	Local	CON	\$1,253,521	\$4,000,000	\$0	\$0	\$5,253,521
<b>Totals</b>			<b>\$4,500,000</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</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 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** Farm Road 175

**From** Over Farmer's Branch

**To**

**Location**

**Federal Agency**

**Project Sponsor** Greene County

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

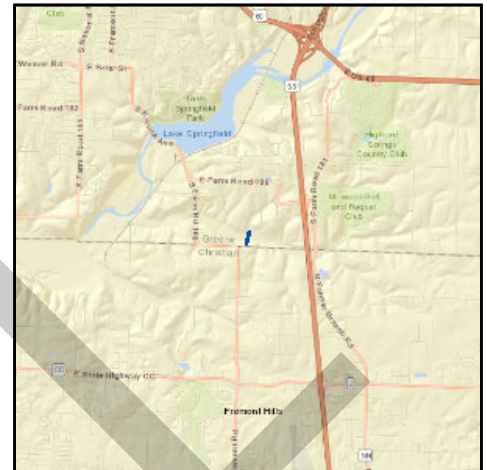
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	CON	\$480,000	\$0	\$0	\$0	\$480,000
LOCAL	Local	CON	\$120,000	\$0	\$0	\$0	\$120,000
<b>Totals</b>			<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>

### Notes

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

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





## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # GR2210-22A4** FARM ROAD 223 BRIDGE REPLACEMENT OVER LITTLE SAC RIVER

**Route** Farm Road 223

**From** Over Little Sac River

**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 #**

#### Project Description

Replace Bridge 2230071 on Farm Road 223 over the Little Sac River.

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
LOCAL	Local	CAPITAL	\$132,000	\$0	\$0	\$0	\$132,000
FHWA (BRO)	Federal	CON	\$528,000	\$0	\$0	\$0	\$528,000
<b>Totals</b>			<b>\$660,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$660,000</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>	\$660,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # GR2211-22A4** GREENE COUNTY BRIDGE PROJECTS ON FR 102/150/171

**Route** FRs 102, 150, and 171

**From**

**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 #**

#### Project Description

This is a bundle of three bridge projects: FR 102 Bridge (#1020197) Replacement over Branch of S. Dry Sac River; FR 150 Bridge (#1500133) Replacement over Wilson's Creek; FR 171 Bridge (#1710070) Rehab/Repair over Little Sac River

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (BRO)	Federal	CON	\$588,000	\$0	\$0	\$0	\$588,000
LOCAL	Local	CON	\$147,000	\$0	\$0	\$0	\$147,000
<b>Totals</b>			<b>\$735,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$735,000</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>	\$735,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

**TIP # MS2201-20A10** GRAND STREET PEDESTRIAN UNDERPASS & STREETScape IMPROVEMENTS

**Route** Grand Street

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** Ozarks Transportation Organization

**Federal Funding Category** None

**MoDOT Funding Category** N/A

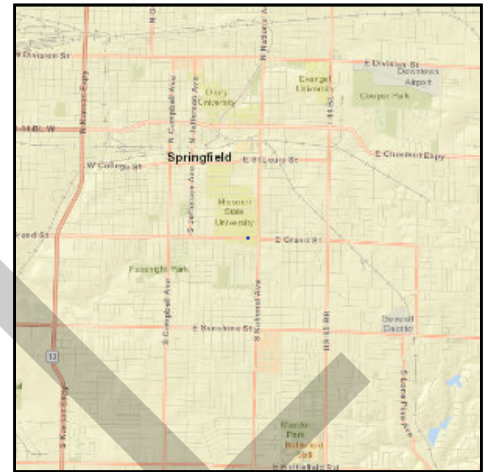
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #** PENDING

### Project Description

Phase I includes improvements to the Grand Street Underpass at the Missouri State University Campus, including accessibility. Phase II includes streetscape improvements on Grand Street.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
LOCAL	Local	CON	\$3,536,748	\$0	\$0	\$0	\$3,536,748
<b>Totals</b>			<b>\$3,536,748</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,536,748</b>

### Notes

Non-Federal Funding Source: Missouri State University

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$3,000,000
<b>Total Cost</b>	\$6,536,748



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by Local Public Agencies

**TIP #** NX2101-20AM7    **N. MAIN STREET**

**Route** Main Street  
**From** Tracker Road  
**To** SH-CC

**Location**

**Federal Agency**

**Project Sponsor** City of Nixa

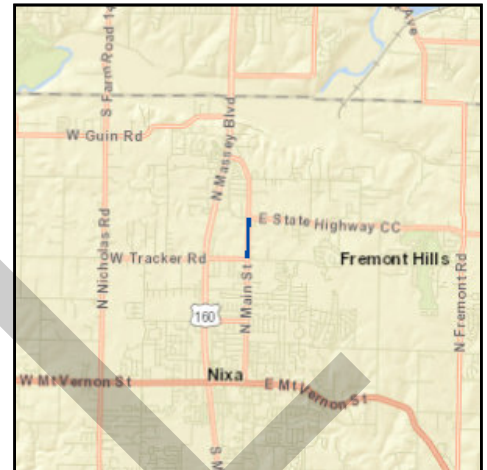
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** Yes    **EJ?** Yes

**STIP #**

**Federal ID #** 9901831



#### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$170,286	\$0	\$0	\$0	\$170,286
LOCAL	Local	ENG	\$42,571	\$0	\$0	\$0	\$42,571
FHWA (STBG-U)	Federal	ROW	\$113,524	\$0	\$0	\$0	\$113,524
LOCAL	Local	ROW	\$28,381	\$0	\$0	\$0	\$28,381
FHWA (STBG-U)	Federal	CON	\$1,589,336	\$0	\$0	\$0	\$1,589,336
LOCAL	Local	CON	\$397,334	\$0	\$0	\$0	\$397,334
<b>Totals</b>			<b>\$2,341,432</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,341,432</b>

#### Notes

Non-Federal Funding Source: City of Nixa

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





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** North Street  
**From** Maplewood Hills  
**To** Cheyenne

**Location**

**Federal Agency**

**Project Sponsor** City of Nixa

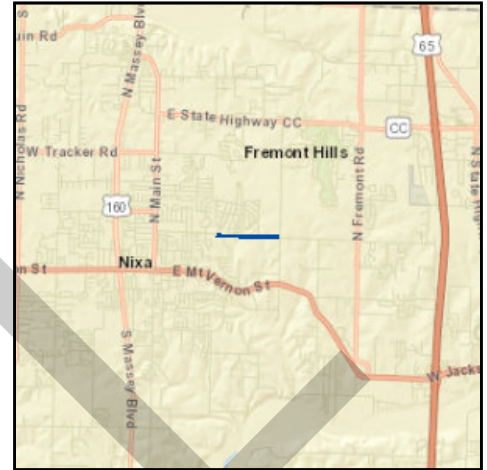
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901833



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$437,506	\$0	\$0	\$0	\$437,506
LOCAL	Local	ENG	\$109,376	\$0	\$0	\$0	\$109,376
<b>Totals</b>			<b>\$546,882</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$546,882</b>

### Notes

Non-Federal Funding Source: City of Nixa

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



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

**TIP #** NX2201-20A8 **TRUMAN FROM HEATHER GLENN TO PEMBROOK/NORTON**

**Route** Truman  
**From** Heather Glen  
**To** Pembroke and Norton

**Location**

**Federal Agency**

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 9901832



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	CON	\$1,530,550	\$0	\$0	\$0	\$1,530,550
LOCAL	Local	CON	\$382,638	\$0	\$0	\$0	\$382,638
<b>Totals</b>			<b>\$1,913,188</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,913,188</b>

### Notes

Non-Federal Funding Source: City of Nixa

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,913,188



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** N. Main  
**From** Route 14  
**To** North Street

**Location**

**Federal Agency**

**Project Sponsor** City of Nixa

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

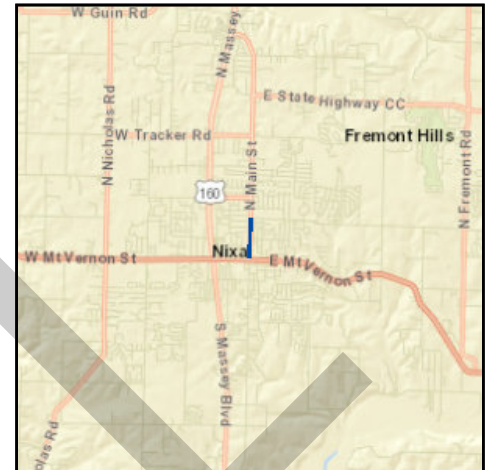
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$206,064	\$0	\$0	\$206,064
LOCAL	Local	ENG	\$0	\$51,516	\$0	\$0	\$51,516
<b>Totals</b>			<b>\$0</b>	<b>\$257,580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$257,580</b>

### Notes

Non-Federal Funding Source: City of Nixa

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



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route**      Sunshine, National, Battlefield

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor**      City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #**      5916808

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	CON	\$1,288,000	\$0	\$0	\$0	\$1,288,000
LOCAL	Local	CON	\$322,000	\$0	\$0	\$0	\$322,000
<b>Totals</b>			<b>\$1,610,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,610,000</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>	\$1,610,000



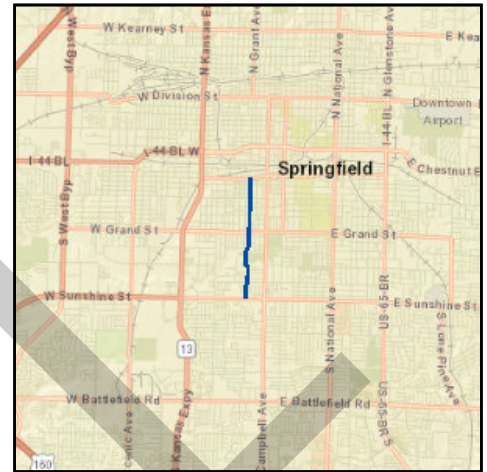
# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

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



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA(BUILD)	Federal	ENG	\$1,073,095	\$0	\$0	\$0	\$1,073,095
LOCAL	Local	ENG	\$268,274	\$0	\$0	\$0	\$268,274
FHWA(BUILD)	Federal	ROW	\$3,824,000	\$0	\$0	\$0	\$3,824,000
LOCAL	Local	ROW	\$956,000	\$0	\$0	\$0	\$956,000
FHWA(BUILD)	Federal	CON	\$14,381,327	\$0	\$0	\$0	\$14,381,327
LOCAL	Local	CON	\$3,595,332	\$0	\$0	\$0	\$3,595,332
<b>Totals</b>			<b>\$24,098,028</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,098,028</b>

### Notes

Federal Funding Source: BUILD Discretionary Funding

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

<b>Prior Cost</b>	\$2,103,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$26,201,028



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by Local Public Agencies

**TIP #** SP2016-20AM6      **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS**

**Route**      Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor**      City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?**      EJ?

**STIP #**

**Federal ID #**      5901821

#### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	CON	\$760,000	\$0	\$0	\$0	\$760,000
LOCAL	Local	CON	\$190,000	\$0	\$0	\$0	\$190,000
<b>Totals</b>			<b>\$950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$950,000</b>

#### Notes

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

FYI: Bike/Ped and EJ Needs Dependent on Locations

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



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** Walnut Street

**From** over Jordan Creek

**To**

**Location**

**Federal Agency**

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** None

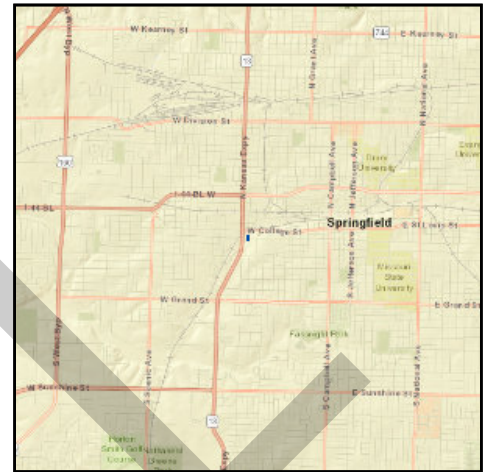
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #** 5901819

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ROW	\$240,000	\$0	\$0	\$0	\$240,000
LOCAL	Local	ROW	\$60,000	\$0	\$0	\$0	\$60,000
FHWA (STBG-U)	Federal	CON	\$1,360,000	\$0	\$0	\$0	\$1,360,000
LOCAL	Local	CON	\$340,000	\$0	\$0	\$0	\$340,000
<b>Totals</b>			<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>

### Notes

Non-Federal Funding Source: City of Springfield

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





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** Galloway Street

**From** Luster Avenue

**To** Lone Pine Avenue

**Location**

**Federal Agency**

**Project Sponsor** City of Springfield

**Federal Funding Category** None

**MoDOT Funding Category** Cost Share Program

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

**STIP #** GOVCS03

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
LOCAL	Local	CON	\$3,500,000	\$0	\$0	\$0	\$3,500,000
MoDOT	State	CON	\$1,500,000	\$0	\$0	\$0	\$1,500,000
<b>Totals</b>			<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>

### Notes

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

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



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

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

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

### Project Description

Signal replacements at various locations in the City of Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$112,000	\$0	\$0	\$0	\$112,000
LOCAL	Local	ENG	\$28,000	\$0	\$0	\$0	\$28,000
FHWA (STBG-U)	Federal	CON	\$1,232,000	\$0	\$0	\$0	\$1,232,000
LOCAL	Local	CON	\$308,000	\$0	\$0	\$0	\$308,000
<b>Totals</b>			<b>\$1,680,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,680,000</b>

### Notes

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

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,680,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by Local Public Agencies

**TIP #** SP2501-22 **GRAND STREET SAFETY AND PEDESTRIAN IMPROVEMENTS**

**Route** Grand Street  
**From** John Q. Hammons Avenue  
**To** National Avenue

**Location**

**Federal Agency**

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

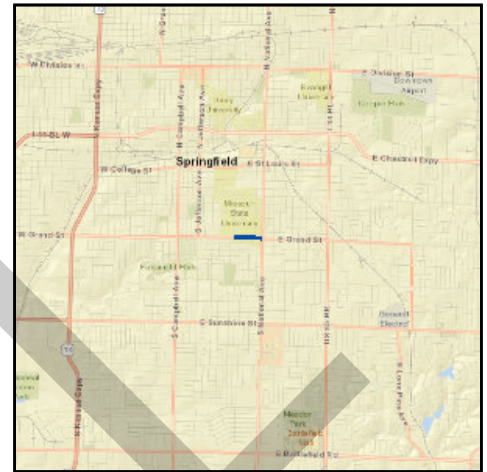
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

### Project Description

Safety and pedestrian improvements on Grand Street from John Q. Hammons Avenue to National Avenue.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$0	\$0	\$400,000	\$400,000
LOCAL	Local	ENG	\$0	\$0	\$0	\$100,000	\$100,000
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$0	\$1,200,000	\$1,200,000
LOCAL	Local	CON	\$0	\$0	\$0	\$300,000	\$300,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>

### Notes

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

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



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by Local Public Agencies

**TIP #** ST2202-20A10      **N. OLD ORCHARD ROAD IMPROVEMENTS**

**Route** N. Old Orchard

**From** E. Evergreen

**To** E. Farm Road 84

**Location**

**Federal Agency**

**Project Sponsor** City of Strafford

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

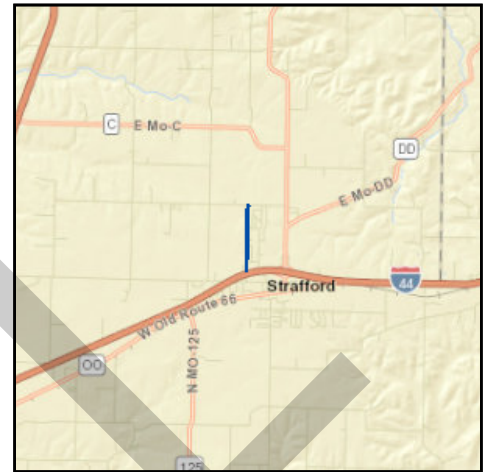
**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

Capacity improvements to N. Old Orchard Road from E. Evergreen to E. Farm Road 84.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
LOCAL	Local	ENG	\$54,153	\$0	\$0	\$0	\$54,153
LOCAL	Local	ROW	\$12,000	\$0	\$0	\$0	\$12,000
FHWA (STBG-U)	Federal	CON	\$481,362	\$0	\$0	\$0	\$481,362
LOCAL	Local	CON	\$120,341	\$0	\$0	\$0	\$120,341
<b>Totals</b>			<b>\$667,856</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$667,856</b>

#### Notes

Non-Federal Funding Source: City of Strafford

FYI: Pending approval as a Collector on the Federal Functional Classification System and STBG-U Advance Agreement

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$667,856



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # BA2202-22A3** ROUTE FF CORRIDOR IMPROVEMENTS SCOPING

**Route** Rte. FF

**From** Rte. M

**To** Farm Road 194

**Location** City of Battlefield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

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

**STIP #** SU0004

**Federal ID #**

#### Project Description

Scoping for corridor improvements from Route M to Farm Road 194 in Battlefield.

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$0	\$30,000
MoDOT-AC	State	ENG	\$40,000	\$40,000	\$40,000	\$0	\$120,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$150,000</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** \$150,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP # CC0901** ROUTES CC/J/NN SCOPING

**Route** Route CC/J/NN

**From** Main Street

**To** Pheasant Road

**Location** Christian County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8S0736

**Federal ID #** 1145004, 1145005



### Project Description

Scoping for capacity and safety improvements on Routes CC/J/NN from Main Street in Nixa to Pheasant Road in Ozark.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$8,000	\$8,000	\$8,000	\$0	\$24,000
MoDOT	State	ENG	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
MoDOT-AC	State	ENG	\$0	\$0	\$0	\$8,000	\$8,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$40,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$104,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$144,000







# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP # CC1802** ROUTE 160 ROADWAY IMPROVEMENTS

**Route** Rte. 160

**From** Rte. CC

**To**

**Location** Christian County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

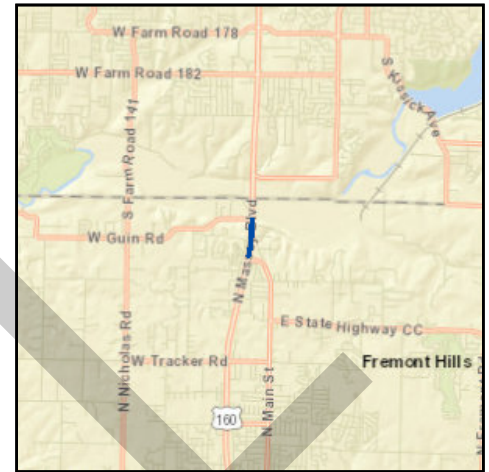
**Bike/Ped Plan?** **EJ?** **Yes**

**STIP #** 8S3138

**Federal ID #** 1601066

### Project Description

Intersection improvements at Rte. CC near Nixa.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$118,400	\$437,600	\$0	\$0	\$556,000
MoDOT	State	ENG	\$29,600	\$109,400	\$0	\$0	\$139,000
FHWA (NHPP)	Federal	ROW	\$240,000	\$0	\$0	\$0	\$240,000
MoDOT	State	ROW	\$60,000	\$0	\$0	\$0	\$60,000
FHWA (NHPP)	Federal	CON	\$0	\$3,040,000	\$0	\$0	\$3,040,000
MoDOT	State	CON	\$0	\$760,000	\$0	\$0	\$760,000
<b>Totals</b>			<b>\$448,000</b>	<b>\$4,347,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,795,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$516,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$5,311,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** US 65  
**From** Route CC  
**To** Route 14

**Location**

**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Advance Construction  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8P0605I  
**Federal ID #**



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
MoDOT-AC	State	ENG	\$4,000	\$4,000	\$4,000	\$4,000	\$16,000
<b>Totals</b>			<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$20,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$6,000  
**Future Cost** \$0  
**Total Cost** \$26,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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** Advance Construction

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

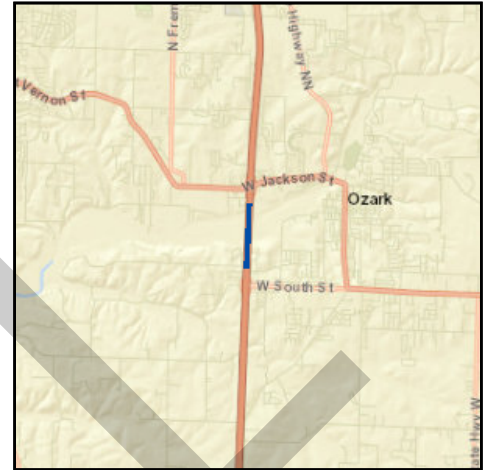
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8P0605J

**Federal ID #**

### Project Description

Scoping for capital improvements and northbound bridge improvements over the Finley River from Rte. 14 to Rte. F in Ozark. Project involves bridge A0646.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
MoDOT-AC	State	ENG	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$40,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$6,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$46,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** Rte. 14

**From** west of Carroll Road

**To** west of Hilltop Court

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

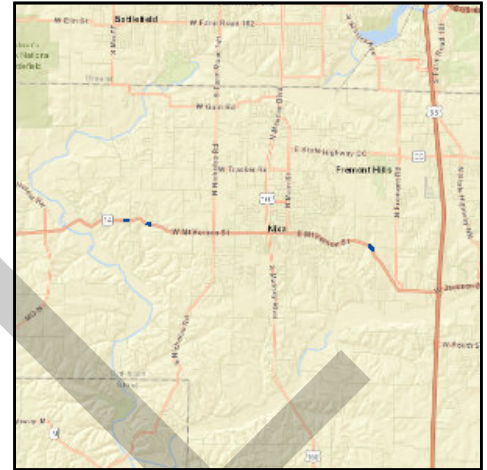
**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

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

**STIP #** 8P3206

**Federal ID #** 0141035



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$27,900	\$0	\$0	\$0	\$27,900
MoDOT	State	ENG	\$3,100	\$0	\$0	\$0	\$3,100
FHWA (SAFETY)	Federal	CON	\$196,200	\$0	\$0	\$0	\$196,200
MoDOT	State	CON	\$21,800	\$0	\$0	\$0	\$21,800
<b>Totals</b>			<b>\$249,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$249,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$18,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$267,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** CC2102-20A7 **US 160 BRIDGE REHABILITATION AND INTERSECTION IMPROVEMENTS AT RT AA**

**Route** US 160

**From** Route AA

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

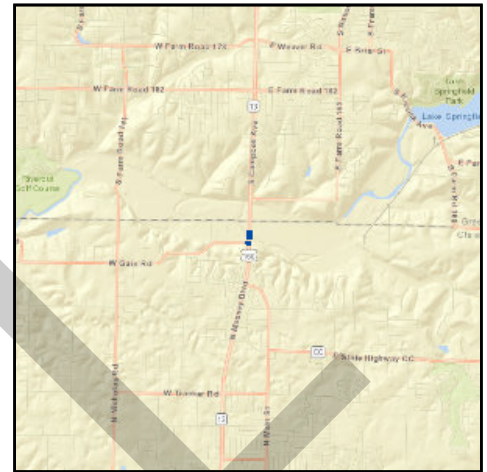
**Federal Funding Category** NHPP

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8S3138B

**Federal ID #** 1601075



### Project Description

Rehabilitate northbound bridge over the James River and add turn lanes and replace signal at Rte. AA.  
Project involves bridge A1198.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$77,200	\$159,800	\$0	\$0	\$237,000
MoDOT-AC	State	ENG	\$308,800	\$639,200	\$0	\$0	\$948,000
MoDOT	State	ROW	\$2,000	\$0	\$0	\$0	\$2,000
MoDOT-AC	State	ROW	\$8,000	\$0	\$0	\$0	\$8,000
MoDOT	State	CON	\$0	\$878,200	\$0	\$0	\$878,200
MoDOT-AC	State	CON	\$0	\$3,512,800	\$0	\$0	\$3,512,800
<b>Totals</b>			<b>\$396,000</b>	<b>\$5,190,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,586,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$150,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$5,736,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT 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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$3,200	\$3,200	\$3,200	\$3,200	\$12,800
MoDOT	State	ENG	\$800	\$800	\$800	\$800	\$3,200
<b>Totals</b>			<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$16,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$52,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$68,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

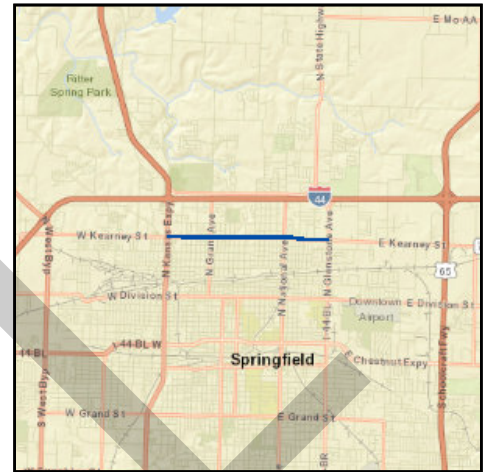
**Federal Funding Category** STBG

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

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

**STIP #** 8S3149

**Federal ID #** 7441019



### 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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$324,000	\$250,400	\$0	\$0	\$574,400
MoDOT	State	ENG	\$81,000	\$62,600	\$0	\$0	\$143,600
FHWA (STBG)	Federal	ROW	\$83,200	\$0	\$0	\$0	\$83,200
MoDOT	State	ROW	\$20,800	\$0	\$0	\$0	\$20,800
FHWA (STBG)	Federal	CON	\$0	\$1,252,800	\$0	\$0	\$1,252,800
MoDOT	State	CON	\$0	\$313,200	\$0	\$0	\$313,200
<b>Totals</b>			<b>\$509,000</b>	<b>\$1,879,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,388,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$174,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,562,000





## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT 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?** Yes **EJ?** Yes

**STIP #** 8S3175

**Federal ID #** S603047



#### 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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$78,400	\$0	\$0	\$0	\$78,400
MoDOT	State	ENG	\$19,600	\$0	\$0	\$0	\$19,600
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	\$272,800	\$0	\$0	\$0	\$272,800
MoDOT	State	CON	\$68,200	\$0	\$0	\$0	\$68,200
<b>Totals</b>			<b>\$448,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$448,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$58,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$506,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

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

**STIP #** 8P3192

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$1,000	\$6,000	\$41,000	\$0	\$48,000
MoDOT-AC	State	ENG	\$4,000	\$24,000	\$164,000	\$0	\$192,000
MoDOT	State	ROW	\$0	\$4,200	\$0	\$0	\$4,200
MoDOT-AC	State	ROW	\$0	\$16,800	\$0	\$0	\$16,800
FHWA (STAP)	Federal	CON	\$0	\$0	\$252,000	\$0	\$252,000
MoDOT	State	CON	\$0	\$0	\$216,400	\$0	\$216,400
MoDOT-AC	State	CON	\$0	\$0	\$613,600	\$0	\$613,600
<b>Totals</b>			<b>\$5,000</b>	<b>\$51,000</b>	<b>\$1,287,000</b>	<b>\$0</b>	<b>\$1,343,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

FYI: \$252,000 Statewide Transportation Alternatives funds.

**Prior Cost** \$80,000  
**Future Cost** \$0  
**Total Cost** \$1,423,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** Rte. 13  
**From** north of I-44  
**To** James River Freeway (Rte. 60)

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

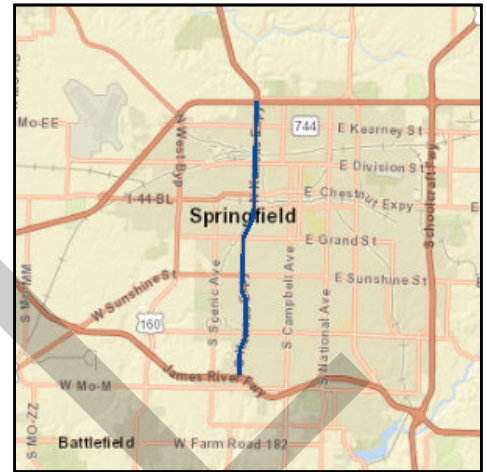
**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3173

**Federal ID #** 0132091



### Project Description

Upgrade pedestrian facilities 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	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$258,600	\$128,400	\$0	\$0	\$387,000
MoDOT-AC	State	ENG	\$1,034,400	\$513,600	\$0	\$0	\$1,548,000
MoDOT	State	ROW	\$10,000	\$0	\$0	\$0	\$10,000
MoDOT-AC	State	ROW	\$40,000	\$0	\$0	\$0	\$40,000
FHWA (STAP)	Federal	CON	\$0	\$329,000	\$0	\$0	\$329,000
MoDOT	State	CON	\$0	\$593,800	\$0	\$0	\$593,800
MoDOT-AC	State	CON	\$0	\$2,046,200	\$0	\$0	\$2,046,200
<b>Totals</b>			<b>\$1,343,000</b>	<b>\$3,611,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,954,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$52,000  
**Future Cost** \$0  
**Total Cost** \$5,006,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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** LeCompte Road

**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 #** 8S3172

**Federal ID #** 7441017



### 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 LeCompte Road.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$143,200	\$188,000	\$0	\$0	\$331,200
MoDOT	State	ENG	\$35,800	\$47,000	\$0	\$0	\$82,800
FHWA (STBG)	Federal	ROW	\$40,000	\$0	\$0	\$0	\$40,000
MoDOT	State	ROW	\$10,000	\$0	\$0	\$0	\$10,000
FHWA (STBG)	Federal	CON	\$0	\$905,600	\$0	\$0	\$905,600
MoDOT	State	CON	\$0	\$226,400	\$0	\$0	\$226,400
<b>Totals</b>			<b>\$229,000</b>	<b>\$1,367,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,596,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$137,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,733,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT 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

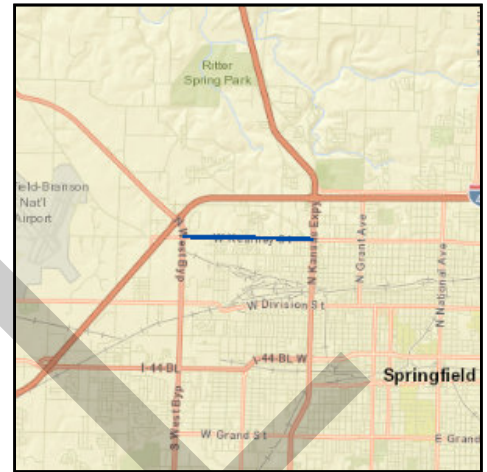
**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3190

**Federal ID #** 7441018



#### 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	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$57,200	\$60,800	\$0	\$0	\$118,000
MoDOT-AC	State	ENG	\$228,800	\$243,200	\$0	\$0	\$472,000
MoDOT	State	ROW	\$21,400	\$0	\$0	\$0	\$21,400
MoDOT-AC	State	ROW	\$85,600	\$0	\$0	\$0	\$85,600
MoDOT	State	CON	\$0	\$293,800	\$0	\$0	\$293,800
MoDOT-AC	State	CON	\$0	\$1,175,200	\$0	\$0	\$1,175,200
<b>Totals</b>			<b>\$393,000</b>	<b>\$1,773,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,166,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$200,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,366,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

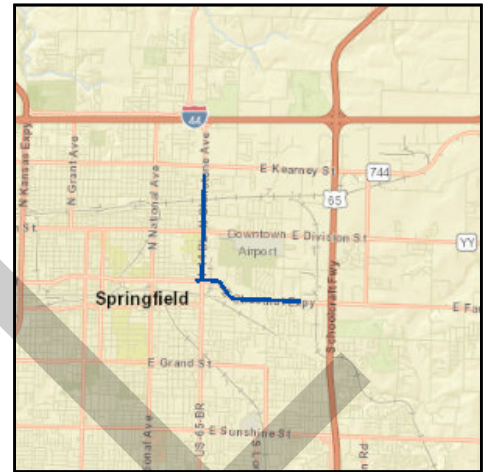
**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3171

**Federal ID #** S603070



### 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	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$400	\$5,000	\$4,400	\$0	\$9,800
MoDOT-AC	State	ENG	\$1,600	\$20,000	\$17,600	\$0	\$39,200
MoDOT	State	ROW	\$0	\$2,000	\$0	\$0	\$2,000
MoDOT-AC	State	ROW	\$0	\$8,000	\$0	\$0	\$8,000
FHWA (TAP)	Federal	CON	\$0	\$0	\$79,000	\$0	\$79,000
MoDOT	State	CON	\$0	\$0	\$21,000	\$0	\$21,000
MoDOT-AC	State	CON	\$0	\$0	\$5,000	\$0	\$5,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$35,000</b>	<b>\$127,000</b>	<b>\$0</b>	<b>\$164,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$4,000

**Future Cost** \$0

**Total Cost** \$168,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** Norton Road; Rte. Z

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

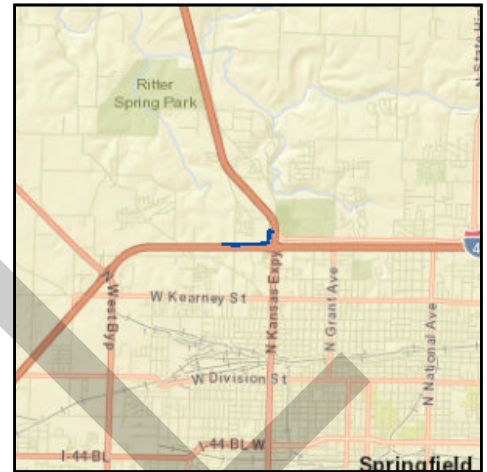
**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3179

**Federal ID #** S603071



### Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan on Norton Road near Rte. 13 in Springfield and on Rte. Z at the Frisco Highline Trail north of Jackson Street in Willard.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$12,000	\$0	\$0	\$0	\$12,000
MoDOT-AC	State	ENG	\$48,000	\$0	\$0	\$0	\$48,000
MoDOT	State	CON	\$43,400	\$0	\$0	\$0	\$43,400
MoDOT-AC	State	CON	\$173,600	\$0	\$0	\$0	\$173,600
<b>Totals</b>			<b>\$277,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$277,000</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>	\$316,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** EN2202-22 **RT P ADA TRANSITION PLAN IMPROVEMENTS US 60 TO GRACE STREET IN REPUBLIC**

**Route** Rte. P  
**From** Rte. 60  
**To** Grace Street

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3200

**Federal ID #**

### Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan from Rte. 60 to Grace Street in Republic.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$10,600	\$9,800	\$0	\$0	\$20,400
MoDOT-AC	State	ENG	\$42,400	\$39,200	\$0	\$0	\$81,600
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
MoDOT-AC	State	ROW	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	CON	\$0	\$45,600	\$0	\$0	\$45,600
MoDOT-AC	State	CON	\$0	\$182,400	\$0	\$0	\$182,400
<b>Totals</b>			<b>\$55,000</b>	<b>\$277,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$332,000</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** \$332,000



## Transportation Improvement Program - FY 2022-2025

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

#### E) Sponsored by MoDOT Section

**TIP #** EN2205-22AM1      **WILSON'S CREEK BOULEVARD TRAIL**

**Route** Wilson's Creek Boulevard Trail

**From**

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG-U

**MoDOT Funding Category** None

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

**STIP #**

**Federal ID #**

#### Project Description

Construction of Wilson's Creek Boulevard Trail from Wilson's Creek National Battlefield to Route M along Route ZZ.

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$138,198	\$0	\$0	\$0	\$138,198
LOCAL	Local	ENG	\$34,550	\$0	\$0	\$0	\$34,550
FHWA (CRRSSA)	Federal	CON	\$1,246,730	\$0	\$0	\$0	\$1,246,730
FHWA (STBG-U)	Federal	CON	\$246,402	\$0	\$0	\$0	\$246,402
LOCAL	Local	CON	\$61,600	\$0	\$0	\$0	\$61,600
<b>Totals</b>			<b>\$1,727,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,727,480</b>

#### Notes

Non-Federal Funding Source: Ozark Greenways

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,727,480



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT 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

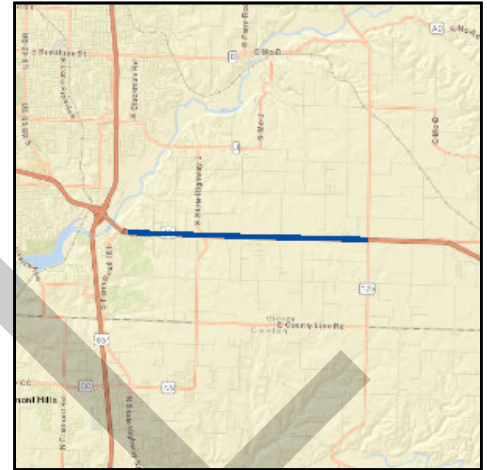
**Federal Funding Category** NHPP

**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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$16,000	\$16,000	\$16,000	\$16,000	\$64,000
MoDOT	State	ENG	\$4,000	\$4,000	\$4,000	\$4,000	\$16,000
<b>Totals</b>			<b>\$20,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$80,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$131,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$211,000



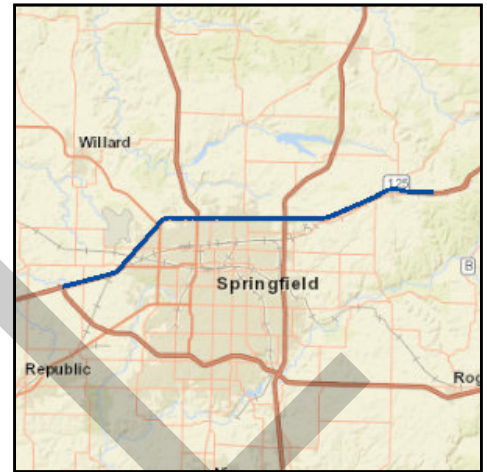
# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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?** Yes **EJ?** Yes  
**STIP #** 813134  
**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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$1,800	\$0	\$1,800	\$0	\$3,600
MoDOT	State	ENG	\$200	\$200	\$200	\$0	\$600
FHWA (SAFETY)	Federal	ADMIN	\$0	\$1,800	\$0	\$0	\$1,800
<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>	\$77,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$83,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT 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** Advance Construction

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

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

**STIP #** 8P3122B

**Federal ID #** 0602110



#### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$400	\$32,400	\$0	\$0	\$32,800
MoDOT-AC	State	ENG	\$1,600	\$129,600	\$0	\$0	\$131,200
MoDOT	State	CON	\$0	\$336,400	\$0	\$0	\$336,400
MoDOT-AC	State	CON	\$0	\$1,345,600	\$0	\$0	\$1,345,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$1,844,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,846,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Split from GR1804-18; Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - NHPP

<b>Prior Cost</b>	\$33,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,879,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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 (#673 253R)



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (130)	Federal	CON	\$200,000	\$0	\$0	\$0	\$200,000
MoDOT-GCSA	State	CON	\$50,000	\$0	\$0	\$0	\$50,000
<b>Totals</b>			<b>\$250,000</b>	<b>\$0</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 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

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

**Route** Rte. 65

**From** north of I-44

**To** Rtes. KK and A

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

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

**STIP #** 8P3164

**Federal ID #** 0652114



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$3,200	\$9,600	\$107,200	\$0	\$120,000
MoDOT	State	ENG	\$800	\$2,400	\$26,800	\$0	\$30,000
FHWA (NHPP)	Federal	CON	\$0	\$0	\$1,143,200	\$0	\$1,143,200
MoDOT	State	CON	\$0	\$0	\$285,800	\$0	\$285,800
<b>Totals</b>			<b>\$4,000</b>	<b>\$12,000</b>	<b>\$1,563,000</b>	<b>\$0</b>	<b>\$1,579,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$8,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,587,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

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

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

**STIP #** 8S3162

**Federal ID #** 7441016



### 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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$2,400	\$124,000	\$0	\$0	\$126,400
MoDOT	State	ENG	\$600	\$31,000	\$0	\$0	\$31,600
FHWA (NHPP)	Federal	CON	\$0	\$1,304,000	\$0	\$0	\$1,304,000
MoDOT	State	CON	\$0	\$326,000	\$0	\$0	\$326,000
<b>Totals</b>			<b>\$3,000</b>	<b>\$1,785,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,788,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$26,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,814,000



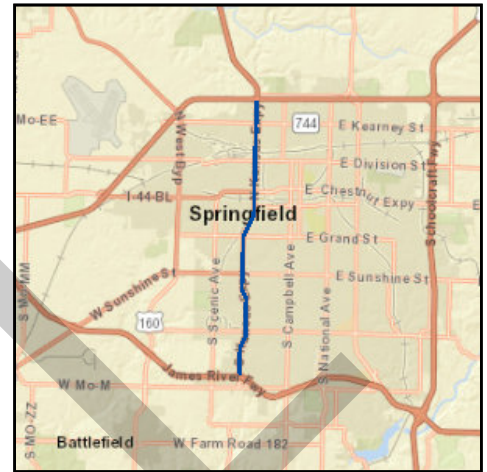
# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S3165  
**Federal ID #** 0132090



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$32,000	\$216,800	\$0	\$0	\$248,800
MoDOT	State	ENG	\$8,000	\$54,200	\$0	\$0	\$62,200
FHWA (NHPP)	Federal	CON	\$0	\$2,368,800	\$0	\$0	\$2,368,800
MoDOT	State	CON	\$0	\$592,200	\$0	\$0	\$592,200
<b>Totals</b>			<b>\$40,000</b>	<b>\$3,232,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,272,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

**Prior Cost** \$12,000  
**Future Cost** \$0  
**Total Cost** \$3,284,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** GR2010-20A1 **ROUTE ZZ AND FR 182 ADD ROUNDABOUT**

**Route** Rte. ZZ

**From** FR 182

**To** FR 182

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

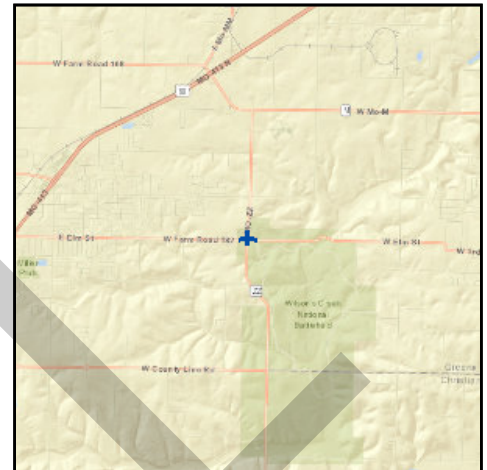
**Federal Funding Category** STBG

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8S3194

**Federal ID #** S603073



### Project Description

Add roundabout on Wilson's Creek Boulevard at County Road 182.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$121,600	\$122,400	\$0	\$0	\$244,000
MoDOT	State	ENG	\$30,400	\$30,600	\$0	\$0	\$61,000
MoDOT	State	CON	\$0	\$63,000	\$0	\$0	\$63,000
OTHER	Other	CON	\$0	\$970,000	\$0	\$0	\$970,000
<b>Totals</b>			<b>\$152,000</b>	<b>\$1,186,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,338,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues  
FYI: \$870,000 Federal Lands Access Program and \$100,000 National Parks Service funds. Contingent upon receipt of Federal Lands Access Program funds.

<b>Prior Cost</b>	\$20,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,358,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** Rte. 60

**From** FR 194

**To** Rte. 174

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** CRISI

**MoDOT Funding Category** Grade Crossing Safety Account

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

**STIP #** 8P3197

**Federal ID #** 0602113



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$47,200	\$0	\$0	\$0	\$47,200
FRA (CRISI)	Federal	ENG	\$38,500	\$0	\$0	\$0	\$38,500
MoDOT	State	ENG	\$11,800	\$0	\$0	\$0	\$11,800
MoDOT-GCSA	State	ENG	\$38,500	\$0	\$0	\$0	\$38,500
FRA (CRISI)	Federal	ROW	\$12,000	\$0	\$0	\$0	\$12,000
MoDOT-GCSA	State	ROW	\$12,000	\$0	\$0	\$0	\$12,000
FRA (CRISI)	Federal	CON	\$323,000	\$0	\$0	\$0	\$323,000
MoDOT-GCSA	State	CON	\$323,000	\$0	\$0	\$0	\$323,000
<b>Totals</b>			<b>\$806,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$806,000</b>

### Notes

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

<b>Prior Cost</b>	\$42,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$848,000

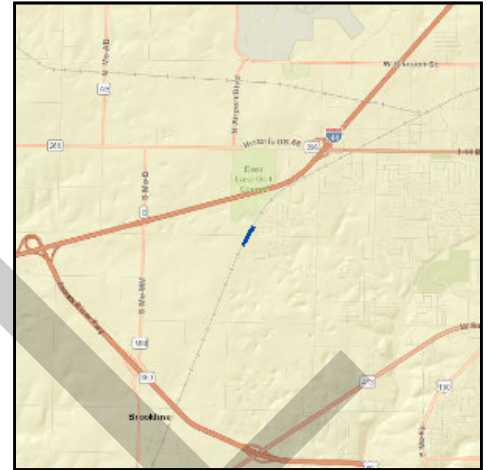


# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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?** Yes  
**STIP #** 673269M  
**Federal ID #**



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (130)	Federal	CON	\$240,000	\$0	\$0	\$0	\$240,000
MoDOT-GCSA	State	CON	\$60,000	\$0	\$0	\$0	\$60,000
<b>Totals</b>			<b>\$300,000</b>	<b>\$0</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 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** GR2201-22 **I-44 PAVEMENT RESURFACING CHESTNUT TO GLENSTONE AND US 65 TO MO 125**

**Route** IS 44

**From** Rte. 266; Rte. 65

**To** Rte. H; 0.5 mile east of Rte. 125

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

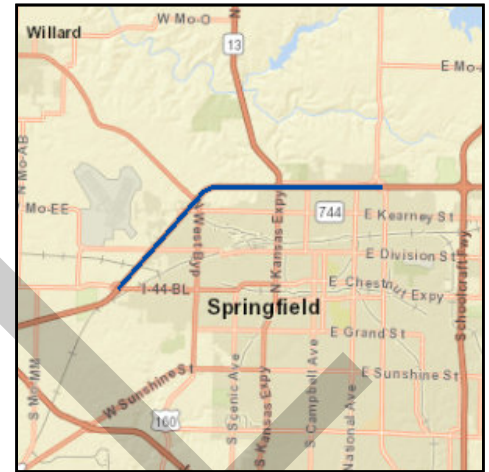
**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 813225

**Federal ID #**

### Project Description

Pavement resurfacing from 0.6 mile west of Rte. 266 (Chestnut Expressway) to Rte. H (Glenstone Avenue) in Springfield and from Rte. 65 in Springfield to 0.5 mile east of Rte. 125 in Strafford.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$45,000	\$49,500	\$484,200	\$0	\$578,700
MoDOT	State	ENG	\$5,000	\$5,500	\$53,800	\$0	\$64,300
FHWA (I/M)	Federal	CON	\$0	\$0	\$5,796,000	\$0	\$5,796,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$55,000</b>	<b>\$6,334,000</b>	<b>\$0</b>	<b>\$6,439,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$6,439,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** GR2202-22 **RT C PAVEMENT RESURFACING US 65 TO MO 125 IN STRAFFORD**

**Route** Rte. C  
**From** Rte. 65  
**To** Rte. 125

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3226

**Federal ID #**

### Project Description

Pavement resurfacing on Rte. C from Rte. 65 to Rte. 125 north of Strafford.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$400	\$1,200	\$5,400	\$0	\$7,000
MoDOT-AC	State	ENG	\$1,600	\$4,800	\$21,600	\$0	\$28,000
MoDOT	State	CON	\$0	\$0	\$55,000	\$0	\$55,000
MoDOT-AC	State	CON	\$0	\$0	\$220,000	\$0	\$220,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$6,000</b>	<b>\$302,000</b>	<b>\$0</b>	<b>\$310,000</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** \$310,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** GR2203-22 **RT D PAVEMENT RESURFACING BLACKMAN ROAD TO MO 125**

**Route** Rte. D  
**From** east of Blackman Road  
**To** Rte. 125

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3215

**Federal ID #**

### Project Description

Pavement resurfacing from east of Blackman Road to Rte. 125 east of Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$4,400	\$24,000	\$0	\$0	\$28,400
MoDOT-AC	State	ENG	\$17,600	\$96,000	\$0	\$0	\$113,600
MoDOT	State	CON	\$0	\$253,400	\$0	\$0	\$253,400
MoDOT-AC	State	CON	\$0	\$1,013,600	\$0	\$0	\$1,013,600
<b>Totals</b>			<b>\$22,000</b>	<b>\$1,387,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,409,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$1,409,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** GR2204-22 **RT DD PAVEMENT RESURFACING MO 125 TO WEBSTER COUNTY**

**Route** Rte. DD  
**From** Rte. 125  
**To** Webster County line

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8S3228

**Federal ID #**

### Project Description

Pavement resurfacing from Rte. 125 in Strafford to the Webster County line.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$400	\$1,200	\$4,200	\$0	\$5,800
MoDOT-AC	State	ENG	\$1,600	\$4,800	\$16,800	\$0	\$23,200
MoDOT	State	CON	\$0	\$0	\$42,600	\$0	\$42,600
MoDOT-AC	State	CON	\$0	\$0	\$170,400	\$0	\$170,400
<b>Totals</b>			<b>\$2,000</b>	<b>\$6,000</b>	<b>\$234,000</b>	<b>\$0</b>	<b>\$242,000</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** \$242,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** GR2205-22 **RT J PAVEMENT RESURFACING RT D TO NORTH OF US 60**

**Route** Rte. J  
**From** Rte. D  
**To** 0.3 mile north of Rte. 60

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3211

**Federal ID #**

### Project Description

Pavement resurfacing from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$1,600	\$9,400	\$0	\$0	\$11,000
MoDOT-AC	State	ENG	\$6,400	\$37,600	\$0	\$0	\$44,000
MoDOT	State	CON	\$0	\$95,000	\$0	\$0	\$95,000
MoDOT-AC	State	CON	\$0	\$380,000	\$0	\$0	\$380,000
<b>Totals</b>			<b>\$8,000</b>	<b>\$522,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530,000</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** \$530,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** GR2206-22 **RT KK CULVERT REPLACEMENT EAST OF HIDDEN LAKE LANE**

**Route** Rte. KK  
**From** east of Hidden Lake Lane

**To**  
**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

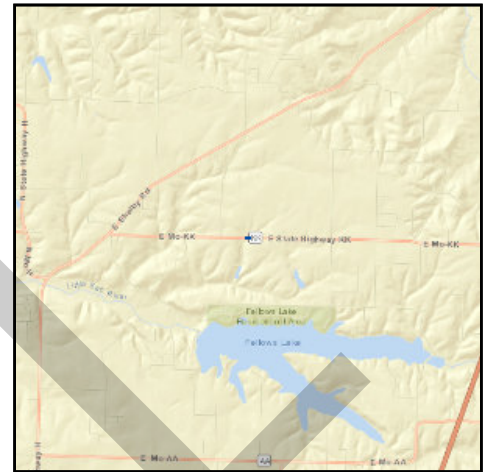
**Bike/Ped Plan?** EJ?

**STIP #** 8S3222

**Federal ID #**

#### Project Description

Replace culvert east of Hidden Lake Lane. Project involves culvert T0150.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$16,000	\$0	\$0	\$0	\$16,000
MoDOT-AC	State	ENG	\$64,000	\$0	\$0	\$0	\$64,000
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
MoDOT-AC	State	ROW	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	CON	\$41,400	\$0	\$0	\$0	\$41,400
MoDOT-AC	State	CON	\$165,600	\$0	\$0	\$0	\$165,600
<b>Totals</b>			<b>\$289,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$289,000</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** \$289,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** GR2207-22 **RT WW PAVEMENT RESURFACING MO 13 TO RT H**

**Route** Rte. WW

**From** Rte. 13

**To** Rte. H

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

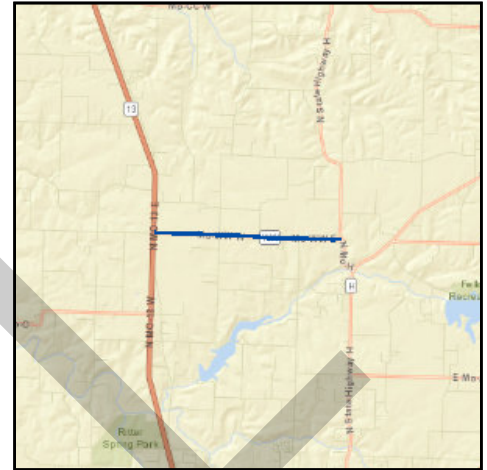
**Bike/Ped Plan?** EJ?

**STIP #** 8S3227

**Federal ID #**

### Project Description

Pavement resurfacing from Rte. 13 to Rte. H.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$400	\$1,200	\$5,600	\$0	\$7,200
MoDOT-AC	State	ENG	\$1,600	\$4,800	\$22,400	\$0	\$28,800
MoDOT	State	CON	\$0	\$0	\$55,200	\$0	\$55,200
MoDOT-AC	State	CON	\$0	\$0	\$220,800	\$0	\$220,800
<b>Totals</b>			<b>\$2,000</b>	<b>\$6,000</b>	<b>\$304,000</b>	<b>\$0</b>	<b>\$312,000</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>	\$312,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** GR2208-22 **US 60 SCOPING FOR ITS EXTENSION TO ROGERSVILLE**

**Route** Rte. 60  
**From** Rte. 65  
**To** east of Rte. VV

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8P3251

**Federal ID #**

### Project Description

Scoping to extend Ozarks Traffic ITS from Rte. 65 in Springfield to east of Rte. VV in Rogersville.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
MoDOT-AC	State	ENG	\$4,000	\$4,000	\$4,000	\$4,000	\$16,000
<b>Totals</b>			<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$20,000</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>	\$20,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** GR2209-22 **MO 360/US 60 BRIDGE REHABILITATIONS**

**Route** Rte. 360, Rte. 60

**From** Over Farm Road 156 and BNSF RR

**To** Over South Creek

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

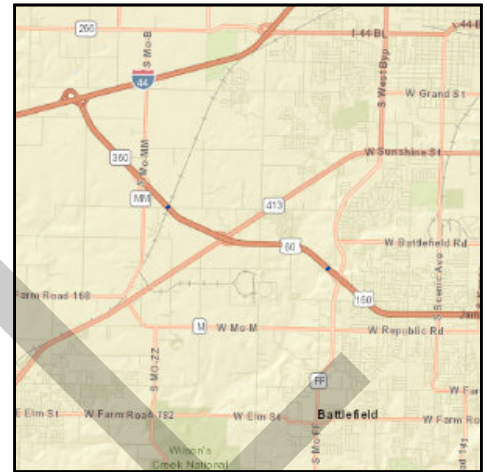
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8P3223

**Federal ID #**

### Project Description

Bridge rehabilitation on eastbound bridge over Farm Road 156 and BNSF Railroad and on Rte. 60 eastbound bridge over South Creek west of Rte. 160. Project involves bridges A5842 and A4148.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$38,400	\$0	\$0	\$0	\$38,400
MoDOT	State	ENG	\$9,600	\$0	\$0	\$0	\$9,600
FHWA (NHPP)	Federal	CON	\$226,400	\$0	\$0	\$0	\$226,400
MoDOT	State	CON	\$56,600	\$0	\$0	\$0	\$56,600
<b>Totals</b>			<b>\$331,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$331,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO1105      **SAFE AND SOUND BRIDGE PROGRAM**

**Route** N/A

**From** N/A

**To** N/A

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** None

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

**Bike/Ped Plan?** EJ?

**STIP #** 5B0800X

**Federal ID #**

### Project Description

Payment for Safe and Sound Bridge Program in OTO Area.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	PMT	\$292,000	\$292,000	\$292,000	\$292,000	\$1,168,000
<b>Totals</b>			<b>\$292,000</b>	<b>\$292,000</b>	<b>\$292,000</b>	<b>\$292,000</b>	<b>\$1,168,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$3,169,000
<b>Future Cost</b>	\$292,000
<b>Total Cost</b>	\$4,629,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$15,000	\$15,000	\$0	\$0	\$30,000
<b>Totals</b>			<b>\$15,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Programming added to previously "Completed" project

**Prior Cost** \$95,000

**Future Cost** \$0

**Total Cost** \$125,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

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

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3067

**Federal ID #** S602066



#### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$40,000	\$0	\$0	\$80,000
MoDOT	State	ENG	\$10,000	\$10,000	\$0	\$0	\$20,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

**Prior Cost** \$446,000

**Future Cost** \$0

**Total Cost** \$546,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

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

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

**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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$3,200	\$3,200	\$3,200	\$3,200	\$12,800
MoDOT	State	ENG	\$800	\$800	\$800	\$800	\$3,200
<b>Totals</b>			<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$16,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$24,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$40,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

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

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**Bike/Ped Plan?** EJ?

**STIP #** 8P3069

**Federal ID #** S603050



#### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$54,000	\$54,000	\$0	\$0	\$108,000
MoDOT	State	ENG	\$6,000	\$6,000	\$0	\$0	\$12,000
<b>Totals</b>			<b>\$60,000</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

**Prior Cost** \$439,000

**Future Cost** \$0

**Total Cost** \$559,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT 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

**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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$40,000	\$0	\$0	\$80,000
MoDOT	State	ENG	\$10,000	\$10,000	\$0	\$0	\$20,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

**Prior Cost** \$192,000

**Future Cost** \$0

**Total Cost** \$292,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency** FHWA

**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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$40,000	\$40,000	\$0	\$0	\$80,000
MoDOT	State	ENG	\$10,000	\$10,000	\$0	\$0	\$20,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

**Prior Cost** \$158,000

**Future Cost** \$0

**Total Cost** \$258,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO1905-22A1      **BRIDGE INSPECTIONS**  
**Route** Various  
**From**  
**To**  
**Location** Area Wide  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** BRO  
**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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (BRO)	Federal	MAINT	\$32,000	\$16,000	\$68,000	\$48,000	\$164,000
LOCAL	Local	MAINT	\$8,000	\$4,000	\$17,000	\$12,000	\$41,000
<b>Totals</b>			<b>\$40,000</b>	<b>\$20,000</b>	<b>\$85,000</b>	<b>\$60,000</b>	<b>\$205,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$59,000
<b>Future Cost</b>	\$45,000
<b>Total Cost</b>	\$309,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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	FY2022	FY2023	FY2024	FY2025	Total
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>\$201,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$201,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$203,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3207

**Federal ID #** 0602114



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$13,800	\$0	\$0	\$0	\$13,800
MoDOT-AC	State	ENG	\$55,200	\$0	\$0	\$0	\$55,200
MoDOT	State	CON	\$188,000	\$0	\$0	\$0	\$188,000
MoDOT-AC	State	CON	\$752,000	\$0	\$0	\$0	\$752,000
<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

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

<b>Prior Cost</b>	\$50,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,059,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3181B

**Federal ID #** S603078



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$2,400	\$0	\$0	\$0	\$2,400
MoDOT-AC	State	ENG	\$9,600	\$0	\$0	\$0	\$9,600
MoDOT	State	CON	\$18,800	\$0	\$0	\$0	\$18,800
MoDOT-AC	State	CON	\$75,200	\$0	\$0	\$0	\$75,200
<b>Totals</b>			<b>\$106,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$106,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$8,000

**Future Cost** \$0

**Total Cost** \$114,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2202-22      **VARIOUS ROUTES PAVEMENT PRESERVATION**

**Route**      Rte. 14, Rte. F, Rte. DD

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor**      MoDOT

**Federal Funding Category**      Advance Construction

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

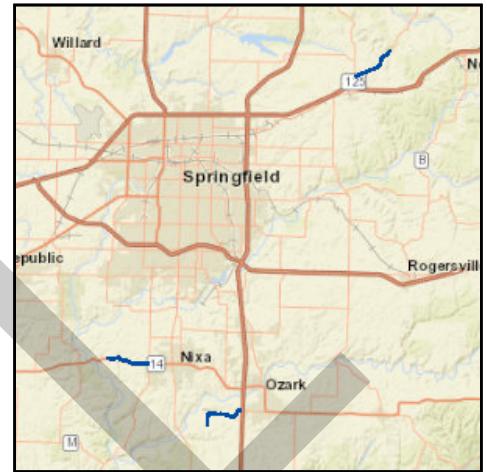
**Bike/Ped Plan?**      **EJ?**      Yes

**STIP #**      8P3229

**Federal ID #**

### Project Description

Pavement preservation treatment on Rte. 14 from Antler Road to Rte. M in Nixa, on Rte. F from Riverdale Road to Rte. 65 in Ozark, and on Rte. DD from Rte. 125 to the end of state maintenance near Strafford.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$9,200	\$0	\$0	\$0	\$9,200
MoDOT-AC	State	ENG	\$36,800	\$0	\$0	\$0	\$36,800
MoDOT	State	CON	\$45,400	\$0	\$0	\$0	\$45,400
MoDOT-AC	State	CON	\$181,600	\$0	\$0	\$0	\$181,600
<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

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>	\$273,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2203-22      **VARIOUS ROUTES SAFETY IMPROVEMENTS**

**Route**      Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor**      MoDOT

**Federal Funding Category**      Safety

**MoDOT Funding Category**      Safety

**Bike/Ped Plan?**      EJ?

**STIP #**      8P3248

**Federal ID #**

### Project Description

Safety improvements at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$45,000	\$90,000	\$162,000	\$0	\$297,000
MoDOT	State	ENG	\$5,000	\$10,000	\$18,000	\$0	\$33,000
FHWA (SAFETY)	Federal	CON	\$0	\$0	\$1,000,800	\$0	\$1,000,800
MoDOT	State	CON	\$0	\$0	\$111,200	\$0	\$111,200
<b>Totals</b>			<b>\$50,000</b>	<b>\$100,000</b>	<b>\$1,292,000</b>	<b>\$0</b>	<b>\$1,442,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,442,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2204-22 **JOB ORDER CONTRACTING PAVEMENT REPAIR (2022)**

**Route** IS 44

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8I3210

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$3,800	\$0	\$0	\$0	\$3,800
MoDOT-AC	State	ENG	\$34,200	\$0	\$0	\$0	\$34,200
MoDOT	State	CON	\$40,000	\$0	\$0	\$0	\$40,000
MoDOT-AC	State	CON	\$360,000	\$0	\$0	\$0	\$360,000
<b>Totals</b>			<b>\$438,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$438,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$438,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2205-22 **REPLACE SIGNS AT VARIOUS LOCATIONS**

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8I3243

**Federal ID #**

### Project Description

Replace signs at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$6,000	\$8,000	\$0	\$0	\$14,000
MoDOT-AC	State	ENG	\$24,000	\$32,000	\$0	\$0	\$56,000
MoDOT	State	CON	\$0	\$73,600	\$0	\$0	\$73,600
MoDOT-AC	State	CON	\$0	\$294,400	\$0	\$0	\$294,400
<b>Totals</b>			<b>\$30,000</b>	<b>\$408,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$438,000</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** \$438,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2206-22 **BRIDGE IMPROVEMENTS AT VARIOUS LOCATIONS**

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

**Bike/Ped Plan?** EJ?

**STIP #** 813246

**Federal ID #**

### Project Description

Bridge improvements at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$28,000	\$147,200	\$0	\$176,800
MoDOT	State	ENG	\$400	\$7,000	\$36,800	\$0	\$44,200
FHWA (NHPP)	Federal	CON	\$0	\$0	\$802,400	\$0	\$802,400
MoDOT	State	CON	\$0	\$0	\$200,600	\$0	\$200,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$35,000</b>	<b>\$1,187,000</b>	<b>\$0</b>	<b>\$1,224,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,224,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2207-22 **JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR (2023)**

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3213

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$1,200	\$16,800	\$0	\$0	\$18,000
MoDOT-AC	State	ENG	\$4,800	\$67,200	\$0	\$0	\$72,000
MoDOT	State	CON	\$0	\$168,000	\$0	\$0	\$168,000
MoDOT-AC	State	CON	\$0	\$672,000	\$0	\$0	\$672,000
<b>Totals</b>			<b>\$6,000</b>	<b>\$924,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$930,000</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** \$930,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2208-22 **JOB ORDER CONTRACTING FOR BRIDGE REPAIRS (2022)**

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3233

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$8,000	\$0	\$0	\$0	\$8,000
MoDOT-AC	State	ENG	\$32,000	\$0	\$0	\$0	\$32,000
MoDOT	State	CON	\$40,000	\$0	\$0	\$0	\$40,000
MoDOT-AC	State	CON	\$160,000	\$0	\$0	\$0	\$160,000
<b>Totals</b>			<b>\$240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</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** \$240,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2209-22 **REPLACE SIGNALS AT VARIOUS LOCATIONS (2024)**

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3236

**Federal ID #**

### Project Description

Replace signals at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$10,000	\$41,200	\$71,200	\$0	\$122,400
MoDOT-AC	State	ENG	\$40,000	\$164,800	\$284,800	\$0	\$489,600
MoDOT	State	CON	\$0	\$0	\$324,600	\$0	\$324,600
MoDOT-AC	State	CON	\$0	\$0	\$1,298,400	\$0	\$1,298,400
<b>Totals</b>			<b>\$50,000</b>	<b>\$206,000</b>	<b>\$1,979,000</b>	<b>\$0</b>	<b>\$2,235,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,235,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** MO2210-22 **REPLACE SIGNALS AT VARIOUS LOCATIONS (2026)**

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3237

**Federal ID #**

#### Project Description

Replace signals at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$2,000	\$2,000	\$2,000	\$45,200	\$51,200
MoDOT-AC	State	ENG	\$8,000	\$8,000	\$8,000	\$180,800	\$204,800
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$226,000</b>	<b>\$256,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$2,078,000
<b>Total Cost</b>	\$2,334,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2211-22 **CONCRETE REPAIRS AT VARIOUS LOCATIONS (2022)**

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3241

**Federal ID #**

### Project Description

Concrete repairs at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$9,000	\$0	\$0	\$0	\$9,000
MoDOT-AC	State	ENG	\$36,000	\$0	\$0	\$0	\$36,000
MoDOT	State	CON	\$102,000	\$0	\$0	\$0	\$102,000
MoDOT-AC	State	CON	\$408,000	\$0	\$0	\$0	\$408,000
<b>Totals</b>			<b>\$555,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$555,000</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** \$555,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2212-22 **CONCRETE REPAIRS AT VARIOUS LOCATIONS (2023)**

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3242

**Federal ID #**

### Project Description

Concrete repairs at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$1,000	\$8,000	\$0	\$0	\$9,000
MoDOT-AC	State	ENG	\$4,000	\$32,000	\$0	\$0	\$36,000
MoDOT	State	CON	\$0	\$105,000	\$0	\$0	\$105,000
MoDOT-AC	State	CON	\$0	\$420,000	\$0	\$0	\$420,000
<b>Totals</b>			<b>\$5,000</b>	<b>\$565,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$570,000</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** \$570,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2213-22 **JOB ORDER CONTRACTING FOR BRIDGE REPAIRS (2024)**

**Route** Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8P3234

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$0	\$0	\$8,000	\$0	\$8,000
MoDOT-AC	State	ENG	\$0	\$0	\$32,000	\$0	\$32,000
MoDOT	State	CON	\$0	\$0	\$42,400	\$0	\$42,400
MoDOT-AC	State	CON	\$0	\$0	\$169,600	\$0	\$169,600
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$252,000</b>	<b>\$0</b>	<b>\$252,000</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** \$252,000



## Transportation Improvement Program - FY 2022-2025

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

#### J) Pending Amendment Section

**TIP #** MO2214-22A3 ITS SCOPING AT VARIOUS LOCATIONS

**Route** Various

**From**

**To**

**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 #** SU0009

**Federal ID #**

#### Project Description

Scoping for Intelligent Transportation System improvements at various locations in the Southwest Urban district.

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$10,000	\$10,000	\$0	\$0	\$20,000
MoDOT-AC	State	ENG	\$40,000	\$40,000	\$0	\$0	\$80,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

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



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** MO2302-22      ON-CALL WORK ZONE ENFORCEMENT (2023)

**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 #**      8I3214

**Federal ID #**

#### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
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>\$0</b>	<b>\$201,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$201,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$201,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2401-22 **JOB ORDER CONTRACTING PAVEMENT REPAIR (2024)**

**Route** IS 44

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8I3232

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$0	\$0	\$3,800	\$0	\$3,800
MoDOT-AC	State	ENG	\$0	\$0	\$34,200	\$0	\$34,200
MoDOT	State	CON	\$0	\$0	\$42,400	\$0	\$42,400
MoDOT-AC	State	CON	\$0	\$0	\$381,600	\$0	\$381,600
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$462,000</b>	<b>\$0</b>	<b>\$462,000</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** \$462,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** MO2402-22 ITS OPERATIONS AND MANAGEMENT (2024)

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3231

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic ITS.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	PMT	\$0	\$0	\$154,200	\$0	\$154,200
MoDOT-AC	State	PMT	\$0	\$0	\$616,800	\$0	\$616,800
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$771,000</b>	<b>\$0</b>	<b>\$771,000</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>	\$771,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** MO2403-22      **SAFETY PROJECTS AT VARIOUS LOCATIONS**

**Route**      Various

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor**      MoDOT

**Federal Funding Category**      Safety

**MoDOT Funding Category**      Safety

**Bike/Ped Plan?**      EJ?

**STIP #**      0P3024I

**Federal ID #**

### Project Description

Safety projects at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$0	\$0	\$53,100	\$0	\$53,100
MoDOT	State	ENG	\$0	\$0	\$5,900	\$0	\$5,900
FHWA (SAFETY)	Federal	CON	\$0	\$0	\$801,900	\$0	\$801,900
MoDOT	State	CON	\$0	\$0	\$89,100	\$0	\$89,100
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$950,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

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





## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** MO2404-22      ON-CALL WORK ZONE ENFORCEMENT (2024)

**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 #**      8I3230

**Federal ID #**

#### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	PMT	\$0	\$0	\$180,900	\$0	\$180,900
MoDOT	State	PMT	\$0	\$0	\$20,100	\$0	\$20,100
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$201,000</b>	<b>\$0</b>	<b>\$201,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$201,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

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



### Project Description

Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	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>	\$0
<b>Total Cost</b>	\$18,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** NX2202-22 **RT CC SCOPING AT MAIN STREET IN NIXA**

**Route** Rte. CC

**From** Main Street

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

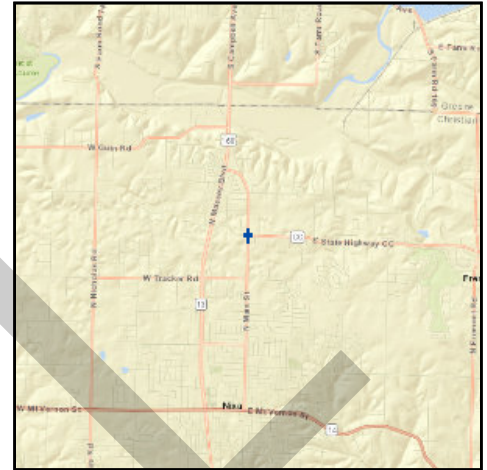
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8S0736F

**Federal ID #**

### Project Description

Scoping for intersection improvements at Main Street in Nixa.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
MoDOT-AC	State	ENG	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$40,000</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>	\$40,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** NX2203-22 **RT CC SCOPING US 160 TO MAIN STREET IN NIXA**

**Route** Rte. CC

**From** Rte. 160

**To** Main Street

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8S0736G

**Federal ID #**

#### Project Description

Scoping for capital improvements from Rte. 160 to Main Street in Nixa.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
MoDOT-AC	State	ENG	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$40,000</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>	\$40,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

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

**Route** Route 14  
**From** 6th Avenue  
**To** W

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

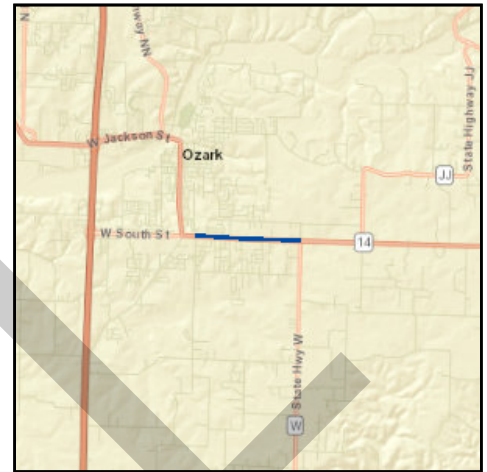
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8P0583

**Federal ID #**

#### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$20,000	\$10,000	\$10,000	\$0	\$40,000
MoDOT-AC	State	ENG	\$80,000	\$40,000	\$40,000	\$0	\$160,000
<b>Totals</b>			<b>\$100,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$200,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$143,000
<b>Future Cost</b>	\$6,655,000
<b>Total Cost</b>	\$6,998,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** CC  
**From** Fremont Road  
**To** 22nd Street

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8S0736D

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
MoDOT-AC	State	ENG	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
<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: Federal Funding Category upon Anticipated Advanced Construction (AC)  
 Conversion - STBG

<b>Prior Cost</b>	\$50,000
<b>Future Cost</b>	\$3,192,000
<b>Total Cost</b>	\$3,442,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** OK2201-22 **MO 14 ROADWAY IMPROVEMENTS 6TH AVENUE TO 14TH AVENUE**

**Route** Rte. 14  
**From** 6th Avenue  
**To** 14th Avenue

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

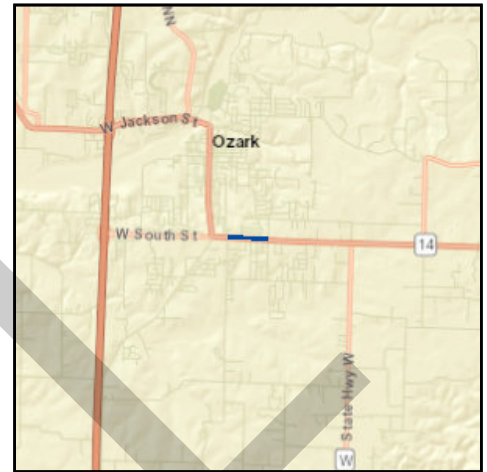
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8P0583B

**Federal ID #**

### Project Description

Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$5,000	\$5,000	\$10,000	\$61,600	\$81,600
MoDOT-AC	State	ENG	\$20,000	\$20,000	\$40,000	\$246,400	\$326,400
MoDOT	State	ROW	\$0	\$0	\$0	\$202,800	\$202,800
MoDOT-AC	State	ROW	\$0	\$0	\$0	\$811,200	\$811,200
<b>Totals</b>			<b>\$25,000</b>	<b>\$25,000</b>	<b>\$50,000</b>	<b>\$1,322,000</b>	<b>\$1,422,000</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** \$3,696,000  
**Total Cost** \$5,118,000





# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** OK2202-22 **RT CC INTERSECTION IMPROVEMENTS IN OZARK**

**Route** Rte. CC  
**From** 22nd Street

**To**  
**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8S0736E

**Federal ID #**

#### Project Description

Intersection improvements at 22nd Street in Ozark. Project involves culvert A3861.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$10,000	\$20,000	\$45,400	\$58,800	\$134,200
MoDOT-AC	State	ENG	\$40,000	\$80,000	\$181,600	\$235,200	\$536,800
MoDOT	State	ROW	\$0	\$0	\$64,000	\$0	\$64,000
MoDOT-AC	State	ROW	\$0	\$0	\$256,000	\$0	\$256,000
MoDOT	State	CON	\$0	\$0	\$0	\$425,800	\$425,800
MoDOT-AC	State	CON	\$0	\$0	\$0	\$1,703,200	\$1,703,200
<b>Totals</b>			<b>\$50,000</b>	<b>\$100,000</b>	<b>\$547,000</b>	<b>\$2,423,000</b>	<b>\$3,120,000</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>	\$3,120,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** OK2203-22 **RT J BRIDGE REHABILITATION IN OZARK**

**Route** Rte. J  
**From** over Rte. 65

**To**  
**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

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

**STIP #** 8S3245

**Federal ID #**

### Project Description

Bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$10,400	\$56,800	\$0	\$68,800
MoDOT	State	ENG	\$400	\$2,600	\$14,200	\$0	\$17,200
FHWA (NHPP)	Federal	ROW	\$0	\$1,600	\$0	\$0	\$1,600
MoDOT	State	ROW	\$0	\$400	\$0	\$0	\$400
FHWA (NHPP)	Federal	CON	\$0	\$0	\$428,800	\$0	\$428,800
MoDOT	State	CON	\$0	\$0	\$107,200	\$0	\$107,200
<b>Totals</b>			<b>\$2,000</b>	<b>\$15,000</b>	<b>\$607,000</b>	<b>\$0</b>	<b>\$624,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$624,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** OK2204-22 **MO 14 SCOPING FOR WESTBOUND OPERATIONAL IMPROVEMENTS**

**Route** Rte. 14  
**From** Third Street  
**To** Rte. NN

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8P3249

**Federal ID #**

### Project Description

Scoping for westbound operational improvements from Third Street to Rte. NN in Ozark. Project involves bridge A1002.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
MoDOT-AC	State	ENG	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$40,000</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** \$40,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** OK2205-22 **US 65 SCOPING FOR RAMP AND INTERSECTION IMPROVEMENTS AT RT CC/J**

**Route** Rte. 65

**From** Rte. CC

**To** Rte. J

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8P3235

**Federal ID #**

#### Project Description

Scoping for ramp and intersection improvements at Rtes. CC and J in Ozark. Project involves bridge A3860.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
MoDOT-AC	State	ENG	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$40,000</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>	\$40,000



## Transportation Improvement Program - FY 2022-2025

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

#### J) Pending Amendment Section

**TIP #** RG0901-22A3 **INTERCHANGE IMPROVEMENTS AT ROUTE 60 & ROUTE 125**

**Route** US 60 and Route 125

**From** Farm Road 213

**To** Farm Road 247

**Location** City of Rogersville

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8P0683E

**Federal ID #** 0602093

No Map  
Available

#### Project Description

Add interchange at Route 125 in Rogersville.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$374,400	\$1,196,945	\$0	\$0	\$1,571,345
MoDOT	State	ENG	\$41,600	\$132,994	\$0	\$0	\$174,594
FHWA (SAFETY)	Federal	ROW	\$1,082,751	\$0	\$0	\$0	\$1,082,751
MoDOT	State	ROW	\$120,306	\$0	\$0	\$0	\$120,306
FHWA (SAFETY)	Federal	CON	\$0	\$16,509,743	\$0	\$0	\$16,509,743
LOCAL	Local	CON	\$0	\$2,000,000	\$0	\$0	\$2,000,000
MoDOT	State	CON	\$0	\$1,834,416	\$0	\$0	\$1,834,416
<b>Totals</b>			<b>\$1,619,057</b>	<b>\$21,674,098</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,293,155</b>

#### Notes

Federal Revenue Source: Open Container Funds  
Non-Federal Funding Source: State Transportation Revenues; \$1 million local from Greene County and \$1 million from City of Rogersville  
FYI: \$4,008,000 Open Container Funds; 50% funding from rural Southwest District

**Prior Cost** \$1,850,000  
**Future Cost** \$0  
**Total Cost** \$25,143,155



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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  
**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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$4,000	\$4,000	\$4,000	\$4,000	\$16,000
MoDOT	State	ENG	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
<b>Totals</b>			<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$20,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$65,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$85,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # RP1703-22A3** ROUTE MM IMPROVEMENTS - I-44 TO ROUTE 360

**Route** Rte. MM

**From** I-44

**To** Route 360

**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 #** S602093

No Map  
Available

#### Project Description

Roadway improvements on Brookline Avenue from I-44 to Route 360 (James River Freeway) in Republic.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$252,735	\$252,735	\$308,716	\$0	\$814,186
LOCAL	Local	ENG	\$184,562	\$184,562	\$181,413	\$0	\$550,537
MoDOT	State	ENG	\$63,184	\$63,184	\$77,179	\$0	\$203,547
FHWA (STBG)	Federal	ROW	\$0	\$552,390	\$0	\$0	\$552,390
LOCAL	Local	ROW	\$0	\$445,790	\$0	\$0	\$445,790
MoDOT	State	ROW	\$0	\$138,098	\$0	\$0	\$138,098
FHWA (STBG)	Federal	CON	\$0	\$0	\$3,565,424	\$0	\$3,565,424
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$2,296,000	\$0	\$2,296,000
LOCAL	Local	CON	\$0	\$0	\$581,370	\$0	\$581,370
MoDOT	State	CON	\$0	\$0	\$891,356	\$0	\$891,356
<b>Totals</b>			<b>\$500,481</b>	<b>\$1,636,759</b>	<b>\$7,901,458</b>	<b>\$0</b>	<b>\$10,038,698</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues, City of Republic

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - Discretionary/STBG; \$6 million from MoDOT Cost Share Program  
for Economic Development

**Prior Cost** \$10,000  
**Future Cost** \$0  
**Total Cost** \$10,048,698





# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** RP1704-20A9 **RT MM ROAD RELOCATION AND RAILROAD GRADE SEPARATION**

**Route** MM  
**From** Farm Road 160  
**To** Route ZZ

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8S0836; 8S0836D

**Federal ID #** S602092



#### Project Description

Relocate roadway and add railroad grade separation from County Road 160 to Rte. 60 in Republic.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$120,000	\$120,000	\$62,200	\$163,400	\$465,600
MoDOT-AC	State	ENG	\$480,000	\$480,000	\$24,800	\$653,600	\$1,638,400
MoDOT	State	ROW	\$0	\$0	\$794,000	\$0	\$794,000
MoDOT-AC	State	ROW	\$0	\$0	\$3,176,000	\$0	\$3,176,000
MoDOT	State	CON	\$0	\$0	\$0	\$4,782,800	\$4,782,800
MoDOT-AC	State	CON	\$0	\$0	\$0	\$19,131,200	\$19,131,200
<b>Totals</b>			<b>\$600,000</b>	<b>\$600,000</b>	<b>\$4,057,000</b>	<b>\$24,731,000</b>	<b>\$29,988,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$1,447,000  
**Future Cost** \$0  
**Total Cost** \$31,435,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** RP2201-22

**RT MM RAMP INTERSECTION IMPROVEMENTS AT I-44**

**Route** Rte. MM

**From** at I-44

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8S3239

**Federal ID #**

#### Project Description

Ramp intersection improvements at I-44.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$10,000	\$14,000	\$0	\$0	\$24,000
MoDOT-AC	State	ENG	\$40,000	\$56,000	\$0	\$0	\$96,000
MoDOT	State	CON	\$0	\$84,000	\$0	\$0	\$84,000
MoDOT-AC	State	CON	\$0	\$336,000	\$0	\$0	\$336,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$490,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$540,000</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** \$540,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** RP2202-22 **US 60 PAVEMENT RESURFACING FR 194 TO ILLINOIS STREET IN REPUBLIC**

**Route** Rte. 60  
**From** County Road 194  
**To** 0.7 mile west of Illinois Street

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

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

**STIP #** 8P3198

**Federal ID #**

### Project Description

Pavement resurfacing from County Road 194 to 0.7 mile west of Illinois Street in Republic.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$1,600	\$5,000	\$0	\$0	\$6,600
MoDOT-AC	State	ENG	\$6,400	\$20,000	\$0	\$0	\$26,400
MoDOT	State	CON	\$0	\$48,400	\$0	\$0	\$48,400
MoDOT-AC	State	CON	\$0	\$193,600	\$0	\$0	\$193,600
<b>Totals</b>			<b>\$8,000</b>	<b>\$267,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$275,000</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** \$275,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** RP2203-22

**RT P PAVEMENT RESURFACING US 60 TO FARM ROAD 194**

**Route** Rte. P  
**From** Rte. 60  
**To** County Road 194

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3199

**Federal ID #**

#### Project Description

Pavement resurfacing on Rte. P from Rte. 60 to County Road 194 in Republic.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$1,600	\$4,400	\$0	\$0	\$6,000
MoDOT-AC	State	ENG	\$6,400	\$17,600	\$0	\$0	\$24,000
MoDOT	State	CON	\$0	\$42,000	\$0	\$0	\$42,000
MoDOT-AC	State	CON	\$0	\$168,000	\$0	\$0	\$168,000
<b>Totals</b>			<b>\$8,000</b>	<b>\$232,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</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** \$240,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

**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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$80,000	\$40,000	\$40,000	\$40,000	\$200,000
MoDOT	State	ENG	\$20,000	\$10,000	\$10,000	\$10,000	\$50,000
<b>Totals</b>			<b>\$100,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$250,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$262,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$512,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

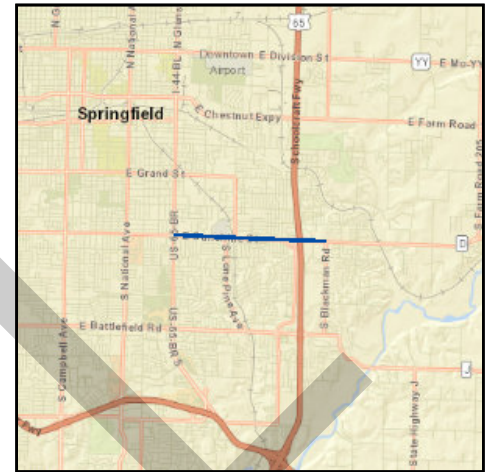
**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3024, 8S3153

**Federal ID #** 0652084; S603067



### 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	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$42,800	\$26,800	\$0	\$0	\$69,600
MoDOT-AC	State	ENG	\$171,200	\$107,200	\$0	\$0	\$278,400
MoDOT	State	ROW	\$10,600	\$0	\$0	\$0	\$10,600
MoDOT-AC	State	ROW	\$42,400	\$0	\$0	\$0	\$42,400
MoDOT	State	CON	\$0	\$132,200	\$0	\$0	\$132,200
MoDOT-AC	State	CON	\$0	\$528,800	\$0	\$0	\$528,800
<b>Totals</b>			<b>\$267,000</b>	<b>\$795,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,062,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$804,000  
**Future Cost** \$0  
**Total Cost** \$1,866,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

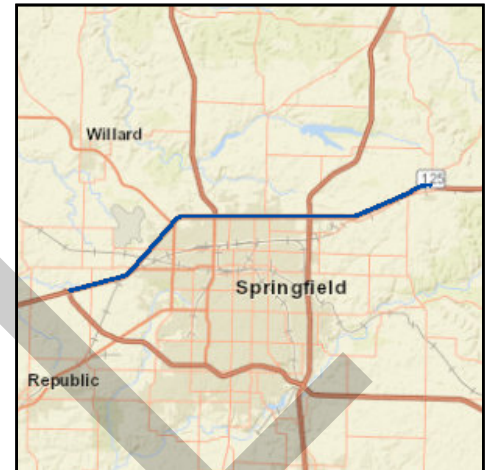
**Federal Funding Category** NHPP(I/M)

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 813044

**Federal ID #** 0442305



### Project Description

Scoping for roadway improvements on I-44 from Rte. 360 north of Republic to Rte. 125 in Strafford.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (I/M)	Federal	ENG	\$135,000	\$90,000	\$90,000	\$135,000	\$450,000
MoDOT	State	ENG	\$15,000	\$10,000	\$10,000	\$15,000	\$50,000
<b>Totals</b>			<b>\$150,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$150,000</b>	<b>\$500,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$240,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$740,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

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

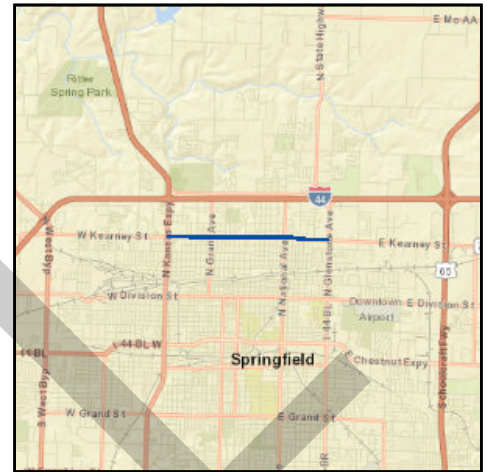
**Bike/Ped Plan?** Yes **EJ?** Yes

**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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$77,600	\$0	\$0	\$79,200
MoDOT	State	ENG	\$400	\$19,400	\$0	\$0	\$19,800
FHWA (NHPP)	Federal	CON	\$0	\$722,400	\$0	\$0	\$722,400
MoDOT	State	CON	\$0	\$180,600	\$0	\$0	\$180,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,002,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$15,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,017,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$3,200	\$3,200	\$3,200	\$3,200	\$12,800
MoDOT	State	ENG	\$800	\$800	\$800	\$800	\$3,200
<b>Totals</b>			<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$16,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$100,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$116,000



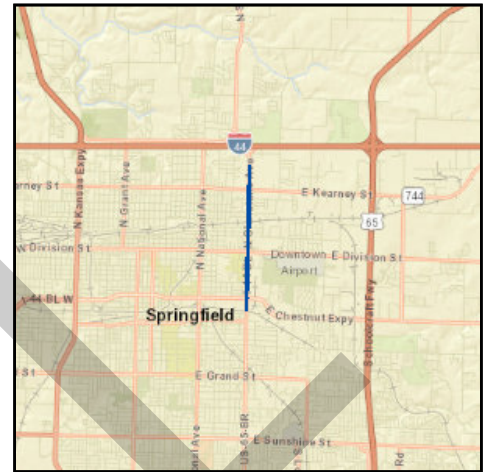
# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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  
**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 BNSF Railroad and on Rte. H from north of Stoneridge Street to McClernon Street in Springfield.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$87,200	\$0	\$0	\$0	\$87,200
MoDOT	State	ENG	\$21,800	\$0	\$0	\$0	\$21,800
FHWA (NHPP)	Federal	CON	\$851,200	\$0	\$0	\$0	\$851,200
MoDOT	State	CON	\$212,800	\$0	\$0	\$0	\$212,800
<b>Totals</b>			<b>\$1,173,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,173,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$37,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,210,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** SP1802-22A4 **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 Farm Road 199.

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	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>	\$56,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$62,000



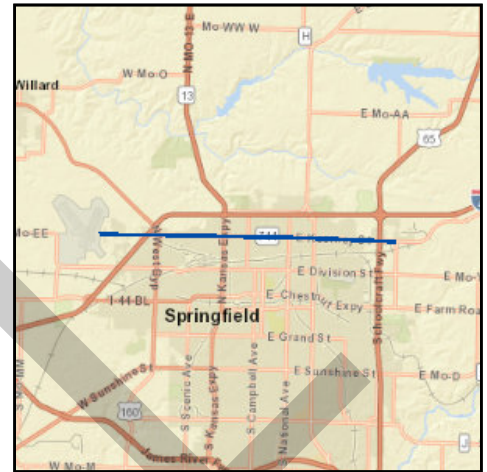
# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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 #** 7441021



### Project Description

Scoping for safety improvements on Kearney Street (Route 744) from Springfield-Branson National Airport to Le Compete Ave.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$9,000	\$9,000	\$9,000	\$9,000	\$36,000
MoDOT	State	ENG	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$40,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$86,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$126,000



## Transportation Improvement Program - FY 2022-2025

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

#### J) Pending Amendment Section

**TIP #** SP1812-22A4 **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 I-44 to Glenstone Avenue (Bus. 65).

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$1,800	\$1,800	\$1,800	\$1,800	\$7,200
MoDOT	State	ENG	\$200	\$200	\$200	\$200	\$800
<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>	\$86,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$94,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP1902-22AM4 **REPUBLIC ROAD LANE WIDENING**

**Route** Republic Road

**From** Campbell

**To** Chase

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

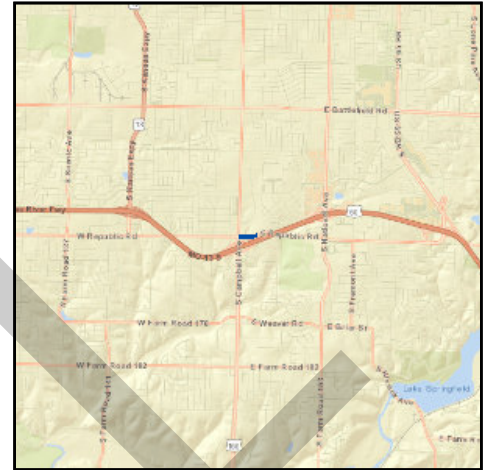
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

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

**STIP #**

**Federal ID #** 5901810



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	CON	\$129,949	\$0	\$0	\$0	\$129,949
LOCAL	Local	CON	\$32,487	\$0	\$0	\$0	\$32,487
<b>Totals</b>			<b>\$162,436</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$162,436</b>

### Notes

Non-Federal Funding Source: City of Springfield Sales Tax

<b>Prior Cost</b>	\$1,337,564
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,500,000





## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT 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

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

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

**STIP #** 8S3112

**Federal ID #** 0652108



#### 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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$72,800	\$0	\$0	\$0	\$72,800
MoDOT	State	ENG	\$18,200	\$0	\$0	\$0	\$18,200
FHWA (NHPP)	Federal	CON	\$624,800	\$0	\$0	\$0	\$624,800
MoDOT	State	CON	\$156,200	\$0	\$0	\$0	\$156,200
<b>Totals</b>			<b>\$872,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$872,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$14,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$886,000



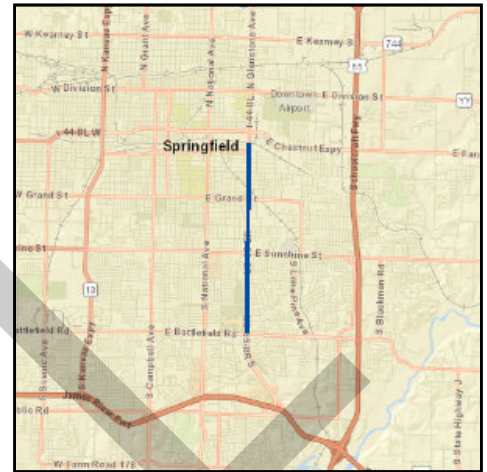
# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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  
**MoDOT Funding Category** Taking Care of the System  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S3117  
**Federal ID #** 0652107



### Project Description

Pavement resurfacing on Glenstone Avenue from BNSF Railway south of Chestnut Expressway to Battlefield Road in Springfield.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$125,600	\$0	\$0	\$0	\$125,600
MoDOT	State	ENG	\$31,400	\$0	\$0	\$0	\$31,400
FHWA (NHPP)	Federal	CON	\$1,049,600	\$0	\$0	\$0	\$1,049,600
MoDOT	State	CON	\$262,400	\$0	\$0	\$0	\$262,400
<b>Totals</b>			<b>\$1,469,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,469,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$22,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,491,000



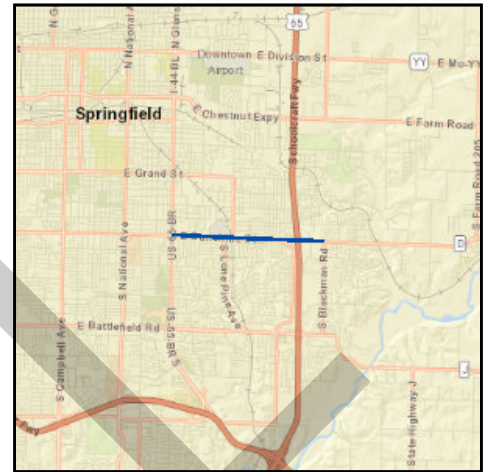
# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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 #** S602071



### Project Description

Pavement resurfacing on Sunshine Street (Rte. D) from Glenstone Avenue to Blackman Road in Springfield.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$400	\$22,400	\$0	\$0	\$22,800
MoDOT-AC	State	ENG	\$1,600	\$89,600	\$0	\$0	\$91,200
MoDOT	State	CON	\$0	\$238,000	\$0	\$0	\$238,000
MoDOT-AC	State	CON	\$0	\$952,000	\$0	\$0	\$952,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$1,302,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,304,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$48,000  
**Future Cost** \$0  
**Total Cost** \$1,352,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

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

**STIP #** 8S3157

**Federal ID #** 4131009



### Project Description

Bridge replacement, add sidewalks, and ADA Transition Plan improvements on Sunshine Street from 0.1 mile east of Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$332,800	\$636,800	\$0	\$0	\$969,600
MoDOT	State	ENG	\$83,200	\$159,200	\$0	\$0	\$242,400
FHWA (NHPP)	Federal	ROW	\$270,400	\$0	\$0	\$0	\$270,400
MoDOT	State	ROW	\$67,600	\$0	\$0	\$0	\$67,600
FHWA (NHPP)	Federal	CON	\$0	\$3,116,000	\$0	\$0	\$3,116,000
MoDOT	State	CON	\$0	\$779,000	\$0	\$0	\$779,000
<b>Totals</b>			<b>\$754,000</b>	<b>\$4,691,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,445,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$317,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$5,762,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP1909-19A2 **WEST SUNSHINE/RTE. 60 CORRIDOR**

**Route** Rte. 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  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S3159  
**Federal ID #** 4131008



### Project Description

Scoping for roadway and operational improvements on West Sunshine/Route 60 from West Bypass (Rte. 160) in Springfield to Main Street (Rte. P) in Republic.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	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

<b>Prior Cost</b>	\$302,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$502,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT 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

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

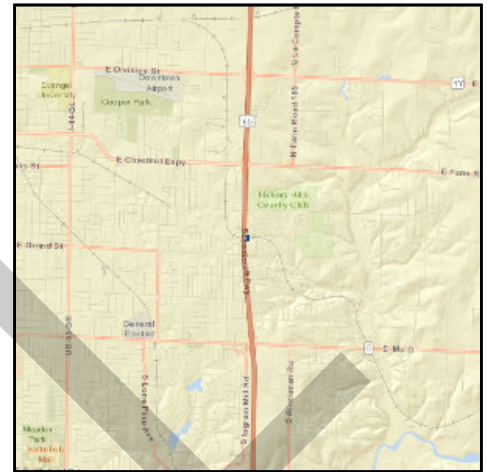
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8S3158

**Federal ID #**

#### Project Description

Eastgate Avenue bridge improvements over Burlington Northern Santa Fe Railroad in Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$80,000	\$125,600	\$208,800	\$0	\$414,400
MoDOT	State	ENG	\$20,000	\$31,400	\$52,200	\$0	\$103,600
FHWA (NHPP)	Federal	ROW	\$0	\$169,600	\$0	\$0	\$169,600
MoDOT	State	ROW	\$0	\$42,400	\$0	\$0	\$42,400
FHWA (NHPP)	Federal	CON	\$0	\$0	\$1,734,400	\$0	\$1,734,400
MoDOT	State	CON	\$0	\$0	\$433,600	\$0	\$433,600
<b>Totals</b>			<b>\$100,000</b>	<b>\$369,000</b>	<b>\$2,429,000</b>	<b>\$0</b>	<b>\$2,898,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$17,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,915,000





# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT 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

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

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

**STIP #** 8S3156

**Federal ID #**

#### Project Description

Bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$80,000	\$172,000	\$248,000	\$0	\$500,000
MoDOT	State	ENG	\$20,000	\$43,000	\$62,000	\$0	\$125,000
FHWA (NHPP)	Federal	ROW	\$0	\$25,600	\$0	\$0	\$25,600
MoDOT	State	ROW	\$0	\$6,400	\$0	\$0	\$6,400
FHWA (NHPP)	Federal	CON	\$0	\$0	\$2,445,000	\$0	\$2,445,000
<b>Totals</b>			<b>\$100,000</b>	<b>\$247,000</b>	<b>\$2,755,000</b>	<b>\$0</b>	<b>\$3,102,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$14,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,116,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

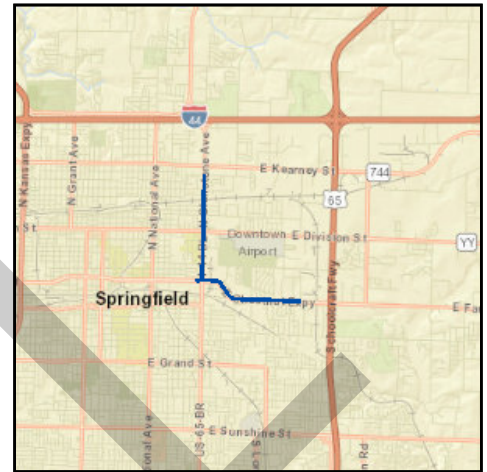
**Federal Funding Category** NHPP

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

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

**STIP #** 8S3167

**Federal ID #** 0442324



### 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	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$7,200	\$5,600	\$88,000	\$0	\$100,800
MoDOT	State	ENG	\$1,800	\$1,400	\$22,000	\$0	\$25,200
FHWA (NHPP)	Federal	CON	\$0	\$0	\$940,000	\$0	\$940,000
MoDOT	State	CON	\$0	\$0	\$235,000	\$0	\$235,000
<b>Totals</b>			<b>\$9,000</b>	<b>\$7,000</b>	<b>\$1,285,000</b>	<b>\$0</b>	<b>\$1,301,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$4,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,305,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

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

**Route** Glenstone Avenue (BU 65)  
**From** Valley Water Mill Road  
**To** James River Freeway (Rte. 60)

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

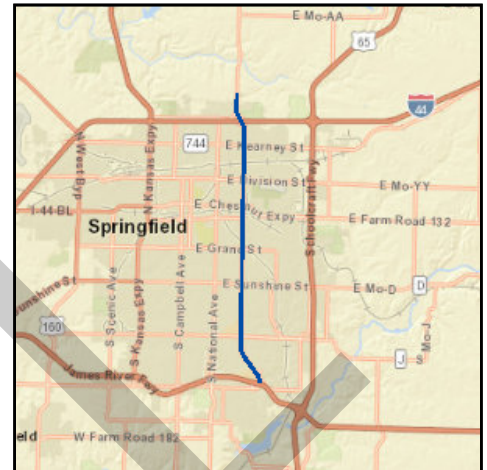
**Federal Funding Category** STBG

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

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

**STIP #** 8S3160

**Federal ID #** 0652112



#### Project Description

Modify access, signals, comply with ADA Transition Plan, and replace bus stop pads on Glenstone Ave. from Valley Water Mill Road to James River Freeway (Rte. 60) in Springfield.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$1,976,800	\$0	\$0	\$0	\$1,976,800
MoDOT	State	ENG	\$494,200	\$0	\$0	\$0	\$494,200
FHWA (STBG)	Federal	ROW	\$176,800	\$0	\$0	\$0	\$176,800
MoDOT	State	ROW	\$44,200	\$0	\$0	\$0	\$44,200
FHWA (SAFETY)	Federal	CON	\$677,000	\$0	\$0	\$0	\$677,000
FHWA (STAP)	Federal	CON	\$315,000	\$0	\$0	\$0	\$315,000
FHWA (STBG)	Federal	CON	\$3,637,600	\$0	\$0	\$0	\$3,637,600
LOCAL	Local	CON	\$67,500	\$0	\$0	\$0	\$67,500
MoDOT	State	CON	\$1,089,900	\$0	\$0	\$0	\$1,089,900
<b>Totals</b>			<b>\$8,479,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,479,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: \$677,000 Open Container funds, \$315,000 Statewide Trans. Alt. and \$67,500 City Utilities Transit funds.

<b>Prior Cost</b>	\$656,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$9,135,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

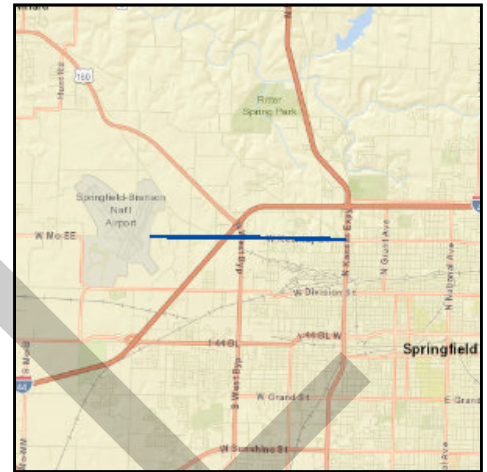
**Federal Funding Category** Advance Construction

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

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

**STIP #** 8S3169

**Federal ID #** S603057



### Project Description

Pavement resurfacing on Kearney Street from the Springfield Airport Entrance to west of Kansas Expressway (Rte. 13).

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$600	\$25,400	\$0	\$0	\$26,000
MoDOT-AC	State	ENG	\$2,400	\$101,600	\$0	\$0	\$104,000
MoDOT	State	CON	\$0	\$261,800	\$0	\$0	\$261,800
MoDOT-AC	State	CON	\$0	\$1,047,200	\$0	\$0	\$1,047,200
<b>Totals</b>			<b>\$3,000</b>	<b>\$1,436,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,439,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

<b>Prior Cost</b>	\$20,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,459,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

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

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

**STIP #** 8P3170

**Federal ID #** 1601074



### Project Description

Pavement resurfacing on West Bypass from I-44 to Sunshine Street (Rte. 413).

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$124,800	\$0	\$0	\$0	\$124,800
MoDOT	State	ENG	\$31,200	\$0	\$0	\$0	\$31,200
FHWA (NHPP)	Federal	CON	\$1,223,200	\$0	\$0	\$0	\$1,223,200
MoDOT	State	CON	\$305,800	\$0	\$0	\$0	\$305,800
<b>Totals</b>			<b>\$1,685,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,685,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues.

<b>Prior Cost</b>	\$24,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,709,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** West Bypass  
**From** Sunshine Street (Rte. 413)  
**To** north of James River Freeway (Rte. 60)

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

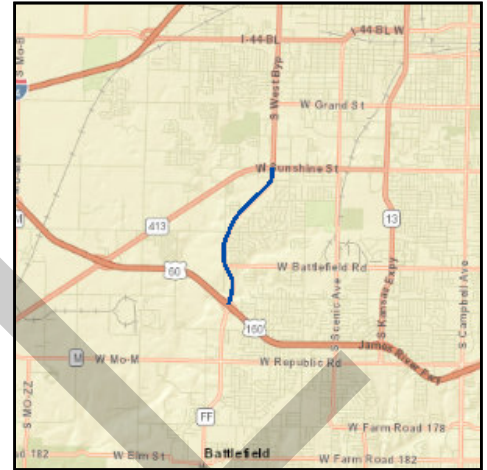
**Federal Funding Category** NHPP

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

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

**STIP #** 8S3168

**Federal ID #** 1601073



### Project Description

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$56,800	\$0	\$0	\$0	\$56,800
MoDOT	State	ENG	\$14,200	\$0	\$0	\$0	\$14,200
FHWA (NHPP)	Federal	CON	\$554,400	\$0	\$0	\$0	\$554,400
MoDOT	State	CON	\$138,600	\$0	\$0	\$0	\$138,600
<b>Totals</b>			<b>\$764,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$764,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$11,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$775,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

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

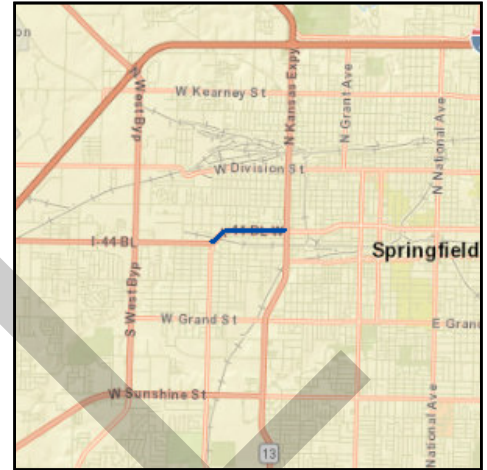
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8S3166

**Federal ID #**

### Project Description

Pavement resurfacing on Chestnut Expressway from College Street to Kansas Expressway (Rte. 13).



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$30,400	\$0	\$33,600
MoDOT	State	ENG	\$400	\$400	\$7,600	\$0	\$8,400
FHWA (NHPP)	Federal	CON	\$0	\$0	\$312,000	\$0	\$312,000
MoDOT	State	CON	\$0	\$0	\$78,000	\$0	\$78,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$428,000</b>	<b>\$0</b>	<b>\$432,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$4,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$436,000





## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** SP2101-20A6 **OR 44 PAVEMENT RESURFACING IN SPRINGFIELD**

**Route** OR 44

**From** Farm Road 112

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

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** None

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

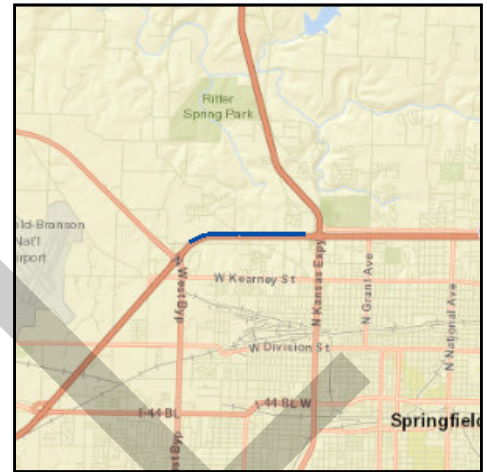
**Bike/Ped Plan?** Yes **EJ?**

**STIP #** 8S3219

**Federal ID #**

#### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$33,000	\$0	\$0	\$0	\$33,000
MoDOT	State	CON	\$308,000	\$0	\$0	\$0	\$308,000
<b>Totals</b>			<b>\$341,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$341,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$8,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$349,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** OR 44

**From** Various

**To** Various

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** None

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

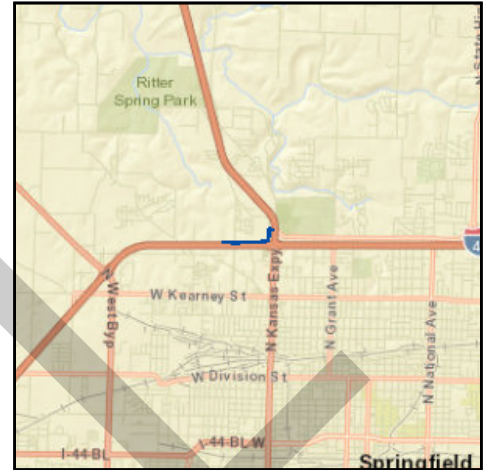
**Bike/Ped Plan?** Yes **EJ?**

**STIP #** 8S3218

**Federal ID #**

### Project Description

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



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$16,000	\$0	\$0	\$0	\$16,000
MoDOT	State	CON	\$143,000	\$0	\$0	\$0	\$143,000
<b>Totals</b>			<b>\$159,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$159,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$8,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$167,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** OR 44

**From** Various

**To** Various

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** None

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

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

**STIP #** 8S3217

**Federal ID #**

### Project Description

Pavement resurfacing on various outer roads in Springfield and Strafford



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$53,000	\$0	\$0	\$0	\$53,000
MoDOT	State	CON	\$523,000	\$0	\$0	\$0	\$523,000
<b>Totals</b>			<b>\$576,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$576,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$8,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$584,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT 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

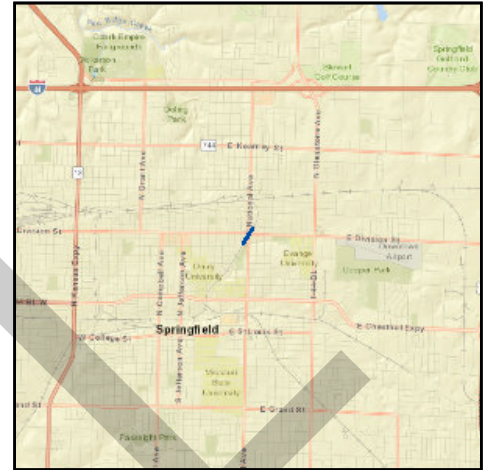
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 664172S

**Federal ID #**

### Project Description

Install new lights, cantilevers, & intersection improvements at public BNSF crossing



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (130)	Federal	CON	\$800,000	\$0	\$0	\$0	\$800,000
MoDOT-GCSA	State	CON	\$200,000	\$0	\$0	\$0	\$200,000
<b>Totals</b>			<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</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 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2203-22 **I-44 ROADWAY IMPROVEMENTS GLENSTONE TO US 65 IN SPRINGFIELD**

**Route** IS 44

**From** Rte. H (Glenstone Avenue)

**To** Rte. 65

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

**MoDOT Funding Category** Flexible and Other

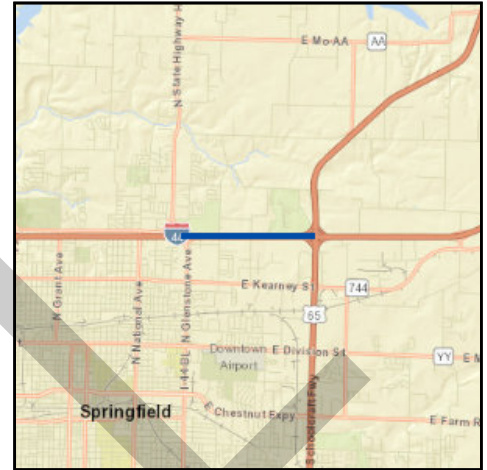
**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8I3044C

**Federal ID #**

### Project Description

Roadway improvements on I-44 from Rte. H (Glenstone Avenue) to Rte. 65 in Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$323,200	\$164,800	\$496,000	\$0	\$984,000
MoDOT	State	ENG	\$80,800	\$41,200	\$124,000	\$0	\$246,000
FHWA (NHPP)	Federal	CON	\$0	\$0	\$8,420,000	\$0	\$8,420,000
MoDOT	State	CON	\$0	\$0	\$2,105,000	\$0	\$2,105,000
<b>Totals</b>			<b>\$404,000</b>	<b>\$206,000</b>	<b>\$11,145,000</b>	<b>\$0</b>	<b>\$11,755,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$11,755,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2204-22 **JAMES RIVER FREEWAY ADD LANES KANSAS TO CAMPBELL**

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

**From** Rte. 13

**To** west of Rte. 160

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

**MoDOT Funding Category** Flexible and Other

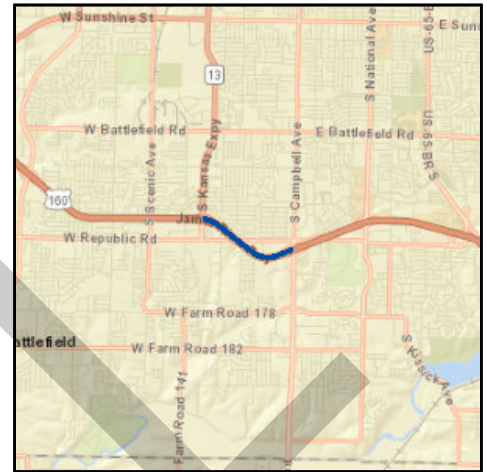
**Bike/Ped Plan?** EJ? Yes

**STIP #** 8P3032D

**Federal ID #**

### Project Description

Add lanes on James River Freeway from Kansas Expressway (Rte. 13) to west of Campbell Avenue (Rte. 160) in Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$814,400	\$0	\$0	\$0	\$814,400
MoDOT	State	ENG	\$203,600	\$0	\$0	\$0	\$203,600
FHWA (NHPP)	Federal	CON	\$4,660,800	\$0	\$0	\$0	\$4,660,800
MoDOT	State	CON	\$1,165,200	\$0	\$0	\$0	\$1,165,200
<b>Totals</b>			<b>\$6,844,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,844,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$6,844,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2205-22 **JAMES RIVER FREEWAY ADD LANES CAMPBELL TO NATIONAL**

**Route** Rte. 60 (James River Freeway)  
**From** west of Rte. 160 (Campbell Avenue)  
**To** National Avenue

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8P3032C

**Federal ID #**

### Project Description

Add lanes and sound abatement on James River Freeway from west of Rte. 160 (Campbell Avenue) to National Avenue in Springfield. Project involves bridges A4182 and A4183.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$1,160,000	\$0	\$0	\$0	\$1,160,000
MoDOT	State	ENG	\$290,000	\$0	\$0	\$0	\$290,000
FHWA (NHPP)	Federal	CON	\$6,658,400	\$0	\$0	\$0	\$6,658,400
MoDOT	State	CON	\$1,664,600	\$0	\$0	\$0	\$1,664,600
<b>Totals</b>			<b>\$9,773,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,773,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$9,773,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2206-22 **CHESTNUT EXPRESSWAY PAVEMENT RESURFACING**

**Route** LP 44 (Chestnut Expressway)  
**From** Lullwood Street; west of Rte. 13  
**To** Scenic Avenue; east of Delaware Avenue

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

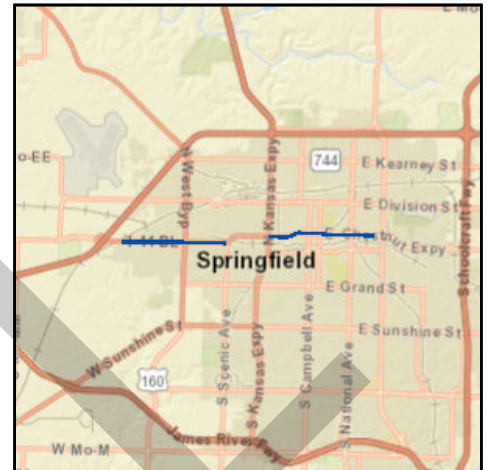
**Federal Funding Category** NHPP

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

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

**STIP #** 8S3224

**Federal ID #**



### Project Description

Pavement resurfacing on Chestnut Expressway from Lullwood Street to Scenic Avenue and from west of Kansas Expressway (Rte. 13) to 0.1 mile east of Delaware Avenue in Springfield.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$4,000	\$24,000	\$151,200	\$0	\$179,200
MoDOT	State	ENG	\$1,000	\$6,000	\$37,800	\$0	\$44,800
FHWA (NHPP)	Federal	CON	\$0	\$0	\$1,620,800	\$0	\$1,620,800
MoDOT	State	CON	\$0	\$0	\$405,200	\$0	\$405,200
<b>Totals</b>			<b>\$5,000</b>	<b>\$30,000</b>	<b>\$2,215,000</b>	<b>\$0</b>	<b>\$2,250,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2207-22 **US 60 PAVEMENT RESURFACING ON AUX RAMPS KANSAS TO CAMPBELL**

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

**From** Rte. 13

**To** Rte. 160

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

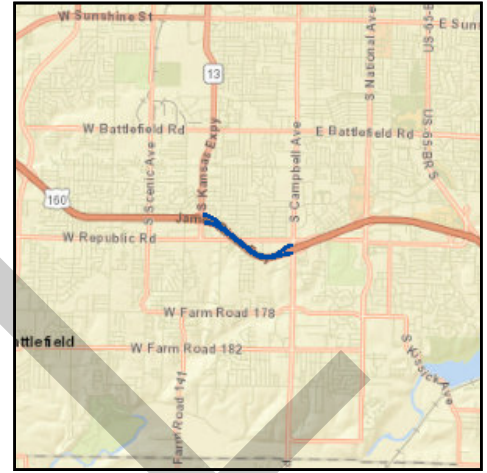
**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8P3201

**Federal ID #**

### Project Description

Pavement resurfacing on Rte. 60 (James River Freeway) auxiliary ramps from Kansas Expressway (Rte. 13) to Campbell Avenue (Rte. 160) in Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$18,400	\$0	\$0	\$0	\$18,400
MoDOT	State	ENG	\$4,600	\$0	\$0	\$0	\$4,600
FHWA (NHPP)	Federal	CON	\$104,800	\$0	\$0	\$0	\$104,800
MoDOT	State	CON	\$26,200	\$0	\$0	\$0	\$26,200
<b>Totals</b>			<b>\$154,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$154,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$154,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2208-22 **US 65 PAVEMENT RESURFACING AT SUNSHINE INTERCHANGE**

**Route** Rte. 65

**From** Rte. D

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

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

**STIP #** 8P3043

**Federal ID #**

### Project Description

Pavement resurfacing on various sections at the Rte. D (Sunshine Street) interchange.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$1,600	\$7,400	\$0	\$0	\$9,000
MoDOT-AC	State	ENG	\$6,400	\$29,600	\$0	\$0	\$36,000
MoDOT	State	CON	\$0	\$72,600	\$0	\$0	\$72,600
MoDOT-AC	State	CON	\$0	\$290,400	\$0	\$0	\$290,400
<b>Totals</b>			<b>\$8,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$408,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$408,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2209-22 **BATTLEFIELD ROAD RESURFACING AT US 65 IN SPRINGFIELD**

**Route** Battlefield Road

**From** Rte. 65

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

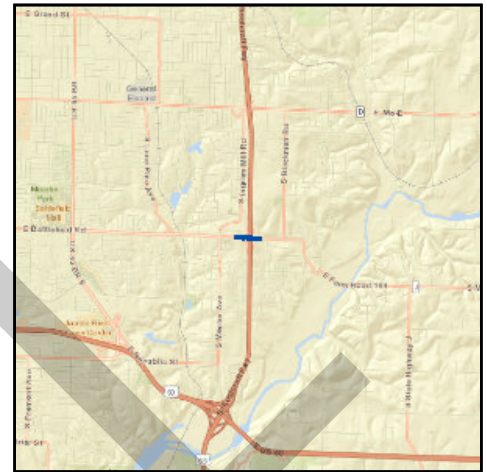
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8S3212

**Federal ID #**

### Project Description

Pavement resurfacing at Rte. 65 in Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$1,600	\$4,800	\$0	\$0	\$6,400
MoDOT-AC	State	ENG	\$6,400	\$19,200	\$0	\$0	\$25,600
MoDOT	State	CON	\$0	\$46,000	\$0	\$0	\$46,000
MoDOT-AC	State	CON	\$0	\$184,000	\$0	\$0	\$184,000
<b>Totals</b>			<b>\$8,000</b>	<b>\$254,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$262,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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

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



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2210-22 **CHERRY STREET BRIDGE REHABILITATION OVER US 65**

**Route** Cherry Street

**From** Rte. 65

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

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

**STIP #** 8S3221

**Federal ID #**

### Project Description

Bridge rehabilitation over Rte. 65. Project involves bridge A1652.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$3,200	\$18,400	\$0	\$0	\$21,600
MoDOT	State	ENG	\$800	\$4,600	\$0	\$0	\$5,400
FHWA (NHPP)	Federal	ROW	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
FHWA (NHPP)	Federal	CON	\$0	\$125,600	\$0	\$0	\$125,600
MoDOT	State	CON	\$0	\$31,400	\$0	\$0	\$31,400
<b>Totals</b>			<b>\$6,000</b>	<b>\$180,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$186,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$186,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2211-22 **REPUBLIC STREET BRIDGE REHABILITATION OVER JAMES RIVER FREEWAY**

**Route** Republic Street

**From** 0.5 mile east of Kansas Expressway

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

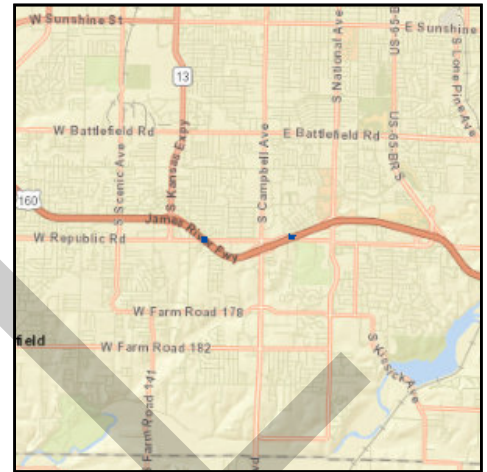
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8S3240

**Federal ID #**

### Project Description

Bridge rehabilitation over Rte. 60 (James River Freeway) 0.5 mile east of Kansas Expressway in Springfield. Project involves bridge A4184.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$3,200	\$25,600	\$137,600	\$0	\$166,400
MoDOT	State	ENG	\$800	\$6,400	\$34,400	\$0	\$41,600
FHWA (NHPP)	Federal	ROW	\$0	\$1,600	\$0	\$0	\$1,600
MoDOT	State	ROW	\$0	\$400	\$0	\$0	\$400
FHWA (NHPP)	Federal	CON	\$0	\$0	\$1,052,800	\$0	\$1,052,800
MoDOT	State	CON	\$0	\$0	\$263,200	\$0	\$263,200
<b>Totals</b>			<b>\$4,000</b>	<b>\$34,000</b>	<b>\$1,488,000</b>	<b>\$0</b>	<b>\$1,526,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,526,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2212-22 **MO 13 SCOPING FOR CAPITAL IMPROVEMENTS BENNETT TO JAMES RIVER FREEWAY**

**Route** Rte. 13  
**From** Bennett Street  
**To** James River Freeway (Rte. 13)

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

**MoDOT Funding Category** Flexible and Other

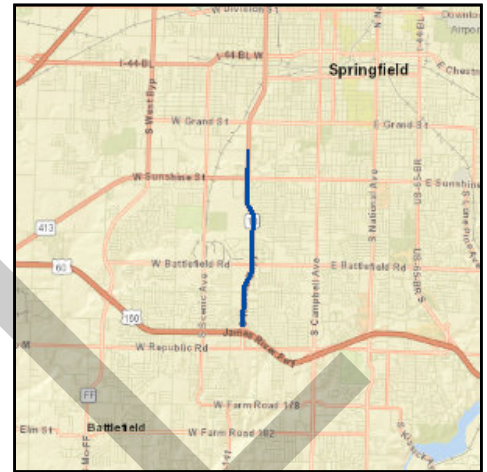
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8S3195

**Federal ID #**

### Project Description

Scoping for capital improvements on Kansas Expressway from Bennett Street to James River Freeway (Rte. 60) in Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$80,000	\$40,000	\$40,000	\$40,000	\$200,000
MoDOT	State	ENG	\$20,000	\$10,000	\$10,000	\$10,000	\$50,000
<b>Totals</b>			<b>\$100,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</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 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2213-22 **US 160 SCOPING FOR BRIDGE PREVENTIVE MAINTENANCE OVER JAMES RIVER OVERFLOW**

**Route** Rte. 160

**From** James River Overflow

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

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

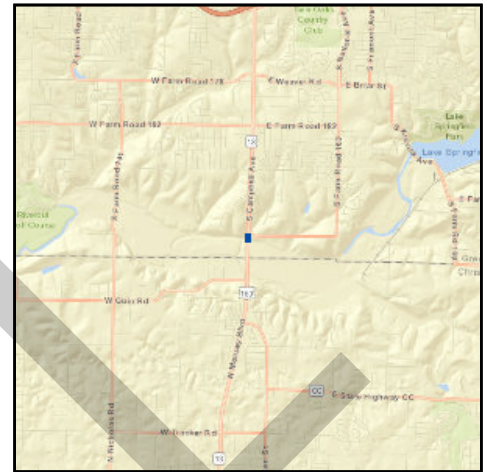
**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8S3244

**Federal ID #**

### Project Description

Scoping for bridge preventive maintenance over James River Overflow south of Springfield. Project involves bridge A1199.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$0	\$0	\$3,200
MoDOT	State	ENG	\$400	\$400	\$0	\$0	\$800
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2214-22 **US 65 SCOPING FOR INTERCHANGE AND BRIDGE IMPROVEMENTS AT KEARNEY STREET**

**Route** Rte. 65

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

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

**MoDOT Funding Category** Flexible and Other

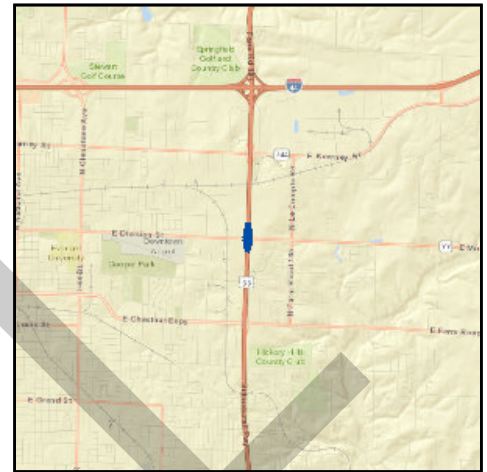
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8P3220

**Federal ID #**

### Project Description

Scoping for interchange and bridge improvements at Rte. 744 (Kearney Street) in Springfield. Project involves twin bridges A1648.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$16,000	\$16,000	\$16,000	\$16,000	\$64,000
MoDOT	State	ENG	\$4,000	\$4,000	\$4,000	\$4,000	\$16,000
<b>Totals</b>			<b>\$20,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$80,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$80,000

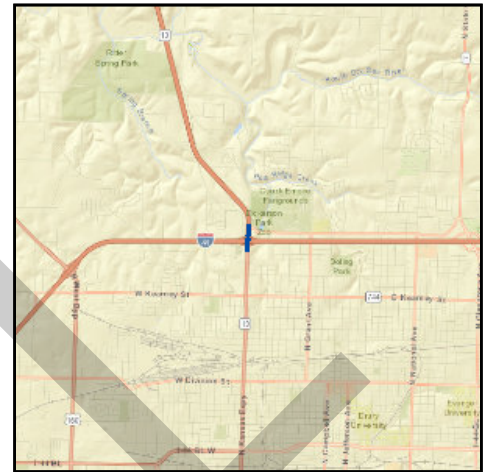


# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** SP2215-22      **I-44 AND KANSAS EXPRESSWAY**  
**Route** Route 13  
**From** 0.2 mile n/o Norton Road  
**To** .04 mile s/o Evergreen  
**Location**  
**Federal Agency**  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** **EJ?** **Yes**  
**STIP #** 8P3252  
**Federal ID #**



### Project Description

Scoping for interchange improvements on Kansas Expressway at I-44.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$40,000	\$40,000	\$0	\$120,000
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$0	\$30,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$150,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

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



## Transportation Improvement Program - FY 2022-2025

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

#### E) Sponsored by MoDOT Section

**TIP #** SP2217-22A1 **KANSAS EXPWY SAFETY AND OPERATIONAL SCOPING**

**Route** 13

**From** Evergreen Street

**To** Bennett 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 #** 8S3253

**Federal ID #**

#### Project Description

Scoping for safety and operational improvements on Kansas Expressway from south of Evergreen Street to Bennett Street.

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$80,000	\$80,000	\$80,000	\$0	\$240,000
MoDOT	State	ENG	\$20,000	\$20,000	\$20,000	\$0	\$60,000
<b>Totals</b>			<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</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 2022-2025

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

#### J) Pending Amendment Section

**TIP #** SP2218-22A3 **GLENSTONE SAFETY IMPROVEMENTS SCOPING**

**Route** Glenstone Avenue (RT H, LP 44, BU 65)

**From** McClernon Street

**To** Republic Court

**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 #** SU0003

**Federal ID #**

#### Project Description

Scoping for safety improvements on Glenstone Avenue from McClernon Street to Republic Court in Springfield.

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	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>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$20,000



## Transportation Improvement Program - FY 2022-2025

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

#### J) Pending Amendment Section

**TIP #** SP2219-22A3      **JAMES RIVER FREEWAY INTERCHANGE IMPROVEMENTS SCOPING**

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

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

**To**

**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 #** SU0005

**Federal ID #**

#### Project Description

Scoping for interchange improvements at Kansas Expressway (Route 13) in Springfield.

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$40,000	\$40,000	\$0	\$120,000
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$0	\$30,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$150,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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



## Transportation Improvement Program - FY 2022-2025

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

#### J) Pending Amendment Section

**TIP #** SP2220-22A3      **US 60 & US 65 INTERCHANGE IMPROVEMENTS SCOPING**

**Route**      Rte. 60/Rte. 65

**From**

**To**

**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?**      **EJ?**

**STIP #**      SU0006

**Federal ID #**

#### Project Description

Scoping for interchange operational improvements at Route 60 (James River Freeway) in Springfield.

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$40,000	\$40,000	\$40,000	\$0	\$120,000
MoDOT	State	ENG	\$10,000	\$10,000	\$10,000	\$0	\$30,000
<b>Totals</b>			<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$150,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

**TIP #** ST2201-22

**MO 125 INTERSECTION IMPROVEMENTS IN STRAFFORD**

**Route** Rte. 125

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8S3238

**Federal ID #**

#### Project Description

Intersection improvements at various locations in Strafford.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	ENG	\$24,000	\$26,000	\$72,000	\$0	\$122,000
MoDOT-AC	State	ENG	\$96,000	\$104,000	\$288,000	\$0	\$488,000
MoDOT	State	ROW	\$0	\$2,000	\$0	\$0	\$2,000
MoDOT-AC	State	ROW	\$0	\$8,000	\$0	\$0	\$8,000
MoDOT	State	CON	\$0	\$0	\$322,600	\$0	\$322,600
MoDOT-AC	State	CON	\$0	\$0	\$1,290,400	\$0	\$1,290,400
<b>Totals</b>			<b>\$120,000</b>	<b>\$140,000</b>	<b>\$1,973,000</b>	<b>\$0</b>	<b>\$2,233,000</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>	\$2,233,000



# PROJECTS

## SECTION F – FEDERAL TRANSIT ELIGIBLE PROJECTS

CU – CITY UTILITIES

MO – MISSOURI DEPARTMENT OF TRANSPORTATION

DRAFT

## 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 in North America and Jefferson Lines, which has stops in fourteen states and twenty stops in Missouri, including Springfield. There are 31 cities with Greyhound locations in Missouri, including Springfield, Kansas City, and St. Louis. Hollister, near Branson, is also served by Greyhound. The Greyhound bus station in Springfield is moving to the western edge 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 G: 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.

## 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 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # CU2008-20A6 2020 CARES ACT

Route N/A

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ? Yes

STIP #

Federal ID #

### Project Description

In response to the COVID-19 pandemic, FTA allocated CU Transit \$7,633,199 with no required match, to support capital, operating, and other expenses eligible under Section 5307.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	CAPITAL	\$2,000,000	\$1,633,199	\$0	\$0	\$3,633,199
<b>Totals</b>			<b>\$2,000,000</b>	<b>\$1,633,199</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,633,199</b>

### Notes

Non-Federal Funding Source: N/A; 100% Federally Funded

Prior Cost	\$4,000,000
Future Cost	\$0
Total Cost	\$7,633,199



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** CU2200-22A5 **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?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

### Project Description

Operating assistance up to 75% of apportionment to operate public transit service.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	OPER	\$2,522,362	\$0	\$0	\$0	\$2,522,362
LOCAL	Local	OPER	\$5,271,692	\$0	\$0	\$0	\$5,271,692
MoDOT	State	OPER	\$43,500	\$0	\$0	\$0	\$43,500
<b>Totals</b>			<b>\$7,837,554</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,837,554</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>	\$7,837,554





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) 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? Yes EJ? Yes

STIP #

Federal ID #

### Project Description

Subsidy of preventive maintenance expenses for existing public transit service.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	MAINT	\$760,000	\$0	\$0	\$0	\$760,000
LOCAL	Local	MAINT	\$190,000	\$0	\$0	\$0	\$190,000
<b>Totals</b>			<b>\$950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$950,000</b>

### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

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



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) 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?** Yes **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	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	OPER	\$168,001	\$0	\$0	\$0	\$168,001
LOCAL	Local	OPER	\$42,000	\$0	\$0	\$0	\$42,000
<b>Totals</b>			<b>\$210,001</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$210,001</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>	\$210,001



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** CU2203-22A5 **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?** Yes **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	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	CAPITAL	\$34,782	\$0	\$0	\$0	\$34,782
LOCAL	Local	CAPITAL	\$8,968	\$0	\$0	\$0	\$8,968
<b>Totals</b>			<b>\$43,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,750</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** \$43,750



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) 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 5339

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ? Yes

STIP #

Federal ID #

### Project Description

Capital replacement of two, new paratransit buses to replace 2014 paratransit buses.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5339)	Federal	CAPITAL	\$311,756	\$0	\$0	\$0	\$311,756
LOCAL	Local	CAPITAL	\$55,016	\$0	\$0	\$0	\$55,016
<b>Totals</b>			<b>\$366,772</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$366,772</b>

### Notes

Federal Funding Source: FTA Section 5339 FY 2020

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$366,772



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### F) Transit Section

TIP # CU2205-22

FY 2022 ADA PROJECT

Route

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ? Yes

STIP #

Federal ID #

#### Project Description

Project will improve mobility for seniors and individuals with disabilities by removing barriers to transportation services.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5310)	Federal	CAPITAL	\$120,000	\$0	\$0	\$0	\$120,000
LOCAL	Local	CAPITAL	\$30,000	\$0	\$0	\$0	\$30,000
<b>Totals</b>			<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>

#### Notes

Federal Funding Source: FTA Section 5310 FY 2021 Funding  
Non-Federal Funding Source: CU Advertising and Utility Ratepayers

FYI: Pending approval from the Local Coordinating Board for Transit

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



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### F) 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?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

#### Project Description

Operating assistance up to 75% of apportionment to operate public transit service.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	OPER	\$0	\$1,854,074	\$0	\$0	\$1,854,074
LOCAL	Local	OPER	\$0	\$5,991,692	\$0	\$0	\$5,991,692
MoDOT	State	OPER	\$0	\$43,500	\$0	\$0	\$43,500
<b>Totals</b>			<b>\$0</b>	<b>\$7,889,266</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,889,266</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>	\$7,889,266



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) 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? Yes EJ? Yes

STIP #

Federal ID #

### Project Description

Subsidy of preventive maintenance expenses for existing public transit service.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	MAINT	\$0	\$760,000	\$0	\$0	\$760,000
LOCAL	Local	MAINT	\$0	\$190,000	\$0	\$0	\$190,000
<b>Totals</b>			<b>\$0</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$950,000</b>

### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

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





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) 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? Yes

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	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	PLAN	\$0	\$168,001	\$0	\$0	\$168,001
LOCAL	Local	PLAN	\$0	\$42,000	\$0	\$0	\$42,000
<b>Totals</b>			<b>\$0</b>	<b>\$210,001</b>	<b>\$0</b>	<b>\$0</b>	<b>\$210,001</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>	\$210,001



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) 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? Yes

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	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	CAPITAL	\$0	\$28,102	\$0	\$0	\$28,102
LOCAL	Local	CAPITAL	\$0	\$7,200	\$0	\$0	\$7,200
<b>Totals</b>			<b>\$0</b>	<b>\$35,302</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,302</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** \$35,302



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # CU2401-22

FY 2024 PURCHASE PARATRANSIT BUSES

Route

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ? Yes

STIP #

Federal ID #

### Project Description

Capital replacement of 4 new paratransit buses to replace 2016 paratransit buses.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5339)	Federal	CAPITAL	\$0	\$0	\$470,000	\$0	\$470,000
LOCAL	Local	CAPITAL	\$0	\$0	\$113,824	\$0	\$113,824
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$583,824</b>	<b>\$0</b>	<b>\$583,824</b>

### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Federal Funding Source: FTA FY 2021 5339 and FY 2020 State (MoDOT)

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$583,824



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # CU2402-22

FY 2024 OPERATING ASSISTANCE - FIXED ROUTE

Route

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ? Yes

STIP #

Federal ID #

### Project Description

Operating assistance up to 75% of apportionment to operate public transit service.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	OPER	\$0	\$0	\$1,909,820	\$0	\$1,909,820
LOCAL	Local	OPER	\$0	\$0	\$5,991,692	\$0	\$5,991,692
MoDOT	State	OPER	\$0	\$0	\$43,500	\$0	\$43,500
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$7,945,012</b>	<b>\$0</b>	<b>\$7,945,012</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>	\$7,945,012



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### F) Transit Section

TIP # CU2403-22

FY 2024 PREVENTATIVE MAINTENANCE

Route

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ? Yes

STIP #

Federal ID #

#### Project Description

Subsidy of preventative maintenance expenses for existing public transit service.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	MAINT	\$0	\$0	\$760,000	\$0	\$760,000
LOCAL	Local	MAINT	\$0	\$0	\$190,000	\$0	\$190,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$950,000</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU will be requesting Preventative Maintenance funding for FY 2024 on Section 5307 Application

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



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # CU2404-22

FY 2024 TRANSIT PLANNING

Route

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category N/A

Bike/Ped Plan? Yes 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	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	PLAN	\$0	\$0	\$168,001	\$0	\$168,001
LOCAL	Local	PLAN	\$0	\$0	\$42,000	\$0	\$42,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$210,001</b>	<b>\$0</b>	<b>\$210,001</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>	\$210,001



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # CU2405-22

FY 2024 TRANSIT SECURITY

Route

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ? Yes

STIP #

Federal ID #

### Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for FTA Section 5307 funding.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	CAPITAL	\$0	\$0	\$28,665	\$0	\$28,665
LOCAL	Local	CAPITAL	\$0	\$0	\$7,000	\$0	\$7,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$35,665</b>	<b>\$0</b>	<b>\$35,665</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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$35,665





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # CU2501-22

FY 2025 OPERATING ASSISTANCE - FIXED ROUTE

Route

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ? Yes

STIP #

Federal ID #

### Project Description

Operating assistance up to 75% of apportionment to operate public transit service.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	OPER	\$0	\$0	\$0	\$1,966,577	\$1,966,577
LOCAL	Local	OPER	\$0	\$0	\$0	\$5,991,692	\$5,991,692
MoDOT	State	OPER	\$0	\$0	\$0	\$43,500	\$43,500
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,001,769</b>	<b>\$8,001,769</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>	\$8,001,769



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # CU2502-22 FY 2025 PREVENTATIVE MAINTENANCE

Route

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ? Yes

STIP #

Federal ID #

### Project Description

Subsidy of preventative maintenance expenses for existing public transit service.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	MAINT	\$0	\$0	\$0	\$760,000	\$760,000
LOCAL	Local	MAINT	\$0	\$0	\$0	\$190,000	\$190,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$950,000</b>	<b>\$950,000</b>

### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

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



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # CU2503-22

FY 2025 TRANSIT PLANNING

Route

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category N/A

Bike/Ped Plan? Yes 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	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	OPER	\$0	\$0	\$0	\$168,001	\$168,001
LOCAL	Local	OPER	\$0	\$0	\$0	\$42,000	\$42,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$210,001</b>	<b>\$210,001</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>	\$210,001



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # CU2504-22

FY 2025 TRANSIT SECURITY

Route

From

To

Location

Federal Agency

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category N/A

Bike/Ped Plan? Yes 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	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	CAPITAL	\$0	\$0	\$0	\$29,238	\$29,238
LOCAL	Local	OPER	\$0	\$0	\$0	\$7,000	\$7,000
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,238</b>	<b>\$36,238</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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$36,238



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # **MO1729-19A4** 5310-TRADITIONAL PROJECTS RESERVE 2020-2022

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 2020-2022.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5310)	Federal	CAPITAL	\$352,413	\$0	\$0	\$0	\$352,413
LOCAL	Local	CAPITAL	\$88,102	\$0	\$0	\$0	\$88,102
<b>Totals</b>			<b>\$440,515</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$440,515</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>	\$440,515



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # MO1901-17A5 5310-MODOT ADMIN 2019-2022

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

MoDOT Administration portion of FY 2019 through FY 2022 FTA 5310 funding.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5310)	Federal	ADMIN	\$55,146	\$0	\$0	\$0	\$55,146
<b>Totals</b>			<b>\$55,146</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,146</b>

### Notes

Federal Funding Source: Traditional FTA Section 5310 Funding

Non-Federal Funding Source: No Local Match Required

FYI: Administered by MoDOT

**Prior Cost** \$17,147

**Future Cost** \$0

**Total Cost** \$72,293



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

TIP # **MO2304-22** 5310-MODOT/OTO ADMIN 2023-2025

Route

From

To

Location

Federal Agency

Project Sponsor MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

### Project Description

MoDOT and OTO Administration portion of FY 2023 through FY 2025 FTA 5310 funding.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5310)	Federal	ADMIN	\$0	\$23,075	\$23,459	\$23,850	\$70,384
<b>Totals</b>			<b>\$0</b>	<b>\$23,075</b>	<b>\$23,459</b>	<b>\$23,850</b>	<b>\$70,384</b>

### Notes

Federal Funding Source: Traditional FTA Section 5310 Funding

Non-Federal Funding Source: No Local Match Required

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$70,384





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## F) Transit Section

**TIP #** MO2305-22

5310-TRADITIONAL PROJECTS RESERVE 2023-2025

**Route**

**From**

**To**

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** 5310

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

### Project Description

Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2023-2025.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5310)	Federal	CAPITAL	\$0	\$172,700	\$176,154	\$179,677	\$528,531
LOCAL	Local	CAPITAL	\$0	\$43,175	\$44,039	\$44,919	\$132,133
<b>Totals</b>			<b>\$0</b>	<b>\$215,875</b>	<b>\$220,193</b>	<b>\$224,596</b>	<b>\$660,664</b>

### Notes

Federal Funding Source: Traditional FTA Section 5310 Funding

Non-Federal Funding Source: Provided Upon Award of Funding

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$660,664

# FISCAL CONSTRAINT

## SECTION G

EXPLANATION OF FISCAL CONSTRAINT

OPERATIONS AND MAINTENANCE

DEMONSTRATION OF FISCAL CONSTRAINT

FINANCIAL SUMMARIES

DRAFT

## 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 67 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 6 cents today. Through this, MoDOT has operated efficiently, keeping operating expenses relatively flat. In the past 10 years, MoDOT has completed 4,333 projects, worth \$10.9 billion, at 7.5 percent under budget. Even with significant savings undertaken since 2011, MoDOT's 2022-2026 STIP is primarily maintenance focused. Currently, annual contractor awards average approximately \$1.1 billion, with nearly 84 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, as well as COVID-19 Relief Fund allocations. Approximately 41 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 24 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 12 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 5 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 for the Governor's Transportation Cost Share Program, Governor's Focus on Bridges' debt service payments, and multimodal programs provides about 2 percent of transportation revenue..

### **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. Several COVID-19 Relief bills have also provided funding to MoDOT and Missouri MPOs.

#### *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.

#### *Infrastructure for Rebuilding America (INFRA) Grant Program*

The INFRA program provides dedicated, discretionary federal funding for projects that address critical issues facing our nation's highways and bridges. INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. Additionally, the program promotes innovative safety solutions that will improve our transportation system. Grants are awarded by the USDOT through a competitive application process.

#### *Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program*

This program provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER Discretionary Grants, Congress has dedicated nearly \$8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

#### *Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)*

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which includes \$900 billion in supplemental appropriations for COVID-19 relief, was signed into law. This funding includes \$50 million nationally for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 formula grants). In Missouri, MoDOT will fully administer the Federal Transit Administration (FTA) Section 5310 program in rural areas (populations less than 50,000) and in small urbanized areas (Columbia, St. Joseph, Joplin, Jefferson City, Cape Girardeau, and Lee's Summit). CRRSAA Section 5310 funding is available for operating assistance at 100% federal share for agencies serving older adults and persons with disabilities. The CRRSAA Section 5310 apportionment for Missouri small urbanized areas is \$141,054 and for Missouri rural areas is \$307,545. St. Louis and Springfield FTA Section 5310 funds are \$352,003 and \$50,792, respectively. The Kansas City Section 5310 allocation of \$231,773 will not be administered by MoDOT.

HIP-CRRSAA funds are eligible to be used for activities eligible under 23 U.S.C. 133(b) (Surface Transportation Block Grant Program (STBG)) and costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses. The distribution for Missouri is \$234.8 million with \$206.3 million for any area of the state and \$28.5 million for urbanized areas with a population over 200,000.

#### *American Rescue Plan Act of 2021*

The \$1.9 trillion American Rescue Plan Act of 2021 was signed into law on March 11, 2021. The bill includes \$30.5 billion for the transit industry. This bill delivers \$50,792 in Section 5310 for the Springfield Urbanized Area.



## 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, FY 2019, FY 2020, and FY 2021 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.

### *Railroad and Public Utility Tax*

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County.

### *County Funding Sources*

The majority of funding for Christian and Greene County projects which appear in the TIP is sourced from STBG-U 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.

## 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.

## STATE AND FEDERAL

Table G.1 Summary	2022	2023	2024	2025	Total
MoDOT State/Federal Funding	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000

\*Includes Engineering and Rail funding

Table G.2	Non-Transit Suballocated*	Transit 5307	Transit 5310	Transit 5339
Estimated Carryover Balance through FY2021	\$30,925,857	\$3,633,199	\$384,592	\$0
Anticipated Allocation FY2022	\$7,324,197	\$3,478,188	\$307,843	\$292,904
Anticipated Allocation FY2023	\$7,470,681	\$3,547,752	\$314,000	\$298,762
Anticipated Allocation FY2024	\$7,620,095	\$3,618,707	\$320,280	\$304,738
Anticipated Allocation FY2025	\$7,772,496	\$3,691,081	\$326,686	\$310,832
<b>Total Anticipated Allocation</b>	<b>\$30,187,469</b>	<b>\$14,335,727</b>	<b>\$1,268,809</b>	<b>\$1,207,236</b>
<b>Programmed through FY2025</b>	<b>(\$47,499,913)</b>	<b>(\$15,718,823)</b>	<b>(\$1,126,474)</b>	<b>(\$781,756)</b>
Estimated Carryover Balance Through FY 2025	\$13,613,413	\$2,250,103	\$526,927	\$425,480

\* Includes STBG-U, TAP, Omnibus , and COVID funding

LOCAL

**Table G.3 Motor Fuel Taxes, Vehicle Sales and Use Taxes, and Vehicle Fee Projections**

	2022	2023	2024	2025	TOTAL
Christian	\$1,518,143	\$1,518,143	\$1,518,143	\$1,518,143	\$6,072,572
Greene	\$3,663,334	\$3,663,334	\$3,663,334	\$3,663,334	\$14,653,336
Battlefield	\$220,469	\$220,469	\$220,469	\$220,469	\$881,876
Nixa	\$750,225	\$750,225	\$750,225	\$750,225	\$3,000,900
Ozark	\$702,818	\$702,818	\$702,818	\$702,818	\$2,811,272
Republic	\$581,777	\$581,777	\$581,777	\$581,777	\$2,327,108
Springfield	\$6,290,580	\$6,290,580	\$6,290,580	\$6,290,580	\$25,162,320
Strafford	\$92,999	\$92,999	\$92,999	\$92,999	\$371,996
Willard	\$208,558	\$208,558	\$208,558	\$208,558	\$834,232
<b>TOTAL</b>	<b>\$14,028,903</b>	<b>\$14,028,903</b>	<b>\$14,028,903</b>	<b>\$14,028,903</b>	<b>\$56,115,612</b>

**Table G.4 Local Tax Revenue Projections**

	2022	2023	2024	2025	TOTAL
Christian County Sales Tax	\$5,154,361	\$5,154,361	\$5,154,361	\$5,154,361	\$20,617,442
Christian County Property Tax	\$115,085	\$115,085	\$115,085	\$115,085	\$460,340
Greene County Sales Tax	\$14,660,000	\$14,660,000	\$14,660,000	\$14,660,000	\$58,640,000
Greene County Property Tax	\$6,512,902	\$6,512,902	\$6,512,902	\$6,512,902	\$26,051,608
City of Battlefield Sales Tax	\$105,689	\$105,689	\$105,689	\$105,689	\$422,756
City of Nixa Sales Tax	\$1,445,600	\$1,445,600	\$1,445,600	\$1,445,600	\$5,782,400
City of Ozark Sales Tax	\$1,224,000	\$1,224,000	\$1,224,000	\$1,224,000	\$4,896,000
City of Republic Sales Tax	\$1,408,210	\$1,408,210	\$1,408,210	\$1,408,210	\$5,632,840
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	\$265,000	\$251,250	\$251,250	\$251,250	\$1,018,750
<b>TOTAL</b>	<b>\$47,990,847</b>	<b>\$47,977,097</b>	<b>\$47,977,097</b>	<b>\$47,977,097</b>	<b>\$191,922,136</b>

**Table G.5 Projected Greene County Road and Bridge Fund Distribution**

	2022	2023	2024	2025	TOTAL
Battlefield	\$45,564	\$45,564	\$45,564	\$45,564	\$182,257
Republic	\$140,604	\$140,604	\$140,604	\$140,604	\$562,417
Springfield	\$1,990,237	\$1,990,237	\$1,990,237	\$1,990,237	\$7,960,947
Strafford	\$22,553	\$22,553	\$22,553	\$22,553	\$90,214
Willard	\$37,057	\$37,057	\$37,057	\$37,057	\$148,228
<b>TOTAL</b>	<b>\$2,236,016</b>	<b>\$2,236,016</b>	<b>\$2,236,016</b>	<b>\$2,236,016</b>	<b>\$8,944,062</b>

**Table G.6 Estimated Non-Federal Transit Revenue**

	2022	2023	2024	2025	Total
MO HealthNet Contract	\$103,000	\$103,000	\$103,000	\$103,000	\$412,000
State Operating Funding	\$43,500	\$43,500	\$43,500	\$43,500	\$174,000
Local (CU Utility Revenue)	\$6,000,000	\$6,000,000	\$6,000,000	\$8,500,000	\$26,500,000
Local (CU Farebox/Ads)	\$800,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,800,000
Local (Human Service Agencies)	\$42,328	\$43,175	\$44,039	\$44,919	\$174,461
<b>TOTAL</b>	<b>\$6,988,828</b>	<b>\$7,189,675</b>	<b>\$7,190,539</b>	<b>\$9,691,419</b>	<b>\$31,060,461</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 G.7	Number of Lane Miles on Federal-Aid System	Cost per Mile	FY 2022	FY 2023	FY 2024	FY 2025
<b>State System</b>						
<b>MoDOT</b>	1027.232	\$5,137	\$5,276,891	\$5,356,044	\$5,436,385	\$5,517,931
<b>Non-State System</b>						
<b>Battlefield</b>	7.169	\$4,840	\$34,698	\$35,218	\$35,747	\$36,283
<b>Nixa</b>	21.43	\$5,982	\$128,194	\$130,117	\$132,069	\$134,050
<b>Ozark</b>	3.647	\$8,246	\$30,073	\$30,524	\$30,982	\$31,447
<b>Republic</b>	33.462	\$5,768	\$193,009	\$195,904	\$198,843	\$201,825
<b>Springfield</b>	390.532	\$6,412	\$2,504,091	\$2,541,653	\$2,579,777	\$2,618,474
<b>Strafford</b>	1.384	\$2,678	\$3,706	\$3,762	\$3,818	\$3,876
<b>Willard</b>	13.81	\$4,340	\$59,935	\$60,834	\$61,747	\$62,673
<b>Christian County</b>	37.498	\$2,175	\$81,558	\$82,782	\$84,023	\$85,284
<b>Greene County</b>	108.281	\$6,320	\$684,336	\$694,601	\$705,020	\$715,595
<b>TOTAL</b>	<b>617.213</b>		<b>\$3,719,601</b>	<b>\$3,775,395</b>	<b>\$3,832,026</b>	<b>\$3,889,507</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 G.8 Estimated Transit System Operations and Maintenance Costs	2022	2023	2024	2025
<b>Total System Operations</b>	\$10,400,000	\$10,608,000	\$10,820,160	\$11,037,000
<b>Total System Maintenance</b>	\$1,500,000	\$1,530,000	\$1,560,000	\$1,592,000
<b>Total Programmed O&amp;M</b>	<b>(\$10,784,715)</b>	<b>(\$10,472,465)</b>	<b>(\$8,895,012)</b>	<b>(\$8,951,769)</b>
<b>ADDITIONAL O&amp;M COSTS</b>	\$1,115,285	\$1,665,535	\$3,485,148	\$3,677,231



## FISCAL CAPACITY

### PROJECT COST ESTIMATING

Revenue estimates for federal and state funding were taken directly from MoDOT. More information can be found in the 2022-2026 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 G.9 Local Share Financial Capacity</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$371,722.16	\$371,722.16	\$371,722.16	\$371,722.16
Carryover Balance from Prior Year	--	\$204,703.20	\$541,206.93	\$877,182.38
Estimated Operations and Maintenance Expenditures	(\$34,697.96)	(\$35,218.43)	(\$35,746.71)	(\$36,282.91)
Estimated TIP Project Expenditures	(\$132,321.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$204,703.20</b>	<b>\$541,206.93</b>	<b>\$877,182.38</b>	<b>\$1,212,621.64</b>
<b>City of Nixa</b>				
Total Available Revenue	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00
Carryover Balance from Prior Year	--	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63
Estimated Operations and Maintenance Expenditures	(\$128,194.26)	(\$130,117.17)	(\$132,068.93)	(\$134,049.97)
Estimated TIP Project Expenditures	(\$960,300.00)	(\$51,516.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,107,330.74</b>	<b>\$3,121,522.57</b>	<b>\$5,185,278.63</b>	<b>\$7,247,053.67</b>
<b>City of Ozark</b>				
Total Available Revenue	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00
Carryover Balance from Prior Year	--	\$1,521,694.84	\$3,417,988.58	\$5,313,824.46
Estimated Operations and Maintenance Expenditures	(\$30,073.16)	(\$30,524.26)	(\$30,982.12)	(\$31,446.86)
Estimated TIP Project Expenditures	(\$375,050.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,521,694.84</b>	<b>\$3,417,988.58</b>	<b>\$5,313,824.46</b>	<b>\$7,209,195.60</b>
<b>City of Republic</b>				
Total Available Revenue	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23
Carryover Balance from Prior Year	--	\$1,556,177.41	\$2,860,512.70	\$4,029,478.42
Estimated Operations and Maintenance Expenditures	(\$193,008.82)	(\$195,903.95)	(\$198,842.51)	(\$201,825.15)
Estimated TIP Project Expenditures	(\$381,405.00)	(\$630,352.00)	(\$762,783.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,556,177.41</b>	<b>\$2,860,512.70</b>	<b>\$4,029,478.42</b>	<b>\$5,958,244.50</b>
<b>City of Springfield</b>				
Total Available Revenue	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83
Carryover Balance from Prior Year	--	\$11,270,140.65	\$33,563,294.92	\$56,364,334.41
Estimated Operations and Maintenance Expenditures	(\$2,504,091.18)	(\$2,541,652.55)	(\$2,579,777.34)	(\$2,618,474.00)
Estimated TIP Project Expenditures	(\$11,606,585.00)	(\$546,010.00)	\$0.00	(\$400,000.00)
<b>Amount Available for Local Projects</b>	<b>\$11,270,140.65</b>	<b>\$33,563,294.92</b>	<b>\$56,364,334.41</b>	<b>\$78,726,677.24</b>

<b>Table G.9 Local Share Financial Capacity cont.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>City of Strafford</b>				
Total Available Revenue	\$115,552.47	\$115,552.47	\$115,552.47	\$115,552.47
Carryover Balance from Prior Year	\$186,494.00	\$111,846.12	\$223,636.64	\$335,370.73
Estimated Operations and Maintenance Expenditures	(\$3,706.35)	(\$3,761.95)	(\$3,818.38)	(\$3,875.65)
Estimated TIP Project Expenditures	(\$186,494.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$111,846.12</b>	<b>\$223,636.64</b>	<b>\$335,370.73</b>	<b>\$447,047.55</b>
<b>City of Willard</b>				
Total Available Revenue	\$510,614.88	\$510,614.88	\$510,614.88	\$510,614.88
Carryover Balance from Prior Year	--	\$450,679.48	\$900,459.93	\$1,349,327.86
Estimated Operations and Maintenance Expenditures	(\$59,935.40)	(\$60,834.43)	(\$61,746.95)	(\$62,673.15)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$450,679.48</b>	<b>\$900,459.93</b>	<b>\$1,349,327.86</b>	<b>\$1,797,269.59</b>
<b>Christian County</b>				
Total Available Revenue	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50
Carryover Balance from Prior Year	--	\$6,614,030.35	\$13,318,837.33	\$20,022,402.58
Estimated Operations and Maintenance Expenditures	(\$81,558.15)	(\$82,781.52)	(\$84,023.25)	(\$85,283.59)
Estimated TIP Project Expenditures	(\$92,000.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$6,614,030.35</b>	<b>\$13,318,837.33</b>	<b>\$20,022,402.58</b>	<b>\$26,724,707.49</b>
<b>Greene County</b>				
Total Available Revenue	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00
Carryover Balance from Prior Year	--	\$15,065,968.08	\$34,202,603.12	\$58,315,819.15
Estimated Operations and Maintenance Expenditures	(\$684,335.92)	(\$694,600.96)	(\$705,019.97)	(\$715,595.27)
Estimated TIP Project Expenditures	(\$9,085,932.00)	(\$5,005,000.00)	(\$18,000.00)	(\$1,013,000.00)
<b>Amount Available for Local Projects</b>	<b>\$15,065,968.08</b>	<b>\$34,202,603.12</b>	<b>\$58,315,819.15</b>	<b>\$81,423,459.88</b>
<b>City Utilities</b>				
Total Available Revenue	\$6,946,500.00	\$7,146,500.00	\$7,146,500.00	\$9,646,500.00
Estimated Operations and Maintenance Expenditures	(\$5,271,692.00)	(\$6,181,692.00)	(\$6,181,692.00)	(\$6,181,692.00)
<b>Available for TIP Project Expenditures</b>	<b>\$1,674,808.00</b>	<b>\$964,808.00</b>	<b>\$964,808.00</b>	<b>\$3,464,808.00</b>
Carryover from Prior Year	--	\$1,260,722.00	\$1,986,330.00	\$2,598,314.00
Estimated TIP Project Expenditures	(\$414,086.00)	(\$239,200.00)	(\$352,824.00)	(\$239,000.00)
<b>Amount Available for Local Projects</b>	<b>\$1,260,722.00</b>	<b>\$1,986,330.00</b>	<b>\$2,598,314.00</b>	<b>\$5,824,122.00</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 2017 through FY 2025 as previously and currently programmed.

DRAFT

Traditional Section 5310							
Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Share	Local Share	Total
Arc of the Ozarks MO1702	Wide Body Cutaway Floor Plan HH	1	FY 2018	Active MO-2017-019-02	\$43,490	\$10,873	\$54,363
OATS, Inc. MO1704	Wide Body Cutaway, Floor Plan II	2	FY 2018	Active MO-2017-019-02	\$92,182	\$23,046	\$115,228
Springfield-GC Parks MO1907	Wide Body Cutaway, Floor Plan GG	1	FY 2019	Active MO-2019-012-00	\$52,000	\$13,000	\$65,000
Arc of the Ozarks MO1908	Med. Roof Long Conversion	2	FY 2019	Active MO-2019-012-00	\$86,400	\$21,600	\$108,000
OATS, Inc. MO1909	Med. Roof Long Conversion with ADA Flip Seats	1	FY 2019	Active MO-2019-012-00	\$38,722	\$9,680	\$48,402
OATS, Inc. MO1910	Wide Body Cutaway, Floor Plan II	3	FY 2020	Active MO-2020-031-00	\$141,768	\$35,442	\$177,210
Traditional Reserve MO1729	N/A	N/A	FY 2020 - FY 2022	Programmed	\$352,413	\$88,103	\$440,515
Traditional Reserve MO2305	N/A	N/A	FY 2023 - FY 2025	Programmed	\$528,531	\$132,133	\$660,664
Total					\$1,335,506	\$333,877	\$1,669,382

Other Section 5310							
Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Share	Local Share	Total
City Utilities CU2205	Remove Barriers to Services	N/A	FY2022	Programmed/Pending Future Application	\$120,000	\$30,000	\$150,000
Unawarded Balance	N/A	N/A	FY 2021- FY 2025	Unprogrammed	\$476,135.02	\$119,034	\$595,169
Total					\$596,135	\$149,034	\$745,169

COVID-Related Section 5310							
Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Share	Local Share	Total
OATS, Inc. N/A	CRRSAA Operational Funds	1	FY 2021	Active MO-2021-007-00	\$50,792	\$0	\$50,792
Unawarded	American Recovery Act Operational Funds	N/A	FY 2021	Unprogrammed	\$50,792	\$0	\$50,792
Total					\$101,584	\$0	\$101,584

Administration Section 5310							
Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Share	Local Share	Total
MoDOT MO1901	Admin	N/A	FY 2019	Active	\$17,146.98	\$0	\$72,291.95
			FY 2020-2022	Programmed	\$55,144.96	\$0	
MoDOT/OTO Admin MO2304	Admin	N/A	FY 2023-2025	Programmed	\$70,385.00	\$0	\$70,385.00
Total					\$142,676.95	N/A	\$142,676.95

Total FY 2017 Balance - FY 2025 traditional 5310 capital amount available	\$1,335,506
FY 2017 Balance - FY 2025 traditional 5310 capital amount awarded	(\$454,562)
Balance Remaining in reserve for 5310 traditional projects	\$880,944
Programmed in 2022-2025 TIP	(\$880,944)
Total FY 2021 - 2025 other capital amount available	\$596,135
FY 2022 - 2025 other capital amount pending/programmed	(\$120,000)
Balance remaining for other capital	\$476,135
Total FY 2021 Section 5310 COVID-related amount available	\$101,584
FY 2021 Section 5310 COVID-related amount awarded	(\$50,792)
Balance for COVID-related funding	\$50,792
Total FY 2019-2025 administration available	\$142,677
FY 2019-2025 administration awarded	(\$17,147)
Balance remaining for administration	\$125,530
Programmed in 2022-2025 TIP	(\$125,530)
<b>Estimated Carryover Balance through FY 2025 all categories</b>	<b>\$526,927</b>



## FINANCIAL SUMMARY

### Section D

#### YEARLY SUMMARY

	Federal	Local	State	
PROJECT	FAA (AIP)	LOCAL	MoDOT	TOTAL
<b>2022</b>				
NA1300-20A5	\$787,500	\$87,500	\$0	<b>\$875,000</b>
NA1603-20A5	\$1,417,500	\$157,000	\$0	<b>\$1,574,500</b>
NA1907-20A5	\$0	\$93,000	\$837,000	<b>\$930,000</b>
NA2103-22	\$2,802,960	\$311,440	\$0	<b>\$3,114,400</b>
SUBTOTAL	\$5,007,960	\$648,940	\$837,000	\$6,493,900
<b>2023</b>				
NA1206	\$0	\$75,000	\$675,000	<b>\$750,000</b>
NA1903-20A5	\$9,900,000	\$1,100,000	\$0	<b>\$11,000,000</b>
NA2304-22	\$720,000	\$80,000	\$0	<b>\$800,000</b>
SUBTOTAL	\$10,620,000	\$1,255,000	\$675,000	\$12,550,000
<b>2024</b>				
NA2102-20A5	\$7,650,000	\$850,000	\$0	<b>\$8,500,000</b>
SUBTOTAL	\$7,650,000	\$850,000	\$0	\$8,500,000
<b>2025</b>				
NA1301-20A5	\$405,000	\$45,000	\$0	<b>\$450,000</b>
NA1501-20A5	\$765,000	\$85,000	\$0	<b>\$850,000</b>
NA1503-20A5	\$1,500,300	\$166,700	\$0	<b>\$1,667,000</b>
NA1801-20A5	\$2,520,000	\$280,000	\$0	<b>\$2,800,000</b>
NA1904-20A5	\$360,000	\$40,000	\$0	<b>\$400,000</b>
NA2501-22	\$5,067,000	\$563,000	\$0	<b>\$5,630,000</b>
NA2503-22	\$990,000	\$110,000	\$0	<b>\$1,100,000</b>
NA2505-22	\$2,790,000	\$310,000	\$0	<b>\$3,100,000</b>
SUBTOTAL	\$14,397,300	\$1,599,700	\$0	\$15,997,000
<b>GRAND TOTAL</b>	<b>\$37,675,260</b>	<b>\$4,353,640</b>	<b>\$1,512,000</b>	<b>\$43,540,900</b>

## FINANCIAL CONSTRAINT

### Section D

	Federal Funding			
	AIP	Local	MoDOT	TOTAL
<b>FY 2022</b>				
Funds Anticipated	\$ 5,007,960	\$ 648,940	\$ 837,000	\$ 6,493,900
Funds Programmed	(\$5,007,960)	(\$648,940)	(\$837,000)	(\$6,493,900)
Balance FY 2022	\$0	\$0	\$0	\$0
<b>FY 2023</b>				
Funds Anticipated	\$ 10,620,000	\$ 1,255,000	\$ 675,000	\$ 12,550,000
Funds Programmed	(\$10,620,000)	(\$1,255,000)	(\$675,000)	(\$12,550,000)
Balance FY 2023	\$0	\$0	\$0	\$0
<b>FY 2024</b>				
Funds Anticipated	\$ 7,650,000	\$ 850,000	\$ -	\$ 8,500,000
Funds Programmed	(\$7,650,000)	(\$850,000)	\$ -	(\$8,500,000)
Balance FY 2024	\$0	\$0	\$0	\$0
<b>FY 2025</b>				
Funds Anticipated	\$ 14,397,300	\$ 1,599,700	\$ -	\$ 15,997,000
Funds Programmed	(\$14,397,300)	(\$1,599,700)	\$ -	(\$15,997,000)
Balance FY 2025	\$0	\$0	\$0	\$0

## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRISI)	Local LOCAL	Other OTHER	State MoDOT	State MoDOT-GCSA	State MoDOT-AC	TOTAL
BA2201-22	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$40,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$448,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2101-20A5	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$249,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,200	\$0	\$316,800	\$396,000
CC2103-20A7	\$368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$0	\$0	\$0	\$0	\$460,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$0	\$0	\$3,200,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$407,200	\$0	\$0	\$0	\$0	\$0	\$101,800	\$0	\$0	\$509,000
EN1904-20AM6	\$0	\$0	\$0	\$0	\$244,000	\$0	\$0	\$0	\$0	\$0	\$0	\$61,000	\$0	\$0	\$0	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$448,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$1,074,400	\$1,343,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$229,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$0	\$314,400	\$393,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
EN2008-20AM6	\$792,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$271,826
EN2010-20AM6	\$727,979	\$0	\$0	\$0	\$50,392	\$0	\$0	\$0	\$0	\$0	\$0	\$196,843	\$0	\$0	\$0	\$0	\$984,214
EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$0	\$0	\$316,604
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$44,000	\$0	\$55,000
EN2203-22	\$0	\$0	\$0	\$0	\$269,000	\$0	\$0	\$0	\$0	\$863,750	\$0	\$67,250	\$0	\$0	\$0	\$0	\$1,200,000
EN2204-22	\$0	\$0	\$0	\$0	\$181,000	\$0	\$0	\$0	\$0	\$573,750	\$0	\$45,250	\$0	\$0	\$0	\$0	\$800,000
EN2205-22	\$384,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,246,730	\$0	\$96,150	\$0	\$0	\$0	\$0	\$1,727,480
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$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	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1901-20AM6	\$14,735,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,264,411	\$0	\$0	\$0	\$0	\$22,000,000
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1912-19	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
GR2209-22	\$0	\$0	\$0	\$0	\$0	\$264,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,200	\$0	\$0	\$331,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$0	\$0	\$0	\$30,400	\$0	\$0	\$152,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$47,200	\$0	\$0	\$0	\$373,500	\$0	\$0	\$11,800	\$373,500	\$0	\$806,000
GR2101-20	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$700,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
GR2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,800	\$0	\$231,200	\$289,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$40,000
MO2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$20,100
MO2104-20AM10	\$360,000	\$0	\$0	\$0	\$0	\$0	\$541,600	\$0	\$0	\$0	\$0	\$90,000	\$0	\$135,400	\$0	\$0	\$1,127,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$807,200	\$1,009,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,200	\$0	\$84,800	\$106,000
MO2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,600	\$0	\$218,400	\$273,000
MO2203-22	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
MO2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,800	\$0	\$394,200	\$438,000
MO2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$24,000	\$30,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$192,000	\$240,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111,000	\$0	\$444,000	\$555,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MS2201-20A10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,536,748	\$0	\$0	\$0	\$0	\$3,536,748
NX1704	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2101-20AM7	\$1,873,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$468,286	\$0	\$0	\$0	\$0	\$2,341,432
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$546,882
NX2201-20A8	\$1,530,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382,638	\$0	\$0	\$0	\$0	\$1,913,188
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22</																	

## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (UM)	FHWA (130)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRISI)	Local LOCAL	Other OTHER	MoDOT	State MoDOT-GCSA	MoDOT-AC	TOTAL
R0001-20A9	\$0	\$3,236,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$359,600	\$0	\$0	\$3,596,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$600,000
RP2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$267,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$936,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,600	\$0	\$0	\$1,173,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1815-20A5	\$965,346	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$0	\$0	\$0	\$241,337	\$0	\$184,063	\$0	\$0	\$2,127,000
SP1816-20A6	\$106,572	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$0	\$26,643	\$0	\$69,557	\$0	\$0	\$481,000
SP1817-20A6	\$183,735	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$0	\$0	\$0	\$45,934	\$0	\$68,666	\$0	\$0	\$573,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$1,863,200	\$0	\$0	\$0	\$0	\$0	\$373,200	\$0	\$470,800	\$0	\$0	\$4,068,000
SP1902-20AM5	\$129,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,487	\$0	\$0	\$0	\$0	\$162,436
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$697,600	\$0	\$0	\$0	\$0	\$0	\$174,400	\$0	\$0	\$0	\$0	\$872,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$293,800	\$0	\$0	\$1,469,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$754,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$0	\$67,500	\$0	\$1,628,300	\$0	\$0	\$8,479,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$1,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000	\$0	\$0	\$1,685,000
SP2009-20AM5	\$0	\$0	\$0	\$0	\$0	\$611,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,800	\$0	\$0	\$764,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$341,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$0	\$159,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576,000	\$0	\$0	\$576,000
SP2104-20A7	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$1,500,000	\$0	\$0	\$5,000,000
SP2201-20	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000
SP2202-20A5	\$1,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$336,000	\$0	\$0	\$0	\$0	\$1,680,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$323,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,800	\$0	\$0	\$404,000
SP2204-22	\$0	\$0	\$0	\$0	\$0	\$5,475,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,368,800	\$0	\$0	\$6,844,000
SP2205-22	\$0	\$0	\$0	\$0	\$0	\$7,818,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,954,600	\$0	\$0	\$9,773,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP2207-22	\$0	\$0	\$0	\$0	\$0	\$123,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,800	\$0	\$0	\$154,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$6,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2216-22	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$300,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$96,000	\$120,000
ST2202-20A10	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,494	\$0	\$0	\$0	\$0	\$667,856
SUBTOTAL	\$36,863,306	\$4,430,000	\$135,000	\$1,240,000	\$753,392	\$23,544,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$25,796,360	\$0	\$12,644,786	\$683,500	\$5,547,000	\$141,878,643
<b>2023</b>																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$3,477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$869,400	\$0	\$0	\$4,347,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,038,000	\$0	\$4,152,000	\$5,190,000
EN1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$4,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,503,200	\$0	\$0	\$0	\$0	\$0	\$375,800	\$0	\$0	\$1,879,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200	\$0	\$40,800	\$51,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$329,000	\$0	\$0	\$0	\$0	\$0	\$0	\$722,200	\$0	\$2,559,800	\$3,611,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,093,600	\$0	\$0	\$0	\$0	\$0	\$273,400	\$0	\$0	\$1,367,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$354,600	\$0	\$1,418,400	\$1,773,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$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	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$368,800	\$0	\$1,475,200	\$1,844,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$1,428,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$357,000	\$0	\$0	\$1,785,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$2,585,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$646,400	\$0	\$0	\$3,232,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,400	\$0	\$0	\$0	\$0	\$970,000	\$93,600	\$0	\$0	\$1,186,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$49,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500	\$0	\$0	\$55,000
GR2202-2																	

## Section E

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (UM)	FHWA (130)	FHWA (TAP)	Federal					Local	Other	State		TOTAL	
						FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRISI)	LOCAL	OTHER	MoDOT		MoDOT-GCSA
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000
MO2203-22	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
MO2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,600	\$0	\$326,400	\$408,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$35,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$184,800	\$0	\$739,200	\$924,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$164,800	\$206,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$113,000	\$0	\$452,000	\$565,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$154,200	\$0	\$616,800	\$1,201,000
MO2302-22	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$257,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$15,000	\$27,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$289,406
RG0901-20A9	\$0	\$15,918,300														

2024																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$777,600	\$1,287,000
EN2007-20	\$0	\$0	\$0	\$0	\$79,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400	\$0	\$22,600	\$127,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1801-18	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$1,250,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$312,600	\$0	\$0	\$1,563,000
GR2201-22	\$0	\$0	\$5,796,000	\$0	\$0	\$484,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,800	\$0	\$0	\$6,334,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,400	\$0	\$241,600	\$302,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,800	\$0	\$187,200	\$234,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,800	\$0	\$243,200	\$304,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$0	\$0	\$85,000
MO2003-22	\$0	\$1,162,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,200	\$0	\$0	\$1,292,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$949,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,400	\$0	\$0	\$1,187,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395,800	\$0	\$1,583,200	\$1,979,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (UM)	FHWA (130)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRISI)	Local LOCAL	Other OTHER	State MoDOT	State MoDOT-GCSA	State MoDOT-AC	TOTAL
MO2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$201,600	\$252,000
MO2401-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,200	\$0	\$415,800	\$462,000
MO2402-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154,200	\$0	\$616,800	\$771,000
MO2403-22	\$0	\$855,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,000	\$0	\$0	\$950,000
MO2404-22	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,400	\$0	\$437,600	\$547,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$485,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,400	\$0	\$0	\$607,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$303,876
RP1701	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$856,200	\$3,200,800	\$0	\$4,057,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$1,943,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,800	\$0	\$0	\$2,429,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$2,693,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$2,755,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$0	\$1,285,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$342,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,600	\$0	\$0	\$428,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$8,916,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,229,000	\$0	\$0	\$11,145,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$1,772,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,000	\$0	\$0	\$2,215,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$1,190,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,600	\$0	\$0	\$1,488,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,578,400	\$1,973,000
SUBTOTAL	\$243,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,260,400	\$252,000	\$19,200	\$0	\$0	\$0	\$61,775	\$0	\$7,775,700	\$0	\$9,682,400	\$47,470,876
<b>2025</b>																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$60,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,400	\$0	\$1,057,600	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,600	\$0	\$1,938,400	\$2,423,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$1,464,814	\$0	\$6,176,800	\$0	\$23,057,600	\$32,877,070
GRAND TOTAL	\$41,551,291	\$22,907,900	\$6,246,000	\$1,240,000	\$832,392	\$60,285,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$31,971,356	\$970,000	\$38,098,612	\$683,500	\$56,992,400	\$295,489,755

# FINANCIAL CONSTRAINT

## Section E

	Federal Funding Source											Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL	
	STBG-U	Safety	I/M	130	TAP	NHPP	STAP	STBG	BUILD	CRRSSA	CRISI						TOTAL Federal Funds
2022 Funds Programmed	\$36,863,306	\$4,430,000	\$135,000	\$1,240,000	\$753,392	\$23,544,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$97,206,997	\$25,796,360	\$18,875,286	\$0	\$5,276,891	\$147,155,534
2023 Funds Programmed	\$2,589,628	\$16,255,800	\$90,000	\$0	\$0	\$15,315,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$37,438,033	\$4,648,407	\$30,206,726	\$970,000	\$5,356,044	\$78,619,210
2024 Funds Programmed	\$243,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,260,400	\$252,000	\$19,200	\$0	\$0	\$0	\$29,951,001	\$61,775	\$17,458,100	\$0	\$5,436,385	\$52,907,261
2025 Funds Programmed	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$2,177,856	\$1,464,814	\$29,234,400	\$0	\$5,517,931	\$38,395,001
Total	\$41,551,291	\$22,907,900	\$6,246,000	\$1,240,000	\$832,392	\$60,285,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$166,773,887	\$31,971,356	\$95,774,512	\$970,000	\$21,587,251	\$317,077,006

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	\$8,729,000	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	<b>\$207,666,000</b>
Federal Discretionary Funding	\$19,278,422	\$0	\$0	\$0	\$0	<b>\$19,278,422</b>
Available Operations and Maintenance Funding	\$5,276,891	\$5,356,044	\$5,436,385	\$5,617,931	\$5,617,931	<b>\$21,587,251</b>
Funds from Other Sources (inc. Local)	\$25,796,360	\$5,618,407	\$61,775	\$1,464,814	\$32,941,356	<b>\$32,941,356</b>
Available Suballocated Funding	\$30,925,857	\$7,324,197	\$7,470,681	\$7,620,095	\$7,772,496	<b>\$61,113,326</b>
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$58,933,279</b>	<b>\$82,148,448</b>	<b>\$86,790,132</b>	<b>\$60,434,256</b>	<b>\$44,280,241</b>	<b>\$342,586,355</b>
Prior Year Funding	\$58,933,279	\$3,926,193	\$12,097,115	\$19,624,108	\$25,509,349	<b>\$25,509,349</b>
Programmed State and Federal Funding		<b>(\$147,155,534)</b>	<b>(\$78,619,210)</b>	<b>(\$52,907,261)</b>	<b>(\$38,395,001)</b>	<b>(\$317,077,006)</b>
<b>TOTAL REMAINING</b>	<b>\$58,933,279</b>	<b>\$3,926,193</b>	<b>\$12,097,115</b>	<b>\$19,624,108</b>	<b>\$25,509,349</b>	<b>\$25,509,349</b>

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



## FINANCIAL SUMMARY

### Section F

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
<b>2022</b>						
CU2008-20A6	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
CU2200-22A5	\$2,522,362	\$0	\$0	\$5,271,692	\$43,500	\$7,837,554
CU2201-19	\$760,000	\$0	\$0	\$190,000	\$0	\$950,000
CU2202-19	\$168,001	\$0	\$0	\$42,000	\$0	\$210,001
CU2203-22A5	\$34,782	\$0	\$0	\$8,968	\$0	\$43,750
CU2204-19	\$0	\$0	\$311,756	\$55,016	\$0	\$366,772
CU2205-22	\$0	\$120,000	\$0	\$30,000	\$0	\$150,000
MO1729-19A4	\$0	\$352,413	\$0	\$88,102	\$0	\$440,515
MO1901-17A5	\$0	\$55,146	\$0	\$0	\$0	\$55,146
SUBTOTAL	\$5,485,145	\$527,559	\$311,756	\$5,685,778	\$43,500	\$12,053,738
<b>2023</b>						
CU2008-20A6	\$1,633,199	\$0	\$0	\$0	\$0	\$1,633,199
CU2300-20	\$1,854,074	\$0	\$0	\$5,991,692	\$43,500	\$7,889,266
CU2301-20	\$760,000	\$0	\$0	\$190,000	\$0	\$950,000
CU2302-20	\$168,001	\$0	\$0	\$42,000	\$0	\$210,001
CU2303-20	\$28,102	\$0	\$0	\$7,200	\$0	\$35,302
MO2304-22	\$0	\$23,075	\$0	\$0	\$0	\$23,075
MO2305-22	\$0	\$172,700	\$0	\$43,175	\$0	\$215,875
SUBTOTAL	\$4,443,376	\$195,775	\$0	\$6,274,067	\$43,500	\$10,956,718
<b>2024</b>						
CU2401-22	\$0	\$0	\$470,000	\$113,824	\$0	\$583,824
CU2402-22	\$1,909,820	\$0	\$0	\$5,991,692	\$43,500	\$7,945,012
CU2403-22	\$760,000	\$0	\$0	\$190,000	\$0	\$950,000
CU2404-22	\$168,001	\$0	\$0	\$42,000	\$0	\$210,001
CU2405-22	\$28,665	\$0	\$0	\$7,000	\$0	\$35,665
MO2304-22	\$0	\$23,459	\$0	\$0	\$0	\$23,459
MO2305-22	\$0	\$176,154	\$0	\$44,039	\$0	\$220,193
SUBTOTAL	\$2,866,486	\$199,613	\$470,000	\$6,388,555	\$43,500	\$9,968,154

## FINANCIAL SUMMARY

### Section F

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
<b>2025</b>						
CU2501-22	\$1,966,577	\$0	\$0	\$5,991,692	\$43,500	<b>\$8,001,769</b>
CU2502-22	\$760,000	\$0	\$0	\$190,000	\$0	<b>\$950,000</b>
CU2503-22	\$168,001	\$0	\$0	\$42,000	\$0	<b>\$210,001</b>
CU2504-22	\$29,238	\$0	\$0	\$7,000	\$0	<b>\$36,238</b>
MO2304-22	\$0	\$23,850	\$0	\$0	\$0	<b>\$23,850</b>
MO2305-22	\$0	\$179,677	\$0	\$44,919	\$0	<b>\$224,596</b>
SUBTOTAL	\$2,923,816	\$203,527	\$0	\$6,275,611	\$43,500	\$9,446,454
<b>GRAND TOTAL</b>	<b>\$15,718,823</b>	<b>\$1,126,474</b>	<b>\$781,756</b>	<b>\$24,624,011</b>	<b>\$174,000</b>	<b>\$42,425,064</b>

## FINANCIAL CONSTRAINT

### Section F

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ 3,633,199	\$ 384,592	\$ -	\$ -	\$ -	\$ 4,017,791
FY 2022						
Funds Anticipated	\$ 3,478,188	\$ 307,843	\$ 292,904	\$ 6,945,328	\$ 43,500	\$11,067,763
Funds Programmed	(\$5,485,145)	(\$527,559)	(\$311,756)	(\$5,685,778)	(\$43,500)	(\$12,053,738)
Running Balance	\$1,626,242	\$164,876	-\$18,852	\$1,259,550	\$0	\$3,031,816
FY 2023						
Funds Anticipated	\$ 3,547,752	\$ 314,000	\$ 298,762	\$ 7,146,175	\$ 43,500	\$11,350,189
Funds Programmed	(\$4,443,376)	(\$195,775)	\$0	(\$6,274,067)	(\$43,500)	(\$10,956,718)
Running Balance	\$730,618	\$283,101	\$279,910	\$2,131,658	\$0	\$3,425,287
FY 2024						
Funds Anticipated	\$ 3,618,707	\$ 320,280	\$ 304,738	\$ 7,147,039	\$ 43,500	\$11,434,264
Funds Programmed	(\$2,866,486)	(\$199,613)	(\$470,000)	(\$6,388,555)	(\$43,500)	(\$9,968,154)
Running Balance	\$1,482,839	\$403,768	\$114,648	\$2,890,142	\$0	\$4,891,397
FY 2025						
Funds Anticipated	\$ 3,691,081	\$ 326,686	\$ 310,832	\$ 9,647,919	\$ 43,500	\$14,020,018
Funds Programmed	(\$2,923,816)	(\$203,527)	\$0	(\$6,275,611)	(\$43,500)	(\$9,446,454)
Running Balance	\$2,250,104	\$526,927	\$425,480	\$6,262,450	\$0	\$9,464,961

# APPENDIX 1

## SECTION H

FIXING AMERICA'S SURFACE TRANSPORTATION ACT

TIP REQUIREMENTS FOR TMAIS 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



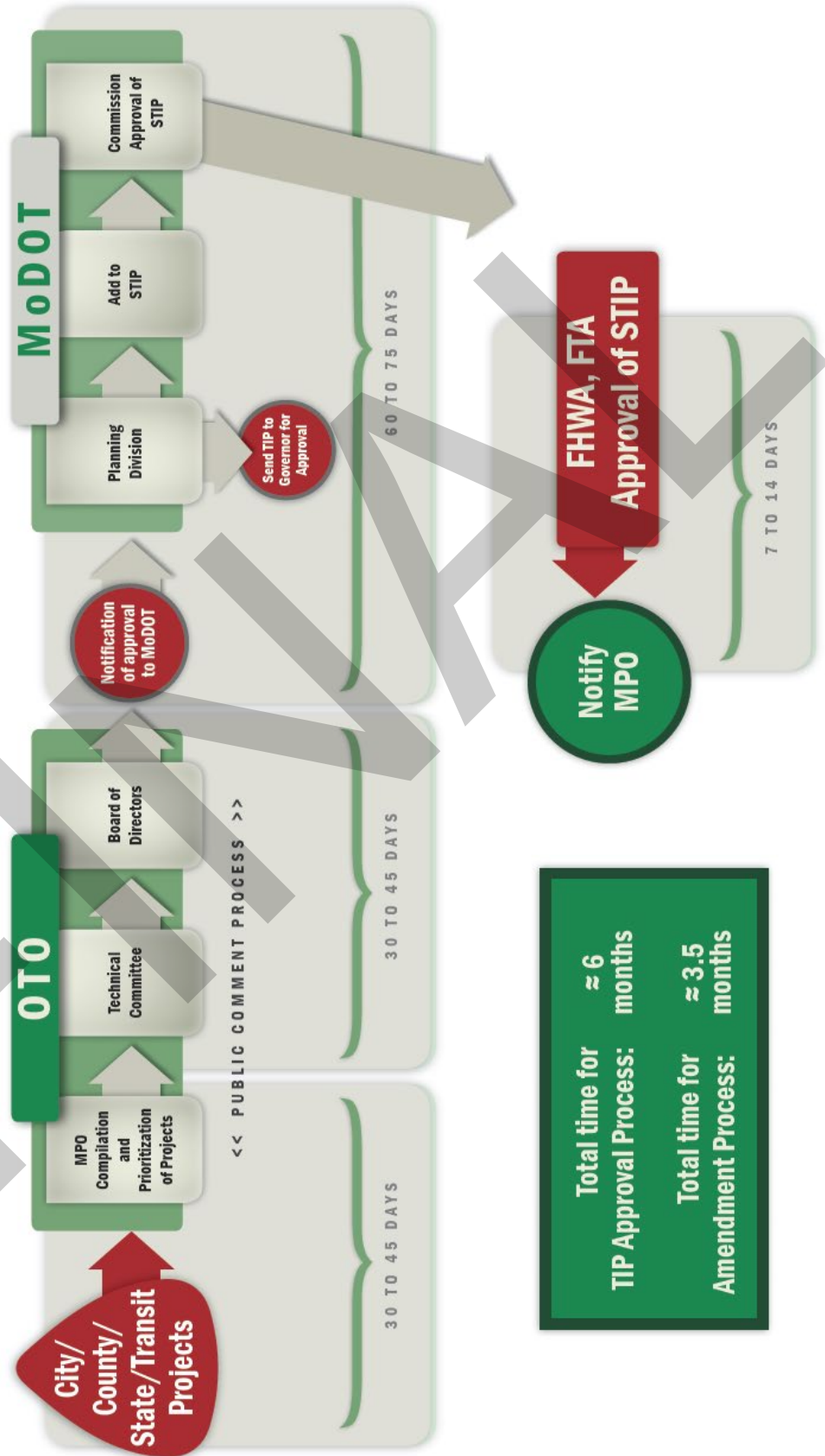
transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. 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).

## OTO TIP AND AMENDMENT APPROVAL PROCESS

### 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 noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 15% (or any amount greater than \$2,000,000);
6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund sources(s) change from Advanced Construction to an identified Federal funding source; and
7. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4 mile.

### 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 25% (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
5. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP;
6. Minor changes to funding sources between federal funding categories or between state and local sources;

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

**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 40CFR 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 USDOT 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

Andrew Lear  
Chairman  
Ozarks Transportation Organization

July 15, 2021

Date

DocuSigned by:



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Signature

Steve Campbell  
District Engineer  
Southwest District  
Missouri Department of Transportation

July 15, 2021

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 2019-2022 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of the City Utilities Transportation Department, OATS, Inc., and Missouri State University. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.

DocuSigned by:

*Andrew Lear*

97BE530C7ACC461...

Signature

July 15, 2021

Date

Andrew Lear  
Chairman  
Ozarks Transportation Organization

## 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
L RTP	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
STAP	Statewide Transportation Alternatives Program
STIP	Statewide Transportation Improvement Program
STBG	Surface Transportation Block Grant
STBG-U	Surface Transportation Block Grant – Urbanized Area Suballocation
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



# APPENDIX 2

## SECTION I

ORGANIZATIONS AND AGENCIES INCLUDED IN THE PUBLIC INVOLVEMENT PROCESS

PUBLIC INPUT RECEIVED WITH RESPONSE

PUBLIC COMMENT WITH RESPONSE

DRAFT

## 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 MEMBERS

Mokhtee Ahmad Federal Transit Administration	Steve Campbell MoDOT	Matt Crawford City Utilities
Rick Artman Greene County	John Caufield BNSF Railway Company	Shawn Dilday Springfield Public Schools
Joshua Bird Christian County	Steve Childers City of Ozark	Bryant Doss City of Strafford
Steve Bodenhamer City of Battlefield	Bob Cirtin Greene County	Tim Dygon The Arc of the Ozarks
Chris Boone Strafford Representative	Megan Clark SMCOG	John Elkins Citizen-At-Large
Kristy Bork Springfield-Branson National Airport	Eric Claussen City of Springfield	Brandie Fisher City Utilities
JJ Bowler SeniorAge Area Agency on Aging	Doug Colvin City of Nixa	Jan Fisk City of Springfield
Chuck Branch Christian County	Jerry Compton JWC Architecture	Ashley French City of Strafford
Garrett Brickner City of Republic	Travis Cossey City of Nixa	Dawne Gardner City of Springfield
Paula Brookshire City of Springfield	Chris Coulter Greene County	Rick Gardner City of Ozark
Randall Brown City of Willard	Justin Coyan Springfield Area Chamber of Commerce	Brad Gray City of Willard
David Cameron City of Republic	Elise Crain Citizen-At-Large	Martin Gugel City of Springfield

Ezekiel Hall MoDOT	John Montgomery Ozark Greenways	David Schaumburg Springfield-Branson National Airport
Corey Hendrickson City of Willard	Lynn Morris Christian County	Mark Schenkelberg Federal Aviation Administration
Debra Hickey City of Battlefield	Andrew Nelson City of Ozark	Mike Schilling City of Springfield
Adam Humphrey Greene County	Britni O'Connor MoDOT	Travis Shaw Springfield Public Schools
Skip Jansen City Utilities Board Member	Jim O'Neal Citizen-At-Large	Jonathan Shelden Springfield Public Schools
Kirk Juranas City of Springfield	Jeremy Parsons City of Ozark	Aishwarya Shrestha SMCOG
Joel Keller Greene County	Danny Perches Springfield Chamber of Commerce	Jeremiah Shuler Federal Transit Administration
Mary Kromrey Ozark Greenways	Ralph Phillips Christian County	Matthew Simpson City of Springfield
Kevin Lambeth Battlefield Representative	Shannon Porter Southwest Center for Independent Living	Martha Smartt City of Strafford
Michael Latuszek Federal Highway Administration	Cole Pruitt Missouri State University	Dan Smith City of Springfield
Andrew Lear City of Springfield	Jason Ray SMCOG	Mary Lilly Smith City of Springfield
Rusty MacLachlan Greene County	Stacy Reese MoDOT	Linda Starr SWI Industrial Solution
John McCart City of Ozark	Jeff Robinson OATS Inc.	Brian Steele City of Nixa
Ken McClure City of Springfield	Jeff Roussell City of Nixa	Garrett Tyson City of Nixa
Garen McElroy Greene County	John Russell Greene County	Jeff Ussery City of Republic
Laurel McKean MoDOT	Matt Russell City of Republic	Janette Vomund MoDOT
Bradley McMahon Federal Highway Administration	Beth Schaller MoDOT	Eva Voss MoDOT
Frank Miller MoDOT		

Richard Walker  
Citizen-At-Large

Todd Wiesehan  
Christian County

Brian Weiler  
Springfield-Branson National  
Airport

Chad Zickefoose  
MoDOT

## TRANSPORTATION PROVIDERS

Abilities First	Lakeland Regional Medical Center	Ozarks Chapter of Multiple Sclerosis
Adult Tendercare Center	Main Trans Mobility Solution	Ozarks Dialysis Services
Alternative Opportunities Inc.	Maranatha Village, Inc.	Rehabilitation Services for the Blind
Arc Employment Service Arc of the Ozarks	Medi-Transit of Springfield, Inc.	Retired Senior Volunteer Program
Burrell Center - Admin	Mercy Medical Center	SeniorAge Area Agency on Aging
City Utilities Transit Services	Missouri Council of the Blind	Southwest Center for Independent Living
Community Partnership of the Ozarks	Missouri Department of Mental Health - Springfield Regional Center	Southwest Missouri Council of Governments
Council of Churches of the Ozarks	Missouri State University Speech Language and Hearing Center	Springfield-Greene County Park Board
Cox Senior Advantage	Muscular Dystrophy Association	Springfield Yellow Cab Co.
Daybreak Adult Daycare and Eldercare Transit	National Alliance on Mental Illness	SWI Industrial Solutions
Developmental Center of the Ozarks	National Federation for the Blind	Transitions at Burrell Behavioral Health
Elder Care Transit	Northview Senior Center	Vocational Rehabilitation
Southside Senior Center	Nova Center of the Ozarks	
Greene Valley State School	OATS, Inc.	
J. Howard Fisk Limousines LTD		

## CITIZENS GROUPS

Bissett Neighborhood Association	Brentwood Neighborhood Association	Doling Neighborhood Association
Bradford Park Neighborhood Association	Delaware Neighborhood Association	Galloway Village Neighborhood Association

Grant Beach Neighborhood Association

Greater Parkcrest Neighborhood Assoc.

Heart of the Westside Neighborhood Assoc.

Meador Park Neighborhood Association

Mid-Town Neighborhood Association

Oak Grove Neighborhood Association

Phelps Neighborhood Association

Robberson Neighborhood Association

Rountree Neighborhood Association

Tom Watkins Neighborhood Association

University Heights Neighborhood Association

Weller Neighborhood Association

West Central Neighborhood Alliance

Westside Neighborhood Betterment Assoc.

Woodland Heights Neighborhood Assoc.

## NON-PROFIT GROUPS & OTHER

AIDS Project of the Ozarks

BLC Transportation

Boys & Girls Clubs of Springfield Inc

Catholic Charities of Southern Missouri Inc.

CCLinks – SB40 Board

Cedarhurst Senior Living

Christian County Library District

Christian County Lions Club

City Utilities

CJW Transportation Consultants, LLC

Community Blood Center of the Ozarks

Convoy of Hope

Creekside at Elfindale

Daybreak Adult Daycare

Drew Lewis Foundation at the Fairbanks

Federal Express

Federal Transit Administration

Good Samaritan Boys Ranch

Great Circle

Greene County Board for Developmentally Disabled

Greene County Senior Citizens' Services Tax Fund

Grupo Latinoamericano

Hand in Hand Multicultural Center

Jacobs Care Center

Jordan Creek Nursing & Rehab

Karlovich & Associates Inc.

Korean Association

Maplewood Alzheimer's Special Care

Midtown Carnegie Branch Library

Minorities in Business

Missouri and Northern Arkansas Railroad

Missouri Career Center

Natural Senior Transitions, LLC

Neighborhood at Quail Creek

Nixa Area Chamber of Commerce

Nixa Senior Center

Ozark Senior Center

Ozarks Food Harvest

Ozarks Regional YMCA

Park Central Branch Library

Preferred Family Healthcare

Prime, Inc.

Queen City Council of the Blind

Ravenwood Assisted by Americare

Republic Branch Library

Republic Senior Friendship Center	Springfield NAACP	The Arc of the Ozarks
Roadway Express	Springfield Parks Department	The Waterford at Ironbridge
Sacred Rose Healthcare	Springfield Service Club of the Blind	United Parcel Service
Safe at Home	Springfield Sister Cities Association (SSCA)	UPS Customer Center
Schweitzer Brentwood Branch Library	Strafford Branch Library	United States Post Office
Secure Senior Care	Strafford Senior Center	United States Customs Services and Border Protection
Senior Corps	Steelman Transportation	Vision Rehabilitation Center of the Ozarks
Shrock Trucking	T-Haul Tank Lines, LLC	West Central Motor Freight, Inc.
Sonshine Manor	The Gathering Tree – Eden Village	Willard Branch Library
Southside Senior Center	The Library Center	Wilson Logistics
Springfield-Greene County Library	The Library Station	Women’s Medical Respite
Springfield Missouri Vet Center	The Salvation Army	
<b>CHURCH GROUPS</b>		
Springfield Chinese Church	Emanuelu Assembly of God	Second Baptist Church
Assembly of God Immanuel Korean Church	Greene County Baptist Association	Slavic Evangelical Church
Assemblies of God Southern MO District Headquarters	Iglesia Cristiana Casa de Oracion	South Fremont Free Will Baptist
Baptist Bible College	Iglesia Rio de Vida	Springfield Chinese Church
Dol Seminary Korean Church	Islamic Center of Springfield	St. Agnes Catholic Church
Life 360 Intercultural Campus	Korean Presbyterian Church	St. Thomas the Apostle Orthodox Church
Ebenezer Romanian Assembly	Ozark Mountain Deaf Church	Trinity Lutheran Church
El Faro Assembly of God Pastor	Pathways United Methodist Church	United Methodist Hispanic Ministry
	Sacred Heart/Iglesia Sagrado Corazon	

## EDUCATION

Bingham Elementary Springfield School District	Eugene Field Elementary Springfield School District	Kickapoo High School Springfield School District
Bissett Elementary Springfield School District	Evangel University Springfield	Latin America/Caribbean Library Services Springfield
Bowerman Elementary Springfield School District	Finley River School Ozark School District	Lyon Elementary School Republic School District
Boyd Elementary Springfield School District	Fremont Elementary Springfield School District	Mark Twain Elementary Springfield School District
Campbell Early Childhood Ctr Springfield School District	Glendale High School Springfield School District	Mathews Elementary Nixa School District
Carver Middle School Springfield School District	Greene Valley State School Springfield	McBride Elementary Springfield School District
Central High School Springfield School District	Harrison Elementary Springfield School District	McCulloch Elementary School Republic School District
Century Elementary Nixa School District	Hickory Hills Elementary & Middle School Springfield School District	McGregor Elementary Springfield School District
Cherokee Middle School Springfield School District	High Pointe Elementary School Nixa School District	Missouri State University Springfield
Cogdill Early Childhood Center Strafford School District	Hillcrest High School Springfield School District	Missouri State University International Services Springfield
Cowden Elementary Springfield School District	Holland Elementary Springfield School District	Nixa High School Nixa School District
Delaware Elementary Springfield School District	Horace Mann Elementary Springfield School District	Nixa Junior High School Nixa School District
Disney Elementary Springfield School District	Inman Intermediate Nixa School District	Nixa Public Schools Nixa
Drury University Springfield	Jarrett Middle School Springfield School District	North Elementary School Ozark School District
Nixa Early Childhood Program Nixa School District	Jeffries Elementary Springfield School District	Ozark High School Ozark School District
East Elementary School Ozark School District	John Thomas School of Discovery Nixa School District	Ozark Junior High Ozark School District
Espy Elementary Nixa School District		

Ozark Middle School  
Ozark School District

Ozark R-VI School District  
Ozark School District

Ozark Technical College  
International Programs and  
Services  
Springfield

Parkview High School  
Springfield School District

Pershing Middle School  
Springfield School District

Phelps Center for Gifted  
Education  
Springfield School District

Pipkin Middle School  
Springfield School District

Pittman Elementary  
Springfield School District

Pleasant View Elementary &  
Middle School  
Springfield School District

Price Elementary School  
Republic School District

Reed Academy  
Springfield School District

Republic Early Childhood Center  
Republic School District

Republic High School  
Republic School District

Republic Middle School  
Republic School District

Republic R-III School District  
Republic

Robberson Elementary  
Springfield School District

Rountree Elementary  
Springfield School District

Schofield Elementary School  
Republic School District

SCORE  
Nixa School District

Sequiota Elementary  
Springfield School District

Shady Dell Early Childhood  
Center  
Springfield School District

Sherwood Elementary  
Springfield School District

Arthur Mallory Early Childhood  
Center  
Springfield School District

South Elementary School  
Ozark School District

Springfield Public Schools  
Springfield

Strafford Elementary  
Strafford School District

Strafford High School  
Strafford School District

Strafford Middle School  
Strafford School District

Strafford R-VI School District  
Strafford

Study Alternative Center  
Springfield School District

Summit Intermediate School  
Nixa School District

Sunshine Elementary  
Springfield School District

Sweeny Elementary School  
Republic School District

Tiger Paw Early Childhood  
Center  
Ozark School District

Truman Elementary  
Springfield School District

Wanda Gray Elementary  
Springfield School District

Watkins Elementary  
Springfield School District

Weaver Elementary  
Springfield School District

Weller Elementary  
Springfield School District

West Elementary School  
Ozark School District

Westport Elementary School  
Springfield School District

Westport Middle School  
Springfield School District

Wilder Elementary  
Springfield School District

Willard Central Elementary  
Willard School District

Willard East Elementary School  
Willard School District

Willard High School  
Willard School District

Willard Intermediate School  
North  
Willard School District

Willard Intermediate School  
South  
Willard School District

Willard Middle School  
Willard School District

Willard North Elementary  
Willard School District



Willard Orchard Hills  
Elementary  
Willard School District

Willard South Elementary  
Willard School District

Willard R-II School District  
Willard

Williams Elementary  
Springfield School District

Wilson's Creek Intermediate  
Springfield School District

York Elementary  
Springfield School District

APPENDIX

## PUBLIC INPUT RECEIVED

OTO 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. While OTO explicitly solicits input from the organizations listed on the previous pages, these comments are mixed with any other input received in that same time frame. Below is a summary of comments received by OTO. The full packet of comments received by OTO since development of the prior TIP can be found here: <https://media.ozarkstransportation.org/documents/CombinedBODInput.pdf>.

- Support for Greenways
- Discussion on need for US 65 Rebuild Project
- Desire for traffic control at FR 182 and ZZ
- Request for information on opportunities for grants and financial assistance regarding transportation for adults with developmental disabilities
- Request for traffic control at El Camino Alto and Lyon
- Request for bicycle and/or pedestrian crossing on Sunshine between Glenstone and Fremont
- Request for a better way to cross Kansas Expressway on bicycle
- Request for school pedestrian crossing for Delaware Elementary
- Sunshine and Glenstone is not a pedestrian-friendly intersection
- Bennett in Springfield is not pedestrian or bicycle friendly
- Concern that US 60/125 interchange will make it more difficult for vehicles further west to enter the roadway
- Request for a walkway on Sunshine through US 65 intersection
- Request for passenger rail service between Springfield and Kansas City
- Support for improvements to US 60 east of Springfield, as well as comments specifically related to the design and construction of the 60/125 interchange
- Concern for safety navigating Springfield by walking and by bus per a visually impaired resident
- Request to separate rail and vehicular traffic in Republic
- Concern that US 65 improvements won't improve traffic in Ozark
- Campbell north of Grand is not bicycle or pedestrian safe
- Request to accommodate bicycles through Republic/Glenstone/Luster
- Improving bicycle accommodations along Galloway Street
- Request to add a bike lane and remove parking from one side of Portland between Glenstone and National
- Request for a bike lane on Delaware
- Request for a bike lane on Bennett
- Connection between Galloway greenway and Nature Center
- Request to preserve Westgate crossing of US 160 for bicyclists
- Sidewalks on National, Sunshine, and Glenstone
- Sidewalks on W. Chestnut near Haseltine
- National north of Sunshine is very congested and creates cut-through traffic in surrounding neighborhoods
- J turns are difficult for bicyclists to navigate
- There needs to be better control and definition of service animals

- It is dangerous to cross US 65 on Bluegrass
- The northbound lanes through the US 65/I-44 interchange are confusing
- There is room on Campbell north of Grand for a bike lane
- Need improved pedestrian accommodations on Glenstone near Kerr, as well as on Kerr/Evergreen
- Improvements are needed to the lane configuration on Kearney across US 65 and there needs to be pedestrian accommodations
- Request for a roundabout at NN and Pheasant
- Concern about connecting Holland to Sunset
- Sidewalk gaps along the west side of Barnes between Kerr and Kearney
- AM congestion for eastbound I-44 to southbound US 65
- Concern regarding speed of traffic on Bennett near Delaware
- Concern regarding pedestrian markings for Bennett as it is the only marked crossing for National between Sunshine and Grand
- Request for sidewalks on Glenstone north of Sunshine
- Request for MoDOT to maintain natural amenities along their system
- Request for MoDOT and Springfield to improve aesthetic and pedestrian experience
- Concern about current appearance of gateway feature north of I-44 on Kansas Expressway
- Positive comments regarding widening of US 60 between Kansas Expressway and US 65
- Request for a dedicated bike lane between Springfield and Nixa along US 160
- Issues with light timing at National and James River Freeway
- Request to extend Galloway greenway across US 65 via Gasconade
- Outer road trail connection south of Gasconade on east side of US 65 needs resurfacing
- Lack of transit outside of Springfield
- NN east of US 65 could have better bicyclist accommodations
- Need to better communicate how to use the transit that does exist
- Discussion on audible signals and rectangular rapid flashing beacons
- Thank you for the US 160 project to Willard
- Discussion on Springfield's 3-foot rule to yield for pedestrians
- Visibility concern at I-44 EB off-ramp and Glenstone
- Queue length concern for I-44 EB on-ramp at Chestnut
- Request for parking lot/access to the James River from Massey Blvd
- At Aldersgate and US 160, add sidewalks and crosswalks for access to Wal-Mart
- Request for a right turn lane to the south bound shoulder at Campbell and FR 157
- Improve Campbell and US 60
- Improve light timing for the northbound light at Tracker on US 160
- Multiple comments to improve the MM corridor and associated intersections
- Identify a way to cross US 65 with the Chadwick Flyer trail
- Add traffic control to Hickory Lane and FR 89 and at Williamsburg Walk and FR 89
- The blinking yellow light at FR 168 and N. Main is not effective
- Multiple comments regarding the Hwy 174 and Main intersection
- Request to lower speed limit on Highway M near FR 101
- Request for traffic control at Hines and Lynn
- Request to improve Hines and ZZ intersection and FR 174 and ZZ intersection
- Add a center turn lane to Route P from US 60 to Lombardy

- Request for a roundabout at Republic High School entrance and ZZ
- US 60 needs improving between MO 174 and JRF
- Traffic control requested at FR 178 and ZZ
- Concern over new development and traffic at FR 189 and US 60

#### DRAFT PUBLIC COMMENT WITH RESPONSE

No Public Comment specific to the FY 2022-2025 TIP was received during the public comment period. Other public comment received by OTO during this time frame, can be viewed in the [July 15, 2021 Board of Directors Agenda Packet](#).



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

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

## Ozarks Transportation Organization

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