

17 August 2017

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 2017-2020 Transportation Improvement Program (TIP) on July 11, 2017. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following page.

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

# Administrative Modification Three to the FY 2017-2020 Transportation Improvement Program 

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

## DESCRIPTION:

There is one item included as part of Administrative Modification Three to the FY 2017-2020 Transportation Improvement Program.

As defined in the Public Participation Plan, a change is allowed for:
Minor changes to funding sources between federal funding categories or between state and local sources.

The Route 65 Southbound Bridge over I-44 (SP1112-17AM3) project is being modified for FY 2018 to exchange $\$ 1,110,295$ of National Highway Performance Program funds for STBG-Urban funds, resulting in:

1. Payback of $\$ 973,877.39$ to the Missouri Transportation Finance Corporation, on behalf of Christian County, on financing provided for the construction of the DDI at Routes 65 and CC (CC1110).
2. Payment for cost overruns on Kansas Expressway Pavement Rehabilitation (SP1417), on behalf of the City of Springfield, in the amount of $\$ 136,418.00$.

Project Detail by Section and Project Number with Map

## E) Roadways Section

TIP \# SP1112-17AM3 ROUTE 65 SOUTHBOUND BRIDGE OVER I-44

| Route | US 65 |
| :--- | :--- |
| From | US 65 |
| To | I-44 |


| Location | City of Springfield |
| :---: | :---: |
| Federal Agency | FHWA |
| Project Sponsor | MoDOT |
| Federal Funding Category | NHPP(NHS) |
| MoDOT Funding Category | Taking Care of the System |
| Bike/Ped Plan? | EJ? |
| STIP \# 8P2293 |  |
| Federal ID \# 0442239 |  |

## Project Description

Replace Rte. 65 southbound bridge over I-44 in Springfield.

| Fund Code | Source | Phase | FY2017 | FY2018 | FY2019 | FY2020 | Total |
| :--- | :--- | :--- | ---: | ---: | ---: | ---: | ---: |
| FHWA (NHPP) | Federal | ENG | $\$ 133,600$ | $\$ 370,400$ | $\$ 0$ | $\$ 0$ | $\$ 504,000$ |
| MoDOT | State | ENG | $\$ 33,400$ | $\$ 92,600$ | $\$ 0$ | $\$ 0$ | $\$ 126,000$ |
| FHWA (HPP) | Federal | CON | $\$ 0$ | $\$ 166,134$ | $\$ 0$ | $\$ 0$ | $\$ 166,134$ |
| FHWA (NHPP) | Federal | CON | $\$ 0$ | $\$ 1,646,505$ | $\$ 0$ | $\$ 0$ | $\$ 1,646,505$ |
| FHWA (STBG-U) | Federal | CON | $\$ 0$ | $\$ 1,110,295$ | $\$ 0$ | $\$ 0$ | $\$ 1,110,295$ |
| MoDOT | State | CON | $\$ 0$ | $\$ 689,200$ | $\$ 0$ | $\$ 0$ | $\$ 689,200$ |
| Totals |  |  | $\$ 167,000$ | $\$ 4,075,134$ | $\$ \mathbf{0}$ | $\mathbf{\$ 0}$ | $\$ 4,242,134$ |

## Notes

Federal Funding Source: Federal Earmark - Demo ID MO108
Non-Federal Funding Source: State Transportation Revenues
FYI: \$166,134.42 Earmark

| Prior Cost | $\$ 309,000$ |
| :--- | :--- |
| Future Cost | $\$ 0$ |
| Total Cost | $\$ 4,551,134$ |

## E) Roadways Section

TIP \# SP1112
ROUTE 65 SOUTHBOUND BRIDGE OVER I-44

| Route | US 65 |
| :--- | :--- |
| From | US 65 |
| To | I-44 |

Location
Federal Agency
Project Sponsor
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan?
EJ?
STIP \#
8P2293
Federal ID \#
Project Description
Replace Rte. 65 southbound bridge over I-44 in Springfield.

| Fund Code | Source | Phase | FY2017 | FY2018 | FY2019 | FY2020 | Total |
| :--- | :--- | :--- | ---: | ---: | ---: | ---: | ---: |
| FHWA (NHPP) | Federal | ENG | $\$ 133,600$ | $\$ 370,400$ | $\$ 0$ | $\$ 0$ | $\$ 504,000$ |
| MoDOT | State | ENG | $\$ 33,400$ | $\$ 92,600$ | $\$ 0$ | $\$ 0$ | $\$ 126,000$ |
| FHWA (HPP) | Federal | CON | $\$ 0$ | $\$ 166,134$ | $\$ 0$ | $\$ 0$ | $\$ 166,134$ |
| FHWA (NHPP) | Federal | CON | $\$ 0$ | $\$ 2,756,800$ | $\$ 0$ | $\$ 0$ | $\$ 2,756,800$ |
| MoDOT | State | CON | $\$ 0$ | $\$ 689,200$ | $\$ 0$ | $\$ 0$ | $\$ 689,200$ |
| Totals |  |  | $\$ 167,000$ | $\$ 4,075,134$ | $\$ 0$ | $\$ 0$ | $\$ 4,242,134$ |

## Notes

Non-Federal Funding Source: State Transportation Revenues
Federal Funding Source: Federal Earmark - Demo ID MO108
FYI: \$166,134.42 Earmark

Prior Cost
Future Cost
Total Cost
\$309,000
\$0
\$4,551,134

| YEARLY SUMMARY | Federal |  |  |  |  |  |  |  |  |  | Local | Other | State |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | FHWA (STBG-U) | FHWA (SAFETY) | FHWA (STPIBG) | FHWA (IM) | FHWA (130) | FHWA (NHS) | FHWA (BRM) | FHWA(BRO) | FHWA (NHPP) | FHWA (HPP) | LOCAL | OTHER | Modot | MoDOT-GCSA | MoDOt-AC | TOTAL |
| 2017 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | \$0 | \$0 | \$1,600 | S0 | \$0 | s0 | \$0 | \$0 | \$1.600 | \$0 | \$0 | \$0 | \$4000 | \$0 | so | \$ $\begin{aligned} & \text { S2,000 } \\ & \text { S2,00 }\end{aligned}$ |
| ${ }_{\text {CCC1601 }}$ | \$0 | \$900 | \$0 | so | \$0 | ${ }_{\text {s0 }}$ | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$4400 | \$0 | \$0 | \$2,000 $\$ 1,000$ |
| CC1701 | so | so | \$1,600 | so | so | so | so | so | \$0 | ${ }_{\$ 0}$ | \$0 | so | \$400 | so | so | \$2,000 |
| CC1702 | so | so | \$4,000 | so | so | so | so | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000 | so | so | \$5,000 |
| CC1703 | so | so | \$4,000 | so | so | so | so | \$0 | so | \$0 | \$0 | so | \$1,000 | so | so | \$5,000 |
| GR1403 | \$0 | so | so | so | so | so | so | so | 000 | \$0 | \$0 | so | \$2,000 | so | so | \$10,000 |
| GR1501 | \$1,679,927 | so | so | so | so | so | so | so | \$0 | so | \$419,982 | so | so | so | so | 52,099,909 |
| GR1601 | so | so | so | so | so | so | so | \$320,000 | so | so | \$80,000 | s0 | \$0 | so | so | \$400,000 |
| GR1602 | \$0 |  | s0 | s0 | so | so | so | so | \$342,900 | so | \$0 | so | \$38,100 | so | so | \$381,000 |
| GR1603 | so | \$51,300 | so | so | so | s0 | \$0 | so | \$0 | so | \$0 | \$0 | \$5,700 | so | so | \$57,000 |
| ${ }_{\text {GR1701 }}$ | \$0 | \$0 | \$8,000 | so | so | s0 | \$0 | \$0 | \$0 | so | \$0 | so | \$2,000 | \$0 | so | \$10,000 |
| GR1702 | \$0 | \$0 | \$4,000 | \$0 | so | \$0 | \$0 | \$0 | \$0 | \$0 | ${ }^{50}$ | so | \$91,000 | \$0 | \$0 | \$95,000 |
| ${ }_{\text {GR1703 }}$ | \$0 | \$0 | \$800 | s0 | so | s0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200 | \$0 | \$0 | \$1,000 |
| GR1704 | \$0 | so | \$1,600 | so | so | s0 | \$0 | \$0 | \$0 | \$0 | ${ }^{\$ 0}$ | \$0 | ${ }_{\$ 400}$ | \$0 | \$0 | \$2,000 |
| ${ }_{\text {GR1705 }}$ | \$0 | \$0 | \$800 | \$0 | so | s0 | \$0 | \$0 | \$0 | \$0 | ${ }^{50}$ | \$0 | $\$ 200$ | \$0 | \$0 | \$1,000 |
| GR1706 | \$0 | \$0 | \$1,800 | s0 | so | s0 | \$0 | so | so | \$0 | \$0 | \$0 | \$200 | s0 | so | \$2,000 |
| CR1707-377A6 |  |  |  |  |  |  |  |  |  |  | s10,00 |  |  |  |  |  |
| M01105 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$284,000 | \$0 | so | \$284,000 |
| M01505 ${ }_{\text {M }}$ | \$0 | \$35.100 | \$766,400 | \$0 | so | \$0 | \$0 | \$0 | ${ }_{\text {so }}^{\text {so }}$ | \$0 | \$0 | \$0 | \$191,600 $\$ 3900$ | \$0 | \$0 | S958,000 $\$ 39,000$ |
| M01612 | so |  | so | so | so | so | so | s0 | \$1,460,800 | \$0 | \$0 | ${ }_{50}$ | \$365,200 | so | so | S S1,826,000 |
| M01613 | so | so | \$489,600 | so | so | so | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$122,400 | \$0 | s0 | \$612,000 |
| MO1614 | s0 | \$0 | \$899,000 | so | so | \$0 | \$0 | \$0 | \$0 | s0 | \$0 | so | \$224,000 | so | so | \$1,120,000 |
| M01615 | \$0 | \$0 | \$728,800 | s0 | so | s0 | \$0 | \$0 |  | \$0 | \$0 | \$0 | \$182,200 | s0 | so | \$911,000 |
| M01616 | so | \$0 | \$0 | s0 | so | s0 | \$0 | \$0 | \$201,600 | \$0 | \$0 | so | \$55,400 | \$0 | so | \$252,000 |
| M01617 | \$0 | \$3,082,500 | \$0 | s0 | so | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$342,500 | \$0 | \$0 | \$3,425,000 |
| M01618 | s0 | \$1,792,800 | \$0 | s0 | so | s0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$199,200 | \$0 | \$0 | \$1,992,000 |
| M01619 | s0 | s0 | \$0 | s0 | so | s0 | \$0 | \$0 | \$797,600 | ${ }^{50}$ | \$0 | \$0 | \$199,400 | \$0 | \$0 | \$997,000 |
| M01701 | \$315,000 | \$0 | \$234,400 | s0 | so | \$0 | so | \$0 | \$0 | \$0 | \$78,750 | \$0 | \$58,600 | \$0 | \$0 | \$686,750 |
| M01705 | so | so | \$800 | so | so | so | \$0 | so | \$0 | \$0 | \$0 | so | \$200 | so | so | \$1,000 |
| M01708 | so | \$900 | \$0 | s0 | \$0 | s0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100 | \$0 | so | \$1,000 |
| MO1709 ${ }_{\text {M01710-A2 }}$ | \$0 | \$1,800 | \$2800 ${ }^{\text {\$0 }}$ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$52000 | \$0 | \$0 | S2,000 S260,000 |
| M01711 | so | \$0 | \$28,000 | so | so | so | \$0 | \$0 | \$0 | ${ }_{\text {s }} 90$ | \$0 | \$0 | \$2, ${ }_{\text {S }}$ | ${ }_{\text {s }} 0$ | so | \$10,000 |
| M01712 | so | \$0 | \$0 | s0 | so | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | ${ }_{\$ 400}$ | \$0 | so | \$2,000 |
| M01713 | \$0 | \$1,800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | ${ }^{\text {\$0 }}$ | \$0 | \$0 | \$0 | \$200 | \$0 | \$0 | \$2,000 |
| M01714 | so | \$0 | so | so | so | so | \$0 | so | \$1,600 | \$0 | \$0 | so | \$400 | \$0 | \$0 | \$2,000 |
| M01715 MO1716 | s0 | \$1,822,700 | \$0 | \$0 | so | s0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$202,300 | \$0 | so | \$2,025,000 |
| M01717 | \$0 | \$0 | \$800 | so | so | ${ }_{\text {so }}$ | \$0 | \$0 | \$0 | ${ }_{\text {s }}{ }^{\text {d }}$ | ${ }_{\text {so }}$ | so | \$200 | \$0 | so | \$1,000 |
| M01718 | so | so | \$0 | so | so | so | \$0 | \$0 | \$192,600 | \$0 | \$0 | \$0 | \$21,400 | \$0 | \$0 | \$214,000 |
| MO1719 MO1720 | \$00 | \$00 | \$0 | \$00 | \$0 | \$00 | \$0 | \$0 | $\$ 388,400$ $\$ 4,000$ | \$00 | \$0 | \$0 | $\$ 9,600$ $\$ 1.000$ | \$0 | \$0 | S4,000 $\$ 5,000$ |
| M01721 | so | \$26,100 | so | so | so | so | so | so |  | \$0 | ${ }_{\$ 0}$ | so | \$2,900 | so | so | \$29,000 |
| M01722 | \$0 | \$0 | \$0 | \$0 | so | s0 | \$0 | \$0 | \$16,800 | \$0 | \$0 | \$0 | \$4,200 | \$0 | so | \$21,000 |
| M01723 | \$0 | \$0 | \$3,200 | \$0 | so | \$0 | \$0 | \$0 |  | \$0 | \$0 | \$0 | \$8800 | \$0 | so | $\$ 4,000$ $\$ 5000$ |
| NX1701 | \$00 | \$0 ${ }_{\text {so }}$ | ( $\begin{array}{r}\text { \$0 } \\ \text { \$1,277,600 }\end{array}$ | so ${ }_{\text {so }}$ | \$0 | \$0 | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$0 | $\$ 110,000$ $\$ 319,400$ | \$0 | \$0 | S5 S1,59,0000 |
| N×1703 | so | \$0 | \$1,600 | so | so | \$0 | \$0 | so | \$0 | ${ }_{\$ 0}$ | \$0 | \$0 | \$400 | \$0 | so | \$2,000 |
| N×1704 | \$0 | so | \$0 | so | so | so | so | \$0 | \$1,600 | \$0 | \$0 | \$0 | $\$ 400$ | \$0 | \$0 | \$2,000 |
|  | \$0 | \$0 | \$0 | \$0 | so | \$0 | \$0 | \$0 | ( $\$ 1.600$ | \$0 | \$0 | \$0 | $\$ 4400$ $\$ 74.600$ | \$0 | \$0 | s22,000 S37, |
| OK1401-17A 2 | \$280,000 | \$0 | \$149,648 | so | so | so | \$0 | \$0 | \$298,400 | ${ }_{\text {\$0 }} 0$ | \$7,000 | \$0 | \$737,412 | \$0 | so | \$537,060 |
| OK1701 | \$0 | \$0 | \$16,000 | so | so | so | \$0 | \$0 | \$0 | \$0 | \$0 | so | \$4,000 | \$0 | so | \$20,000 |
| OK1702 | \$0 | \$0 | \$360,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$90,000 | \$0 | \$0 | \$450,000 |
| ${ }_{\text {OK1701-17A }}$ | \$0 | \$00 | $\$ 40,000$ $\$ 663,480$ | s0 | \$0 | \$00 | \$0 | \$0 | \$0 | \$00 | \$0 | \$0 | \$10,000 $\$ 165,870$ | \$0 ${ }_{\text {s0 }}$ | \$0 | S50,000 $\$ 829,350$ |
| OK1802-17A5 | \$64,534 | \$0 | S663,480 | so | so | so | \$0 | \$59,206 | \$0 | \$0 | \$50,419 | \$69,738 | \$165,80 | \$0 | so | \$243,897 |
| ${ }^{\text {RGG9001 }}$ | \$0 | \$0 | \$0 | s0 | so | s0 | \$0 | \$0 | \$8,000 | \$0 | \$0 | \$0 | \$2,000 | \$0 | \$0 | \$10,000 |
| ${ }_{\text {RP1502 }}^{\text {R61201 }}$ |  | \$00 | \$0 | s0 ${ }_{\text {s0 }}$ | \$0 | s0 ${ }_{\text {s0 }}$ | \$0 | \$0 | \$800 | \$0 | ¢496,128 | \$0 | $\$ 200$ $\$ 0$ | \$0 | \$0 | ( $\begin{array}{r}\text { \$1,000 } \\ \text { S2,198,631 }\end{array}$ |
| RP1701 | \$0 | \$0 | \$0 | \$0 | so | s0 | \$0 | \$0 | \$8,000 | \$0 | \$0 | \$0 | \$2,000 | \$0 | \$0 | \$10,000 |
| RP1702 | \$0 | so | \$800 | s0 | so | s0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200 | \$0 | so | \$1,000 |
| ${ }_{\text {RPP1704-17A3 }}$ | \$00 | \$00 | ${ }_{\text {\$1, }}^{\$ 1,600}$ | so ${ }_{\text {so }}$ | \$0 | \$0 | \$0 | \$0 | \$0 | \$00 | \$0 | \$0 | \$4000 | \$0 | \$0 | \$2,000 $\$ 2,000$ |
| RP1801-17A 2 | so | so | \$274,160 | so | so | s0 | ${ }_{\$ 0}$ | ${ }_{50}$ | \$0 | ${ }_{\$ 0}{ }^{\text {d }}$ | ${ }_{\$ 0}$ | \$0 | \$68,540 | \$0 | so | \$342,700 |
| SP1106 | \$706,330 | so | \$1,073,600 | so |  | s0 | \$0 | so | \$0 | so | \$572,670 |  | \$268,400 |  | so | \$2,621,000 |
| ${ }_{\text {SP1109 }}$ | \$391,612 | \$0 | \$0 | \$0 | \$2,250,000 | \$0 | \$0 | \$0 | \$3,017,698 | \$0 | \$0 | \$343,000 | \$754,424 | \$750,000 | \$0 | \$7,506,734 |
| SP1112 SP1122 | \$0 | \$00 | (115,000 | \$0 | \$0 | \$00 | \$0 | \$0 | \$133,600 | \$0 | $\$ 0$ $\$ 0$ | \$0 so | \$33,400 | \$ ${ }_{\text {\$0 }}$ | \$0 | \$167,000 S115,000 |
| SP1204 | \$0 | \$0 | \$0 | \$0 | so | \$0 | \$0 | \$0 | \$24,000 | \$0 | \$0 | \$0 | \$6,000 | \$0 | \$0 | \$30,000 |
| SP1209 | \$0 | \$0 | \$0 | s0 | so | s0 | \$0 | \$0 | \$0 | \$0 | \$3,155 | so | \$0 | \$0 | so | \$ 5 \$,155 |
| SP1401 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$00 | \$0 | ${ }_{\substack{\text { \$1, } \\ \$ 1,600}}$ | \$0 | \$0 | \$0 | ${ }_{\$ 4000} 900$ | \$0 | \$0 | \$2,000 s2,000 |
| SP1415 | \$1,089,292 | \$0 | \$0 |  | so | s0 | \$0 | \$0 | \$1,304,708 | \$0 | \$271,823 | \$0 | \$326,177 | \$0 | \$0 | \$2,992,000 |
| ${ }_{\text {SP1149 }}$ | \$0 | \$0 | \$0 | \$9,000 | so | so | \$0 | \$0 |  |  |  | \$0 | \$1,000 | \$0 | \$0 | \$10,000 |
| SP1602 SP1604 | \$0 | ¢57,600 | \$0 | s0 | \$0 | \$0 ${ }_{\text {s0 }}$ | \$00 | \$0 | \$5,294,400 | \$0 | ${ }_{\text {\$0 }}{ }^{\text {S }}$ | \$0 |  | \$0 | \$0 | \$6,618,000 |
| SP1605-17AM1 | \$0 |  | \$0 | so | so | so | \$1,001,069 | so | so | ${ }_{\text {\$0 }}$ | \$250,267 | \$0 | sob | so | so | \$1,251,336 |
| ${ }_{\text {SP1701 }}$ | \$0 | \$0 | \$0 | s0 | so | \$0 | \$0 | \$0 | \$1,600 | \$0 | \$0 | so | ${ }^{\$ 400}$ | \$0 | so | \$52,000 |
| Sp1702 SP1703 | \$00 | \$00 | \$0 | \$00 | \$0 | \$00 | \$0 | \$0 | $\$ 408,800$ $\$ 380,800$ | \$0 | \$0 | \$0 | $\$ 102,200$ $\$ 95,200$ | \$0 | \$0 | \$511,000 \$476,000 |
| 2017 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| - | Federal |  |  |  |  |  |  |  |  |  | Local | Other |  | State |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PROJECT | FHWA (STBG-U) | FHWA (SAFETY) | FHWA (STPIBG) | FHWA (IM) | FHWA (130) | FHWA(NHS) | FHWA (BRM) | FHWA (BRO) | FHWA (NHPP) | FHWA (HPP) | LOCAL | OTHER | MODOT | MoDot-ccsa | MoDOt-AC | TOTAL |
| 2017 continued |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SP1704 | \$0 | \$0 | \$0 | \$0 | so | so | \$0 | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$400 | \$0 | so | \$2,000 |
| SP1705 | so | \$0 | \$0 | so | so | s0 | so | \$0 | \$8,000 | \$0 | \$0 | so | \$2,000 | so | \$0 | \$10,000 |
| SP1706 | so | so | so | \$3,585,600 | so | so | so | so | \$285,600 | \$0 | so | \$0 | \$967,800 | so | so | 4,839,000 |
| SP1707 | \$0 | so | \$800 | so | so | so | so | \$0 |  | \$0 | \$0 | so | \$200 | so | so |  |
| SP1708 | so | so | so | so | so | so | so | \$0 | \$1,600 | \$0 | \$0 | so | \$400 | so | so | \$2,000 |
| SP1709 | so | so | so | so | so | so | so | \$0 | \$16,000 | \$0 | \$0 | \$0 | \$4,000 | s0 | so | \$20,000 |
| SP1710 | s0 | so | s0 | so | so | so | so | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$400 | so | so | \$2,000 |
| SP1711 | \$0 | \$0 | \$0 | so | so | so | s0 | \$0 | \$423,200 | \$0 | \$0 | \$0 | \$105,800 | \$0 | s0 | \$529,000 |
| SP1712 | \$0 | \$0 | \$0 | so | so | \$1,339,200 | s0 | \$0 |  | \$0 | \$0 | \$0 | \$334,800 | s0 | s0 | \$1,674,000 |
| SP1713 | \$0 | so | \$0 | so | so | so | so | \$0 | \$0 | \$0 | \$270,210 | so | \$0 | so | \$0 | \$270,210 |
| SP1714-17A2 | \$1,600,000 | so | \$0 | so | so | so | so | so | ${ }_{\$ 0}$ | \$0 | \$400,000 | so | so | so | so | \$2,000,000 |
| ST1801-17A 2 | \$0 | so | \$40,000 | s0 | so | so | so | \$0 | \$0 | ${ }_{\$ 0}$ |  | \$0 | \$10,000 | so | so | \$50,000 |
| W11001-17A2 | so | \$0 | \$4,000 | so | so | so | so | \$0 | \$0 | \$0 | \$0 | so | \$1,000 | \$0 | \$0 | \$5,000 |
| W11301 | \$0 | \$0 | \$800 | so | so | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200 | so | \$0 | \$1,000 |
| WIT701-17AM1 | \$ 976,000 | \$673,500 | \$7355688 | \$3594, ${ }^{\text {\$00 }}$ | \$2050,000 | \$1,339,200 | ( ${ }^{\text {S1,001,069 }}$ | \$379206 | \$14,732306 | \$0 | \$ $\$ 19.9000$ | ${ }_{5412,738}$ | \$7.795,823 | \$750,000 | \$0 | S95,000 \$57 411732 |
| 2018 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CC1601 | \$0 | \$900 | ${ }_{\text {s }}{ }^{90}$ | \$0 | so | \$0 | ${ }_{\text {s }}{ }^{\text {s }}$ | \$0 | \$1,600 | \$0 | ${ }_{\$ 0} 90$ | \$0 | \$400 | ${ }_{\text {s }} 9$ | so | \$2,000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CC1702 | so | so | \$660,000 | so | so | so | so | \$0 | \$0 | \$0 | \$0 | \$0 | \$165,000 | so | so | \$825,000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{\text {GR1704 }}$ | \$0 | \$0 | \$2,400 | \$0 | so | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600 | \$0 | \$0 | \$3,000 |
|  | so | ${ }_{\text {so }}$ | \$1,800 | ${ }_{\text {so }}$ | so | so | ${ }_{\text {s }} 80$ | ${ }_{\text {s }}{ }^{\text {s }}$ | \$0 | ${ }_{\text {s }} 9$ | ${ }_{\$ 0}$ | \$0 | \$200 | so | so | $\$ 1,000$ $\$ 2,000$ |
|  |  |  |  |  |  |  |  |  |  |  | \$51,000 |  |  |  |  |  |
|  |  |  |  | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$284,000 | \$0 | \$0 | \$284,000 |
| MO1505-17A4 | \$0 | \$0 | \$617,300 | \$0 | so | so | \$0 | \$0 | so | \$0 | \$0 | \$0 | \$154,400 | \$0 | \$0 | \$771,700 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| M01705 | \$0 | so | \$800 | so | s0 | s0 | s0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200 | \$0 | \$0 | \$1,000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| M01709 | \$0 | \$1,800 | \$0 | so | \$0 | so | so | \$0 | \$0 | \$0 | \$0 | \$0 | \$200 | \$0 | s0 | \$2,000 |
| M01710 | so | so | \$4,305,600 | so | so | s0 | s0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,076,400 | \$0 | \$0 |  |
| M01711 Mo1712 | \$00 | \$0 ${ }_{\text {so }}$ | \$8,000 \$0 | \$0 ${ }_{\text {s }}$ | \$0 | \$0 | \$0 ${ }_{\text {s0 }}$ | \$0 | ( $\begin{array}{r}\$ 0 \\ \$ 1.600\end{array}$ | \$0 ${ }_{\text {\$0 }}$ | \$0 |  | $\$ 2,000$ $\$ 400$ | \$0 | \$0 | \$10,000 $\$ 2,000$ |
|  | \$0 | \$5,328,000 | \$0 | so | so | so | so | so | \$0 | \$0 | \$0 | so | \$592,000 | so | so | \$5,920,000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| M01720 M01721 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,000 | \$0 | \$0 | \$0 | $\$ 1,000$ $\$ 3.000$ | \$0 | \$0 | \$5,000 s30,000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | so | \$ ${ }_{\text {S21,000 }}$ |
| M01723 | \$0 | so | \$3,200 | so | so | so | so | \$0 | \$0 | \$0 | ${ }_{\$ 0}$ | \$0 | \$800 | so | so | \$4,000 |
| N×1701 | \$0 | so | \$0 | so | so | \$0 | so | \$0 | \$1,424,000 | \$0 | \$0 | \$0 | \$356,000 | \$0 | \$0 | \$1,780,000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NX1705 |  | so | \$0 | so | so | so | s0 | \$0 | \$32,000 | \$0 | \$0 | \$0 | \$8,000 | \$0 | s0 | \$40,000 |
| N×1801-17A2 | \$902,886 | \$0 | \$0 | s0 | so | \$0 | s0 | \$0 | \$652,314 | \$0 | \$225,721 | \$0 | \$163,079 | \$0 | \$0 | \$1,944,000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | \$00 | \$0 ${ }_{\text {so }}$ | $\$ 201,600$ $\$ 4,983,200$ | \$00 | \$0 | \$0 | \$0 | \$0 | ${ }_{\text {\$0 }}{ }^{\text {d }}$ | \$00 | \$0 | \$0 | $\$ 55,400$ $\$ 1,245,800$ | \$0 | \$0 | S252,000 s6,229,000 |
|  | 50 | so | \$340,800 | so | so | so | s0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$85,200 | so | so | \$426,000 |
| OK1801-17A2 | \$1,716,720 | so | \$1,055,360 | so | so | so | so | \$0 | \$0 | ${ }_{\$ 0}$ | \$429,180 | ${ }_{50}$ | \$263,840 | so | so | \$3,465,100 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| RP1801-17A 2 | \$772,160 | so | \$135,200 | so | so | so | so | \$0 | \$0 | ${ }_{\$ 0}$ | \$0 | \$0 | \$324,600 | so | so | \$1,231,960 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| (crcccer |  |  |  |  |  |  |  |  |  |  |  |  |  | \$0 | \$0 | \$10,000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SP1704 | \$0 | so | \$0 | so | so | so | so | \$0 | \$23,200 | ${ }_{\$ 0}$ | ${ }_{50}$ | \$0 | \$5,800 | \$0 | so | \$29,000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SP1707 SP1708 | \$0 | \$0 | \$800 ${ }_{\text {\$0 }}$ | \$0 | \$0 | \$0 | \$0 | \$0 | (1,600 | \$0 | \$0 | \$0 | \$2200 | \$0 | \$0 | \$1,000 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SP1710 | \$0 | so | \$0 | \$0 | so | \$0 | \$0 | \$0 | \$1,600 | ${ }_{\$ 0}$ | \$0 | \$0 | ${ }^{4400}$ | \$0 | \$0 | S22,000 \$347 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| W11001-17A2 | \$0 | \$0 | $\stackrel{\$ 4}{\$ 8,000}$ | \$0 | so | so | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | $\$ 1.020$ $\$ 200$ | \$0 | \$0 | \$5,000 $\mathbf{\$ 1 , 0 0 0}$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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Roadways

|  | Federal Funding Source |  |  |  |  |  |  |  |  |  |  | Local | $\begin{array}{\|c\|} \hline \text { MoDOT } \\ \text { Programmed } \\ \text { Funds } \end{array}$ | Other | State Operationsand Maintenance | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | STBG-U | Safety | STP | I/M | 130 | NHS | BRM | BRO | NHPP | HPP | total <br> Federal Funds |  |  |  |  |  |
| 2017 Funds Programmed | \$7,905,198 | \$6,873,500 | \$7,385,688 | \$3,594,600 | \$2,250,000 | \$1,339,200 | \$1,001,069 | \$379,206 | \$14,732,306 | \$0 | \$45,460,767 | \$2,992,404 | \$8,545,823 | \$412,738 | \$6,648,603 | \$64,060,335 |
| 2018 Funds Programmed | \$6,427,945 | \$5,392,800 | \$18,186,060 | \$9,000 | \$0 | \$0 | \$0 | \$515,753 | \$10,862,019 | \$166,134 | \$41,559,711 | \$1,594,912 | \$8,714,419 | \$607,505 | \$6,715,089 | \$59,191,636 |
| 2019 Funds Programmed | \$1,275,004 | \$121,600 | \$12,512,638 | \$9,000 | \$0 | \$0 | \$0 | \$158,967 | \$18,612,800 | \$0 | \$32,690,009 | \$411,806 | \$7,982,749 | \$187,248 | \$6,782,240 | \$48,054,052 |
| 2020 Funds Programmed | \$1,120,000 | \$27,000 | \$5,038,800 | \$9,000 | \$0 | \$0 | \$0 | \$0 | \$9,371,800 | $\$ 0$ | \$15,566,600 | \$281,000 | \$3,886,400 | \$0 | \$6,850,063 | \$26,584,063 |
| Total | \$16,728,147 | \$ 12,414,900 | \$43,123,186 | \$ 3,621,600 | \$ 2,250,000 | \$ 1,339,200 | \$1,001,069 | \$ 1,053,926 | \$53,578,925 | \$166,134 | \$135,277,087 | \$5,280,122 | \$ 29,129,391 | \$1,207,491 | 26,995,995 | \$197,890,087 |


|  | Prior Year | FY 2017 | FY 2018 | FY 2019 | FY 2020 | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Available State and Federal Funding | \$0 | \$38,898,000 | \$38,872,220 | \$37,063,664 | \$37,075,338 | 151,909,22 |
| Available Operations and Maintenance Funding | \$0 | \$6,648,603 | \$6,715,089 | \$6,782,240 | \$6,850,063 | \$26,995,995 |
| Funds from Other Sources | \$0 | \$8,777,738 | \$607,505 | \$187,248 | \$0 | \$9,572,491 |
| Available Suballocated Funding | \$17,300,705 | \$5,192,459 | \$5,806,798 | \$5,922,934 | \$6,041,392 | \$40,264,288 |
| TOTAL AVAILABLE FUNDING | \$17,300,705 | \$59,516,800 | \$52,001,612 | \$49,956,086 | \$49,966,793 | S228,741,996 |
| Prior Year Funding |  | \$17,300,705 | \$12,757,170 | \$5,567,145 | \$7,469,179 |  |
| Programmed State and Federal Funding |  | (\$64,060,335) | (\$59,191,636) | (\$48,054,052) | (\$26,584,063 | \$197,890,08 |
| TOTAL REMAINING | \$17,300,705 | \$12,757,170 | \$5,567,145 | \$7,469,17 | \$30,851,90 | \$30,851,90 |

Funds from Other Sources for FY 2017 include one-time Federal and State Rail funding and Cost Share funding for the Chestnu
Rairoad Overpass as well as Cost Share Funding for Division and US 65 .
Additional Funds from Other Sources for FY 2017 and Funds from Other Sources for FY 2018 and FY 2019 include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

## National Highway Performance Program

The NHPP provides support for the condition and performance of the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

## Statewide Surface Transportation Block Grant Program

A long standing funding program, the Surface Transportation Block Grant Program is one of the most flexible funding sources available among Federal-aid highway funding programs. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. Missouri's required set-aside for pedestrian and bicycle activities has traditionally gone toward the implementation of the State ADA Transition Plan.

## Highway Safety Improvement Program

The Highway Safety Improvement Program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance, achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

## Open Container Transfer Provision

The Open Container Transfer Provision requires states to enact and enforce a law that prohibits the possession of any open alcohol beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle located on a public highway, or the right-of-way of a public highway, in the states. States, like Missouri, which fail to comply with these minimum requirements have a portion of their highway funds transferred into the State and Community Highway Safety Grant Program. This money may further be transferred into the State's Highway Safety Improvement Program.

FEDERAL- REGIONAL SUBALLOCATED

The Ozarks Transportation Organization is responsible for selecting projects within three federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funding categories. These fund balances are shown below.

OTO has been receiving sub-allocated funding since 2003. The funds which have accumulated "except for Transit" since then are referred to as "Carryover Balance" below. OTO has elected to maintain a healthy reserve of suballocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

## Table G. 2 STBG-Urban/Small Urban

| Carryover Balance through FY2016 | $\$ 15,739,262$ |
| :--- | ---: |
| Anticipated Allocation FY2017 | $\$ 5,692,939$ |
| Anticipated Allocation FY2018 | $\$ 5,806,798$ |
| Anticipated Allocation FY2019 | $\$ 5,922,934$ |
| Anticipated Allocation FY2020 | $\$ 6,041,392$ |
| Programmed through FY2020 | $(\$ 17,748,627)$ |
| Estimated Carryover Balance Through FY 2020 | $\mathbf{\$ 2 1 , 4 5 4 , 6 9 8}$ |

