

# **Amendment**

# **5**





## Transportation Improvement Program - FY 2017-2020

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

#### J) Pending Amendment Section

**TIP #** OK1802-17A5 **RIVERSIDE BRIDGE**

**Route** Riverside

**From** Greenbridge

**To** Smallin

**Location/Agency** Christian County

**Federal Agency** FHWA

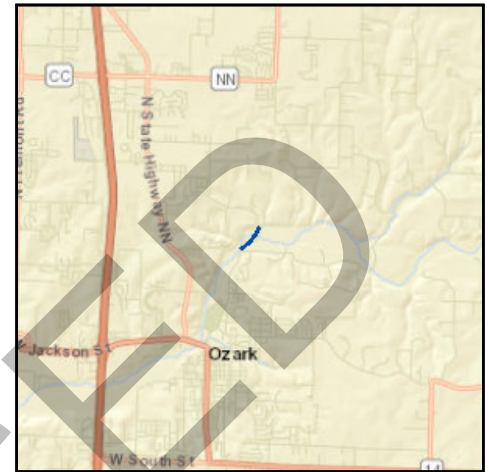
**Responsible Agency** City of Ozark

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**AC Year of Conv.**

**STIP #**



#### Project Description

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

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FEMA	Federal	ENG	\$36,339	\$39,367	\$9,085	\$0	\$84,791
FHWA (BRO)	Federal	ENG	\$35,993	\$38,992	\$8,998	\$0	\$83,983
FHWA (STBG-U)	Federal	ENG	\$39,232	\$42,504	\$9,808	\$0	\$91,544
LOCAL	Local	ENG	\$30,651	\$33,204	\$7,663	\$0	\$71,518
SEMA	State	ENG	\$6,057	\$6,561	\$1,514	\$0	\$14,132
FEMA	Federal	UTIL	\$0	\$3,676	\$0	\$0	\$3,676
FHWA (BRO)	Federal	UTIL	\$0	\$3,641	\$0	\$0	\$3,641
FHWA (STBG-U)	Federal	UTIL	\$0	\$3,970	\$0	\$0	\$3,970
LOCAL	Local	UTIL	\$0	\$3,101	\$0	\$0	\$3,101
SEMA	State	UTIL	\$0	\$612	\$0	\$0	\$612
FEMA	Federal	ROW	\$23,436	\$23,436	\$0	\$0	\$46,872
FHWA (BRO)	Federal	ROW	\$23,213	\$23,213	\$0	\$0	\$46,426
FHWA (STBG-U)	Federal	ROW	\$25,302	\$25,302	\$0	\$0	\$50,604
LOCAL	Local	ROW	\$19,768	\$19,768	\$0	\$0	\$39,536
SEMA	State	ROW	\$3,906	\$3,906	\$0	\$0	\$7,812
FEMA	Federal	CON	\$0	\$454,240	\$151,413	\$0	\$605,653
FHWA (BRO)	Federal	CON	\$0	\$449,907	\$149,969	\$0	\$599,876
FHWA (STBG-U)	Federal	CON	\$0	\$490,412	\$163,470	\$0	\$653,882
LOCAL	Local	CON	\$0	\$383,134	\$127,712	\$0	\$510,846
SEMA	State	CON	\$0	\$75,707	\$25,236	\$0	\$100,943
<b>Totals</b>			<b>\$243,897</b>	<b>\$2,124,653</b>	<b>\$654,868</b>	<b>\$0</b>	<b>\$3,023,418</b>

#### Notes

Source of Federal Funds: FEMA and FHWA; \$400,000 each Ozark and Christian County STBG-U

Source of Local Funds: Ozark Special Road District and City of Ozark

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

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP/BG)	FHWA (UM)	Federal						Local	Other	State			TOTAL	
					FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
2017																	
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1501	\$1,679,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$419,982	\$0	\$0	\$0	\$0	\$2,099,909
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$400,000
GR1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,900	\$0	\$0	\$0	\$38,100	\$0	\$0	\$381,000
GR1603	\$0	\$51,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700	\$0	\$0	\$57,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,000	\$0	\$0	\$95,000
GR1703	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1704	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1505-17A4	\$0	\$0	\$766,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$191,600	\$0	\$0	\$958,000
MO1608	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000
MO1612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,460,800	\$0	\$0	\$0	\$365,200	\$0	\$0	\$1,826,000
MO1613	\$0	\$0	\$489,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,400	\$0	\$0	\$612,000
MO1614	\$0	\$0	\$896,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,000	\$0	\$0	\$1,120,000
MO1615	\$0	\$0	\$728,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$182,200	\$0	\$0	\$911,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,600	\$0	\$0	\$0	\$50,400	\$0	\$0	\$252,000
MO1617	\$0	\$3,082,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,500	\$0	\$0	\$3,425,000
MO1618	\$0	\$1,792,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,200	\$0	\$0	\$1,992,000
MO1619	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$797,600	\$0	\$0	\$0	\$199,400	\$0	\$0	\$997,000
MO1701	\$315,000	\$0	\$234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$0	\$58,600	\$0	\$0	\$686,750
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1708	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1710-A2	\$0	\$0	\$208,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$0	\$260,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1713	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1715	\$0	\$1,822,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,300	\$0	\$0	\$2,025,000
MO1716	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192,600	\$0	\$0	\$0	\$21,400	\$0	\$0	\$214,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$29,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
NX1702	\$0	\$0	\$1,277,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$319,400	\$0	\$0	\$1,597,000
NX1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1704	\$0	\$0	\$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	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1801-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$298,400	\$0	\$0	\$0	\$74,600	\$0	\$0	\$373,000
OK1401-17A2	\$280,000	\$0	\$149,648	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$37,412	\$0	\$0	\$537,060
OK1701	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$200	\$0	\$0	\$20,000
OK1702	\$0	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$450,000
OK1703	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
OK1801-17A2	\$0	\$0	\$663,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,870	\$0	\$0	\$829,350
OK1802-17A5	\$64,534	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,206	\$0	\$0	\$50,419	\$69,738	\$0	\$0	\$0	\$243,897
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-17A2	\$0	\$0	\$274,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,540	\$0	\$0	\$342,700
SP1106	\$706,330	\$0	\$1,073,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,670	\$0	\$268,400	\$0	\$0	\$2,621,000
SP1109	\$391,612	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$3,017,698	\$0	\$0	\$343,000	\$754,424	\$750,000	\$0	\$7,506,734
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$33,400	\$0	\$0	\$167,000
SP1122	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000
SP1209	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,155	\$0	\$0	\$0	\$0	\$3,155
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,304,708	\$0	\$271,823	\$0	\$326,177	\$0	\$0	\$2,992,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,294,400	\$0	\$0	\$0	\$1,323,600	\$0	\$0	\$6,618,000
SP1604	\$0	\$57,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$64,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,001,069	\$0	\$0	\$0	\$0	\$250,267	\$0	\$0	\$0	\$0	\$1,251,336
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,800	\$0	\$0	\$0	\$102,200	\$0	\$0	\$511,000
SP1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,800	\$0	\$0	\$0	\$95,200	\$0	\$0	\$476,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000

FY 2017 continued on next page

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	Federal										Local	Other	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP/BG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	
2017 Continued																
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1706	\$0	\$0	\$0	\$3,585,600	\$0	\$0	\$0	\$0	\$285,600	\$0	\$0	\$0	\$967,800	\$0	\$0	\$4,839,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
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	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$423,200	\$0	\$0	\$0	\$105,800	\$0	\$0	\$529,000
SP1712	\$0	\$0	\$0	\$0	\$0	\$1,339,200	\$0	\$0	\$0	\$0	\$0	\$0	\$334,800	\$0	\$0	\$1,674,000
SP1713	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270,210	\$0	\$0	\$0	\$0	\$270,210
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
ST1801-17A2	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
WI1701-17AM1	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$0	\$95,000
SUBTOTAL	\$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	\$2,982,404	\$412,738	\$7,795,823	\$750,000	\$0	\$57,401,732
2018																
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$417,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,400	\$0	\$0	\$522,000
CC1702	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$0	\$825,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1704	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1505-17A4	\$0	\$0	\$617,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154,400	\$0	\$0	\$771,700
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,467,200	\$0	\$0	\$0	\$616,800	\$0	\$0	\$3,084,000
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1708	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1710	\$0	\$0	\$4,305,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076,400	\$0	\$0	\$5,382,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1713	\$0	\$5,328,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$592,000	\$0	\$0	\$5,920,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1716	\$331,000	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$0	\$58,800	\$0	\$0	\$707,750
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$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	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424,000	\$0	\$0	\$356,000	\$0	\$0	\$1,780,000
NX1702	\$0	\$0	\$4,727,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,800	\$0	\$0	\$5,909,000
NX1703	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000
NX1704	\$0	\$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	\$0	\$32,000	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
NX1801-17A2	\$902,886	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$652,314	\$0	\$225,721	\$0	\$163,079	\$0	\$0	\$1,944,000
OK1401-17A2	\$0	\$0	\$110,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,600	\$0	\$0	\$138,000
OK1701	\$0	\$0	\$201,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$0	\$252,000
OK1702	\$0	\$0	\$4,983,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,245,800	\$0	\$0	\$6,229,000
OK1703	\$0	\$0	\$340,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,200	\$0	\$0	\$0	\$0	\$426,000
OK1801-17A2	\$1,716,720	\$0	\$1,055,360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,180	\$0	\$263,840	\$0	\$0	\$3,465,100
OK1802-17A5	\$562,188	\$0	\$0	\$0	\$0	\$0	\$0	\$515,753	\$0	\$0	\$439,207	\$607,505	\$0	\$0	\$0	\$2,124,633
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-17A2	\$772,160	\$0	\$135,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$324,600	\$0	\$0	\$1,231,960
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,127,200	\$166,134	\$0	\$0	\$781,800	\$0	\$0	\$4,075,134
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,600	\$0	\$0	\$0	\$186,400	\$0	\$0	\$932,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$0	\$78,800	\$0	\$0	\$394,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,944,800	\$0	\$0	\$0	\$736,200	\$0	\$0	\$3,681,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$5,800	\$0	\$0	\$29,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
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	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
ST1801-17A2	\$158,800	\$0	\$118,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,700	\$0	\$29,700	\$0	\$0	\$347,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
WI1701-17AM1	\$873,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$327,354	\$0	\$0	\$0	\$0	\$1,201,250
SUBTOTAL	\$5,317,650	\$5,392,800	\$18,186,060	\$9,000	\$0	\$0	\$0	\$515,753	\$11,972,314	\$166,134	\$1,543,912	\$607,505	\$8,714,419	\$0	\$0	\$52,425,547

**FINANCIAL SUMMARY**

**Roadways**

**YEARLY SUMMARY**

PROJECT	Federal										Local	Other	State			TOTAL	
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP/BG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
2019																	
CC1601	\$0	\$58,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$66,000	
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
GR1701	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000	
GR1703	\$0	\$0	\$171,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,800	\$0	\$0	\$214,000	
GR1704	\$0	\$0	\$668,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$835,000	
GR1705	\$0	\$0	\$275,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$344,000	
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000	
MO1705	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
MO1709	\$0	\$36,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$40,000	
MO1711	\$0	\$0	\$518,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,600	\$0	\$0	\$648,000	
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,200	\$0	\$0	\$0	\$14,800	\$0	\$0	\$74,000	
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
MO1717	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000	
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000	
MO1720	\$0	\$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	\$0	\$3,000	\$0	\$0	\$30,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000	
MO1723	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,812,000	\$0	\$0	\$0	\$1,453,000	\$0	\$0	\$7,265,000	
NX1704	\$0	\$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	\$0	\$3,926,400	\$0	\$0	\$0	\$981,600	\$0	\$0	\$4,908,000	
OK1401-17A2	\$1,101,726	\$0	\$1,110,998	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,431	\$0	\$277,749	\$0	\$0	\$2,765,904	
OK1701	\$0	\$0	\$2,528,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$632,200	\$0	\$0	\$3,161,000	
OK1703	\$0	\$0	\$6,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,526,200	\$0	\$0	\$7,631,000	
OK1802-17A5	\$173,278	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158,967	\$0	\$0	\$135,375	\$187,248	\$0	\$0	\$654,868	
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RP1702	\$0	\$0	\$162,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,600	\$0	\$0	\$203,000	
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
RP1801-17A2	\$0	\$0	\$391,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,040	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$0	\$0	\$10,000	
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$434,400	\$0	\$0	\$0	\$108,600	\$0	\$0	\$543,000	
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,271,200	\$0	\$0	\$0	\$2,067,800	\$0	\$0	\$10,339,000	
SP1707	\$0	\$0	\$247,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,800	\$0	\$0	\$309,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000	
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	\$2,400	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000	
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
SUBTOTAL	\$1,275,004	\$121,600	\$12,512,638	\$9,000	\$0	\$0	\$0	\$0	\$158,967	\$18,612,800	\$0	\$410,806	\$187,248	\$7,982,749	\$0	\$0	\$41,270,812
2020																	
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
GR1502	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$1,400,000	
GR1701	\$0	\$0	\$373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,400	\$0	\$0	\$467,000	
GR1706	\$0	\$0	\$18,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$20,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000	
MO1705	\$0	\$0	\$163,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,800	\$0	\$0	\$204,000	
MO1711	\$0	\$0	\$4,468,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,117,200	\$0	\$0	\$5,586,000	
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,479,200	\$0	\$0	\$0	\$1,869,800	\$0	\$0	\$9,349,000	
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$8,400	\$0	\$0	\$42,000	
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000	
MO1720	\$0	\$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	\$0	\$3,000	\$0	\$0	\$30,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000	
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,400	\$0	\$0	\$0	\$70,600	\$0	\$0	\$353,000	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	
SP1419	\$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	\$838,400	\$0	\$0	\$0	\$209,600	\$0	\$0	\$1,048,000	
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	\$628,800	\$0	\$0	\$0	\$157,200	\$0	\$0	\$786,000	
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
SUBTOTAL	\$1,120,000	\$27,000	\$5,038,800	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$280,000	\$0	\$3,886,400	\$0	\$0	\$19,733,000	
GRAND TOTAL	\$15,617,852	\$12,414,900	\$43,123,186	\$3,621,600	\$2,250,000	\$1,339,200	\$1,001,069	\$1,053,926	\$54,689,220	\$166,134	\$5,217,122	\$1,207,491	\$28,379,391	\$750,000	\$0	\$170,831,091	

**FINANCIAL CONSTRAINT**

**Roadways**

	Federal Funding Source															
	STBG-U	Safety	STP	I/M	130	NHS	BRM	BRO	NHPP	HPP	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
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	\$2,982,404	\$8,545,823	\$412,738	\$6,648,603	\$64,050,335
2018 Funds Programmed	\$5,317,650	\$5,392,800	\$18,186,060	\$9,000	\$0	\$0	\$0	\$515,753	\$11,972,314	\$166,134	\$41,559,711	\$1,543,912	\$8,714,419	\$607,505	\$6,715,089	\$59,140,636
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	\$410,806	\$7,982,749	\$187,248	\$6,782,240	\$48,053,052
2020 Funds Programmed	\$1,120,000	\$27,000	\$5,038,800	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$15,566,600	\$280,000	\$3,886,400	\$0	\$6,850,063	\$26,583,063
<b>Total</b>	<b>\$15,617,852</b>	<b>\$ 12,414,900</b>	<b>\$43,123,186</b>	<b>\$ 3,621,600</b>	<b>\$ 2,250,000</b>	<b>\$ 1,339,200</b>	<b>\$1,001,069</b>	<b>\$ 1,053,926</b>	<b>\$54,689,220</b>	<b>\$166,134</b>	<b>\$135,277,087</b>	<b>\$5,217,122</b>	<b>\$ 29,129,391</b>	<b>\$1,207,491</b>	<b>\$ 26,995,995</b>	<b>\$197,827,086</b>

	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	\$151,909,222
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
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$17,300,705</b>	<b>\$59,516,800</b>	<b>\$52,001,612</b>	<b>\$49,956,086</b>	<b>\$49,966,793</b>	<b>\$228,741,996</b>
Prior Year Funding	\$17,300,705	\$12,767,170	\$5,628,146	\$7,531,180		--
Programmed State and Federal Funding		(\$64,050,335)	(\$59,140,636)	(\$48,053,052)	(\$26,583,063)	(\$197,827,086)
<b>TOTAL REMAINING</b>	<b>\$17,300,705</b>	<b>\$12,767,170</b>	<b>\$5,628,146</b>	<b>\$7,531,180</b>	<b>\$30,914,910</b>	<b>\$30,914,910</b>

Funds from Other Sources for FY 2017 include one-time Federal and State Rail funding and Cost Share funding for the Chestnut Railroad 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.



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

TIP # CU1808-17A5 TRANSIT BUS STOP ADA IMPROVEMENTS

Route

From

To

Location/Agency Federal City Utilities

Agency Responsible FTA

Agency Federal Funding City Utilities

Category MoDOT Funding 5310

Category AC Year of N/A

Conv.

STIP #



#### Project Description

Partnership with City of Springfield for a project on Division between Kansas Expressway and West Avenue to construct ADA accessible sidewalks and associated stormwater and roadway improvements on the south side of the street, providing accessibility to bus passengers and pedestrians.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$0	\$106,243	\$108,496	\$110,796	\$325,535
LOCAL	Local	CAPITAL	\$0	\$26,560	\$27,124	\$27,699	\$81,383
<b>Totals</b>			<b>\$0</b>	<b>\$132,803</b>	<b>\$135,620</b>	<b>\$138,495</b>	<b>\$406,918</b>

#### Notes

Source of Federal Funds: FTA Section 5310 Funding  
Source of Non-Federal Funds: City of Springfield and City Utilities Transit

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$406,918





## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** MO1506-17A5      **FTA 5310 HUMAN AGENCY CAPITAL PURCHASES**

**Route**

**From**

**To**

**Location/Agency Federal**      Area Wide

**Agency Responsible**      FTA

**Agency Federal Funding**      MoDOT

**Category MoDOT Funding**      5310

**Category AC Year of**      N/A

**Conv.**

**STIP #**



#### Project Description

Enhanced Mobility of Seniors and Individuals with Disabilities 5310 Program Capital Purchases for Human Service Agencies.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$370,544	\$0	\$0	\$0	\$370,544
LOCAL	Local	CAPITAL	\$92,636	\$0	\$0	\$0	\$92,636
<b>Totals</b>			<b>\$463,180</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$463,180</b>

#### Notes

Minimum 55% allocation of FY 2013, FY 2014, and FY 2015 FTA 5310 funding for Human Service Agencies. Source of Local Funding: Human Service Agency applicants.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$463,180



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### F) Transit Section

TIP # MO1506

FTA 5310 HUMAN AGENCY CAPITAL PURCHASES

Route

From

To

Location/Agency Area Wide

Federal Agency FTA

Responsible Agency MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



#### Project Description

Enhanced Mobility of Seniors and Individuals with Disabilities 5310 Program Capital Purchases for Human Service Agencies.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$419,470	\$0	\$0	\$0	\$419,470
LOCAL	Local	CAPITAL	\$104,867	\$0	\$0	\$0	\$104,867
<b>Totals</b>			<b>\$524,337</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$524,337</b>

#### Notes

Minimum 55% allocation of FY 2013 and FY 2014 FTA 5310 funding for Human Service Agencies. Source of Local Funding: Human Service Agency applicants.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$524,337



# Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** MO1702-17A5      5310-ARC OF THE OZARKS II

**Route**

**From**

**To**

**Location/Agency Federal** Area Wide

**Agency Responsible** FTA

**Agency Federal Funding** MoDOT-Arc of the Ozarks

**Category MoDOT Funding** 5310

**Category AC Year of** N/A

**Conv.**

**STIP #**



### Project Description

Two (2) HH-Wide Body Cutaways used for the transportation needs in the Springfield area.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$43,490	\$43,490	\$0	\$0	\$86,980
LOCAL	Local	CAPITAL	\$10,873	\$10,873	\$0	\$0	\$21,746
<b>Totals</b>			<b>\$54,363</b>	<b>\$54,363</b>	<b>\$0</b>	<b>\$0</b>	<b>\$108,726</b>

### Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Arc of the Ozarks

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$108,726



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

TIP # MO1703-17A45 5310-OZARK SENIOR CENTER

Route

From

To

Location/Agency Federal Area Wide

Agency Responsible FTA

Agency Federal Funding MoDOT-Ozark Senior Center

Category MoDOT Funding 5310

Category AC Year of N/A

Conv.

STIP #



#### Project Description

One (1) BBB-Lowered Floor Van for transportation services provided by the Ozark Senior Center

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$29,786	\$0	\$0	\$0	\$29,786
LOCAL	Local	CAPITAL	\$7,447	\$0	\$0	\$0	\$7,447
<b>Totals</b>			<b>\$37,233</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,233</b>

#### Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Ozark Senior Center

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$37,233



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

TIP # MO1704-17A5 5310-OATS II

Route

From

To

Location/Agency Federal Area Wide

Agency Responsible FTA

Agency Federal Funding MoDOT-OATS, Inc

Category MoDOT Funding 5310

Category AC Year of N/A

Conv.

STIP #



#### Project Description

One (1) High Roof Long Conversion vehicle in 2017 and two (2) II-Wide Body Cutaways in 2018 to provide service for the Christian County SB40 Board, the local county board for developmentally disabled adults, providing transportation to the sheltered workshop and other related programs and services funded by the Board.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$50,426	\$92,182	\$0	\$0	\$142,608
LOCAL	Local	CAPITAL	\$12,607	\$23,046	\$0	\$0	\$35,653
<b>Totals</b>			<b>\$63,033</b>	<b>\$115,228</b>	<b>\$0</b>	<b>\$0</b>	<b>\$178,261</b>

#### Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding  
Source of Non-Federal Funds: OATS, Inc.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$178,261



# Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** MO1729-17A5      5310-TRADITIONAL PROJECTS RESERVE

**Route**

**From**

**To**

**Location/Agency Federal** Area Wide

**Agency Responsible** FTA

**Agency Federal Funding** MoDOT

**Category MoDOT Funding** 5310

**Category AC Year of** N/A

**Conv.**

**STIP #**



### Project Description

Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2018-2020

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$0	\$14,586	\$153,444	\$156,697	\$324,727
LOCAL	Local	CAPITAL	\$0	\$3,647	\$38,361	\$39,174	\$81,182
<b>Totals</b>			<b>\$0</b>	<b>\$18,233</b>	<b>\$191,805</b>	<b>\$195,871</b>	<b>\$405,909</b>

### Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Provided upon award of funding

FYI: Administered by MoDOT

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$405,909



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### F) Transit Section

TIP # MO1729

5310-TRADITIONAL PROJECTS RESERVE

Route

From

To

Location/Agency Area Wide

Federal Agency FTA

Responsible Agency MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



#### Project Description

Remaining funding to be awarded for the 55 percent traditional 5310 project category

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$136,783	\$0	\$0	\$0	\$136,783
LOCAL	Local	CAPITAL	\$34,196	\$0	\$0	\$0	\$34,196
<b>Totals</b>			<b>\$170,979</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,979</b>

#### Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Provided upon award of funding

FYI: Administered by MoDOT

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$170,979



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

TIP # **MO1802-17A5** MODOT 5310 ADMINISTRATION 2018

Route

From

To

Location/Agency Federal Area Wide

Agency Responsible FTA

Agency Federal Funding MoDOT

Category MoDOT Funding 5310

Category AC Year of N/A

Conv.

STIP #



#### Project Description

MoDOT Administration portion of FY 2018 FTA 5310 funding.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	ADMIN	\$0	\$16,695	\$0	\$0	\$16,695
<b>Totals</b>			<b>\$0</b>	<b>\$16,695</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,695</b>

#### Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: No local match required

FYI: Administered by MoDOT

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$16,695





## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

TIP # MO1901-17A5 5310-MODOT ADMIN

Route

From

To

Location/Agency Federal Area Wide

Agency Responsible FTA

Agency Federal Funding MoDOT

Category MoDOT Funding 5310

Category AC Year of N/A

Conv.

STIP #



#### Project Description

Remaining MoDOT Administration portion of FY 2018 through FY 2020 FTA 5310 funding.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	ADMIN	\$0	\$0	\$17,049	\$17,410	\$34,459
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$17,049</b>	<b>\$17,410</b>	<b>\$34,459</b>

#### Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: No local match required

FYI: Administered by MoDOT

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$34,459

## FINANCIAL SUMMARY

### Transit

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
<b>2017</b>						
CU1514	\$0	\$51,880	\$0	\$12,970	\$0	<b>\$64,850</b>
CU1700	\$1,700,000	\$0	\$0	\$1,750,000	\$50,000	<b>\$3,500,000</b>
CU1701	\$447,792	\$0	\$0	\$111,948	\$0	<b>\$559,740</b>
CU1702	\$255,000	\$0	\$0	\$64,826	\$0	<b>\$319,826</b>
CU1704	\$160,000	\$0	\$0	\$40,000	\$0	<b>\$200,000</b>
CU1705	\$25,930	\$0	\$0	\$6,482	\$0	<b>\$32,412</b>
CU1707	\$0	\$206,076	\$0	\$51,519	\$0	<b>\$257,595</b>
CU1709-A2	\$0	\$0	\$416,000	\$104,000	\$0	<b>\$520,000</b>
CU1711-17A1	\$0	\$0	\$3,870,960	\$967,740	\$0	<b>\$4,838,700</b>
<b>MO1506-17A5</b>	<b>\$0</b>	<b>\$370,544</b>	<b>\$0</b>	<b>\$92,636</b>	<b>\$0</b>	<b>\$463,180</b>
MO1507	\$0	\$46,608	\$0	\$0	\$0	<b>\$46,608</b>
<b>MO1702-17A5</b>	<b>\$0</b>	<b>\$43,490</b>	<b>\$0</b>	<b>\$10,873</b>	<b>\$0</b>	<b>\$54,363</b>
<b>MO1703-17A5</b>	<b>\$0</b>	<b>\$29,786</b>	<b>\$0</b>	<b>\$7,447</b>	<b>\$0</b>	<b>\$37,233</b>
<b>MO1704-17A5</b>	<b>\$0</b>	<b>\$50,426</b>	<b>\$0</b>	<b>\$12,607</b>	<b>\$0</b>	<b>\$63,033</b>
MO1724	\$0	\$41,643	\$0	\$10,411	\$0	<b>\$52,054</b>
MO1725	\$0	\$26,392	\$0	\$6,598	\$0	<b>\$32,990</b>
MO1726-17A1	\$0	\$104,000	\$0	\$26,000	\$0	<b>\$130,000</b>
MO1727	\$0	\$61,572	\$0	\$15,394	\$0	<b>\$76,966</b>
MO1728	\$0	\$32,383	\$0	\$0	\$0	<b>\$32,383</b>
<del>MO1729</del>	<del>\$0</del>	<del>\$136,783</del>	<del>\$0</del>	<del>\$34,196</del>	<del>\$0</del>	<del><b>\$170,979</b></del>
<b>SUBTOTAL</b>	<b>\$2,588,722</b>	<b>\$1,064,800</b>	<b>\$4,286,960</b>	<b>\$3,291,451</b>	<b>\$50,000</b>	<b>\$11,281,933</b>

## FINANCIAL SUMMARY

### Transit

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
2018						
CU1800-17A2	\$1,588,487	\$0	\$0	\$1,588,487	\$50,000	\$3,226,974
CU1801-17A2	\$900,142	\$0	\$0	\$225,035	\$0	\$1,125,177
CU1804-17A2	\$132,374	\$0	\$0	\$33,093	\$0	\$165,467
CU1805-17A2	\$26,475	\$0	\$0	\$6,619	\$0	\$33,094
CU1808-17A5	\$0	\$106,243	\$0	\$26,560	\$0	\$132,803
MO1702-17A5	\$0	\$43,490	\$0	\$10,873	\$0	\$54,363
MO1704-17A5	\$0	\$92,182	\$0	\$23,046	\$0	\$115,228
MO1729-17A5	\$0	\$14,586	\$0	\$3,647	\$0	\$18,233
MO1802-17A5	\$0	\$16,695	\$0	\$0	\$0	\$16,695
SUBTOTAL	\$2,647,478	\$273,196	\$0	\$1,917,360	\$50,000	\$4,888,034
2019						
CU1808-17A5	\$0	\$108,496	\$0	\$27,124	\$0	\$135,620
CU1900-17A2	\$1,622,136	\$0	\$0	\$1,622,163	\$50,000	\$3,294,299
CU1901-17A2	\$919,226	\$0	\$0	\$229,806	\$0	\$1,149,032
CU1904-17A2	\$135,180	\$0	\$0	\$33,795	\$0	\$168,975
CU1905-17A2	\$27,036	\$0	\$0	\$6,759	\$0	\$33,795
MO1729-17A5	\$0	\$153,444	\$0	\$38,361	\$0	\$191,805
MO1901-17A5	\$0	\$17,049	\$0	\$0	\$0	\$17,049
SUBTOTAL	\$2,703,578	\$278,989	\$0	\$1,958,008	\$50,000	\$4,990,575

## FINANCIAL SUMMARY

### Transit

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
<b>2020</b>						
CU1808-17A5	\$0	\$110,796	\$0	\$27,699	\$0	\$138,495
CU2000-17A2	\$1,656,553	\$0	\$0	\$1,656,553	\$50,000	\$3,363,106
CU2001-17A2	\$425,000	\$0	\$0	\$938,713	\$0	\$1,363,713
CU2004-17A2	\$138,046	\$0	\$0	\$34,511	\$0	\$172,557
CU2005-17A2	\$27,609	\$0	\$0	\$6,903	\$0	\$34,512
MO1729-17A5	\$0	\$156,697	\$0	\$39,174	\$0	\$195,871
MO1901-17A5	\$0	\$17,410	\$0	\$0	\$0	\$17,410
SUBTOTAL	\$2,247,208	\$284,903	\$0	\$2,703,553	\$50,000	\$5,285,664
GRAND TOTAL	\$10,186,986	\$1,901,888	\$4,286,960	\$9,870,372	\$200,000	\$26,446,206

## FINANCIAL CONSTRAINT

### Transit

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
FY 2017 (Including Carryover)						
Funds Anticipated	\$ 2,588,722	\$ 1,064,800	\$ 4,286,960	\$ 3,291,451	\$ 50,000	\$11,281,933
Funds Programmed	(\$2,588,722)	(\$1,064,800)	(\$4,286,960)	(\$3,291,451)	(\$50,000)	(\$11,281,933)
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0
FY 2018						
Funds Anticipated	\$ 2,647,478	\$ 273,196	\$ 252,962	\$ 1,917,360	\$ 50,000	\$5,140,996
Funds Programmed	(\$2,647,478)	(\$273,196)	\$ -	(\$1,917,360)	(\$50,000)	(\$4,888,034)
Running Balance	\$0	\$0	\$252,962	\$0	\$0	\$252,962
FY 2019						
Funds Anticipated	\$ 2,703,605	\$ 278,989	\$ 259,691	\$ 1,958,008	\$ 50,000	\$5,250,293
Funds Programmed	(\$2,247,208)	(\$278,989)	\$ -	(\$1,958,008)	(\$50,000)	(\$4,534,205)
Running Balance	\$456,397	\$0	\$512,653	\$0	\$0	\$969,049
FY 2020						
Funds Anticipated	\$ 2,760,921	\$ 284,903	\$ 266,564	\$ 2,703,553	\$ 50,000	\$6,065,941
Funds Programmed	(\$2,247,208)	(\$284,903)	\$ -	(\$2,703,553)	(\$50,000)	(\$5,285,664)
Running Balance	\$970,110	\$0	\$779,217	\$0	\$0	\$1,749,327

## EXPLANATION OF FISCAL CONSTRAINT

### REVENUE SOURCES

In order to determine the adequacy of funding for projects that will be undertaken within the four-year Transportation Improvement Program period, the Ozarks Transportation Organization relies upon the expertise of the Federal Highway Administration, Federal Transit Administration, Missouri Department of Transportation, and the OTO member jurisdictions.

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act, which authorizes the federal surface transportation program for highways, highway safety, transit, freight, ports and rail for the five-year period from 2016 through 2020. According to the MoDOT Statewide Transportation Improvement Program, it is estimated that the FAST Act will provide 2.9 percent or \$27 million more in federal funds to Missouri, annually. The passage of the Fast Act allows MoDOT to have a more stable funding outlook than what has been the case for the previous few years.

### STATE

MoDOT combines Federal Highway and Transit Administrations funding estimates with state transportation revenue projections to estimate funding for transportation improvements and includes them in the Statewide Transportation Improvement Program (STIP). OTO uses these projections in determining fiscal constraint.

MoDOT has continued to cost-effectively maintain a safe and efficient transportation system, improving the condition of Missouri's roads and bridges over the past decade. These improvements, however, have been funded with temporary funding sources, such as Amendment 3 bonding and the American Recovery and Reinvestment Act. With the conclusion of these programs, MoDOT's construction budget significantly declined between 2011 and 2015.

About 65 percent of every dollar MoDOT receives comes from fuel taxes, however the fuel tax has not changed since 1996 and vehicles continue to become more efficient, while the cost of concrete has tripled, steel prices have doubled, and asphalt costs more than twice what it did 20 years ago. This means that a 1996 purchasing power of 17 cents is the equivalent of 8 cents today. Through this, MoDOT has operated efficiently, keeping operating expenses flat. In the past 10 years, MoDOT has completed 4,560 projects, \$12.8 billion, at 6 percent under budget. Even with significant savings undertaken since 2011, MoDOT's 2017-2021 STIP is primarily maintenance focused. Currently, annual contractor awards average approximately \$800 million, down from \$1.2 million, with nearly 88 percent aimed at taking care of the system, up from 50 percent. At the same time, revenue projections are up and MoDOT now assumes matching federal funds, bringing more revenue to the state than previously assumed.

The table below indicates the total amount of federal and state funding that MoDOT has projected as available for the OTO area in the 2017-2021 STIP. This table does not include OTO sub-allocated federal funding, such as STBG-Urban or Transportation Alternatives. Transit funding includes all formula funding distributed to the Springfield, MO area for FTA Sections 5307, 5310, and 5339 funding. MoDOT experienced awards savings of \$8.5 million going from FY 2016 to FY 2017, which increased the amount of funding available for FY 2017.

<b>Table G.1</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Roadway Funding</b>	\$38,898,000	\$38,872,220	\$37,063,664	\$37,075,338
<b>Transit Funding</b>	\$3,114,802	\$3,211,136	\$3,365,008	\$3,431,717

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds.

The largest source of transportation revenue for MoDOT is from the federal government and includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants. Approximately 41 percent of Missouri's transportation revenue comes from the federal government.

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. These tax revenues provide approximately 26 percent of transportation revenues. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies.

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. These taxes provide approximately 17 percent of transportation revenues. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. These fees provide approximately 13 percent of transportation revenues MoDOT's transportation revenue. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

The interest earned on invested funds and other miscellaneous collections provides approximately 2 percent of transportation revenues. Cash balances in all funds for roads and bridges are declining. The cash balance of all funds for roads and bridges is expected to decline from \$758 million at the beginning of fiscal year 2017 to approximately \$215 million by the end of fiscal year 2021. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

The State General Revenue Fund provides approximately 1 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Transportation Plan 2040*.

## FEDERAL-STATEWIDE

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MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses population numbers, distributes this funding around the state.

#### *National Highway Performance Program*

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

#### *Statewide Surface Transportation Block Grant Program*

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 sub-allocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

<b>Table G.2 STBG-Urban/Small Urban</b>	
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	(\$16,638,332)
<b>Estimated Carryover Balance Through FY 2020</b>	<b>\$22,564,993</b>



<b>Table G.3 On-System Bridge (BRM)</b>	
Carryover Balance through FY2016	\$963,132
Actual Allocation FY2017	\$0
Actual Allocation FY2018	\$0
Anticipated Allocation FY2019	\$0
Anticipated Allocation FY2020	\$0
Programmed through FY2020	(\$944,968)
<b>Estimated Carryover Balance Through FY 2020</b>	<b>\$18,164</b>

<b>Table G.4 Transportation Alternatives Program</b>	
Carryover Balance through FY2016	\$715,391
Anticipated Allocation FY2017	\$405,085
Anticipated Allocation FY2018	\$413,187
Anticipated Allocation FY2019	\$421,450
Anticipated Allocation FY2020	\$429,879
Programmed through FY2020	(\$901,955)
<b>Estimated Carryover Balance Through FY 2020</b>	<b>\$1,511,748</b>

#### *STP-Urban*

STP-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

#### *Small-Urban*

The Small-Urban program is a subset of statewide STP funding, which is allocated to jurisdictions whose urbanized cluster or area population is greater than 5,000, but smaller than 200,000. The Missouri and Highways Commission has discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

#### *Bridge Rehabilitation and Maintenance*

This program funds the replacement or rehabilitation of deficient bridges located on roads federally functionally classified as urban collectors, rural major collectors, and arterials. The Missouri and Highways Commission has discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

#### *STBG-Set Aside (formerly TAP)*

The STBG-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School. Throughout OTO planning documents, this funding is still referred to as TAP funding.

## LOCAL

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. In an effort to demonstrate that the local jurisdictions, as well as the airport

and transit agencies within the OTO boundary, are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein.

## PROJECTED REVENUES

<b>Table G.5 Motor Fuel Taxes, Vehicle Sales and Use Taxes, and Vehicle Fee Projections</b>					
	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>TOTAL</b>
<b>Christian</b>	\$1,469,998	\$1,469,998	\$1,469,998	\$1,469,998	<b>\$5,879,992</b>
<b>Greene</b>	\$3,589,907	\$3,589,907	\$3,589,907	\$3,589,907	<b>\$14,359,628</b>
<b>Battlefield</b>	\$216,483	\$216,483	\$216,483	\$216,483	<b>\$865,932</b>
<b>Nixa</b>	\$736,662	\$736,662	\$736,662	\$736,662	<b>\$2,946,648</b>
<b>Ozark</b>	\$690,112	\$690,112	\$690,112	\$690,112	<b>\$2,760,448</b>
<b>Republic</b>	\$571,259	\$571,259	\$571,259	\$571,259	<b>\$2,285,036</b>
<b>Springfield</b>	\$6,176,852	\$6,176,852	\$6,176,852	\$6,176,852	<b>\$24,707,408</b>
<b>Strafford</b>	\$91,318	\$91,318	\$91,318	\$91,318	<b>\$365,272</b>
<b>Willard</b>	\$204,787	\$204,787	\$204,787	\$204,787	<b>\$819,148</b>
<b>TOTAL</b>	<b>\$13,747,378</b>	<b>\$13,747,378</b>	<b>\$13,747,378</b>	<b>\$13,747,378</b>	<b>\$54,989,512</b>

<b>Table G.6 Local Tax Revenue Projections</b>					
	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>TOTAL</b>
<b>Christian County two 1/2-cent</b>	\$200,000	\$200,000	\$200,000	\$200,000	<b>\$800,000</b>
<b>Greene County Sales Tax</b>	\$13,253,800	\$13,253,800	\$13,253,800	\$13,253,800	<b>\$53,015,200</b>
<b>Greene County Property Tax</b>	\$5,155,550	\$5,155,550	\$5,155,550	\$5,155,550	<b>\$20,622,200</b>
<b>City of Nixa 1/2-cent</b>	\$1,325,000	\$1,325,000	\$1,325,000	\$1,325,000	<b>\$5,300,000</b>
<b>City of Republic 1/2-cent</b>	\$964,890	\$964,890	\$964,890	\$964,890	<b>\$3,859,560</b>
<b>City of Springfield 1/8-cent</b>	\$4,887,500	\$4,887,500	\$4,887,500	\$4,887,500	<b>\$19,550,000</b>
<b>City of Springfield 1/4-cent</b>	\$9,775,500	\$9,775,500	\$9,775,500	\$9,775,500	<b>\$39,102,000</b>
<b>City of Willard 1/2-cent</b>	\$250,000	\$250,000	\$250,000	\$250,000	<b>\$1,000,000</b>
<b>TOTAL</b>	<b>\$35,812,240</b>	<b>\$35,812,240</b>	<b>\$35,812,240</b>	<b>\$35,812,240</b>	<b>\$143,248,960</b>

<b>Table G.7 Projected Greene County Road and Bridge Fund Distribution</b>					
	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>TOTAL</b>
<b>Battlefield</b>	\$32,240	\$32,240	\$32,240	\$32,240	<b>\$128,960</b>
<b>Republic</b>	\$101,920	\$101,920	\$101,920	\$101,920	<b>\$407,680</b>
<b>Springfield</b>	\$1,684,139	\$1,684,139	\$1,684,139	\$1,684,139	<b>\$6,736,554</b>
<b>Strafford</b>	\$16,120	\$16,120	\$16,120	\$16,120	<b>\$64,480</b>
<b>Willard</b>	\$28,500	\$28,500	\$28,500	\$28,500	<b>\$114,000</b>
<b>TOTAL</b>	<b>\$1,862,919</b>	<b>\$1,862,919</b>	<b>\$1,862,919</b>	<b>\$1,862,919</b>	<b>\$7,451,674</b>

### *Sales Tax*

The Cities of Nixa, Republic, and Springfield all have voter-approved transportation sales taxes. Nixa has a 1/2-cent transportation sales tax, Republic's tax is 1/4-cent, and Springfield's tax is 1/8-cent. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements. Willard recently approved a 1/2-cent capital improvements tax which may also be used on transportation projects within the City. Christian and

Greene Counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

#### *Development Agreements*

A city or county may enter into agreements with developers to fund capital improvements with tax revenues generated by the new development. Typically, the developer builds the improvement and is reimbursed by utilizing up to 50 percent of the sales tax generated by the business activity. Projects are usually funded up to a set amount, plus interest, and paid back over three to five years.

#### *Missouri Transportation Finance Corporation*

The Missouri Transportation Finance Corporation (MTFC) is financed by federal highway funds, transit funds, and state and local matching funds. The Corporation may loan money to finance projects or provide collateral to gain favorable financing elsewhere. A local corporation is usually established to participate in the funding. The funds available under the MTFC are available throughout the State of Missouri and are applied for competitively. The funds are paid back to the Corporation following the construction of projects. These funds will rollover and subsequent projects will not have the federal requirements associated with the project. Based on the competitive nature of securing Corporation funding, this funding mechanism is not included in the Feasible Funding Sources section.

#### *Neighborhood Improvement District (or Community Improvement District)*

State law authorizes cities and counties to establish Neighborhood Improvement Districts (NIDs) and Community Improvement Districts (CIDs) for the purpose of improving public infrastructure. Once established, the jurisdiction may issue temporary notes and long-term general obligation (GO) bonds (up to 20 years) to pay for improvements. Bonds are repaid through a special assessment on the properties within the district. NIDs and CIDs require the support of a majority of the property owners within the district and City Council or County Commission approval.

#### *Charges for Services*

Charges for curb cuts and other transportation-related services generate \$400,000. These funds are included in the Feasible Funding Sources section.

The City of Republic levies a fee for street lights which nets about \$105,550 per year.

#### *Railroad and Public Utility Tax*

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County, generating \$106,800 for the road and bridge fund.

#### *County Funding Sources*

The majority of funding for Greene County projects which appear in the TIP is sourced from STP and BRO funding, while local matching funds are derived from state revenue first, then local revenues.

#### *Property Tax*

Greene County levies eight cents per \$100 assessed valuation for both real and personal property for the road and bridge fund. Real property tax revenue for the road and bridge fund in 2015 is estimated to be \$4,534,400 while personal property tax for 2015 is estimated to be \$939,500.

## PROJECT COST ESTIMATING

Revenue estimates for federal and state funding were taken directly from MoDOT. More information can be found in the 2017-2021 STIP. Revenue estimates for local funding were not inflated based on the recent lack of growth in sales tax, property tax, and motor fuel taxes.

## INFLATION

Each project has inflation built in at a rate of three percent per year. This baseline inflation rate was utilized based on recommendations from MoDOT, who incorporates this three percent inflation rate into the STIP. According to the United States Department of Labor's Bureau of Labor Statistics, the average annual inflation rate over the past 20 years is currently 2.54 percent, but in recent years has been just over 3 percent.

## ADVANCE CONSTRUCTION

MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. Eligibility means the Federal Highway Administration (FHWA) has determined the project qualifies for federal-aid; however, no present or future federal-aid is committed to the project. States may convert the project to regular federal-aid provided federal-aid is available for the project. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT utilizes AC for National Highway Performance Program (NHPP) and Surface Transportation System (STP) projects or when sufficient obligation limitation is not available. State funds pay for new AC project expenditures until federal-aid is available. The oldest projects are converted first, if possible, to maximize federal-aid reimbursement.

Previous TIPs specifically identified which projects would use AC, however, current practice is to show the actual federal funding category to be used on each project. A few outstanding projects still show MoDOT-AC, though they will be phased out in future TIPs.

## OPERATIONS AND MAINTENANCE

### ROADWAYS

#### MODOT

Maintenance costs include MoDOT's salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; facilities to house equipment and materials such as salt, asphalt and fuel. Maintenance Operations expenditures are projected to increase one percent annually. In fiscal year 2017, MoDOT is budgeting for \$467,168,000 in maintenance expenditures that would grow to \$481,323,658 at the end

of fiscal year 2020. Fleet investments, capital improvements and information systems investments are projected to remain constant through 2020, at this time.

This would make MoDOT's cost \$6,682 per lane mile.

\*Source: Fiscal Year 2017 Budget Request

\*\* Source: Official 2015 State System Mileage

Calculations are \$516,985,000/ 77,366\*\* lane miles of roadway.

Assumptions (dollars in thousands)

Maintenance Operations*	\$467,168
Fleet Investments*	\$22,617
Capital Improvements Investments*	\$7,200
IS Investments*	\$20,000
<b>Total</b>	<b>\$516,985</b>

## LOCAL JURISDICTIONS

Each jurisdiction has provided the annual maintenance costs for roadways per lane mile. These costs were then divided into the total number of lane miles and multiplied by the federal-aid highway miles. A one-percent inflation factor was used for these costs.

Table G.8	Number of Lane Miles on Federal-Aid System	Cost per Mile	FY 2017	FY 2018	FY 2019	FY 2020
<b>State System</b>						
<b>MoDOT</b>	<b>995.002</b>	<b>\$6,682</b>	<b>\$6,648,603.36</b>	<b>\$6,715,089</b>	<b>\$6,782,240</b>	<b>\$6,850,063</b>
<b>Non-State System</b>						
<b>Battlefield</b>	5.86	\$469	\$2,748	\$2,776	\$2,804	\$2,832
<b>Nixa</b>	9.39	\$2,530	\$23,757	\$23,994	\$24,234	\$24,477
<b>Ozark</b>	7.119	\$8,500	\$60,512	\$61,117	\$61,728	\$62,345
<b>Republic</b>	28.942	\$5,885	\$170,324	\$172,027	\$173,747	\$175,485
<b>Springfield</b>	395.113	\$6,172	\$2,438,637	\$2,463,024	\$2,487,654	\$2,512,531
<b>Strafford</b>	1.382	\$1,626	\$2,247	\$2,270	\$2,292	\$2,315
<b>Willard</b>	5.089	\$1,626	\$8,275	\$8,357	\$8,441	\$8,525
<b>Christian County</b>	38.657	\$1,022	\$39,507	\$39,903	\$40,302	\$40,705
<b>Greene County</b>	94.013	\$1,057	\$99,372	\$100,365	\$101,369	\$102,383
<b>TOTAL</b>	<b>585.565</b>		<b>\$2,845,379</b>	<b>\$2,873,832</b>	<b>\$2,902,571</b>	<b>\$2,931,597</b>

## REVENUE

An explanation of revenue sources that provide for the operation and maintenance of the transportation system as well as the capital improvements to the transportation system may be found in the preceding pages under explanation of fiscal constraint.

The following table highlights the ability of OTO jurisdictions to deliver local projects as shown in the project pages.

<b>Table G.9 Revenue</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$248,723.00	\$248,723.00	\$248,723.00	\$248,723.00
Estimated Operations and Maintenance Expenditures	(\$2,748.34)	(\$2,775.82)	(\$2,803.58)	(\$2,831.62)
Estimated TIP Project Expenditures	(\$125,119.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$120,855.66	\$245,947.18	\$245,919.42	\$245,891.38
<b>City of Nixa</b>				
Total Available Revenue (prior reserves included)	\$2,061,662.00	\$2,061,662.00	\$2,061,662.00	\$2,061,662.00
Estimated Operations and Maintenance Expenditures	(\$23,756.70)	(\$23,994.27)	(\$24,234.21)	(\$24,476.55)
Estimated TIP Project Expenditures	\$0.00	(\$225,721.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$2,037,905.30	\$1,811,946.73	\$2,037,427.79	\$2,037,185.45
<b>City of Ozark</b>				
Total Available Revenue	\$690,112.00	\$690,112.00	\$690,112.00	\$690,112.00
Carryover Balance from Prior Year	--	\$445,727.50	\$206,335.88	\$974,776.10
Estimated Operations and Maintenance Expenditures	(\$60,511.50)	(\$61,116.62)	(\$61,727.78)	(\$62,345.06)
Estimated TIP Project Expenditures	(\$183,873.00)	(\$868,387.00)	\$140,056.00	\$0.00
Amount Available for Local Projects	\$445,727.50	206,335.88	\$974,776.10	\$1,602,543.04
<b>City of Republic</b>				
Total Available Revenue	\$1,743,619.00	\$1,743,619.00	\$1,743,619.00	\$1,743,619.00
Estimated Operations and Maintenance Expenditures	(\$170,323.67)	(\$172,026.91)	(\$173,747.18)	(\$175,484.65)
Estimated TIP Project Expenditures	(\$626,170.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$947,125.33	\$1,571,592.09	\$1,569,871.82	\$1,568,134.35
<b>City of Springfield</b>				
Total Available Revenue	\$22,523,990.56	\$22,523,990.56	\$22,523,990.56	\$22,523,990.56
Estimated Operations and Maintenance Expenditures	(\$2,438,637.44)	(\$2,463,023.81)	(\$2,487,654.05)	(\$2,512,530.59)
Estimated TIP Project Expenditures	(\$2,025,875.00)	(\$82,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$18,059,478.12	\$19,978,216.75	\$20,036,336.51	\$20,011,459.97

Continued on next page...

<b>Table G.9 Revenue</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>
<b>City of Strafford</b>				
Total Available Revenue	\$107,438.00	\$107,438.00	\$107,438.00	\$107,438.00
Estimated Operations and Maintenance Expenditures	(\$2,247.13)	(\$2,269.60)	(\$2,292.30)	(\$2,315.22)
Estimated TIP Project Expenditures	\$0.00	(\$39,700.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$105,190.87	\$65,468.40	\$105,145.70	\$105,122.78
<b>City of Willard</b>				
Total Available Revenue	\$483,287.00	\$939,299.29	\$483,287.00	\$483,287.00
Estimated Operations and Maintenance Expenditures	(\$8,274.71)	(\$8,357.46)	(\$8,441.04)	(\$8,525.45)
Estimated TIP Project Expenditures	(\$19,000.00)	(\$327,354.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$456,012.29	\$603,587.54	\$474,845.96	\$474,761.55
<b>Christian County</b>				
Total Available Revenue	\$1,669,998.00	\$1,669,998.00	\$1,669,998.00	\$1,669,998.00
Estimated Operations and Maintenance Expenditures	(\$39,507.45)	(\$39,902.53)	(\$40,301.55)	(\$40,704.57)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,630,490.55	\$1,630,095.47	\$1,629,696.45	\$1,629,293.43
<b>Greene County</b>				
Total Available Revenue	\$21,999,257.00	\$21,999,257.00	\$21,999,257.00	\$21,999,257.00
Estimated Operations and Maintenance Expenditures	(\$99,371.74)	(\$100,365.46)	(\$101,369.11)	(\$102,382.80)
Estimated TIP Project Expenditures	(\$499,982.00)	\$0.00	\$0.00	(\$280,000.00)
Amount Available for Local Projects	\$21,399,903.26	\$21,898,891.54	\$21,897,887.89	\$21,616,874.20

## TRANSIT

Transit operations and maintenance include the costs to operate the bus system and to maintain buses, shelters, and other capital equipment. Funding is currently provided by federal, state, and local sources. FTA Section 5307 funds provide partial funding for operations and maintenance. Legislation allows for the continuation of partial Section 5307 funding for the operations of transit systems for population areas exceeding 200,000. Therefore, OTO is continuing to fund the operations of the City Utilities bus system with Section 5307 funds. Inflation rates are three percent over the timeline of the TIP.

<b>Table G.10 Estimated Transit System Operations and Maintenance Costs</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>
<b>Total System Operations</b>	\$8,649,948	\$8,916,529	\$9,039,980	\$9,251,399
<b>Total System Maintenance</b>	\$1,958,191	\$2,017,811	\$1,934,299	\$1,932,549
<b>TOTAL</b>	<b>\$10,608,139</b>	<b>\$10,934,340</b>	<b>\$10,974,279</b>	<b>\$11,183,948</b>

<b>Table G.11 Estimated Revenue for Fixed Route Transit System Operations and Maintenance</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>
<b>MO HealthNet Contract</b>	\$31,000	\$31,000	\$31,000	\$31,000
<b>State Operating Funding</b>	\$30,000	\$30,000	\$30,000	\$30,000
<b>FTA Federal Funding</b>	\$2,940,399	\$3,031,340	\$3,122,279	\$3,215,948
<b>Local (CU Utility Revenue/Farebox/Ads)</b>	\$7,606,740	\$7,842,000	\$7,791,000	\$7,907,000
<b>TOTAL</b>	<b>\$10,608,139</b>	<b>\$10,934,340</b>	<b>\$10,974,279</b>	<b>\$11,183,948</b>

The City Utility Revenue is a subsidy that offsets the difference between available revenue generated by the other four available funding sources and the estimated annual cost to operate the transit system.

In September 2016, the Federal Transit Administration announced it had awarded Section 5339 funding to City Utilities for eleven buses and workforce development. The TIP was amended by the Board of Directors in October 2016 (approved by U.S. DOT 12/19/2016) to incorporate this new funding. A new funding table, showing capital costs, has been added below, also clarifying the 5310 funding available for City Utilities and local human service agencies. Through financial submissions, human service agencies are required to demonstrate the ability to match requested funds at the time of application.

<b>Table G.12 Estimated Transit Capital</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>
<b>FTA Federal Funding (5310 and 5339)</b>	\$5,334,776	\$526,159	\$538,680	\$551,467
<b>Local (CU, MoDOT, Human Service Agencies)</b>	\$1,333,695	\$131,540	\$134,670	\$137,867
<b>TOTAL</b>	<b>\$6,668,471</b>	<b>\$657,699</b>	<b>\$673,350</b>	<b>\$689,334</b>

FTA Section 5310 funding is allocated annually, with 55 percent required to be used for traditional elderly and disabled transportation projects. MoDOT administers the traditional projects for the OTO region. The following pages outline the use of this funding from FY 2013 through FY 2020 as previously and currently programmed. Several projects have been completed and those labeled MO1506 had been programmed as one lump sum. The balances shown correspond to the reserve balances programmed with TIP Amendment Number 5 to this document.



Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
The Arc of the Ozarks MO1506	Low Floor Minivan, Replacement	1	FY 2013/2014	Approved	\$ 27,996	\$ 6,999	\$ 34,995
Arc of the Ozarks MO1506	2015 25' Wide Body Cutaway	1	FY 2015	Approved	\$ 38,218	\$ 9,555	\$ 47,773
Arc of the Ozarks MO1724	2016 25' Wide Body Cutaway	1	FY 2016/17	New	\$ 43,490	\$ 10,873	\$ 54,363
Arc of the Ozarks MO1702-17A4	Wide Body Cutaway Floor Plan HH	1	FY 17	New	\$ 43,490	\$ 10,873	\$ 54,363
Arc of the Ozarks MO1702-17A4	Wide Body Cutaway Floor Plan HH	1	FY 18	New	\$ 43,490	\$ 10,873	\$ 54,363
Burrell, Inc. MO1506	Shuttle bus body style CC, Replacement	1	FY 2013/2014	Approved	\$ 40,874	\$ 10,218	\$ 51,092
Burrell, Inc. MO1506	Shuttle bus body style AA, Replacement	1	FY 2013/2014	Amended	\$ 37,964	\$ 9,491	\$ 47,455
Burrell, Inc. MO1506	15-Passenger Van	1	FY 2015	Approved	\$ 21,986	\$ 5,497	\$ 27,483
Burrell, Inc. MO1725	15-Passenger Van	1	FY 2016/17	Approved	\$ 22,014	\$ 5,504	\$ 27,518
Christian County Enterprises/ OATS MO1506	Wheelchair Accessible Van	1	FY 2015	Approved	\$ 38,076	\$ 9,519	\$ 47,595
City Utilities CU1414	Sidewalk and Shelter improvements	1	FY 2013/2014	Approved	\$ 177,343	\$ 44,336	\$ 221,679
City Utilities CU1514	ADA Bus Bench Improvements/ITS Capital	N/A	FY 2015	Approved	\$ 89,593	\$ 22,398	\$ 111,991

Program of Projects and Subreipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
City Utilities CU1707	New Shelters and Braille	20	FY 2016/17	Approved	\$ 185,468	\$ 46,367	\$ 231,835
City Utilities CU1808-17A4	Division Improvements	1	FY 18- FY 20	New	\$ 325,534	\$ 81,384	\$ 406,918
Council of Churches of the Ozarks MO1726-17A1	Wide Body Cutaway Floor plan FF	1	FY 13,14,15	Approved	\$ 40,702	\$ 10,176	\$ 50,878
Council of Churches of the Ozarks MO1726-17A1	Wide Body Cutaway Floor plan FF	1	FY 2016/17	Approved	\$ 44,866	\$ 11,217	\$ 56,083
OATS, Inc. MO1506	Medium Duty Mini-bus, Replacement	1	FY 2013/2014	Approved	\$ 43,276	\$ 10,819	\$ 54,095
OATS, Inc. MO1506	Body Style BBB, Low floor Minivan Replacement	1	FY 2013/2014	Approved	\$ 29,796	\$ 7,449	\$ 37,245
OATS, Inc. MO1506	Minvan with Ramp	1	FY 2015	Approved	\$ 30,786	\$ 7,697	\$ 38,483
OATS, Inc. MO1506	Minvan with Ramp	1	FY 2015	Approved	\$ 30,786	\$ 7,697	\$ 38,483
OATS, Inc. MO1506	Minvan with Ramp	1	FY 2015	Approved	\$ 30,786	\$ 7,697	\$ 38,483
OATS, Inc. MO1727	Minvan with Ramp	2	FY 2016/17	Approved	\$ 59,573	\$ 15,394	\$ 74,466
OATS, Inc. MO1704-17A4	High Roof Long Conversion	1	FY 17	New	\$ 50,426	\$ 12,607	\$ 63,033
OATS, Inc. MO1704-17A4	Wide Body Cutawy, Floor plan II	2	FY 18	New	\$ 92,182	\$ 23,046	\$ 115,228
Ozark Senior Center MO1703-17A4	Minvan with Ramp	1	FY17	New	\$ 29,786	\$ 7,447	\$ 37,233

Program of Projects and Subreipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
City Utilities CU1517	Admin	1	FY 2013/2014	Amended	\$ 19,705.00	\$ -	\$ 19,705.00
MoDOT MO1507	Admin	1	FY 2013/2014	Amended	\$ 30,965.00	\$ -	\$ 30,965.00
City Utilities CU1517	Admin	1	FY 2015	Approved	\$ 9,955.00	\$ -	\$ 9,955.00
MoDOT MO1507	Admin	1	FY 2015	Approved	\$ 15,643.00	\$ -	\$ 15,643.00
City Utilities CU1707	Admin	1	FY 2016/17	Approved	\$ 20,608.00	\$ -	\$ 20,608.00
MoDOT MO1728	Admin	1	FY 16- FY 17	Approved	\$ 32,383.00	\$ -	\$ 32,383.00
MoDOT - MO1802-17A4	Admin	1	FY 18	New	\$ 16,695.00		\$ 16,695.00

Total FY 2013-2020 traditional 5310 capital amount available	\$ 1,171,319
Total FY 13, FY 14, FY 15 traditional 5310 amount awarded	\$ (411,246)
(June 2016) Total FY2016/2017 partial amount awarded	\$ (169,943)
(Dec 2016) Total FY 17/ FY 18 partial amount awarded	\$ (259,374)
Balance Remaining in reserve for 5310 traditional projects	\$ 330,756
Total FY 2013-2020 other capital amount available	\$ 777,938
Total FY 2013/2014 other capital amount awarded	\$ (177,343)
Total FY 2015 other capital amount awarded	\$ (89,593)
FY2016/17 other capital amount awarded	\$ (185,468)
FY2018- FY 20 other capital amount awarded	\$ (325,534)
Balance remaining for other capital	\$0.00
Total FY 2013-2020 administration available	\$ 180,413
Total FY 2013/2014 administration awarded	\$ (50,670)
Total FY 2015 administration awarded	\$ (25,598)
Total FY 2016/17 administration awarded	\$ (52,991)
FY 18 administration awarded	\$ (16,695)
Balance remaining for administration	\$34,459.00