



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

JULY 17, 2019
1:30 - 3:00 PM

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



**Technical Planning Committee
Meeting Agenda
Wednesday, July 17, 2019 1:30 p.m.
2208 W Chesterfield Boulevard, Suite 101 Springfield, MO**

Call to Order 1:30 PM

I. Administration

A. Introductions

**B. Approval of the Technical Planning Committee Meeting Agenda
(1 minute/O'Connor)**

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the May 15, 2019 Meeting Minutes Tab 1
(1 minute/ O'Connor)**

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

**D. Public Comment Period for All Agenda Items..... Tab 2
(5 minutes/ O'Connor)**

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Staff Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

II. Old Business

**A. Additional Federal Funding Tab 3
(10 minutes/Fields)**

An additional \$1.6 Million has been made available for the OTO area for FY 2019 and is available for obligation through September 30, 2022.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND THE USE OF
ADDITIONAL FEDERAL FUNDING**

III. New Business

A. Amendment Number Ten to *Transportation Plan 2040* Tab 4
(5 minutes/Longpine)

There are Major Thoroughfare Plan changes for the City of Ozark and the City of Springfield, as well as a System Performance Report update requested to *Transportation Plan 2040*, which are included for member review.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
AMENDMENT NUMBER 10 TO *TRANSPORTATION PLAN 2040* TO THE BOARD OF DIRECTORS**

B. FY 2019-2022 Administrative Modifications 2, 3 and 4 Tab 5
(5 minutes/Longpine)

There are four changes included with Administrative Modification Number Two, one change included with Administrative Modification Three, and two changes with Administrative Modification Four to the FY 2019-2022 Transportation Improvement Program, which are included for member review.

NO ACTION REQUESTED – INFORMATIONAL ONLY

C. FY 2019-2022 Amendment Number Seven Tab 6
(5 minutes/Longpine)

There is one change included with Amendment Number 7 to the FY 2019-2022 Transportation Improvement Program, which is included for member review.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
AMENDMENT NUMBER 7 TO THE FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
TO THE BOARD OF DIRECTORS**

D. Approved 2020-2024 STIP Tab 7
(5 minutes/Miller)

The 2020-2024 Statewide Transportation Improvement Program was approved by the Missouri Highway and Transportation Commission on July 10, 2019 and is included for member information.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. Draft FY 2020-2023 Transportation Improvement Program Tab 8
(15 minutes/Longpine)

The draft FY 2020-2023 Transportation Improvement Program (TIP) is available in electronic format for member review.

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

F. STIP Prioritization Criteria Tab 9
(10 minutes/Fields)

A working committee of the Technical Planning Committee has recommended a revised set of criteria to use for prioritizing projects ahead of the 2021-2025 STIP project selection process.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
PROPOSED STIP PRIORITIZATION CRITERIA TO THE BOARD OF DIRECTORS**

IV. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

C. Articles for Technical Planning Committee Member Information..... Tab 10

V. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, September 18, 2019 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3042, cuando menos 48 horas antes de la junta.

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

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

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

TAB 1

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
May 15, 2019**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. A quorum was declared present and the meeting was called to order at approximately 1:30 p.m. by Chair David O'Connor.

The following members were present:

Ms. Kristy Bork, Springfield/Branson Airport (a)	Mr. Kirk Juranas, City of Springfield
Ms. Paula Brookshire, City of Springfield (a)	Mr. Joel Keller, Greene County (a)
Mr. Eric Claussen, City of Springfield (a)	Mr. John McCart, City of Ozark (a)
Ms. Megan Clark, SMOG	Mr. Frank Miller, MoDOT
Mr. King Coltrin, City of Strafford	Mr. David O'Connor, City of Willard (a), Chair
Ms. Dawne Gardner, City of Springfield (a)	Mr. Jeremy Parsons, City of Ozark
Mr. Martin Gugel, City of Springfield	Mr. Cole Pruitt, Missouri State University
Mr. Zeke Hall, MoDOT	Mr. Jeff Roussell, City of Nixa
Mr. Adam Humphrey, Greene County	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Andrew Nelson, City of Republic (a)
Mr. Rick Artman, Greene County	Mr. Jason Ray, SMOG (a)
Mr. Joshua Bird, Christian County (a)	Mr. David Schaumburg, Springfield/Branson Airport
Mr. Randall Brown, City of Willard (Vice Chair)	Mr. Mark Schenkelberg, FAA Representative
Mr. John Caufield, BNSF	Mr. Jeremiah Shuler, FTA Representative (a)
Mr. Doug Colvin, City of Nixa (a)	Ms. Mary Lilly Smith, City of Springfield
Mr. Matt Crawford, City Utilities Transit	Mr. Frank Schoneboom, City of Battlefield
Ms. Brandie Fisher, City Utilities Transit	Mr. Garrett Tyson, City of Republic
Ms. Mary Kromrey, Ozark Greenways	Ms. Janette Vomund, MoDOT
Mr. Kevin Lambeth, City of Battlefield (a)	Ms. Eva Voss, MoDOT
Mr. Bradley McMahon, FHWA	Mr. Chad Zickefoose, MoDOT (a)
Mr. Kent Morris, Greene County Planning	

Others present were: Mr. Carl Carlson, Olsson; Mr. Garrett Brickner, City of Republic; Mr. Tom Dancey, City of Springfield; Mr. Marc Lewis, MoDOT; Ms. Amber Ryan, Ozark Greenways; Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. Dan Waddlington, Senator Blunt's Office; Ms. Kimberly Cooper, Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Mr. Andy Thomason, and Mr. Brad Williams, Ozarks Transportation Organization.

I. Administration

A. Introductions

Those in attendance made self-introductions stating their name and the organization they represent.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Weisehan moved approval of the Technical Planning Committee Meeting Agenda for May 15, 2019. Mr. Pruitt seconded the motion and it was unanimously approved.

C. Approval of the March 20, 2019 Meeting and the April 4, 2019 E-Meeting Minutes

Frank Miller with MoDOT stated the minutes from March 20, needed to be corrected. He noted that the minutes indicate he referenced a “Decker Pierce” project, when in fact he referenced the “deck repair” project. Mr. Juranas moved for approval of the minutes from the March 20, 2019 Technical Planning Committee Meeting as corrected, and the April 4, 2019 E-Meeting. Mr. Gugel seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee.

E. Staff Report

Sara Fields noted the Legislature is still moving slowly on the Governor’s Bridge bill. She stated she is watching it closely as there are only three more days in this Legislative session. Ms. Fields stated she and Ms. Longpine have been meeting with each community to learn their priorities. She stated if there are changes, or if the communities wish to add something, to please let her know.

Ms. Fields noted the dates she would be out of town and stated if anyone needed anything, the staff would be able to assist them.

F. Legislative Reports

Dan Waddlington from Senator Blunt’s office stated the markup of the Appropriations bill will begin in June. He noted there had been a bill introduced earlier in the month that dealt with Infrastructure, but again the issue is where the funding will come from. Mr. Waddlington noted there had been some different proposals regarding funding, but nothing had been decided.

Jeremy Pruett from Congressman Billy Long’s Office noted that Congressman Long is very interested in the President’s Infrastructure bill. He added if there are any communities that need letters of support for the Build Grant, to please let him know. They will be happy to provide those.

Mr. Waddling added that there is some discussion of bringing earmarks back next year. He stated if anyone has an item they would like to have added to the list, to please let the Senator’s office know.

II. New Business:

A. TMC Technology Presentation

Mr. Tom Dancey with the City of Springfield stated he and Marc Lewis with MoDOT work together to keep the Traffic Management Center working properly. He stated Mr. Thomason has requested he provide a brief history of the Center, the technology currently being used, and the plans to update that technology, plans for expansion, etc., to keep the Center current. He noted this presentation discussed just the essential functions of the Center. Mr. Lewis also discussed the software the Center uses to monitor the traffic in Springfield and the plans to expand in the future. The presentation can be viewed on the OTO's website.

This item was provided for informational purposes only, no action of the Technical Planning Committee was required.

B. Amendment Number Six to the FY 2019-2022 TIP

Natasha Longpine stated the proposed amendment is requested by Missouri State University. They are requesting to repurpose the remaining funds from two prior earmarks to make pedestrian and transit improvements on the MSU Campus. She noted she believed there are some proposed ADA improvements and maintenance and added these would be fully funded by federal funds.

Mr. Pruitt moved the Technical Planning Committee recommend approval of FY 2019-2022 TIP Amendment Number Six to the Board of Directors. Mr. Juranas seconded the motion and it was unanimously approved.

C. Federal Funds Balance Report

Natasha Longpine noted this report had been emailed earlier and a copy laid at their places. She briefly reviewed the report, noting that all the funds from the Small Urban and On-System Bridge programs have been allocated. She also noted these programs have been discontinued by MoDOT and no additional monies will be allocated through them. Ms. Longpine noted that starting in 2019, the funds for the Ride Share program and the operations of the OTO, will be taken out of the STBG-Urban funds prior to the allocation distribution to the jurisdictions. Ms. Longpine briefly reviewed the report for the Committee noting that in 2020 the fund balance shows a zero balance, which indicates the jurisdictions have done an excellent job obligating their allocations.

This item was provided for informational purposes only, no action of the Technical Planning Committee was required.

D. Federal Functional Classification Map Change Request

Andy Thomason stated that MoDOT had contacted him noting while updating their records, they had noticed several classifications that needed to be updated or changed. He added the City of Springfield supports these changes, noting many of these were around the Ozarks Technical College, and more accurately reflects what is occurring at this time. The proposed change will show Central Street as a local street and Pythian Street as a major collector.

Mr. Juranas moved the Technical Planning Committee recommend approval of the proposed Federal Functional Classification Change to the Board of Directors. Mr. Pruitt seconded the motion and it was unanimously approved.

E. FY 2020 Unified Planning Work Program

Sara Fields stated this document outlines the work that will be completed by the Ozarks Transportation Organization staff during the next fiscal year, July 1, 2019 to June 30, 2020. She briefly outlined the changes included in this Program. She noted that MoDOT's direct cost that had been billed to the grant have decreased significantly, prompting the Board of Directors' to increase the dues the jurisdictions pay.

Mr. Miller moved to recommend approval of the FY 2020 Unified Planning Work Program to the Board of Directors, including any proposed changes by the Department of Transportation. Mr. Martin seconded the motion and it was unanimously approved.

F. Public Participation Plan Annual Evaluation

David Faucett stated that federal law requires all Metropolitan Planning Organizations to conduct an annual evaluation of their public participation. The OTO Board of Directors adopted a plan in 2017 that indicated it would be evaluated annually. This report is for the year 2018. He reviewed the performance measures that the OTO had adopted and outlined the changes for 2019. The full report may be viewed on the OTO's website.

This information was provided for informational purposes only; no action of the Committee was required.

G. Transportation Impact Study Guidelines

Andy Thomason briefly drew the Committee's attention to the information provided in the agenda packet. He stated he would review the work of the Subcommittee in the developing the proposed guidelines. He briefly outlined the history of this project and noted it began with questions of how to interpret the traffic impact studies. He added there was a determination that the OTO needed a framework that all the communities could support and use in developing traffic impact studies that could be used by consultants and developers.

Mr. Thomason noted that Spack Consulting from Minnesota was hired to work with the OTO to develop this study. He noted the Subcommittee reviewed the proposal submitted by Spack and began to review and refine it. Then the Subcommittee asked for feedback from Traffic Engineers in the area.

Mr. Thomason stated based on this input, there were additional changes made and what was distributed to the Technical Planning Committee is the final proposed version of that policy. Mr. Thomason reviewed the four tiers of the proposed policy and the intent of each. He said this final version is somewhat expanded and is a transportation impact study as opposed to a traffic impact study. He stated the proposed would be adopted by the guidelines, and the communities would be free to adopt as policy or make any changes they deemed appropriate.

Following a brief discussion, Mr. Miller moved the Technical Committee recommend approval of the Transportation Impact Study Guidelines with the provision of staff addressing the issue of exactly 50 housing units, to the Board of Directors. Mr. Pruitt seconded the motion and it was unanimously approved.

H. Additional Federal Funding

Sara Fields stated that an additional \$1.6 million has been made available to the OTO area for FY

2019. Ms. Fields briefly reviewed the amount received the last fiscal year and the determination of where to invest that money.

Ms. Fields said staff is proposing to use this money specifically to invest in trails in the OTO area. She noted that this is something that citizens continually indicate a desire to see more of and is something that the Chamber indicates those considering moving to the area desire to have as an amenity.

Ms. Fields outlined other options that the funding could be used toward. Ms. Fields noted that with the local match, the total would be \$2 million.

Ms. Kromrey noted that she would suggest the monies be used toward the OTO Regional Trail Plan. She added that she believed it was time to stop spending monies for plans that “sit on shelves because there is no dedicated funding.” She noted she is concerned that the communities in this area are going to be behind in providing amenities the citizens want if we don’t begin funding quality of life amenities. She said she believes this money needs to be used strategically so it will have the most impact. Ms. Fields and Ms. Kromrey shared some information regarding the trail system in Northwest Arkansas and the economic impact these trails have had on the region.

Following a brief discussion on the minimum and maximum amounts that should be awarded for the projects, Mr. Juranas moved this issue be postponed to the next meeting of the Technical Planning Committee. Mr. Coltrin seconded the motion and it was approved with Ms. Kromrey abstaining.

I. BUILD Grant TIP Certifications

Ms. Fields stated the BUILD Grants are due July 15, 2019. She added that as the OTO is a part of the Springfield urbanized area, the minimum award size is \$5 million, except the City of Willard, which has a minimum award of \$1 million. The maximum amount of the award is \$25 million, with \$90 million being the maximum per State. The maximum amount from the federal funds will be 80% of the project, with a 20% local match required. Ms. Fields noted the monies must be obligated by October 2021.

Ms. Fields stated that she had requested letters from communities that would be applying for these grants and received one from Ozark and one from Republic. Ms. Fields stated that Republic is desiring to build a pedestrian overpass on Highway 60 in the vicinity of Hines Street. It is believed this project will assist in the safety of children on their way to school and yet not create additional congestion and safety issues on Highway 60.

Mr. Parsons outlined the proposal that the City of Ozark is considering, which is an additional interchange at Longview and Highway 65. He added this project will add multi-modal access from Highway NN, which is in eastern Ozark, to Main Street in Nixa. Mr. Parsons said the intent is to apply for the BUILD grant next year.

Mr. Pruitt moved to recommend approval of the BUILD grant certifications for Republic and Ozark to the Board of Directors. Mr. Juranas seconded the motion and it was unanimously approved.

J. MoDOT STIP Development Update

Frank Miller provided an update on the status of the Statewide Transportation Improvement Program (STIP). He briefly highlighted some of the projects that have been included, but noted that this is not final and is subject to change.

This information was provided for informational purposes only; no action of the Committee was required.

III. Other Business:

A. Technical Planning Committee Member Announcements

Andy Thomason announced that he had attended a meeting on May 15 and the dates for the final buildout of Highway 65 will be August 13, 2019 to September 19, 2019. He noted it should be back open for the Labor Day holiday.

Mr. Miller announced that MoDOT plans to replace Mr. Koestner hopefully by July. He added they will be opening the process nationwide. Until the replacement is found, Scott Bachman will be serving as the Southwest District Engineer.

Mr. Miller announced that MoDOT had just announced some additional monies to be used for Cost Share projects. It is anticipated there may be a call for projects in June.

Ms. Kromrey announced the Ozarks Greenways would be hosting a Regional Trail luncheon on May 23, 2019. She added if anyone had not responded but wished to attend, please let her know today.

B. Transportation Issues for Technical Planning Committee Member Review

There were no issues raised.

C. Articles for Technical Planning Committee Member Information

Chair O'Connor noted there had been several articles distributed in the agenda packet and encouraged the members of the Committee to review them as they had time.

IV. Adjournment

With no additional business to come before the Committee, the meeting adjourned at approximately 3:02 p.m.

TAB 2

**NO PUBLIC
COMMENT
RECEIVED**

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 7/17/2019; ITEM II.A.

Additional Federal Funding

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

According to the federal register notice, as part of the 2019 Omnibus budget bill, Congress authorized an additional \$1.6 Million in federal funding for the OTO area. This funding must be obligated by September 30, 2022. This is a one-time funding source that will not be mixed in with other funds due to differing timeline requirements for obligation.

There are several options available for this funding:

- 1) Distribute funds via another round of transportation alternative funding.
- 2) Distribute funds through the STBG-Urban formula
- 3) Select one local project
- 4) Select one MoDOT project

Staff is recommending that this funding be used specifically for another round of Transportation Alternatives that would **fund only trails**. The last round of funding for transportation alternatives resulted in \$2.34 million in sidewalk improvements and \$219,000 in trail projects.

Trails can make communities attractive to businesses looking to expand or relocate both because of the amenities they offer to employees and the opportunities they offer to cater to trail visitors. Trails reduce medical costs by encouraging exercise and other healthy outdoor activities. Trails provide transportation alternatives resulting in less congestion and lower emissions.

The OTO Regional Trail plan has identified 88 miles of trail at a cost of approximately \$125 million.

If approved, these funds would be available through the OTO Transportation Alternatives Grant program, in which the TAP subcommittee will determine timelines and scoring criteria. The current scoring criteria would need to be revised to consider only trails.

Funds distributed through the formula could be used to fund roadway, bridges, trails, sidewalks or transit. If the funds were to be distributed via the STBG-Urban funding formula based on 2010 population, the breakout of funding would be as follows:

	<u>FY 2019 Omnibus</u>
Allocation	1,625,285.00
STBG-Urban Distribution	
Christian County	85,067.42
Greene County	362,048.49
City of Battlefield	29,352.65
City of Nixa	99,906.27
City of Ozark	93,583.91
City of Republic	77,477.33
City of Springfield	837,688.14
City of Strafford	12,384.67
City of Willard	<u>27,776.12</u>
	1,625,285.00

There is no recommended single project currently recommended to spend \$1.6 million federal resulting in a total \$2 million project.

This decision does not have to be made immediately. However, it is recommended that the funds be obligated by September 2021, to guarantee no loss of funding due to delays.

PRIOR TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its May 15, 2019 meeting, the Technical Planning Committee voted to delay consideration on this item until the July 17, 2019 meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend to the Board of Directors that the additional \$1,625,285 in available funding is awarded through the Transportation Alternatives Program grant process.”

OR

“Move to recommend that the funds be spent as follows...”

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 7/17/2019; ITEM III.A.

Amendment Number 10 to *Transportation Plan 2040*

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

AGENDA DESCRIPTION:

The City of Ozark has requested a number of changes to the Major Thoroughfare Plan:

1. Rural Collector to Secondary Arterial - From Sandstone along Summit then Future Secondary Arterial Extending to Hwy W
2. Collector to Local - 22nd between Hwy 14 & Warren
3. Add Future Primary Arterial - 19th from New E/W Future Collector from 6th to Selmore, Revised 17th Alignment
4. Revise Oak to Primary Arterial from 17th to 11th, Remove Western Future Primary Alignment
5. Revise Collector to Local and Remove Future Collector on 7th & 5th
6. Remove Future Collector from Hartley to Lark
7. Future Collector Realigned to 25th Street
8. Revise 20th to Secondary Arterial from Collector, Remove Future Collectors and Proposed Secondary Arterial, Realign Future Collector to Fremont
9. Future Collector between Combs & Fremont Removed
10. Future Secondary Arterial Realigned along 20th to Longview
11. Primary Collector Realigned to 18th
12. Revise 14th to Local from Collector
13. Removed Future Collector & Revised 12th to Local
14. Relocate Future Secondary Arterial Alignment
15. Future Secondary Arterial Bridge Crossing Removed
16. Realign 19th Collector to Frontage Rd Alignment
17. Sunset Revised to Local and Future Collector Relocated at Garton Rd to Indian Valley Dr
18. Add Future Collector from Bluestem to Farmer Branch
19. Revised Fremont to Primary Arterial from Sun Valley Rd to County Line

Staff is recommending an additional set of changes to update the Major Thoroughfare Plan with changes that have been made to an existing roadway:

1. Realignment of Central Street to Pythian Street
Central has been vacated and is now a part of the OTC campus. Pythian has now been extended to recreate an east-west connection. This update corresponds to the Functional Classification Request that was approved by the Board of Directors at their June 2019 meeting.

As part of the FAST Act Performance Measures requirements, OTO must continue to update its planning documents to align with the implementation rules of the Performance Measure Requirements. These Major Thoroughfare Plan changes are considered an update to the Long Range Transportation Plan (LRTP), *Transportation Plan 2040*, and so the LRTP System Performance Report must be updated to include the Targets that have been adopted to date.

PRIOR AMENDMENTS:

1. Amendment 1 was for sidewalk connections between Ozark and Nixa.
2. Amendment 2 was for the MTP change along 17th/19th Streets in Ozark.
3. Amendment 3 was for the revised design standards.
4. Amendment 4 was for the addition of the Riverside Bridge Replacement project.
5. Amendment 5 was for the addition of \$215 million in revenue.
6. Amendment 6 was for the addition of I-44 capacity projects to the constrained project list.
7. Amendment 7 was for the MTP change to reclassify Grant as a secondary arterial.
8. Amendment 8 was for the MTP change to realign Inman Road in Nixa.
9. Amendment 9 was to add the 60/125 interchange to the constrained list and to make changes to the MTP in Greene County for the alignment of Farm Road 94 and AB as well as the removal of Farm Road 140 between West Bypass and Orchard Crest.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve *Transportation Plan 2040* Amendment 10.”

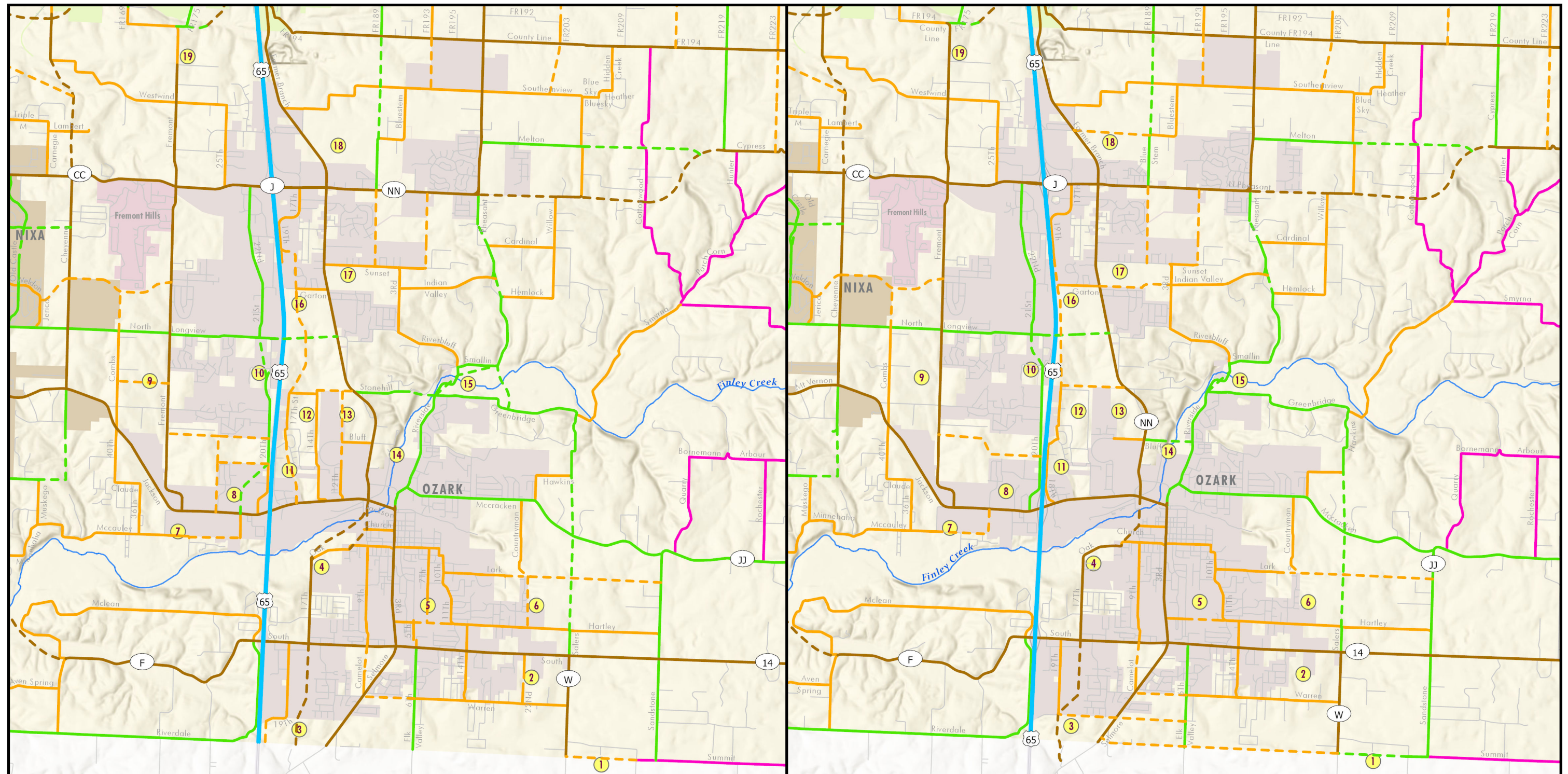
OR

“Move to recommend that *Transportation Plan 2040* Amendment 10 be sent to the Board of Directors with the following considerations...”

Amendments to the Major Thoroughfare Plan as Proposed by the City of Ozark, June 4, 2019

Original Classification

Proposed Amendments



Street Class

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local
- Railroad

Future Street Class

- Proposed Expressway
- Proposed Primary Arterial
- Proposed Secondary Arterial
- Proposed Collector
- Proposed Local

- 1 Rural Collector to Secondary Arterial - From Sandstone along Summit then Future Secondary Arterial Extending to Hwy W
- 2 Collector to Local - 22nd between Hwy 14 & Warren
- 3 Add Future Primary Arterial - 19th from New E/W Future Collector from 6th to Selmore, Revised 17th Alignment
- 4 Revise Oak to Primary Arterial from 17th to 11th, Remove Western Future Primary Alignment
- 5 Revise Collector to Local and Remove Future Collector on 7th & 5th
- 6 Remove Future Collector from Hartley to Lark
- 7 Future Collector Realigned to 25th Street
- 8 Revise 20th to Secondary Arterial from Collector, Remove Future Collectors and Proposed Secondary Arterial, Realign Future Collector to Fremont
- 9 Future Collector between Combs & Fremont Removed
- 10 Future Secondary Arterial Realigned along 20th to Longview

- 11 Primary Collector Realigned to 18th
- 12 Revise 14th to Local from Collector
- 13 Removed Future Collector & Revised 12th to Local
- 14 Relocate Future Secondary Arterial Alignment
- 15 Future Secondary Arterial Bridge Crossing Removed
- 16 Realign 19th Collector to Frontage Rd Alignment
- 17 Sunset Revised to Local and Future Collector Relocated at Garton Rd to Indian Valley Dr
- 18 Add Future Collector from Bluestem to Farmer Branch
- 19 Revised Fremont to Primary Arterial From Sun Valley Rd to County Line



City of Ozark

Department of Public Works

207 E. Brick St. Ozark, Missouri 65721 * Phone: 417-581-1702 * Phone: 417-581-0353 * www.ozarkmissouri.org

June 28, 2019

VIA: ELECTRONIC MESSAGE

Natasha Longpine
Principal Planner
Ozarks Transportation Organization

Natasha,

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

City Staff has been working diligently along with the OTO staff in an attempt to make the appropriate alterations to the MTP. The City of Ozark has proposed nineteen (19) amendments to the current MTP. These changes are based upon transportation data, development trends, future land use planning efforts, the obtainability of the necessary right-of-way, and the availability of key infrastructure components.

It is the City of Ozark's desire to submit these alterations to the OTO Technical Planning Committee at the July 17, 2019 meeting. Staff is concurrently proposing these changes to the Ozark Board of Aldermen (BOA). These amendments will be presented to the BOA on July 18, 2019. It is the City's desire to have all the proposed changes formally adopted by the BOA on August 5th of 2019. By adhering to this proposed timeline, all City approvals will be completed prior to the OTO Board of Directors meeting which is scheduled to be held on August 15, 2019.

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

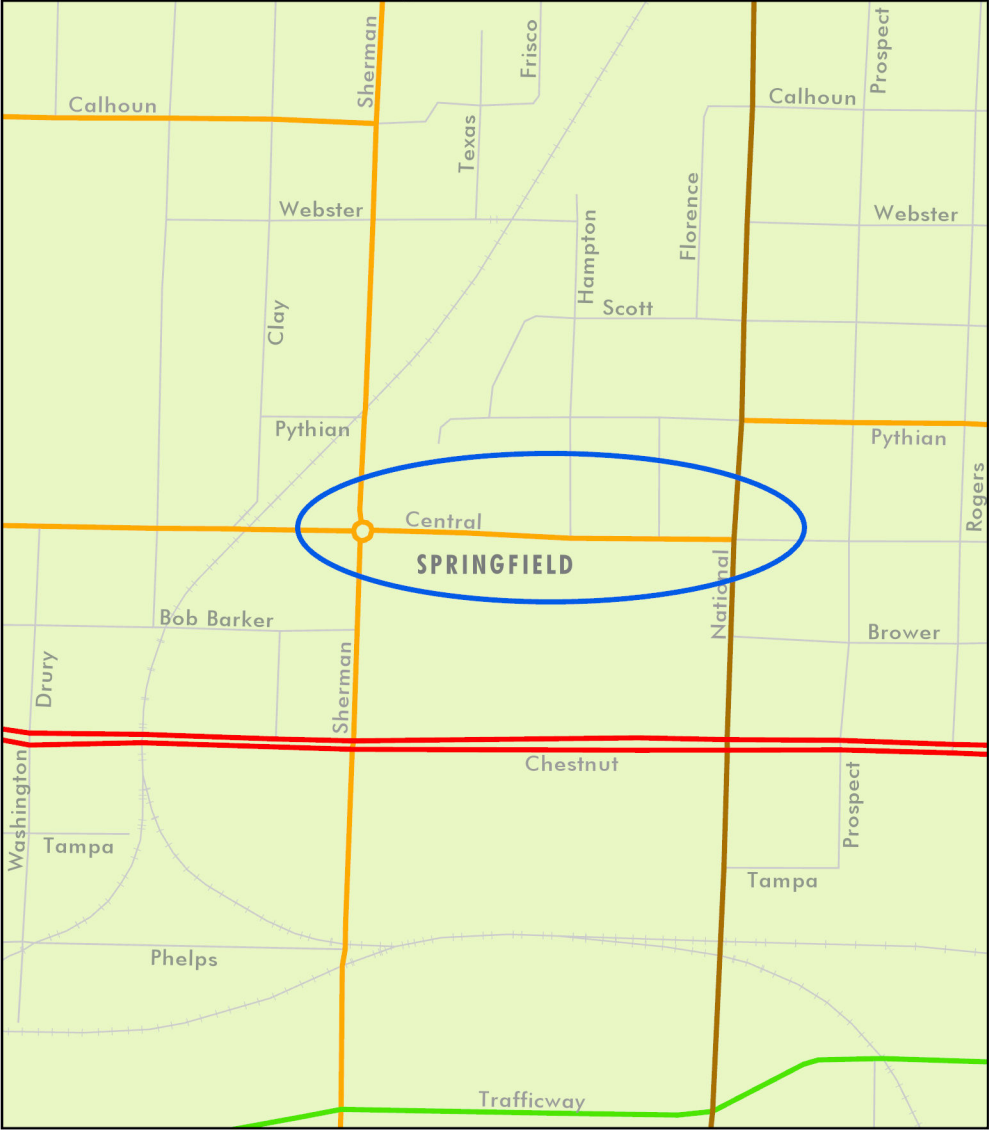
Respectfully,

A handwritten signature in black ink, appearing to read "Jeremy Parsons".

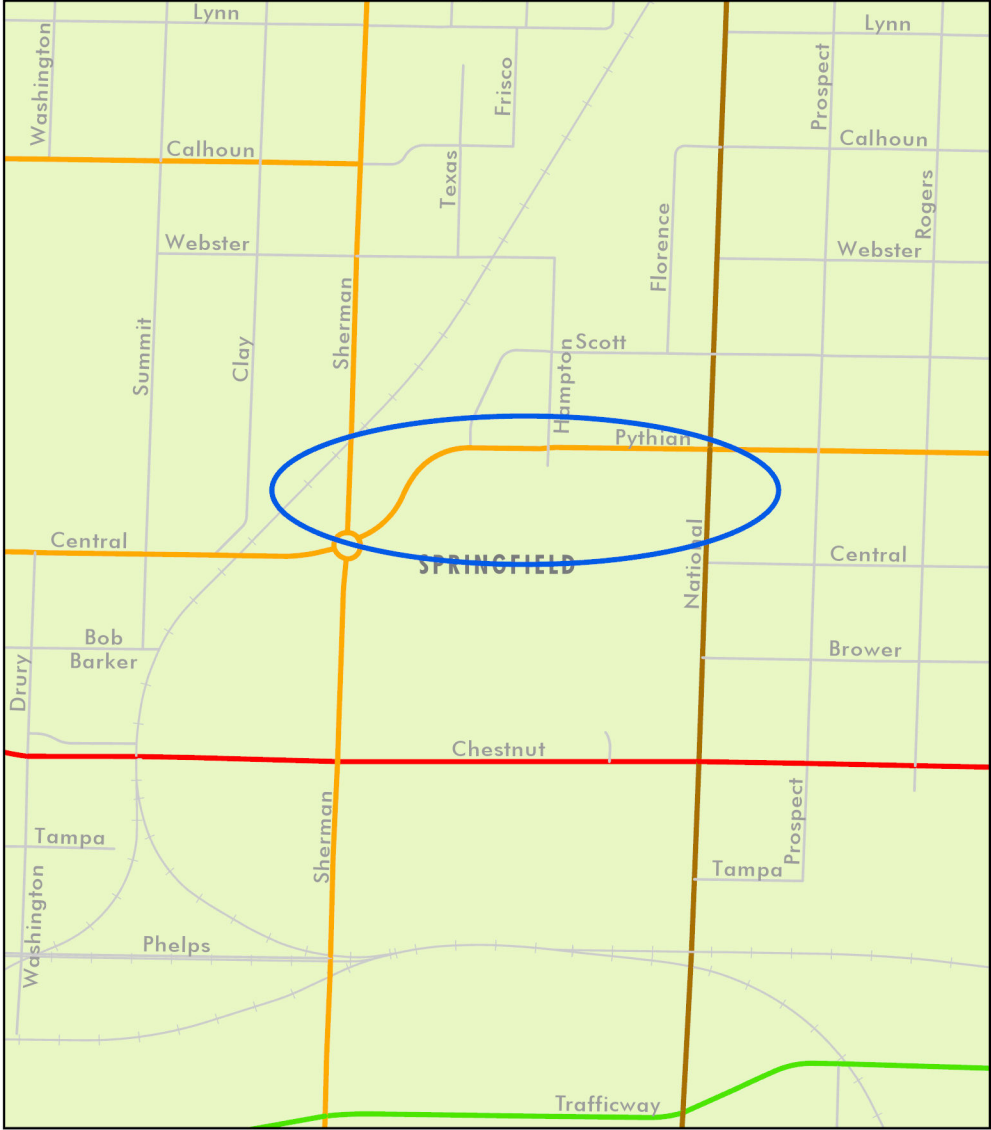
Jeremy Parsons
Public Works Director

Major Thoroughfare Plan Amendment:
Pythian to Collector & Central to Local/Private from National to Sherman

Original Classification



Proposed Classification



Street Class

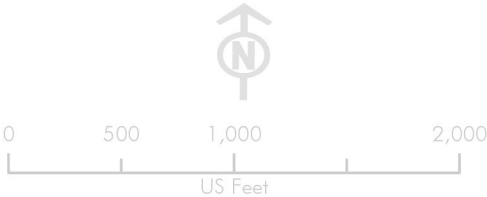
- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector

Future Street Class

- Rural Collector
- Boulevard
- Local
- Railroad

Proposed Street Class

- Proposed Expressway
- Proposed Primary Arterial
- Proposed Secondary Arterial
- Proposed Collector
- Proposed Local



Appendix 8 – System Performance Report

System Performance Report Overview

MAP-21, and as continued by the FAST Act, was the first transportation reauthorization bill requiring target setting coordination between State DOTs, MPOs, and transit agencies on national performance measures. The metropolitan transportation plan, per 23 CFR 450.324 subpart (f)(3) and (f)(4), is required to include a description of the performance measures and performance targets used in assessing the performance of the transportation system and a system performance report with subsequent updates evaluating the condition and performance of the transportation system.

Background information on all of the performance measures required in the FAST Act can be found in Chapter 3, while the targets and system performance can be found in this Appendix.

Transit Targets

Adopted by the OTO Board of Directors on December 20, 2018

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

Table A8-1: Transit Asset Management Targets

Assets: Only those for which agency has direct capital responsibility	Performance Measure	Targets
Equipment Non-revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark	Not Applicable
Rolling Stock Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark	45 percent
Infrastructure (not applicable in state plan) Only rail fixed-guideway, track, signals and systems	Percentage of track segments w/performance restrictions by class	Not Applicable
Facilities Administrative, passenger stations (buildings), and parking facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale*	30% with below 3.0 Condition Rating
Maintenance Facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale*	25% with below 3.0 Condition Rating

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

Safety Targets

Adopted by the OTO Board of Directors on December 20, 2018

Safety is the second area where targets were set. OTO can choose to set MPO targets or can choose to plan and program in support of the MoDOT targets. After review of the information, at its meeting on December 20, 2018, the OTO Board of Directors unanimously voted to support the statewide safety targets for CY 2019, which are based on a rolling five-year average:

Table A8-2: Safety Targets

Performance Measure	5-Year Rolling Average (2013-2017)	Statewide Target for CY2019
Number of Fatalities	854.4	872.3
Fatality Rate per 100 Million VMT	1.176	1.160
Number of Serious Injuries	4756.4	4433.8
Serious Injury Rate per 100 Million VMT	6.566	6.168
Number of Non-Motorized Fatalities and Serious Injuries	441.3	445.4

OTO has agreed to plan and support MoDOT in the statewide targets. OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety. Safety is a heavily weighted factor in the selection of projects at the OTO. *Transportation 2040* both sets aside funding categorically for safety and uses crash data to prioritize projects to include on the Constrained Project List. Bicycle and Pedestrian projects also receive categorical funding and are promoted to be built with and along side roadway projects. Improving this infrastructure will go a long way to creating a safer environment for bicyclists and pedestrians. *Transportation 2040* also incorporates complete streets, which promote a safer environment. Safety is further considered in the annual OTO prioritization process which takes projects from the LRTP to be programmed in the Transportation Improvement Program.

Infrastructure Condition Targets

Adopted by the OTO Board of Directors on October 18, 2018

After review of the information, at its meeting on October 18, 2018, the OTO Board of Directors unanimously voted to support the statewide system condition targets for CYs 2019 and 2021:

Table A8-3: Pavement and Bridge Targets

Performance Measure	2017 Baseline	2019 Target	2021 Target
Percentage of NHS Bridges in Good Condition	34.0%	30.9%	30.9%
Percentage of NHS Bridges in Poor Condition	7.1%	7.1%	7.1%
Percentage of Interstate Pavements in Good Condition	77.5%		77.5%
Percentage of Interstate Pavements in Poor Condition	0.0%		0.0%
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	1.0%

System Performance Targets

Adopted by the OTO Board of Directors on October 18, 2018

After review of the information, at its meeting on October 18, 2018, the OTO Board of Directors unanimously voted to support the statewide system performance targets for CYs 2019 and 2021:

Table A8-4: System Performance Targets

Performance Measure	2017 Baseline	2019 Target	2021 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	91.6%	88.9%	87.1%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	92.3%		87.8%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.25	1.28	1.30

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 7/17/2019; ITEM III.B.

Administrative Modifications 2, 3, and 4 to the FY 2019-2022 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The following changes are included as part of Administrative Modifications Two and Three to the FY 2019-2022 Transportation Improvement Program.

Administrative Modification 2

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)

1. ADA Improvements on Nature Center Way
*From EN1914-19A5 to EN1914-19AM2
Changing STBG Funding to MoDOT-AC*
2. Route EE Resurfacing FR 97 to AB
*From GR1805-18 to GR1805-19AM2
Changing STBG Funding to MoDOT-AC*
3. On-Call Bridge Repairs
*From MO1906-19A3 to MO1906-19AM2
Changing NHPP Funding to MoDOT-AC*
4. MO 125 Drainage Improvements
*From ST1901-19A3 to ST1901-19AM2
Changing STBG Funding to MoDOT-AC*

Administrative Modification 3

1. Miller Road Widening (from WI1701-17AM1 to WI1701-19AM3)
*Changes in a project's programmed amount less than 15% (up to \$2,000,000):
Adding \$153,937 to the total programmed cost of the project, with additional
funding going toward construction, for a new total programmed amount of
\$1,180,187.*

Administrative Modification 4

Changes in a project's programmed amount less than 15% (up to \$2,000,000)

1. I-44 Resurfacing
*From SP1805-18 to SP1805-19AM4
Subtracting \$44,000 from the total programmed cost of the project for a new total
programmed amount of \$1,655,000.*

2. Route 413 Pavement Improvements

From SP1809-18 to SP1809-19AM4

Subtracting \$60,000 from the total programmed cost of the project for a new total programmed amount of \$1,837,000.

TECHNICAL COMMITTEE ACTION REQUESTED:

This item is included for informational purposes only. No action is required.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

26 April 2019

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Two to the OTO FY 2019-2022 Transportation Improvement Program (TIP) on April 25, 2019. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG

Administrative Modification 2 to the FY 2019-2022 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

The following changes are included as part of Administrative Modification Two to the FY 2019-2022 Transportation Improvement Program.

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)

1. ADA Improvements on Nature Center Way
From EN1914-19A5 to EN1914-19AM2
Changing STBG Funding to MoDOT-AC
2. Route EE Resurfacing FR 97 to AB
From GR1805-18 to GR1805-19AM2
Changing STBG Funding to MoDOT-AC
3. On-Call Bridge Repairs
From MO1906-19A3 to MO1906-19AM2
Changing NHPP Funding to MoDOT-AC
4. MO 125 Drainage Improvements
From ST1901-19A3 to ST1901-19AM2
Changing STBG Funding to MoDOT-AC



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

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

Route 60 South Outer Road
From 0.1 mile east of Republic Road
To end of Route
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG
MoDOT Funding Category Enhancements-Statewide
Bike/Ped Plan? EJ?
STIP # 8S3175
Federal ID #



Project Description

Scoping for ADA improvements on Nature Center Way from 0.1 mile east of Republic Road to end of route.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
MoDOT (AC)	State	ENG	\$31,200	\$30,400	\$0	\$0	\$61,600
MoDOT	State	ENG	\$7,800	\$7,600	\$0	\$0	\$15,400
Totals			\$39,000	\$38,000	\$0	\$0	\$77,000

Notes

Source of Local Funding: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$77,000

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1914-19A5 ADA IMPROVEMENTS ON NATURE CENTER WAY

Route 60 South Outer Road
From 0.1 mile east of Republic Road
To end of Route
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG
MoDOT Funding Category Enhancements-Statewide
Bike/Ped Plan? EJ?
STIP # 8S3175
Federal ID #



Project Description

Scoping for ADA improvements on Nature Center Way from 0.1 mile east of Republic Road to end of route.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$31,200	\$30,400	\$0	\$0	\$61,600
MoDOT	State	ENG	\$7,800	\$7,600	\$0	\$0	\$15,400
Totals			\$39,000	\$38,000	\$0	\$0	\$77,000

Notes

Source of Local Funding: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$77,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR1805-19AM2 **ROUTE EE RESURFACING FR 97 TO AB**

Route Rte. EE
From Farm Rd. 97
To Rte. AB

Location

Federal Agency

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

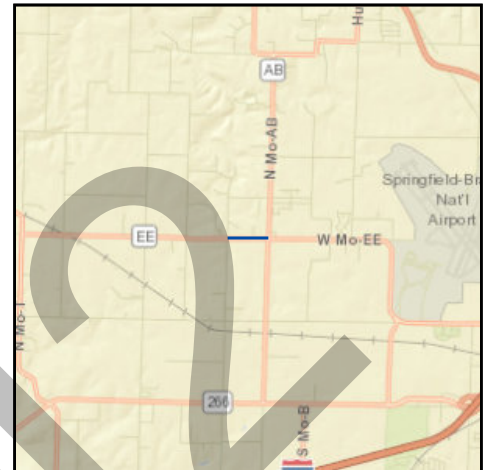
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8S3124

Federal ID #

Project Description

Pavement resurfacing on Rte. EE from Farm Road 97 to Rte. AB.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
MoDOT (AC)	Statel	ENG	\$6,400	\$0	\$0	\$0	\$6,400
MoDOT	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT (AC)	State	CON	\$47,200	\$0	\$0	\$0	\$47,200
MoDOT	State	CON	\$11,800	\$0	\$0	\$0	\$11,800
Totals			\$67,000	\$0	\$0	\$0	\$67,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$9,000

Future Cost \$0

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

Total Cost \$76,000

Conversion - STBG



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR1805-18 **ROUTE EE RESURFACING FR 97 TO AB**

Route Rte. EE
From Farm Rd. 97
To Rte. AB

Location Greene County

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

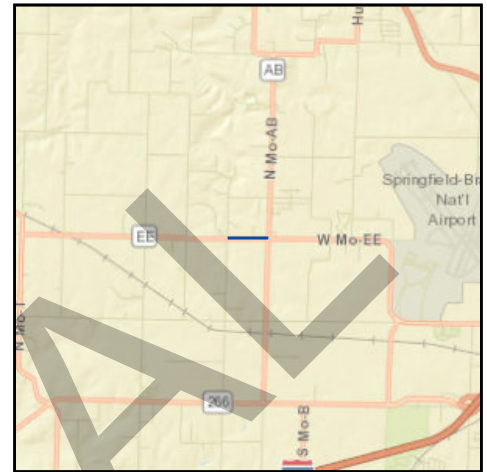
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8S3124

Federal ID #

Project Description

Pavement resurfacing on Rte. EE from Farm Road 97 to Rte. AB.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$6,400	\$0	\$0	\$0	\$6,400
MoDOT	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
FHWA (STBG)	Federal	CON	\$47,200	\$0	\$0	\$0	\$47,200
MoDOT	State	CON	\$11,800	\$0	\$0	\$0	\$11,800
Totals			\$67,000	\$0	\$0	\$0	\$67,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$9,000
Future Cost	\$0
Total Cost	\$76,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # MO1906-19AM2 ON-CALL BRIDGE REPAIRS

Route Various

From Various

To Various

Location

Federal Agency

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8I3163

Federal ID #

Project Description

Job order contracting for bridge repair at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
MoDOT (AC)	State	ENG	\$22,400	\$0	\$0	\$0	\$22,400
MoDOT	State	ENG	\$5,600	\$0	\$0	\$0	\$5,600
MoDOT (AC)	State	CON	\$155,200	\$0	\$0	\$0	\$155,200
MoDOT	State	CON	\$38,800	\$0	\$0	\$0	\$38,800
Totals			\$222,000	\$0	\$0	\$0	\$222,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$0

Future Cost \$0

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

Total Cost \$222,000

Conversion - NHPP



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # MO1906-19A3 **ON-CALL BRIDGE REPAIRS**

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # TBD

Federal ID #

Project Description

Job order contracting for bridge repair at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$22,400	\$0	\$0	\$0	\$22,400
MoDOT	State	ENG	\$5,600	\$0	\$0	\$0	\$5,600
FHWA (NHPP)	Federal	CON	\$155,200	\$0	\$0	\$0	\$155,200
MoDOT	State	CON	\$38,800	\$0	\$0	\$0	\$38,800
Totals			\$222,000	\$0	\$0	\$0	\$222,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$222,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # ST1901-19AM2 **MO 125 DRAINAGE IMPROVEMENTS**

Route 125

From 0.2 mile e/o Rte. OO/Rte. 125 South Jct.

To 0.1 mile e/o Old Orchard Dr.

Location City of Strafford

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

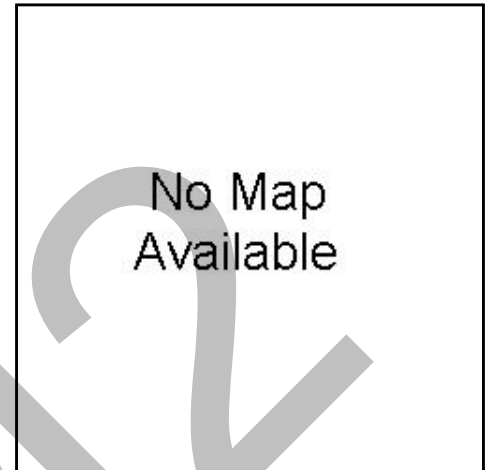
Bike/Ped Plan? EJ?

STIP # 8S3161

Federal ID #

Project Description

Scoping for drainage improvements from 0.2 mile east of the Rte. OO west junction to 0.1 mile east of Old Orchard Drive in Strafford.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
MoDOT (AC)	State	ENG	\$1,600	\$1,600	\$0	\$0	\$3,200
MoDOT	State	ENG	\$400	\$400	\$0	\$0	\$800
Totals			\$2,000	\$2,000	\$0	\$0	\$4,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$0

Future Cost \$0

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

Total Cost \$4,000

Conversion - STBG



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # ST1901-19A3 **MO 125 DRAINAGE IMPROVEMENTS**

Route 125

From 0.2 mile e/o Rte. OO/Rte. 125 South Jct.

To 0.1 mile e/o Old Orchard Dr.

Location City of Strafford

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

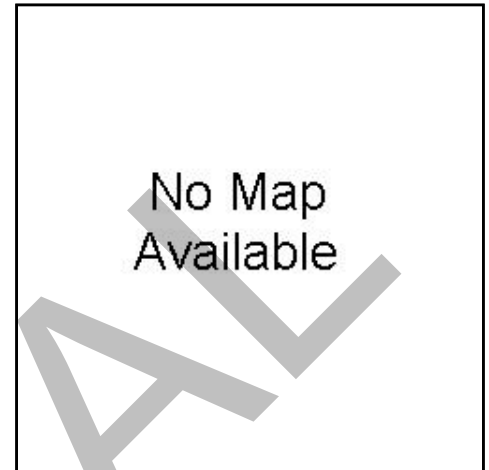
Bike/Ped Plan? EJ?

STIP # 8S3161

Federal ID #

Project Description

Scoping for drainage improvements from 0.2 mile east of the Rte. OO west junction to 0.1 mile east of Old Orchard Drive in Strafford.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$1,600	\$1,600	\$0	\$0	\$3,200
MoDOT	State	ENG	\$400	\$400	\$0	\$0	\$800
Totals			\$2,000	\$2,000	\$0	\$0	\$4,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$4,000

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

		Federal			Local	State		
PROJECT	FHWA (TAP)	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT AC	TOTAL
2019								
EN1513	\$0	\$488,494	\$0	\$0	\$122,122	\$0	\$0	\$610,616
EN1705	\$0	\$0	\$300,000	\$581,600	\$0	\$220,400	\$0	\$1,102,000
EN1706	\$0	\$0	\$0	\$8,800	\$0	\$2,200	\$0	\$11,000
EN1708-19A5	\$0	\$100,286	\$0	\$177,500	\$173,214	\$17,000	\$0	\$468,000
EN1801-18	\$0	\$0	\$0	\$120,800	\$0	\$30,200	\$0	\$151,000
EN1802-18	\$0	\$0	\$0	\$24,000	\$0	\$6,000	\$0	\$30,000
EN1803-18A3	\$0	\$2,000,000	\$0	\$0	\$500,000	\$0	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$0	\$104,000	\$0	\$26,000	\$0	\$130,000
EN1902-19A2	\$265,075	\$0	\$0	\$0	\$66,269	\$0	\$0	\$331,344
EN1903-19A2	\$207,439	\$0	\$0	\$0	\$42,060	\$0	\$0	\$249,499
EN1904-19A3	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$0	\$35,000
EN1905-19A3	\$0	\$53,600	\$0	\$0	\$13,400	\$0	\$0	\$67,000
EN1906-19A3	\$0	\$17,570	\$0	\$0	\$4,392	\$0	\$0	\$21,962
EN1907-19A3	\$13,049	\$0	\$0	\$0	\$3,262	\$0	\$0	\$16,311
EN1908-19A3	\$27,766	\$0	\$0	\$0	\$6,941	\$0	\$0	\$34,707
EN1909-19A3	\$0	\$183,365	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1912-19A3	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$0	\$107,389
EN1913-19A3	\$0	\$110,869	\$0	\$0	\$27,717	\$0	\$0	\$138,586
EN1914-19AM2	\$0	\$0	\$0	\$0	\$0	\$7,800	\$31,200	\$39,000
SUBTOTAL	\$627,240	\$2,954,184	\$300,000	\$1,016,700	\$1,033,696	\$309,600	\$31,200	\$6,272,620

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

		Federal			Local	State		
PROJECT	FHWA (TAP)	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT AC	TOTAL
2020								
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$264,000	\$509,600	\$0	\$193,400	\$0	\$967,000
EN1802-18	\$0	\$0	\$0	\$271,200	\$0	\$67,800	\$0	\$339,000
EN1901-19	\$0	\$0	\$0	\$272,000	\$0	\$68,000	\$0	\$340,000
EN2001-18	\$0	\$132,160	\$0	\$0	\$33,040	\$0	\$0	\$165,200
EN1904-19A3	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$0	\$340,000
EN1905-19A3	\$0	\$324,014	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-19A3	\$0	\$187,990	\$0	\$0	\$46,998	\$0	\$0	\$234,988
En1907-19A3	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-19A3	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1910-19A3	\$0	\$146,098	\$0	\$0	\$36,524	\$0	\$0	\$182,622
EN1911-19A3	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$0	\$90,885
EN1914-19AM2	\$0	\$0	\$0	\$0	\$0	\$7,600	\$30,400	\$38,000
SUBTOTAL	\$781,422	\$790,262	\$264,000	\$1,060,800	\$392,923	\$338,800	\$30,400	\$3,658,607
2021								
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1802-18	\$0	\$0	\$0	\$1,283,200	\$0	\$320,800	\$0	\$1,604,000
EN1901-19	\$0	\$0	\$313,000	\$1,137,400	\$0	\$362,600	\$0	\$1,813,000
EN2101-18	\$0	\$53,760	\$0	\$0	\$13,440	\$0	\$0	\$67,200
EN2102-18	\$0	\$74,368	\$0	\$0	\$18,592	\$0	\$0	\$92,960
SUBTOTAL	\$0	\$128,128	\$313,000	\$2,428,600	\$32,032	\$685,400	\$0	\$3,587,160
2022								
EN2201-19	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$0	\$346,000
SUBTOTAL	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$0	\$346,000
GRAND TOTAL	\$1,408,662	\$3,872,574	\$1,153,800	\$4,506,100	\$1,458,651	\$1,403,000	\$61,600	\$13,864,387

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)				Local	MoDOT	MoDOT AC	TOTAL
	STBG-U	TAP	STBG	STAP				
PRIOR YEAR								
Balance	\$ 4,002,574	\$ 624,281	N/A	N/A	\$ -	\$ -	\$ -	\$ 4,626,855
FY 2019								
Funds Anticipated	*See note below	\$ 438,053	\$1,016,700.00	\$300,000.00	\$ 1,033,696	\$ 309,600	\$ 31,200	\$ 3,098,049
Funds Programmed	(\$2,954,184.00)	(\$627,240)	(\$1,016,700.00)	(\$300,000.00)	(\$1,033,696.00)	(\$309,600.00)	(\$31,200.00)	(\$6,241,420.00)
Running Balance	\$1,048,390.00	\$435,094.24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,483,484.24
FY 2020								
Funds Anticipated	*See note below	\$446,814.00	\$1,060,800.00	\$264,000.00	\$392,923.00	\$338,800.00	\$30,400.00	\$2,503,337.00
Funds Programmed	(\$790,262.00)	\$ (781,422.00)	(\$1,060,800.00)	(\$264,000.00)	(\$392,923.00)	(\$338,800.00)	(\$30,400.00)	(\$3,628,207.00)
Running Balance	\$258,128.00	\$100,486.24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$358,614.24
FY 2021								
Funds Anticipated	*See note below	\$455,750.00	\$2,428,600.00	\$313,000.00	\$32,032.00	\$685,400.00	\$0.00	\$3,914,782.00
Funds Programmed	(\$128,128.00)	\$ -	(\$2,428,600.00)	(\$313,000.00)	(\$32,032.00)	(\$685,400.00)	\$0.00	(\$3,587,160.00)
Running Balance	\$130,000.00	\$556,236.24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$686,236.24
FY 2022								
Funds Anticipated	*See note below	\$464,865.00	\$0.00	\$276,800.00	\$0.00	\$69,200.00	\$0.00	\$810,865.00
Funds Programmed	\$ -	\$ -	\$ -	(\$276,800.00)	\$ -	(\$69,200.00)	\$0.00	(\$346,000.00)
Running Balance	\$130,000.00	\$1,021,101.24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,151,101.24

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT AC	MoDOT-GCSA	SEMA	TOTAL
2019																
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$9,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$500,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$880,000	\$0	\$0	\$0	\$220,000	\$0	\$0	\$0	\$1,100,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$0	\$225,149
GR1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,568,000	\$0	\$0	\$1,892,000	\$0	\$0	\$0	\$9,460,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,800
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$160,000	\$0	\$0	\$0	\$800,000
GR1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208,800	\$0	\$0	\$52,200	\$0	\$0	\$0	\$261,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$0	\$51,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,200	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$84,000
GR1805-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$53,600	\$0	\$0	\$67,000
GR1901-19	\$10,156,075	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,539,018	\$0	\$0	\$0	\$0	\$12,695,093
GR1902-19	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1904-19	\$0	\$0	\$369,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,400	\$0	\$0	\$0	\$462,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
GR1908-19	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$75,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1709	\$0	\$162,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$0	\$181,000
MO1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$998,400	\$0	\$0	\$0	\$249,600	\$0	\$0	\$0	\$1,248,000
MO1717-18A5	\$324,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$81,000	\$200	\$0	\$0	\$0	\$406,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
MO1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,328,000	\$0	\$0	\$332,000	\$0	\$0	\$0	\$1,660,000
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
MO1902-19	\$0	\$0	\$0	\$197,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$0	\$0	\$219,000
MO1903-19	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO1906-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,400	\$177,600	\$0	\$0	\$222,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,471,200	\$0	\$0	\$0	\$367,800	\$0	\$0	\$0	\$1,839,000
NX1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$331,200	\$4,923,200	\$0	\$0	\$1,313,600	\$0	\$0	\$0	\$6,568,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,668,800	\$0	\$0	\$0	\$917,200	\$0	\$0	\$0	\$4,586,000
NX1801-17A2	\$882,400	\$0	\$0	\$0	\$0	\$0	\$0	\$718,400	\$0	\$0	\$237,600	\$162,600	\$0	\$0	\$0	\$2,001,000
NX1802-19A2	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,660	\$0	\$0	\$0	\$0	\$363,660
NX1803-18A2	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$136,400	\$0	\$0	\$12,500	\$34,100	\$0	\$0	\$0	\$233,000

FY 2019 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT AC	MoDOT-GCSA	SEMA	TOTAL
2019 Continued																
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
OK1401-18AM4	\$313,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,600	\$0	\$78,000	\$77,400	\$0	\$0	\$0	\$778,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,200	\$0	\$0	\$74,800	\$0	\$0	\$0	\$374,000
OK1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,979,200	\$0	\$172,212	\$572,588	\$0	\$0	\$0	\$3,724,000
OK1801-17A2	\$1,517,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,294,480	\$0	\$429,180	\$323,620	\$0	\$0	\$0	\$3,565,000
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$0	\$506,655	\$0	\$0	\$740,993	\$625,001	\$0	\$0	\$0	\$123,499	\$2,796,148
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$63,000	\$0	\$0	\$0	\$315,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$250,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1801-18AM1	\$992,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$851,200	\$0	\$248,200	\$212,800	\$0	\$0	\$0	\$2,305,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,400	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$28,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$0	\$0	\$11,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$30,000	\$0	\$0	\$0	\$150,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$8,000	\$0	\$0	\$0	\$40,000
SP1419-18A1	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$555,200	\$0	\$0	\$0	\$0	\$138,800	\$0	\$0	\$0	\$694,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847,200	\$0	\$0	\$0	\$0	\$1,461,800	\$0	\$0	\$0	\$7,309,000
SP1707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,600	\$0	\$0	\$111,400	\$0	\$0	\$0	\$557,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$1,074,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$0	\$0	\$1,343,000
SP1805-18	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
SP1807-18	\$0	\$2,079,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,000	\$0	\$0	\$0	\$2,310,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$175,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1818-19A3	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$320,000	\$2,000	\$0	\$0	\$0	\$1,530,000
SP1901-18	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$200,000
SP1902-18A4	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$1,400,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$250,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$6,000	\$0	\$0	\$0	\$52,000
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
WI1001-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$3,000	\$0	\$0	\$0	\$15,000
WI1701-17AM1	\$733,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,354	\$0	\$0	\$0	\$0	\$1,026,250
WI1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,364,800	\$0	\$0	\$1,591,200	\$0	\$0	\$0	\$7,956,000
SUBTOTAL	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,314,800	\$28,081,880	\$740,993	\$7,039,487	\$12,167,308	\$232,800	\$20,000	\$123,499	\$94,733,760

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT AC	MoDOT-GCSA	SEMA	TOTAL
2020																
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$597,600	\$0	\$0	\$0	\$149,400	\$0	\$0	\$0	\$747,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$33,400	\$0	\$0	\$0	\$167,000
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056,000	\$0	\$0	\$0	\$264,000	\$0	\$0	\$0	\$1,320,000
GR1901-19	\$5,935,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,064,411	\$0	\$0	\$0	\$0	\$11,000,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,800	\$0	\$0	\$0	\$22,200	\$0	\$0	\$0	\$111,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1908-19	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$0	\$23,000
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$75,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$2,000	\$0	\$0	\$0	\$6,000
GR1911-19	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$50,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$0	\$179,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$83,000	\$200	\$0	\$0	\$0	\$416,000
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,400	\$0	\$0	\$22,600	\$0	\$0	\$0	\$113,000
MO1903-19	\$0	\$241,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,800	\$0	\$0	\$0	\$268,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$514,400	\$0	\$0	\$128,600	\$0	\$0	\$0	\$643,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,341,600	\$0	\$0	\$0	\$1,335,400	\$0	\$0	\$0	\$6,677,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$1,065,108	\$0	\$0	\$0	\$0	\$0	\$0	\$838,892	\$0	\$0	\$266,277	\$209,723	\$0	\$0	\$0	\$2,380,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,400	\$0	\$0	\$0	\$15,600	\$0	\$0	\$0	\$78,000
OK1401-18AM4	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,334,400	\$0	\$143,000	\$333,600	\$0	\$0	\$0	\$3,161,000
OK1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,551,200	\$0	\$0	\$637,800	\$0	\$0	\$0	\$4,024,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,945,600	\$0	\$0	\$0	\$486,400	\$0	\$0	\$0	\$2,432,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$45,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$500,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,615,200	\$0	\$0	\$0	\$403,800	\$0	\$0	\$0	\$2,019,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT AC	MoDOT-GCSA	SEMA	
2020 Continued																
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$688,800	\$0	\$0	\$0	\$172,200	\$0	\$0	\$0	\$861,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,504,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,200	\$0	\$0	\$0	\$1,672,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,497,600	\$0	\$0	\$0	\$374,400	\$0	\$0	\$0	\$1,872,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000
SP1818-19A3	\$200,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875,200	\$0	\$0	\$393,200	\$468,800	\$0	\$0	\$0	\$2,938,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$12,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$11,779,400	\$0	\$0	\$0	\$3,193,600	\$0	\$0	\$0	\$15,968,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
SUBTOTAL	\$9,093,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,348,692	\$4,724,000	\$0	\$6,003,388	\$9,103,623		\$5,000	\$0	\$61,252,500
2021																
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,800	\$0	\$0	\$0	\$468,200	\$0	\$0	\$0	\$2,341,000
GR1905-19	\$0	\$0	\$0	\$2,866,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$318,500	\$0	\$0	\$0	\$3,185,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$0	\$0	\$345,000	\$0	\$0	\$0	\$1,725,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0	\$0	\$23,400	\$0	\$0	\$0	\$117,000
GR1908-19	\$0	\$0	\$267,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,800	\$0	\$0	\$0	\$334,000
GR1909-19	\$0	\$0	\$1,164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$291,200	\$0	\$0	\$0	\$1,456,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$527,200	\$0	\$0	\$131,800	\$0	\$0	\$0	\$659,000
GR1912-19	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$250,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1806-18	\$0	\$527,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,600	\$0	\$0	\$569,400	\$0	\$0	\$0	\$2,847,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,800	\$0	\$0	\$0	\$121,200	\$0	\$0	\$0	\$606,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$1,000	\$0	\$0	\$0	\$0	\$426,000
MO2102-19	\$0	\$412,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$0	\$458,000
MO2103-19	\$0	\$160,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$178,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT AC	MoDOT-GCSA	SEMA	TOTAL
2021 Continued																
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$857,600	\$0	\$0	\$0	\$214,400	\$0	\$0	\$0	\$1,072,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,323,200	\$0	\$0	\$0	\$580,800	\$0	\$0	\$0	\$2,904,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,600	\$0	\$0	\$0	\$145,400	\$0	\$0	\$0	\$727,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417,600	\$0	\$0	\$104,400	\$0	\$0	\$0	\$522,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812,000	\$0	\$0	\$0	\$203,000	\$0	\$0	\$0	\$1,015,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$676,000	\$0	\$0	\$0	\$169,000	\$0	\$0	\$0	\$845,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$738,400	\$0	\$0	\$0	\$184,600	\$0	\$0	\$0	\$923,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,124,000	\$0	\$0	\$0	\$281,000	\$0	\$0	\$0	\$1,405,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,200	\$0	\$0	\$259,800	\$0	\$0	\$0	\$1,299,000
SUBTOTAL	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$141,125	\$5,000,300	\$0	\$25,000	\$0	\$26,623,625
2022																
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$0	\$4,492,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR1902-19	\$3,246,479	\$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	\$1,696,000	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$2,120,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,514,400	\$0	\$0	\$0	\$378,600	\$0	\$0	\$0	\$1,893,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$0	\$23,500
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$289,406
RG0901-18A1	\$0	\$6,688,000	\$0	\$0	\$0	\$0	\$0	\$4,554,400	\$0	\$0	\$0	\$2,810,600	\$0	\$0	\$0	\$14,053,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$108,000	\$0	\$0	\$0	\$540,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$2,312,402	\$4,989,300	\$0	\$0	\$0	\$29,449,906
GRAND TOTAL	\$36,397,807	\$12,521,500	\$3,020,800	\$4,698,900	\$450,000	\$963,132	\$506,655	\$68,965,892	\$36,630,880	\$740,993	\$15,496,402	\$31,260,531	\$232,800	\$50,000	\$123,499	\$212,059,791

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															
	STBG-U	Safety	Bridge	I/M	130	BRM	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds	Local	MobOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2019 Funds Programmed	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,314,800	\$28,081,880	\$740,993	\$75,150,666	\$7,039,487	\$12,420,108	\$123,499	\$4,828,137	\$99,561,897
2020 Funds Programmed	\$9,093,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,348,692	\$4,724,000	\$0	\$46,140,489	\$6,003,388	\$9,108,623	\$0	\$4,915,044	\$66,167,544
2021 Funds Programmed	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$21,457,200	\$141,125	\$5,025,300	\$0	\$5,003,515	\$31,627,140
2022 Funds Programmed	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$22,148,204	\$2,312,402	\$4,989,300	\$0	\$5,093,578	\$34,543,484
Total	\$36,397,807	\$ 12,521,500	\$ 3,020,800	\$ 4,698,900	\$ 450,000	\$ 963,132	\$506,655	\$68,965,892	\$36,630,880	\$740,993	\$ 164,896,559	\$ 15,496,402	\$ 31,543,331	\$123,499	\$ 19,840,274	\$231,900,065

	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Available State and Federal Funding	\$740,993	\$65,326,500	\$43,717,400	\$38,504,000	\$44,238,000	\$192,526,893
Available Operations and Maintenance Funding	\$0	\$4,828,137	\$4,915,044	\$5,003,515	\$5,093,578	\$19,840,274
Funds from Other Sources (inc. Local)	\$123,499	\$7,039,487	\$6,003,388	\$141,125	\$2,312,402	\$15,619,901
Available Suballocated Funding	\$23,958,136	\$3,583,143	\$5,877,811	\$5,542,879	\$6,937,464	\$45,899,432
TOTAL AVAILABLE FUNDING	\$24,822,628	\$80,777,267	\$60,513,643	\$49,191,519	\$58,581,444	\$273,886,500
Prior Year Funding		\$24,822,628	\$6,037,998	\$384,097	\$17,948,476	--
Programmed State and Federal Funding		(\$99,561,897)	(\$66,167,544)	(\$31,627,140)	(\$34,543,484)	(\$231,900,065)
TOTAL REMAINING	\$24,822,628	\$6,037,998	\$384,097	\$17,948,476	\$41,986,435	\$41,986,435

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

See Table H.9 for details on Local Share Financial Capacity.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

14 May 2019

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Three to the OTO FY 2019-2022 Transportation Improvement Program (TIP) on May 13, 2019. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG

Administrative Modification 3 to the FY 2019-2022 Transportation Improvement Program

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

DESCRIPTION:

The following change is included as part of Administrative Modification Three to the FY 2019-2022 Transportation Improvement Program.

Miller Road Widening

From WI1701-17AM1 to WI1701-19AM3

Changes in a project's programmed amount less than 15% (up to \$2,000,000):

Adding \$153,937 to the total programmed cost of the project, with additional funding going toward construction, for a new total programmed amount of \$1,180,187.



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # WI1701-19AM3 **MILLER ROAD WIDENING**

Route Miller
From Farm Road 84
To Kime/Highway O
Location Willard

Federal Agency

Project Sponsor City of Willard

Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 5944803



Project Description

Widening Miller Road from Jackson St. to US160. Add alternates include widening from US160 to Farm Road 84 and from Highway O (Kime) to Jackson St.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	ENG	\$120,000	\$0	\$0	\$0	\$120,000
LOCAL	Local	ENG	\$30,000	\$0	\$0	\$0	\$30,000
FHWA (STBG-U)	Federal	CON	\$723,980	\$0	\$0	\$0	\$723,980
LOCAL	Local	CON	\$306,207	\$0	\$0	\$0	\$306,207
Totals			\$1,180,187	\$0	\$0	\$0	\$1,180,187

Notes

Non-Federal Funding Source: City of Willard Revenue

Prior Cost	\$270,000
Future Cost	\$0
Total Cost	\$1,450,187



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # WI1701-17AM1 **MILLER ROAD WIDENING**

Route Miller
From Farm Road 84
To Kime/Highway O

Location

Federal Agency

Project Sponsor City of Willard

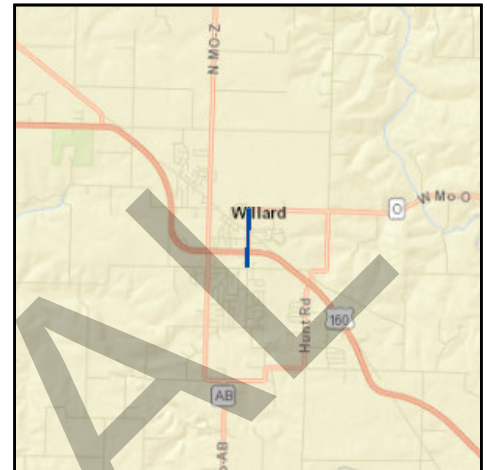
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 5944803



Project Description

Widening Miller Road from Jackson St. to US160. Add alternates include widening from US160 to Farm Road 84 and from Highway O (Kime) to Jackson St.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	ENG	\$120,000	\$0	\$0	\$0	\$120,000
LOCAL	Local	ENG	\$30,000	\$0	\$0	\$0	\$30,000
FHWA (STBG-U)	Federal	CON	\$613,896	\$0	\$0	\$0	\$613,896
LOCAL	Local	CON	\$262,354	\$0	\$0	\$0	\$262,354
Totals			\$1,026,250	\$0	\$0	\$0	\$1,026,250

Notes

Non-Federal Funding Source: City of Willard Revenue

Prior Cost	\$270,000
Future Cost	\$0
Total Cost	\$1,296,250

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal											Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL	
2019																
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,000	
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
CC1801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$880,000	\$0	\$0	\$0	\$220,000	\$0	\$0	\$1,100,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$225,149	
GR1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,568,000	\$0	\$0	\$1,892,000	\$0	\$0	\$9,460,000	
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$1,600	\$0	\$0	\$8,800	
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$160,000	\$0	\$0	\$800,000	
GR1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208,800	\$0	\$0	\$52,200	\$0	\$0	\$261,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$51,000	
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000	
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,200	\$0	\$0	\$0	\$16,800	\$0	\$0	\$84,000	
GR1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,600	\$0	\$0	\$13,400	\$0	\$0	\$67,000	
GR1901-19	\$10,156,075	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,539,018	\$0	\$0	\$0	\$12,695,093	
GR1902-19	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$3,669,745	
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
GR1904-19	\$0	\$0	\$369,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,400	\$0	\$0	\$462,000	
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000	
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
GR1908-19	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000	
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,000	
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000	
MO1105	\$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	\$15,000	\$0	\$0	\$15,000	
MO1709	\$0	\$162,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$181,000	
MO1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$998,400	\$0	\$0	\$0	\$249,600	\$0	\$0	\$1,248,000	
MO1717-18A5	\$324,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$81,000	\$200	\$0	\$0	\$406,000	
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000	
MO1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$128,800	\$0	\$0	\$644,000	
MO1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,328,000	\$0	\$0	\$332,000	\$0	\$0	\$1,660,000	
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$20,000	\$0	\$0	\$100,000	
MO1902-19	\$0	\$0	\$0	\$197,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$0	\$219,000	
MO1903-19	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000	
MO1906-19A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,600	\$0	\$0	\$0	\$44,400	\$0	\$0	\$222,000	
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,471,200	\$0	\$0	\$0	\$367,800	\$0	\$0	\$1,839,000	
NX1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$331,200	\$4,923,200	\$0	\$0	\$1,313,600	\$0	\$0	\$6,568,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,668,800	\$0	\$0	\$0	\$917,200	\$0	\$0	\$4,586,000	
NX1801-17A2	\$882,400	\$0	\$0	\$0	\$0	\$0	\$0	\$718,400	\$0	\$0	\$237,600	\$162,600	\$0	\$0	\$2,001,000	
NX1802-19A2	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,660	\$0	\$0	\$0	\$363,660	
NX1803-18A2	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$136,400	\$0	\$0	\$12,500	\$34,100	\$0	\$0	\$233,000	

FY 2019 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2019 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
OK1401-18AM4	\$313,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,600	\$0	\$78,000	\$77,400	\$0	\$0	\$778,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,200	\$0	\$0	\$74,800	\$0	\$0	\$374,000
OK1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,979,200	\$0	\$172,212	\$572,588	\$0	\$0	\$3,724,000
OK1801-17A2	\$1,517,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,294,480	\$0	\$429,180	\$323,620	\$0	\$0	\$3,565,000
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$0	\$506,655	\$0	\$0	\$740,993	\$625,001	\$0	\$123,499	\$0	\$2,796,148
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$63,000	\$0	\$0	\$315,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
OT1901-19A5	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$250,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$992,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$851,200	\$0	\$248,200	\$212,800	\$0	\$0	\$2,305,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,400	\$0	\$0	\$0	\$5,600	\$0	\$0	\$28,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$0	\$11,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$30,000	\$0	\$0	\$150,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$8,000	\$0	\$0	\$40,000
SP1419-18A1	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,200	\$0	\$0	\$0	\$138,800	\$0	\$0	\$694,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847,200	\$0	\$0	\$0	\$1,461,800	\$0	\$0	\$7,309,000
SP1707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,600	\$0	\$0	\$111,400	\$0	\$0	\$557,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$1,074,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$0	\$1,343,000
SP1805-18	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
SP1807-18	\$0	\$2,079,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,000	\$0	\$0	\$2,310,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$35,000	\$0	\$0	\$175,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1818-19A3	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$320,000	\$2,000	\$0	\$0	\$1,530,000
SP1901-18	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$200,000
SP1902-18A4	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$280,000	\$0	\$0	\$1,400,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,200	\$0	\$0	\$7,800	\$0	\$0	\$39,000
WI1001-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$3,000	\$0	\$0	\$15,000
WI1701-19AM3	\$843,980	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$336,207	\$0	\$0	\$0	\$1,180,187
WI1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,364,800	\$0	\$0	\$1,591,200	\$0	\$0	\$7,956,000
SUBTOTAL	\$23,375,890	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680	\$740,993	\$7,083,340	\$12,168,708	\$20,000	\$123,499	\$94,872,697

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL	
2020																
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$597,600	\$0	\$0	\$0	\$0	\$149,400	\$0	\$0	\$747,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$33,400	\$0	\$0	\$167,000
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056,000	\$0	\$0	\$0	\$0	\$264,000	\$0	\$0	\$1,320,000
GR1901-19	\$5,935,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,064,411	\$0	\$0	\$0	\$0	\$11,000,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,800	\$0	\$0	\$0	\$0	\$22,200	\$0	\$0	\$111,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1908-19	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$6,000
GR1911-19	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$50,000
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$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	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$179,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$83,000	\$0	\$200	\$0	\$0	\$416,000
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,400	\$0	\$0	\$0	\$22,600	\$0	\$0	\$113,000
MO1903-19	\$0	\$241,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,800	\$0	\$0	\$268,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$35,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$514,400	\$0	\$0	\$0	\$128,600	\$0	\$0	\$643,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,341,600	\$0	\$0	\$0	\$0	\$1,335,400	\$0	\$0	\$6,677,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1803-18A2	\$1,065,108	\$0	\$0	\$0	\$0	\$0	\$0	\$838,892	\$0	\$0	\$266,277	\$209,723	\$0	\$0	\$0	\$2,380,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$14,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,400	\$0	\$0	\$0	\$0	\$15,600	\$0	\$0	\$78,000
OK1401-18AM4	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,334,400	\$0	\$143,000	\$333,600	\$0	\$0	\$0	\$3,161,000
OK1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,551,200	\$0	\$0	\$0	\$637,800	\$0	\$0	\$4,024,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,945,600	\$0	\$0	\$0	\$0	\$486,400	\$0	\$0	\$2,432,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$45,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,615,200	\$0	\$0	\$0	\$0	\$403,800	\$0	\$0	\$2,019,000

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL	
2020 Continued																
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$688,800	\$0	\$0	\$0	\$172,200	\$0	\$0	\$861,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$9,800	\$0	\$0	\$49,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,504,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,200	\$0	\$0	\$0	\$1,672,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,497,600	\$0	\$0	\$0	\$374,400	\$0	\$0	\$1,872,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$14,600	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$13,800	\$0	\$0	\$69,000
SP1818-19A3	\$200,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875,200	\$0	\$0	\$393,200	\$468,800	\$0	\$0	\$2,938,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$1,600	\$0	\$0	\$8,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$0	\$11,779,400	\$0	\$0	\$0	\$3,193,600	\$0	\$0	\$15,968,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SUBTOTAL	\$9,093,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$0	\$28,348,692	\$4,724,000	\$0	\$6,003,388	\$9,103,623	\$5,000	\$0	\$61,252,500
2021																
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$63,200	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,800	\$0	\$0	\$0	\$468,200	\$0	\$0	\$2,341,000
GR1905-19	\$0	\$0	\$0	\$2,866,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$318,500	\$0	\$0	\$3,185,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$0	\$0	\$345,000	\$0	\$0	\$1,725,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0	\$0	\$23,400	\$0	\$0	\$117,000
GR1908-19	\$0	\$0	\$267,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,800	\$0	\$0	\$334,000
GR1909-19	\$0	\$0	\$1,164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$291,200	\$0	\$0	\$1,456,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$527,200	\$0	\$0	\$131,800	\$0	\$0	\$659,000
GR1912-19	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$250,000
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721	\$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	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1806-18	\$0	\$527,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,600	\$0	\$0	\$569,400	\$0	\$0	\$2,847,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,800	\$0	\$0	\$0	\$121,200	\$0	\$0	\$606,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$1,000	\$0	\$0	\$0	\$426,000
MO2102-19	\$0	\$412,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$458,000
MO2103-19	\$0	\$160,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$178,000

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2021 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$857,600	\$0	\$0	\$0	\$214,400	\$0	\$0	\$1,072,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,323,200	\$0	\$0	\$0	\$580,800	\$0	\$0	\$2,904,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,600	\$0	\$0	\$0	\$145,400	\$0	\$0	\$727,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417,600	\$0	\$0	\$104,400	\$0	\$0	\$522,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812,000	\$0	\$0	\$0	\$203,000	\$0	\$0	\$1,015,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$676,000	\$0	\$0	\$0	\$169,000	\$0	\$0	\$845,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$11,000	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$14,000	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$738,400	\$0	\$0	\$0	\$184,600	\$0	\$0	\$923,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,124,000	\$0	\$0	\$0	\$281,000	\$0	\$0	\$1,405,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,200	\$0	\$0	\$259,800	\$0	\$0	\$1,299,000
SUBTOTAL	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$141,125	\$5,000,300	\$25,000	\$0	\$26,623,625
2022															
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$4,492,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$424,000	\$0	\$0	\$2,120,000
MO1105	\$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	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,514,400	\$0	\$0	\$0	\$378,600	\$0	\$0	\$1,893,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$23,500
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$289,406
RG0901-18A1	\$0	\$6,688,000	\$0	\$0	\$0	\$0	\$0	\$4,554,400	\$0	\$0	\$0	\$2,810,600	\$0	\$0	\$14,053,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$108,000	\$0	\$0	\$540,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SUBTOTAL	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$2,312,402	\$4,989,300	\$0	\$0	\$29,449,906
GRAND TOTAL	\$36,507,891	\$12,521,500	\$3,020,800	\$4,698,900	\$450,000	\$963,132	\$506,655	\$69,143,492	\$36,669,680	\$740,993	\$15,540,255	\$31,261,931	\$50,000	\$123,499	\$212,198,728

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source											Local	MoBOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRM	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds					
2019 Funds Programmed	\$23,375,890	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680	\$740,993	\$75,477,150	\$7,083,340	\$12,188,708	\$123,499	\$4,828,137	\$99,700,834
2020 Funds Programmed	\$9,093,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,348,692	\$4,724,000	\$0	\$46,140,489	\$6,003,388	\$9,108,623	\$0	\$4,915,044	\$66,167,544
2021 Funds Programmed	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$21,457,200	\$141,125	\$5,025,300	\$0	\$5,003,515	\$31,627,140
2022 Funds Programmed	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$22,148,204	\$2,312,402	\$4,989,300	\$0	\$5,093,578	\$34,543,484
Total	\$36,507,891	\$ 12,521,500	\$ 3,020,800	\$ 4,698,900	\$ 450,000	\$ 963,132	\$506,655	\$69,143,492	\$36,669,680	\$740,993	\$ 165,223,043	\$ 15,540,255	\$ 31,311,931	\$123,499	\$ 19,840,274	\$232,039,002

	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Available State and Federal Funding	\$740,993	\$65,295,300	\$43,687,000	\$38,504,000	\$44,238,000	\$192,465,293
Available Operations and Maintenance Funding	\$0	\$4,828,137	\$4,915,044	\$5,003,515	\$5,093,578	\$19,840,274
Funds from Other Sources (inc. Local)	\$123,499	\$7,083,340	\$6,003,388	\$141,125	\$2,312,402	\$15,663,754
Available Suballocated Funding	\$23,958,136	\$3,583,143	\$5,877,811	\$5,542,879	\$6,937,464	\$45,899,432
TOTAL AVAILABLE FUNDING	\$24,822,628	\$80,789,920	\$60,483,243	\$49,191,519	\$58,581,444	\$273,868,753
Prior Year Funding	\$24,822,628	\$5,911,714	\$227,413	\$17,791,792		--
Programmed State and Federal Funding		(\$99,700,834)	(\$66,167,544)	(\$31,627,140)	(\$34,543,484)	(\$232,039,002)
TOTAL REMAINING	\$24,822,628	\$5,911,714	\$227,413	\$17,791,792	\$41,829,751	\$41,829,751

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

See Table H.9 for details on Local Share Financial Capacity.

Table H.9 Local Share Financial Capacity	2019	2020	2021	2022
City of Battlefield				
Total Available Revenue	\$386,908.00	\$386,908.00	\$386,908.00	\$386,908.00
Carryover Balance from Prior Year	--	\$195,876.59	\$547,344.31	\$905,300.10
Estimated Operations and Maintenance Expenditures	(\$27,937.41)	(\$28,440.28)	(\$28,952.21)	(\$29,473.35)
Estimated TIP Project Expenditures	(\$163,094.00)	(\$7,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$195,876.59	\$547,344.31	\$905,300.10	\$1,262,734.75
City of Nixa				
Total Available Revenue	\$2,183,312.00	\$2,183,312.00	\$2,183,312.00	\$2,183,312.00
Carryover Balance from Prior Year	--	\$838,281.33	\$2,474,234.14	\$4,455,469.26
Estimated Operations and Maintenance Expenditures	(\$164,084.67)	(\$167,038.19)	(\$170,044.88)	(\$173,105.68)
Estimated TIP Project Expenditures	(\$1,180,946.00)	(\$380,321.00)	(\$32,032.00)	\$0.00
Amount Available for Local Projects	\$838,281.33	\$2,474,234.14	\$4,455,469.26	\$6,465,675.58
City of Ozark				
Total Available Revenue	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00
Carryover Balance from Prior Year	--	\$1,009,525.85	\$2,548,859.86	\$4,386,989.26
Estimated Operations and Maintenance Expenditures	(\$20,880.15)	(\$21,255.99)	(\$21,638.60)	(\$22,028.09)
Estimated TIP Project Expenditures	(\$829,362.00)	(\$299,178.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,009,525.85	\$2,548,859.86	\$4,386,989.26	\$6,224,729.17
City of Republic				
Total Available Revenue	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00
Carryover Balance from Prior Year	--	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26
Estimated Operations and Maintenance Expenditures	(\$123,682.93)	(\$125,909.22)	(\$128,175.59)	(\$130,482.75)
Estimated TIP Project Expenditures	(\$248,200.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26	\$7,023,921.51
City of Springfield				
Total Available Revenue	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00
Carryover Balance from Prior Year	--	\$20,262,658.99	\$42,361,019.78	\$64,947,065.87
Estimated Operations and Maintenance Expenditures	(\$2,467,567.01)	(\$2,511,983.21)	(\$2,557,198.91)	(\$2,603,228.49)
Estimated TIP Project Expenditures	(\$2,413,019.00)	(\$532,901.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$20,262,658.99	\$42,361,019.78	\$64,947,065.87	\$87,487,082.38

Table H.9 Local Share Financial Capacity cont.	2019	2020	2021	2022
City of Strafford				
Total Available Revenue	\$112,650.00	\$112,650.00	\$112,650.00	\$112,650.00
Carryover Balance from Prior Year	--	\$52,653.76	\$162,290.23	\$271,872.46
Estimated Operations and Maintenance Expenditures	(\$2,960.24)	(\$3,013.53)	(\$3,067.77)	(\$3,122.99)
Estimated TIP Project Expenditures	(\$57,036.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$52,653.76	\$162,290.23	\$271,872.46	\$381,399.47
City of Willard				
Total Available Revenue	\$481,652.00	\$481,652.00	\$481,652.00	\$481,652.00
Carryover Balance from Prior Year	--	\$53,809.68.68	\$492,298.15	\$894,009.68
Estimated Operations and Maintenance Expenditures	(\$42,400.32)	(\$43,163.53)	(\$43,940.47)	(\$44,731.40)
Estimated TIP Project Expenditures	(\$385,442.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$53,809.68.68	\$492,298.15	\$894,009.68	\$1,366,930.28
Christian County				
Total Available Revenue	\$5,550,693.00	\$5,550,693.00	\$5,550,693.00	\$5,550,693.00
Carryover Balance from Prior Year	--	\$4,847,894.13	\$10,319,388.90	\$15,789,458.10
Estimated Operations and Maintenance Expenditures	(\$77,797.87)	(\$79,198.23)	(\$80,623.80)	(\$82,075.03)
Estimated TIP Project Expenditures	(\$625,001.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$4,847,894.13	\$10,319,388.90	\$15,789,458.10	\$21,258,076.07
Greene County				
Total Available Revenue	\$23,965,176.00	\$23,965,176.00	\$23,965,176.00	\$23,965,176.00
Carryover Balance from Prior Year	--	\$20,044,257.66	\$38,382,166.74	\$61,774,373.41
Estimated Operations and Maintenance Expenditures	(\$551,921.34)	(\$561,855.92)	(\$571,969.33)	(\$582,264.78)
Estimated TIP Project Expenditures	(\$3,368,997.00)	(\$5,065,411.00)	(\$1,000.00)	(\$2,254,521.00)
Amount Available for Local Projects	\$20,044,257.66	\$38,382,166.74	\$61,774,373.41	\$82,902,763.63
City Utilities				
Total Available Revenue	\$9,179,500.00	\$8,129,500.00	\$8,818,500.00	\$9,663,500.00
Estimated Operations and Maintenance Expenditures	(\$5,793,800.00)	(\$5,897,676.00)	(\$6,001,630.00)	(\$6,105,662.00)
Available for TIP Project Expenditures	\$3,385,700.00	\$2,231,824.00	\$2,816,870.00	\$3,557,838.00
Carryover from Prior Year	--	\$3,290,627.00	5,181,363.00	\$7,448,538.00
Estimated TIP Project Expenditures	(\$95,073.00)	(\$341,088.00)	(\$549,695.00)	(\$117,267.00)
Amount Available for Local Projects	\$3,290,627.00	\$5,181,363.00	\$7,448,538.00	\$10,889,109.00



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

8 July 2019

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2019-2022 Transportation Improvement Program (TIP) on July 8, 2019. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG

Administrative Modification 4 to the FY 2019-2022 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

The following changes are included as part of Administrative Modification Four to the FY 2019-2022 Transportation Improvement Program.

I-44 Resurfacing

From SP1805-18 to SP1805-19AM4

Changes in a project's programmed amount less than 15% (up to \$2,000,000):

Subtracting \$44,000 from the total programmed cost of the project for a new total programmed amount of \$1,655,000.

Route 413 Pavement Improvements

From SP1809-18 to SP1809-19AM4

Changes in a project's programmed amount less than 15% (up to \$2,000,000):

Subtracting \$60,000 from the total programmed cost of the project for a new total programmed amount of \$1,837,000.

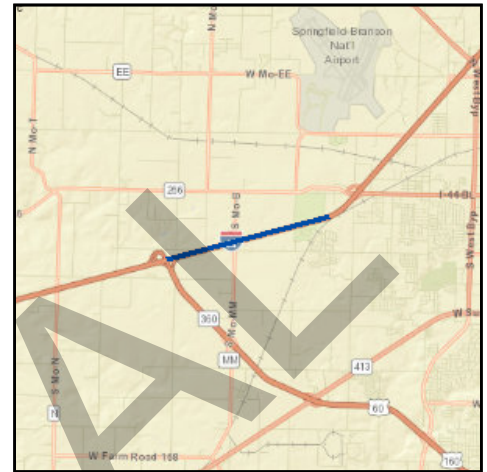


Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1805-18 **I-44 RESURFACING**
Route I-44
From Rte. 360
To 0.6 mi. west of Rte. 266
Location
Federal Agency
Project Sponsor MoDOT
Federal Funding Category NHPP(I/M)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? **EJ?** Yes
STIP # 8I3120
Federal ID #



Project Description

Pavement improvements on I-44 from Rte. 360 to 0.6 miles west of Rte. 266 in Springfield.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (I/M)	Federal	ENG	\$22,500	\$130,500	\$0	\$0	\$153,000
MoDOT	State	ENG	\$2,500	\$14,500	\$0	\$0	\$17,000
FHWA (I/M)	Federal	CON	\$0	\$1,374,300	\$0	\$0	\$1,374,300
MoDOT	State	CON	\$0	\$152,700	\$0	\$0	\$152,700
Totals			\$25,000	\$1,672,000	\$0	\$0	\$1,697,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$1,699,000

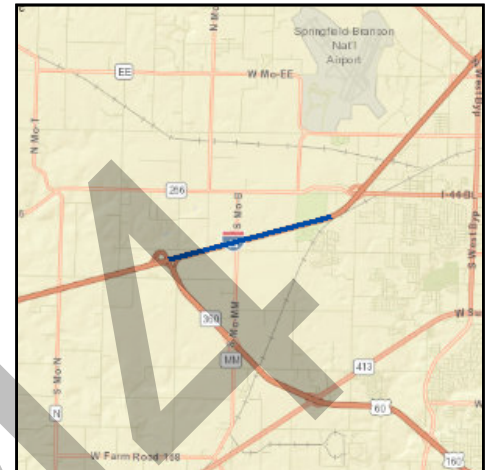


Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1805-19AM4 **I-44 RESURFACING**
Route I-44
From Rte. 360
To 0.6 mi. west of Rte. 266
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(I/M)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? **EJ?** Yes
STIP # 8I3120
Federal ID #



Project Description

Pavement improvements on I-44 from Rte. 360 to 0.6 miles west of Rte. 266 in Springfield.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (I/M)	Federal	ENG	\$22,500	\$156,600	\$0	\$0	\$179,100
MoDOT	State	ENG	\$2,500	\$17,400	\$0	\$0	\$19,900
FHWA (I/M)	Federal	CON	\$0	\$1,310,400	\$0	\$0	\$1,310,400
MoDOT	State	CON	\$0	\$145,600	\$0	\$0	\$145,600
Totals			\$25,000	\$1,630,000	\$0	\$0	\$1,655,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$1,657,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1809-18 **ROUTE 413 PAVEMENT IMPROVEMENTS**

Route Rte. 413

From Rte. 360

To Rte. 13

Location

Federal Agency

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

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

STIP # 8S3114

Federal ID #

Project Description

Pavement resurfacing on Rte. 413 from Rte. 360 to Kansas Expressway (Rte. 13) in Springfield. Project involves bridge H0945.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$20,000	\$133,600	\$0	\$0	\$153,600
MoDOT	State	ENG	\$5,000	\$33,400	\$0	\$0	\$38,400
FHWA (NHPP)	Federal	CON	\$0	\$1,364,000	\$0	\$0	\$1,364,000
MoDOT	State	CON	\$0	\$341,000	\$0	\$0	\$341,000
Totals			\$25,000	\$1,872,000	\$0	\$0	\$1,897,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$1,899,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1809-18 **ROUTE 413 PAVEMENT IMPROVEMENTS**

Route Rte. 413

From Rte. 360

To Rte. 13

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

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

STIP # 8S3114

Federal ID #

Project Description

Pavement resurfacing on Rte. 413 from Rte. 360 to Kansas Expressway (Rte. 13) in Springfield. Project involves bridge H0945.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$20,000	\$132,800	\$0	\$0	\$152,800
MoDOT	State	ENG	\$5,000	\$33,200	\$0	\$0	\$38,200
FHWA (NHPP)	Federal	CON	\$0	\$1,316,800	\$0	\$0	\$1,316,800
MoDOT	State	CON	\$0	\$329,200	\$0	\$0	\$329,200
Totals			\$25,000	\$1,812,000	\$0	\$0	\$1,837,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$1,839,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal											Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL	
2019																
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,000	
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
CC1801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$880,000	\$0	\$0	\$0	\$220,000	\$0	\$0	\$1,100,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$225,149	
GR1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,568,000	\$0	\$0	\$1,892,000	\$0	\$0	\$9,460,000	
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$1,600	\$0	\$0	\$8,800	
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$160,000	\$0	\$0	\$800,000	
GR1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208,800	\$0	\$0	\$52,200	\$0	\$0	\$261,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$51,000	
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000	
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,200	\$0	\$0	\$0	\$16,800	\$0	\$0	\$84,000	
GR1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,600	\$0	\$0	\$13,400	\$0	\$0	\$67,000	
GR1901-19	\$10,156,075	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,539,018	\$0	\$0	\$0	\$12,695,093	
GR1902-19	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$3,669,745	
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
GR1904-19	\$0	\$0	\$369,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,400	\$0	\$0	\$462,000	
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000	
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
GR1908-19	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000	
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,000	
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000	
MO1105	\$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	\$15,000	\$0	\$0	\$15,000	
MO1709	\$0	\$162,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$181,000	
MO1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$998,400	\$0	\$0	\$0	\$249,600	\$0	\$0	\$1,248,000	
MO1717-18A5	\$324,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$81,000	\$200	\$0	\$0	\$406,000	
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000	
MO1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$128,800	\$0	\$0	\$644,000	
MO1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,328,000	\$0	\$0	\$332,000	\$0	\$0	\$1,660,000	
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$20,000	\$0	\$0	\$100,000	
MO1902-19	\$0	\$0	\$0	\$197,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$0	\$219,000	
MO1903-19	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000	
MO1906-19A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,600	\$0	\$0	\$0	\$44,400	\$0	\$0	\$222,000	
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,471,200	\$0	\$0	\$0	\$367,800	\$0	\$0	\$1,839,000	
NX1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$331,200	\$4,923,200	\$0	\$0	\$1,313,600	\$0	\$0	\$6,568,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,668,800	\$0	\$0	\$0	\$917,200	\$0	\$0	\$4,586,000	
NX1801-17A2	\$882,400	\$0	\$0	\$0	\$0	\$0	\$0	\$718,400	\$0	\$0	\$237,600	\$162,600	\$0	\$0	\$2,001,000	
NX1802-19A2	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,660	\$0	\$0	\$0	\$363,660	
NX1803-18A2	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$136,400	\$0	\$0	\$12,500	\$34,100	\$0	\$0	\$233,000	

FY 2019 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2019 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
OK1401-18AM4	\$313,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,600	\$0	\$78,000	\$77,400	\$0	\$0	\$778,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,200	\$0	\$0	\$74,800	\$0	\$0	\$374,000
OK1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,979,200	\$0	\$172,212	\$572,588	\$0	\$0	\$3,724,000
OK1801-17A2	\$1,517,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,294,480	\$0	\$429,180	\$323,620	\$0	\$0	\$3,565,000
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$0	\$506,655	\$0	\$0	\$740,993	\$625,001	\$0	\$123,499	\$0	\$2,796,148
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$63,000	\$0	\$0	\$315,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
OT1901-19A5	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$250,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$992,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$851,200	\$0	\$248,200	\$212,800	\$0	\$0	\$2,305,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,400	\$0	\$0	\$0	\$5,600	\$0	\$0	\$28,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$0	\$11,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$30,000	\$0	\$0	\$150,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$8,000	\$0	\$0	\$40,000
SP1419-18A1	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,200	\$0	\$0	\$0	\$138,800	\$0	\$0	\$694,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847,200	\$0	\$0	\$0	\$0	\$1,461,800	\$0	\$0	\$7,309,000
SP1707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,600	\$0	\$0	\$111,400	\$0	\$0	\$557,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$1,074,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$0	\$1,343,000
SP1805-19AM4	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
SP1807-18	\$0	\$2,079,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,000	\$0	\$0	\$2,310,000
SP1809-19A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$35,000	\$0	\$0	\$175,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1818-19A3	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$320,000	\$2,000	\$0	\$0	\$1,530,000
SP1901-18	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$200,000
SP1902-18A4	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$280,000	\$0	\$0	\$1,400,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,200	\$0	\$0	\$7,800	\$0	\$0	\$39,000
WI1001-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$3,000	\$0	\$0	\$15,000
WI1701-17AM1	\$733,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,354	\$0	\$0	\$0	\$1,026,250
WI1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,364,800	\$0	\$0	\$1,591,200	\$0	\$0	\$7,956,000
SUBTOTAL	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680	\$740,993	\$7,039,487	\$12,168,708	\$20,000	\$123,499	\$94,718,760

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL	
2020																
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$597,600	\$0	\$0	\$0	\$0	\$149,400	\$0	\$0	\$747,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$33,400	\$0	\$0	\$167,000
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056,000	\$0	\$0	\$0	\$0	\$264,000	\$0	\$0	\$1,320,000
GR1901-19	\$5,935,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,064,411	\$0	\$0	\$0	\$0	\$11,000,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,800	\$0	\$0	\$0	\$0	\$22,200	\$0	\$0	\$111,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1908-19	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$6,000
GR1911-19	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$50,000
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$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	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$179,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$83,000	\$0	\$200	\$0	\$0	\$416,000
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,400	\$0	\$0	\$0	\$22,600	\$0	\$0	\$113,000
MO1903-19	\$0	\$241,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,800	\$0	\$0	\$268,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$35,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$514,400	\$0	\$0	\$0	\$128,600	\$0	\$0	\$643,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,341,600	\$0	\$0	\$0	\$0	\$1,335,400	\$0	\$0	\$6,677,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1803-18A2	\$1,065,108	\$0	\$0	\$0	\$0	\$0	\$0	\$838,892	\$0	\$0	\$266,277	\$209,723	\$0	\$0	\$0	\$2,380,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$14,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,400	\$0	\$0	\$0	\$0	\$15,600	\$0	\$0	\$78,000
OK1401-18AM4	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,334,400	\$0	\$143,000	\$333,600	\$0	\$0	\$0	\$3,161,000
OK1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,551,200	\$0	\$0	\$0	\$637,800	\$0	\$0	\$4,024,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,945,600	\$0	\$0	\$0	\$0	\$486,400	\$0	\$0	\$2,432,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$45,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,615,200	\$0	\$0	\$0	\$0	\$403,800	\$0	\$0	\$2,019,000

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2020 Continued															
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$688,800	\$0	\$0	\$0	\$172,200	\$0	\$0	\$861,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$9,800	\$0	\$0	\$49,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1805-19A4	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$1,630,000
SP1809-19A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$362,400	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$14,600	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$13,800	\$0	\$0	\$69,000
SP1818-19A3	\$200,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875,200	\$0	\$0	\$393,200	\$468,800	\$0	\$0	\$2,938,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$1,600	\$0	\$0	\$8,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$11,779,400	\$0	\$0	\$0	\$3,193,600	\$0	\$0	\$15,968,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SUBTOTAL	\$9,093,497	\$2,314,600	\$78,400	\$1,498,500	\$45,000	\$0	\$0	\$28,300,692	\$4,724,000	\$0	\$6,003,388	\$9,087,423	\$5,000	\$0	\$61,150,500
2021															
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$63,200	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,800	\$0	\$0	\$0	\$468,200	\$0	\$0	\$2,341,000
GR1905-19	\$0	\$0	\$0	\$2,866,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$318,500	\$0	\$0	\$3,185,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$0	\$0	\$345,000	\$0	\$0	\$1,725,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0	\$0	\$23,400	\$0	\$0	\$117,000
GR1908-19	\$0	\$0	\$267,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,800	\$0	\$0	\$334,000
GR1909-19	\$0	\$0	\$1,164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$291,200	\$0	\$0	\$1,456,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$527,200	\$0	\$0	\$131,800	\$0	\$0	\$659,000
GR1912-19	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$250,000
MO1105	\$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	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1806-18	\$0	\$527,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,600	\$0	\$0	\$569,400	\$0	\$0	\$2,847,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,800	\$0	\$0	\$0	\$121,200	\$0	\$0	\$606,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$1,000	\$0	\$0	\$426,000
MO2102-19	\$0	\$412,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$458,000
MO2103-19	\$0	\$160,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$178,000

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2021 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$857,600	\$0	\$0	\$0	\$214,400	\$0	\$0	\$1,072,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,323,200	\$0	\$0	\$0	\$580,800	\$0	\$0	\$2,904,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,600	\$0	\$0	\$0	\$145,400	\$0	\$0	\$727,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417,600	\$0	\$0	\$104,400	\$0	\$0	\$522,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812,000	\$0	\$0	\$0	\$203,000	\$0	\$0	\$1,015,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$676,000	\$0	\$0	\$0	\$169,000	\$0	\$0	\$845,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$11,000	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$14,000	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$738,400	\$0	\$0	\$0	\$184,600	\$0	\$0	\$923,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,124,000	\$0	\$0	\$0	\$281,000	\$0	\$0	\$1,405,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,200	\$0	\$0	\$259,800	\$0	\$0	\$1,299,000
SUBTOTAL	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$141,125	\$5,000,300	\$25,000	\$0	\$26,623,625
2022															
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$4,492,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$424,000	\$0	\$0	\$2,120,000
MO1105	\$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	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,514,400	\$0	\$0	\$0	\$378,600	\$0	\$0	\$1,893,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$23,500
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$289,406
RG0901-18A1	\$0	\$6,688,000	\$0	\$0	\$0	\$0	\$0	\$4,554,400	\$0	\$0	\$0	\$2,810,600	\$0	\$0	\$14,053,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$108,000	\$0	\$0	\$540,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SUBTOTAL	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$2,312,402	\$4,989,300	\$0	\$0	\$29,449,906
GRAND TOTAL	\$36,397,807	\$12,521,500	\$3,020,800	\$4,661,100	\$450,000	\$963,132	\$506,655	\$69,095,492	\$36,669,680	\$740,993	\$15,496,402	\$31,245,731	\$50,000	\$123,499	\$211,942,791

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source											Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRM	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds					
2019 Funds Programmed	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680	\$740,993	\$75,367,066	\$7,039,487	\$12,188,708	\$123,499	\$4,828,137	\$99,546,897
2020 Funds Programmed	\$9,093,497	\$2,314,600	\$78,400	\$1,498,500	\$45,000	\$0	\$0	\$28,300,692	\$4,724,000	\$0	\$46,054,689	\$6,003,388	\$9,092,423	\$0	\$4,915,044	\$66,065,544
2021 Funds Programmed	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$21,457,200	\$141,125	\$5,025,300	\$0	\$5,003,515	\$31,627,140
2022 Funds Programmed	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$22,148,204	\$2,312,402	\$4,989,300	\$0	\$5,093,578	\$34,543,484
Total	\$36,397,807	\$ 12,521,500	\$ 3,020,800	\$ 4,661,100	\$ 450,000	\$ 963,132	\$506,655	\$69,095,492	\$36,669,680	\$740,993	\$ 165,027,159	\$ 15,496,402	\$ 31,295,731	\$123,499	\$ 19,840,274	\$231,783,065

	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Available State and Federal Funding	\$740,993	\$65,295,300	\$43,687,000	\$38,504,000	\$44,238,000	\$192,465,293
Available Operations and Maintenance Funding	\$0	\$4,828,137	\$4,915,044	\$5,003,515	\$5,093,578	\$19,840,274
Funds from Other Sources (inc. Local)	\$123,499	\$7,039,487	\$6,003,388	\$141,125	\$2,312,402	\$15,619,901
Available Suballocated Funding	\$23,958,136	\$3,583,143	\$5,877,811	\$5,542,879	\$6,937,464	\$45,899,432
TOTAL AVAILABLE FUNDING	\$24,822,628	\$80,746,067	\$60,483,243	\$49,191,519	\$58,581,444	\$273,824,900
Prior Year Funding	\$24,822,628	\$6,021,798	\$439,497	\$18,003,876		--
Programmed State and Federal Funding		(\$99,546,897)	(\$66,065,544)	(\$31,627,140)	(\$34,543,484)	(\$231,783,065)
TOTAL REMAINING	\$24,822,628	\$6,021,798	\$439,497	\$18,003,876	\$42,041,835	\$42,041,835

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

See Table H.9 for details on Local Share Financial Capacity.

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 7/17/2019; ITEM III.C.

Amendment Number Seven to the FY 2019-2022 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number Seven to the FY 2019-2022 Transportation Improvement Program, requested by MoDOT.

1. *Revised* Route FF Resurfacing JRF to Weaver (BA1801-19A7)
The project cost estimate has been reduced to a total programmed amount of \$526,000 from \$756,000. The federal funding is \$420,000 reduced from \$604,800.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee makes one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 7 to the FY 2019-2022 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 7 to the FY 2019-2022 Transportation Improvement Program, with these changes...”



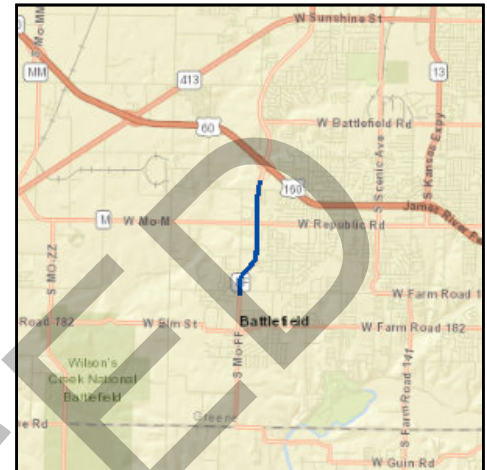
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

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



Project Description

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

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$7,200	\$36,800	\$0	\$0	\$44,000
MoDOT	State	ENG	\$1,800	\$9,200	\$0	\$0	\$11,000
FHWA (NHPP)	Federal	CON	\$0	\$376,800	\$0	\$0	\$376,800
MoDOT	State	CON	\$0	\$94,200	\$0	\$0	\$94,200
Totals			\$9,000	\$517,000	\$0	\$0	\$526,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$528,000



FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	
2019															
BA1801-19A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$880,000	\$0	\$0	\$0	\$220,000	\$0	\$0	\$1,100,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$225,149
GR1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,568,000	\$0	\$0	\$1,892,000	\$0	\$0	\$9,460,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$1,600	\$0	\$0	\$8,800
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$160,000	\$0	\$0	\$800,000
GR1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208,800	\$0	\$0	\$52,200	\$0	\$0	\$261,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$51,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,200	\$0	\$0	\$0	\$16,800	\$0	\$0	\$84,000
GR1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,600	\$0	\$0	\$13,400	\$0	\$0	\$67,000
GR1901-19	\$10,156,075	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,539,018	\$0	\$0	\$0	\$12,695,093
GR1902-19	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1904-19	\$0	\$0	\$369,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,400	\$0	\$0	\$462,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1908-19	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1105	\$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	\$15,000	\$0	\$0	\$15,000
MO1709	\$0	\$162,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$181,000
MO1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$998,400	\$0	\$0	\$0	\$249,600	\$0	\$0	\$1,248,000
MO1717-18A5	\$324,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$81,000	\$200	\$0	\$0	\$406,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$128,800	\$0	\$0	\$644,000
MO1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,328,000	\$0	\$0	\$332,000	\$0	\$0	\$1,660,000
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$20,000	\$0	\$0	\$100,000
MO1902-19	\$0	\$0	\$0	\$197,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$0	\$219,000
MO1903-19	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
MO1906-19A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,600	\$0	\$0	\$0	\$44,400	\$0	\$0	\$222,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,471,200	\$0	\$0	\$0	\$367,800	\$0	\$0	\$1,839,000
NX1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$331,200	\$4,923,200	\$0	\$0	\$1,313,600	\$0	\$0	\$6,568,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,668,800	\$0	\$0	\$0	\$917,200	\$0	\$0	\$4,586,000
NX1801-17A2	\$882,400	\$0	\$0	\$0	\$0	\$0	\$0	\$718,400	\$0	\$0	\$237,600	\$162,600	\$0	\$0	\$2,001,000
NX1802-19A2	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,660	\$0	\$0	\$0	\$363,660
NX1803-18A2	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$136,400	\$0	\$0	\$12,500	\$34,100	\$0	\$0	\$233,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2019 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
OK1401-18AM4	\$313,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,600	\$0	\$78,000	\$77,400	\$0	\$0	\$778,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,200	\$0	\$0	\$74,800	\$0	\$0	\$374,000
OK1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,979,200	\$0	\$172,212	\$572,588	\$0	\$0	\$3,724,000
OK1801-17A2	\$1,517,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,294,480	\$0	\$429,180	\$323,620	\$0	\$0	\$3,565,000
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$0	\$506,655	\$0	\$0	\$740,993	\$625,001	\$0	\$123,499	\$0	\$2,796,148
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$63,000	\$0	\$0	\$315,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
OT1901-19A5	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$250,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$992,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$851,200	\$0	\$248,200	\$212,800	\$0	\$0	\$2,305,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,400	\$0	\$0	\$0	\$5,600	\$0	\$0	\$28,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$0	\$11,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$30,000	\$0	\$0	\$150,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$8,000	\$0	\$0	\$40,000
SP1419-18A1	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,200	\$0	\$0	\$0	\$138,800	\$0	\$0	\$694,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847,200	\$0	\$0	\$0	\$1,461,800	\$0	\$0	\$7,309,000
SP1707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,600	\$0	\$0	\$111,400	\$0	\$0	\$557,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$1,074,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$0	\$1,343,000
SP1805-19AM4	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
SP1807-18	\$0	\$2,079,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,000	\$0	\$0	\$2,310,000
SP1809-19A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$35,000	\$0	\$0	\$175,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1818-19A3	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$320,000	\$2,000	\$0	\$0	\$1,530,000
SP1901-18	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$200,000
SP1902-18A4	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$280,000	\$0	\$0	\$1,400,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,200	\$0	\$0	\$7,800	\$0	\$0	\$39,000
WI1001-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$3,000	\$0	\$0	\$15,000
WI1701-17AM1	\$733,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,354	\$0	\$0	\$0	\$1,026,250
WI1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,364,800	\$0	\$0	\$1,591,200	\$0	\$0	\$7,956,000
SUBTOTAL	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680	\$740,993	\$7,039,487	\$12,168,708	\$20,000	\$123,499	\$94,718,760

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2020															
BA1801-19A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$103,400	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$200	\$0	\$0	\$1,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$33,400	\$0	\$0	\$167,000
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056,000	\$0	\$0	\$0	\$264,000	\$0	\$0	\$1,320,000
GR1901-19	\$5,935,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,064,411	\$0	\$0	\$0	\$11,000,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$7,400	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,800	\$0	\$0	\$0	\$22,200	\$0	\$0	\$111,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1908-19	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000
GR1909-19	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$2,000	\$0	\$0	\$6,000
GR1911-19	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$50,000
MO1105	\$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	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$179,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$83,000	\$200	\$0	\$0	\$416,000
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,400	\$0	\$0	\$22,600	\$0	\$0	\$113,000
MO1903-19	\$0	\$241,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,800	\$0	\$0	\$268,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$35,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$514,400	\$0	\$0	\$128,600	\$0	\$0	\$643,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,341,600	\$0	\$0	\$0	\$1,335,400	\$0	\$0	\$6,677,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1803-18A2	\$1,065,108	\$0	\$0	\$0	\$0	\$0	\$0	\$838,892	\$0	\$0	\$266,277	\$209,723	\$0	\$0	\$2,380,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$2,800	\$0	\$0	\$14,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,400	\$0	\$0	\$0	\$15,600	\$0	\$0	\$78,000
OK1401-18AM4	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,334,400	\$0	\$143,000	\$333,600	\$0	\$0	\$3,161,000
OK1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,551,200	\$0	\$0	\$637,800	\$0	\$0	\$4,024,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,945,600	\$0	\$0	\$0	\$486,400	\$0	\$0	\$2,432,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$0	\$9,000	\$0	\$0	\$45,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,615,200	\$0	\$0	\$0	\$403,800	\$0	\$0	\$2,019,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2020 Continued															
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$688,800	\$0	\$0	\$0	\$172,200	\$0	\$0	\$861,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$9,800	\$0	\$0	\$49,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1805-19A4	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$1,630,000
SP1809-19A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$362,400	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$14,600	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$13,800	\$0	\$0	\$69,000
SP1818-19A3	\$200,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875,200	\$0	\$0	\$393,200	\$468,800	\$0	\$0	\$2,938,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$1,600	\$0	\$0	\$8,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$11,779,400	\$0	\$0	\$0	\$3,193,600	\$0	\$0	\$15,968,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SUBTOTAL	\$9,093,497	\$2,314,600	\$78,400	\$1,498,500	\$45,000	\$0	\$0	\$28,116,692	\$4,724,000	\$0	\$6,003,388	\$9,041,423	\$5,000	\$0	\$60,920,500
2021															
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$63,200	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,800	\$0	\$0	\$0	\$468,200	\$0	\$0	\$2,341,000
GR1905-19	\$0	\$0	\$0	\$2,866,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$318,500	\$0	\$0	\$3,185,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$0	\$0	\$345,000	\$0	\$0	\$1,725,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0	\$0	\$23,400	\$0	\$0	\$117,000
GR1908-19	\$0	\$0	\$267,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,800	\$0	\$0	\$334,000
GR1909-19	\$0	\$0	\$1,164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$291,200	\$0	\$0	\$1,456,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$527,200	\$0	\$0	\$131,800	\$0	\$0	\$659,000
GR1912-19	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$250,000
MO1105	\$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	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1806-18	\$0	\$527,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,600	\$0	\$0	\$569,400	\$0	\$0	\$2,847,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,800	\$0	\$0	\$0	\$121,200	\$0	\$0	\$606,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$1,000	\$0	\$0	\$426,000
MO2102-19	\$0	\$412,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$458,000
MO2103-19	\$0	\$160,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$178,000

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2021 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$857,600	\$0	\$0	\$0	\$214,400	\$0	\$0	\$1,072,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,323,200	\$0	\$0	\$0	\$580,800	\$0	\$0	\$2,904,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,600	\$0	\$0	\$0	\$145,400	\$0	\$0	\$727,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417,600	\$0	\$0	\$104,400	\$0	\$0	\$522,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812,000	\$0	\$0	\$0	\$203,000	\$0	\$0	\$1,015,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$676,000	\$0	\$0	\$0	\$169,000	\$0	\$0	\$845,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$11,000	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$14,000	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$738,400	\$0	\$0	\$0	\$184,600	\$0	\$0	\$923,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,124,000	\$0	\$0	\$0	\$281,000	\$0	\$0	\$1,405,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,200	\$0	\$0	\$259,800	\$0	\$0	\$1,299,000
SUBTOTAL	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$141,125	\$5,000,300	\$25,000	\$0	\$26,623,625
2022															
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$4,492,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$424,000	\$0	\$0	\$2,120,000
MO1105	\$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	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,514,400	\$0	\$0	\$0	\$378,600	\$0	\$0	\$1,893,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$23,500
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$289,406
RG0901-18A1	\$0	\$6,688,000	\$0	\$0	\$0	\$0	\$0	\$4,554,400	\$0	\$0	\$0	\$2,810,600	\$0	\$0	\$14,053,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$108,000	\$0	\$0	\$540,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SUBTOTAL	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$2,312,402	\$4,989,300	\$0	\$0	\$29,449,906
GRAND TOTAL	\$36,397,807	\$12,521,500	\$3,020,800	\$4,661,100	\$450,000	\$963,132	\$506,655	\$68,911,492	\$36,669,680	\$740,993	\$15,496,402	\$31,199,731	\$50,000	\$123,499	\$211,712,791

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source											Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRM	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds					
2019 Funds Programmed	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680	\$740,993	\$75,367,066	\$7,039,487	\$12,188,708	\$123,499	\$4,828,137	\$99,546,897
2020 Funds Programmed	\$9,093,497	\$2,314,600	\$78,400	\$1,498,500	\$45,000	\$0	\$0	\$28,116,692	\$4,724,000	\$0	\$45,870,689	\$6,003,388	\$9,046,423	\$0	\$4,915,044	\$65,835,544
2021 Funds Programmed	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$21,457,200	\$141,125	\$5,025,300	\$0	\$5,003,515	\$31,627,140
2022 Funds Programmed	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$22,148,204	\$2,312,402	\$4,989,300	\$0	\$5,093,578	\$34,543,484
Total	\$36,397,807	\$ 12,521,500	\$ 3,020,800	\$ 4,661,100	\$ 450,000	\$ 963,132	\$506,655	\$68,911,492	\$36,669,680	\$740,993	\$ 164,843,159	\$ 15,496,402	\$ 31,249,731	\$123,499	\$ 19,840,274	\$231,553,065

	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Available State and Federal Funding	\$740,993	\$65,295,300	\$43,687,000	\$38,504,000	\$44,238,000	\$192,465,293
Available Operations and Maintenance Funding	\$0	\$4,828,137	\$4,915,044	\$5,003,515	\$5,093,578	\$19,840,274
Funds from Other Sources (inc. Local)	\$123,499	\$7,039,487	\$6,003,388	\$141,125	\$2,312,402	\$15,619,901
Available Suballocated Funding	\$23,958,136	\$3,583,143	\$5,877,811	\$5,542,879	\$6,937,464	\$45,899,432
TOTAL AVAILABLE FUNDING	\$24,822,628	\$80,746,067	\$60,483,243	\$49,191,519	\$58,581,444	\$273,824,900
Prior Year Funding	\$24,822,628	\$6,021,798	\$669,497	\$18,233,876	--	--
Programmed State and Federal Funding		(\$99,546,897)	(\$65,835,544)	(\$31,627,140)	(\$34,543,484)	(\$231,553,065)
TOTAL REMAINING	\$24,822,628	\$6,021,798	\$669,497	\$18,233,876	\$42,271,835	\$42,271,835

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

See Table H.9 for details on Local Share Financial Capacity.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 7/17/2019; ITEM III.D.

Approved 2020-2024 MoDOT Statewide Transportation Improvement Program (STIP)

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2020-2024 STIP was adopted at the July 10, 2019 Missouri Highways and Transportation Commission meeting.

The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. This prioritized list was given to MoDOT in October 2018.

The Missouri Highway and Transportation Commission rebalanced the statewide funding formula to focus on asset management (maintenance) with a focus on bridges. This change has resulted in decreased funding for system improvements beginning with State Fiscal Year 2022 (July 2021- June 2022). The STIP continues to contain projects that maintain the current transportation system, as well keeping the commitment to the ongoing projects that were previously placed in the STIP. There are also several new projects from the OTO prioritized list that are included in the STIP.

New this year:

- **160** ITS for Ozarks Traffic on Massey Boulevard from Farm Road 192 in Springfield to South Street in Nixa
- **60** (James River Freeway) from National to Glenstone- additional lanes (FY20- added to other JRF project)
- **60/174** Intersection Improvements (FY 20)

Continuing Projects:

- **60** Study from James River Freeway to Hines in Republic (added earlier this year)
- **Glenstone** Operational/ADA Improvements (LP44) (BR44) (changed from various routes to LP 44 and BR 65)
- **60/125** Interchange (half urban funding) (FY 22)
- **60** (James River Freeway) from west of Glenstone to US65 Operational and Safety Improvements (FY 20)
- Additional lanes on **Highway 14** from
 - 22nd to 32nd, west of US 65 in Ozark (FY20)
 - from US 65 to NN in Ozark (FY20)
 - 160 East to Tiffany in Nixa (moved to FY21)
 - 160 West to Nicholas in Nixa (FY19)
- Roadway Improvements on **160** in Christian County from AA to CC (FY23) and J-turn Improvements in Greene County at **160** and FR 157 and FR 192 (FY19)
- **160** expansion to four lanes from I-44 to Jackson in Willard (FY19)
- **ITS** Improvements (FY19)
- ADA Improvements/**Sidewalks**
- Intersection Improvements to include:
 - 60 and 174
 - 14/NN (FY20)
 - 160 and Tracker (FY19)
 - 160 and Northview (FY19)

- 160 and South (FY20)
- Kansas Expressway and Sunset (FY23)
- Kansas Expressway and Walnut Lawn (FY23)
- Campbell and Republic Road
- Kearney and West Bypass (to be added for FY20)

Projects underway:

- Adding lanes on **US65** from Evans to CC (FY18)
- Adding lanes to **BR65**/South Street in Ozark to Third Street (FY18)
- Intersection Improvements at South Street and **14** in Ozark (FY18)
- **US 65** and Division Interchange including relocation of Eastgate (FY18)
- Roundabout at Republic Road and Republic High School Entrance (FY19)

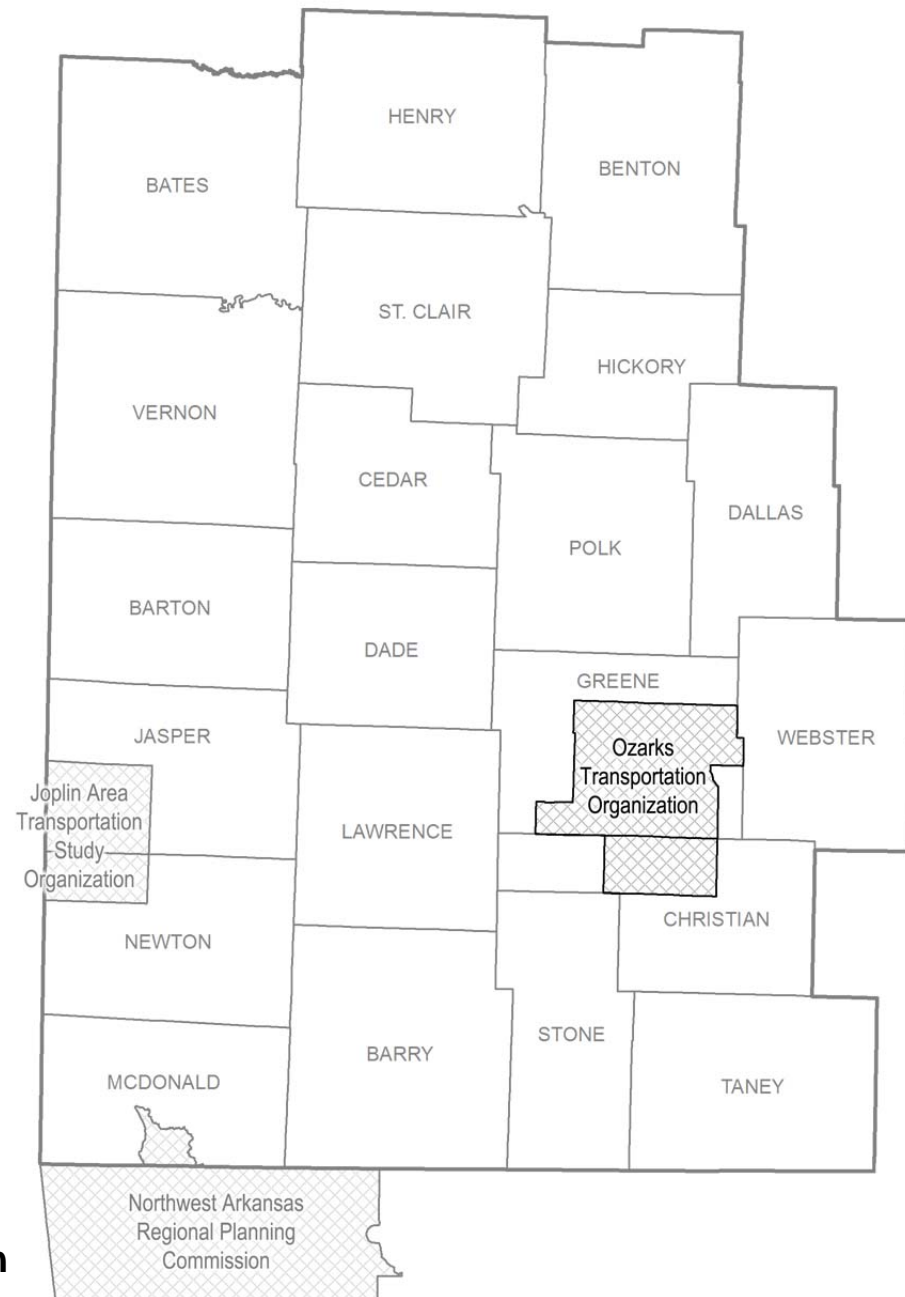
The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the Draft OTO 2020-2023 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION TAKEN:

At its regularly scheduled meeting on June 20, 2019, the OTO Board of Directors endorsed the MoDOT FY 2020-2024 Statewide Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Informational Only. No Action Requested.



**MoDOT's Southwest District
TMA: Ozarks Transportation Organization**

(Note: The following MoDOT projects are located inside the Springfield Metropolitan Planning area boundary.)

Projects in Section 4 shaded in gray represent conditional commitments. If the level of federal funding is reduced, the projects shaded in gray will be delayed to future years.

PROJECT DESCRIPTION KEY

2020-2024 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs, and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2019 6/2020	7/2020 6/2021	7/2021 6/2022	7/2022 6/2023	7/2023 6/2024
County:	XX					Engineering:	99	9	0	0	0
Route:	XX					R/W:	0	0	99	0	0
Job No.:						Construction:	0	0	0	999	0
Length:						FFOS:	0	0	0	99	0
Fund Cat:	MPO:	Fed:	State:	Local:		Payments:	0	99	0	0	0
Sec Cat:	Award Date	Anticipated Fed Cat:									
TIP#:	Let With:	Future Cost:	Estimate Total:								

Anticipated Federal
Funding Category^

Estimated cost range beyond 2024.

Date project is to be awarded to begin
construction (Season and calendar year
for 2019 & 2020. SFY only beyond 2020).

Projects let in combination.

Metropolitan Planning Organization (Y/N).

Project description and location.

County location of project.

Route location of project.

Project number used to track
project costs.

Total length in 1/100 miles.

Primary Funding Category.*

Secondary Funding Category.**

Transportation Improvement Program
number (MPO projects only).

Total project cost estimate.

Federal, Advanced CN-State,
State and Local share of project
costs.

Dollars programmed
in previous STIPs.

Dollars funded
from other
sources.

Dollars for construction,
utilities and
contingency.

Dollars for right-of-way
(land acquisition).

Dollars to be paid back for
accelerating the project or
payments to others.

Dollars for engineering that include
preliminary engineering, construction
engineering and right-of-way incidentals.

*Primary Funding Category:

Take Care of System
Statewide Interstate & Major Bridge
Safety
Statewide Safety
Flexible & Other
Amendment 3

**Secondary Funding Category:

Enhancements
Low Type Resurfacing
N - Ada Trans (ADA Transition Plan)
Preventive Maint (Preventive Maintenance)
Regional
Rehab And Reconst (Rehabilitation and Reconstruction)
Routine Maintenance
Safety
Systems Operations
Thin Lift Overlay
Urban Safety

^Anticipated Federal Funding Category:

CMAQ - Congestion Mitigation and Air Quality.

* Usually 80% Federal & 20% State funds.

Earmark - usually 80% Federal & 20% State funds.

NHFP - National Highway Freight Program.

* Usually 80% Federal & 20% State funds.

NHPP - National Highway Performance Program.

* Usually 80% Federal & 20% State funds.

* Sometimes 90% Federal & 10% State funds.

Safety - usually 90% Federal & 10% State funds.

State - No federal funds, state only funded.

STBG - Surface Transportation Block Grant program.

* Usually 80% Federal & 20% State funds.

(All Costs in Thousands)



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County:	Christian	Add lanes, turn lanes and drainage from Fort Street to 0.2 mile east of Tiffany Boulevard and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.				Engineering:	774	210	375	0	0
Route:	MO 14					R/W:	1,205	0	0	0	0
Job No.:	8P0588H					Construction:	0	0	6,702	0	0
Length:	1.44	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Flexible & Other	Fed:	5,830	State:	1,457	Local:	0				
Sec Cat:	System Expansion	Awd Date:	2021	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	NX1701	Let With:	8P3115B	Future Cost:	0	Estimate Total:	9,266				
County:	Christian	Add lanes from 32nd Street to 22nd Street in Ozark. \$26,300 City of Ozark and \$105,200 STBG funds.				Engineering:	235	544	0	0	0
Route:	MO 14					R/W:	0	75	0	0	0
Job No.:	8P0588I					Construction:	0	2,856	0	0	0
Length:	0.79	MPO:	Y			FFOS:	0	131	0	0	0
Fund Cat:	Flexible & Other	Fed:	2,780	State:	669	Local:	26				
Sec Cat:	System Expansion	Awd Date:	Spring 20	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	OK1803	Let With:	8P3115, 8P3015, 8P3096	Future Cost:	0	Estimate Total:	3,710				
County:	Christian	Add lanes and sidewalk, replace signal on Jackson Street at Rte. NN in Ozark. \$1,484,000 Ozark STBG-Urban funds, \$371,000 Ozark, Design by Ozark.				Engineering:	320	383	0	0	0
Route:	MO 14					R/W:	710	0	0	0	0
Job No.:	8P3015					Construction:	0	2,956	0	0	0
Length:	0.49	MPO:	Y			FFOS:	391	1,464	0	0	0
Fund Cat:	Flexible & Other	Fed:	2,672	State:	374	Local:	293				
Sec Cat:	Regional	Awd Date:	Spring 20	Anticipated Fed Cat:	STBG	Payments:	0	0	0	0	0
TIP #:	OK1401-17A	Let With:	8P3115, 8P0588I, 8P3096	Future Cost:	0	Estimate Total:	4,369				
County:	Christian	Add lanes, sidewalk, and pedestrian signal on Jackson Street from 16th Street to 0.1 mile west of Rte. NN in Ozark. \$835,000 Open Container Funds.				Engineering:	546	579	0	0	0
Route:	MO 14					R/W:	25	0	0	0	0
Job No.:	8P3096					Construction:	0	3,436	0	0	0
Length:	0.63	MPO:	Y			FFOS:	0	835	0	0	0
Fund Cat:	Flexible & Other	Fed:	3,213	State:	802	Local:	0				
Sec Cat:	Regional	Awd Date:	Spring 20	Anticipated Fed Cat:	STBG	Payments:	0	0	0	0	0
TIP #:	OK1701	Let With:	8P3115, 8P3015, 8P0588I	Future Cost:	0	Estimate Total:	4,586				
County:	Christian	Pavement resurfacing from west of 3rd Street to south of Hartley Road in Ozark and from 6th Avenue to Rte. W in Ozark.				Engineering:	2	61	0	0	0
Route:	MO 14					R/W:	0	0	0	0	0
Job No.:	8P3115					Construction:	0	510	0	0	0
Length:	2.74	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	457	State:	114	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	Spring 20	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	NX1901-19	Let With:	8P3015, 8P0588I, 8P3096	Future Cost:	0	Estimate Total:	573				

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2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

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											Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Christian Route: MO 14 Job No.: 8P3115B Length: 2.31 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2021 TIP #: Let With: 8P0588H	Pavement resurfacing from east of Tiffany Boulevard in Nixa to 32nd Street in Ozark. Fed: 483 State: 120 Local: 0 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 603					Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	8 0 0 0 0	54 0 541 0 0	0 0 0 0 0	0 0 0 0 0						
County: Christian Route: US 160 Job No.: 8P3051E Length: 0.34 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Spring 20 TIP #: NX1902-19 Let With: 8P3087B	Pavement resurfacing from Rte. 14 to south of South Street in Nixa. Fed: 71 State: 18 Local: 0 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 97					Engineering: 8 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	10 0 79 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0						
County: Christian Route: US 160 Job No.: 8P3087B Length: 0.24 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional Awd Date: Spring 20 TIP #: NX1803-18A Let With: 8P3051E	Add turn lanes and sidewalks on Massey Boulevard at South Street in Nixa. \$146,000 Nixa, \$584,000 Nixa STBG-Urban funds. Fed: 902 State: 92 Local: 133 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 1,460					Engineering: 208 R/W: 125 Construction: 0 FFOS: 63 Payments: 0	146 0 981 667 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0						
County: Christian Route: US 160 Job No.: 8S3138 Length: 0.50 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional Awd Date: 2023 TIP #: CC1802 Let With:	Roadway improvements from Rte. AA to Rte. CC. Fed: 11,665 State: 2,918 Local: 0 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 14,733					Engineering: 150 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	50 0 0 0 0	316 0 0 0 0	698 3,183 0 0 0	588 0 9,748 0 0						
County: Christian Route: US 65 Job No.: 8P3116 Length: 5.65 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Fall 20 TIP #: OK1901-19 Let With: 7P3235	Pavement resurfacing from Rte. CC to 1 mile south of Rte. F in Ozark. Fed: 1,664 State: 415 Local: 0 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 2,081					Engineering: 2 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	32 0 0 0 0	180 0 1,867 0 0	0 0 0 0 0	0 0 0 0 0						

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												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Route: MO 125 Job No.: 8S3161 Length: 0.56 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Systems Operations TIP #: ST190119A3	Ditch grading and replace culverts from 0.2 mile east of Rte. OO west junction to 0.1 mile east of Old Orchard Drive in Strafford.					AC-State: 54 State: 13 Local: 0	Engineering: 2 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	10 0 57 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0						
County: Greene Route: MO 125 Job No.: 8S3176 Length: 23.83 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Preventive Maint TIP #: 7S3402	Pavement preservation treatment at various locations in the urban Southwest District.					AC-State: 514 State: 128 Local: 0	Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	56 0 586 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0						
County: Greene Route: MO 13 Job No.: 8P2390 Length: 0.40 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Systems Operations TIP #: SP1401	Upgrade signals on Kansas Expressway at Sunset Street and Walnut Lawn Street in Springfield.					Fed: 446 State: 111 Local: 0	Engineering: 42 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	7 0 0 0 0	8 0 0 0 0	10 0 0 0 0	83 0 449 0 0						
County: Greene Route: MO 13 Job No.: 8P3067B Length: 0.05 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst TIP #: GR1903-19	Bridge rehabilitation over Little Sac River. Project involves bridges A3030 northbound and southbound.					Fed: 848 State: 212 Local: 0	Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	172 0 888 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0						
County: Greene Route: MO 13 Job No.: 8P3118 Length: 5.81 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: GR1903-19	Pavement resurfacing from Rte. WW in Greene County to 0.1 mile north of Norton Road in Springfield.					Fed: 1,895 State: 473 Local: 0	Engineering: 2 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	37 0 0 0 0	205 0 2,126 0 0	0 0 0 0 0	0 0 0 0 0						

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							Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Route: MO 13 Job No.: 8S3165 Length: 7.65 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2023 Anticipated Fed Cat: NHPP TIP #: Let With: Future Cost: 0 Estimate Total: 2,517	Pavement resurfacing on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway).						Engineering: 0	10	2	25	198	0
							R/W: 0	0	0	0	0	0
							Construction: 0	0	0	0	2,282	0
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Greene Route: MO 13 Job No.: 8S3173 Length: 7.65 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans Awd Date: 2023 Anticipated Fed Cat: STBG TIP #: Let With: Future Cost: 0 Estimate Total: 1,873	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway).						Engineering: 0	2	50	191	267	0
							R/W: 0	0	0	0	0	0
							Construction: 0	0	0	0	1,363	0
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Greene Route: US 160 Job No.: 8P3170 Length: 4.33 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2022 Anticipated Fed Cat: NHPP TIP #: Let With: Future Cost: 0 Estimate Total: 1,803	Pavement resurfacing from I-44 to Rte. 413 (Sunshine Street).						Engineering: 0	10	14	132	0	0
							R/W: 0	0	0	0	0	0
							Construction: 0	0	0	1,647	0	0
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Greene Route: US 160 Job No.: 8P3174 Length: 4.33 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans Awd Date: 2022 Anticipated Fed Cat: STBG TIP #: Let With: Future Cost: 0 Estimate Total: 71	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on West Bypass from south of I-44 to Rte. 413 (Sunshine Street).						Engineering: 0	2	7	12	0	0
							R/W: 0	0	2	0	0	0
							Construction: 0	0	0	48	0	0
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Greene Route: US 160 Job No.: 8Q3180 Length: 4.08 MPO: Y Fund Cat: Flexible & Other Sec Cat: Systems Operations Awd Date: Spring 20 Anticipated Fed Cat: STBG TIP #: Let With: Future Cost: 0 Estimate Total: 600	Add ITS for Ozarks Traffic on Massey Boulevard from County Road 192 in Springfield to South Street in Nixa.						Engineering: 0	100	0	0	0	0
							R/W: 0	0	0	0	0	0
							Construction: 0	500	0	0	0	0
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0

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Jun-13-2019

Section 4 - 4

District Southwest

TMA

Dollars in Thousands



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Transportation Planning

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												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Route: US 160 Job No.: 8S3168 Length: 2.18 MPO: Y Fund Cat: Taking Care Of System Fed: 790 State: 196 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: 2022 Anticipated Fed Cat: NHPP TIP #: Let With: Future Cost: 0 Estimate Total: 986	Pavement resurfacing on West Bypass from Rte. 413 (Sunshine Street) to north of Rte. 60 (James River Freeway).					Engineering:	0	4	7	68	0	0					
							R/W:	0	0	0	0	0	0				
							Construction:	0	0	0	907	0	0				
							FFOS:	0	0	0	0	0	0				
							Payments:	0	0	0	0	0	0				
County: Greene Route: MO 266 Job No.: 8S3188 Length: 2.67 MPO: Y Fund Cat: Taking Care Of System AC-State: 754 State: 187 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: Let With: Future Cost: 0 Estimate Total: 941	Pavement resurfacing and add shoulders from Rte. AB to I-44 in Springfield.					Engineering:	0	56	63	0	0	0					
							R/W:	0	0	0	0	0	0				
							Construction:	0	0	822	0	0	0				
							FFOS:	0	0	0	0	0	0				
							Payments:	0	0	0	0	0	0				
County: Greene Route: MO 360 Job No.: 8P3067C Length: 0.25 MPO: Y Fund Cat: Taking Care Of System Fed: 2,373 State: 594 Local: 0 Sec Cat: Rehab And Reconst Awd Date: Fall 19 Anticipated Fed Cat: NHPP TIP #: Let With: Future Cost: 0 Estimate Total: 2,967	Bridge rehabilitation at various locations on and over James River Freeway in Springfield. Project involves bridges A4140, A4142, A4146, and A4185.					Engineering:	0	424	0	0	0	0					
							R/W:	0	0	0	0	0	0				
							Construction:	0	2,543	0	0	0	0				
							FFOS:	0	0	0	0	0	0				
							Payments:	0	0	0	0	0	0				
County: Greene Route: MO 413 Job No.: 8S3114 Length: 4.86 MPO: Y Fund Cat: Taking Care Of System Fed: 1,450 State: 362 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: Fall 19 Anticipated Fed Cat: NHPP TIP #: SP1809-18 Let With: 8S3121 Future Cost: 0 Estimate Total: 1,839	Pavement resurfacing from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.					Engineering:	27	166	0	0	0	0					
							R/W:	0	0	0	0	0	0				
							Construction:	0	1,646	0	0	0	0				
							FFOS:	0	0	0	0	0	0				
							Payments:	0	0	0	0	0	0				
County: Greene Route: MO 413 Job No.: 8S3157 Length: 0.61 MPO: Y Fund Cat: Taking Care Of System Fed: 3,095 State: 772 Local: 0 Sec Cat: Rehab And Reconst Awd Date: 2022 Anticipated Fed Cat: NHPP TIP #: Let With: Future Cost: 0 Estimate Total: 3,877	Bridge improvement on Sunshine Street over Missouri and Northern Arkansas Railroad in Springfield. Project involves bridge H0945.					Engineering:	10	10	322	392	0	0					
							R/W:	0	0	57	0	0	0				
							Construction:	0	0	0	3,086	0	0				
							FFOS:	0	0	0	0	0	0				
							Payments:	0	0	0	0	0	0				

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											Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Route: IS 44 Job No.: 0I3006O Length: 21.41 MPO: Y Fund Cat: Statewide Interstate And Major Bridge Sec Cat: Preventive Maint Awd Date: Winter 20 TIP #: Let With: Future Cost: 0 Estimate Total: 219	Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.					Engineering:	0	19	0	0	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	200	0	0	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: IS 44 Job No.: 0I3007O Length: 21.41 MPO: Y Fund Cat: Statewide Interstate And Major Bridge Sec Cat: Preventive Maint Awd Date: 2021 TIP #: Let With: Future Cost: 0 Estimate Total: 225	Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.					Engineering:	0	0	19	0	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	0	206	0	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: IS 44 Job No.: 8I3120 Length: 2.71 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Fall 19 TIP #: GR1904-19 Let With: 7I3201	Pavement resurfacing from east of Rte. 360 to 0.6 mile west of Rte. 266.					Engineering:	27	174	0	0	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	1,456	0	0	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: IS 44 Job No.: 8I3147 Length: 0.75 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: 2021 TIP #: GR1905-19 Let With:	Rebuild pavement on the eastbound lanes at Rte. 744 (Mulroy Road) interchange in Springfield.					Engineering:	25	249	353	0	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	0	3,916	0	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: LP 44 Job No.: 8P3050B Length: 3.19 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2021 TIP #: SP1710 Let With: 8P3139, 8S3117, 8S3112, 8S3160, 8S3175	Pavement resurfacing on Glenstone Avenue from Evergreen Street to bridge over Burlington Northern Santa Fe Railroad and on Rte. H from north of Stoneridge Street to McClernon Street in Springfield.					Engineering:	6	29	95	0	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	0	980	0	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				

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Transportation Planning

P.O. Box 270
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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County:	Greene	Operational and safety improvements, upgrade pedestrian facilities to comply with the				Engineering:	40	317	359	0	0
Route:	LP 44	ADA Transition Plan on Glenstone Avenue at various locations from Valley Water Mill				R/W:	0	100	0	0	0
Job No.:	8P3139	Road to 0.2 mile north of St. Louis Street in Springfield.				Construction:	0	0	1,690	0	0
Length:	2.92	MPO:	Y	Fed:	1,972	FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	State:	494	Local:	0	Payments:	0	0	0	0	0
Sec Cat:	N- Ada Trans	Awd Date:	2021	Anticipated Fed Cat:	STBG						
TIP #:	EN1802-18	Let With:	8S3117, 8S3112, 8S3160, 8P3050B, 8S3175	Future Cost:	0	Estimate Total:	2,506				
County:	Greene	Rebuild pavement on Chestnut Expressway from I-44 to east of Broadview Place in				Engineering:	2	95	175	0	0
Route:	LP 44	Springfield.				R/W:	0	0	0	0	0
Job No.:	8S3155					Construction:	0	0	1,298	0	0
Length:	0.29	MPO:	Y	Fed:	1,254	FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	State:	314	Local:	0	Payments:	0	0	0	0	0
Sec Cat:	Rehab And Reconst	Awd Date:	Fall 20	Anticipated Fed Cat:	NHPP						
TIP #:	GR1906-19	Let With:		Future Cost:	0	Estimate Total:	1,570				
County:	Greene	Pavement resurfacing on Chestnut Expressway from College Street to Rte. 13 (Kansas				Engineering:	0	2	2	2	40
Route:	LP 44	Expressway).				R/W:	0	0	0	0	0
Job No.:	8S3166					Construction:	0	0	0	0	469
Length:	1.07	MPO:	Y	Fed:	415	FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	State:	102	Local:	0	Payments:	0	0	0	0	0
Sec Cat:	Thin Lift Overlay	Awd Date:	2024	Anticipated Fed Cat:	NHPP						
TIP #:		Let With:		Future Cost:	0	Estimate Total:	517				
County:	Greene	Pavement resurfacing on Chestnut Expressway from 0.1 mile west of Bus. 65 (Glenstone				Engineering:	0	2	2	2	56
Route:	LP 44	Avenue) to Belcrest Avenue and on Glenstone Avenue from Turner Street to Bus. 65				R/W:	0	0	0	0	0
Job No.:	8S3167	(Chestnut Expressway).				Construction:	0	0	0	0	622
Length:	3.34	MPO:	Y	Fed:	551	FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	State:	136	Local:	0	Payments:	0	0	0	0	0
Sec Cat:	Thin Lift Overlay	Awd Date:	2024	Anticipated Fed Cat:	NHPP						
TIP #:		Let With:		Future Cost:	0	Estimate Total:	687				
County:	Greene	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations				Engineering:	0	2	2	2	10
Route:	LP 44	on Chestnut Expressway from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Belcrest				R/W:	0	0	0	0	0
Job No.:	8S3171	Avenue and on Glenstone Avenue from Turner Street to Bus. 65 (Chestnut Expressway)				Construction:	0	0	0	0	100
Length:	3.34	MPO:	Y	AC-State:	110	FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	State:	26	Local:	0	Payments:	0	0	0	0	0
Sec Cat:	N- Ada Trans	Awd Date:	2024	Anticipated Fed Cat:	STBG						
TIP #:		Let With:		Future Cost:	0	Estimate Total:	136				

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Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING					
												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Add interchange at Route 125 in Rogersville. \$3,094,000 Open Container funds. 50% funding from rural Southwest District. Route: US 60 Job No.: 8P0683E Length: 1.02 MPO: Y Fund Cat: Flexible & Other Fed: 15,562 State: 1,729 Local: 0 Sec Cat: Regional Awd Date: 2022 Anticipated Fed Cat: Safety TIP #: RG0901 Let With: Future Cost: 0 Estimate Total: 17,784						Engineering:	493	832	922	1,300	0	0					
						R/W:	0	0	876	0	0	0					
						Construction:	0	0	0	13,361	0	0					
						FFOS:	0	0	0	3,094	0	0					
						Payments:	0	0	0	0	0	0					
County: Greene Add lanes on James River Freeway, improve ramps from National Avenue to Rte. 65, and reconfigure interchange at Bus. 65 (Glenstone Avenue) in Springfield. Project involves bridge A4175. \$995,000 Open Container Funds. Route: US 60 Job No.: 8P3032B Length: 3.12 MPO: Y Fund Cat: Flexible & Other Fed: 17,862 State: 4,464 Local: 0 Sec Cat: System Expansion Awd Date: Spring 20 Anticipated Fed Cat: NHPP TIP #: SP1902-19 Let With: 8P3122 Future Cost: 0 Estimate Total: 23,726						Engineering:	1,400	1,968	0	0	0	0					
						R/W:	0	2	0	0	0	0					
						Construction:	0	20,356	0	0	0	0					
						FFOS:	0	995	0	0	0	0					
						Payments:	0	0	0	0	0	0					
County: Greene Bridge deck sealing on multiple bridges at Rte. 65/60 interchange in Springfield. Project involves bridges A7537, A7538, A7539, A7540, A7541, and A7543. Route: US 60 Job No.: 8P3068B Length: 0.71 MPO: Y Fund Cat: Taking Care Of System Fed: 1,221 State: 306 Local: 0 Sec Cat: Preventive Maint Awd Date: Spring 20 Anticipated Fed Cat: NHPP TIP #: Let With: 7P3105B Future Cost: 0 Estimate Total: 1,527						Engineering:	0	218	0	0	0	0					
						R/W:	0	0	0	0	0	0					
						Construction:	0	1,309	0	0	0	0					
						FFOS:	0	0	0	0	0	0					
						Payments:	0	0	0	0	0	0					
County: Greene Pavement resurfacing from Rte. 174 in Republic to Rte. 413. Route: US 60 Job No.: 8P3113 Length: 4.17 MPO: Y Fund Cat: Taking Care Of System Fed: 1,234 State: 309 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: Spring 20 Anticipated Fed Cat: NHPP TIP #: RP1802-18 Let With: 8S3159B, 8P3127 Future Cost: 0 Estimate Total: 1,573						Engineering:	30	140	0	0	0	0					
						R/W:	0	0	0	0	0	0					
						Construction:	0	1,403	0	0	0	0					
						FFOS:	0	0	0	0	0	0					
						Payments:	0	0	0	0	0	0					
County: Greene Pavement resurfacing from 0.7 mile east of Bus. 65 (Glenstone Avenue) to Highland Springs Boulevard east of Springfield. Route: US 60 Job No.: 8P3122 Length: 1.74 MPO: Y Fund Cat: Taking Care Of System Fed: 538 State: 134 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: Spring 20 Anticipated Fed Cat: NHPP TIP #: GR1804-18 Let With: 8P3032B Future Cost: 0 Estimate Total: 758						Engineering:	86	62	0	0	0	0					
						R/W:	0	0	0	0	0	0					
						Construction:	0	610	0	0	0	0					
						FFOS:	0	0	0	0	0	0					
						Payments:	0	0	0	0	0	0					

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													Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Greene Pavement resurfacing from Highland Springs Boulevard east of Springfield to west of Rte. 125 in Rogersville. Route: US 60 Job No.: 8P3122B Length: 5.05 MPO: Y Fund Cat: Taking Care Of System AC-State: 1,695 State: 423 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: 2022 Anticipated Fed Cat: NHPP TIP #: GR1907-19 Let With: 7P3271 Future Cost: 0 Estimate Total: 2,123													Engineering:	5	5	23	179	0	0
													R/W:	0	0	0	0	0	0
													Construction:	0	0	0	1,911	0	0
													FFOS:	0	0	0	0	0	0
													Payments:	0	0	0	0	0	0
County: Greene Pavement resurfacing from 0.3 mile west of Illinois Street to Rte. 174 in Republic. Route: US 60 Job No.: 8P3127 Length: 2.61 MPO: Y Fund Cat: Taking Care Of System AC-State: 685 State: 171 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: Spring 20 Anticipated Fed Cat: NHPP TIP #: RP1803-18 Let With: 8S3159B, 8P3113 Future Cost: 0 Estimate Total: 869													Engineering:	13	78	0	0	0	0
													R/W:	0	0	0	0	0	0
													Construction:	0	778	0	0	0	0
													FFOS:	0	0	0	0	0	0
													Payments:	0	0	0	0	0	0
County: Greene Upgrade Sidewalk to comply with the ADA Transition Plan at various locations from 0.3 mile west of Illinois St. to Rte. 174 in Republic and at various locations on Sunshine St. between Scenic Ave. and Kansas Expressway in Springfield. \$264,000 Statewide Trans. Alt. fund Route: US 60 Job No.: 8P3129 Length: 3.42 MPO: Y Fund Cat: Taking Care Of System Fed: 951 State: 236 Local: 0 Sec Cat: N- Ada Trans Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: EN1801-18 Let With: Future Cost: 0 Estimate Total: 1,350													Engineering:	161	2	202	0	0	0
													R/W:	2	2	0	0	0	0
													Construction:	0	0	981	0	0	0
													FFOS:	0	0	264	0	0	0
													Payments:	0	0	0	0	0	0
County: Greene Realignment of through lanes and add turn lanes at Rte. 174 in Republic. Route: US 60 Job No.: 8S3159B Length: 0.59 MPO: Y Fund Cat: Flexible & Other Fed: 1,357 State: 339 Local: 0 Sec Cat: Regional Awd Date: Spring 20 Anticipated Fed Cat: NHPP TIP #: Let With: 8P3113, 8P3127 Future Cost: 0 Estimate Total: 1,846													Engineering:	150	309	0	0	0	0
													R/W:	0	0	0	0	0	0
													Construction:	0	1,387	0	0	0	0
													FFOS:	0	0	0	0	0	0
													Payments:	0	0	0	0	0	0
County: Greene 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. Route: OR 60 Job No.: 8S3175 Length: 0.82 MPO: Y Fund Cat: Taking Care Of System Fed: 405 State: 100 Local: 0 Sec Cat: N- Ada Trans Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: Let With: 8P3139, 8S3117, 8S3112, 8S3160, 8P3050B Future Cost: 0 Estimate Total: 544													Engineering:	39	23	82	0	0	0
													R/W:	0	9	0	0	0	0
													Construction:	0	0	391	0	0	0
													FFOS:	0	0	0	0	0	0
													Payments:	0	0	0	0	0	0

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							Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Greene Route: US 65 Job No.: 8P3068C Length: 0.12 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Preventive Maint Awd Date: Spring 20 TIP #: Let With: Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 1,009	Bridge deck sealing on southbound bridge over Sunshine Street and on Rte. 160 westbound bridge over I-44 in Springfield. Project involves bridges A6178 and A7953.						Engineering: 0	145	0	0	0	0	
							R/W: 0	0	0	0	0	0	
							Construction: 0	864	0	0	0	0	
							FFOS: 0	0	0	0	0	0	
							Payments: 0	0	0	0	0	0	
County: Greene Route: US 65 Job No.: 8P3069B Length: 44.29 MPO: Y Fund Cat: Safety Sec Cat: Urban Safety Awd Date: Fall 19 TIP #: Let With: 7P3422 Anticipated Fed Cat: Safety Future Cost: 0 Estimate Total: 862	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.						Engineering: 0	124	0	0	0	0	
							R/W: 0	0	0	0	0	0	
							Construction: 0	738	0	0	0	0	
							FFOS: 0	0	0	0	0	0	
							Payments: 0	0	0	0	0	0	
County: Greene Route: US 65 Job No.: 8P3164 Length: 6.59 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2024 TIP #: Let With: Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 2,125	Pavement resurfacing on northbound lanes from north of I-44 to Rte. KK.						Engineering: 0	4	4	4	20	170	
							R/W: 0	0	0	0	0	0	0
							Construction: 0	0	0	0	0	1,923	0
							FFOS: 0	0	0	0	0	0	0
							Payments: 0	0	0	0	0	0	0
County: Greene Route: US 65 Job No.: 8P3182 Length: 74.24 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: Spring 20 TIP #: Let With: 7I3412 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 446	Pavement repair at various locations on I-44, Rte. 60, Rte. 65 and Rte. 360 in the urban Southwest District.						Engineering: 0	38	0	0	0	0	
							R/W: 0	0	0	0	0	0	0
							Construction: 0	408	0	0	0	0	0
							FFOS: 0	0	0	0	0	0	0
							Payments: 0	0	0	0	0	0	0
County: Greene Route: BU 65 Job No.: 8S3112 Length: 1.85 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2021 TIP #: SP1903-19 Let With: 8P3139, 8S3117, 8S3160, 8P3050B, 8S3175 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 808	Pavement resurfacing on Glenstone Avenue from Battlefield Road to Rte. 60 (James River Freeway) and on Nature Center Way at Reed Avenue in Springfield.						Engineering: 2	10	71	0	0	0	
							R/W: 0	0	0	0	0	0	0
							Construction: 0	0	725	0	0	0	0
							FFOS: 0	0	0	0	0	0	0
							Payments: 0	0	0	0	0	0	0

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												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Route: BU 65 Job No.: 8S3117 Length: 3.68 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: SP1904-19	Pavement resurfacing on Glenstone Avenue from Burlington Northern Santa Fe Railroad south of Chestnut Expressway to Battlefield Road in Springfield.					Fed: 1,031 State: 258 Local: 0	Engineering: 2 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	18 0 0 0 0	112 0 1,159 0 0	0 0 0 0 0	0 0 0 0 0						
Let With: 8P3139, 8S3112, 8S3160, 8P3050B, 8S3175	Anticipated Fed Cat: NHPP					Future Cost: 0 Estimate Total: 1,291											
County: Greene Route: BU 65 Job No.: 8S3160 Length: 5.18 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans TIP #: SP1708	Operational and safety improvements, upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Ave. from 0.2 mile north of St. Louis St. to Rte. 60 (James River Freeway) in Springfield. \$527,000 Open Container funds. \$313,000 Statewide Trans. Alt. funds.					Fed: 3,352 State: 838 Local: 0	Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	509 121 0 0 0	610 0 2,950 840 0	0 0 0 0 0	0 0 0 0 0						
Let With: 8P3139, 8S3117, 8S3112, 8P3050B, 8S3175	Anticipated Fed Cat: STBG					Future Cost: 0 Estimate Total: 4,190											
County: Greene Route: MO 744 Job No.: 8P3050C Length: 2.72 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: SP1708	Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).					Fed: 755 State: 189 Local: 0	Engineering: 6 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	1 0 0 0 0	8 0 0 0 0	80 0 855 0 0	0 0 0 0 0						
Let With: 8S3149, 8S3162, 7S3137B	Anticipated Fed Cat: NHPP					Future Cost: 0 Estimate Total: 950											
County: Greene Route: MO 744 Job No.: 8S3149 Length: 2.69 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans TIP #: EN1901-19	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield. \$315,000 Statewide Transportation Alternatives funds.					Fed: 1,462 State: 364 Local: 0	Engineering: 130 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	2 0 0 0 0	198 107 0 0 0	245 0 1,274 315 0	0 0 0 0 0						
Let With: 8P3050C, 8S3162, 7S3137B	Anticipated Fed Cat: STBG					Future Cost: 0 Estimate Total: 1,956											
County: Greene Route: MO 744 Job No.: 8S3151 Length: 0.05 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst TIP #: GR1908-19	Bridge deck sealing on Mulroy Road over I-44. Project involves bridge A4721.					Fed: 240 State: 59 Local: 0	Engineering: 8 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	2 0 0 0 0	37 0 260 0 0	0 0 0 0 0	0 0 0 0 0						
Let With: 7P3105C	Anticipated Fed Cat: NHPP					Future Cost: 0 Estimate Total: 307											

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							Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Route: MO 744 Job No.: 8S3162 Length: 4.64 MPO: Y Fund Cat: Taking Care Of System												

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Jun-13-2019

Section 4 - 12

District Southwest

TMA

Dollars in Thousands



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Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2019-6/2020	7/2020-6/2021	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024
County:	Greene	Payment to the City of Springfield for intersection improvements on Campbell Avenue at Republic Road.				Engineering:	7	13	0	0	0
Route:	CST CAMPBELL AVE					R/W:	0	0	0	0	0
Job No.:	8P3087C					Construction:	0	2,344	0	0	0
Length:	0.26	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Flexible & Other	Fed:	1,885	State:	472	Local:	0				
Sec Cat:	Regional	Awd Date:	N/A	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	SP1818-18A	Let With:		Future Cost:	0	Estimate Total:	2,364				
County:	Greene	Pavement resurfacing on Sunshine Street from Glenstone Avenue to Blackman Road in Springfield.				Engineering:	44	2	2	4	110
Route:	RT D					R/W:	0	0	0	0	0
Job No.:	8S0745					Construction:	0	0	0	0	1,217
Length:	2.62	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State:	1,069	State:	266	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	2023	Anticipated Fed Cat:	STBG	Payments:	0	0	0	0	0
TIP #:	SP1906-19	Let With:	8S3153	Future Cost:	0	Estimate Total:	1,379				
County:	Greene	Bridge rehabilitation over the James River 3.2 miles east of Springfield. Project involves bridge A3057.				Engineering:	75	34	170	0	0
Route:	RT D					R/W:	0	0	0	0	0
Job No.:	8S3152					Construction:	0	0	1,261	0	0
Length:	0.12	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	1,172	State:	293	Local:	0				
Sec Cat:	Rehab And Reconst	Awd Date:	Fall 20	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	GR1909-19	Let With:		Future Cost:	0	Estimate Total:	1,540				
County:	Greene	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.				Engineering:	40	2	2	116	115
Route:	RT D					R/W:	0	0	0	56	0
Job No.:	8S3153					Construction:	0	0	0	0	596
Length:	2.56	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State:	711	State:	176	Local:	0				
Sec Cat:	N- Ada Trans	Awd Date:	2023	Anticipated Fed Cat:	STBG	Payments:	0	0	0	0	0
TIP #:	SP1413-19	Let With:	8S0745	Future Cost:	0	Estimate Total:	927				
County:	Greene	Pavement resurfacing from Farm Road 97 to Rte. AB.				Engineering:	9	7	0	0	0
Route:	RT EE					R/W:	0	0	0	0	0
Job No.:	8S3124					Construction:	0	56	0	0	0
Length:	0.50	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State:	51	State:	12	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	Summer 19	Anticipated Fed Cat:	STBG	Payments:	0	0	0	0	0
TIP #:	GR1805-18	Let With:	7S3287	Future Cost:	0	Estimate Total:	72				

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Transportation Planning

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Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.											STATE FISCAL YEAR PROJECT BUDGETING					
											Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Route: RT FF Job No.: 8S3121 Length: 1.76 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Fall 19 Anticipated Fed Cat: NHPP TIP #: BA1801-18 Let With: 8S3114 Future Cost: 0 Estimate Total: 528	Engineering: R/W: Construction: FFOS: Payments:	11 0 0 0 0 0	46 0 471 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0										
County: Greene Route: RT H Job No.: 8S3092 Length: 4.70 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Summer 20 Anticipated Fed Cat: STBG TIP #: GR1703 Let With: 7S3181, 7S3215 Future Cost: 0 Estimate Total: 762	Engineering: R/W: Construction: FFOS: Payments:	5 0 0 0 0 0	50 0 0 0 0 0	102 0 605 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0										
County: Greene Route: I-44 Job No.: 8I3146 Length: 0.00 MPO: Y Fund Cat: Safety (Statewide) Sec Cat: Safety Awd Date: Spring 20 Anticipated Fed Cat: Safety TIP #: MO1903-19 Let With: 7I3343 Future Cost: 0 Estimate Total: 277	Engineering: R/W: Construction: FFOS: Payments:	4 0 0 0 0 0	48 0 225 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0										
County: Greene Route: RT KK Job No.: 8S3185 Length: 5.11 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: Let With: Future Cost: 0 Estimate Total: 421	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0 0	10 0 0 0 0 0	33 0 378 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0										
County: Greene Route: RT MM Job No.: 8S3187 Length: 1.23 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: Let With: Future Cost: 0 Estimate Total: 690	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0 0	40 0 0 0 0 0	47 0 603 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0										

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Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Greene	High friction surface treatment at various locations in the urban Southwest District.											Engineering:	0	8	63	0	0	0
Route: RT NN												R/W:	0	0	0	0	0	0
Job No.: 8S3193												Construction:	0	0	445	0	0	0
Length: 1.98	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Safety (Statewide)	Fed: 464 State: 52 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Safety	Awd Date: Fall 20 Anticipated Fed Cat: Safety																	
TIP #: 	Let With: Future Cost: 0 Estimate Total: 516																	
County: Greene	Pavement resurfacing from Jackson Street in Willard to Rte. 13.											Engineering:	2	49	58	0	0	0
Route: RT O												R/W:	0	0	0	0	0	0
Job No.: 8S3123												Construction:	0	0	610	0	0	0
Length: 5.74	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 574 State: 143 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2021 Anticipated Fed Cat: STBG																	
TIP #: GR1910-19	Let With: Future Cost: 0 Estimate Total: 719																	
County: Various	Curve safety improvements at various locations in the urban Southwest District.											Engineering:	0	0	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 0X3122I												Construction:	0	0	0	27	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Safety (Statewide)	Fed: 24 State: 3 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Safety	Awd Date: 2022 Anticipated Fed Cat: Safety																	
TIP #: 	Let With: Future Cost: 0 Estimate Total: 27																	
County: Various	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.											Engineering:	0	0	0	0	0	0
Route: Various												R/W:	7	0	0	0	0	0
Job No.: 5B0800X												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	7	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 0 State: 1,460 Local: 0										Payments:	2,578	292	292	292	292	292	
Sec Cat: Rehab And Reconst	Awd Date: N/A Anticipated Fed Cat: State																	
TIP #: MO1105	Let With: Future Cost: 2,001 - 5,000 Estimate Total: 4,045																	
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.											Engineering:	2	2	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 8I3108												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Safety	Fed: 183 State: 20 Local: 0										Payments:	0	201	0	0	0	0	
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety																	
TIP #: MO1803-18	Let With: Future Cost: 0 Estimate Total: 205																	

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District Southwest

TMA

Dollars in Thousands



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

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Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2019-6/2020	7/2020-6/2021	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024
County: Various	Job Order Contracting for bridge repairs at various locations in the urban Southwest	Engineering:	0	30	0	0	0	0	0	0	0
Route: Various	District.	R/W:	0	0	0	0	0	0	0	0	0
Job No.: 813178		Construction:	0	100	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 104 State: 26 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: Winter 20 Anticipated Fed Cat: STBG										
TIP #: Let With: 713405	Future Cost: 0 Estimate Total: 130										
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.	Engineering:	0	1	1	2	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 813184		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Safety	Fed: 185 State: 20 Local: 0	Payments:	0	0	0	201	0	0	0	0	0
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety										
TIP #: Let With:	Future Cost: 0 Estimate Total: 205										
County: Various	Intersection improvements at various locations in the urban Southwest District.	Engineering:	40	5	35	454	0	0	0	0	0
Route: Various		R/W:	0	0	142	0	0	0	0	0	0
Job No.: 8P3087		Construction:	0	0	0	781	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Flexible & Other	Fed: 1,134 State: 283 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Regional	Awd Date: 2022 Anticipated Fed Cat: NHPP										
TIP #: MO1711 Let With:	Future Cost: 0 Estimate Total: 1,457										
County: Various	Intersection improvements at various locations in the urban Southwest District.	Engineering:	2	2	100	400	502	0	0	0	0
Route: Various		R/W:	0	0	0	106	0	0	0	0	0
Job No.: 8P3087G		Construction:	0	0	0	0	2,088	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Flexible & Other	AC-State: 2,559 State: 639 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Regional	Awd Date: 2023 Anticipated Fed Cat: NHPP										
TIP #: MO1904-19 Let With:	Future Cost: 0 Estimate Total: 3,200										
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.	Engineering:	0	0	1	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8P3154		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Safety	Fed: 182 State: 20 Local: 0	Payments:	0	0	201	0	0	0	0	0	0
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety										
TIP #: MO2103-19 Let With:	Future Cost: 0 Estimate Total: 202										

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Various	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.											Engineering:	0	90	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 8P3183												Construction:	0	816	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 725 State: 181 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Routine Maintenance	Awd Date: Spring 20	Anticipated Fed Cat: STBG																
TIP #: 	Let With: 	Future Cost: 0 Estimate Total: 906																
County: Various	Pavement improvements on various minor routes in the urban Southwest District.											Engineering:	0	10	50	63	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 8P3189												Construction:	0	0	0	649	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 618 State: 154 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2022	Anticipated Fed Cat: STBG																
TIP #: 	Let With: 	Future Cost: 0 Estimate Total: 772																
County: Various	Upgrade pedestrian facilities to comply with ADA Transition Plan at various locations in the urban Southwest District.											Engineering:	0	95	225	0	0	0
Route: Various												R/W:	0	20	0	0	0	0
Job No.: 8P3192												Construction:	0	0	1,051	0	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 1,113 State: 278 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: N- Ada Trans	Awd Date: 2021	Anticipated Fed Cat: STBG																
TIP #: 	Let With: 	Future Cost: 0 Estimate Total: 1,391																
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.											Engineering:	2	1	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 8Q3107												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 574 State: 143 Local: 0										Payments:	0	716	0	0	0	0	
Sec Cat: Systems Operations	Awd Date: N/A	Anticipated Fed Cat: STBG																
TIP #: MO1804-18	Let With: 	Future Cost: 0 Estimate Total: 719																
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.											Engineering:	0	0	1	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 8Q3148												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 574 State: 143 Local: 0										Payments:	0	0	716	0	0	0	
Sec Cat: Systems Operations	Awd Date: N/A	Anticipated Fed Cat: STBG																
TIP #: MO2104-19	Let With: 	Future Cost: 0 Estimate Total: 717																

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.					Engineering:	0	0	0	1	0	0			
Route: Various						R/W:	0	0	0	0	0	0			
Job No.: 8Q3181						Construction:	0	0	0	0	0	0			
Length: 0.00	MPO: Y	PAYMENT					FFOS:	0	0	0	0	0			
Fund Cat: Taking Care Of System	AC-State: 574						State: 143	Local: 0	Payments:	0	0	716	0	0	
Sec Cat: Systems Operations	Awd Date: N/A	Anticipated Fed Cat: STBG													
TIP #:	Let With:	Future Cost: 0					Estimate Total:	717							

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District Southwest

TMA

Dollars in Thousands



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

Southwest TMA Total

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
FFOS:	461	4,092	1,104	3,409	0	0
Total R/W:	2,074	329	1,296	3,345	0	0
Total Construction:	0	50,559	32,221	29,376	17,743	3,114
Paybacks:	2,578	1,209	1,209	1,209	292	292
Sub-Total:	4,652	52,097	34,726	33,930	18,035	3,406
Total Engineering:	5,196	9,157	6,174	5,051	1,898	286
Grand Total:	9,848	61,254	40,900	38,981	19,933	3,692

	2020	2021	2022	2023	2024
State	11,598	7,703	6,535	4,219	972
AC-State	3,084	4,334	5,303	5,015	96
Local	452	0	0	0	0
Sub-total State	15,134	12,037	11,838	9,234	1,068

Federal					
Sub-total Federal	46,120	28,863	27,143	10,699	2,624
Grand Total	61,254	40,900	38,981	19,933	3,692

Project Count: 86

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Section 4 - 1

District Southwest

TMA

Dollars in Thousands

District Program Summary
Southwest (Urban)
(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

State Fiscal Year	2020	2021	2022	2023	2024
Statewide Interstate And Major Bridge - Available					
Statewide Interstate And Major Bridge - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Fund Transfers	0.200	0.200	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Carryover	-0.125	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Total Available	0.075	0.200	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Programmed	0.200	0.206	0.000	0.000	0.000
Safety - Available	1.340	1.138	1.147	1.146	1.147
Safety - FFOS	0.000	0.000	0.000	0.000	0.000
Safety - Fund Transfers	-0.234	-0.618	-0.032	0.000	0.000
Safety - Carryover	-0.178	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	-0.900	-0.060	0.053	0.041	0.000
Safety - Total Available	0.028	0.460	1.168	1.187	1.147
Safety - Programmed	0.939	0.201	0.201	0.000	0.000
Taking Care Of System - Available	7.783	7.863	18.758	19.321	19.900
Taking Care Of System - FFOS	0.000	1.104	0.315	0.000	0.000
Taking Care Of System - Fund Transfers	0.615	10.795	1.932	0.000	0.000
Taking Care Of System - Carryover	12.474	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	1.405	0.743	-0.762	-1.289	0.000
Taking Care Of System - Total Available	22.277	20.505	20.243	18.032	19.900
Taking Care Of System - Programmed	15.840	26.151	16.271	6.198	3.407
Flexible & Other - Available					
Flexible & Other - FFOS	4.092	0.000	3.094	0.000	0.000
Flexible & Other - Fund Transfers	30.801	7.495	13.336	10.832	0.000
Flexible & Other - Carryover	-3.826	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Flexible & Other - Total Available	31.067	7.495	16.430	10.832	0.000
Flexible & Other - Programmed	34.893	7.720	17.431	11.836	0.000
Statewide Safety - Available					
Statewide Safety - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Fund Transfers	0.225	0.432	0.025	0.000	0.000
Statewide Safety - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Total Available	0.225	0.432	0.025	0.000	0.000
Statewide Safety - Programmed	0.225	0.445	0.027	0.000	0.000
Statewide Major Projects & Emerging Needs - Available					
Statewide Major Projects & Emerging Needs - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Total Available	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Programmed	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Available					
Statewide Amendment 3 - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Carryover	-3.510	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Total Available	-3.510	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Programmed	0.000	0.000	0.000	0.000	0.000

*Note: Three percent inflation compounded annually applied to program years 2021 - 2024
Two percent construction contingency applied to construction.*

District Program Summary**Southwest (Urban)**

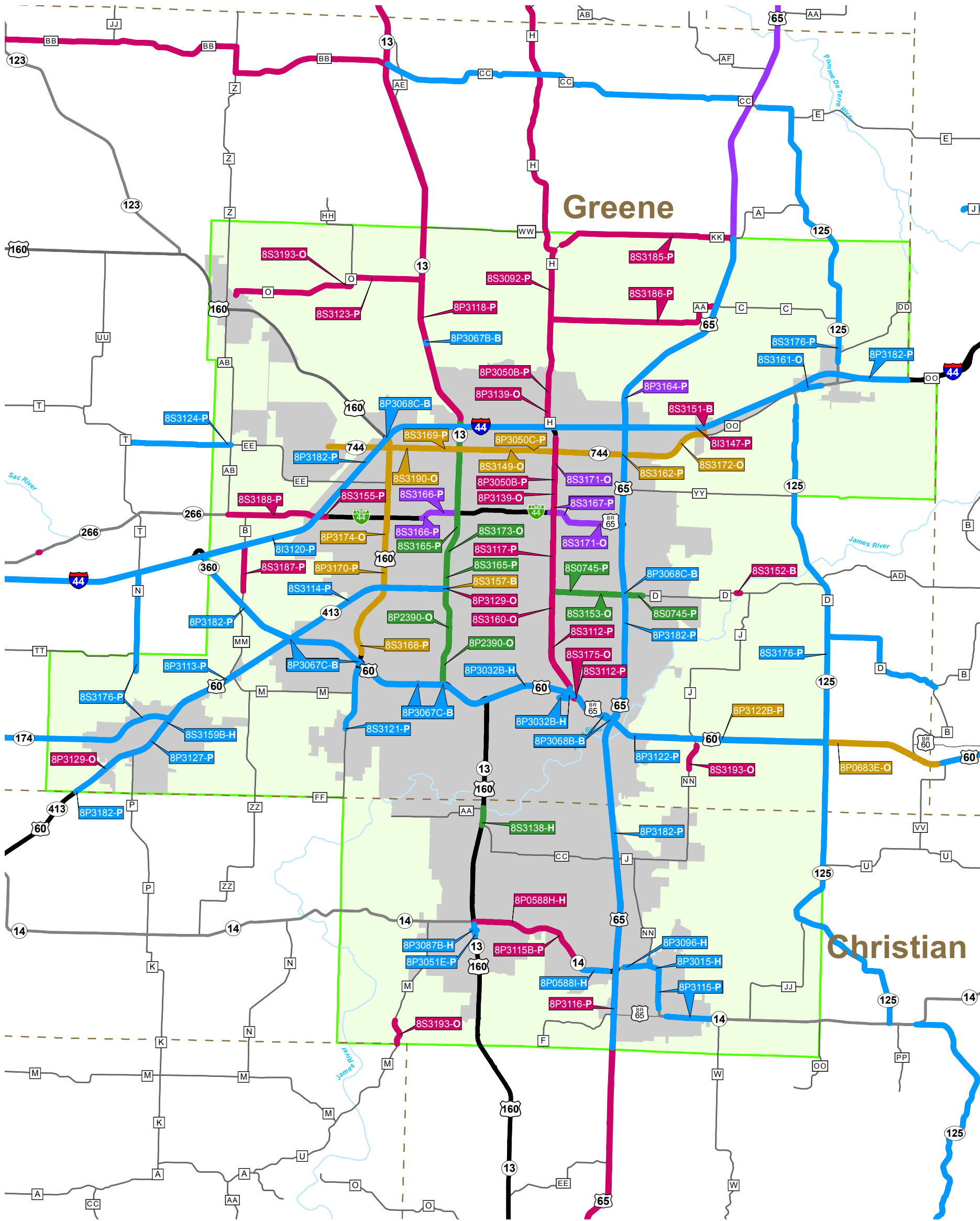
(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

Total Categorized Funding Available by SFY	50.162	29.092	37.866	30.051	21.047
Total Flexible Funds Available	-1.172	6.057	-2.343	-3.374	0.037
Adjustments	0.505	0.683	-0.709	-1.248	0.000
Carryovers	4.835				
Total Available by SFY	48.990	35.149	35.523	26.677	21.084
Total Programmed by SFY	52.097	34.723	33.930	18.034	3.407

*Note: Three percent inflation compounded annually applied to program years 2021 - 2024
Two percent construction contingency applied to construction.*

Statewide Transportation Improvement Program
2020-2024
Southwest District-Ozarks Transportation Organization
Highway and Bridge Construction Projects



State Fiscal Year*

- 2020
- 2021
- 2022
- 2023
- 2024

Urban Areas

Missouri Major Roads

Ozarks Transportation Organization

Type of Work

- B = New/Improved Bridge
- H = New/Expanded Highway
- M = Major Bridge
- O = Other/Safety
- P = Pavement Treatment

Label Key

Job No.-Type of Work



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WWW.MODOT.ORG
July 10, 2019

* July 1 - June 30
Note: Some projects overlap. The state fiscal year displayed in these instances will follow the order shown in the legend. Label tag color corresponds to respective state fiscal year.

Document Path: Z:\MapProjects\STIP\STIP2020_2024\STIP20_D06_TMA.mxd

2020 – 2024 Scoping and Design Projects

The purpose of this section is to identify potential future highway and bridge projects. These projects may be in the evaluation stage, which is called project scoping, or may be further along in the preliminary design process. **Projects listed in this section are not commitments to construct or implement an improvement.** These commitments won't be made until the NEPA process is completed. These projects are being included in the STIP for the scoping or preliminary design phase only, and subsequent phases have not yet been determined or are beyond the STIP horizon period.

After needs have been identified and prioritized, the higher priority needs are included in this section. Next, a core team is formed, comprising personnel from various MoDOT departments. The core team investigates the problem or concern. The core team develops several solutions that may be either short term or long term. Some problems have no transportation or construction solution and instead may require public education or assistance through law enforcement.

Once a solution is selected, additional preliminary design work occurs. Design progresses up to a point at which MoDOT is confident the solution will properly address the problem or concern and of the improvement's cost. The potential project moves into the next stage of the planning framework, which is the prioritization and selection of projects for construction. Projects that have been prioritized and selected for construction are listed in the construction program (see Section 4.) Only the construction projects in Section 4 represent a commitment by MoDOT to build the project.

Please see Section 2 for additional discussion regarding how a need becomes a project through the planning framework process of identifying and prioritizing needs, to developing solutions, to prioritizing and selecting projects for construction.

The amount of time a potential project spends in the scoping and design phase varies. Some potential projects are more complex than others, and they might remain in the scoping and design phase for several years. This is especially true for projects such as Missouri and Mississippi River bridge replacements, new roadway construction, or converting a two-lane road to a four-lane road. Some projects could be added to the construction program (see Section 4) in future STIP amendments, either using existing capacity shown in Section 5, or if additional funding becomes available.



2020 - 2024 Scoping and Design Projects

Transportation Planning

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2024
County: Christian Route: MO 14 Anticipated Federal Category: STBG	Job No: 8P0588	Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.	Fed 8	State 2	Local 0 Future Cost: 25,001 - 50,000	1,153	5	5
County: Christian Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P0605	Scoping for capacity improvements from north of Valley Water Mill Road in Springfield to Rte. F in Ozark.	Fed 10	State 0	Local 0 Future Cost: 25,001 - 50,000	4,658	2	8
County: Christian Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P0605I	Scoping for capacity improvements from Rte. CC to Rte. 14 in Ozark.	AC-State 8	State 0	Local 0 Future Cost: 10,001 - 15,000	2	2	6
County: Christian Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P0605J	Scoping for capacity and safety improvements from Rte. 14 to Rte. F.	AC-State 8	State 0	Local 0 Future Cost: 5,001 - 10,000	2	2	6
County: Christian Route: RT CC Anticipated Federal Category: STBG	Job No: 8S0736	Scoping for capacity and safety improvements from Main Street in Nixa to Pheasant Road in Ozark.	Fed 40	State 10	Local 0 Future Cost: 25,001 - 50,000	84	10	40
County: Christian Route: RT M Anticipated Federal Category: Safety	Job No: 8S3143	Scoping for safety improvements on Nicholas Road from Gooch Road to Shelvin Rock Road.	Fed 6	State 0	Local 0 Future Cost: 1,001 - 2,000	82	2	4
County: Greene Route: CRD 127 Anticipated Federal Category: NHPP	Job No: 8S3156	Scoping for bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.	Fed 10	State 0	Local 0 Future Cost: 2,001 - 5,000	10	2	8
County: Greene Route: MO 13 Anticipated Federal Category: NHPP	Job No: 8P3087E	Scoping for intersection improvements on Kansas Expressway at Sunset Street in Springfield.	Fed 154	State 37	Local 0 Future Cost: 1,001 - 2,000	80	2	189
County: Greene Route: MO 13 Anticipated Federal Category: NHPP	Job No: 8P3087F	Scoping for intersection improvements on Kansas Expressway at Walnut Lawn Street in Springfield.	Fed 117	State 28	Local 0 Future Cost: 2,001 - 5,000	105	2	143



2020 - 2024 Scoping and Design Projects

Transportation Planning

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2024
County: Greene	Route: US 160	Job No: 8P3033	Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.	Fed 10	State 0	Local 0	6	2
Anticipated Federal Category: NHPP				Future Cost: 25,001 - 50,000				8
County: Greene	Route: US 160	Job No: 8P3087D	Scoping for intersection improvements on West Bypass at Rte. 744 (Kearney Street) in Springfield.	Fed 34	State 9	Local 0	250	35
Anticipated Federal Category: NHPP				Future Cost: 1,001 - 2,000				8
County: Greene	Route: MO 413	Job No: 8S3159	Scoping for roadway and operational improvements on West Sunshine Street from Rte. 160 (West Bypass) in Springfield to Rte. P (Main Street) in Republic.	Fed 48	State 10	Local 0	250	50
Anticipated Federal Category: NHPP				Future Cost: 10,001 - 15,000				8
County: Greene	Route: IS 44	Job No: 8I3044	Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford.	Fed 18	State 2	Local 0	220	10
Anticipated Federal Category: NHPP				Future Cost: 50,001 - 75,000				10
County: Greene	Route: IS 44	Job No: 8I3134	Scoping for safety improvements from Rte. 360 to 2 miles east of Rte. 125.	Fed 30	State 3	Local 0	50	25
Anticipated Federal Category: Safety				Future Cost: 2,001 - 5,000				8
County: Greene	Route: IS 44	Job No: 8I3191	Scoping for bridge improvements from 0.7 mile east of Loop 44 (Chestnut Expressway) in Springfield to Rte. 125 in Strafford.	AC-State 180	State 20	Local 0	0	100
Anticipated Federal Category: NHPP				Future Cost: 5,001 - 10,000				100
County: Greene	Route: LP 44	Job No: 8P3144	Scoping for safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue).	Fed 6	State 0	Local 0	82	2
Anticipated Federal Category: Safety				Future Cost: 1,001 - 2,000				4
County: Greene	Route: US 60	Job No: 8P0683G	Scoping for freeway improvements from 0.2 mile west of Highland Springs Road to Rte. 125.	Fed 16	State 4	Local 0	111	10
Anticipated Federal Category: NHPP				Future Cost: 10,001 - 15,000				10



2020 - 2024 Scoping and Design Projects

Transportation Planning

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2024
County: Greene Route: US 60 Anticipated Federal Category: NHPP	Job No: 8P0865	Scoping for roadway improvements from County Road 194 to West Avenue in Republic.	Fed 16	State 4	Local 0 Future Cost: 2,001 - 5,000	45	10	10
County: Greene Route: US 60 Anticipated Federal Category: NHPP	Job No: 8P3032	Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 65 in Springfield.	Fed 48	State 10	Local 0 Future Cost: 15,001 - 25,000	210	50	8
County: Greene Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P3103	Scoping for potential interstate designation on Rtes. 60, 65 and 360 in the Springfield region.	Fed 32	State 8	Local 0 Future Cost: 1,001 - 2,000	60	20	20
County: Greene Route: BU 65 Anticipated Federal Category: NHPP	Job No: 8S3131	Scoping for safety and operational improvements on Glenstone Avenue from Loop 44 (Chestnut Expressway) to Battlefield Road.	Fed 2	State 0	Local 0 Future Cost: 2,001 - 5,000	52	2	0
County: Greene Route: OR 65 Anticipated Federal Category: NHPP	Job No: 8S3158	Scoping for bridge improvement on Eastgate Avenue over Burlington Northern Santa Fe Railroad in Springfield. Project involves bridge W0574.	Fed 12	State 1	Local 0 Future Cost: 2,001 - 5,000	10	5	8
County: Greene Route: MO 744 Anticipated Federal Category: Safety	Job No: 8S3145	Scoping for safety improvements on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.	Fed 6	State 0	Local 0 Future Cost: 1,001 - 2,000	82	2	4
County: Greene Route: RT D Anticipated Federal Category: NHPP	Job No: 8S3133	Scoping for safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	Fed 10	State 0	Local 0 Future Cost: 2,001 - 5,000	52	2	8
County: Greene Route: RT MM Anticipated Federal Category: STBG	Job No: 8S0836	Scoping for railroad crossing improvements on Brookline Avenue at BNSF railroad in Republic.	AC-State 6	State 0	Local 0 Future Cost: 25,001 - 50,000	443	2	4



2020 - 2024 Scoping and Design Projects

Transportation Planning

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2024
County: Greene	Route: RT MM	Job No: 8S0836B	Scoping for roadway improvements on Brookline Avenue from I-44 to Morning Star Lane in Republic.			6	2	4
Anticipated Federal Category: STBG			Fed 6	State 0	Local 0	Future Cost: 15,001 - 25,000		
County: Various	Route: Various	Job No: 8P3027	Surveying to sell excess right of way in the urban Southwest District.			65	15	45
Anticipated Federal Category: State			Fed 0	State 60	Local 0	Future Cost: 0		
County: Various	Route: Various	Job No: 8P3065	Scoping for ADA Transition Plan improvements at various locations in the urban Southwest District.			32	10	10
Anticipated Federal Category: STBG			Fed 16	State 4	Local 0	Future Cost: 1,001 - 2,000		
County: Various	Route: Various	Job No: 8P3067	Scoping for bridge improvements at various locations in the urban Southwest District.			346	50	150
Anticipated Federal Category: NHPP			Fed 160	State 40	Local 0	Future Cost: 2,001 - 5,000		
County: Various	Route: Various	Job No: 8P3068	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.			15	5	4
Anticipated Federal Category: NHPP			Fed 7	State 2	Local 0	Future Cost: 301 - 1,000		
County: Various	Route: Various	Job No: 8P3069	Scoping for safety improvements at various locations in the urban Southwest District.			319	60	180
Anticipated Federal Category: Safety			Fed 216	State 24	Local 0	Future Cost: 2,001 - 5,000		
County: Various	Route: Various	Job No: 8P3099	Scoping for pavement improvements on major routes in the urban Southwest District.			92	50	150
Anticipated Federal Category: NHPP			Fed 160	State 40	Local 0	Future Cost: 10,001 - 15,000		
County: Various	Route: Various	Job No: 8S3066	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.			58	50	150
Anticipated Federal Category: STBG			Fed 160	State 40	Local 0	Future Cost: 2,001 - 5,000		
AC-State 202						Fed 1,358		
State 358						Local 0		
District Engineering Total:						9,032	598	1,320



2020 - 2024 Scoping and Design Projects

Transportation Planning

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	2020	2021	2022	2023	2024
State	107	117	79	53	2
AC-State	96	96	6	4	0
Local	0	0	0	0	0
Sub-total State	203	213	85	57	2
Federal					
Sub-total Federal	395	425	308	202	28
Grand Total	598	638	393	259	30

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 7/17/2019; ITEM III.E.

Draft FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The FY 2020-2023 Transportation Improvement Program will be sent out under separate cover.

OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process.

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP. This is included in the Roadway and Bicycle and Pedestrian parts of the draft document.

Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

The document will be available for review online at www.GiveUsYourInput.org

The draft TIP will be made available for public comment beginning on July 14, 2019. Any comments will be provided to the Board of Directors for consideration.

Minor changes are expected to be made following the formal review by the USDOT and MoDOT before the Board of Directors meeting in August.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend the FY 2020-2023 Transportation Improvement Program, with changes as recommended by USDOT, to the OTO Board of Directors."

OR

"Move to ask staff to revisit the document to make these changes..."

This would require a special Technical Committee meeting prior to the August Board of Directors meeting.

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 7/17/2019; ITEM III.F.

STIP Project Prioritization Criteria

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Over the past year, OTO staff has been working with two committees to rewrite the OTO prioritization criteria for recommending projects for the Statewide Transportation Improvement Program.

Initially, the TPC reviewed the existing criteria over three meetings while a group of Transportation Engineers from MoDOT met to review and make recommendations regarding the best way to use available data for scoring projects. Next, the TPC had special subcommittee meetings to look at the criteria and recommendations from the Transportation Engineers group.

The prioritization criteria only serve as initial project scoring. It is up to the Technical Committee to take the scores under advisement when ranking projects for recommendation to the full Board.

Included for review is the Draft Prioritization Glossary which will define the new criteria to be used for the next round of prioritization. The 2021-2025 STIP deadline for the scoring and final prioritization to be completed is the November Technical Planning Committee and the December Board of Directors.

Following the Board approval of the Prioritization Criteria, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects as outlined in the following schedule:

- June through July 2019- OTO staff **Score Projects**
- July through August 2019- Subcommittee meetings to **Review Scoring and Prioritize Projects**
- September-December 2019- OTO Approval of **STIP Priorities**
- January through March 2020- MoDOT updates on proposed project programming (**NEW**)
- Spring 2020- Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program
- June 2020- OTO Board requested to **Endorse the STIP**
- June-August 2020- OTO **TIP Programming** of STIP Projects
- Fall 2020- FHWA and FTA **Approve TIP** and authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve the Draft STIP Project Prioritization Criteria.”

OR

“Move to recommend that criteria is revised as follows...”

FY 2021-2025 STIP Project Prioritization Glossary

1. High Volume Corridors. Corridors that have high volumes will be awarded additional points.

Corridors are scored based upon AADT. This data is obtained annually from MoDOT. The most recent data is used.

Over 40,000 = 6 Points

20,000 to 40,000 = 4 Points

10,000 to 20,000 = 2 Points

0 to 10,000 = 0 Points

2. Safety

Safety Scores for Project Segments and Intersections (40 points possible)

The MoDOT Actual Accident Rate, 3-Year Fatality Average, and 3-Year Injury Average for State System (SS) Roadway Segments in the SW District were included in an additive combination to produce the priority safety scores for proposed projects. Accident data for the 3-year period from 2015 to 2017 were provided by the MoDOT Central Office in the SS Segment file. The actual accident rate for segments were calculated by MoDOT using a standard formula from the FHWA's *Roadway Departure Safety: A Manual for Local Rural Road Owners* as follows:

$\frac{\text{Crashes} * 100,000,000}{3 [\text{yrs}] * 365 [\text{days}] * [\text{AADT}] * [\text{Length}]}$

Fatality and injury rate calculations for segments use the same formula but only consider fatal crashes or injury crashes in the numerator. Actual Accident, Fatality, and Injury rates are calculated by MoDOT for State System Intersections according to the following formula:

$\frac{\text{Crashes} * 1,000,000}{3 [\text{yrs}] * 365 [\text{days}] * [\text{ENTERING_VOLUME}]}$

An average for all actual accident rates by roadway type was calculated for state system segments within the MoDOT SW District area. Averages were calculated for intersections with the same number of approach legs. Individual rates for segments and intersections were then divided by the average for either roadway type or number of approach legs District-wide. This produced a value above or below one. Values above one indicated how many times greater the individual segment or intersection rate was above its type average. Conversely, values below one indicated that the segment or intersection rate was less than the average for its type in the SW District. Ultimately, this created a symmetrical value among all types suitable for reclassification. The fatality and injury averages by roadway or approach leg values were classed in to four quartiles based on percentile rank accordingly for these metrics:

<u>Actual Rate by Type</u>			<u>3-Year Fatality Avg.</u>			<u>3-Year Injury Avg.</u>		
= > 1.5	= 4	+	75th – 100th	= 4	+	75th – 100th	= 4	
> 1.5 and => 1	= 3	+	50th – 75th	= 3	+	50th – 75th	= 3	
> 1 and => 0.5	= 2	+	25th – 50th	= 2	+	25th – 50th	= 2	
> .5 – 0	= 1	+	0th – 25th	= 1	+	0th – 25th	= 1	

The reclassified rank values for Actual Accident, Fatality, and Injury rate were then added together creating a range of safety scores from 3 to 12. The safety scores are then rescaled from 1 – 10 corresponding to the original scale of 3 – 12. A multiplier of 4 was applied to the rescaled value of 1 – 10 to award safety points as depicted below:

<i>Safety Score Value →</i>	<i>Rescaled Safety Score →</i>	<i>Safety Score Multiplier →</i>	<i>Safety Points Awarded</i>
3	1	x 4	4
4	2	X4	8
5	3	X4	12
6	4	X4	16
7	5	X4	20
8	6	X4	24
9	7	X4	28
10	8	X4	32
11	9	X4	36
12	10	X4	40

3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

If a project improves or removes an at-grade railroad crossing, it receives five points.

4. Congestion Management Current

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Current Volume-to-Capacity Greater than or equal to 1 =14 points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2017 Average Annual Daily Traffic totals and percentage of commercial traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of commercial traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. The travel demand model no-build scenario for 2040 includes projects committed through 2018. The projected volume to capacity ratio for the 2040 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Volume-to-capacity ratios were calculated for opposing directions. A project was awarded points based on the highest directional value intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. Congestion Management Future

Future (2040 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 5 Points. See above description

6. Environmental Justice

Environmental Justice Tracts

In order to adequately consider historically disadvantaged groups. Each of these categories has been mapped by Census Tract percentages from the 2012 – 2016 American Community Survey 5-Year Estimates. If the value for one of these categories is greater than the average Tract percentage for the MPO area, it is considered high percentage tract. If a proposed project intersects or is adjacent to one or both of these identified tracts it will be given points as follows:

Intersecting or adjacent to tract consider to have a high percentage of minorities = 2 points

Intersecting or adjacent to tract consider to have a high percentage of low income = 2 points

7. Multi-Modal (maximum of 3 points)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Freight Corridor Statewide Freight Plan

Project is on a corridor that is identified as a Tier I or Tier II facility in the State Freight Plan

Tier 1 = 2 Points

Tier 2 = 1 Point

9. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

10. Travel Time

The OTO employs Acyclica wifi sensors and INRIX travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data are collected for all weekdays during April. The collection period for the AM peak is from 7:15 AM – 8:15 AM for all roadways. The collection period for the PM peak varies from 5:00 PM – 6:00 PM for Freeways and Springfield arterials to 5:30 PM – 6:30 PM for arterials outside of Springfield. Travel times are converted to miles per hour and subtracted from the posted speed limit. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scales:

Arterials

20.0 mph or more Below the Speed Limit = 14

10.0 to 19.9 mph Below the Speed Limit = 10

5.0 to 9.9 mph Below the Speed Limit = 4

Above the Speed Limit to 4.9 mph Below = 0

Freeways

10 mph or more Below the Speed Limit = 14

9.9 to 5 mph Below the Speed Limit = 10

4.9 to 0.1 mph Below the Speed Limit = 4

Equal to or Above the Speed Limit = 0

11. Bridge Condition (4 points possible)

Project corridor includes a structurally deficient bridge determined to be poor or very poor by MoDOT.

Yes = 4 Points

No = 0 Points

FY 2020-2024 STIP Project Prioritization Glossary

1. Priority Projects

1.1. Located along a Priority Corridor of Regional Significance

Yes = 25 Points

No = 0 Points

OTO maintains a map showing the Priority Projects of Regional Significance. Projects along these corridors received the total point value.

2. Safety

2.1. Safety Scores for Project Segments and Intersections

The MoDOT Actual Accident Rate, Fatality Rate, and Injury Rate for State System (SS) Roadway Segments in the SW District were included in an additive combination to produce the priority safety scores for proposed projects. Accident data for the 3-year period from 2015 to 2017 were used in rate calculations for 2017 in a SS Segment file provided by the MoDOT Central Office. The actual accident rate for segments were calculated by MoDOT using a standard formula from the FHWA's *Roadway Departure Safety: A Manual for Local Rural Road Owners* as follows:

$$\frac{\text{Crashes} * 100,000,000}{3 [\text{yrs}] * 365 [\text{days}] * [\text{AADT}] * [\text{Length}]}$$

Fatality and injury rate calculations for segments use the same formula but only consider fatal crashes or injury crashes in the numerator. Actual Accident, Fatality, and Injury rates are calculated by MoDOT for State System Intersections according to the following formula:

$$\frac{\text{Crashes} * 1,000,000}{3 [\text{yrs}] * 365 [\text{days}] * [\text{ENTERING_VOLUME}]}$$

An average for all three rates by roadway type was calculated for state system segments within the MoDOT SW District area. Averages were calculated for intersections with the same number of approach legs. Individual rates for segments and intersections were then divided by the average for either roadway type or number of approach legs District-wide. This produced a value above or below one. Values above one indicated how many times greater the individual segment or intersection rate was above its type average. Conversely, values below one indicated that the segment or intersection rate was less than the average for its type in the SW District. Ultimately, this created a symmetrical value among all types suitable for reclassification. The rates by roadway or approach leg values were classed in to four categories based on percentile rank accordingly for all three rates:

<u>Actual Rate by Type</u>			<u>Fatality Rate by Type</u>			<u>Injury Rate by Type</u>	
75th – 100th	= 4	+	75th – 100th	= 4	+	75th – 100th	= 4
50th – 75th	= 3	+	50th – 75th	= 3	+	50th – 75th	= 3
25th – 50th	= 2	+	25th – 50th	= 2	+	25th – 50th	= 2
0th – 25th	= 1	+	0th – 25th	= 1	+	0th – 25th	= 1

The reclassified rank values for Actual Accident, Fatality, and Injury rate were then added together creating a range of safety scores from 3 to 12. The safety scores were awarded a point value based on their percentile rank as with the rate to average values for accidents, fatalities, and injuries corresponding to the following table:

<i>Percentile Rank</i>	<i>Safety Score Range Segments</i>	<i>Safety Score Range Intersections</i>	<i>Safety Points Awarded</i>
<i>75th – 100th</i>	<i>9 - 12</i>	<i>7 - 12</i>	<i>15</i>
<i>50th – 75th</i>	<i>7 - 8</i>	<i>6</i>	<i>10</i>
<i>25th – 50th</i>	<i>4 - 6</i>	<i>4 - 5</i>	<i>5</i>
<i>0th – 25th</i>	<i>3</i>	<i>3</i>	<i>0</i>

2.2. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

If a project improves or removes an at-grade railroad crossing, it received five points.

3. Congestion Management

3.1. Volume-to-Capacity Ratio

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Future (2040) volume-to-capacity greater than or equal to 0.86 = 5 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2017 Average Annual Daily Traffic totals and percentage of commercial traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of commercial traffic. This value was subtracted from the AADT value, multiplied by 1.5 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. The travel demand model no-build scenario for 2040 includes projects committed through 2018. The projected volume to capacity ratio for the 2040 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Volume-to-capacity ratios were calculated for opposing directions. A project was awarded points based on the highest directional value intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

4. Environmental Justice

4.1. Environmental Justice Tracts

The Plan describes how environmental justice areas are determined. There are four categories specifically addressed – Minority population, Hispanic population, Elderly (ages 65 and over), Low-Income (below poverty level), and Disabled. Each of these categories has been mapped by Census Tract percentages from the 2012 – 2016 American Community Survey 5-Year Estimates.

If the value for one of these categories is greater than the average Tract percentage for the MPO area, it is considered an EJ (environmental justice) tract. If a project intersects with one or more EJ Tract categories, it receives points based on the following scale:

Intersecting or adjacent to Tracts with all 5 EJ population groups = 5 points
Intersecting or adjacent to Tracts with 4 EJ population groups = 4 points
Intersecting or adjacent to Tracts with 3 EJ population groups = 3 points
Intersecting or adjacent to Tracts with 2 EJ population groups = 2 points
Intersecting or adjacent to Tracts with 1 EJ population group = 1 points
Intersecting or adjacent to Tracts with 0 EJ population groups = 0 points

5. Multi-Modal

5.1. Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

6. Economic Development

6.1. Improves Access to Major Freight Centers or Corridors or is in the State Freight Plan

Yes = 5

No = 0

Access to Major Freight Centers is defined as along a U.S. Highway or routes that connect one U.S. route to another U.S. route or interstate. If a project met this requirement it received the total point value.

7. Travel Time

7.1. The OTO employs Acyclica wifi sensors to develop travel time analytics at locations along roadways in the OTO area. In addition, the OTO has access to HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS). This data is used to calculate travel time and delay information during peak travel times. Travel times were collected for all weekdays during April and some of May 2018 from 7:00 AM – 9:00 AM and 5:00 PM – 7:00 PM. Travel times along the roadways were converted to miles per hour speed. Speeds were subtracted from the posted speed limit to calculate travel delay in miles per hour. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scale:

20.0 mph or more Below the Speed Limit = 7

10.0 to 19.9 mph Below the Speed Limit = 5

5.0 to 9.9 mph Below the Speed Limit = 2

Above the Speed Limit to 4.9 mph Below = 0

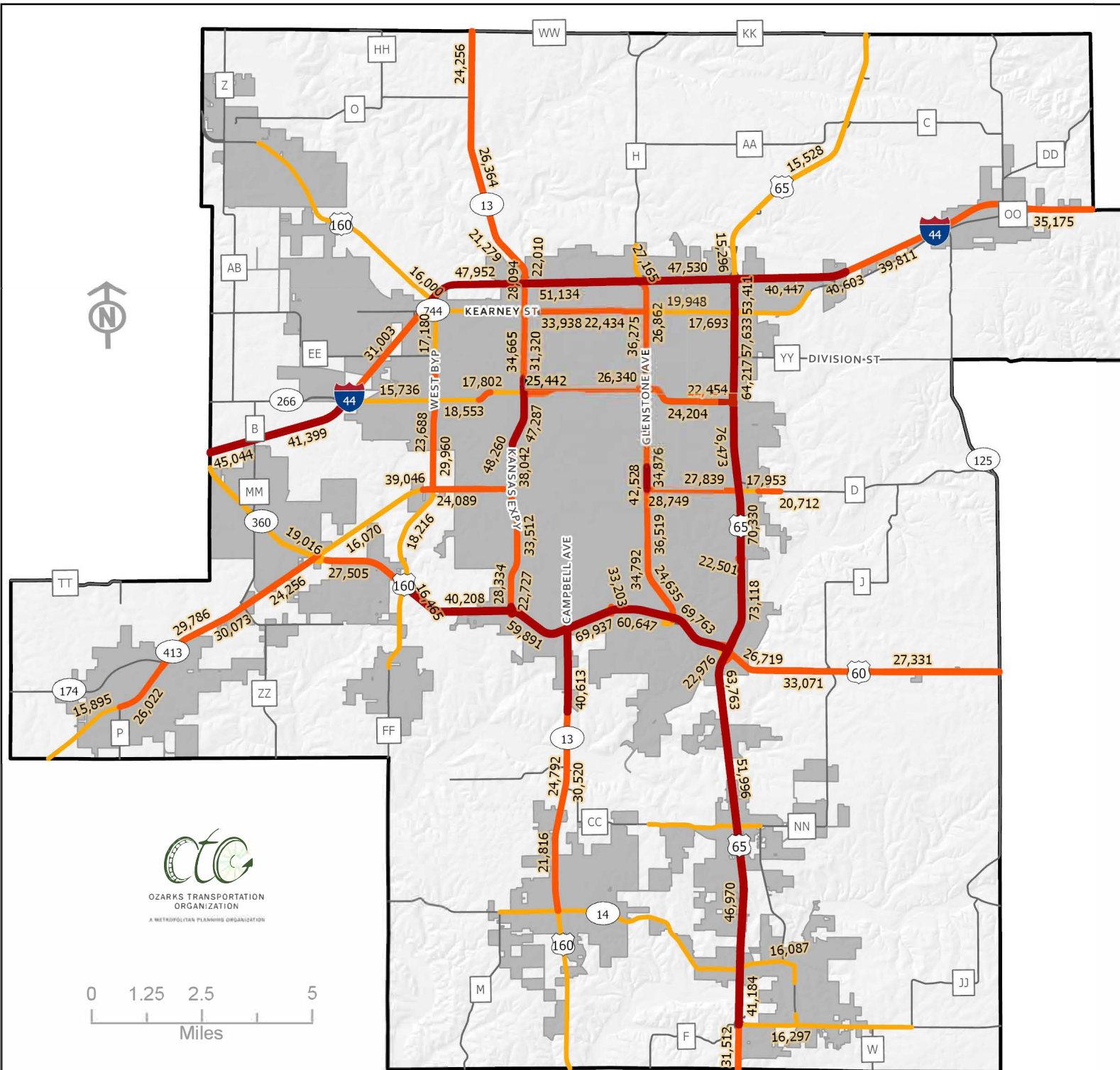
SAMPLE SCORING BASED ON PRIOR YEAR DATA

(scores will be updated soon)

ROUTE	PROJECT DESCRIPTION	TOTAL	High Volume Corridors	Safety Score	RR Grade Crossing Removal	Current Volume to Capacity	Future Volume to Capacity	Environm ental Justice	Multi- Modal	Tier I or Tier II Freight Corridor	% Freight	Travel Time	Bridge Condition
		100	(0-6)	(0-40)	(0-5)	(0-14)	(0-5)	(0-4)	(0-3)	(0-2)	(0-3)	(0-14)	(0-4)
13	Capacity and Operational Improvements from Sunshine to JRF	66	4	28	0	7	5	4	3	1	0	14	0
I-44	Widen to Six lanes from 125 to 360	65	6	28	0	14	5	2	1	2	3	0	4
US 60	Capacity and Operational Improvements from JRF to 174	63	4	24	0	14	5	0	1	1	0	14	0
14	Capacity Improvements from Tiffany to 32nd	54	2	28	0	7	5	0	2	0	0	10	0
US 60	Convert to Freeway from 65 to 125	53	4	24	0	14	5	0	1	2	3	0	0
US 60	Capacity and Operational Improvements from Kansas to US 65	50	6	28	0	7	5	2	1	1	0	0	0
CC	Widening from 65 to Fremont	47	2	28	0	0	5	0	2	0	0	10	0
CC	Intersection improvements at 22nd	39	2	20	0	0	5	0	2	0	0	10	0
US 65	Widening from CC to 14	37	6	20	0	0	0	0	1	2	0	4	4
MM	Improvements I-44 to 360	29	0	12	0	0	5	0	1	0	1	10	0

CRITERION 1: HIGH VOLUME CORRIDORS

OTO Area Total Roadway Average Annual Daily Volume 2017

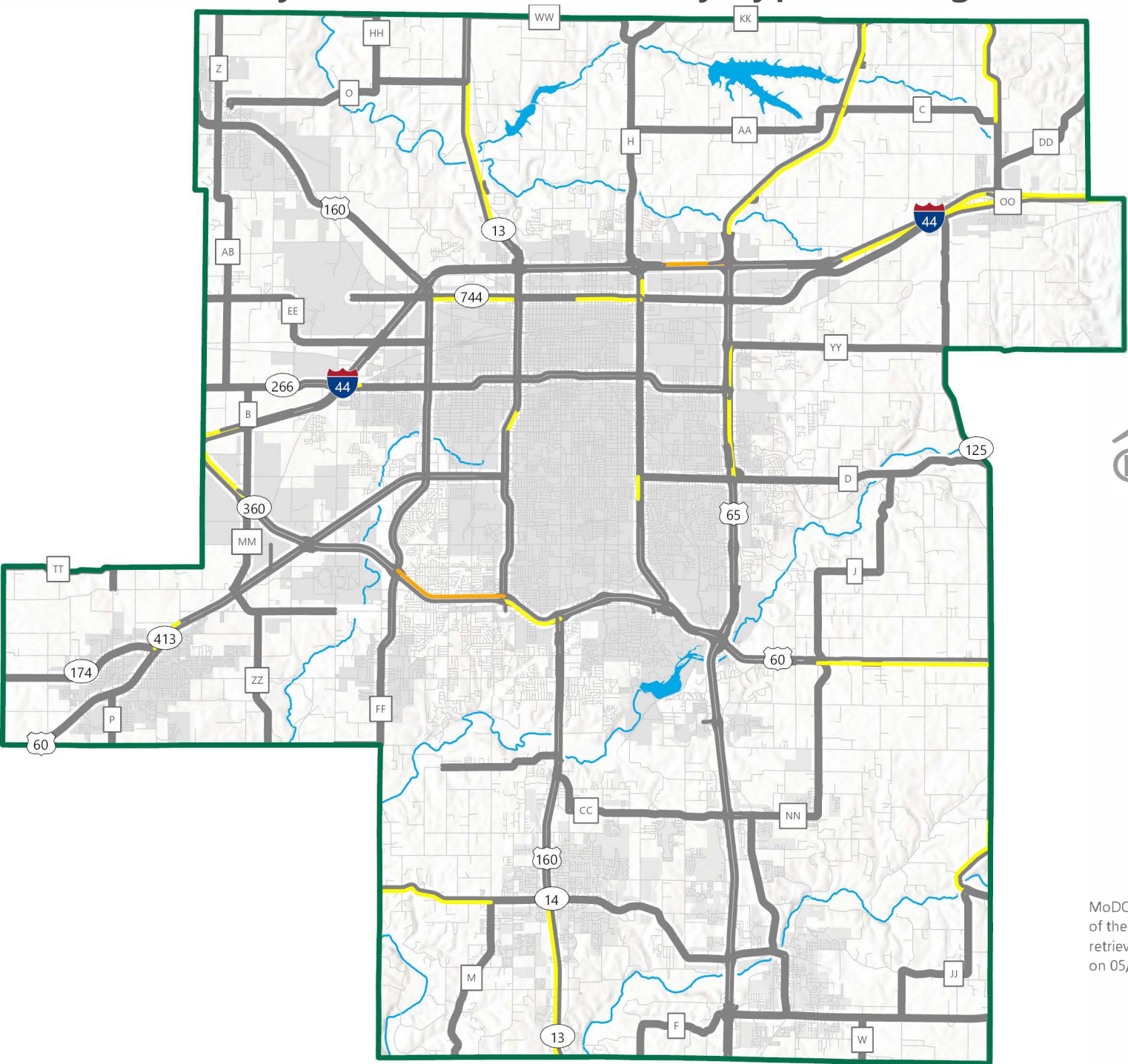


Total Roadway AADT

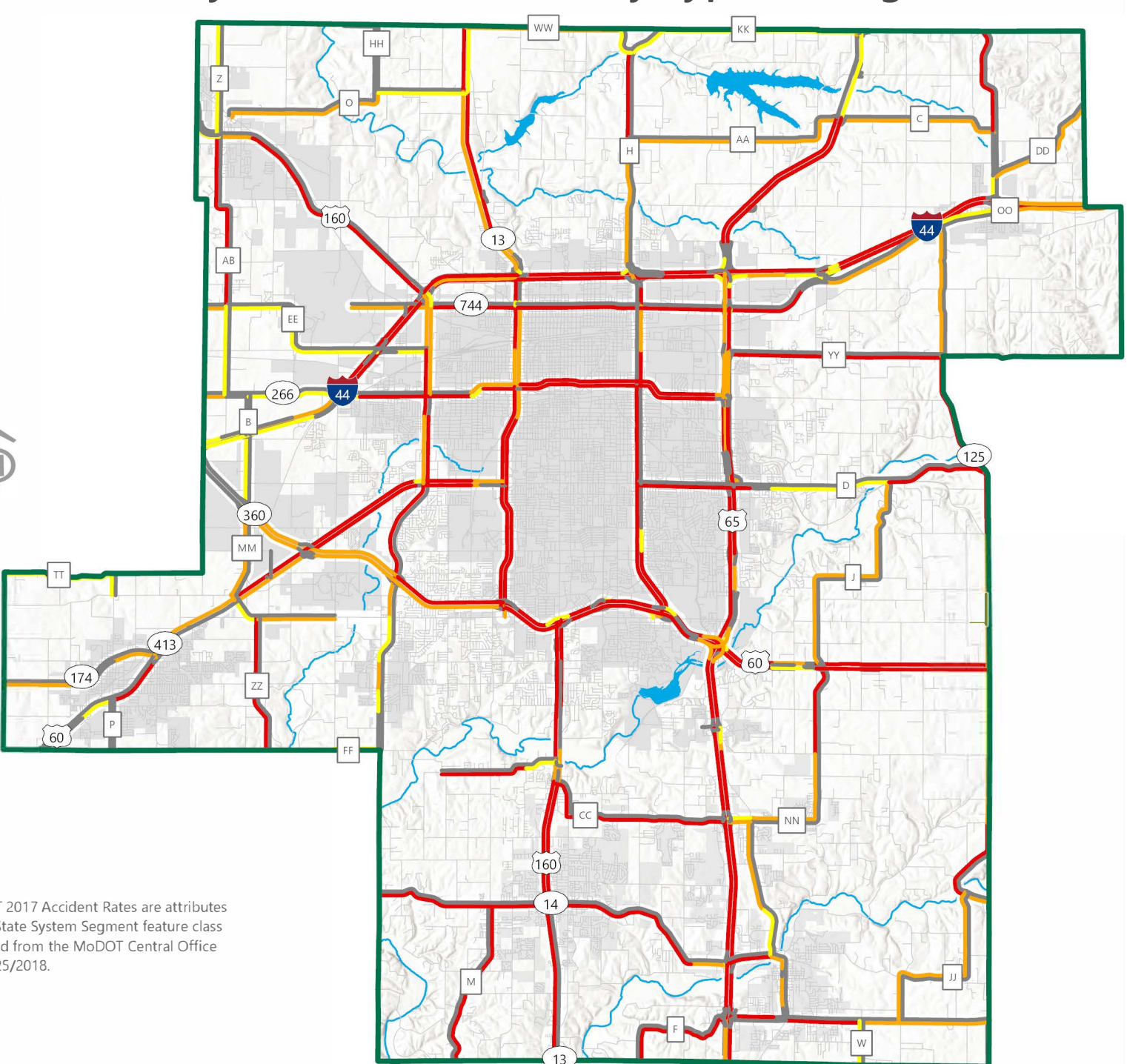
- 76,473- 40,001
- 40,000 - 20,001
- 20,000 - 10,000
- < 10,000

Source: MoDOT
2017 State System Pavement File

MoDOT Fatal Crash Rates by SW District Roadway Type Averages



MoDOT Injury Crash Rates by SW District Roadway Type Averages



MoDOT 2017 Accident Rates are attributes of the State System Segment feature class retrieved from the MoDOT Central Office on 05/25/2018.

0 2.5 5 10 Miles

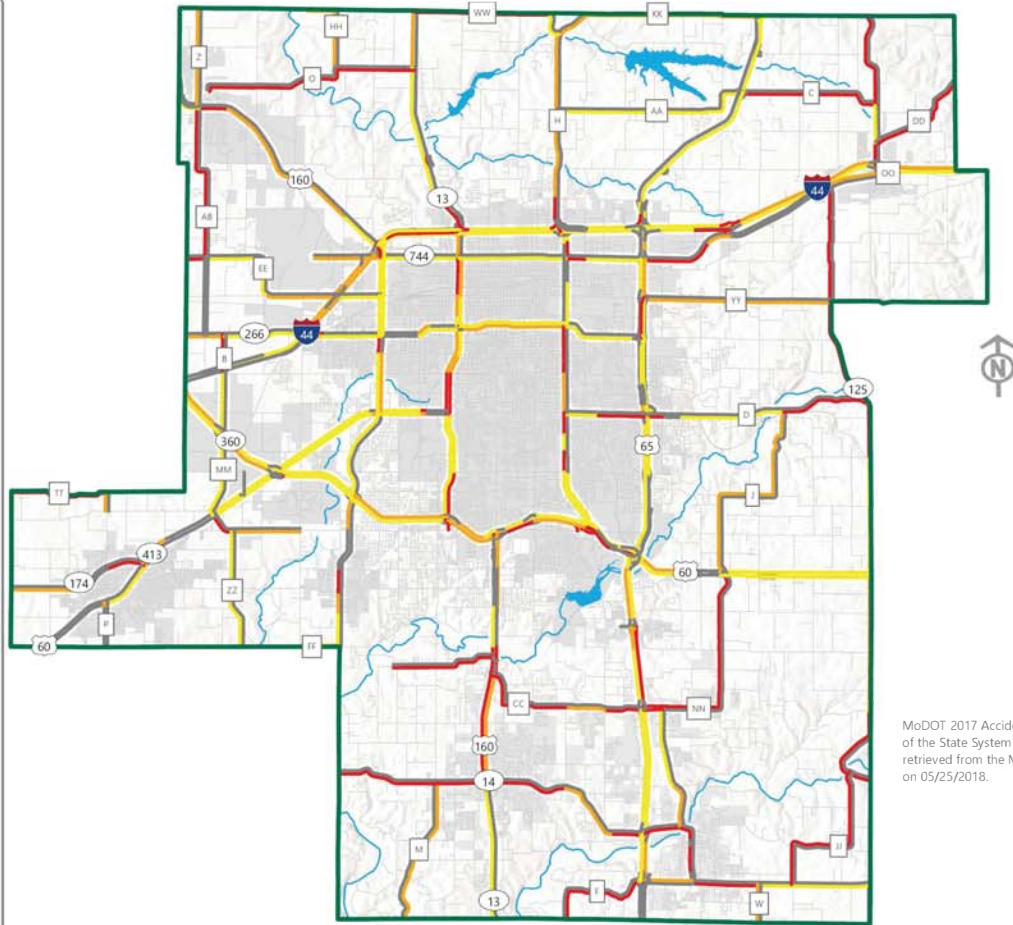
- Fatal Crash Rate by Roadway Type
- > or = 1.5 times the SW District Average (4 points)
 - 1.01 - 1.49 times the SW District Average (3 points)
 - 0.51 - 1 times the SW District Average (2 points)
 - 0 - 0.5 times the SW District Average (1 point)



- Injury Crash Rate by Roadway Type
- > or = 1.5 times the SW District Average (4 points)
 - 1.01 - 1.49 times the SW District Average (3 points)
 - 0.51 - 1 times the SW District Average (2 points)
 - 0 - 0.5 times the SW District Average (1 point)

CRITERION 2: SAFETY

MoDOT Actual Crash Rates by SW District Roadway Type Averages



MoDOT 2017 Accident Rates are attributes of the State System Segment feature class retrieved from the MoDOT Central Office on 05/25/2018.

Actual Accident Rate by Roadway Type

- > or = 1.5 times the SW District Average (4 points)
- 1.01 - 1.49 times the SW District Average (3 points)
- 0.51 - 1 times the SW District Average (2 points)
- 0 - 0.5 times the SW District Average (1 point)



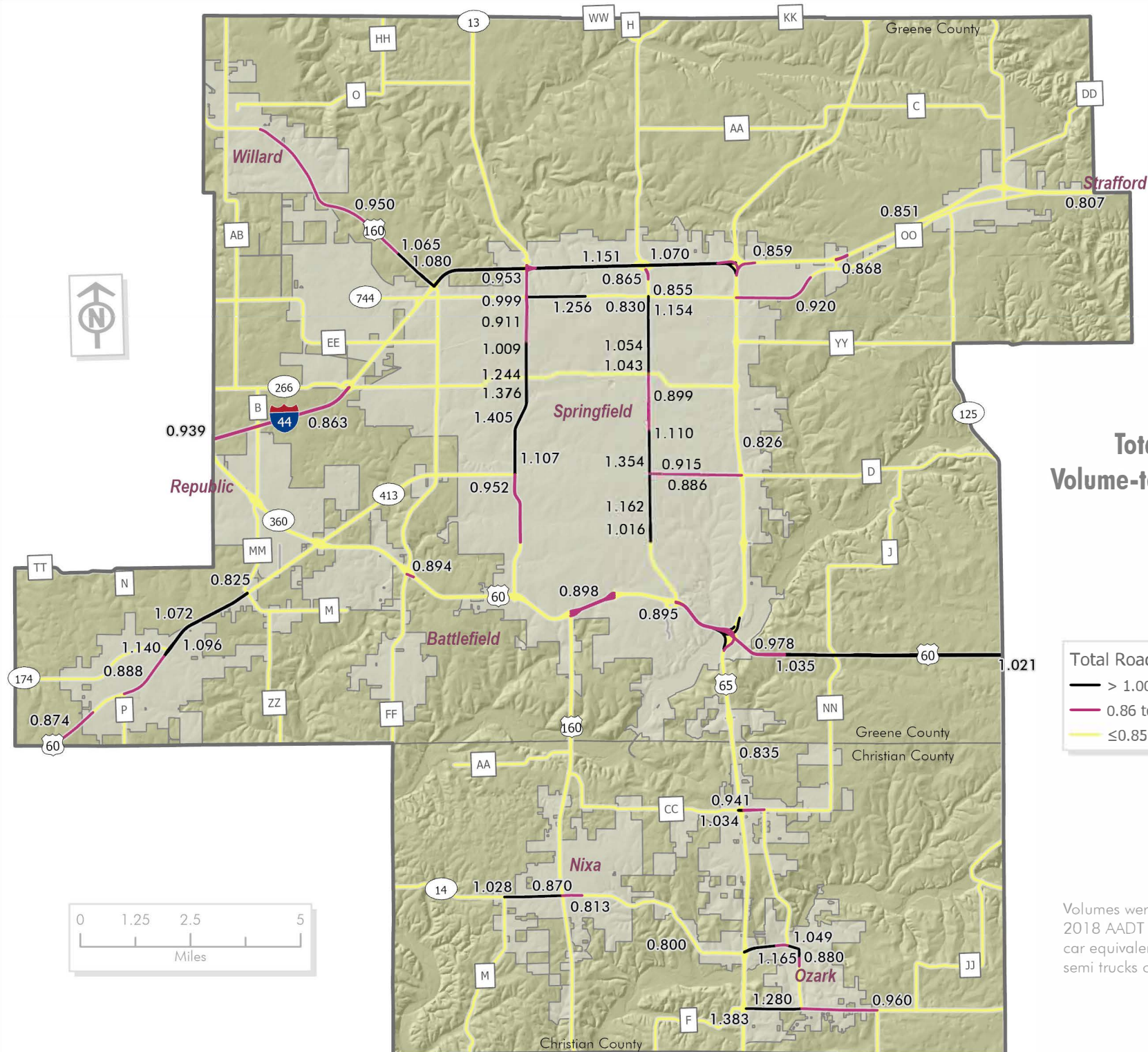
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CRITERION 4: CONGESTION MANAGEMENT CURRENT



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Total Roadway Volume-to-Capacity Ratios

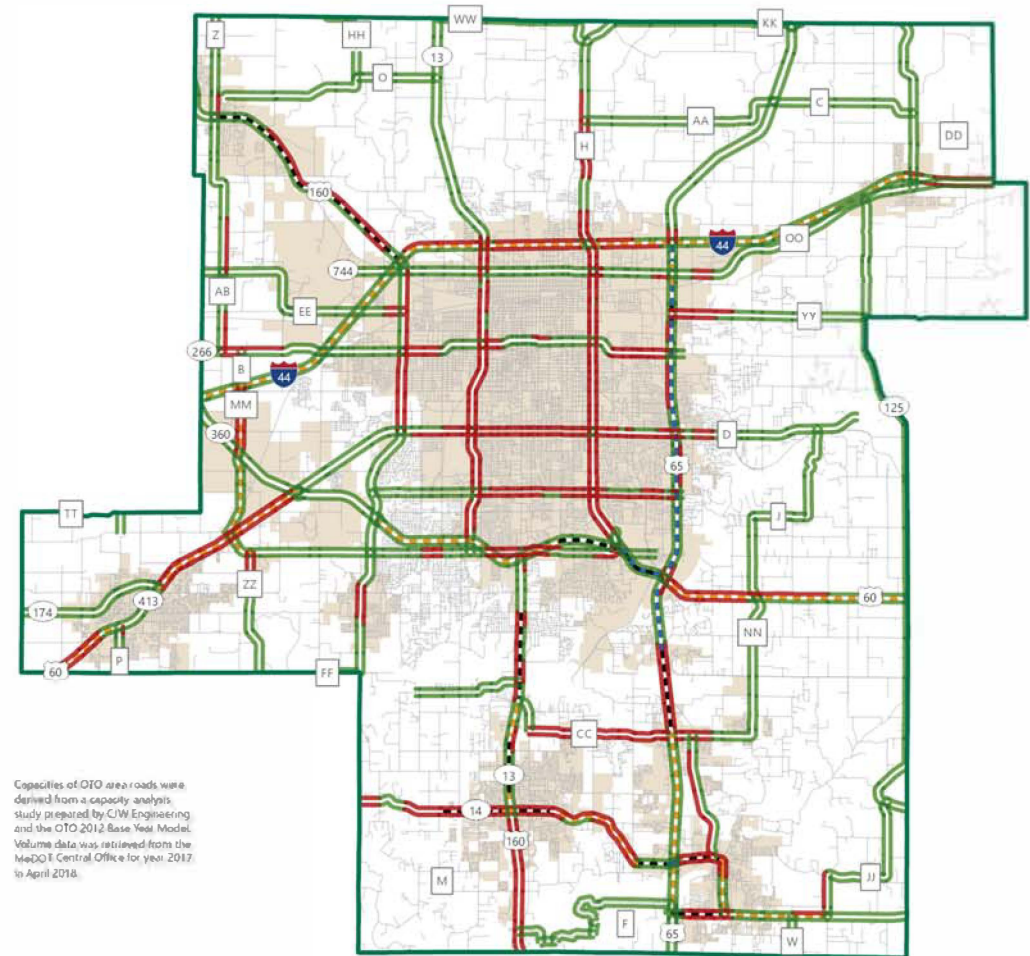
Total Roadway Volume-to-Capacity

- > 1.000
- 0.86 to ≤ 0.999
- ≤ 0.859

Volumes were derived from MoDOT
2018 AADT and applying a three-passenger
car equivalent value to buses and combo-
semi trucks only

CRITERION 5: CONGESTION MANAGEMENT FUTURE

Future Volume-to-Capacity Ratio Model Year 2040



Roadway Volume-to-Capacity Ratio

- Less than or equal to 0.85
- Equal to or > 0.86



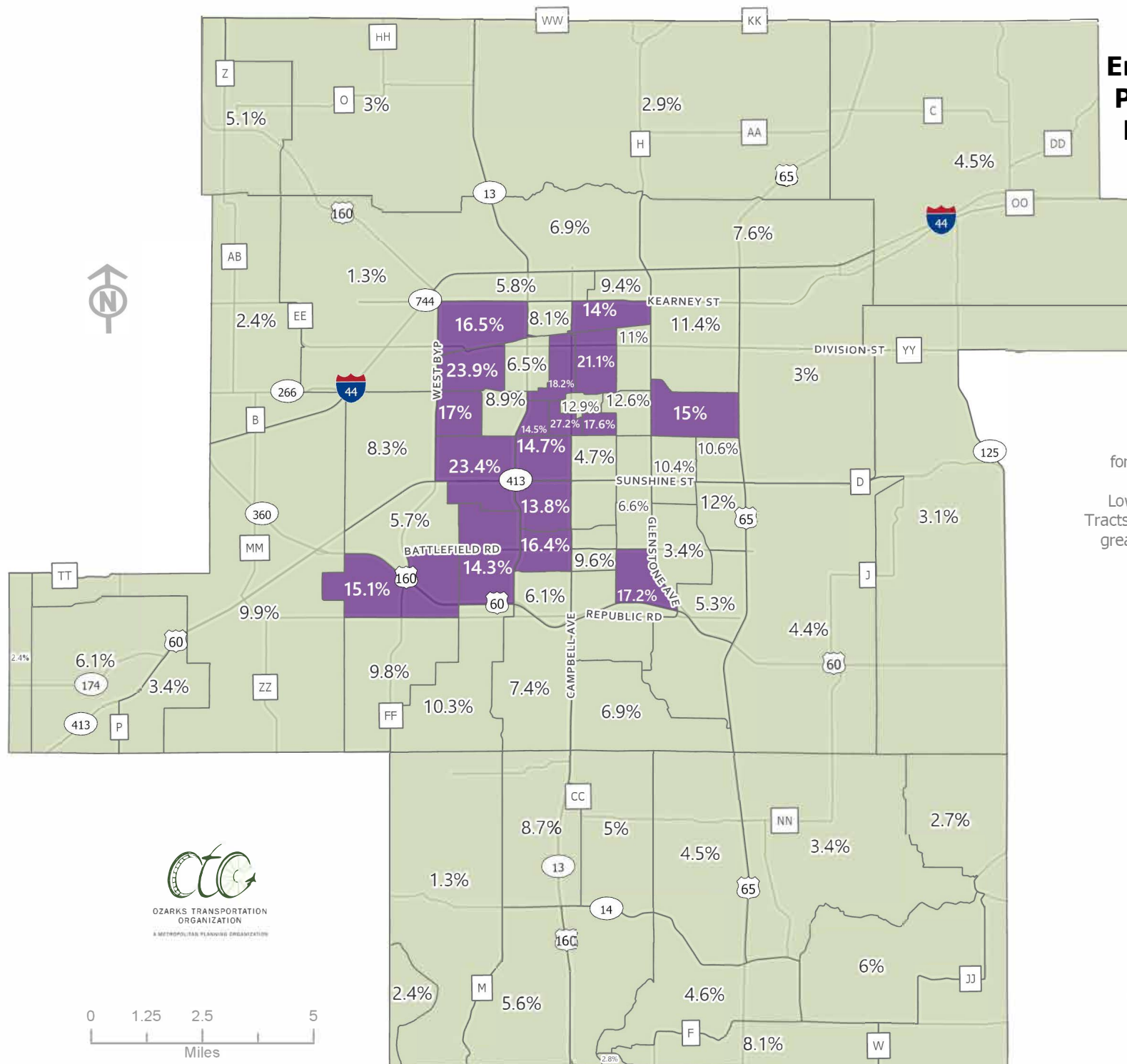
Project Status

- Completed
- Under Construction
- - - Programmed
- - - Unfunded



CRITERION 6: ENVIRONMENTAL JUSTICE

Environmental Justice Prioritization Criteria Minority Population



The OTO Census Tract Average
for Percent Minority Population = 8.95%

Low Income Areas are defined as Census
Tracts with a percentage of minority population
greater than or equal to 1.5 times the OTO
area average or 13.4%

Percent Minority Population

- > 13.4%
- ≤ 13.4%



Source: American Community Survey
2013 - 2017 Five Year Estimates

Environmental Justice Prioritization Criteria Low Income Population

The OTO Census Tract Average
for Percent of Individuals Living
Below the Poverty Level = 19.76%

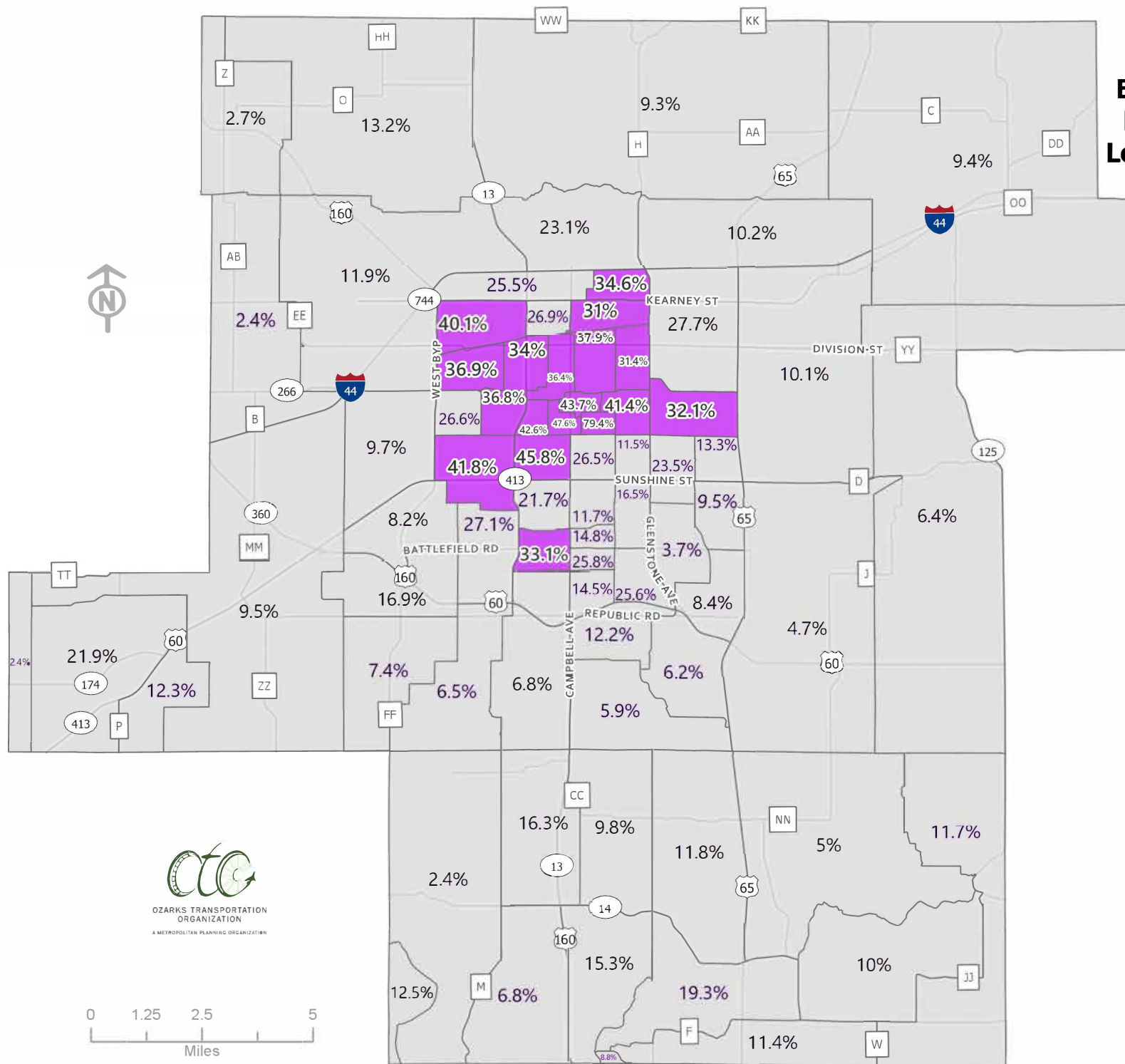
Low Income Areas are defined as Census Tracts with a percentage of individuals living below poverty level greater than or equal to 1.5 times the OTO area average or 29.6%

Census Tracts
Percent Living Below Poverty

■ $\geq 29.7\%$

☐ < 29.6 %

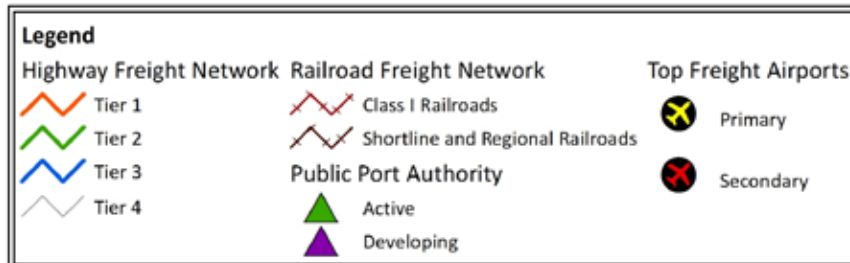
Source: American Community Survey
2013 - 2017 Five Year Estimates



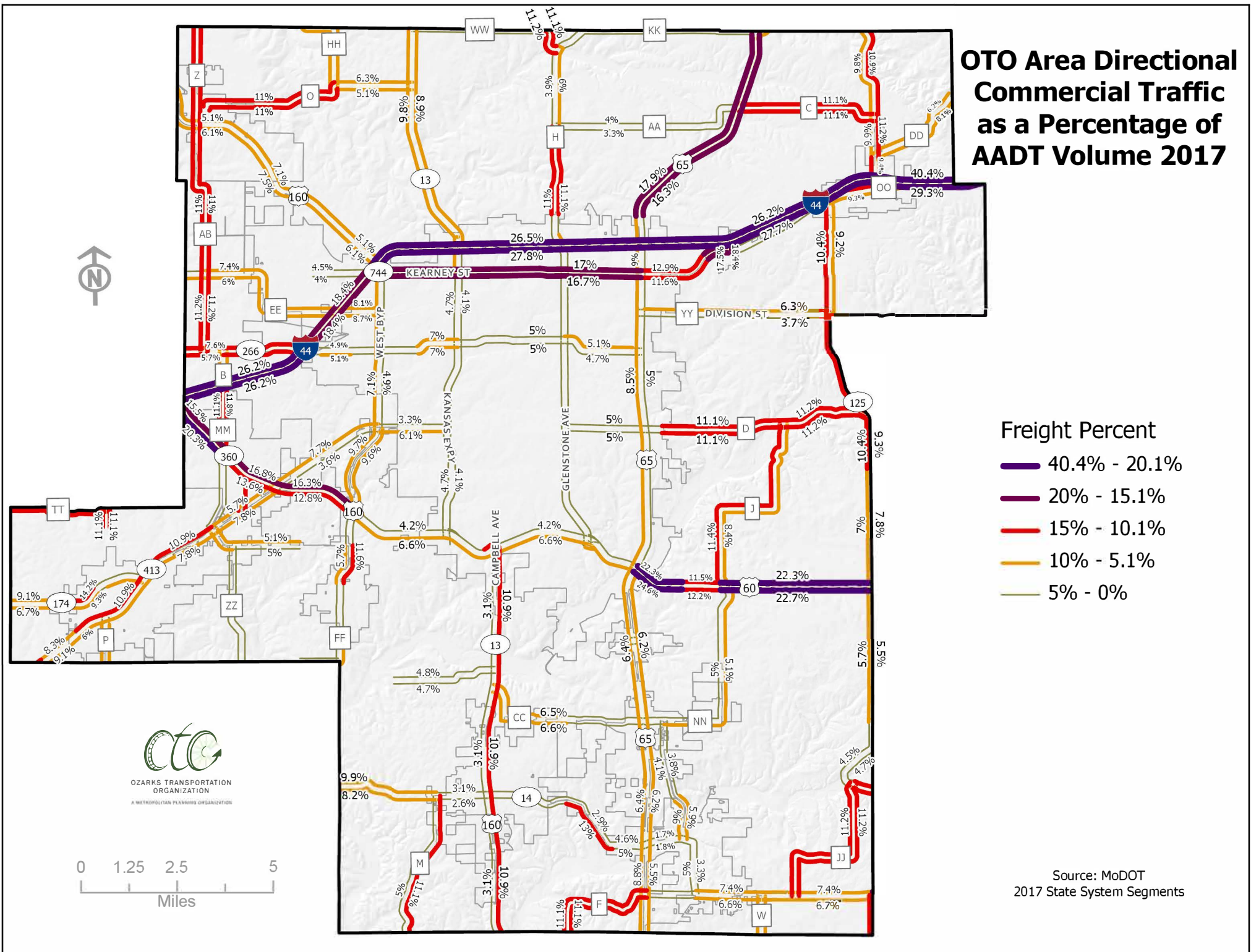
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A horizontal number line representing distance in miles. It has tick marks at 0, 1.25, 2.5, and 5. The word "Miles" is written below the line.

MISSOURI FREIGHT NETWORK MAP

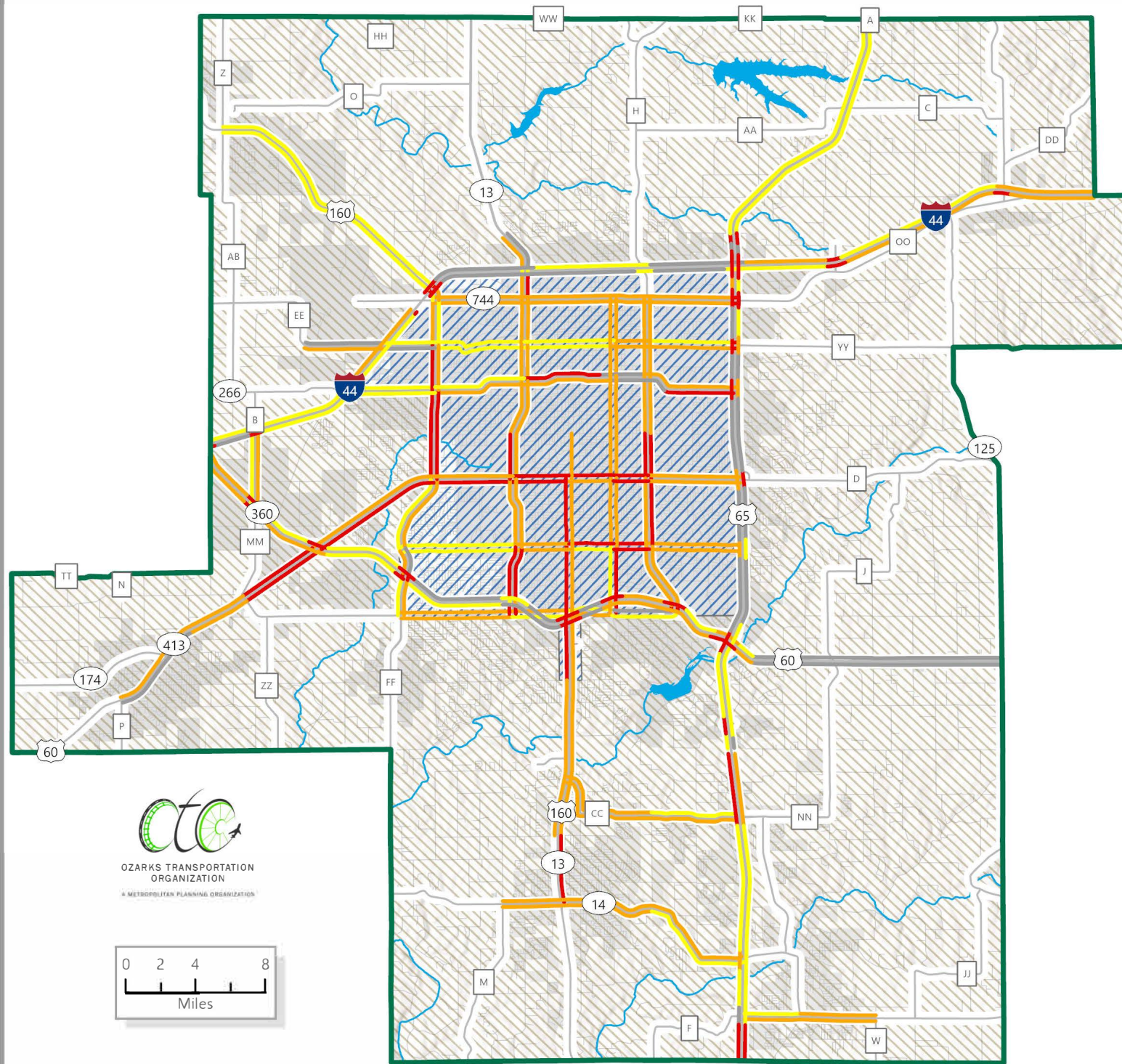


CRITERION 9: PERCENTAGE FREIGHT TRAFFIC



Travel Delay April 2018

Using the Posted Speed Limit as Reference



Arterial Travel Delay

- > or = 20.1 mph Below Reference Speed
- 10.1 to 20 mph Below Reference Speed
- 5.1 to 10 mph Below Reference Speed
- < Or = 5 mph Below Reference Speed

Suburb Arterial Study Area (5:30pm - 6:30pm Peak)

Springfield Arterial Study Area (5pm - 6pm Peak)

*RITIS travel times from 5pm - 6pm for business days in April 2018 were used to calculate the 75th percentile speed on all Freeways

Freeway Travel Delay

- 10 mph or > Below Reference Speed
- 9.9 to 5 mph Below Reference Speed
- 4.9 - 0.1 mph Below Reference Speed
- < or = 0 mph Below Reference Speed

CRITERION 11: BRIDGE CONDITION



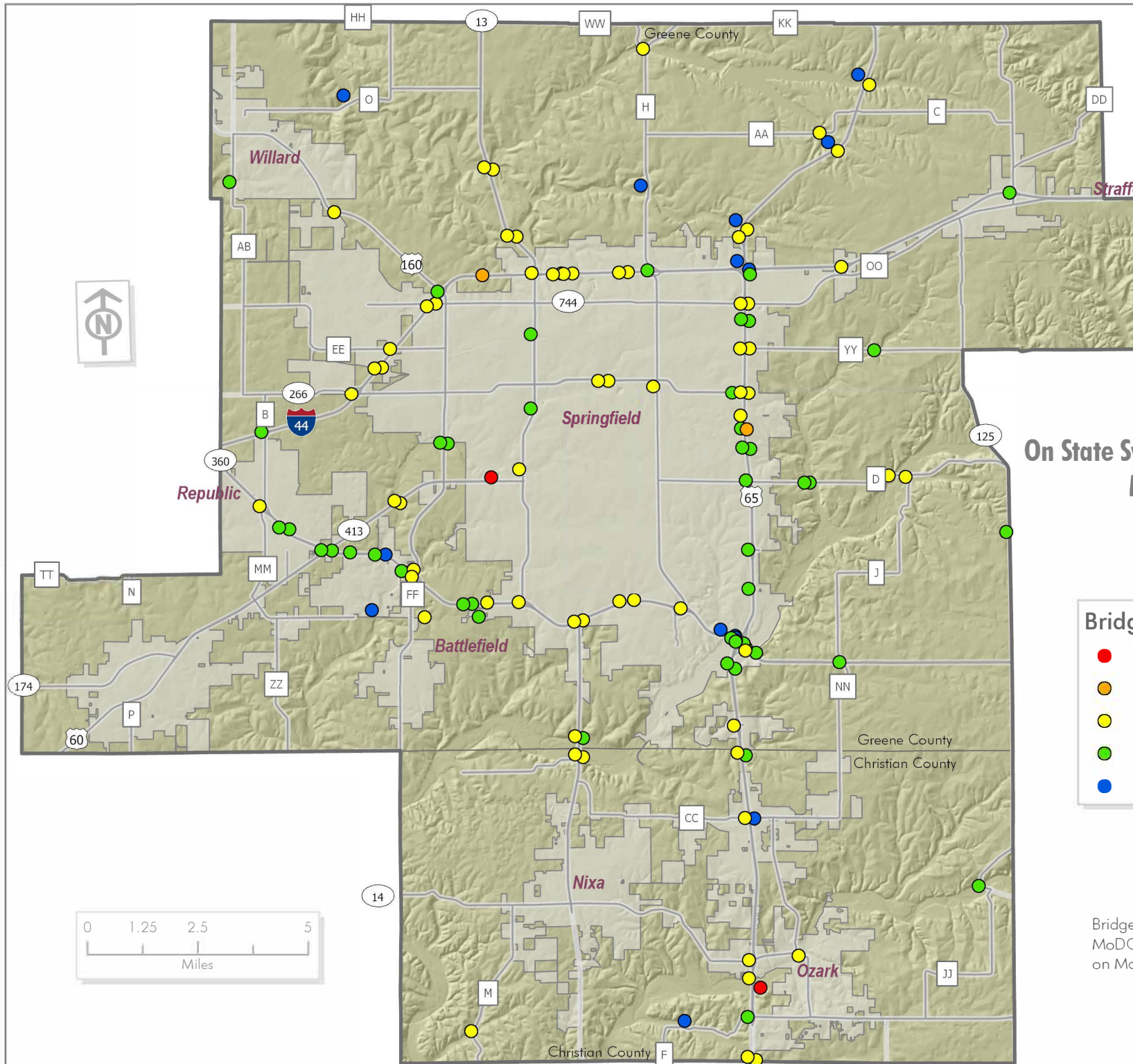
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On State System Bridge Condition May 10, 2019

Bridge Condition Index

- Very Poor
- Poor
- Fair
- Good
- Very Good

Bridge conditions were provided by
MoDOT SW District Planning Staff
on May 10, 2019



TAB 10



E-NEWS SIGN UP (/ENEWS-SUBSCRIBE/)
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 RENEW
 (HTTPS://SBJ.CREATIVECIRCLEMEDIA.COM/SUBSCRIBE/?
 USER_ID=14970&TOKEN=CD235AAB&PROCESS=RATE&RATE=2)
 | HELLO, ANDY MY ACCOUNT (/ACCOUNT/)
 LOG OUT (/LOGIN.HTML?ACTION=LOGOUT)

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SPRINGFIELD, MO



SBJ PHOTO BY JESSICA ROSA

Strafford City Administrator Steve Bodenhamer says the city is focusing on land development for the future.

The Strafford Connection: City embraces entertainment, logistics and industrial growth

Officials work to update the city's comprehensive plan



BY: KYLE BOAZ, REPORTER | kboaz@sbj.net
 (mailto:kboaz@sbj.net)

Posted online June 28, 2019 | 12:33 pm



(/uploads/original/20190628-123042-about town.png.jpg)



To the east of Springfield, the city of Strafford is experiencing new development as the city updates its comprehensive plan and looks to tax increment financing mechanisms.

Officials from Strafford, a 2.3-square-mile town with just under 2,500 residents, are planning for the future while present development

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EDITORS' PICK



(/stories/2019-day-in-the-life,64477)

2019 Day in the Life (/stories/2019-day-in-the-life,64477)

Springfield Business Journal's 2019 Day in the Life series gives a glimpse into the world of community powerhouse leaders.

MOST READ

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 (/stories/nike-cancels-shoe-featuring-early-version-of-american-flag,64506)

occurs. They're working with the Southwest Missouri Council of Governments to update a 16-year-old comprehensive plan.

"The 2003 plan was more of a community wish list than it really was a true land-use projection, growth projection, infrastructure projection," said Strafford City Administrator Steve Bodenhamer.

Bodenhamer said commercial growth started in earnest in the 1990s, followed by retail and some logistics business.

"We've had retail growth since 2003, particularly in the merchandising line and food service, both fast and sit-down," Bodenhamer said.

Now, the focus is on land development usage for the future.

"Hopefully, what comes out of this is some projected land-use map," Bodenhamer said, before asking a question about key highway access from Interstate 44, and routes 125 and OO through the town: "How do we want to project those future land uses?"

Current developments

One development underway is a youth sports center.

The Strafford Sports Center is a private development by Micki and Troy McShane.

"They're just now to the point of getting building permits," Bodenhamer said. "It should help the sales tax generation from food vendors, convenience stores and things like that."

The McShanes plan to create four indoor basketball courts and a kids' zone with games and inflatables at 9007 E. Evergreen St. The 33,200-square-foot complex is slated for completion later this summer, according to past Springfield Business Journal reporting.

It's not just activities and entertainment that's growing in Strafford.

Wilson Logistics Inc. intends to build a 35,000-square-foot terminal off I-44, immediately east of Camping World. At the 100-acre site, Strafford Board of Aldermen annexed and rezoned the land to highway commercial. But the company has yet to break ground.

"They have not given me any formal master plans, development plans," Bodenhamer said.

"We've had a meeting or two with some things on the table, but until they actually submit something, be it stormwater management or civil site plans or something like that, the ball is in their court."

Administration moves to ease drive-time rules for truckers
(/stories/administration-moves-to-ease-drive-time-rules-for-truckers,64508)

Whirlpool admit up to 800,000 faulty dryers exist
(/stories/irlpool-admit-up-to-800000-faulty-dryers-exist,64507)

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Wilson Logistics owner Darrell Wilson told SBJ in December the project would start with an administration center, shop buildings and a cafeteria.

“We are a logistics-based community, basically because of I-44, and the proximity to U.S. [Highway] 65,” Bodenhamer said. “I believe they’ll put a nice campus together there.”

City officials have had preliminary discussions with the project’s engineers, Slone Architects & Interior Designers Inc., about utilities, Bodenhamer said, and a traffic study will need to be conducted.

Wilson Logistics Marketing Manager Michael Ensminger said, at press time, he was unaware of the company’s timeline for submitting plans. They’ve previously said it’s projected to open in summer 2020 and create 100 new jobs.

Strafford aldermen heard another potential development plan during their June 10 meeting.

“We are working toward a 200-acre industrial rail park development,” Bodenhamer said of the city.

If realized, the park would be established in southwest Strafford, east of the John Deere Reman plant.

The city and South West Missouri Rail and Business Park LLC, which supplied the only bid, have entered into a memorandum of understanding to pursue incentives under the Chapter 100 umbrella and tax increment financing. Aldermen updated the comprehensive plan with an amendment on June 17, Bodenhamer said, and the TIF commission will hold a public hearing on July 23 for the park’s consideration. TIF funding measures are tentatively scheduled for consideration Aug. 8.

History reborn

Strafford is in the process of creating a historic park set to open during the Fourth of July holiday in midtown, next to City Hall between the railroad and the highway.

“The idea was we would replicate false fronts of historic buildings that used to sit on Highway 66 that we had enough data on,” Bodenhamer said of the three planned buildings, including the city’s original train depot built in 1871.

The depot is now being recreated with a small interior for bathrooms and a water fill-up station. The area is designed as a rest stop for bikers and Route 66 tourists.

Next to the depot, the Bumgarner General Store is designed as a pavilion area, but a third, the recreation of the Delp Hotel, is on hold for financial

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oaparams=2__bannerid=394_
_zoneid=23__cb=f9b8f1512d_
_oadest=https%3A%2F%2Fww
w.keetercenter.edu%2FSpecial
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☐ No

☐ Yes

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_zoneid=64__cb=bf780f3bb7_
_oadest=https%3A%2F%2Fww
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ServiceApptForm)

reasons, Bodenhamer said.

The building was razed in 2008 due to unsafe conditions, he said.

To date, the city project has cost \$90,000 in materials, with Strafford Public Works donating time for labor.

Michele Eden, owner of Common Grounds Coffee & Cafe LLC, operates out of one of the remaining historic buildings, at 100 E. Pine St. She purchased another next door in December 2018, a former pharmacy that had been damaged by fire.

Eden plans to invest \$175,000 to restore the building and open a floral, gift and refurbished furniture store.

“It’s been under construction. We’ve worked on it the last couple months,” she said.

The Strafford native has owned Common Grounds – the former Strafford Farm and Feed store – for nearly five years.

Partnerships

With both Strafford and its western neighbor Springfield expanding, the cities entered into a boundary agreement last summer to more specifically define how far each city would plan to grow to, Bodenhamer said.

“That is working well,” he said. “At least we have a definition and then if there is a compelling interest to make an exception to that, both parties have to agree to the exception.”

The perpetual agreement arose from an interested private party unsure of which council to present annexation plans to with loosely defined boundaries.

Strafford also is working with another Springfield entity for services, an agreement that dates back two years.

“We are cooperating a little bit with City Utilities of Springfield,” Bodenhamer said. “There is an area on the extreme west end of Strafford that is more economical for CU to provide water services, particularly high-flow water services, to where fire protection is needed than it is for us.”

2

Comments

| NO COMMENTS ON THIS STORY

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FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT REAUTHORIZATION

PLATFORM AND RECOMMENDATIONS

Moving People, Data, and Freight: Safer, Greener, Smarter.

ITS America's vision is "A better future transformed by intelligent mobility – one that is safer, greener, and smarter." Our mission is to advance the research and deployment of intelligent transportation technologies and solutions to save lives, improve mobility, promote sustainability, and increase efficiency and productivity.

Our focus is policy that accelerates seamless mobility technology, connected and automated vehicle technologies, and smart infrastructure; policy that breathes new life into our transportation infrastructure by expanding investments in technologies that support smart communities; and policy that encourages new models and modes of transportation, including micro-transit, rideshare, carshare, bikeshare, micro-mobility, and unmanned systems. Investments in these new modes should also address issues of transportation equity so everyone gains access to mobility and opportunity. That said, our first and foremost priority has been, and continues to be, safety.

Founded as an official advisory board on road technology to the U.S. Department of Transportation, ITS America represents state and city departments of transportation, metropolitan planning organizations, automotive manufacturers, technology companies, engineering firms, automotive suppliers, insurance companies, and research and academic universities.^[1] Our Board Chair is Malcolm Dougherty, Senior Vice President and Practice Lead, Transportation, Michael Baker International and former Director, California Department of Transportation; our Vice-Chair is Jennifer Cohan, Secretary, Delaware Department of Transportation.

^[1] The ITS America Board is represented by the following companies: AAA, AECOM, Arizona Department of Transportation, California Department of Transportation, California PATH University of California Berkeley, Conduent, Central Ohio Transit Authority, Crown Castle, Cubic, Delaware Department of Transportation, District of Columbia Department of Transportation, Econolite, Ford Motor Company, General Motors, Gridsmart, PrePass Safety Alliance, HNTB, Iteris, Kapsch TraffiCom North America, MCity, Michael Baker International, Michigan Department of Transportation San Francisco Bay Area Metropolitan Transportation Commission, National Renewable Energy Lab, New York City Department of Transportation, Panasonic North America, Pennsylvania Department of Transportation, Qualcomm, Southwest Research Institute, State Farm Insurance, Toyota, Texas Transportation Institute, Utah Department of Transportation, Washington State Department of Transportation.



Over the years since the Fixing America's Surface Transportation (FAST) Act was signed into law, automated and connected vehicle technologies have advanced, the collection and use of big data has become an increasingly valuable tool for decision makers, electrification of vehicles of every type from human scale to large-scale continues, and Mobility on Demand services are transforming how we get around. These technologies allow additional freedom of movement for those who have limited mobility access, such as people with disabilities, older adults, and those living in transit deserts. Technology advancements will also help begin to reduce the epidemic of fatalities on our roadways.

For these reasons, ITS America supports a FAST Act reauthorization that recognizes the added value of integrating technology into transportation infrastructure and services and provides funding for the rapid deployment of intelligent transportation technologies quickly and uniformly to transportation agencies and providers across the entire country.

Just as transportation infrastructure was critical to the development of our economy in the 20th century, maintenance of existing infrastructure and deployment of intelligent mobility and smart infrastructure will be critical for our global competitiveness in this century. Advances in robotics, artificial intelligence, and wireless communications will define the way people, goods, services, and information move in the 21st century.

New forms of mobility are being deployed even as others are being developed. When cars were invented a century ago, Departments of Roads were created to build infrastructure for this new form of transportation. Those agencies are now Departments of Transportation, having grown to include many modes of transportation. Now those same agencies are evolving again to provide seamless multimodal mobility and to build smart infrastructure that will support the technology-driven 21st-century economy, which is all about moving, people, data, and freight.

Our members come to one table—ITS America—to shape the next generation of transportation and infrastructure driven by intelligent transportation technologies.

Shailen P. Bhatt

President and CEO

The Intelligent Transportation Society of America

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1. POLICY: INCREASE INVESTMENT IN RESEARCH AND DEPLOYMENT OF INTELLIGENT TRANSPORTATION TECHNOLOGIES.

Intelligent transportation technologies advance transportation safety and mobility, reduce congestion, improve air quality, and enhance American productivity by integrating advanced technologies into transportation infrastructure, operations, and vehicles. Only with investment certainty will the nation finally see and benefit from the research and the large-scale transformational deployments of intelligent transportation technologies that will define the way people, goods, services, and information move in the 21st century - and most importantly, finally help begin to reduce the epidemic of fatalities on our roadways.

ITS America Recommendation

- Ensure the solvency of the Highway Trust Fund; transition to a long-term and sustainable revenue source for transportation; and support additional funding for intelligent transportation technologies.
- Increase funding authorizations from the Highway Trust Fund for research, development, and demonstration of intelligent transportation systems technology to secure the United States' global leadership in the development and deployment of advanced transportation technologies. Ensuring United States technological leadership in transportation will have broad and substantial safety and economic benefits.
- Support a national Vehicle Miles Traveled (VMT) pilot program and support and expand the existing state pilot program to test the viability of a VMT user fee collection system. The programs should, at a minimum, consider equity among users, determine the efficiency in collection of fees and address any diversion of revenue, and resolve driver privacy issues.
- In conjunction with a national VMT pilot program, support a national study to apply fuel excise taxes to grid acquired electricity used in transportation. In connection with a national VMT pilot, include large freight shippers as participants and examine if fleet telematics can be used as a method of data collection.
- Maintain federal programs that allow state, metropolitan areas, and city congestion pricing strategies to reduce congestion and to raise revenues to support transportation improvements and improve trip time reliability; fund the Value Pricing Pilot Program to provide grants to state, metropolitan areas, and local governments to demonstrate to what extent congestion may be reduced and person-throughput can be increased through application of congestion pricing strategies, and the magnitude of the impact of such strategies on driver behavior, traffic volumes, transit ridership, air quality and availability of funds for transportation programs.
- Support increased funding for Intelligent Transportation Systems (ITS) programs to streamline the movement of goods beginning at ports and through the multimodal supply chain.

- Support policy that increases funding to improve supply chain efficiencies at ports and throughout the multimodal network that serve ports by increasing multimodal funding under current FAST Act formula programs and removing the multimodal caps from the Infrastructure for Rebuilding America (INFRA) grants. Support funding for Maritime Administration's (MARAD) Port Infrastructure Development Program that includes freight intelligent transportation systems and digital infrastructure systems as an eligible project.

1.1 ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES DEPLOYMENT (ATCMTD) PROGRAM

The Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program funds cutting-edge technologies that are ready to be deployed to enhance traffic capacity for commuters and businesses. The FAST Act established ATCMTD to make competitive grants for the development of model deployment sites for large-scale installation and operation of advanced transportation technologies.

ITS America Recommendation

- Amend 23 U. S. C. §503 (c) to authorize and dedicate separate funding for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. Under the FAST Act, the ATCMTD program has been funded through a set-aside from the Highway Research and Development, Technology and Innovation Deployment, and Intelligent Transportation System Research programs and has resulted in a reduction of transportation research and development that has historically propelled United States leadership in areas such as connected and automated vehicle development as well as the emerging area of artificial intelligence in mobility management.
- Increase funding and federal share to 80% for the ATCMTD program to account for the overwhelming demand for advanced transportation and congestion management technologies. In 2017, the Federal Highway Administration (FHWA) received 68 applications from 52 states and localities requesting more than \$362 million. In 2016, FHWA received 81 proposals requesting more than \$509 million. (See increased funding for base grant program in 104(b) amendments).
- Increase the federal share to 100% for safety critical connected vehicle technologies including Vehicle-to-Vehicle (V2V), Vehicle-to-Infrastructure (V2I), and Vehicle-to-Pedestrian (V2P). Support policy that makes V2P technologies an eligible activity under ATCMTD at 100% federal share.
- Make safety databases required of Automated Driving System (ADS) Demonstration Grants eligible for ATCMTD funding.
- Adopt the FTA Mobility on Demand (MOD) Sandbox demonstration grant program rules regarding private sector partners. Under the MOD program, the FTA may determine that any named project partner in the proposal is a key partner and make any award conditional upon the participation of that key partner. A key partner that is essential to the project, as approved by FTA, is eligible for a noncompetitive award by the applicant to provide the goods or services described in the application. A key partner's participation on a selected project may not later be substituted

without FTA's knowledge and approval. Eligible project partners under the MOD Sandbox program may include a private for-profit and not-for-profit organization, including shared use mobility providers and technology system suppliers.

- Support policy for Cooperative Automation Research Mobility Applications (CARMA).

2. **POLICY: SAFEGUARD CRITICAL TRANSPORTATION INFRASTRUCTURE FROM CYBERSECURITY THREATS**

As vehicles and infrastructure become more connected, our nation's transportation system faces increasing cybersecurity risks. Given the ability to cause loss of life and inflict significant economic damage in a highly visible manner, cybersecurity attacks directed at those producing or operating technologies travelling over or connected to U.S. roadways will intensify.

ITS America Recommendation

- Support policy that would provide states and localities funding and technical assistance to safeguard critical transportation systems that are more reliant than ever on connectivity to communicate and exchange data from cybersecurity threats.
- Amend 23 U. S.C. § Sections 119, 133, 167, and 148 of 23USC to authorize that funds made available may be used to implement measures to protect highways, roads, bridges, and tunnels against cybersecurity threats to transportation infrastructure by allowing system access only as authorized and preventing malicious activity.
- Amend 49 U. S. C. Chapter 53 of Subtitle III of 49USC to protect public transportation systems from cybersecurity threats – Amend § 5302 definitions to include measures to protect against cybersecurity threats under the definition of Capital Project to allow system access only as authorized and prevent malicious activity.
- Amend 23 U. S. C. § 503(c)(4)(E) to include measures to protect against cybersecurity threats as an eligible use of grants.
- Provide funding for risk assessments and planning services; developing best practices supporting cyber protection of legacy infrastructure, software and hardware solutions; implementing active and predictive threat monitoring services; deploying continuous monitoring and attack mitigation cyber security technologies and devices to harden traffic management systems and operations centers, creating Security Operations Centers (SOCs); and providing cybersecurity training to cybersecurity staff and other staff.
- Eligible activities include operating Intelligent Transportation System networks (ITS Networks) that enable infrastructure owner-operators to actively manage and protect transportation system such as secure traffic signal and sensor networks; secure wireless, wired, and fiber-optic networks; toll lane devices and systems; secure devices and systems to provide reliable and authoritative traveler information (VMS, websites, handheld device applications, in-vehicle information systems, etc.); active traffic management systems (lane use signals, variable speed limits); camera networks; weather-incident management systems; rock fall, flood, and avalanche detection systems; seismic detection systems; connected vehicle systems (Vehicle-to-Everything);

infrastructure, other vehicles, people, cyclists, etc.); and Security Credential Management System (SCMS) that ensures connected vehicle technologies operate in a safe, secure, and privacy-protective manner.

3. POLICY: PRIORITIZE THE 5.9 GHZ SPECTRUM FOR VEHICLE-TO-EVERYTHING (V2X) PUBLIC SAFETY TRANSPORTATION COMMUNICATIONS AND GROW INVESTMENTS IN VEHICLE-TO-INFRASTRUCTURE (V2I) AND VEHICLE-TO-PEDESTRIAN (V2P) TECHNOLOGIES

The U.S. Department of Transportation is working with industry and public sector stakeholders to develop and evaluate cooperative technologies, equipment, and applications known as Connected Vehicle (CV) technologies that operate in the 5.9 GHz band, inclusive of Vehicle-to-Vehicle (V2V), Vehicle-to-Infrastructure (V2I), and Vehicle-to-Pedestrian (V2P) – collectively referred to as V2X; this includes all V2X technologies – Dedicated Short Range Communications (DSRC) as well as Cellular vehicle-to-everything (C-V2X) – because it can be configured to enable real-time crash-avoidance alerts and warnings—offering a significant opportunity to achieve a transformation in transportation safety.

Cable companies and their supporters are seeking additional spectrum for enhanced WiFi experience and are aggressively pressuring the FCC to force public safety transportation communications operating in the 5.9 GHz band to share that spectrum with unlicensed consumer broadband devices.

Speed matters when safety information is involved. Sharing the band could compromise the speed and put lives at risk. What if a driver knew, in fractions of a second, that an airbag deployed in a car in front of them? Alternatively, that the car in front, around the next curve, was sliding on black ice? Or a person is walking just around the next corner? Thanks to V2X, that driver would react – and avoid a crash. Deploying V2X that allow cars, trucks, bicycles, motorcycles, streetlights and other infrastructure to talk to each other will ensure more people travel safely. Safety is the top priority of the nation’s transportation system.

ITS America Recommendation

- Support policy that makes clear the 5.9 GHz band is prioritized for existing, new, and developing vehicle-to-everything (V2X) technologies that send hazard alerts to infrastructure, motorists, pedestrians, and other transportation system users and hold the promise to enhance automated driving systems.
- Support a policy that ensures all three phases of testing for the 5.9 GHz band are complete before the Federal Communications Commission (FCC) rules on whether the spectrum can be shared between V2X operations and unlicensed devices like WiFi. Any unlicensed use in the band should be done without harmful interference to the incumbent technology or other intelligent transportation systems technologies.
- Request a report from the U.S. Department of Transportation on the outcomes of the FCC studies.

3.1. VEHICLE-TO-INFRASTRUCTURE (V2I)

V2I communications, which involves the exchange of safety and operational data between vehicles and elements of the transportation infrastructure, offers a wide range of safety benefits. V2I provides vehicles

and drivers information about infrastructure operations -- weather and pavement condition, how signals are directing traffic, and even the location of potential hazards at intersections and other critical road safety hotspots. V2I applications include red light violation warnings, reduced speed zone warnings, curve speed warnings, and spot weather impact warnings. V2I soon will support other applications that will disseminate the condition of the infrastructure, such as bridge integrity, and may even collect vehicle data that describes pavement condition.

According to NHTSA, V2I technology helps drivers safely negotiate intersections and could help prevent 41 to 55 percent of intersection crashes. Another connected vehicle safety application that helps drivers with left turns at intersections could help prevent 36 to 62 percent of left-turn crashes, according to NHTSA. In addition to the lives saved, just these two applications alone could prevent up to 592,000 crashes and 270,000 injuries each year.

ITS America Recommendation

- Increase the federal match to 100% for installation of V2I safety technologies. Expand eligibility to include data collection and analysis software (including data acquisition through private sector partnership), maintenance and operations, fiber, integration, the costs associated with systems, and equipment required for V2I communications technology. Amend 23USC §120(c) to make all V2I safety projects eligible to receive up to 100% federal share. Amend 23USC § 503(c)(4) to allow any project to receive up to 100% federal share of project costs.

3.2. VEHICLE-TO-PEDESTRIAN (V2P)

V2X will enable us to deploy safety solutions to protect vulnerable users of the system, which will be transformational. V2P encompasses a broad set of road users - people walking, children being pushed in strollers, people using wheelchairs or other mobility devices, passengers embarking and disembarking buses and trains, and people riding bicycles and scooters. Pedestrian detection systems can be implemented in vehicles, in the infrastructure, or with pedestrians themselves to provide warnings to drivers, pedestrians, or both. By allowing vehicles to communicate with these users through sensors or vehicle-to-device communication, we can significantly reduce the number of pedestrians killed on our roadways.

ITS America Recommendation

- Expand eligibility, under the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program, to include V2P technologies. Allow up to 100 % federal share for these safety projects. Amend 23 U. S. C. § 503(c)(4)(E) to include advanced vulnerable road user safety information systems. Amend 23 U. S. C. § 503(c)(4)(J) to allow up to 100% federal share of the cost of a project.

4. **POLICY: EXPAND INVESTMENTS IN ADVANCED MOBILITY IMPROVEMENTS**

Expand eligibility under highway programs to include advanced mobility safety improvements including data infrastructure and analysis, smart mobility improvements such as smart truck parking, smart work zones, smart pavements, predictive analytics platform, and build out of electric vehicle charging stations, hydrogen fueling infrastructure, natural gas fueling infrastructure, and other alternative fuels.

ITS America Recommendation

- Amend 23 U. S. C. Federal-Aid Highways to include as an eligible project or program the deployment of advanced transportation safety improvements, including data infrastructure and analysis, smart mobility improvements such as smart truck parking, smart work zones, and smart pavements.
- Amend 23 U. S. C. §133(b), §119(d), § 167 – to make eligible a project or program to establish electric vehicle charging stations or natural gas or hydrogen vehicle refueling stations for the use of battery powered or natural gas or hydrogen fueled trucks or other motor vehicles at any location in the state (giving priority to corridors designated under section 151) except that such stations may not be established or supported where commercial establishments serving motor vehicle users are prohibited by section 111 of title 23, USC.

5. POLICY: PLAN FOR TRANSFORMATIVE TRANSPORTATION TECHNOLOGIES

States, providers of public transportation and Metropolitan Planning Organizations (MPOs) are expanding beyond traditional long-range scenario planning, which holds fixed certain transportation and land use assumptions, to consider big questions facing the transportation system, including whether connected and automated vehicles will increase the vehicle capacity of existing highway lanes; how automation and active transportation connections might help solve the first mile/last mile transit challenge; what roadway investments could incentivize the shift to connected and automated vehicles; how to make sure the entire transportation system is working together; and how to expedite technology safety benefits.

Increased funding and flexibility will help planners analyze project performance across a range of different futures, including ensuring all modes of transportation work in concert and will lead to more informed project prioritization that maximizes the benefits of connected and automated technologies. Increased planning funding will also support states and MPOs in fulfilling current performance-based planning mandates, which were added in the 2012 transportation authorization without a commensurate increase in planning resources

ITS America Recommendation

- Support policy that provides additional planning funds to help regions and states better address complexities around transformative transportation technologies and climate change in the context of an integrated multimodal transportation system.
- Support policy that provides additional planning funds and flexibility to the planning process to prepare for a range of possible connected and automated vehicle futures scenarios.
- Amend section 23 U.S. C. § 104(b)(6) and 49 U. S. C. § 5338 to increase the amount of funding for Metropolitan Planning.

6. POLICY: DEPLOY BROADBAND TO SUPPORT INTELLIGENT TRANSPORTATION TECHNOLOGIES

Telecommunication technologies, such as broadband, are essential to the transport of people, data, and freight. Assisting states and localities with recovering costs associated with conduit installation,

maintenance of conduit, and conduit inventory is critical to increasing broadband installation, especially in rural areas and economically disadvantaged urban areas. Combining broadband conduit installation with highway and road construction will result in decreased frequency of construction on highways and roads, reduce broadband installation costs, increase access to and reliability of broadband networks, increase public and economic benefits, and decrease the time needed to deploy fiber.

Nothing in this policy proposal establishes a mandate or requirement that a state or locality install broadband infrastructure in a highway right-of-way.

ITS America Recommendation

- Amend 23USC to add a new authorization that supports smart highways and streets with broadband fiber optic cable to make roads safer by establishing new federal funding to assist states and localities to:
 - Identify a broadband utility coordinator to facilitate the broadband infrastructure right-of-way efforts within the state;
 - Register broadband infrastructure entities that seek to be included in those facilitation efforts;
 - Establish a process to electronically notify such entities of the state transportation improvement program on an annual basis;
 - Coordinate statewide telecommunication and broadband plans and state and local transportation and land use plans, including strategies to minimize repeated excavations that involve the installation of broadband infrastructure in a right-of-way; and
 - That any existing broadband infrastructure entities are not disadvantaged.

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7. POLICY: INCREASE BUILDOUT OF ALTERNATIVE FUEL VEHICLE INFRASTRUCTURE TO SUPPORT A FUTURE OF ZERO EMISSION VEHICLES

Alternative Fuel Vehicles are shaping the future of mobility, and the United States is poised to lead a global transition to zero emission vehicles (ZEV). Nevertheless, U.S. government analysis suggests that additional ZEV infrastructure investments will be required to satisfy the future of transportation. ZEV sales continue to increase year-over-year; however, these new mobility options will need 21st century infrastructure to continue to spur consumer adoption and address consumers' "range anxiety". U.S. government analysis suggests that current and projected deployments represent only a fraction of the estimated demand. According to a 2017 U.S. Department of Energy report, the U.S. will require 600,000 Level 2 plugs and 25,000 DC fast charger plugs by 2030 to fuel the electric market alone. Additionally, a 2017 study commissioned by the U.S. Department of Energy found that a network of 1,500 to 3,300 hydrogen stations would be needed to serve a market of millions of fuel cell vehicles by 2035.

ITS America Recommendation

- Establish a grant program to support state and local governments' efforts with infrastructure providers to invest in electric vehicle charging and hydrogen fueling infrastructure along designated alternative fuel corridors.
- Support policy that increases federal funding under the Surface Transportation Block (STBG) Grant program and Congestion Mitigation and Air Quality (CMAQ) program to rapidly build out

electric vehicle charging stations, hydrogen refueling stations, natural gas infrastructure, and technologies such as inductive charging to speed the deployment.

- Support policy that maintains the zero-emission plug-in electric vehicle tax credit. Provide an additional allocation of zero-emission plug-in electric vehicle tax credits reserved for medium-duty commercial delivery vans.
- Support policy that reinstates a zero-emission consumer tax credit for the purchase of fuel cell vehicles.

8. POLICY: BUILD TRANSFORMATIVE AND ADAPTIVE INFRASTRUCTURE FOR DEPLOYMENT OF INTELLIGENT TRANSPORTATION TECHNOLOGIES TO MITIGATE CLIMATE CHANGE

States, metropolitan regions, and cities will require substantial investment to adapt infrastructure to be resilient in a changing climate and responsive to a new mobility paradigm. Federally supported, near-term infrastructure improvements will provide the dual benefit of immediately mitigating carbon-emitting congestion while preparing our nation for intelligent mobility and smart infrastructure. For example, a high-speed communications infrastructure backbone would support near-term congestion-reduction and air quality improvement strategies like smart traffic signal operations while laying the foundation for future vehicle-to-vehicle and vehicle-to-infrastructure communications.

ITS America Recommendation

- Establish a new flexible program to make transportation networks more resilient in the face of a changing climate and more responsive to the technology-fueled transformation in how people and goods move.
- The program should be highly flexible, mode-neutral and include formula and discretionary components. Eligible projects should include capital and operational investments that improve both near-term and long-term system safety and performance. Examples include programs to support deployment of automated vehicles; V2X communications technologies; priced managed lanes; transportation demand management programs; strategic micro-transit investments; advanced parking freight delivery and incident management systems; alternative fuel charging infrastructure and other advanced technologies to support a clean transportation system; and climate mitigation/resiliency improvements.
- In lieu of a new program, the next bill should provide-resources for 21st century transportation investments through existing FAST Act programs by expanding project eligibility within these programs.
- Support policy to make eligible funding for renewable energy projects in the Interstate rights-of-way for transportation use by states and localities for transportation related facilities (conversion and/or removal of existing lighting systems to high efficiency technologies, alternative fueling infrastructure, maintenance buildings, rest areas, etc.) on-site (including through net metering) or off-site through off setting electricity bills at other sites.

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9. POLICY: ESTABLISH A MOBILITY ON DEMAND (MOD) PROGRAM FOR THE NEW WORLD OF MOBILITY

In the 21st century, mobility is less about moving vehicles and more about moving people, data and freight. Long-existing silos among cities, states, counties, road and transit agencies are disappearing; and private mobility service providers barely existed a decade ago. More choices exist now, but for people to fully realize the benefits of this new world of mobility, it must be easier to choose which option best meets their needs. This also means services that are accessible for every traveler and in all communities and neighborhoods. In cities, Mobility on Demand (MOD) offers convenient, affordable, and, in the case of bikeshare, rideshare or micromobility services, more sustainable alternatives to driving within congested environments. For suburban areas, MOD offers first mile/last mile accessibility to transit, as well as more dynamic on-demand services to get around town. While often seen as an urban/metro transportation solution, MOD deployed in rural areas also provides first mile/last mile (though more like first/last 50 miles) connections to transit, intercity bus and rail transport, and essential air service airports. Rideshare and ride sourcing is providing support for seniors to access social and health services. Micromobility services offer options to travel in town. MOD includes bikeshare and scooter share deployments on college campuses. New and improved MOD transit and paratransit services also can benefit rural communities.

ITS America Recommendation

- Support a MOD program with funding that encourages flexibility with federal (FHWA/FTA) funding to meet changing mobility needs including partnerships with companies offering shared-use trips (car, bicycle, new mobility modes), data management, and other technology companies for first mile/last mile services and improved freight delivery, the integration of mobility services and technologies, and new fare and integrated payment technologies.
- Support increased federal funding to public transit as it will be a key component in any successful implementation of MOD. Support policy that makes clear the MOD should leverage public transportation investment.
- Support a data sharing framework that provides standardization for the transfer of data among transportation operators and providers to foster the efficient use of capacity, enhance management of new modes of mobility, and promote the creation of innovative planning tools.
- Make permanent and increase funding for the FTA MOD Sandbox demonstration grant program, which experienced overwhelming demand for innovative approaches to integrating emerging mobility solutions within a public transportation framework. Increase funding in 49USC Chapter 5, Section 5338 for the Public Transportation Innovation authority under Section 5312(b).
- Support policy that makes clear that accessibility and equity are a foundational pillar of Mobility on Demand (MOD).

10. POLICY: STRENGTHEN THE UNIVERSITY TRANSPORTATION CENTERS PROGRAM

The U.S. Department of Transportation invests in the future of transportation through its University Transportation Centers (UTC) Program, which awards and administers grants to consortia of colleges and universities across the United States. The UTC Program advances the state-of-the-art in transportation research and technology and develops the next generation of transportation professionals. The Congressionally mandated program has been in place since 1987 to help address our nation's ever-growing need for the safe, efficient and environmentally sound movement of people and goods.

ITS America Recommendation

- Support reforms in the University Transportation Centers program that directs grants to universities with research and technical expertise; encourages leading edge as well as near-term practical applied research (reduce the time period from research concept to completion); encourages broader inclusion of ITS-related curriculum, degrees, and professional development programs for current and future workforce; and increases opportunities for private sector funding contributions.



ITS America acknowledges the contributions of ITS America Smart Infrastructure Task Force FAST Act Reauthorization co-chairs John Barton, National DOT Market Sector and Senior Vice President, HNTB, and Tina Quigley, Chief Executive Officer, Regional Transportation Commission of Southern Nevada, and more than 40 members of the task force representing the strength of ITS America: states, cities, metropolitan planning organizations, automakers, technology companies, research universities, and engineering, construction, and technical services firms. ITS America acknowledges the assistance of Boyagian Consulting.

For more information on ITS America's FAST Act Reauthorization Platform: Moving People, Data, and Freight, contact ITS America Vice President of Legislative Affairs Ron Thaniel at rthaniel@itsa.org.

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REAL ESTATE

URBAN PLANNING

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Why building walkable cities is the key to economic success

New report Foot Traffic Ahead finds walkable urbanism isn't just sustainable and enjoyable, but more profitable

By **Patrick Sisson** | Jun 24, 2019, 4:51pm EDT



The plaza outside Union Station in Denver, often called the city's living room. The city's recent run of new, walkable urban developments, built around an expanding rail network, has made it a leader in expanding walkable urbanism. | Shutterstock

What if I told you there was a way to develop U.S. cities that was better for social equity, created more jobs and economic activity, resulted in better transit access, and improved the environment, all while guaranteeing better economic returns for developers and investors?

According to "[Foot Traffic Ahead](#)," a new report that provides an in-depth look at the impact of walkable urbanism on U.S. real estate, that method exists. On nearly every metric, walkable developments perform better for their citizens, especially economically, which makes it that much more disappointing that so many established policy decisions fly in the face of this data.

A joint project between The Center for Real Estate and Urban Analysis (CREUA) at the George Washington University School of Business, Smart Growth America/LOCUS, Cushman & Wakefield, and Yardi Matrix, the report found substantial growth in such areas—defined via a formula that looks at office and retail density as well as Walk Score—as well as substantial value increases and increased educational attainment and economic vitality.

Researchers examined real estate development and performance in the nation's 30 largest metros, which contain 150 million people, or 47 percent of the total U.S. population

The bottom line? Walkable urban places, what the report calls WalkUPs, demand roughly 75 percent higher rent over the metro average, a gap that's increasing, having grown 19 percent since 2010 alone (the report believed that growth will only continue). That includes 105 percent higher rent for office space and 121 percent higher rent for retail.

This may all seem obvious; space in dense superstar cities costs more than land in spread-out exurbs. But researchers found this type of development is becoming the preferred and prevalent model across nearly all categories.

It's not a trend confined to coastal cities; it's on the rise in the Rust Belt, the Sun Belt, tech metropolises, government centers, innovation centers, and millennial magnets. According to "Foot Traffic Ahead," 72 percent of office and rental multifamily absorption between 2010 and 2018 could be categorized as walkable urban development.

In Dallas, a poster child for sprawl, the 38 WalkUPs comprise 0.10 percent of metro land area, but 12 percent of metro GDP. Between 2010 and 2017, net absorption of WalkUPs was 2.6 times the metro average, meaning drivable suburban development actually *lost* market share. This suggests that those who aren't developing in this way, or haven't updated municipal policy to encourage such development, may miss out on investment opportunities, thus widening existing economic gaps.



Union Square in Manhattan | Shutterstock

Why so much of the country is still sprawl

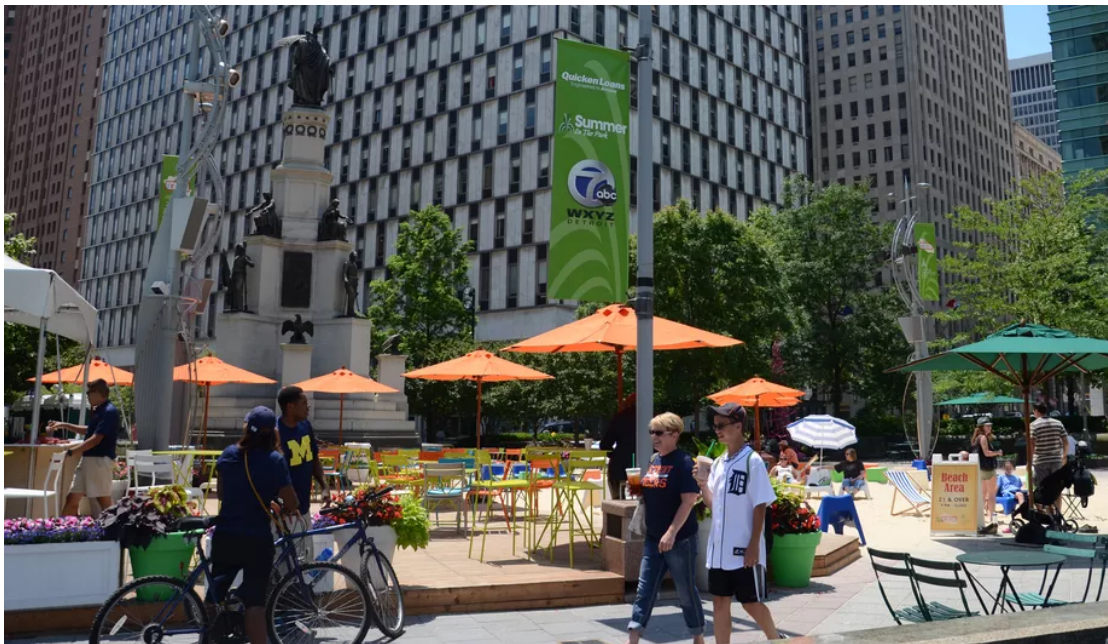
Why do WalkUps—which, as the report notes, “punch far above their weight economically,” offer improved transit options, and create the kind of density that can cut down carbon emissions and make cities infinitely more sustainable—only make up less than 1 percent of the land mass in the top 30 U.S. metros (0.17 percent to be exact)? Why do we fail to plan for, and build more, of these neighborhoods?

Perhaps its because we invented, and then exported, the opposite development pattern. “Drivable sub-urban development,” the report’s more scientific definition of sprawl—historically low density, segregated building types, standardized development, and car-centric transit infrastructure—was a U.S. creation that has inhibited development patterns in cities and suburbs alike for the last century. While it’s hard to break a habit, “Foot Traffic Ahead” has harsh words for cities (and states, such as California) that aren’t adapting to the market demand for walkable urbanism.

“These low-ranking metros have also demonstrated an inability to change by continuing to promote drivable sub-urban development patterns in public policy and infrastructure investments, such as voting against transit investment or maintaining outdated zoning codes that mandate a certain type of development less preferred by today’s market,” the report notes. “These metros demonstrate that focusing on sprawling, drivable sub-urban development patterns reduce economic performance and social equity outcomes.”

These arguments formed the core of Minneapolis's decision to upzone the entire city, a plan that backers said would help rectify decades of segregation and unequal opportunities while creating more housing, improving transit, and encouraging more economic development. What's not to like?

"U.S. metros where the public and private sectors work together to adapt and deliver increased supply of walkable urban places will be the economic and social justice winners of the next generation," the report notes.



The revitalized Campus Martius park in Detroit. | Shutterstock

Walkable urbanism, a pathway to dynamic growth

On nearly every level, the analysis shows the benefits of denser, human-scale development. High walkability often correlates to improved social mobility. Six of the top 10 cities, in terms of social equity rankings, are also the ones with the highest percentage of WalkUPs. While they also have the highest demand and most expensive housing—because density brings more affordable transit options and easier connection to more jobs—they partially offset higher costs of living. Of course, without concerted effort to densify housing and build it close to jobs, this advantage is quickly erased.

Other cities have also seen big developments boosts from prioritizing walkable urbanism. Atlanta, another post child for sprawl, has seen expansive development due to new projects near the Beltline, the expanding, city-wide pedestrian and bike corridor. Detroit

and Pittsburgh, former industrial cities with reviving and emerging reputations as centers of design and technology, have seen walkable urban areas grown substantially.

The 2019 report found the top six cities for walkable urbanism, in descending order, include New York, Denver, Boston, Washington D.C., San Francisco, and Chicago. Denver may seem out of place for those not familiar with recent developments, but, since 2003, it has been “on a walkable urban infrastructure investment boom” due to the expansion of and investment in rail transit, which has sparked a “renaissance of walkable urbanism.”

Future development trends

As the report notes, it’s important to understand that old ways to define where we live, such as suburban versus downtown, aren’t always as useful in current economic discussions and debate. “We need categories driven by measures of urban form and economic activity,” including singling out, studying, and replicating walkable neighborhoods, which can be downtown or in the center of an exurban development, because they’re responsible for so much economic development and wealth creation.

The report suggests there’s a lot of room to grow: The population of the 30 largest metros could support an additional 472 WalkUPs, an increase of 62 percent. There’s large, unmet demand for affordable pedestrian and transit-accessible multifamily apartments in the suburbs, which the report pegs as a major equity challenge.

Sprawl has dominated development for at least the last 60 years, and only in this last cycle has there been a sustained shift back towards dense urban development. A better understanding of building such neighborhoods and developments, while keeping housing affordable and accessible, will be a deciding factor in how sustained this shift will be.