



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

SEPTEMBER 18, 2019
1:30 - 3:00 PM

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



**Technical Planning Committee
Meeting Agenda
Wednesday, September 18, 2019 1:30 p.m.
2208 W Chesterfield Boulevard, Suite 101 Springfield, MO**

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the July 17, 2019 Meeting Minutes Tab 1
(1 minute/Tyson)**

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

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

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

**E. Staff Report
(5 minutes/Fields)**

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

**F. Legislative Reports
(5 minutes/Legislative Staff)**

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

II. New Business

**A. FY 2020-2023 Administrative Modifications 1 and 2 Tab 3
(1 minute/Longpine)**

There is one change included with each Administrative Modification Numbers One and Two to the FY 2020-2023 Transportation Improvement Program, which are included for member review.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. FY 2020-2023 Amendment Number One..... Tab 4
(5 minutes/Longpine)

There are several changes included with Amendment Number 1 to the FY 2020-2023 Transportation Improvement Program, which is included for member review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF AMENDMENT NUMBER 1 TO THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM TO THE BOARD OF DIRECTORS

C. Revised STIP Prioritization Criteria..... Tab 5
(10 minutes/Fields)

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

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

D. 2021-2025 STIP Priorities..... Tab 6
(15 minutes/Fields)

A working committee of the Technical Planning Committee has recommended a prioritized list of projects for possible inclusion in the next Statewide Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED 2021-2025 STIP PROJECT PRIORITIES TO THE BOARD OF DIRECTORS

E. State of Transportation Report..... Tab 7
(10 minutes/Longpine)

Staff will provide an overview of the 2018 State of Transportation Report.

NO ACTION REQUESTED – INFORMATIONAL ONLY

F. Bicycle and Pedestrian Funding Guidelines and Application..... Tab 8
(15 minutes/Thomason)

The Bicycle and Pedestrian Funding Guidelines and Application has been revised to reflect the trailS funding that has been made available.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE REVISED BICYCLE AND PEDESTRIAN FUNDING GUIDELINES AND APPLICATION TO THE BOARD OF DIRECTORS

G. 2020 Legislative Priorities..... Tab 9
(10 minutes/Fields)

Included for your review and comment are the proposed 2020 Legislative Priorities.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED 2020 LEGISLATIVE PRIORITIES TO THE BOARD OF DIRECTORS

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

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

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, November 20, 2019 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 9/18/2019; ITEM I.C.

July 17, 2019 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the Technical Planning Committee July 17, 2019 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee July 17, 2019 meeting minutes.”

OR

“Move to approve the Technical Planning Committee July 17, 2019 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
July 17, 2019**

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

The following members were present:

Ms. Paula Brookshire, City of Springfield (a)	Mr. Frank Miller, MoDOT
Mr. Eric Claussen, City of Springfield (a)	Mr. John Montgomery, Ozark Greenways (a)
Ms. Megan Clark, SMOG	Mr. David O'Connor, City of Willard (a), Chair
Mr. King Coltrin, City of Strafford	Mr. Jeremy Parsons, City of Ozark
Ms. Brandie Fisher, City Utilities Transit (a)	Mr. Danny Perches, Springfield Chamber of Commerce
Ms. Dawne Gardner, City of Springfield (a)	Mr. Cole Pruitt, Missouri State University
Mr. Adam Humphrey, Greene County	Mr. Jeff Roussell, City of Nixa
Mr. Kirk Juranas, City of Springfield	Mr. Garrett Tyson, City of Republic
Mr. Joel Keller, Greene County (a)	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

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

Others present were: Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. Dan Waddlington, Senator Blunt's Office; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Mr. Andy Thomason, and Mr. Brad Williams, Ozarks Transportation Organization.

I. Administration

A. Introductions

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

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Wiesehan moved approval of the Technical Planning Committee Meeting Agenda for July 17, 2019. Mr. Juranas seconded the motion and it was unanimously approved.

C. Approval of the May 15, 2019 Minutes

Mr. Parsons moved for approval of the minutes from the May 15, 2019 Technical Planning Committee Meeting. Mr. Humphrey seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee.

E. Staff Report

Sara Fields stated that when the Legislators adopted the budget, there was an appropriation for MoDOT in the amount of \$50 million, which will be in next year's STIP. In addition, there was an additional \$50 million to MoDOT to be used for the cost-share program. It is anticipated the guidelines for projects to qualify for the program will be released during the month of July. Ms. Fields briefly reviewed the information she had distributed from the Cost Share Committee meeting that was held in June.

Ms. Fields stated two BUILD grants had been submitted from the OTO area, one for the City of Republic and one for the City of Springfield. She added staff had received letters of support from Representative Long's office and Senator Blunt's office, but had not heard anything from Senator Hawley's office.

Ms. Fields encouraged the members to ensure their sub-allocated projects are proceeding as planned.

Ms. Fields noted that MoDOT is working on a study of Hwy 60, in conjunction with a project in Republic. It is anticipated to be completed in the Fall of 2020. It will be used to evaluate travel time and safety for that corridor.

Ms. Fields said the OTO will be hosting a reception to welcome Mr. Steve Campbell to the MoDOT Southwest District Office. It will be held on August 1 at 3:00 p.m. at The Pitch.

Ms. Fields stated that David Faucett had presented at the national ESERI Conference on his research for origin destination and accessibility for City Utilities' transit.

F. Legislative Reports

Dan Waddington from Senator Blunt's Office stated the House and the Senate were not working on Legislation at this time. He noted that by this time last year, all of the appropriation bills were on track to be passed by the deadline. This year, none of the bills have been finalized for passage and the Senate will be recessing in August.

Jeremy Pruett from Congressman Billy Long's Office stated there is not a lot of activity in the House. He said the Committee work continues to proceed, but it is very difficult to get a bill to the floor for the House to take action.

II. Old Business:

A. Additional Federal Funding

Sara Fields reviewed for the Committee the history of this additional funding, noting it was part of the 2019 Omnibus bill that was approved by Congress. The OTO was awarded a onetime funding source of \$1.6 million which must be obligated by September 30, 2022. However, staff would like to have it obligated by September 30, 2021 and is recommending it be designated for trails. She briefly reviewed the four options available, noting staff is recommending Option 1, transportation alternate funding, with trails as the specific designation.

Following a brief discussion, Mr. Parsons moved the Technical Planning Committee recommend to the Board of Directors the \$1.6 million be awarded through the Transportation Alternatives Program grant process. Mr. Montgomery seconded the motion and it was unanimously approved.

III. New Business:

A. Amendment Number Ten to *Transportation Plan 2040*

Natasha Longpine stated there were a number of changes being recommended to the *Transportation Plan 2040*. She briefly reviewed for the Committee the changes requested by the City of Ozark, the change staff was requesting, and the changes required by the FAST Act.

Following a brief discussion, Mr. Pruitt moved the Technical Planning Committee recommend the Board of Directors approve *Transportation Plan 2040* Amendment 10. Mr. Miller seconded the motion and it was unanimously approved.

B. FY 2019-2022 Administrative Modifications 2, 3 and 4

Natasha Longpine noted there are three separate modifications that have happened over the past few months. She briefly reviewed these modifications, noting the reasons these changes were made. She reminded the Committee that staff is allowed certain actions that do not require approval by the Technical Planning Committee or the Board of Directors.

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

C. FY 2019-2022 Amendment Number Seven

Natasha Longpine stated there is one proposed change, which is being requested by MoDOT. She said it is regarding Route FF, resurfacing JRF to Weaver. The project cost estimate is being reduced to \$526,000 from \$756,000. The federal funding is being reduced to \$420,000 from \$604,800.

Mr. Humphrey moved the Technical Planning Committee recommend to the Board of Directors approval of Amendment Number Seven to the FY 2019-2022 Transportation Improvement Program. Mr. Juranas seconded the motion and it was unanimously approved.

D. Approved 2020-2024 STIP

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

Missouri Highways and Transportation Commission meeting.

Sara Fields reviewed the projects that had been added to the STIP for this year. The projects in the STIP that are in the OTO area, will be added to the Draft OTO 2020-2023 Transportation Improvement Program.

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

E. Draft FY 2020-2023 Transportation Improvement Program

Natasha Longpine stated that each year the OTO develops a four-year Transportation Improvement Program (TIP). She reviewed for the Committee the process for including projects into the TIP. She noted the TIP had been uploaded to the OTO website and the public had been encouraged to comment on the projects included. She outlined for the Committee the comments that had been received, noting those that pertained to the TIP.

Ms. Longpine noted that as public comment is received by staff, whether it is regarding the TIP or not, it is passed along to the appropriate entity.

Following a review of the Draft FY 2020-2023 TIP, Mr. Juranas moved the Technical Planning Committee recommend the Board of Directors approve the FY 2020-2023 Transportation Improvement Program, with any changes as may be recommended by USDOT. Mr. Pruitt seconded the motion and it was unanimously approved.

F. STIP Prioritization Criteria

Sara Fields stated that MoDOT had requested the OTO review the STIP Prioritization Criteria to ensure the best projects were being recommended. Ms. Fields reviewed the process that had been followed to develop the proposed criteria, noting that several area engineers were involved in reviewing this information.

Ms. Fields reviewed for the Committee the criteria that is being proposed, the changes to each of the ten areas, and the points that is being assigned to each one. She noted that staff had taken ten projects and conducted sample scoring to see how they would rank with the proposed criteria. This information was included in the packet for the Committee's review.

Mr. Humphrey moved the Technical Planning Committee recommend the Board of Directors approve the proposed STIP Prioritization Criteria. Mr. Tyson seconded the motion and it was unanimously approved.

III. Other Business:

A. Technical Planning Committee Member Announcements

Dawn Gardner noted the ADA Transition Plan for public rights-of-way is available for public comment. She noted there had been two public meetings to date, with one additional meeting to be held. The public comment period ends August 30, 2019.

Frank Miller noted that cost-share projects need to be linked to regional projects that are on the priority list.

B. Transportation Issues for Technical Planning Committee Member Review

There were no issues raised.

C. Articles for Technical Planning Committee Member Information

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

IV. Adjournment

With no additional business to come before the Committee, the meeting adjourned at approximately 2:45 p.m.

TAB 2

From: [Andy Thomason](#)
To: sfbermingham@live.com
Subject: RE: Rt. ZZ and Farm Road 182
Date: Tuesday, September 3, 2019 9:06:25 AM

Mr. Bermingham,

I would like to thank you for your comment. The intersection of Rt. ZZ and Farm Road 182 is currently on our list of priority projects. As Mr. Turner stated, we have not identified a funding source for any improvements at this location. Future funding is a possibility. Each year we rank our needs list, and MoDOT adds new projects to its construction budget based on our list. It is hard to predict which projects will ultimately receive funding, but identified needs remain on our list until the problem is addressed.

Again, thank you for your comment. We rely on citizens and our planning partners to help us identify and prioritize transportation needs.

Respectfully,

Andy Thomason, AICP

Senior Planner



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Springfield, MO 65807
Phone (417) 865-3047 x107
Fax (417) 862-6013

athomason@ozarkstransportation.org

www.OzarksTransportation.org

www.giveusyourinput.org/

Email: sfbermingham@live.com

Message: Eric Turner at the MO DOT indicated that I should contact you about the following concern as they do not have the budget to assist with this request. The intersection of W Farm Road 182 and State Highway ZZ are in dire need of a stop light to control traffic. Traffic northbound on State Highway ZZ is very heavy between the hours of 7:00 - 7:45am and causes a heavy backup of traffic on W Farm Road 182. Cars entering State Highway ZZ from W Farm Road 182 are primarily destined for Republic High School indicating a large number of inexperienced high school drivers relying on a stop sign and little patience to guide them onto a busy highway. The installation of a stop light at this intersection would not only create a safer transition of traffic at this intersection, but also provide needed breaks in traffic to also allow for traffic to enter State Highway ZZ from West Farm Road 178. Best Regards, Sean Bermingham

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 9/18/2019; ITEM II.A.

Administrative Modifications 1 and 2 to the FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The following changes are included as part of Administrative Modifications One and Two to the FY 2020-2023 Transportation Improvement Program.

Administrative Modification 1 – Approved 8/16/2019

Replace Bridge #1690225 on Farm Road 169

From GR2009-20 to GR2009-20AM1

Minor Changes to funding sources between federal funding categories or between state and local sources:

Changing Federal funding source from BRO to STBG-Urban

Administrative Modification 2 – Approved 9/10/2019

Combine ADA Transition Plan Implementation on Glenstone (EN1802-18) into Operational, Safety, and ADA Improvements on Glenstone, St. Louis to 60 (SP2003-20)

From EN1802-18 and SP2003-20 to SP2003-20AM2

1. Combining two or more projects already in the TIP provided the cumulative, total amount of Federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
2. Minor Changes to funding sources between federal funding categories or between state and local sources.

Two projects on Glenstone have been combined to create a new single project from Valley Water Mill to US 60. The aggregated scope and cost remain the same as the two original projects. To match the STIP, some STBG funding has been changed to SAFETY and STAP. The total combined programmed cost is \$6,656,000.

TECHNICAL COMMITTEE ACTION REQUESTED:

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

16 August 2019

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

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number One to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on August 16, 2019, pending approval of the FY 2020-2023 Transportation Improvement Program by USDOT. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG

Administrative Modification 1 to the FY 2020-2023 Transportation Improvement Program

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

DESCRIPTION:

The following changes are included as part of Administrative Modification One to the FY 2020-2023 Transportation Improvement Program.

Replace Bridge #1690225 on Farm Road 169

From GR2009-20 to GR2009-20AM1

Minor Changes to funding sources between federal funding categories or between state and local sources:

Changing Federal funding source from BRO to STBG-Urban



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR2009-20 **REPLACE BRIDGE #1690225 ON FARM ROAD 169**

Route Farm Road 169

From Over Farmer's Branch

To

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

Federal Funding Category STBG-U

MoDOT Funding Category N/A

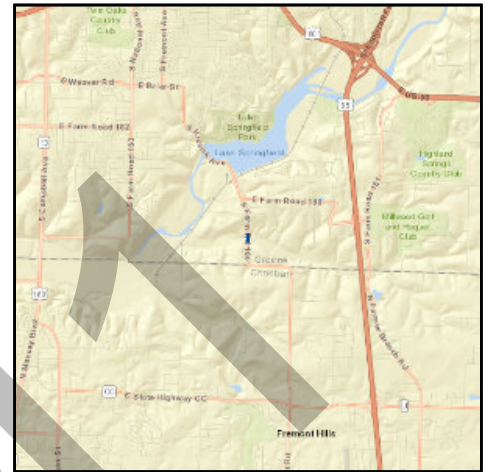
Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID # BRO-B039

Project Description

Remove and replace existing bridge #1690225 on Farm Road 169 over Farmer's Branch and upgrade approaches.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$440,000	\$0	\$0	\$0	\$440,000
LOCAL	Local	CON	\$110,000	\$0	\$0	\$0	\$110,000
Totals			\$550,000	\$0	\$0	\$0	\$550,000

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$550,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR2009-20 **REPLACE BRIDGE #1690225 ON FARM ROAD 169**

Route Farm Road 169

From Over Farmer's Branch

To

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

Federal Funding Category BRO

MoDOT Funding Category N/A

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

STIP #

Federal ID # BRO-B039



Project Description

Remove and replace existing bridge #1690225 on Farm Road 169 over Farmer's Branch and upgrade approaches.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (BRO)	Federal	CON	\$440,000	\$0	\$0	\$0	\$440,000
LOCAL	Local	CON	\$110,000	\$0	\$0	\$0	\$110,000
Totals			\$550,000	\$0	\$0	\$0	\$550,000

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$550,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal									Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020																
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-19	\$14,735,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,264,411	\$0	\$0	\$0	\$0	\$0	\$22,000,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$35,200	\$0	\$0	\$79,200
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$550,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$83,000	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$168,000	\$0	\$0	\$0	\$0	\$42,000	\$0	\$0	\$0	\$210,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$145,500	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$378,111	\$0	\$343,037	\$0	\$0	\$0	\$3,605,738
OK1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,378,000	\$0	\$0	\$0	\$802,000	\$0	\$0	\$0	\$4,015,000
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$26,300	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA		
2020 Continued																	
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000	
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000	
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000	
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000	
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000	
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000	
SP1818-19A3	\$920,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$573,200	\$0	\$470,800	\$0	\$0	\$0	\$3,848,000	
SP1902-18A4	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000	
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000	
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000	
SP2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000	
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000	
SP2011-20	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$0	\$0	\$0	\$0	\$1,575,000	
SP2012-20	\$2,160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$0	\$0	\$2,592,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000	
SUBTOTAL	\$24,196,028	\$4,055,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,763,800	\$4,964,711	\$740,993	\$10,260,836	\$0	\$11,339,477	\$6,000	\$2,990,300	\$123,499	\$94,565,895	
2021																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000	
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000	
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000	
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000	
GR1908-19	\$0	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000	
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000	
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000	
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000	
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000	
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000	
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000	
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000	
MO2004-20	\$0	\$457,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$0	\$0	\$508,000	

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal									Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2021 Continued																
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$5,661,600	\$0	\$0	\$0	\$0	\$1,415,400	\$0	\$0	\$0	\$7,077,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$1,618,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$1,798,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$74,400	\$0	\$0	\$11,200	\$0	\$18,600	\$0	\$0	\$0	\$149,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,848,000	\$0	\$0	\$0	\$712,000	\$0	\$0	\$0	\$3,560,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$520,000	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$597,300	\$2,320,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,239,200	\$4,556,800	\$0	\$150,325	\$0	\$6,347,000	\$110,000	\$2,522,900	\$0	\$36,517,625
2022																
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,000	\$0	\$1,672,000	\$0	\$2,090,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$0	\$1,634,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,200	\$0	\$404,800	\$0	\$506,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$0	\$23,500
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$569,600	\$0	\$0	\$0	\$142,400	\$0	\$0	\$0	\$712,000
MO2104-19	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000
MO2201-20	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$27,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406
RG0901-18A1	\$0	\$13,194,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,466,100	\$0	\$0	\$0	\$14,661,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,400	\$0	\$137,600	\$0	\$172,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$748,000	\$0	\$0	\$0	\$0	\$187,000	\$0	\$0	\$0	\$935,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal									Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2022 Continued																
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$240,000	\$0	\$175,600	\$0	\$0	\$2,078,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SUBTOTAL	\$4,774,004	\$13,280,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$1,636,402	\$0	\$5,267,000	\$200,000	\$3,413,600	\$0	\$40,969,906
2023																
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$2,072,000	\$0	\$2,590,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$579,101	\$55,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$5,145,775	\$0	\$3,669,000	\$0	\$3,705,600	\$0	\$23,992,876
GRAND TOTAL	\$30,146,433	\$19,712,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,771,800	\$10,188,711	\$740,993	\$17,193,338	\$0	\$26,622,477	\$316,000	\$12,632,400	\$123,499	\$196,046,302

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source										Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$24,196,028	\$4,055,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,763,800	\$4,964,711	\$740,993	\$69,845,783	\$10,260,836	\$14,335,777	\$123,499	\$5,380,129	\$99,946,024
2021 Funds Programmed	\$597,300	\$2,320,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,239,200	\$4,556,800	\$0	\$27,387,400	\$150,325	\$8,979,900	\$0	\$5,476,971	\$41,994,596
2022 Funds Programmed	\$4,774,004	\$13,280,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$30,452,904	\$1,636,402	\$8,880,600	\$0	\$5,575,557	\$46,545,463
2023 Funds Programmed	\$579,101	\$55,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$11,472,501	\$5,145,775	\$7,374,600	\$0	\$5,675,917	\$29,668,793
Total	\$30,146,433	\$ 19,712,100	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$69,771,800	\$ 10,188,711	\$ 740,993	\$139,158,588	\$ 17,193,338	\$ 39,570,877	\$ 123,499	\$22,108,574	\$218,154,876

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 53,386,192	\$36,352,872	\$40,069,500	\$ 26,219,000	\$166,155,557
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$10,260,836	\$150,325	\$1,636,402	\$5,145,775	\$17,316,837
Available Suballocated Funding	\$23,031,461	\$3,124,142	\$6,826,962	\$6,963,501	\$7,102,771	\$47,048,836
TOTAL AVAILABLE FUNDING	\$33,282,953	\$72,151,299	\$48,807,130	\$54,244,960	\$44,143,463	\$252,629,804
Prior Year Funding	\$33,282,953	\$5,488,227	\$12,300,761	\$20,000,258	--	--
Programmed State and Federal Funding		(\$99,946,024)	(\$41,994,596)	(\$46,545,463)	(\$29,668,793)	(\$218,154,876)
TOTAL REMAINING	\$33,282,953	\$5,488,227	\$12,300,761	\$20,000,258	\$34,474,928	\$34,474,928

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

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

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

10 September 2019

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

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Two to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on September 10, 2019, pending approval of the FY 2020-2023 Transportation Improvement Program by USDOT. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG

Administrative Modification 2 to the FY 2020-2023 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

The following changes are included as part of Administrative Modification Two to the FY 2020-2023 Transportation Improvement Program.

Combine ADA Transition Plan Implementation on Glenstone (EN1802-18) into Operational, Safety, and ADA Improvements on Glenstone, St. Louis to 60 (SP2003-20)

From EN1802-18 and SP2003-20 to SP2003-20AM2

1. Combining two or more projects already in the TIP provided the cumulative, total amount of Federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
2. Minor Changes to funding sources between federal funding categories or between state and local sources.

Two projects on Glenstone have been combined to create a new single project from Valley Water Mill to US 60. The aggregated scope and cost remain the same as the two original projects. To match the STIP, some STBG funding has been changed to SAFETY and STAP. The total combined programmed cost is \$6,656,000.



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2003-20AM2 OPERATIONAL, SAFETY, AND ADA IMPROVEMENTS ON GLENSTONE ST. LOUIS TO 60

Route Glenstone Avenue (BU 65)

From Valley Water Mill Road

To James River Freeway (Rte. 60)

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

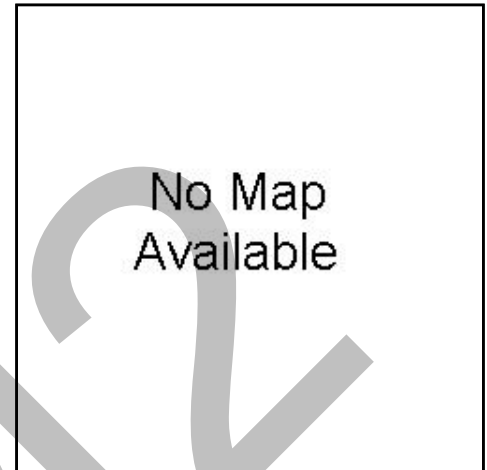
Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

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

STIP # 8S3160

Federal ID #



Project Description

Operational and safety improvements, upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Ave. from Valley Water Mill Road to James River Freeway (Rte. 60) in Springfield. \$527,000 Open Container funds. \$313,000 Statewide Trans. Alt. funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$660,800	\$775,200	\$0	\$0	\$1,436,000
MoDOT	State	ENG	\$165,200	\$193,800	\$0	\$0	\$359,000
FHWA (STBG)	Federal	ROW	\$176,800	\$0	\$0	\$0	\$176,800
MoDOT	State	ROW	\$44,200	\$0	\$0	\$0	\$44,200
FHWA (SAFETY)	Federal	CON	\$0	\$527,000	\$0	\$0	\$527,000
FHWA (STAP)	Federal	CON	\$0	\$313,000	\$0	\$0	\$313,000
FHWA (STBG)	Federal	CON	\$0	\$2,872,000	\$0	\$0	\$2,872,000
MoDOT	State	CON	\$0	\$928,000	\$0	\$0	\$928,000
Totals			\$1,047,000	\$5,609,000	\$0	\$0	\$6,656,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$6,656,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

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

Route Glenstone Avenue (LP 44)

From Various

To Various

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

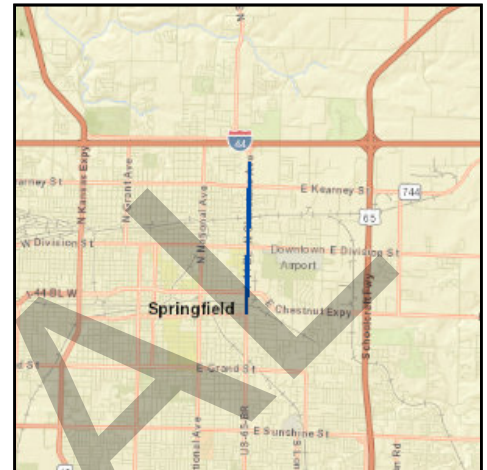
Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

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

STIP # 8P3139

Federal ID #



Project Description

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

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

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$40,000
Future Cost	\$0
Total Cost	\$2,506,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

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

Route Glenstone Avenue (BU 65)

From 0.2 mile north of St. Louis Street

To James River Freeway (Rte. 60)

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

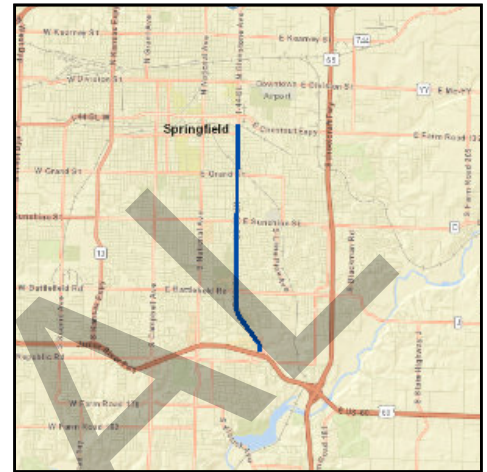
Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

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

STIP # 8S3160

Federal ID #



Project Description

Operational and safety improvements, upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Ave. from 0.2 mile north of St. Louis St. to James River Freeway (Rte. 60) in Springfield. \$527,000 Open Container funds. \$313,000 Statewide Trans. Alt. funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$407,200	\$488,000	\$0	\$0	\$895,200
MoDOT	State	ENG	\$101,800	\$122,000	\$0	\$0	\$223,800
FHWA (STBG)	Federal	ROW	\$96,800	\$0	\$0	\$0	\$96,800
MoDOT	State	ROW	\$24,200	\$0	\$0	\$0	\$24,200
FHWA (STBG)	Federal	CON	\$0	\$2,360,000	\$0	\$0	\$2,360,000
MoDOT	State	CON	\$0	\$590,000	\$0	\$0	\$590,000
Totals			\$630,000	\$3,560,000	\$0	\$0	\$4,190,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$4,190,000

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2020									
EN1513-19AM1	\$488,494	\$0	\$0	\$0	\$0	\$122,122	\$0	\$0	\$610,616
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$3,000	\$0	\$15,000
EN1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1803-18A3	\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN1902-19A2	\$0	\$193,075	\$0	\$0	\$0	\$48,269	\$0	\$0	\$241,344
EN1903-19A2	\$0	\$155,439	\$0	\$0	\$0	\$42,060	\$0	\$0	\$197,499
EN1904-19A3	\$0	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$0	\$340,000
EN1905-19A3	\$324,014	\$0	\$0	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-19A3	\$187,990	\$0	\$0	\$0	\$0	\$46,998	\$0	\$0	\$234,988
EN1907-19A3	\$0	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-19A3	\$0	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1909-19A3	\$183,365	\$0	\$0	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1910-19A3	\$146,098	\$0	\$0	\$0	\$0	\$36,524	\$0	\$0	\$182,622
EN1911-19A3	\$0	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$0	\$90,885
EN1912-19A3	\$0	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$0	\$107,389
EN1913-19A3	\$110,869	\$0	\$0	\$0	\$0	\$27,717	\$0	\$0	\$138,586
EN1914-19AM2	\$0	\$0	\$0	\$0	\$25,600	\$0	\$6,400	\$0	\$32,000
EN2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$92,000	\$115,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2004-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$24,000	\$30,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SP2001-19A6	\$0	\$0	\$0	\$0	\$125,978	\$0	\$0	\$0	\$125,978
SUBTOTAL	\$3,440,830	\$1,215,847	\$1,600	\$0	\$176,378	\$1,167,370	\$52,000	\$156,000	\$6,210,025
2021									
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$264,000	\$682,400	\$0	\$236,600	\$0	\$1,183,000
EN1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1901-19	\$0	\$0	\$0	\$0	\$244,000	\$0	\$61,000	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$378,400	\$0	\$94,600	\$0	\$473,000
EN2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$255,200	\$1,020,800	\$1,276,000
EN2003-20	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$0	\$50,000
EN2004-20	\$0	\$0	\$0	\$0	\$7,200	\$0	\$1,800	\$0	\$9,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$22,200	\$88,800	\$111,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$268,000	\$335,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2101-18	\$53,760	\$0	\$0	\$0	\$0	\$13,440	\$0	\$0	\$67,200
EN2102-18	\$74,368	\$0	\$0	\$0	\$0	\$18,592	\$0	\$0	\$92,960
SUBTOTAL	\$128,128	\$0	\$1,600	\$264,000	\$1,360,000	\$32,032	\$750,800	\$1,377,600	\$3,914,160

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2022									
EN1901-19	\$0	\$0	\$196,000	\$315,000	\$704,200	\$0	\$303,800	\$0	\$1,519,000
EN2003-20	\$0	\$0	\$0	\$0	\$152,800	\$0	\$38,200	\$0	\$191,000
EN2004-20	\$0	\$0	\$0	\$0	\$48,000	\$0	\$12,000	\$0	\$60,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$184,600	\$738,400	\$923,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$290,600	\$1,162,400	\$1,453,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SUBTOTAL	\$0	\$0	\$197,600	\$315,000	\$905,000	\$0	\$829,600	\$1,900,800	\$4,148,000
2023									
EN2003-20	\$0	\$0	\$0	\$0	\$1,304,000	\$0	\$326,000	\$0	\$1,630,000
EN2007-20	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$0	\$8,000	\$0	\$1,304,000	\$0	\$328,000	\$0	\$1,640,000
GRAND TOTAL	\$3,568,958	\$1,215,847	\$208,800	\$579,000	\$3,745,378	\$1,199,402	\$1,960,400	\$3,434,400	\$15,912,185

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)					Local	MoDOT-AC	MoDOT	TOTAL
	STBG-U	TAP	NHPP	STBG	STAP				
PRIOR YEAR									
Balance		\$ 853,353	\$ -			\$ -	\$ -	\$ -	\$ 853,353
FY 2020									
Funds Anticipated	\$ 3,440,830	\$ 421,887	\$ 1,600	\$176,378.00	\$0.00	\$ 1,167,370	\$ 156,000	\$ 52,000	\$ 5,416,065
Funds Programmed	(\$3,440,830)	(\$1,215,847)	(\$1,600)	(\$176,378)	\$0	(\$1,167,370)	(\$156,000)	(\$52,000)	(\$6,210,025)
Running Balance	\$0.00	\$59,393.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$59,393.38
FY 2021									
Funds Anticipated	\$ 128,128	\$430,324.80	\$1,600.00	\$1,360,000.00	\$264,000.00	\$32,032.00	\$1,377,600.00	\$750,800.00	\$ 4,344,485
Funds Programmed	(\$128,128)	\$0	(\$1,600)	(\$1,360,000)	(\$264,000)	(\$32,032)	(\$1,377,600)	(\$750,800)	(\$3,914,160)
Running Balance	\$0.00	\$489,718.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$489,718.18
FY 2022									
Funds Anticipated	\$ -	\$438,931.30	\$197,600.00	\$905,000.00	\$315,000.00	\$0.00	\$1,900,800.00	\$829,600.00	\$ 4,586,931
Funds Programmed	\$0	\$0	(\$197,600)	(\$905,000)	(\$315,000)	\$0	(\$1,900,800)	(\$829,600)	(\$4,148,000)
Running Balance	\$0.00	\$928,649.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$928,649.48
FY 2023									
Funds Anticipated	\$ -	\$447,709.92	\$8,000.00	\$1,304,000.00	\$0.00	\$0.00	\$0.00	\$328,000.00	\$ 2,087,710
Funds Programmed	\$0	\$0	(\$8,000)	(\$1,304,000)	\$0	\$0	\$0	(\$328,000)	(\$1,640,000)
Running Balance	\$0.00	\$1,376,359.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,376,359.40

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																	
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	Federal					FEMA	Local		MoDOT	State		SEMA	TOTAL
					FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (STAP)		LOCAL	OTHER		MoDOT-GCSA	MoDOT-AC		
2020																	
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0	\$23,695,093
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,400	\$0	\$513,600	\$0	\$643,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$83,000	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$168,000	\$0	\$0	\$0	\$0	\$0	\$42,000	\$0	\$0	\$0	\$210,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$145,500	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$378,111	\$0	\$343,037	\$0	\$0	\$0	\$3,605,738
OK1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,378,000	\$0	\$0	\$0	\$0	\$802,000	\$0	\$0	\$0	\$4,015,000
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$123,499	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$26,300	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$262,500
RC0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (STAP)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																	
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000
SP1818-19A3	\$920,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$573,200	\$0	\$470,800	\$0	\$0	\$0	\$3,848,000
SP1902-18A4	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$837,600	\$0	\$0	\$0	\$0	\$209,400	\$0	\$0	\$0	\$1,047,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$0	\$0	\$0	\$0	\$1,575,000
SP2012-20	\$2,160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$0	\$0	\$2,592,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$28,487,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,763,800	\$5,298,311	\$0	\$740,993	\$11,333,803	\$0	\$11,423,877	\$6,000	\$2,990,300	\$123,499	\$100,357,733
2021																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$18,400	\$0	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,600	\$569,200	\$0	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2004-20	\$0	\$457,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$0	\$0	\$508,000

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (STAP)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2021 Continued																	
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$5,661,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,415,400	\$0	\$7,077,000	\$0	\$7,077,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$1,618,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$1,798,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$0	\$74,400	\$0	\$0	\$11,200	\$0	\$18,600	\$0	\$0	\$0	\$149,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20AM2	\$0	\$527,000	\$0	\$0	\$0	\$0	\$0	\$3,647,200	\$313,000	\$0	\$0	\$0	\$1,121,800	\$0	\$0	\$0	\$5,000,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$520,000	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$597,300	\$2,856,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,239,200	\$5,356,000	\$313,000	\$0	\$150,325	\$0	\$6,757,800	\$110,000	\$2,522,900	\$0	\$38,576,625
2022																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,000	\$0	\$1,672,000	\$0	\$2,090,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$0	\$1,634,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0	\$101,200	\$0	\$404,800	\$0	\$506,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$0	\$23,500
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$569,600	\$0	\$0	\$0	\$0	\$142,400	\$0	\$0	\$0	\$712,000
MO2104-19	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000
MO2201-20	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$27,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406
RG0901-18A1	\$0	\$13,194,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,466,100	\$0	\$0	\$0	\$14,661,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,400	\$0	\$137,600	\$0	\$172,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$748,000	\$0	\$0	\$0	\$0	\$0	\$187,000	\$0	\$0	\$0	\$935,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																	
PROJECT	Federal										Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (STAP)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2022 Continued																	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$0	\$240,000	\$0	\$175,600	\$0	\$0	\$0	\$2,078,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SUBTOTAL	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$0	\$1,636,402	\$0	\$5,268,000	\$200,000	\$3,413,600	\$0	\$40,979,906
2023																	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$2,072,000	\$0	\$2,590,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$5,145,775	\$0	\$3,670,000	\$0	\$3,705,600	\$0	\$24,002,876
GRAND TOTAL	\$34,438,304	\$20,275,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,771,800	\$11,321,511	\$313,000	\$740,993	\$18,266,305	\$0	\$27,119,677	\$316,000	\$12,632,400	\$123,499	\$203,917,140

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	STAP	FEMA	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2020 Funds Programmed	\$28,487,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,763,800	\$5,298,311	\$0	\$740,993	\$74,480,254	\$11,333,803	\$14,420,177	\$123,499	\$5,380,129	\$105,737,862
2021 Funds Programmed	\$597,300	\$2,856,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,239,200	\$5,356,000	\$313,000	\$0	\$29,035,600	\$150,325	\$9,390,700	\$0	\$5,476,971	\$44,053,596
2022 Funds Programmed	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$0	\$30,461,904	\$1,636,402	\$8,881,600	\$0	\$5,575,557	\$46,555,463
2023 Funds Programmed	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$11,481,501	\$5,145,775	\$7,375,600	\$0	\$5,675,917	\$29,678,793
Total	\$34,438,304	\$ 20,275,100	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$69,771,800	\$ 11,321,511	\$313,000	\$740,993	\$145,459,259	\$18,266,305	\$ 40,068,077	\$123,499	\$22,108,574	\$226,025,714

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 53,803,192	\$38,401,872	\$40,069,500	\$ 26,219,000	\$168,621,557
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$11,333,803	\$150,325	\$1,636,402	\$5,145,775	\$18,389,804
Available Suballocated Funding	\$27,323,332	\$3,124,142	\$6,826,962	\$6,963,501	\$7,102,771	\$51,340,707
TOTAL AVAILABLE FUNDING	\$37,574,824	\$73,641,266	\$50,856,130	\$54,244,960	\$44,143,463	\$260,460,642
Prior Year Funding	\$37,574,824	\$5,478,227	\$12,280,761	\$19,970,258	--	--
Programmed State and Federal Funding		(\$105,737,862)	(\$44,053,596)	(\$46,555,463)	(\$29,678,793)	(\$226,025,714)
TOTAL REMAINING	\$37,574,824	\$5,478,227	\$12,280,761	\$19,970,258	\$34,434,928	\$34,434,928

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

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

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

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 9/18/2019; ITEM II.B.

Amendment Number One to the FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are five items included as part of Amendment Number One to the FY 2020-2023 Transportation Improvement Program.

1. ***Revised*** Kansas Extension Phase I (GR1901-20A1)
Right-of-Way funding has been moved to FY 2020 from FY 2019 to ensure continued availability after the new fiscal year.
2. ***Revised*** Kansas Extension Phase II (GR1902-20A1)
Right-of-Way funding has been moved to FY 2020 from FY 2019 to ensure continued availability after the new fiscal year.
3. ***New*** Route ZZ and FR 182 Scoping (GR2010-20A1)
MoDOT has requested to add a new scoping project for the intersection of Route ZZ and Farm Road 182, programming federal safety funds in the amount of \$36,000 and a total project cost of \$40,000 in Fiscal Years 2020 through 2023.
4. ***New*** Purchase Training Technology and Small Fleet Vehicles (CU2007-20A1)
Due to receiving a grant for bus replacement, City Utilities has instead decided to use their FTA 5339 formula funding to purchase two bus training simulators and small fleet vehicles, programming \$300,494 in 5339 funds and for a total project cost of \$375,618.
5. ***Revised*** FY 2021 Purchase 2 Electric Fixed Route Buses (CU2111-20A1)
City Utilities received a 5339(c) Low or No Emission Vehicle Program grant to purchase two electric fixed route buses and chargers, programming \$1,496,329 in federal funding for a total project cost of \$1,870,411.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment 1 to the FY 2020-2023 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 1 to the FY 2020-2023 Transportation Improvement Program, with these changes...”



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # GR1901-20A1 **KANSAS EXTENSION PHASE I**

Route Kansas Extension

From Republic Road

To Plainview

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID #

Project Description

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

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$1,356,075	\$0	\$0	\$0	\$1,356,075
LOCAL	Local	ROW	\$339,018	\$0	\$0	\$0	\$339,018
FHWA (STBG-U)	Federal	CON	\$14,735,589	\$0	\$0	\$0	\$14,735,589
LOCAL	Local	CON	\$7,264,411	\$0	\$0	\$0	\$7,264,411
Totals			\$23,695,093	\$0	\$0	\$0	\$23,695,093

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$23,695,093





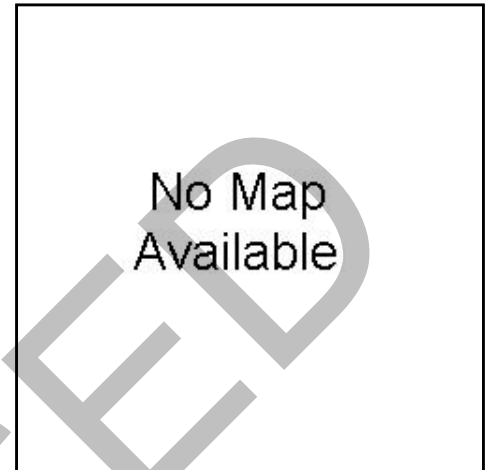
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # GR1902-20A1 **KANSAS EXTENSION PHASE II**

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



Project Description

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

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ROW	\$2,935,796	\$0	\$0	\$0	\$2,935,796
LOCAL	Local	ROW	\$733,949	\$0	\$0	\$0	\$733,949
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$3,246,479	\$0	\$3,246,479
LOCAL	Local	CON	\$0	\$0	\$1,253,521	\$4,000,000	\$5,253,521
Totals			\$3,669,745	\$0	\$4,500,000	\$4,000,000	\$12,169,745

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$12,169,745



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR1902-19 **KANSAS EXTENSION PHASE II**

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



Project Description

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

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$3,246,479	\$0	\$3,246,479
LOCAL	Local	CON	\$0	\$0	\$1,253,521	\$4,000,000	\$5,253,521
Totals			\$0	\$0	\$4,500,000	\$4,000,000	\$8,500,000

Notes

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

Prior Cost	\$3,669,745
Future Cost	\$0
Total Cost	\$12,169,745



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route ZZ

From FR 182

To FR 182

Location Greene County

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Flexible and Other

Bike/Ped Plan? EJ?

STIP # 8S3194

Federal ID #

Project Description

Scoping for safety improvements on Wilson's Creek Boulevard at FR 182.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$9,000	\$9,000	\$9,000	\$9,000	\$36,000
MoDOT	State	ENG	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
Totals			\$10,000	\$10,000	\$10,000	\$10,000	\$40,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$40,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # CU2007-20A1 **PURCHASE TRAINING TECHNOLOGY AND SMALL FLEET VEHICLES**

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Capital replacement of two bus training simulators and small fleet vehicles.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5339)	Federal	CAPITAL	\$300,494	\$0	\$0	\$0	\$300,494
LOCAL	Local	CAPITAL	\$75,124	\$0	\$0	\$0	\$75,124
Totals			\$375,618	\$0	\$0	\$0	\$375,618

Notes

Federal Funding Source: FTA Section 5339 Discretionary Funding from FY 2019.

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers.

Prior Cost \$0

Future Cost \$0

Total Cost \$375,618



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # CU2111-20A1 FY 2021 PURCHASE 2 ELECTRIC FIXED ROUTE BUSES

Route

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

FY 2021 capital replacement of two, new 35-foot low-floor fixed route electric buses and chargers.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5339)	Federal	CAPITAL	\$0	\$1,496,329	\$0	\$0	\$1,496,329
LOCAL	Local	CAPITAL	\$0	\$374,082	\$0	\$0	\$374,082
Totals			\$0	\$1,870,411	\$0	\$0	\$1,870,411

Notes

Federal Funding Source: FTA FY 2019 Section 5339(c) Low or No Emission Vehicle Program

Prior Cost \$0

Future Cost \$0

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Total Cost \$1,870,411



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

G) Transit Section

TIP # CU2111 FY 2021 PURCHASE 2 FIXED ROUTE BUSES

Route

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

FY 2021 capital replacement of two, new 35-foot low-floor fixed route buses.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5339)	Federal	CAPITAL	\$0	\$706,998	\$0	\$0	\$706,998
LOCAL	Local	CAPITAL	\$0	\$224,446	\$0	\$0	\$224,446
Totals			\$0	\$931,444	\$0	\$0	\$931,444

Notes

Federal Funding Source: FTA Section 5339 Discretionary Funding from FYs 2019 and 2020 and MoDOT Section 5339 Grant Transferred to CU from FY 2019 and 2021

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$931,444

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	Federal					FEMA	Local		State				TOTAL
					FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	LOCAL		OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA		
2020																	
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0	\$23,695,093
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$83,000	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$219,000	\$0	\$197,100	\$0	\$416,100
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$143,400	\$0	\$800	\$0	\$0	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168,000	\$0	\$0	\$0	\$0	\$42,000	\$0	\$0	\$0	\$210,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$145,500	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$378,111	\$0	\$343,037	\$0	\$0	\$0	\$3,605,738
OK1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,378,000	\$0	\$0	\$0	\$802,000	\$0	\$0	\$0	\$4,015,000
OK1802-19A3	\$0	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$26,300	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal									Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000
SP1818-19A3	\$920,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$573,200	\$0	\$470,800	\$0	\$0	\$0	\$3,848,000
SP1902-18A4	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$32,000	\$0	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$0	\$0	\$0	\$0	\$1,575,000
SP2012-20	\$2,160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$0	\$0	\$2,592,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$28,487,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,763,800	\$4,964,711	\$740,993	\$11,333,803	\$0	\$11,340,477	\$6,000	\$2,990,300	\$123,499	\$99,940,733
2021																
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$18,400	\$0	\$0	\$23,000
GR1908-19	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$559,200	\$0	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$328,800	\$0	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$708,000	\$0	\$0	\$885,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$80,000	\$0	\$0	\$100,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2004-20	\$0	\$457,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$0	\$0	\$508,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal									Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2021 Continued																
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$5,661,600	\$0	\$0	\$0	\$0	\$1,415,400	\$0	\$0	\$0	\$7,077,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$1,618,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$1,798,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$74,400	\$0	\$0	\$11,200	\$0	\$18,600	\$0	\$0	\$0	\$149,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,848,000	\$0	\$0	\$0	\$712,000	\$0	\$0	\$0	\$3,560,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$520,000	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$597,300	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,239,200	\$4,556,800	\$0	\$150,325	\$0	\$6,348,000	\$110,000	\$2,522,900	\$0	\$36,527,625
2022																
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,000	\$0	\$1,672,000	\$0	\$2,090,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$0	\$1,634,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,200	\$0	\$404,800	\$0	\$506,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$0	\$23,500
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$569,600	\$0	\$0	\$0	\$142,400	\$0	\$0	\$0	\$712,000
MO2104-19	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000
MO2201-20	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$27,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406
RG0901-18A1	\$0	\$13,194,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,466,100	\$0	\$0	\$0	\$14,661,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,400	\$0	\$137,600	\$0	\$172,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$748,000	\$0	\$0	\$0	\$0	\$187,000	\$0	\$0	\$0	\$935,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	Federal					Local		State				TOTAL
					FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2022 Continued																
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$240,000	\$0	\$175,600	\$0	\$0	\$0	\$2,078,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$1,191,200	\$0	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SUBTOTAL	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$1,636,402	\$0	\$5,268,000	\$200,000	\$3,413,600	\$0	\$40,979,906
2023																
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$2,072,000	\$0	\$0	\$2,590,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$568,800	\$0	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$5,145,775	\$0	\$3,670,000	\$0	\$3,705,600	\$0	\$24,002,876
GRAND TOTAL	\$34,438,304	\$19,748,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,771,800	\$10,188,711	\$740,993	\$18,266,305	\$0	\$26,626,477	\$316,000	\$12,632,400	\$123,499	\$201,451,140

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source										Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$28,487,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,763,800	\$4,964,711	\$740,993	\$74,146,654	\$11,333,803	\$14,336,777	\$123,499	\$5,380,129	\$105,320,862
2021 Funds Programmed	\$597,300	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,239,200	\$4,556,800	\$0	\$27,396,400	\$150,325	\$8,980,900	\$0	\$5,476,971	\$42,004,596
2022 Funds Programmed	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$30,461,904	\$1,636,402	\$8,881,600	\$0	\$5,575,557	\$46,555,463
2023 Funds Programmed	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$11,481,501	\$5,145,775	\$7,375,600	\$0	\$5,675,917	\$29,678,793
Total	\$34,438,304	\$ 19,748,100	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$69,771,800	\$ 10,188,711	\$ 740,993	\$143,486,459	\$ 18,266,305	\$ 39,574,877	\$ 123,499	\$22,108,574	\$223,559,714

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 53,386,192	\$36,352,872	\$40,069,500	\$ 26,219,000	\$166,155,557
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$11,333,803	\$150,325	\$1,636,402	\$5,145,775	\$18,389,804
Available Suballocated Funding	\$27,323,332	\$3,124,142	\$6,826,962	\$6,963,501	\$7,102,771	\$51,340,707
TOTAL AVAILABLE FUNDING	\$37,574,824	\$73,224,266	\$48,807,130	\$54,244,960	\$44,143,463	\$257,994,642
Prior Year Funding	\$37,574,824	\$5,478,227	\$12,280,761	\$19,970,258	--	--
Programmed State and Federal Funding		(\$105,320,862)	(\$42,004,596)	(\$46,555,463)	(\$29,678,793)	(\$223,559,714)
TOTAL REMAINING	\$37,574,824	\$5,478,227	\$12,280,761	\$19,970,258	\$34,434,928	\$34,434,928

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

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

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

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
2020						
CU1808-17A5	\$0	\$115,846	\$0	\$220,782	\$0	\$336,628
CU2000-17A2	\$1,744,193	\$0	\$0	\$5,594,535	\$42,500	\$7,381,228
CU2001-17A2	\$775,200	\$0	\$0	\$199,890	\$0	\$975,090
CU2004-17A2	\$171,360	\$0	\$0	\$44,100	\$0	\$215,460
CU2005-17A2	\$26,907	\$0	\$0	\$6,930	\$0	\$33,837
CU2006	\$0	\$0	\$755,919	\$233,783	\$0	\$989,702
CU2007-20A1	\$0	\$0	\$300,494	\$75,124	\$0	\$375,618
MO1729-19A4	\$0	\$10,954	\$0	\$2,739	\$0	\$13,693
MO1901-17A5	\$0	\$14,192	\$0	\$0	\$0	\$14,192
MO1910-19A4	\$0	\$141,768	\$0	\$35,442	\$0	\$177,210
SUBTOTAL	\$2,717,660	\$282,760	\$1,056,413	\$6,413,325	\$42,500	\$10,512,658
2021						
CU2100	\$1,779,077	\$0	\$0	\$5,706,426	\$42,500	\$7,528,003
CU2101	\$790,704	\$0	\$0	\$203,888	\$0	\$994,592
CU2104	\$174,787	\$0	\$0	\$44,982	\$0	\$219,769
CU2105	\$27,445	\$0	\$0	\$7,069	\$0	\$34,514
CU2111-20A1	\$0	\$0	\$1,496,329	\$374,082	\$0	\$1,870,411
MO1729-19A4	\$0	\$159,237	\$0	\$39,809	\$0	\$199,046
MO1901-17A5	\$0	\$14,476	\$0	\$0	\$0	\$14,476
SUBTOTAL	\$2,772,013	\$173,713	\$1,496,329	\$6,376,256	\$42,500	\$10,860,811
2022						
CU2200-19	\$1,814,658	\$0	\$0	\$5,820,554	\$42,500	\$7,677,712
CU2201-19	\$806,518	\$0	\$0	\$207,966	\$0	\$1,014,484
CU2202-19	\$178,283	\$0	\$0	\$45,882	\$0	\$224,165
CU2203-19	\$27,994	\$0	\$0	\$7,210	\$0	\$35,204
CU2204-19	\$0	\$228,283	\$0	\$358,149	\$0	\$586,432
MO1729-19A4	\$0	\$162,422	\$0	\$40,605	\$0	\$203,027
MO1901-17A5	\$0	\$14,766	\$0	\$0	\$0	\$14,766
SUBTOTAL	\$2,827,453	\$405,471	\$0	\$6,480,366	\$42,500	\$9,755,790

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
2023						
CU2300-20	\$1,850,951	\$0	\$0	\$5,820,554	\$42,500	\$7,714,005
CU2301-20	\$822,648	\$0	\$0	\$207,966	\$0	\$1,030,614
CU2302-20	\$181,850	\$0	\$0	\$45,882	\$0	\$227,732
CU2303-20	\$28,554	\$0	\$0	\$7,354	\$0	\$35,908
MO1729-19A4	\$0	\$165,670	\$0	\$41,418	\$0	\$207,088
MO1901-17A5	\$0	\$15,061	\$0	\$0	\$0	\$15,061
SUBTOTAL	\$1,033,052	\$180,731	\$0	\$302,620	\$0	\$9,230,408
GRAND TOTAL	\$9,350,178	\$1,042,675	\$2,552,742	\$19,572,567	\$127,500	\$40,359,667

FINANCIAL CONSTRAINT

Transit

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ -	\$ 555,612	\$ 2,585,441	\$ -	\$ -	\$ 3,141,053
FY 2020						
Funds Anticipated	\$ 2,717,660	\$ 283,845	\$ 389,993	\$ 8,116,029	\$ 42,500	\$11,550,027
Funds Programmed	(\$2,717,660)	(\$282,760)	(\$1,056,413)	(\$6,413,325)	(\$42,500)	(\$10,512,658)
Running Balance	\$0	\$556,697	\$1,919,021	\$1,702,704	\$0	\$4,178,422
FY 2021						
Funds Anticipated	\$ 2,772,013	\$ 289,521	\$ 396,792	\$ 8,805,809	\$ 42,500	\$12,306,635
Funds Programmed	(\$2,772,013)	(\$173,713)	(\$1,496,329)	(\$6,376,256)	(\$42,500)	(\$10,860,811)
Running Balance	\$0	\$672,505	\$819,484	\$4,132,257	\$0	\$5,624,246
FY 2022						
Funds Anticipated	\$ 2,827,453	\$ 295,312	\$ 403,728	\$ 9,689,405	\$ 42,500	\$13,258,398
Funds Programmed	(\$2,827,453)	(\$405,471)	\$ -	(\$6,480,366)	(\$42,500)	(\$9,755,790)
Running Balance	\$0	\$562,346	\$1,223,212	\$7,341,296	\$0	\$9,126,854
FY 2023						
Funds Anticipated	\$ 2,861,385	\$ 301,218	\$ 411,803	\$ 10,294,218	\$ -	\$13,868,624
Funds Programmed	(\$1,033,052)	(\$180,731)	\$ -	(\$302,620)	\$ -	(\$1,516,403)
Running Balance	\$1,828,333	\$682,833	\$1,635,015	\$17,332,894	\$0	\$21,479,075

Advertising

City Utilities Transit receives over \$100,000 per year on their transit advertising contract. Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

Utility Ratepayers

The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Transportation Plan 2040*.

STATE AND FEDERAL

Table H.1 Summary	2020	2021	2022	2023	Total
MoDOT State/Federal Funding	\$60,230,000	\$42,020,000	\$43,902,500	\$27,859,000	\$174,011,500

*Includes Engineering and Rail funding

Table H.2	STBG-Urban	TAP	5307	5310	5339
Carryover Balance through FY2019	\$27,323,331.75	\$853,353.32	\$0	\$555,612	\$2,585,441
Anticipated Allocation FY2020	\$6,693,099.69	\$421,887.06	\$2,717,660	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,826,961.68	\$430,324.80	\$2,772,013	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,963,500.92	\$438,931.30	\$2,827,453	\$295,312	\$403,728
Anticipated Allocation FY2023	\$7,102,770.93	\$447,709.92	\$2,861,385	\$301,218	\$411,803
Total Anticipated Allocation	\$27,586,333.22	\$1,738,853.08	\$11,178,511	\$1,169,896	\$1,602,316
Programmed through FY2023	(\$38,007,262.00)	(\$1,215,847.00)	(\$9,350,178)	(\$1,042,675)	(\$2,552,742)
Estimated Carryover Balance Through FY 2023	\$16,902,402.97	\$1,376,359.40	\$1,828,333	\$682,833	\$1,635,015

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$168,136.00	\$525,991.66	\$883,437.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$190,122.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$168,136.00	\$525,991.66	\$883,437.75	\$1,240,466.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,708,973.64	\$3,608,778.94	\$5,536,910.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$226,504.00)	(\$32,032.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,708,973.64	\$3,608,778.94	\$5,536,910.36	\$7,461,269.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$708,554.17	\$2,573,066.75	\$4,437,126.76
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,156,403.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$708,554.17	\$2,573,066.75	\$4,437,126.76	\$6,300,726.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,862,516.45	\$3,721,958.03	\$5,578,269.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,862,516.45	\$3,721,958.03	\$5,578,269.38	\$7,431,394.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$20,480,549.28	\$43,346,555.08	\$65,935,563.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$2,526,019.00)	(\$94,200.00)	(\$324,000.00)	(\$84,000.00)
Amount Available for Local Projects	\$20,480,549.28	\$43,346,555.08	\$65,935,563.86	\$88,716,526.09

Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
City of Strafford				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$63,598.00	\$175,398.39	\$287,130.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$48,269.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$63,598.00	\$175,398.39	\$287,130.96	\$398,794.49
City of Willard				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$381,887.44	\$804,746.36	\$1,226,497.15	\$1,647,119.89
Christian County				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84	\$22,715,561.43
Greene County				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	\$1,062,967.00	\$17,564,435.81	\$41,433,241.35	\$64,037,252.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$7,379,411.00)	(\$1,000.00)	(\$1,254,521.00)	(\$5,001,000.00)
Amount Available for Local Projects	\$17,564,435.81	\$41,433,241.35	\$64,037,252.28	\$82,883,307.68
City Utilities				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,455.00)	(\$5,962,365.00)	(\$6,081,612.00)	(\$6,081,756.00)
Available for TIP Project Expenditures	\$2,316,045.00	\$2,888,135.00	\$3,613,888.00	\$4,217,744.00
Carryover from Prior Year	--	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00
Estimated TIP Project Expenditures	(\$261,483.00)	(\$224,446.00)	(\$358,149.00)	\$0.00
Amount Available for Local Projects	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00	\$12,191,734.00

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 9/18/2019; ITEM II.C.

Revised STIP Project Prioritization Criteria

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Over the past year, OTO committees have worked to rewrite the OTO prioritization criteria for recommending projects for the Statewide Transportation Improvement Program.

The OTO Board of Directors approved the criteria in August. At the first project prioritization meeting, the committee recommended additional modifications. These modifications included stratification of scoring in the high volumes corridors scores to provide a break between 30,000 and 40,000 vehicles per day and to include an additional break in the current volume to capacity scoring at the .92 ratio.

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

Included for review is the Revised Prioritization Glossary which defines the criteria that was used in the current round of prioritization. The 2021-2025 STIP deadline for the scoring and final prioritization to be completed is the November Technical Planning Committee and the December Board of Directors. However, we are ahead of schedule.

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

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

OR

“Move to recommend that...”

FY 2021-2025 STIP Project Prioritization Glossary

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

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

Over 40,000 = 6 Points

30,000 to 40,000 = 5 Points

20,000 to 30,000 = 4 Points

10,000 to 20,000 = 3 Points

0 to 10,000 = 2 Points

2. Safety

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

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

Crashes*100,000,000

3 [yrs]* 365[days]* [AADT] * [Length]

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

Crashes*1,000,000

3 [yrs]* 365[days]* [ENTERING_VOLUME]

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

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

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

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

3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

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

4. Congestion Management Current

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

Current volume-to-capacity greater than or equal to 0.92 = 11 Points

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

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

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. Congestion Management Future

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

Future volume-to-capacity ratios were calculated for opposing directions. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

6. Environmental Justice

Environmental Justice Tracts

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

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

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

7. Multi-Modal (maximum of 3 points)

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

No intermodal potential = 1 points

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

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

8. Freight Corridor Statewide Freight Plan

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

Tier 1 = 2 Points

Tier 2 = 1 Point

9. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

10. Travel Time

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

Arterials

20.0 mph or more Below the Speed Limit = 14

10.0 to 19.9 mph Below the Speed Limit = 10

5.0 to 9.9 mph Below the Speed Limit = 4

Above the Speed Limit to 4.9 mph Below = 0

Freeways

10 mph or more Below the Speed Limit = 14

9.9 to 5 mph Below the Speed Limit = 10

4.9 to 0.1 mph Below the Speed Limit = 4

Equal to or Above the Speed Limit = 0

11. Bridge Condition (4 points possible)

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

Yes = 4 Points

No = 0 Points

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 9/18/2019; ITEM II.D.

2021-2024 STIP Priorities

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In the early 2020, MoDOT is expected to develop funding estimates for use in the 2021-2025 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the funding of the asset management plan ensuring that pavement and bridges are kept in good condition.

While funding projections dramatically decreased with MoDOT's updated funding formula, the Governor's bridge program will result in additional funds to be spent in the OTO area. The expectation is that there will be funding to add projects to state fiscal years 2023 through 2025 (July 2022 through June 2025).

Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects would be considered in the order that the Ozarks Transportation Organization prioritizes them.

The proposed list has a lot of impacts from existing projects which will limit the consideration of projects in order. Please be aware that if a top project cannot be ready, costs more than the funding available, or is being impacted by a planned construction project, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. There are cases where projects can be constructed together and therefore should be advanced. This list serves as OTO's request, not a final expected listing of projects.

There are many different project needs in the STIP. The first and foremost is taking care of the system. MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. This category includes pavement repair and rehabilitation, bridge repair or replacement, ITS operations, signal maintenance, ADA improvements, etc. The next set of needs are safety related. This includes guardrail and guard cable maintenance, site distance issues, and possibly intersection improvements at which accidents are very high. Finally, any remaining funding would go to fund the projects that are being prioritized.

This year the criteria was revised to primarily shift from the Priority Projects of Regional Significance to consider additional factors such as freight and traffic volumes. A working group of the Technical Planning Committee has met to review a list of projects and to determine priority order using the revised prioritization criteria, the group recommended the order as shown in the attached spreadsheet.

FUTURE STEPS

1. OTO Board makes recommendation to MoDOT SW District (October)
2. MoDOT refines project cost estimates and proposes projects for programming in the STIP (February)
3. OTO TPC and Board review the proposed STIP and make recommendation for approval to MoDOT

4. Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program (July)
5. OTO adopts the Transportation Improvement Program incorporating approved STIP projects (August)
6. FHWA and FTA authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the presented list of priorities to the Board of Directors for consideration by MoDOT for inclusion in the 2021 – 2025 STIP.”

OR

“Move to recommend the list of priorities as revised to the Board of Directors for consideration by MoDOT for inclusion in the 2021 – 2025 STIP.”

RANK	Priority Score	Roadway	Project Description	High Volume Corridor	Safety	At Grade RR Removal	Current VC Ratio	Future VC Ratio	EJ	Multi-Modal	Freight Corridor	Percent Freight Traffic	Travel Time	Bridge Condition
1	75	ITS	Fiber Signal Interconnect Improvements in Springfield and Ozark											
2	73	13 (Kansas)	Capacity, Safety and Operational Improvements JRF to North of 44	6	28	0	14	5	4	1	1	0	14	0
3	64	US 60	Capacity and Safety Improvements- M to Main St	5	24	0	14	5	0	1	1	0	14	0
4	64	US 60	Convert to Freeway from US 65 to FR 223	5	24	0	14	5	0	1	2	3	10	0
5	48	60	JRF- Capacity and Operational Improvements National to Kansas	6	28	0	7	5	0	1	1	0	0	0
6	63	Glenstone	Safety and Operational Improvements 44 to Kearney	4	36	0	7	5	0	1	0	0	10	0
7	60	60/MM	Intersection/ RR Crossing Improvements	4	16	5	14	5	0	1	1	0	14	0
8	59	I-44	Capacity Improvements in OTO area	6	24	0	14	5	0	1	2	3	0	4
9	58	14	Capacity/Safety/Operational Improvements 6th to 14th	3	28	0	11	5	0	1	0	0	10	0
10	47	CC	Widening US 65 to Fremont including intersection at 22nd	3	28	0	0	5	0	1	0	0	10	0
11	58	14	Route W/Salers Ln control upgrade	3	28	0	11	5	0	1	0	0	10	0
12	57	I-44/160	Ramp improvements	6	16	0	14	5	0	1	2	3	10	0
13	57	65	Interchange Improvements at Kearney	6	16	0	11	5	0	1	2	2	14	0
14	56	160/ FR146	Intersection Improvements	4	32	0	0	5	4	1	0	0	10	0
15	41	CC	Extension from Main to 160, Main Intersection	2	28	0	0	0	0	1	0	0	10	0
16	52	LP 44	Chestnut Expwy from Kansas to National	4	28	0	0	5	4	1	0	0	10	0
17	52	BU 65	Chestnut Expwy from Glenstone to Patterson	4	24	0	0	5	4	1	0	0	14	0
18	52	BU 65	Chestnut Expwy from Patterson to US 65	4	24	0	0	5	4	1	0	0	14	0
19	51	60/65	Interchange Improvements	6	16	0	11	5	0	1	2	0	10	0
20	50	US 160	West Bypass & College control upgrade	4	28	0	0	5	2	1	0	0	10	0
21	48	65	Capacity and Operational Improvements 14 to F	6	32	0	0	0	0	1	1	0	4	4
22	48	160	Safety and Operational Improvements from CC to 14	4	28	0	0	5	0	1	0	0	10	0
23	48	RT B	I-44 WB Ramp	2	28	0	0	0	0	1	0	3	14	0
24	48	160	Chestnut to I-44	4	24	0	0	5	4	1	0	0	10	0
25	48	I-44	Capacity and Operational Improvements from Chestnut to 360	6	16	0	11	5	0	1	2	3	4	0
26	47	160	Six-Lane from AA to CC	4	28	0	0	0	0	1	0	0	14	0
27	47	14	Operational and Safety Improvements Tiffany to Cheyenne	3	28	0	0	5	0	1	0	0	10	0
28	47	160	Safety and Operational Improvements 44 to Division	3	24	0	0	5	4	1	0	0	10	0
29	46	CC	Operational and Safety Improvements Main to Cheyenne	2	28	0	0	5	0	1	0	0	10	0
30	45	LP 44	Chestnut Expwy from National to Glenstone	4	28	0	0	0	2	1	0	0	10	0
31	45	FF	Operational and Safety Improvements	3	24	0	0	5	2	1	0	0	10	0
32	45	160	Intersection Improvements at FR 123	3	12	0	14	5	0	1	0	0	10	0
33	44	14	Nicholas to OTO Western Limits	2	36	0	0	5	0	1	0	0	0	0
34	44	US 60	Safety and Operational Improvements- JRF to M	4	24	0	0	0	0	1	1	0	14	0
35	44	I-44	Operational Improvements from West Bypass to Chestnut	5	24	0	0	0	0	1	2	2	10	0
36	44	J	Widening US 65 to NN	3	24	0	11	5	0	1	0	0	0	0
37	44	60/P	Intersection Improvements at P Highway Widen P Highway to Miller including Miller Intersection	4	16	0	7	5	0	1	1	0	10	0
38	43	ZZ	Roundabout at FR 182	2	40	0	0	0	0	1	0	0	0	0
39	43	14	Operational and Safety Improvements Cheyenne to 32nd	3	24	0	0	5	0	1	0	0	10	0
40	43	14	OTC Campus Entrance control upgrade	3	24	0	0	5	0	1	0	0	10	0
41	43	I-44/125	Ramp Extension	6	16	0	0	5	0	1	2	3	10	0
42	53	160	Six-Lane from Plainview to AA	5	28	0	0	5	0	1	0	0	14	0
43	41	174	Operational Improvements Main to 60	2	28	0	0	0	0	1	0	0	10	0
44	40	60	Interchange with Kansas Expressway	6	16	0	0	0	2	1	1	0	14	0
45	38	I-44/ 125	Interchange signalization	6	16	0	0	0	0	1	2	3	10	0
46	37	60	JRF- Operational Improvements Kansas to West Bypass	5	24	0	0	0	2	1	1	0	4	0
47	37	MM	Operational and Safety Improvements 1-44 to 360	2	24	0	0	5	0	1	0	1	4	0
48	36	125	Safety Improvements 125 to OTO North Boundary	2	28	0	0	0	0	1	0	1	4	0

RANK	Priority Score	Roadway	Project Description	High Volume	At Grade		Current	Future VC	EJ	Multi-Modal	Freight	Percent Freight	Travel	Bridge
				Corridor	Safety	RR Removal	VC Ratio	Ratio			Corridor	Traffic	Time	Condition
49	36	60	Intersection Improvements at FR 103	4	16	0	0	0	0	1	1	0	14	0
50	46	14	Intersection Improvements at W	3	16	0	11	5	0	1	0	0	10	0
51	35	FF	Operational Improvments through Battlefield	3	24	0	0	5	2	1	0	0	0	0
52	35	14	Majestic Oak Dr right turn lane	3	16	0	0	5	0	1	0	0	10	0
53	34	14	Hwy 14 & 15th Street control upgrade	3	4	0	11	5	0	1	0	0	10	0
54	33	160	Safety and Operations 14 to OTO Southern Boundary	3	24	0	0	5	0	1	0	0	0	0
55	33	60	Capacity, Operational and Safety Improvements west of Republic	3	12	0	7	5	0	1	1	0	4	0
56	32	RT H	RT AA/FR 80 control upgrade	2	24	0	0	5	0	1	0	0	0	0
57	32	65	Operational Improvements CC to 14	6	20	0	0	0	0	1	1	0	4	0
58	32	65	Longview Interchange	6	20	0	0	0	0	1	1	0	4	0
59	31	NN	Operational and Safety Improvements J to Pheasant	2	28	0	0	0	0	1	0	0	0	0
60	31	125/OO	Intersection Improvements	2	16	0	0	0	0	1	2	0	10	0
61	31	14	Hwy 14 & Church control upgrade	3	4	0	14	5	0	1	0	0	4	0
62	30	CC	Intersection Improvements at Main Street in Nixa	2	12	0	0	5	0	1	0	0	10	0
63	29	M	Operational Improvements ZZ to FF	2	24	0	0	0	2	1	0	0	0	0
64	29	174	Intersection Improvements at Main Street	2	16	0	0	0	0	1	0	0	10	0
65	28	NN	Operational and Safety Improvements	2	20	0	0	5	0	1	0	0	0	0
66	28	65/ FR 94	Intersection Improvements	3	16	0	0	5	0	1	1	2	0	0
67	28	14	Intersection Improvements at 3rd and Oak	3	8	0	7	5	0	1	0	0	4	0
68	28	US 160	West Bypass & Grand control upgrade	4	4	0	0	5	4	1	0	0	10	0
69	27	65/AA	Intersection Improvements	3	20	0	0	0	0	1	1	2	0	0
70	27	MM	Intersection Improvements at Sawyer	2	20	0	0	0	0	1	0	0	4	0
71	27	14	Intersection at Combs Rd left turn lane	3	8	0	0	5	0	1	0	0	10	0
72	25	FF/ Weaver	Intersection Improvements	3	16	0	0	5	0	1	0	0	0	0
73	24	14	Operational and Safety Imprrovements W to JJ	3	16	0	0	0	0	1	0	0	4	0
74	24	125/ FR 84	Intersection Improvements	2	16	0	0	0	0	1	0	1	4	0
75	24	ZZ	Intersection Improvements at Hines	2	16	0	0	5	0	1	0	0	0	0
76	24	ZZ	Intersection Improvements at FR 174	2	16	0	0	5	0	1	0	0	0	0
77	23	OO	Intersection Improvements at Washington	2	16	0	0	0	0	1	0	0	4	0
78	23	125/YY	Intersection Improvements	2	16	0	0	0	0	1	0	0	4	0
79	23	125/ FR 132	Intersection Improvements	2	16	0	0	0	0	1	0	0	4	0
80	23	14	Intersection at Fremont Rd right turn lane	3	4	0	0	5	0	1	0	0	10	0
81	21	LP 44	Chestnut Expwy & Orchard Crest control upgrade	3	12	0	0	0	0	1	0	1	4	0
82	21	174	Intersection Improvements at Boston	2	8	0	0	0	0	1	0	0	10	0
83	19	NN	Intersection at Melton right turn lane	2	16	0	0	0	0	1	0	0	0	0
84	19	RT H	FR 94 left turn lane	2	16	0	0	0	0	1	0	0	0	0
85	18	US 65	US Hwy 65 & FR 68 right turn lane	3	12	0	0	0	0	1	1	1	0	0
86	12	NN	Intersection at Sunset	2	4	0	0	5	0	1	0	0	0	0
87	58	14	Capacity/Safety/Operational 14th Street to W	3	28	0	11	5	0	1	0	0	10	0
88	0	I-244	Interstate Loop	6	28	0	14	5	4	1	2	3	14	4

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 9/18/2019; ITEM II.E.

2018 State of Transportation Report

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

AGENDA DESCRIPTION:

As another step to inform the public of transportation concerns in the region, OTO has produced a State of Transportation Report, which includes achievements and statistics from 2018. This report is produced annually and made available at public events and on the OTO website. Accompanying the report is an infographic showing progress on the performance measures from the long range transportation plan, *Transportation Plan 2040*. The infographic is included for member review and the State of Transportation report will be provided at the meeting.

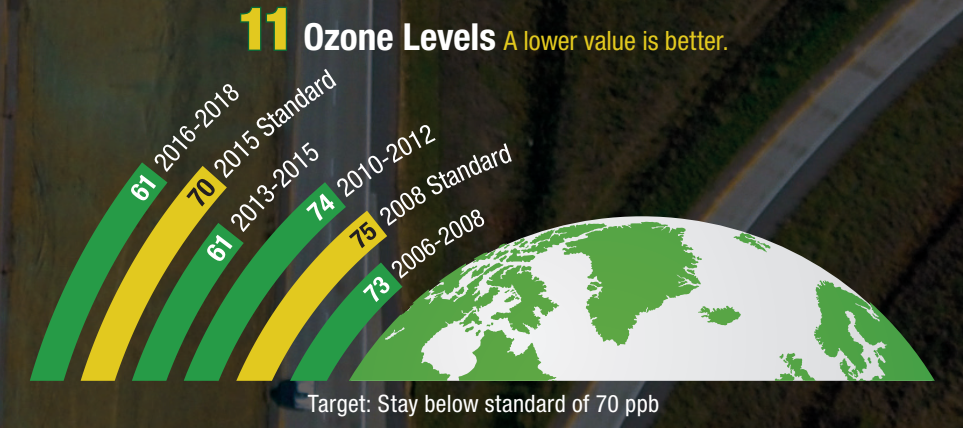
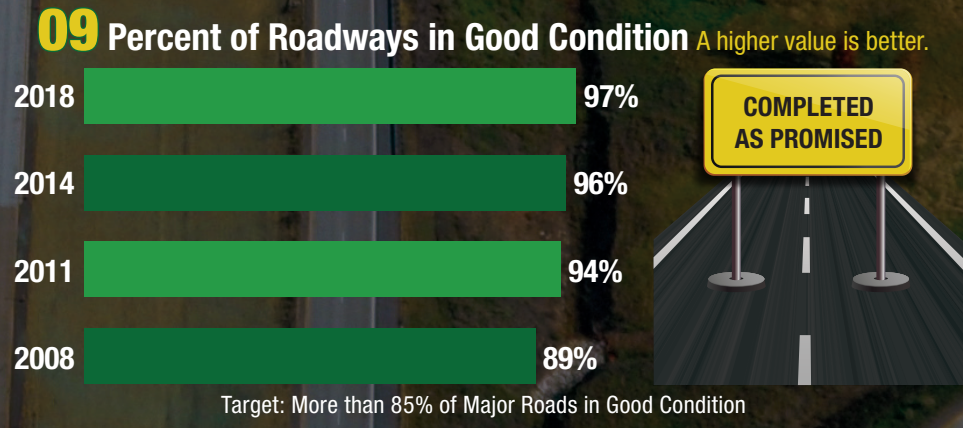
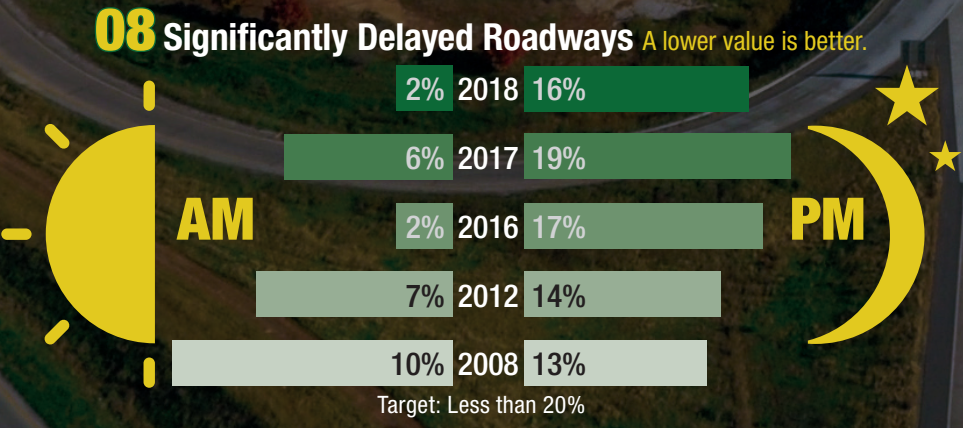
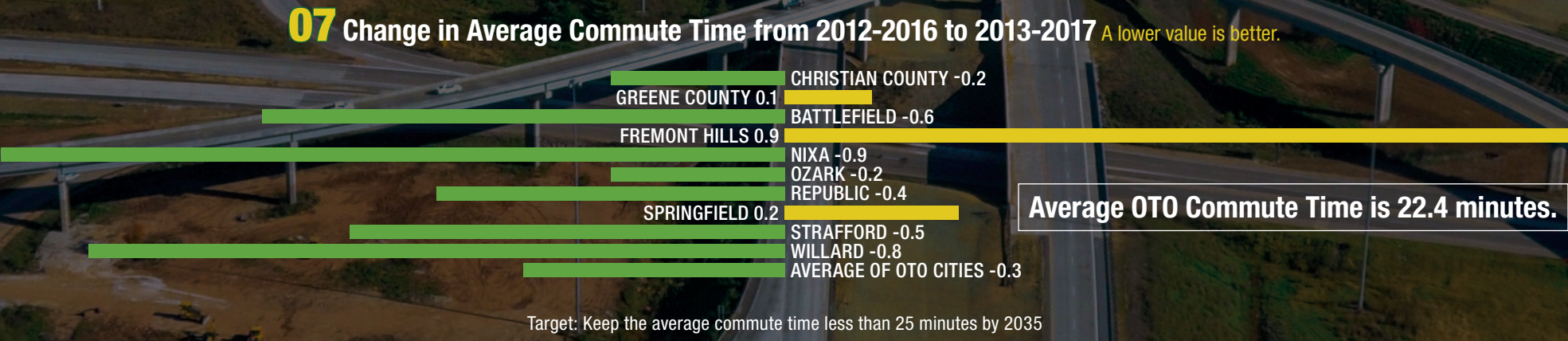
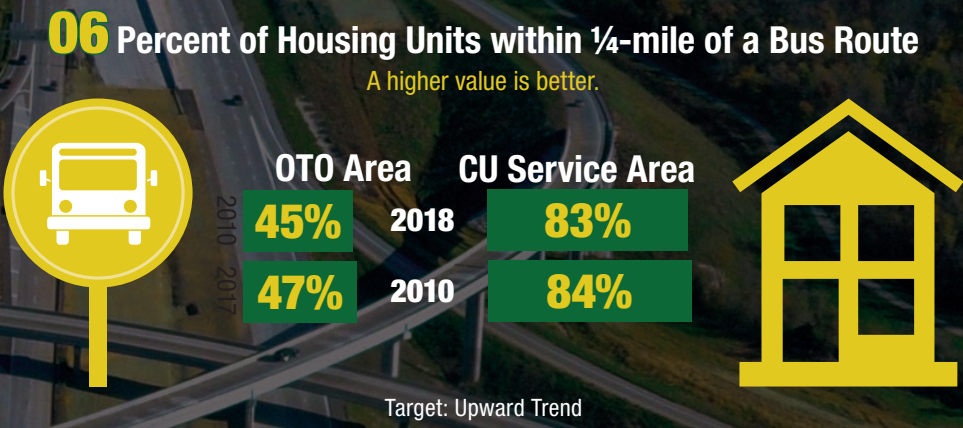
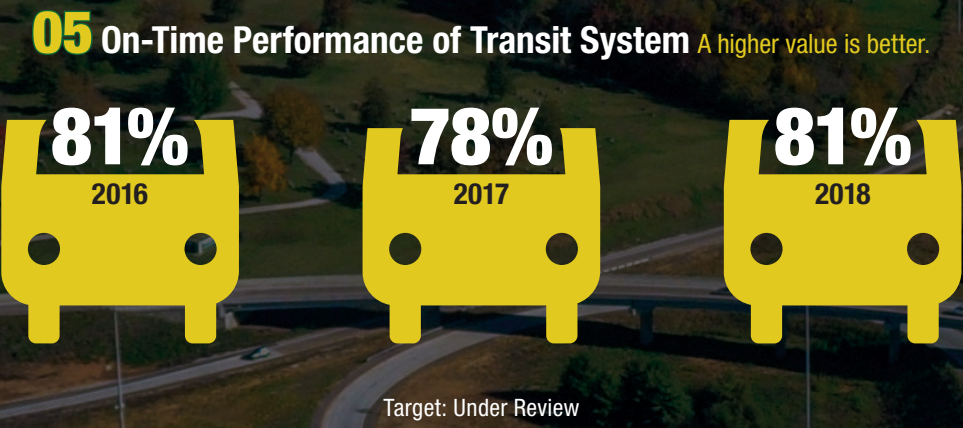
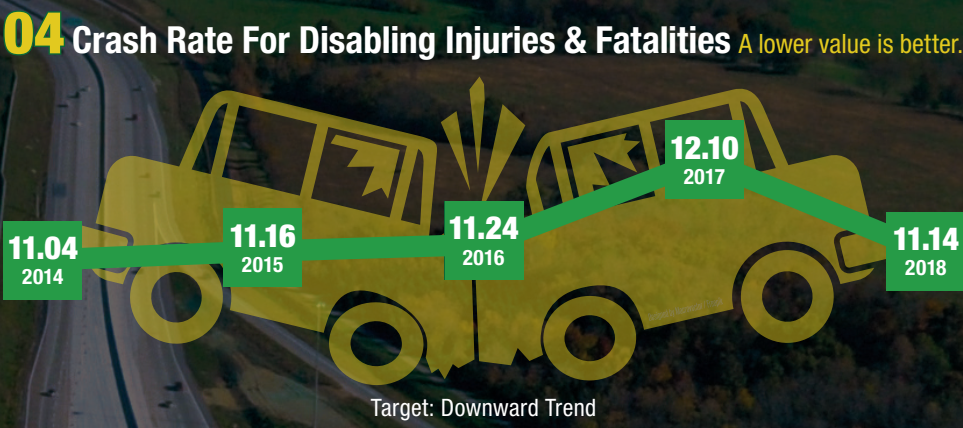
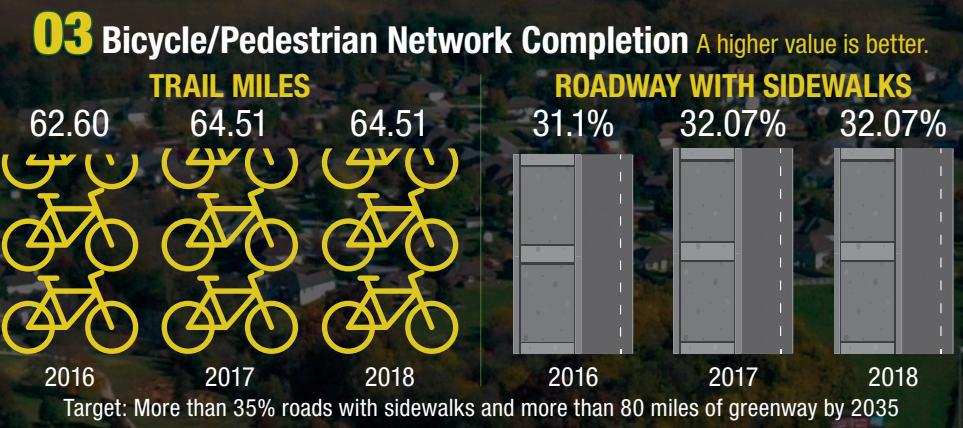
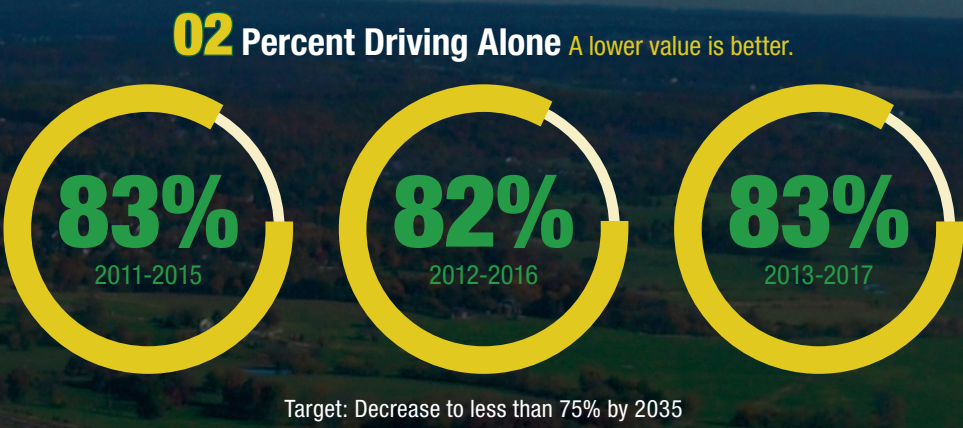
TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

2018 PERFORMANCE MEASURES

11 MEASURES WITH TARGETS FOR 2035

Ozarks Transportation Organization's long-range transportation plan sets performance measures as a way for OTO to monitor the success of the regional transportation system.



TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 9/18/2018; ITEM II.F.

Funding for Transportation Trails: Guidebook and Application

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

During its August 15 meeting, the Board of Directors approved the use of approximately \$1.6 million in FY 19 Omnibus appropriations for the advancement of the region's trail network. The Bike/Ped Funding Committee, comprising selected members of the *Technical Planning Committee* and the *Bicycle and Pedestrian Advisory Committee*, met to develop a program guidebook and application on August 29, 2019. The Technical Planning Committee will give final approval to these materials, as the application period is slated to open on September 23, 2019.

Eligible Projects: The construction of new trails is the primary eligible project. A small amount, \$100,000, has been reserved for projects seeking to provide trail planning services. Construction projects must be located along corridors evaluated in the *Regional Bicycle and Pedestrian Trail Investment Study*, or within ¼ mile of such corridors. For this round of funding, new trails can include wide, multiuse paths located at the back-of-curb.

Scoring Criteria: The Bike/Ped Funding Committee met on February 13, 2019 to discuss scoring criteria used during the 2018 call for bicycle and pedestrian projects. The committee made several revisions to the scoring criteria. In preparation for this trails-only call-for-projects, staff made minor adjustments to February 13th criteria to remove elements aimed at sidewalk-type projects. For construction projects, criterion with subjective points include one evaluating connectivity and one evaluating public participation. Staff also added a couple questions related to trail planning projects. During the August 29th meeting, the committee accepted the revised versions of the new criteria.

Timelines: Applications will be due on November 22, 2019, and all funds must be obligated by August 2021. The table below shows some of the major milestones associated with this call-for-projects.

Funding for Transportation Trails: Major Milestones	
November 22, 2019	Application Deadline
December 2-6, 2019	TAP Selection Committee to select projects
January 15, 2020	TPC meeting to recommend TIP amendments for selected projects
February 20, 2020	Board of Directors meeting to approve TIP amendments for selected projects
March 2020	Programmed in TIP following TIP Amendment Approval by FHWA
August 2021	Construction Contract Award (<i>obligation of construction funds</i>)

Guidebook and Application: This call-for-projects will rely on an updated version of the standard Bike/Ped Funding guidebook and a newly revised application. The guidebook was updated to include the reduced number of eligible projects and to reference the new scoring criteria, amongst other changes. Some sections of the application were eliminated, based on the revised scoring criteria, and some sections were altered to make important information more accessible to reviewers.

TAP SUBCOMMITTEE ACTION TAKEN:

At its August 29, 2019 meeting, the Bike/Ped Funding Committee agreed to the proposed changes and recommend that the Technical Planning Committee further recommend approval by the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the *Funding for Transportation Trails: Guidebook and Application*.”

OR

“Move to approve the *Funding for Transportation Trails: Guidebook and Application* with the following changes...”

Funding for Transportation Trails

FY 2019 Omnibus Appropriations

Guidelines and Application



Ozarks Transportation Organization

2208 W. Chesterfield Blvd., Suite 101

Springfield, MO 65807

(417) 865-3047

Fax (417) 862-6013



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Quick Facts

Available Funding

FY 2019	\$1,625,285
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Eligibility Requirements

Projects: Construction, planning, and design of transportation-related bicycle and pedestrian off-road trails, and associated infrastructure; and regional trail planning services

Project Sponsors: Local governments; Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than an MPO or state agency) that the state determines to be eligible.

Timeline

The table below represents the latest possible timeline for trail construction project completion. Projects may proceed more quickly.

Applications Due	November 22, 2019
Award Notification post TIP Amendment	April 2020
Programming Data Form ¹	May 2020
Engineering Services Contract Approval ²	August 2020
Preliminary & Right-of-Way Plans Submittal	December 2020
Plans, Specifications, & Estimate (PS&E) Submittal	April 2021
Plans, Specifications, & Estimate (PS&E) Approval	June 2021
Construction Contract Award	August 2021
Final Project Closeout	Variable

Regional Trail Planning Service applications must have all funds obligated by September 2021

Project Selection

Selection criteria are drawn from the Vision, Goals, and Policies, and the *Bicycle and Pedestrian Facilities Map* outlined in *Transportation Plan 2040*. Criteria have also been drawn from the *Regional Bicycle and Pedestrian Trail Investment Study*, a recent effort to refine proposed trail alignments and develop cost estimates. The final selection criteria were cooperatively determined through the TAP Subcommittee.

Additional Information Available Through:

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NOTE: This application handbook is for use in applying for funds allocated to the Ozarks Transportation Organization for projects located within the OTO area (see page 4).

Application Deadline: 4 pm (CST), November 22, 2019



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

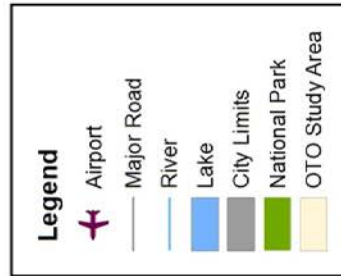
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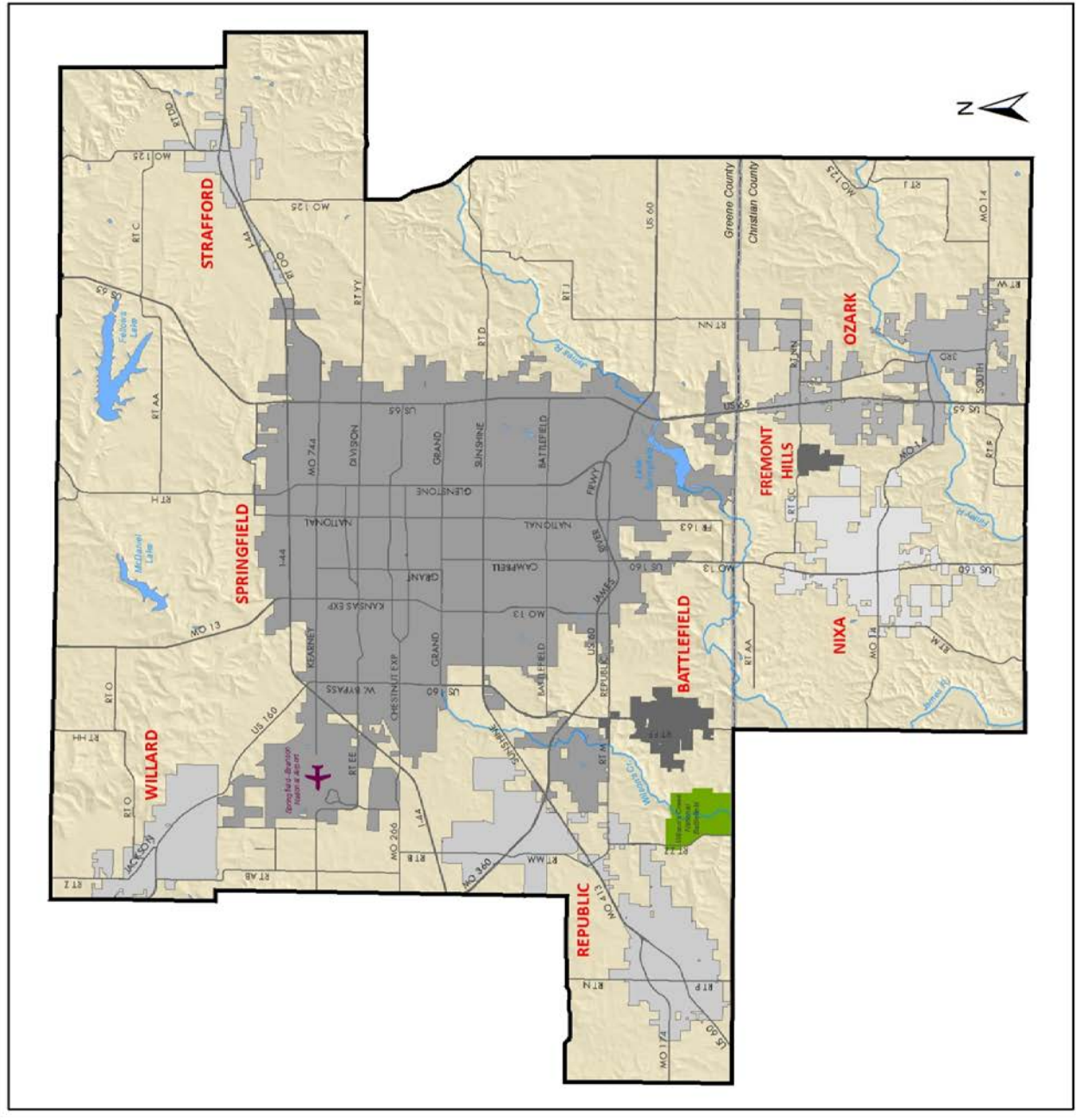


OZARKS TRANSPORTATION ORGANIZATION A METROPOLITAN PLANNING ORGANIZATION

Ozarks
Transportation
Organization
Metropolitan
Planning Area
Approved by the
Governor of Missouri
2/8/2002



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





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Available Funding

A single funding source is being made available during this call-for-projects.

FY 2019 Omnibus Appropriations

The FY 2019 Omnibus Appropriations Package included \$1.6 million in general fund dollars for highway funding in the OTO area. These funds were distributed to states by formula and are eligible for STP-BG eligible construction projects. The OTO Board of Directors voted on August 15, 2019 to put these funds towards transportation-related bicycle and pedestrian trails.

Funding Amounts

The table below outlines funding available by fiscal year.

FY 2019	\$1,625,285
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All projected funding levels are subject to federal law and appropriations.

Reserved Funding

Some funding has been reserved for regional trail planning services. A minimum of \$100,000 will be available for projects focused on advancing the region's trail plans.

Regulations Associated with Available Funds

All aspects of projects (including right-of-way acquisition) paid for with federal funds are governed by the Local Public Agency Manual and Land Acquisition Manual for Right-of-Way published by MoDOT. These may be found at <https://www.modot.org/local-public-agency>



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Eligibility Requirements

The Ozarks Transportation Organization has chosen to fund two types of STBG-eligible projects. OTO also has established minimum project award restrictions. Additionally, a project must be sponsored by an eligible government, or local entity. Finally, a project sponsor must contribute at least 20% of total project costs.

Eligible Projects

The following activities have been selected by OTO as eligible projects for this call-for-projects. These activities are directly related to the region's surface transportation system.

1. Construction, planning, and design of new off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation which provide a direct transportation purpose within $\frac{1}{4}$ mile of a corridor evaluated in the *Regional Bicycle and Pedestrian Trail Investment Study*. An off-road trail can be a wide multi-use paths that abuts a curb. Associated bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, and other safety-related infrastructure are also eligible.
2. Regional trail planning services, including the evaluation and refinement of trail alignments, landowner engagement, local government engagement, community education and outreach, and annual reporting of progress.

These funds cannot be used for (1) state or MPO administrative purposes, (2) general recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc, or (3) Routine maintenance and operations.

Project Award Size Restrictions

Projects requesting less than \$100,000 in federal funds will not be considered.

Eligible Project Sponsors

Eligible Project Sponsors include:

- Local governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than an MPO or state agency) that the state determines to be eligible

Project sponsors must adopt a resolution support the proposed project and its implementation should the project be funded.

Match Requirements

Project Sponsors must provide a local match of 20% of total project costs for a project to be eligible for funding. In most cases, this match must be a cash match. In-kind contributions in the form of construction labor by local forces are not eligible. Volunteer hours related to regional planning activities are eligible as in-kind match.

If an applicant chooses to provide a local match in excess of 20%, the OTO reserves the right to substitute federal funds for the pledged local match in excess of 20% if sufficient federal funds are available.



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Timelines

Projects funded through this call-for-projects must comply with application timeline outlined below. Trail Construction applications must comply with programming, design, and construction procedures outlined in the Trail Application section below. Below, these two procedures are outlined.

Application Process

August 29, 2019	Updated Application and Guidebook reviewed and approved by TAP Subcommittee
September 18, 2019	Application and Guidebook approved by OTO Technical Planning Committee
September 23, 2019	Application Posted
November 22, 2019	Application Deadline
December 2-6, 2019	TAP Selection Committee to select projects
January 15, 2020	TPC meeting to recommend TIP amendments for selected projects
February 20, 2020	Board of Directors meeting to approve TIP amendments for selected projects
March 2020	Programmed in TIP following TIP Amendment Approval by FHWA

TRAIL APPLICATIONS

Programming, Design, Construction Process

The time frames shown represent maximum expected times for implementation approvals and concurrences; schedules will vary depending on project type. Actual progress towards implementation will be measured against the schedule submitted by the entity.

Phase	Maximum Time Frame	Projected Schedule	Funds Obligated
1. Award Notification post TIP Amendment	0 Months	April 2020	No
2. Programming Data Form ¹	1 Months	May 2020	No
3. Engineering Services Contract Approval ²	4 Months	August 2020	Yes
4. Preliminary & Right-of-Way Plans Submittal	8 Months	December 2020	No
5. Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	April 2021	No
6. Plans, Specifications, & Estimate (PS&E) Approval	14 Months	June 2021	Yes
7. Construction Contract Award	16 Months	August 2021	Obligation Can be Modified
8. Final Project Closeout ³	Variable	Variable	Obligation Can be Modified (as needed)

¹The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

²The evaluation of environmental and cultural impacts on the project must begin immediately after Preliminary Engineering (PE) authorization. The LPA must submit [Fig. 136.6.4 LPA Request for Environmental Review \(RER\)](#) to the MoDOT district contact within 60 days of preliminary engineering (PE) authorization for all federal-aid projects as discussed in [EPG 136.6 Environmental and Cultural Requirements](#).

³The time lapse between construction contract award and project closeout will depend on project type. Final certifications as discussed in [EPG 136.11 Local Public Agency Construction](#) must be submitted to the appropriate MoDOT district representative 60 days after final inspection.



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Reasonable Progress Requirements

This policy is to ensure the OTO is getting the maximum benefit of its federal transportation funds. Every project is required to progress according to the schedule shown on page 8. OTO has adopted a reasonable progress policy specific to TAP projects, which can be found here - <https://d1ieu1swajomgg.cloudfront.net/documents/Reasonable-Progress-BPFP.pdf>. The schedule listed on page 8 may be stricter than that found in the OTO Reasonable Progress Policy due to the special nature of the additional Omnibus funds.

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep the OTO and MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

In addition, project sponsors failing to fulfill the obligations as stated in the contract agreement or showing reasonable progress for any project will not be allowed to request future project funds for a minimum period of one year, and then, only with the approval of MoDOT.

In the event that a project does not meet the required deadlines, funds will be suspended and awarded to another project with a different project sponsor.

TRAIL PLANNING APPLICATIONS

Programing and Contract Approval

Applicants for Trail Planning Services will be notified by April 2020. Applicants must have their final contracts approved by end of October 2020.

Phase	Maximum Time Frame	Latest Projected Schedule	Funds Obligated
1. Award Notification post TIP Amendment	0 Months	April 2020	No
9. Programming Data Form ¹	1 Months	May 2020	No
2. Trail Planning Services Contract Approval	6 Months	October 2020	Yes

¹The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

Annual Reports

Applicants for Trail Planning Services will be required to submit annual reports to the OTO Board of Directors detailing progress made towards the deliverables outlined in the recipient's application.



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Project Selection

All project applications which are received by the application deadline will be considered for funding. The Ozarks Transportation Organization TAP Subcommittee will review and select projects in accordance with the evaluation criteria and funding guidelines for recommendation to the Technical Planning Committee and Board of Directors. The OTO Board of Directors will make the final project selection.

Selection Committee

The Enhancement Selection Committee shall be comprised of representatives from the following organizations/agencies:

- City of Battlefield Technical Committee Representative
- Citizen Representative from the OTO Bicycle and Pedestrian Advisory Committee
- Christian County Technical Committee Representative
- City Utilities Bicycle and Pedestrian Advisory Committee Representative
- Greene County Bicycle and Pedestrian Advisory Committee Representative
- Missouri State University Technical Committee Representative
- MoDOT Bicycle and Pedestrian Advisory Committee Representative
- City of Nixa Technical Committee Representative
- Ozark Greenways Bicycle and Pedestrian Advisory Committee Representative
- City of Ozark Technical Committee Representative
- City of Republic Technical Committee Representative
- City of Springfield Technical Committee Representative
- Representative from Springfield Public School District
- City of Strafford Technical Committee Representative
- City of Willard Technical Committee Representative

Evaluation Criteria

The evaluation criteria used in rating pedestrian and bicycle infrastructure and safety program funding applications drawn from several sources. Two important sources include *Transportation Plan 2040* and the *Regional Bicycle and Pedestrian Trail Investment Study*. These sources are outlined below.

Transportation Plan 2040

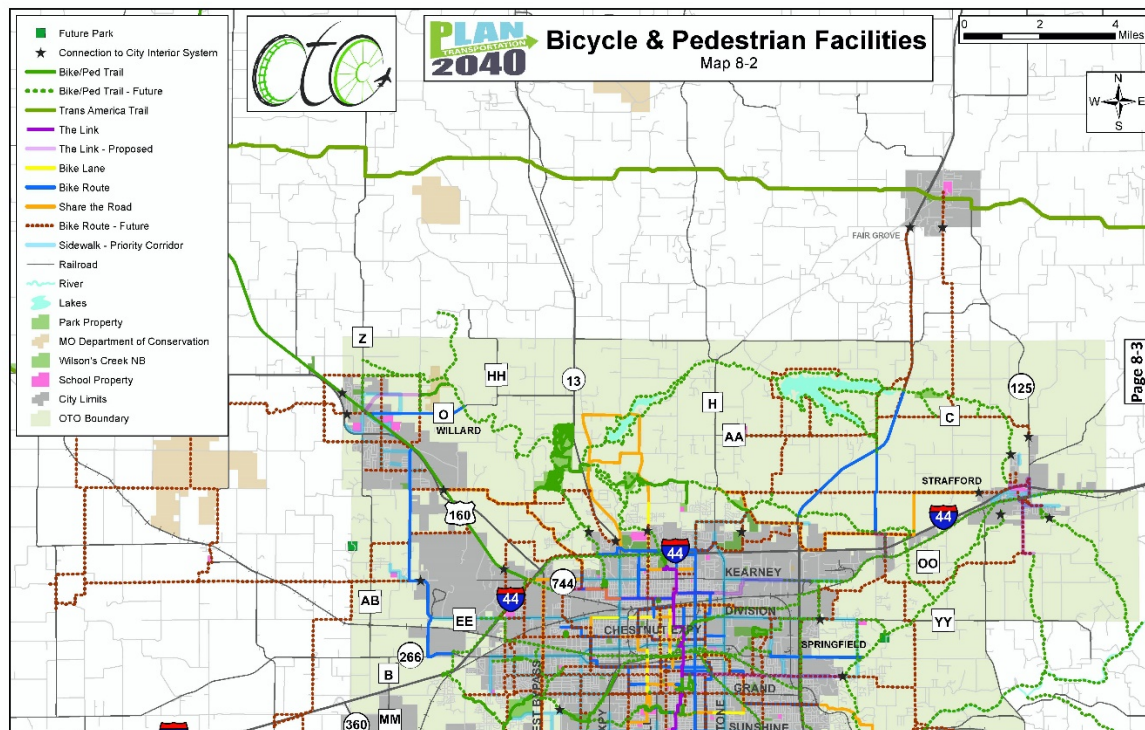
Evaluation criteria drawn from *Transportation Plan 2040*, the region's long-range transportation plan, are based on the plans goals, priorities and *Bicycle and Pedestrian Facilities Map*. The goals and priorities are outlined in the table on the next page.



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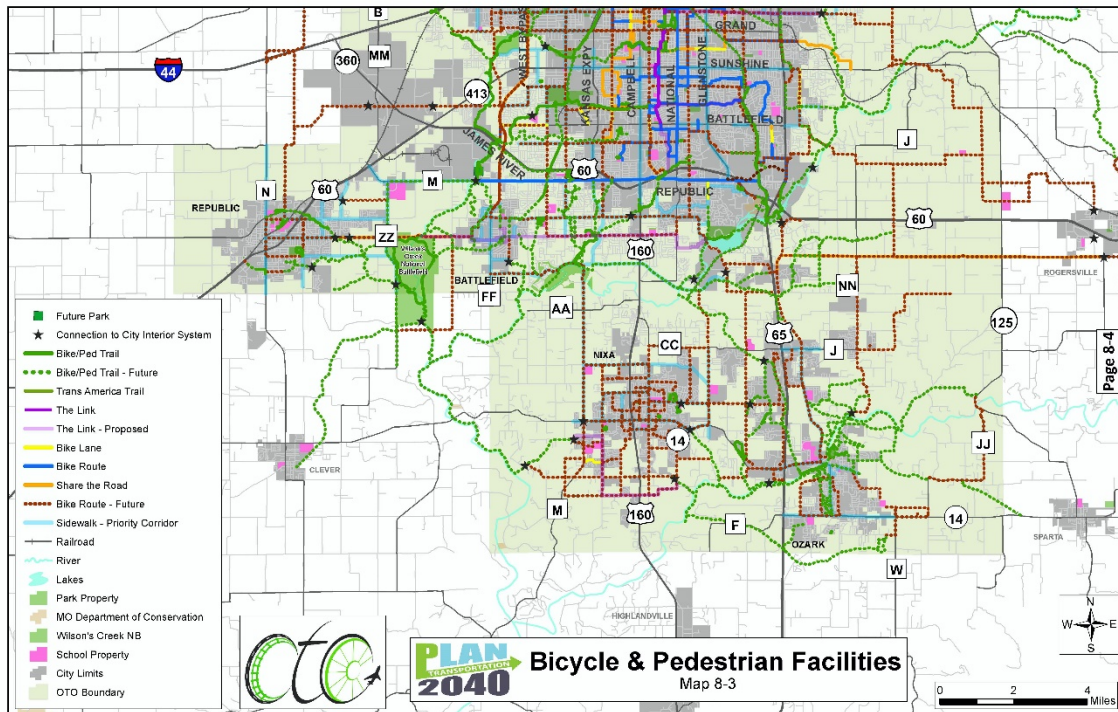
Transportation Plan 2040: Bicycle and Pedestrian Policy and Project Priorities	
Vision	
An excellent transportation system supporting the success of the OTO region.	
Goals (Applicable to TAP Program. Numbered as shown in Transportation Plan 2040)	Bicycle and Pedestrian Policy Priorities
<ol style="list-style-type: none"> Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements Increase the safety and security of the transportation system for all users Increase accessibility and mobility for all transportation modes Improve connections within and between all modes of transportation Preserve the existing transportation system and monitor system performance Protect and enhance the environment when planning for transportation improvements 	<p><u>Policy Priorities</u></p> <ul style="list-style-type: none"> Emphasize projects that extend from communities and enhance the regional system Trail Connection between Communities

The LRTP's *Bicycle and Pedestrian Facilities* maps contain a wide range of trails, bike lanes, bike routes, and other facilities that have been discussed over the last 15 or 20 years.



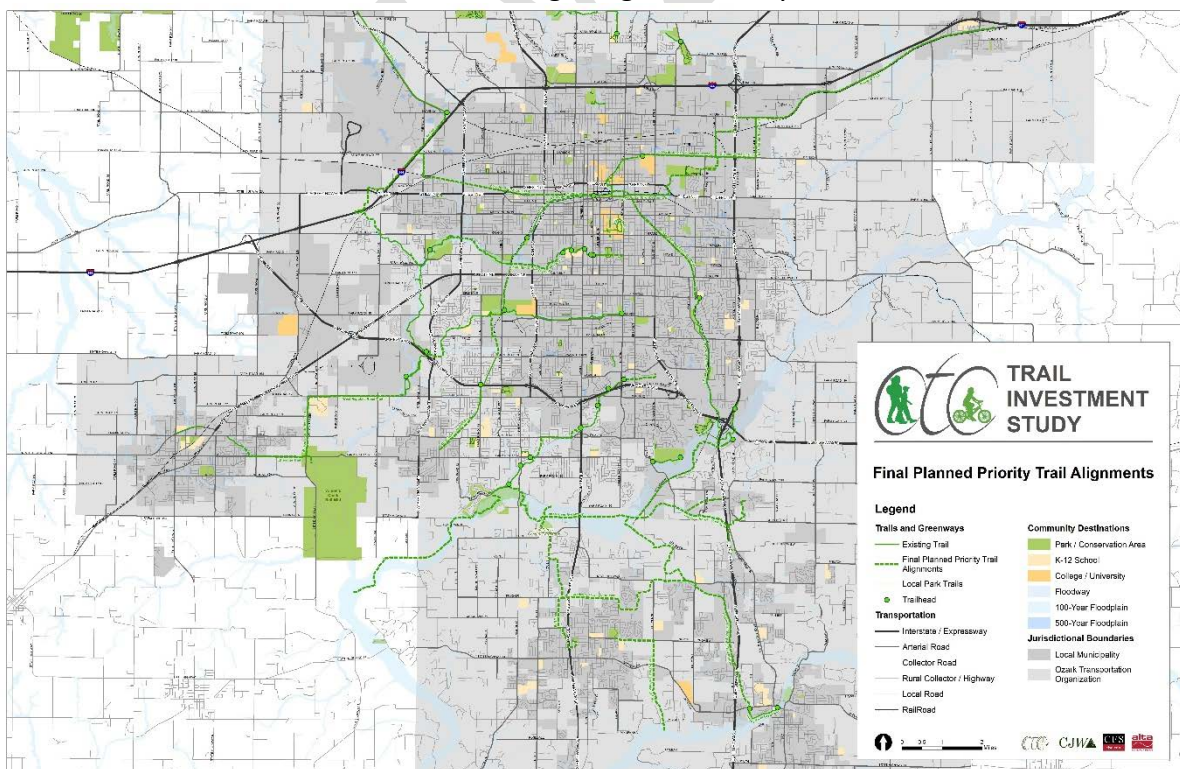


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Regional Bicycle and Pedestrian Trail Investment Study

The Regional Investment Study evaluates proposed alignments for trails that connect OTO's cities and counties. These trails are vital to creating a regional trail system.



The specific criteria that are used to evaluate projects may be found in the Score Sheet at the end of this document.



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Important Notes on Project Selection

If projects receive the same rating, the project will be awarded to the jurisdiction that has not had a project awarded in the most recent funding cycle.

Projects will not necessarily be funded in the order of their associated scores. Due to the availability of funds and the Ozarks Transportation Organization's desire to spend all the allocated funds, projects may be selected which will best obligate the funds available.

Projects which do not meet the intent of the Ozarks Transportation Organization to fund transportation-related bicycle and pedestrian off-road trails may not be funded.



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FAQs

- **How will I receive the grant monies I am awarded?**
This program **reimburses** the project sponsor for costs incurred. It does not provide money up front.
- **What if my project goes over budget?**
The funds allocated to a project are fixed. The project sponsor is responsible for and must pay all costs incurred in excess of the funding allocated to the project; therefore, it is important to develop a good estimate for the project application.
- **Will my project have to go out for bid?**
The majority of projects will go through a competitive bid process for construction. In some cases, volunteers may do construction.
- **Are there specific rules I have to follow if I am awarded funding for my project?**
All projects (including right-of-way acquisition) are governed by the Local Public Agency Manual and Land Acquisition Manual for Right-of-Way published by MoDOT. These may be found at:
<https://www.modot.org/local-public-agency>
- **What happens after I find out my project is approved for funding?**
Once approved by the Ozarks Transportation Organization Board of Directors and placed in the Transportation Improvement Program, the agency managing the project must fill out a Project Programming Form and submit it to MoDOT. The programming form may be found at
http://epg.modot.org/files/3/36/136.3.1_Sept_2017.doc
- **When can I start construction on my project?**
No work may begin on the project until MoDOT and FHWA/FTA approves the project and a notice to proceed is issued. Costs incurred before a notice to proceed are not eligible for reimbursement.
- **Will I have to complete my project within a certain timeframe?**
All projects must comply with OTO's and MoDOT's Reasonable Progress Policies (see page 9). In the event a project is not progressing in accordance with the reasonable progress policy, the funds may be reallocated to the next highest rated project that has not yet received funding.
- **Will I have to maintain my project after it is built?**
All projects are required to have a project maintenance plan for a minimum of 25 years.



Application Instructions

In completing the responses to each Section, please refer to how the project addresses the relevant Evaluation Criteria listed on the Funding Score Sheet found on Page 17 of this application or page 9 of the Guidebook.

Section A Project Sponsor

It is important to accurately list the project sponsor's contact information so that they may be contacted with questions relating to the project proposal. Please include a resolution of support from the project sponsor.

Eligible Project Sponsors include:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Non-Profits in charge of local transportation safety programs
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than an MPO or state agency) that the state determines to be eligible

Section B Source of Local Match

Please list all of the project partners contributing funding to this project including local, state, federal, and non-profit agencies. Points are earned for contributing in excess of the 20% match requirement. The following chart outlines how points are awarded.

Match Amount	Points Earned
25%-29.99%	3 points
30%-34.99%	4 points
35%+	5 points

For ROW value to be counted toward partnership points, it must have been acquired through the Federally approved process in the past 5 years.

(Applications for Trail Planning Services do not have to complete Sections C-H)

Section C Basic Information

Please list the information requested and answer all questions completely. Please note right-of-way must be able to be acquired by April 2021.

Five points will be awarded to projects with the right-of-way and temporary easements already acquired. If permanent and temporary property rights have only been acquired for a portion of the project, two points will be awarded. If the project sponsor has a written letter of intent to provide right-of-way, one point will be awarded. If there is no formal evidence of right-of-way acquisition, then no points will be awarded. Formal evidence of right-of-way acquisition



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includes copies of recorded deed, lease, or easement documents. The table on the next page further highlights the scoring of this section.

Property Rights Acquired	Points Earned
No property acquired, or no documentation	0 points
Letters of Intent for permanent and temporary property rights	1 point
Permanent and Temporary Property Rights for a portion of the project	2 points
All Permanent and Temporary Property Rights	5 points

Section D Project Location

A general description of the project location is needed as well as photos and a project map, which shows the project's location in reference to specific roads, water features, and public buildings. Describe if and how this project connects two or more OTO jurisdictions. An example would be project along the length of Farm Road 182 between Battlefield and Republic.

A project will earn five points if it is located on one of the corridors evaluated in the *Regional Bicycle and Pedestrian Trail Investment Study* (https://d1ieu1swajomgq.cloudfront.net/documents/24x36_Alignments-2.pdf).

Section E Project Description

A project description should be attached to the project application with any supporting maps and photos. The project description should also include a detailed implementation schedule. Please include a landscaping drawing which shows the type and placement of street trees/other landscaping.

No points are awarded for this question.

Section F Connectivity

Please describe how this project builds connectivity within the region and the region's trail network. Also include information on how this project makes biking and walking for transportation more feasible.

A project can earn up to five points from this question, depending on the connections made and impediments addressed

Section G Public Outreach

Describe any methods the project sponsor has used to involve the public and how the sponsor has solicited public input. This involvement can range from a Facebook poll to a formally adopted plan with documented public involvement. Please provide documentation of your public outreach



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A project can earn up to five points from this question, depending on level of involvement and the size of the community.

Section H Cost Estimates

In the cost estimate section of the application, several categories have been set up in which to enter information pertaining to the project. Most project costs will fall into these categories. Try to break down the project costs into the specific cost categories. For example, “\$80,000 for landscaping” without stating how much is for materials, labor, or equipment is not acceptable. If information submitted in a proposal is unclear, the application may not be scored correctly.

Break down the costs for each category in the appropriate columns according to who will pay for that portion – either the federal share (to be reimbursed), the sponsor (as non-federal match), or a third party donation (as non-federal match).

Attach one additional sheet that details the costs. On this sheet, also explain the total cost and percentage of project total for each project element, i.e. landscaping, sidewalk, stormwater, paving, lighting.

Remember the federal transportation funding is a reimbursement program, so the applicant must have funding available for the nonfederal match and the federal share. Be sure to indicate the specific source(s) for the applicant’s non-federal match. Non-federal match may come from private fund donations, city or county funds, force account, or in-kind services. Describe any additional funds available for use if the project cost exceeds those estimated in the general cost-estimate. The person who prepared the cost-estimate must sign in the space provided at the bottom of the page.

Section I Trail Planning Services (Only required for Trail Planning Service applications)

Please provide funding details and the term for the provision of the proposed services.

Please also describe how the trail planning services being proposed will benefit the OTO region. Pay particular attention to how your proposed services will:

- Evaluate and refine existing trail alignments
- Lead to positive relationships with landowners along the refined alignments
- Lead to increased engagement with the trail planning and design programs in local municipalities
- Increase community interest in trails, through presentations and distribution of printed materials

Section J Signature

All applications must be signed to be considered.



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Submittal Instructions

Please submit one digital copy of the application, with all required maps, photos, and other supporting documentation, to Andy Thomason by 4 pm (CST), November 22, 2019

Please use the **Application Checklist** on page 18 to help ensure your application is complete.

Please submit application via:

Email	On Disk
AThomason@OzarksTransportation.org	Andy Thomason Ozarks Transportation Organization 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807

If you have questions or difficulty submitting your project, please contact Andy Thomason at 417-865-3047 x107.

Application Deadline: 4 pm (CST), November 22, 2019



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Application Checklist		
Included	Application Component	For More Information
General Project Requirements		
<input type="checkbox"/>	Does the proposed project meet at least one category of eligible activities, as chosen by OTO?	Eligible Projects, page 6
<input type="checkbox"/>	Is the project sponsor contributing at least 20% of total project costs?	Match Requirements, page 6
<input type="checkbox"/>	Is the project sponsor an eligible sponsor?	Eligible Project Sponsors, page 6
<input type="checkbox"/>	Is the proposed project compatible with the Ozarks Transportation Organization's Long Range Transportation Plan?	Evaluation Criteria, page 10
<input type="checkbox"/>	Does the project meet minimum award size restrictions?	Project Award Size Restrictions, page 6
Trail Construction Application Requirements		
<input type="checkbox"/>	Does the application include photos and maps of the project site?	Section D: Project Location, page 14 Section E: Project Description, page 15
<input type="checkbox"/>	Does the project have a direct relationship to the Surface Transportation System?	Eligible Projects, page 6
<input type="checkbox"/>	Does the proposed project involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance?	Eligible Projects, page 6
<input type="checkbox"/>	Does the application include a project implementation schedule?	Section E: Project Description, page 15
<input type="checkbox"/>	Does the application include a landscaping drawing showing type and location of street trees/other landscaping?	Section E: Project Description, page 15
<input type="checkbox"/>	Does the application include an adopted local resolution of support is required from the sponsoring agency?	Section A: Project Sponsor, page 14
<input type="checkbox"/>	Is the application signed?	Section J: Signature, page 16
<input type="checkbox"/>	Does the application include documentation of Right-of-Way acquisition (deed, lease, easement, letter of intent)?	Section C: Basic Information page 14
<input type="checkbox"/>	Does the application include a clear breakdown of the project's budget?	Section H: Cost Estimates, page 15
Trail Planning Services Application Requirements		
<input type="checkbox"/>	Does the application include a clear breakdown of the project's budget?	Section I: Trail Planning Services, page 16
<input type="checkbox"/>	Does the application include the term of services and proposed project completion date?	Section I: Trail Planning Services, page 16
<input type="checkbox"/>	Does the application address the four key questions concerning the benefits of the proposed services to the OTO?	Section I: Trail Planning Services, page 16



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Funding Score Sheet

Type of Proposed Project	Relevant Section	Evaluation Criteria	Scoring Guide	Points Received
ALL	B	Project sponsors that provide a total local match that exceeds 25% of the project's total cost are awarded a minimum of three points. Any match that exceeds 30%, or 35%, qualifies for additional points.	> 25% match = 3 pts > 30% match = 4 pts > 35% match = 5 pts	
Trail Construction Applications	C	Points will be awarded based on the degree to which project right-of-way has been secured.	No documentation = 0 pts Letters of Intent = 1 pts Partial rights = 2 pts All necessary rights = 5 pts	
	D	A project will earn five points if it is located on one of the corridors evaluated in the <i>Regional Bicycle and Pedestrian Trail Investment Study</i> (RBPTIS)	In RBPTIS= 5pts	
	F	Points will be award to projects based on the types on connections made and the progress made towards creating a system that makes walking and bike more feasible. Connections could include neighborhood-to-neighborhood, neighborhood-to-commercial district, or connections to an existing trail or bus stop. Feasibility can be shown by highlighting obstacles or impediments the new connectivity overcomes. These could include major arterials, narrow streets, railroads, ADA-accessibility issues, or system gaps.	0-5 points, subjective	
	G	Points will be awarded based on the level of citizen participation. Participation can range from plan approval by city council to a Facebook poll to a community meeting or open house.	0-5 points, subjective	
Trail Planning Services Applications	H.1	Points will be awarded based on the likelihood the proposed strategy would result in appropriately refined alignments.	0-5 points, subjective	
	H.2	Points will be awarded based on the likelihood the proposed strategy would result in positive relationship with landowners along the refined alignments	0-5 points, subjective	
	H.3	Points will be awarded based on the likelihood the proposed strategy would result in improved trail design and more frequent trail construction.	0-5 points, subjective	
	H.4	Points will be awarded based on the likelihood the proposed strategy would result in increased community support for trails.	0-5 points, subjective	
TOTAL			25	



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Funding for Pedestrian and Bicycle Infrastructure and Safety Programs Application

Applications Due by 4pm on November 22, 2018

Please refer to the Application Guidelines when answering each question, addressing how each answer relates to the point system on the Funding Score Sheet.

Project Name: _____

Application Date: _____

A. PROJECT SPONSOR INFORMATION (page 14) *(Required of all applicants)*

First Sponsor Name: _____

Contact Person: _____

Title: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

Is the required resolution of support included for this project sponsor? ☐ Yes ☐ No

Second Sponsor Name: _____

Contact Person: _____

Title: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

Is the required resolution of support included for this project sponsor? ☐ Yes ☐ No



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B. SOURCE OF LOCAL MATCH (5 points, page 14) *(Required of all applicants)*

List sources of matching funds for this project.

Source 1:	_____	\$ _____	_____ %
Name		Amount Contributing	Percent of Total Cost
Source 2:	_____	\$ _____	_____ %
Name		Amount Contributing	Percent of Total Cost
Source 3:	_____	\$ _____	_____ %
Name		Amount Contributing	Percent of Total Cost
Source 4:	_____	\$ _____	_____ %
Name		Amount Contributing	Percent of Total Cost
Total Local Match \$ _____			_____ %
			Percent of Total Cost

If an applicant chooses to provide a local match in excess of 20%, the OTO reserves the right to substitute federal funds for the pledged local match in excess of 20% if sufficient federal funds are available.

Applicants for Trail Planning Services Funding Skip to Section I

C. BASIC PROJECT INFORMATION (5 points, page 14)

Total Federal Funds Requested: \$ _____

Will the project be open to the public for at least 25 years? Yes _____ No _____

Will a fee be charged for public access? If yes, how much?
If yes, explain how the fees charged will be used. Yes _____ No _____

What governmental entity will be responsible for the short- and long-term project maintenance?

Identify all maintenance participation and the source of funds supporting long-term maintenance.

	YES	NO
Have ALL <u>permanent</u> and <u>construction</u> property rights needed for this project been acquired? <i>(Formal Documentation Required)</i>	<input type="checkbox"/>	<input type="checkbox"/>
Has a PORTION of the <u>permanent</u> and <u>construction</u> property rights needed for this project been acquired? <i>(Formal Documentation Required)</i>	<input type="checkbox"/>	<input type="checkbox"/>



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YES NO

Does the applicant possess (a) letter(s) of intent to provide permanent and construction property rights? (*Formal Documentation Required*)

☐☐

Is the applicant willing to exercise condemnation authority to acquire provide permanent and construction property rights?
(*Formal Documentation Required*)

☐☐

Have utilities been cleared or considered for the project?
(*Formal Documentation Required*)

☐☐

Attach required supporting documentation to this application.

D. PROJECT LOCATION INFORMATION (5 points, page 15)

Where is the project located? Please indicate if the project will connect OTO jurisdictions.
(*Attach a map of the general area and photos.*)

YES NO

Is this project located along a corridor evaluated in the OTO's *Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS)*?

☐☐

Name of Corridor (*as referenced in RBPTIS*): _____

E. PROJECT DESCRIPTION (page 15)

Please provide a concise overview of the project. Please also provide detailed drawings of the project, including property lines, expected locations of easements, landscaping details, and typical cross sections.

Project Length: _____ Trail Width: _____ Trail Material: _____

Please attach a detailed project implementation schedule that shows how you will meet the timeline outlined in the Application Guidebook.



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F. CONNECTIVITY (5 points, page 15)

Please describe how this project builds connectivity within the region and the region's trail network. Also include information on how this project makes biking and walking for transportation more feasible.

G. PUBLIC OUTREACH (5 points, page 15)

Describe any methods the project sponsor has used to involve the public and how the sponsor has solicited public input. This involvement can range from a Facebook poll to a formally adopted plan with documented public involvement.

Is the required documentation of public outreach included? ☐ Yes ☐ No

H. COST ESTIMATES (page 16)

List the cost of the applicant's project components in the table provided on the following page. Not all budget categories may apply to all projects. These funds can reimburse up to 80 percent of the total project cost. Non-federal matching funds may come from the applicant's resources or from a third-party donation to the applicant for cash, materials, or labor.

The minimum federal share request is \$100,000.

This project is phased: ☐ Yes ☐ No

This project represents Phase #_____ of _____

Other phases include:

Complete for the phase represented on this application only.

SOURCE(S) LOCAL FUNDS (*i.e. Partners, General Funds, Special Tax Revenues*):



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LIST OF ITEMS IN ORDER OF COMPLETION	FEDERAL SHARE REQUEST	NON-FEDERAL MATCH			TOTAL (ADD EACH ROW)
		Applicant Budget	Donation	Source	
1. Right-of-Way Acquisition	\$	\$	\$		\$
2. Design/Preliminary Engineering (Application through Bid Opening)	\$	\$	\$		\$
3. Utility Relocation	\$	\$	\$		\$
4. Materials	\$	\$	\$		\$
5. Labor/Construction	\$	\$	\$		\$
6. Construction Engineering (Only after Bid Opening)	\$	\$	\$		\$
7. Construction Contingency (No more than 10% of items 3-5 above)	\$	\$	\$		\$
8. Value of any land already acquired	\$	\$	\$		\$
TOTALS	\$	\$	\$		\$

Cost Estimate Prepared by:

Name

Agency/Firm

Date

(Tip: Add the rows across and then add the columns down. Both sums should be the same and equal the total project cost in the bottom right-hand corner of the grid.)

You must attach an additional sheet detailing the costs described above. Include with that detail, the total cost for each project element and the percentage of the total project cost for that element (i.e. landscaping, paving, sidewalks).

Describe all local groups/agencies identified to complete work as part of the applicant's plan.



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SECTION I (page 16) Trail Planning Services *(Only required for Trail Planning Service applications)*

Total Federal Funds Requested: \$ _____

Budget:

Line Item	FEDERAL SHARE REQUEST	NON-FEDERAL MATCH				TOTAL (ADD EACH ROW)
		Applicant Cash	Applicant In-Kind	Donation	Source	
Salary	\$	\$	\$	\$		\$
Fringe	\$	\$	\$	\$		\$

Term of Proposed Trail Planning Services: _____ year(s) _____ month(s)

Proposed Completion Date: ____/____/ 202__

Does this project include the required annual reports? ☐ Yes ☐ No

Please describe how the trail planning services being proposed will benefit the OTO region by answer the following questions:

Please describe your strategy for evaluating and refining existing trail alignments.

Please describe your strategy for engaging landowners along refined trail alignments.

Please describe your strategy for engaging with local municipalities during their respective trail design processes.

Please describe your strategy for increasing community interest in trails, through presentations and distribution of printed materials.



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SECTION J (page 16) *(Required of all applicants)*

We, the Undersigned:

- *Hereby submit this project application to the Ozarks Transportation Organization (OTO) for approval of the project concept.*
- *Understand that the Funding for Pedestrian and Bicycle Infrastructure and Safety Programs Program is not a grant program, and that funds are administered by MoDOT.*
- *Understand that payments will be made by MoDOT as work progresses, and that no payments will be made until all local requirements have been met and proper documentation has been submitted to MoDOT.*
- *Hereby assure OTO and MoDOT that the required match will be available for all funded phases of this project at a time and through a process mutually agreed to by both MoDOT and the local government(s).*
- *Understand that the project costs in this proposal are preliminary estimates only, and that actual final costs may be more or less than those reflected herein. We understand that any variance in TAP funded projects will also affect the amount of the required local match and we are prepared to accommodate any additional local matching requirements.*
- *Hereby assure MoDOT that the local government(s) will maintain (or cause to be maintained) this project in a way and for a period of time mutually agreed to by all parties. We further understand that there will be a formal written agreement between the Missouri Highway and Transportation Commission (MHTC) and the local government(s) prior to project implementation.*
- *By signing this application, the organization (local government, school district, or other eligible entity) agrees to assume all responsibility for all environmental and cultural resource impacts that this project may have and understands that this program is subject to availability and eligibility of federal funding.*

Name

Title

Date



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Checklist		
Included	Application Component	For More Information
General Project Requirements		
<input type="checkbox"/>	Does the proposed project meet at least one category of eligible activities, as chosen by OTO?	Eligible Projects, page 6
<input type="checkbox"/>	Is the project sponsor contributing at least 20% of total project costs?	Match Requirements, page 6
<input type="checkbox"/>	Is the project sponsor an eligible sponsor?	Eligible Project Sponsors, page 6
<input type="checkbox"/>	Is the proposed project compatible with the Ozarks Transportation Organization's Long Range Transportation Plan?	Evaluation Criteria, page 10
<input type="checkbox"/>	Does the project meet minimum award size restrictions?	Project Award Size Restrictions, page 6
Trail Construction Application Requirements		
<input type="checkbox"/>	Does the application include photos and maps of the project site?	Section D: Project Location, page 15 Section E: Project Description, page 15
<input type="checkbox"/>	Does the project have a direct relationship to the Surface Transportation System?	Eligible Projects, page 6
<input type="checkbox"/>	Does the proposed project involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance?	Eligible Projects, page 6
<input type="checkbox"/>	Does the application include a project implementation schedule?	Section E: Project Description, page 15
<input type="checkbox"/>	Does the application include a landscaping drawing showing type and location of street trees/other landscaping?	Section E: Project Description, page 15
<input type="checkbox"/>	Does the application include an adopted local resolution of support is required from the sponsoring agency?	Section A: Project Sponsor, page 14
<input type="checkbox"/>	Is the application signed?	Section J: Signature, page 16
<input type="checkbox"/>	Does the application include documentation of Right-of-Way acquisition (deed, lease, easement, letter of intent)?	Section C: Basic Information page 14
<input type="checkbox"/>	Does the application include a clear breakdown of the project's budget?	Section H: Cost Estimates, page 15
Trail Planning Services Application Requirements		
<input type="checkbox"/>	Does the application include a clear breakdown of the project's budget?	Section I: Trail Planning Services, page 16
<input type="checkbox"/>	Does the application include the term of services and proposed completion date?	Section I: Trail Planning Services, page 16
<input type="checkbox"/>	Does the application address the four key questions concerning the benefits of the proposed services to the OTO?	Section I: Trail Planning Services, page 16



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Funding Score Sheet

Type of Proposed Project	Relevant Section	Evaluation Criteria	Scoring Guide	Points Received
ALL	B	Project sponsors that provide a total local match that exceeds 25% of the project's total cost are awarded a minimum of three points. Any match that exceeds 30%, or 35%, qualifies for additional points.	> 25% match = 3 pts > 30% match = 4 pts > 35% match = 5 pts	
Trail Construction Applications	C	Right-of-Way for the project has already been acquired in its entirety (Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts)	No documentation = 0 pts Letters of Intent = 1 pts Partial rights = 2 pts All necessary rights = 5 pts	
	D	A project will earn five points if it is located on one of the corridors evaluated in the <i>Regional Bicycle and Pedestrian Trail Investment Study</i> (RBPTIS)	In RBPTIS= 5pts	
	F	Points will be award to projects based on the types on connections made and the progress made towards creating a system that makes walking and bike more feasible. Connections could include neighborhood-to-neighborhood, neighborhood-to-commercial district, or connections to an existing trail or bus stop. Feasibility can be shown by highlighting obstacles or impediments the new connectivity overcomes. These could include major arterials, narrow streets, railroads, ADA-accessibility issues, or system gaps.	0-5 points, subjective	
	G	Points will be awarded based on the level of citizen participation. Participation can range from plan approval by city council to a Facebook poll to a community meeting or open house.	0-5 points, subjective	
Trail Planning Services Applications	H.1	Points will be awarded based on the likelihood the proposed strategy would result in appropriately refined alignments.	0-5 points, subjective	
	H.2	Points will be awarded based on the likelihood the proposed strategy would result in positive relationship with landowners along the refined alignments	0-5 points, subjective	
	H.3	Points will be awarded based on the likelihood the proposed strategy would result in improved trail design and more frequent trail construction.	0-5 points, subjective	
	H.4	Points will be awarded based on the likelihood the proposed strategy would result in increased community support for trails.	0-5 points, subjective	
TOTAL			25	

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 9/18/2019; ITEM II.G.

2020 Legislative Priorities

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

AGENDA DESCRIPTION:

Annually, the OTO establishes a list of Legislative Priorities for use when communicating with area legislators. It proves to be very valuable and is well received.

Included for member review and input is a draft list of priorities for 2020.

EXECUTIVE COMMITTEE ACTION:

At its meeting on September 11, 2019, the Executive Committee recommended adoption the 2020 Legislative Priorities by the Board of Directors.

TECHNICAL COMMITTEE ACTION REQUESTED:

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

“Move to recommend adoption of the 2020 Legislative Priorities.”

OR

“Move to recommend adoption of the 2020 Legislative Priorities with the following changes...”

OTO 2020 Federal Legislative Priorities

Short Term Priorities

OTO supports the timely passage of transportation reauthorization legislation that includes increased funding levels for roads, bridges, bicycling and pedestrian infrastructure and transportation planning.

OTO requests additional transportation infrastructure funding to support the OTO Priorities which include safety and congestion relieving projects, as well as bicycle and pedestrian infrastructure to support the continued development of a healthy region.

OTO supports an increase in the FAA Passenger Facility Charge to assist funding airport facilities.

OTO supports the streamlining of environmental review processes including one federal decision and reductions in authorization decision timelines to extend to Environmental Assessments as well Environment Impact Statements.

Longer Term Priorities

OTO supports long term sustainable funding for transportation in order to strengthen the United States Highway Trust Fund program and ensure funding is available for the country's critical transportation infrastructure projects.

OTO supports federal operating assistance for the Springfield area's transit systems including efforts to secure capital funds for bus replacement and multimodal infrastructure.

OTO supports more direct allocations to state, regional, and local governments with less federal oversight and streamlined regulations.

OTO 2020 State Legislative Priorities

OTO supports alternative sources of funding for transportation infrastructure to ensure increased investment in the statewide system.

- OTO supports raising the motor fuel tax within the confines of the Hancock Amendment.
- OTO supports Modifying Missouri's timely sales tax filing discount for retailers and directing the savings to fund transportation infrastructure.
- OTO supports an equitable miles per gallon motor vehicle registration model that supports increasing fuel efficiencies while maintaining revenues from registration fees.
- OTO supports partnerships between MoDOT, local governments and the private sector

OTO supports Increased funding for multimodal transportation to improve port, rail, aviation and a dedicated source of state transit funding for Missouri's public transit providers.

OTO supports repeal of the prevailing wage requirement for public works projects.

OTO opposes the transfer of state-owned roadways to local ownership and maintenance with or without funding to offset the cost.

OTO supports legislation that provides cities and counties the right to collect sales and use taxes from internet sales regardless of the location of the business providing the good or service.

Ozarks Transportation Organization

TOP 5 Transportation Investment Projects

Keeping Traffic Moving Safely and Efficiently Throughout the Region

Capacity and Safety Improvements on Highway 13 (Kansas Expressway) through Springfield

US60 Improvements through the OTO Region

- Upgrade to Freeway Standards east of Springfield
- Expand James River Freeway to six lanes
- Increase Capacity between Springfield and Republic
- US 60/MM Intersection and Rail Crossing Improvements

I-44- Capacity Improvements through the OTO area

State Highway 14 Improvements East of Bus 65 in Ozark

Intelligent Transportation System Improvements to include signal fiber connection and advanced signal detection systems

Locally Significant Investment Priorities

Improving Sense of Place and Quality of Life for Local Residents

Galloway Street Improvements in Springfield

Grant Street Multimodal Corridor connecting Wonders of Wildlife to Downtown

Mill Street Improvements in Ozark

Chadwick Flyer Trail Construction connecting Springfield and Ozark

Safety Improvements to the Wilson's Creek Battlefield Entrance

LIVE Republic Pedestrian and Multimodal Improvements to include a pedestrian bridge over US60 and essential community trail connections.

TAB 10



Flooding Information

Multiple road closures due to flooding. [Click here for current information.](#)

Route 65: THE REBUILD The Final Phase - Springfield

Update for Week of September 4-11

Project: [Route 65: THE REBUILD Final Phase](#)

- **TRAFFIC ALERT: Northbound Route 65 CLOSED between Route 60 and Sunshine Street starting at 12:01 a.m. on Friday, Sept. 6, until Friday, Sept. 20, at the latest. (Contractor expects to open northbound Route 65 by Sept. 14 or Sept.15.)**
- **Ramps to northbound Route 65 at the Route 60 interchange closed**

Work Scheduled:

- Remove old northbound Route 65 pavement between Route 60 and Sunshine Street
- Grade base rock and prepare for new concrete pavement
- Pour concrete for new northbound Route 65 pavement
- **ADDITIONAL INFORMATION:** All new concrete pavement will be smoothed using a diamond-grinding process at the end of the project in mid-to-late September

Traffic Impacts:

- Northbound Route 65 CLOSED between Route 60 and Sunshine Street starting at 12:01 a.m. Friday, September 6
 - Eastbound Route 60-to-northbound Route 65 ramp closed
 - Westbound Route 60-to-northbound Route 65 ramp closed
 - Route 60 median crossovers closed between Route 65 and Greene County Route NN/J interchange east of Springfield
 - Northbound right-lane of Glenstone Avenue closed on bridge over Route 60 to allow for “free” rights from westbound Route 60-to-northbound Glenstone Avenue ramp
 - Westbound Route 60 off ramp at Glenstone Avenue could be closed at times if traffic congestion occurs
- **Night Work:** Northbound lanes closed in areas between Sunshine Street and Route 60. At least one lane open. Work hours: 8 p.m. to 6 a.m. Wednesday-Thursday, September 4-5.
- Temporary traffic signals in operation at Blackman Road/Battlefield Road and Greene County Route D/Route 125 intersections
- Signed detours:
 - West detour: I-44 to eastbound Missouri Route 360 to eastbound U.S. Route 60 to southbound Route 65
 - East detour: I-44 to Missouri Route 125 to westbound U.S. 60 to southbound Route 65

(Weather or construction delays could alter the work schedule.)

Project Summary:

- **Sunday-Thursday, August 4-8 -- COMPLETE**
 - All southbound lanes of Route 65 CLOSED between Sunshine Street and Battlefield Road
 - Southbound on ramp from Sunshine Street to Route 65 CLOSED
 - Southbound off ramp from Route 65 to Battlefield Road CLOSED
- **Thursday-Friday, August 8-16 -- COMPLETE**
 - All southbound lanes of Route 65 CLOSED between Battlefield Road and Route 60
 - Southbound Route 65 OPEN between Sunshine Street and Battlefield Road, but reduced to one lane
 - Southbound on ramp from Battlefield Road to Route 65 CLOSED
 - Southbound Route 65-to-westbound Route 60 ramp CLOSED

All lanes of Route 65 open during the Labor Day holiday (Friday-Friday, August 16-September 6)

- **Friday-Friday, September 6-20 (All northbound Route 65 lanes could be open as early as Saturday or Sunday, Sept. 14 or 15)**
 - All northbound lanes of Route 65 CLOSED between Route 60 and Sunshine Street
 - Eastbound Route 60-to-northbound Route 65 ramp CLOSED
 - Westbound Route 60-to-northbound Route 65 ramp CLOSED
 - Northbound off ramp from Route 65 to Battlefield Road CLOSED

- Northbound on ramp from Battlefield Road to northbound Route 65 CLOSED
- Northbound off ramp from Route 65 to Sunshine Street CLOSED
- One northbound lane of Glenstone Avenue at bridge over Route 60 closed to allow “free” rights from westbound Route 60-to-northbound Glenstone Avenue
- Route 60 crossovers CLOSED between Route 65 and Greene County Routes NN/J

- **September 15-November 1**
 - Nighttime lane closings for shoulder construction/guardrail/striping/pavement smoothing
- **Prime Contractor:** Emery Sapp and Sons, Inc. of Columbia
- **Completion Date:** November 2019 (However, contractor plans to complete project by late September.)
- **Total Project Cost:** \$8.1 million

END

(For more information, call MoDOT in Springfield at 417-895-7600 or visit www.modot.org/southwest)

(Follow MoDOT's Southwest District: [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#))

(For timely traffic information in the Springfield area, visit www.ozarkstraffic.com)

(Take the Challenge! [Buckle Up/Phone Down](#))

Districts Involved

SOUTHWEST

Published On: Wed, 09/04/2019 - 07:30

Missouri Department of Transportation

105 W. Capitol Avenue
Jefferson City, MO 65102
1-888-ASK-MODOT (275-6636)
1-866-831-6277 (Motor Carrier Services)

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Flooding Information

Multiple road closures due to flooding. [Click here for current information.](#)

Governor Parson's Bridge Program Awarded Contracts on First 14 Bridges

(JEFFERSON CITY, MO) – Today, the Missouri Highways and Transportation Commission awarded construction contracts to rehabilitate or replace 14 of the state’s poor bridges. They are the first bridges to be awarded under Governor Mike Parson’s Focus on Bridges program, which was proposed in January and passed by the Missouri General Assembly in May.

“We’ve made great progress toward improving Missouri’s bridge infrastructure in recent months, and this set of contracts is another major step in the right direction,” Governor Parson said. “With one of the nation’s largest but lowest-funded highway systems, Missouri’s road and bridge needs must be addressed to ensure we have the framework for future access and expansion. Our bridge program is critical to meeting those needs, and we’re excited to see it move forward with these first 14 bridges.”

The Focus on Bridges program provides \$50 million in state general revenue for the repair or replacement of 45 bridges that had already been prioritized for work. All 45 bridges will be under contract by the end of the year and completed in 2020.

Since these bridges were already programmed in the state’s Statewide Transportation Improvement Program (STIP), the \$50 million that originally would have been spent on these projects is now available to be used for other important projects. Those new projects will be identified by local planning partners in the 2021-2024 STIP.

“We’ve had some great transportation news in the state of Missouri the last several months,” Missouri Department of Transportation Director Patrick McKenna said. “This is just one more example of what can happen when a Governor takes such a strong leadership role in the transportation investment arena and is joined by bipartisan support in the General Assembly.”

In July, MoDOT received an \$81.2 million INFRA Grant from the U.S. Department of Transportation that will facilitate the construction of a new I-70 Missouri River Bridge at Rocheport and I-70 climbing lanes at Mineola Hill in Montgomery County – two significant improvements to the I-70 freight corridor. The grant will also trigger a \$301 million bonding program, authorized by the legislature in the 2019 session, that will repair or replace an additional 215 bridges across the state – freeing up \$301 million from the current Statewide Transportation Improvement Program for new transportation improvement projects.

For a list of the bridges awarded contracts, please see attachment. For additional information, call MoDOT at 888-ASK-MODOT (275-6636) or visit www.modot.org.

- [List of Bridge Contracts Awarded - Focus on Bridges.pdf](#)

Districts Involved

STATEWIDE

Published On: Fri, 09/06/2019 - 09:19

Missouri Department of Transportation

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Jefferson City, MO 65102
1-888-ASK-MODOT (275-6636)
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September 10, 2019

2:15 pm » In Memoriam: President George H. W. Bush, ISTEA, and Transportation

[\(https://aashtojournal.org/\)](https://aashtojournal.org/)

The Federal Highway Administration awarded \$225 million in Competitive Highway Bridge Program or CHBP grants to 20 state department of transportation projects in 18 states on August 29; grants that only state DOTs could apply for and that fund a variety of bridge projects in rural areas with population densities of less than 100 people per square-mile, based on U.S. Census data.

[Above photo by the Missouri DOT.]

FHWA noted that those funds must be used for highway bridge replacement or rehabilitation projects on public roads that leverage the efficiencies associated with “bundling” at least two highway bridge projects into a single contract.

“Bundling” offers cost and time savings, the agency added, which is beneficial to reducing the transportation project backlog and allowing for the use of more cost-effective and “innovative” replacement and rehabilitation strategies, such as accelerated bridge construction or ABC techniques.

Accelerated Bridge Construction - Sacramento Wash



The largest grants from this first round of CHBP funding include more than \$33 million given to Iowa for improving up to 77 bridges to aid several farm-to-market routes that crisscross the state, along with more than \$20 million to the Fixing Access to Rural Missouri or FARM bridge program for improving 41 bridges.

“We are poised to deliver these bridge improvement projects as quickly, efficiently, and innovatively as possible,” Patrick McKenna, director of the Missouri Department of Transportation, said in a statement (<https://www.modot.org/node/16528>). “We are grateful to Congressman [Sam] Graves, Governor [Mike] Parson, and Missouri legislators for their support of additional investment in transportation in Missouri.”

“The projects funded under the program will serve as models for similar bridge improvement projects throughout the nation,” added FHWA Administrator Nicole Nason in a statement (<https://www.fhwa.dot.gov/pressroom/dot1599.cfm>). “They are examples of how to achieve time and cost savings through innovation.”



09/10/2019

Innovative Bus Rapid Transit Program and Preserving a Century-Old Bridge

[\(http://aashtonews.wpengine.com/\)](http://aashtonews.wpengine.com/)

Final Honors and \$10,000 Cash Prizes to be Decided by Judges and Online Voting

<https://transportationawards.secure-platform.com/a/gallery?roundId=14>

WASHINGTON — Twelve winning transportation projects from four U.S. regional competitions will battle it out in this year's America's Transportation Awards competition, with two \$10,000 cash awards for a charity or transportation-related scholarship of the winners' choosing at stake. The broad scope of the projects in the final round include one credited with using drone technology to get transportation systems back up and operating after a devastating hurricane as well as others that endeavor to incorporate citizen feedback and involvement in project design and development.

Sponsored by the American Association of State Highway and Transportation Officials, AAA, and the U.S. Chamber of Commerce, the competition evaluates projects in three categories: Quality of Life/Community Development; Best Use of Technology & Innovation; and Operations Excellence. The projects are also divided into three sizes: small (less than \$25 million); medium (\$25 million to \$200 million); and large (more than \$200 million).

The 12th America's Transportation Awards competition attracted 81 project nominations from 39 state DOTs this year. The three highest-scoring projects from each of four regional contests earned a place in the "Top 12" national finals, competing for the national Grand Prize and the People's Choice Award. Both prizes come with the aforementioned \$10,000 cash awards.

"These final projects are just a small sampling of the many ways in which state DOTs are making communities safer and supporting economic development," said Jim Tymon, AASHTO executive director. "Whether deploying innovations to save time and money or exploring strategies to move more people and goods, state DOTs are delivering projects and programs that create a more efficient transportation system for the movement of goods and services."

An independent panel of transportation industry experts will select the Grand Prize winner, while the general public will decide the People's Choice Award winner through online voting. Online votes will be weighted to each state's population, allowing for greater competition between states with larger and smaller populations. The winners will be announced at the AASHTO Annual Meeting in St. Louis on October 8th.

Online voting begins today and ends at 11:59 p.m. eastern time on Sunday, Oct. 6. Cast your vote at <http://AmericasTransportationAwards.org> (<http://AmericasTransportationAwards.org>). Individuals can cast no more than one vote per day.

The Top 12 projects in alphabetical order are:

California Department of Transportation – Highway 1/Mud Creek Emergency Restoration (<https://americastransportationawards.org/2019-projects/2019-washto-projects/caltrans-highway-1-emergency-restoration/>) – Best Use of Technology & Innovation, Medium category.

Connecticut Department of Transportation – I-84 Waterbury Widening Project (<https://americastransportationawards.org/connecticut-department-of-transportation-i-84-waterbury-widening-project/>) – Operations Excellence, Large category.

Florida Department of Transportation – SunRail Southern Expansion

(<https://americastransportationawards.org/florida-department-of-transportation-sunrail-southern-expansion/>) – Quality of Life/Community Development, Large category.

Georgia Department of Transportation – Northwest Corridor Express Lanes

(<https://americastransportationawards.org/georgia-department-of-transportation-northwest-corridor-express-lanes/>) – Operations Excellence, Large category.

Maryland Department of Transportation – Dover Bridge Project

(<https://americastransportationawards.org/maryland-department-of-transportation-dover-bridge-project/>) – Quality of Life/Community Development, Medium category.

Missouri and Illinois Departments of Transportation – Improvements for Downtown City of St. Louis (<https://americastransportationawards.org/missouri-and-illinois-departments-of-transportation-missouri-and-illinois-infrastructure-improvements-for-downtown-city-of-st-louis/>) – Quality of Life/Community Development, Large category.

North Carolina Department of Transportation – UAS Hurricane Florence Response

(<https://americastransportationawards.org/north-carolina-department-of-transportation-uas-hurricane-florence-response/>) – Best Use of Technology & Innovation, Small category.

Ohio Department of Transportation – I-71 & Martin Luther King Jr. Interchange

(<https://americastransportationawards.org/ohio-department-of-transportation-i-71-martin-luther-king-jr-interchange/>) – Quality of Life/Community Development, Medium category.

Pennsylvania Department of Transportation – PennDOT Connects/Connecting Communities

(<https://americastransportationawards.org/pennsylvania-department-of-transportation-penn-dot-connects-connecting-communities/>) – Quality of Life/Community Development, Small category.

Texas Department of Transportation – US 290 Reconstruction from I-610 to Beltway 8


(<https://americastransportationawards.org/2019-projects/2019-washto-projects/texas-department-of-transportation-us-290-reconstruction-from-i-610-to-beltway-8/>) – Quality of Life/Community Development, Large category.


Washington State Department of Transportation – I-90 Snoqualmie Pass East Project, Phases 1 and 2A (<https://americastransportationawards.org/2019-projects/2019-washto-projects/washington-state-department-of-transportation-i-90-snoqualmie-pass-east-project-phases-1-and-2a/>) – Best Use of Technology & Innovation, Large category.

Wisconsin Department of Transportation – Zoo Interchange Core and Adjacent Arterials (<https://americastransportationawards.org/wisconsin-department-of-transportation-zoo-interchange-core-and-adjacent-arterials/>) – Best Use of Technology & Innovation, Large category.

Learn more about the America's Transportation Awards and vote for your favorite Top 12 projects at www.AmericasTransportationAwards.org (<http://www.AmericasTransportationAwards.org>).

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Grants to boost several trail projects in Northwest Arkansas

by Staff report | September 9, 2019 at 12:29 p.m.

0

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NWA Democrat-Gazette/FLIP PUTTHOFF SQUARE TO SQUARE Riders leave a rest stop in Rogers on Saturday Sept. 7 2019

<https://www.nwaonline.com/news/2019/sep/09/grants-to-boost-several-trail-projects/>

en route to Fayetteville during the Square to Square bicycle ride on the Razorback Greenway. The 30-mile ride began near the Bentonville square and ended near Fayetteville's downtown square. Riders could pedal all or part of the route. Three rest stops along the way offered refreshments, bike maintenance and live music. A post-ride party awaited riders as they rolled into Fayetteville. The ride is held twice each year starting in either Bentonville or Fayetteville. Square to Square celebrates the region's cycling opportunities, downtown squares and the Razorback Greenway.

The Arkansas Department of Transportation awarded money to several Northwest Arkansas projects through its Transportation Alternatives Program and Recreational Trails Program for 2019, the agency announced Monday.

Dean's Trail, Phase III, in Springdale was awarded \$500,000. Bella Vista was awarded \$340,000 for Mercy Way corridor improvements. Rogers received \$340,000 for right of way improvements related to its Safe Routes to School program.



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The Transportation Alternatives Program provides money for programs and projects defined as "transportation alternatives" for pedestrians, bicyclists and other nonmotorized forms of transportation.

It was authorized by the federal Fixing America's Surface Transportation Act. The program is a reimbursement-type grant program, which provides for an 80% federal share and a 20% local match from eligible applicants.

Under the alternatives program, eligible projects can include construction of on-road and off-road trail facilities that include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, lighting and other safety-related infrastructure. Conversion of abandoned railroad corridors for pedestrian and bicycle trails is also eligible.

The Recreational Trails Program is funded through a portion of the alternatives program set aside specifically for recreational trails maintenance, restoration of existing trails, development and rehabilitation of trailside and trailhead facilities, trail linkages and construction of new trails.

The city of Fayetteville was awarded \$170,000 to replace a trail bridge in Wilson Park. Sulfur Springs was awarded \$21,000 for a trail in Sulphur Springs Park.

A total of 30 Transportation Alternatives projects worth \$8 million and ten Recreational Trails Program projects worth \$1.4 million were awarded for 2019.

A few of the larger alternatives program projects in other parts of the state include the Downtown Streetscape in Van Buren and 14th Street's Pedestrian Bridge over the Union Pacific Railroad in North Little Rock. Trails projects awarded include two trailheads for Fairfield Bay's ATV/UTV Trails, additional mountain bike trails for Boyle Park in Little Rock and trailhead improvements for the Delta Heritage Trail in Arkansas City.

NW News on 09/10/2019

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MAD + hyperloopTT design transportation infrastructure that supports urban farming

114



72



4



MAD architects (<https://www.designboom.com/tag/mad-architects/>), led by ma yansong, has collaborated with hyperloop (<https://www.designboom.com/tag/hyperloop/>) transportation technologies (hyperloopTT) on the development of an elevated, rapid transport system. MAD's design seeks to demonstrate how man-made structures can merge with nature through a new urban infrastructure. *'while providing enhanced connectivity between cities and people, the transportation system will also establish a renewed connection between people and their city through car-free raised green walkways along the roof of the tunnels, and activation spaces below in the form of parks and recreation areas,'* says the design team.



image by mir (<https://www.mir.no/>) (also main image) | all images courtesy of MAD architects

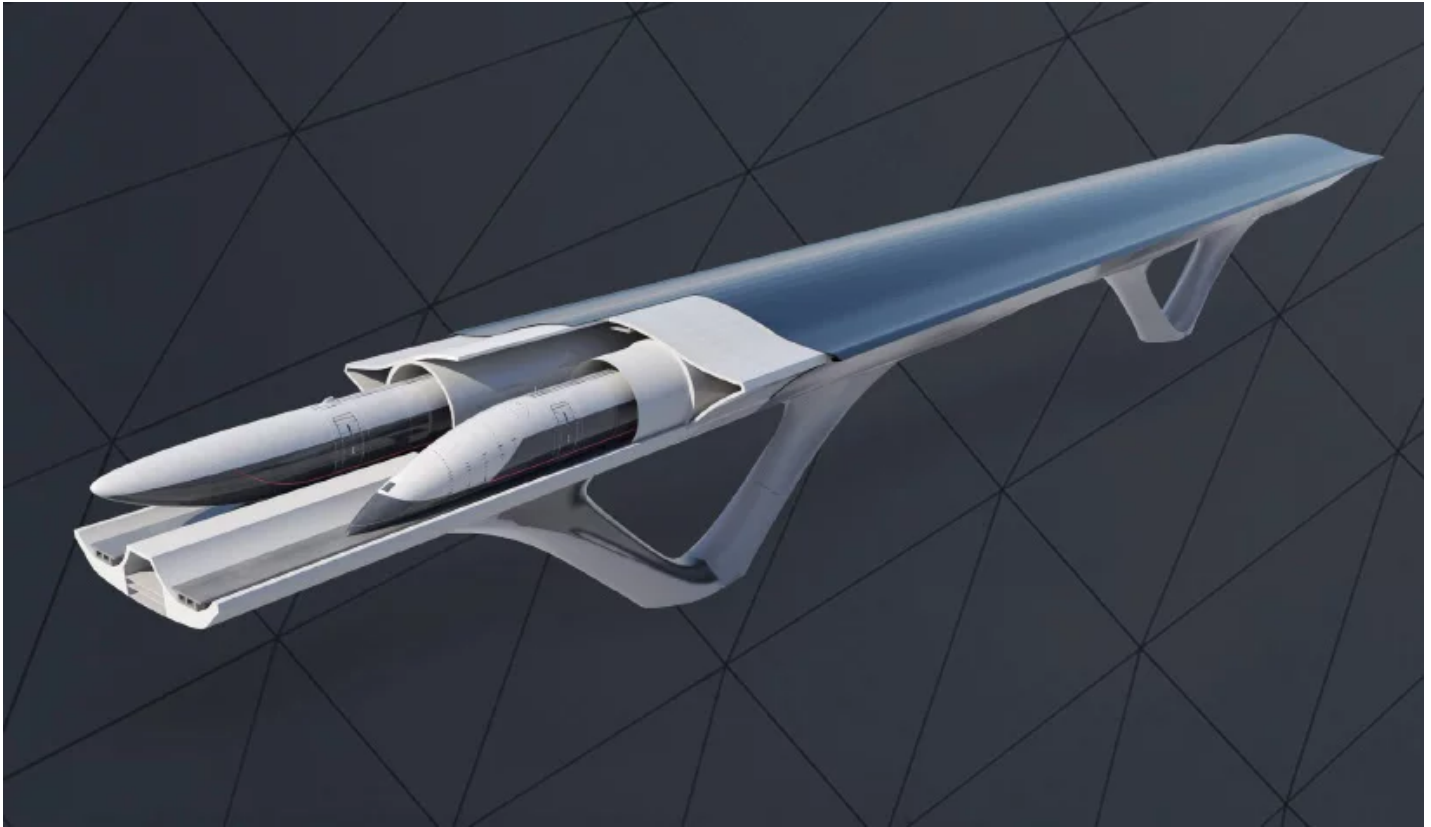
hyperloopTT (<https://www.hyperloop.global/>) is one of a number of companies looking to develop a transportation system based on the hyperloop concept, which was envisioned and 'open-sourced' by elon musk (<https://www.designboom.com/tag/elon-musk/>) in 2013. the transportation system sees passengers travel through a tube without air resistance or friction, resulting in high speed travel between locations. hyperloopTT commissioned **MAD** (<http://www.i-mad.com/>) to conceive a versatile pylon design that while acting as structural support for the transportation system, could easily be integrated across different environments — from bustling city centers to remote deserts.



MAD's scheme harnesses solar and wind energy to power the system. the transportation tunnels are outfitted with bendable solar panel skin modules that are used to power the hyperloop itself, along with LEDs installed along its surface that function as interactive information boards. meanwhile, bladeless wind turbine forests positioned at certain sections of the network will harness the vorticity of the wind, creating a primary source of power for the transportation system and lowering overall energy costs.

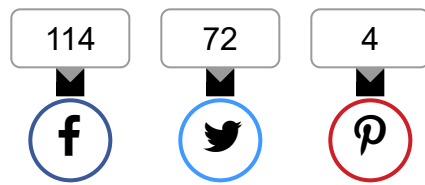


this pylon design minimizes the physical footprint of the hyperloop by lifting its functions almost 7 meters (23 feet) above ground. this eliminates the possibility of collision with road traffic, which in turn decreases the cost of land acquisition. it is composed of a single-mold fiber glass structure, proving its efficiency in both its development and usage. importantly, the base of each pylon can host crop-growing facilities that encourage urban farming, while the light energy sourced from the solar-powered LEDs allows the plants to be self-sustainable.



MAD first worked with hyperloopTT for the occasion of the 2020 expo in dubai (<https://www.designboom.com/tag/expo-2020-dubai/>). since then, hyperloopTT has designed a **full-scale passenger capsule in puerto de santa maria, spain** (<https://www.designboom.com/technology/hyperlooptt-full-scale-passenger-capsule-puerto-de-santa-maria-spain-01-07-2019/>); and revealed a 320 meter (1,050 ft) passenger system in toulouse, france, that is currently in the process of integrating its full-scale passenger capsule for human trials in 2020. read more hyperloop news on designboom **here** (<https://www.designboom.com/tag/hyperloop/>).



project info:**client:** hyperloop transportation technologies (hyperloopTT) (<https://www.hyperloop.global/>)**design:** MAD architects (<http://www.i-mad.com/>)**team:** ma yansong, dang qun, yosuke hayano, dixon lu, matthew pugh, wang tao, chris nolo, nathan kiatkulpiboone**philip stevens | designboom**

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Uber will spend \$200 million to expand its Uber Freight trucking venture

The ride-hailing company is losing billions of dollars every quarter, but it sees room to grow in trucking

By [Andrew J. Hawkins](#) | [@andyjayhawk](#) | Sep 9, 2019, 11:30am EDT



Uber will invest \$200 million annually and hire thousands of employees to bolster its two-year-old long-haul trucking venture, Uber Freight, the company, announced today. The expanded business will be headquartered in a newly opened office in downtown Chicago where it will house 2,000 employees that Uber plans to hire over the next three years.

Launched in 2017, Uber Freight connects truck drivers with shippers, much in the same way the company's ride-hailing app pairs drivers with those looking for a ride. It's part of Uber's "other bets," which includes its food delivery service, Uber Eats, and its New Mobility ventures like its Jump-branded electric bikes and scooters.



It's a huge vote of confidence in Uber's growing freight division, even as Uber's overall business continues to hemorrhage billions of dollars every quarter. In August, Uber reported a record quarterly loss of \$5.3 billion, much of which is attributable to one-time expenses like stock-based compensation. Still, its revenue growth has slowed, and its path to profitability seems longer than ever.

The trucking industry is not an obvious place for Uber to direct its resources. There has been a shortage of truck drivers over the last few years, with experts noting that there are not enough truckers to keep up with demand. This has led to a softening of the market, with prices dropping overall.

THE TRUCKING INDUSTRY IS NOT AN OBVIOUS PLACE FOR UBER TO DIRECT ITS RESOURCES

But Uber's top executives say its Freight division shows promise. "Uber Freight continued to see impressive growth and great progress in Q2 despite soft market conditions," Uber CEO Dara Khosrowshahi said in an August earnings call with investors. Still, the company did not break out revenue figures for its Freight business.

Lior Ron, head of Uber Freight, said the soft market conditions were just a byproduct of the truck industry's "cyclical" nature. "Every time the economy picks up, the freight

industry gets many more assets,” Ron said in an interview with *The Verge*. “Truck orders are at a historical high.”

Uber is continuing to lure drivers to its platform through well-established techniques, like bonuses and perks. Last year, [Uber Freight introduced a perks program](#) that offers truckers discounts on essential items like gas and new tires. The company won't say how much it's spending to subsidize its trucking business, but Ron insisted that Freight is the “fastest growing business in Uber.”

“We see acceleration in every region in the US,” he added. “Once you're serving them, the compounded revenue from the shippers is only going up and up and up as we're going deeper into the supply chain.”

Ron first joined Uber when [the ride-hailing company acquired Otto](#), the self-driving trucking startup he co-founded with fellow ex-Google engineer Anthony Levandowski. Later, Google's self-driving spinoff [Waymo sued Uber](#), claiming that Levandowski stole trade secrets as a way to entice a sale from the ride-hailing company. [The suit was settled in 2018](#), but Levandowski was [recently charged with theft by the Justice Department](#). Ron, who was not named in either the lawsuit or the indictment against Levandowski, [rejoined Uber](#) last year to head up the Freight division.

Ron, who spoke with *The Verge* a week before Levandowski was arrested, called his involvement with notorious engineer “an interesting experience” that unfortunately went the direction that it did. “Obviously there was a lot of misinformation and misunderstanding in that old story,” he continued. “In the end of the day, the reason that I was super psyched about joining Uber [was because] this is the best place in the universe to be in transportation marketplaces, which we always viewed as the end game in terms of the business model.”