

Ozarks Transportation Organization



November 14, 2012

Technical Planning Committee Meeting

OTO Conference Room, Holland Building

205 Park Central East, Suite 212

1:30 – 2:30 PM

**Technical Planning Committee Meeting Agenda
November 14, 2012 1:30 p.m.
OTO Offices
Holland Building
205 Park Central East, Suite 212
Springfield, MO**

Call to Order1:30 PM

I. Administration

A. Introductions

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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE
THE AGENDA**

**C. Approval of the September 19, 2012 Meeting Minutes..... Tab 1
(1 minute/Wiesehan)**

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE
THE MEETING MINUTES**

**D. Public Comment Period for All Agenda Items
(5 minutes/Wiesehan)**

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. Executive Director's Report
(3 minutes/Fields)**

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

**F. Bicycle and Pedestrian Committee Report
(3 minutes/Longpine)**

Staff will provide a review of BPAC's current activities.

II. New Business

**A. Administrative Modification Number One to the FY 2013-2016 TIP Tab 2
(2 minutes/Longpine)**

Administration Modification Number One changes the funding source for a City Utilities project for pedestrian accommodations at transit stops.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- B. Amendment Number Two to the FY 2013-2016 TIP Tab 3**
(10 minutes/Longpine)
OTO is requesting the Technical Planning Committee review the Amendment Number Two to the FY 2013-2016 Transportation Improvement Program (TIP). The request is for four items. Please see the attached materials for more information

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND
APPROVAL OF TIP AMENDMENT NUMBER TWO TO THE BOARD OF
DIRECTORS**

- C. Annual Listing of Obligated Projects Tab 4**
(5 minutes/Longpine)
Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.332.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND
APPROVAL OF THE ANNUAL LISTING OF OBLIGATED PROJECTS TO THE
BOARD OF DIRECTORS.**

- D. Federal Functional Classification Change Requests Tab 5**
(5 minutes/ Longpine)
There have been three requests made by MoDOT for federal functional classification changes. Please see attached for more information.

**TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A
RECOMMENDATION TO THE BOARD OF DIRECTORS REGARDING THE
FEDERAL FUNCTIONAL CLASSIFICATION CHANGE REQUESTS**

- E. OTO Technical Committee Chair Rotation Tab 6**
(5 minutes/Fields)

**TECHNICAL COMMITTEE ACTION REQUESTED TO ELECT THE CHAIRMAN
AND CHAIRMAN-ELECT POSITIONS OF THE 2013 TECHNICAL PLANNING
COMMITTEE.**

- F. OTO Technical Committee 2013 Meeting Schedule Tab 7**
(2 minutes/Fields)

NO ACTION REQUIRED – INFORMATIONAL ONLY

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 Information Tab 8**

IV. Adjournment

Targeted for 2:15 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, January 16, 2013 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Jerry Compton, OTO Chair, Springfield Councilman
Phil Broyles, City of Springfield Mayor's Designee
Senator McCaskill's Office
Stacy Burks, Senator Blunt's Office
Jered Taylor, Congressman Long's Office
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Debbie Parks 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 Debbie Parks 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

MEETING MINUTES AGENDA 11/14/12; ITEM I.C.

Attached for Technical Committee member review are the minutes from the September 19, 2012 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED: To make any necessary corrections to the minutes and then approve the minutes for public review.

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
September 19, 2012**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the OTO Conference Room.

The following members were present:

| | |
|--|---|
| Mr. David Brock, City of Republic | Mr. Bill Robinett, MoDOT |
| Mr. Don Clark, Missouri State University | Mr. Ralph Rognstad, City of Springfield |
| Mr. King Coltrin, City of Strafford | Ms. Shelia Schmitt, City Utilities |
| Mr. Jonathan Gano, City of Springfield | Mr. Shawn Schroeder, SGF |
| Mr. Nick Heatherly, City of Willard | Mr. Andrew Seiler, MoDOT |
| Mr. Rick Hess, City of Battlefield | Mr. Dan Smith, Greene County Highway Dept. |
| Mr. Larry Martin, City of Ozark | Ms. Eva Voss, MoDOT |
| Mr. Frank Miller, MoDOT | Mr. Dan Watts, SMOG |
| Mr. Duffy Mooney, Greene County Hwy. | Mr. Todd Wiesehan, Christian County (Chair) |

(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. Joel Keller, Greene County Hwy Dept. (a) |
| Mr. Rick Artman, Greene County Hwy (a) | Mr. Kevin Lambeth, City of Battlefield (a) |
| Mr. David Bishop, R-12 School District | Mr. Brad McMahon, FHWA |
| Mr. Randall Brown, City of Willard (a) | Mr. Ryan Mooney, Springfield Chamber |
| Mr. Travis Cossey, City of Nixa | Mr. Kent Morris, Greene County Planning Dept. |
| Ms. Hollie Elliott, Springfield Chamber | Mr. Troy Pinkerton, MoDOT (a) |
| Mr. Rick Emling, R-12 School District (a) | Mr. Mark Roy, Springfield-Branson Airport (a) |
| Ms. Diane Gallion, City Utilities (a) | Ms. Beth Schaller, MoDOT (a) |
| Ms. Dawne Gardner, City of Springfield (a) | Mr. Mark Schenkelberg, FAA Representative |
| Mr. Martin Gugel, City of Springfield (a) | Ms. Cheryl Townlian, BNSF |
| Mr. Jason Haynes, City of Springfield (a) | Mr. Garrett Tyson, City of Republic (a) |
| Mr. Jay Huff, Missouri State University (a) | Mr. Terry Whaley, Ozark Greenways |
| Mr. Kirk Juranas, City of Springfield | Mr. Bob Wilslef, City of Ozark (a) |

Others present were: Ms. Sara Edwards, Ms. Natasha Longpine, and Mr. Curtis Owens, Ozarks Transportation Organization; Ms. Stacy Burks, Senator Roy Blunt's Office; Mr. David Rauch, Senator Claire McCaskill's Office; Mr. Matt Morris, Missouri State University

Mr. Wiesehan called the September 19, 2012 Technical Planning Committee meeting to order at 1:30 p.m.

I. Administration

A. Introductions

Introductions were made of those in attendance.

B. Approval of the Technical Planning Committee Meeting Agenda

No changes needed to be made to the agenda. The motion was made by Mr. Heatherly and seconded by Mr. Hess. The motion passed unanimously.

C. Approval of the July 18, 2012 Meeting Minutes

Mr. Rognstad made the motion to approve the July 18, 2012 meeting minutes. Mr. Martin seconded and the minutes were approved unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

The Missouri Highways and Transportation Commission held its September meeting at the Springfield-Branson National Airport. Greg Burris gave a presentation thanking them for projects in the region. He informed them of local partnerships to get more projects done. He was able to share a statistic that was newly calculated, that 79 percent of STP-Urban funds in the OTO had been spent on MoDOT roadways.

Ms. Fields highlighted the MoDOT Citizen Report Card, a summary of which was handed out to attendees. The overall satisfaction rate is 85 percent, which ties a previous record, set in 2009.

OTO has hired CJW to conduct travel time runs in October for OTO roadways to incorporate into the congestion management process. Staff will use this information to analyze improvements in travel times in conjunction with roadway projects and other strategies as outlined in the CMP.

Staff continues to work on the travel demand model. The Census has delayed the release of the Census Transportation Planning Package from December to spring or early summer. OTO is still working on the RFP, however, and will work to be ready for the release of that data.

OTO will have a new staff member soon, replacing the GIS Specialist with a Multimedia Coordinator. This position will help OTO work with the public, as well as maintain the website and social media feeds.

Staff continues to monitor MAP-21, as more information continues to be released. The Board of Directors approved the transfer of the rideshare program to Springfield Environmental Services. The Board also approved the Transportation Improvement Program and once that is through the Governor's office, it will go on to FHWA for approval. Work continues on the e-TIP and staff should have projects entered with the site ready to use before the end of the year.

There are several upcoming web conferences, one on VMT and another on Housing and Transportation for Baby Boomers. Ms. Longpine will send out that information to the TPC.

Ms. Fields then reminded everyone of Carol Cruise's retirement reception on October 11, the details for which have been e-mailed out.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine provided an update on activities since the last update was provided to the TPC. The Bicycle Pedestrian Advisory Committee most recently met on September 4th. BPAC has an ongoing project of trail review, seeing what phases are most appropriate and analyzing the costs and challenges associated with each phase. So far, the committee has reviewed Jordan Valley, the Republic Trail System, and the Route 66 Trail in Strafford and connecting to Springfield.

At the September meeting, BPAC also met with City of Springfield staff to discuss the Campbell and James River Freeway corridor and any necessary bicycle accommodations through that corridor. The Bike/Ped plan recommends that parallel routes be used through that corridor. There was additional discussion that will be presented in an input letter for this project.

Ms. Longpine also handed out the FY2012 Bike/Ped Implementation Report. This report highlights the recommendations and priorities included in the Long Range Transportation Plan, as well as presents accomplishments over the past year from throughout the region, categorized by the 5 Es – Engineering, Enforcement, Evaluation, Education, and Encouragement. These included a lot of sidewalk projects, significant work on the Link, a law enforcement training class, and many activities for education and encouragement.

II. New Business

A. Amendment Number One to the FY 2013-2016 TIP

Ms. Longpine reviewed Amendment Number One to the TIP. Four projects were included with this amendment, several incorporating cost shares. The Battlefield/65 and Chestnut Railroad Overpass projects were updated to incorporate construction, whereas before they just accounted for engineering. The bridge on US 65 over I-44 was updated to reflect an earmark and the 160 and Hunt Road project in Willard was updated to show that local cost share. Mr. Rognstad made a motion to recommend Amendment Number One to the Board of Directors. Mr. Martin seconded and the motion passed unanimously.

B. Enhancement Subcommittee

Ms. Longpine provided information on the enhancements program and requested volunteers for the enhancement subcommittee. Information has finally been released for enhancements in FY12 and 13. The process will be more complicated this time as FY12 funding follows SAFETEA-LU and FY13 funding is derived from MAP-21. Staff is recommending that a single solicitation for projects is done and projects be reviewed for which funding category is most appropriate.

The agenda included information on who should be on the Enhancement Subcommittee. Ms. Fields went through the list and volunteers were selected for each member, including: Rick Hess, Todd Wiesehan, Shelia Schmitt, Joel Keller, Don

Clark, Frank Miller, Travis Cossey, Larry Martin, Terry Whaley, David Brock, Dawne Gardner, King Coltrin, and Nick Heatherly. This discussion should also serve as a reminder that OTO will be soliciting applications soon. The timeline is to have projects selected by January. This committee will also be reviewing the Safe Routes to School applications and making recommendations.

At the first meeting of the subcommittee, the current application and scoring system will be reviewed. A draft with some changes was made after the last enhancement round. The new draft will include these changes as well as updates for MAP-21. For both years, \$1.386 million are available. Ms. Fields pointed out that MoDOT decided to allocate 75 percent of this funding back to the local communities, where MAP-21 allowed them to keep all of it for their own use. The MHTC was thanked for this at their September meeting. Mr. Mooney made a motion to appoint the Enhancement Subcommittee as selected. Mr. Martin seconded and the motion passed unanimously.

C. On-System Bridge Subcommittee

The OTO currently has a balance of \$801,953 for on-system bridge funding. OTO will be soliciting annual applications for this funding and needs to develop an application and scoring process. There is no requirement as to who can sit on this committee, but it should be an odd number of people. The list of eligible bridges that was included in the agenda is not complete. Once a more complete list is available, staff will e-mail that out. Mr. Miller explained that eligible bridges must be a collector or higher. This program is the counter to off-system bridge funding. A map of the functional classification system is included in the agenda. Volunteers include Duffy Mooney, Kirk Juranas, King Coltrin, Larry Martin, and Todd Wiesehan. Mr. Hess moved to appoint the On-System Bridge Subcommittee. Mr. Heatherly seconded and the motion passed unanimously.

D. Federal Functional Classification Change Application

OTO has taken responsibility for changes through MoDOT and FHWA to the Federal Functional Classification System and is making a formal call for any changes jurisdictions may want to make. This affects bridge funding and how other funding can be used on roadways. The application is included in the agenda and will be posted on website. Staff would like requested changes by October 31. These collective changes will then go through MoDOT and FHWA for approval. Mr. Martin asked if smaller communities had much input. Ms. Fields replied that though they don't have many roads on the Federal Functional Classification System, they, too, can make changes.

E. STP-Urban Report

Ms. Longpine indicated that included in the agenda is latest report. The current balance is just over \$20 million. After accounting for the cost shares, the balance is just over \$2 million. MoDOT has a policy whereby only three years of funding may be accrued. The federal government, however, can rescind money at any time. The OTO region is compliant with the MoDOT policy, but the total \$20 million balance is available to be rescinded at the federal level. The jurisdictions are asked to review the report for any necessary changes. A page is included for each jurisdiction, as well

as bridges and cost shares. Staff is aware that Strafford's balance does not completely reflect all activity.

III. Other Business

A. Technical Planning Committee Member Announcements

David Rauch spoke to the sequestration issue. There is a continuing resolution in place for the next 6 months, though this doesn't account for the funding levels shown in MAP-21. There is no clear information on how sequestration will affect transportation funding. Ms. Longpine explained sequestration. Initially it was thought that it wouldn't affect transportation funding because of the trust fund, but MAP-21 utilizes general fund transfers to provide additional funding and these could be affected.

B. Transportation Issues for Technical Planning Committee Member Review

None.

C. Articles For Technical Planning Committee Information

Ms. Fields reviewed the articles included in the agenda for member review. There is a Safe Routes to School news release about applications due November 5. Mr. Miller recommended applying for both SRTS and Enhancements. The SRTS funding in FF2012 is still 100 percent, but FY2013 funding is incorporated into the new transportation alternatives program and will likely require match.

There is an article on the new fuel efficiency standards, that by 2025 they will be up to 54.5 mpg.

There is also an article about bankruptcy of the highway trust fund in 2014 and 2015.

IV. Adjournment

The meeting was adjourned at 2:00 p.m.

TAB 2

TECHNICAL COMMITTEE AGENDA 11/21/12; ITEM II.A.

Administrative Modification Number One to the FY 2013-2016 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one item included as part of Administrative Modification Number One to the FY 2013-2016 Transportation Improvement Program.

City Utilities has requested to update the federal funding source to indicate that the STP funds have not been flexed to FTA Section 5317 – New Freedom funds, but rather are STP funds used for a New Freedom-like project.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.

PROGRAMMED IMPROVEMENTS

-Bicycle and Pedestrian-

| CITY OF SPRINGFIELD | | Funding | Fiscal Year | | | | | |
|---|---|---------|-------------|------------|------|------|--------|------------|
| | | | 2013 | 2014 | 2015 | 2016 | TOTALS | |
| ORIGINAL | | | | | | | | |
| Project Title: | PEDESTRIAN ACCOMODATIONS TO TRANSIT STOPS ON MODOT ROADWAYS | ENG | FHWA (STP) | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoDOT # | 8P2280 | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIP # | EN1102 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | MoDOT payment for pedestrian accommodations at transit stops on state highways in Springfield. To be designed and let by City Utilities of Springfield. | ROW | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | FHWA (STP) | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA/FTA | CON | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Funding Category | STP - Converted to Section 5317 | | FHWA (STP) | \$ 200,000 | \$ - | \$ - | \$ - | \$ 200,000 |
| MoDOT Funding Category | Major Projects and Emerging Needs | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Construction | | Local | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 |
| Total Project Cost | \$255,000 | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| STP Funds flexed to Section 5317 New Freedom funds. Local match by City Utilities of Springfield/ City of Springfield through 1/8 cent sales tax and/or use fees. Previously programed funds of \$5,000 | | | TOTAL | \$ 250,000 | \$ - | \$ - | \$ - | \$ 250,000 |

| CITY OF SPRINGFIELD | | Funding | Fiscal Year | | | | | |
|--|---|---------|-------------|------------|------|------|--------|------------|
| | | | 2013 | 2014 | 2015 | 2016 | TOTALS | |
| MODIFIED | | | | | | | | |
| Project Title: | PEDESTRIAN ACCOMODATIONS TO TRANSIT STOPS ON MODOT ROADWAYS | ENG | FHWA (STP) | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoDOT # | 8P2280 | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIP # | EN1102 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | MoDOT payment for pedestrian accommodations at transit stops on state highways in Springfield. To be designed and let by City Utilities of Springfield. | ROW | FHWA (STP) | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA (STP) | \$ 200,000 | \$ - | \$ - | \$ - | \$ 200,000 |
| Federal Funding Category | STP | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoDOT Funding Category | Major Projects and Emerging Needs | | Local | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 |
| Work or Fund Category | Construction | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$255,000 | | | | | | | |
| STP funds used for New Freedom-like project. Local match by City Utilities of Springfield/ City of Springfield through 1/8 cent sales tax and/or use fees. Previously programmed funds of \$5,000. | | | TOTAL | \$ 250,000 | \$ - | \$ - | \$ - | \$ 250,000 |

FINANCIAL SUMMARY
- Bicycle and Pedestrian -

YEARLY SUMMARY
FY2013

| PROJECT | Federal Funding Source | | | | | MoDOT | Local | Other | TOTAL |
|--------------|------------------------|-------------|-------------|-------------------|-------------------|-------------------|---------------------|-----------------|---------------------|
| | Enhancement | SRTS | RTP | STP-U | STP | | | | |
| EN0808 | \$ 489,600 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 122,400 | \$ - | \$ 612,000 |
| EN0817 | \$ 364,800 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 159,440 | \$ - | \$ 524,240 |
| EN0818 | \$ 268,800 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 74,603 | \$ - | \$ 343,403 |
| EN1002 | \$ - | \$ - | \$ - | \$ 50,000 | \$ - | \$ - | \$ 12,500 | \$ - | \$ 62,500 |
| EN1101 | \$ 534,000 | \$ - | \$ - | \$ - | \$ 75,200 | \$ 175,300 | \$ 156,500 | \$ - | \$ 941,000 |
| EN1102 | \$ - | \$ - | \$ - | \$ - | \$ 200,000 | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| EN1111 | \$ - | \$ - | \$ - | \$ 200,000 | \$ - | \$ - | \$ 178,286 | \$ 2,500 | \$ 380,786 |
| EN1112 | \$ 219,840 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 237,043 | \$ - | \$ 456,883 |
| EN1113 | \$ 216,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 54,000 | \$ - | \$ 270,000 |
| TOTAL | \$ 2,093,040 | \$ - | \$ - | \$ 250,000 | \$ 275,200 | \$ 175,300 | \$ 1,044,772 | \$ 2,500 | \$ 3,840,812 |

FY2014

| PROJECT | Federal Funding Source | | | | | MoDOT | Local | Other | TOTAL |
|--------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Enhancement | SRTS | RTP | STP-U | STP | | | | |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

FY2015

| PROJECT | Federal Funding Source | | | | | MoDOT | Local | Other | TOTAL |
|--------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Enhancement | SRTS | RTP | STP-U | STP | | | | |
| None | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

FY2016

| PROJECT | Federal Funding Source | | | | | MoDOT | Local | Other | TOTAL |
|--------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Enhancement | SRTS | RTP | STP-U | STP | | | | |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| TOTAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| | Federal Funding Source | | | | | MoDOT | Local | Other | TOTAL |
|----------------------|------------------------|-------------|----------|-------------------|-------------------|-------------------|---------------------|-----------------|---------------------|
| | Enhancement | SRTS | RTP | STP-U | STP | | | | |
| TOTAL PROGRAM | \$ 2,093,040 | \$ - | - | 250,000.00 | \$ 137,600 | \$ 175,300 | \$ 1,044,772 | \$ 2,500 | \$ 3,703,212 |

FINANCIAL SUMMARY
- Bicycle and Pedestrian -

FINANCIAL CONSTRAINTS

| | Funding Source | | | | | | | | |
|------------------------|--------------------|------------|------------|--------------|--------------|--------------|----------------|------------|--------------------|
| | Enhancement | SRTS | RTP | STP-U | STP | MoDOT | Local | Other | TOTAL |
| PRIOR YEAR | | | | | | | | | |
| Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2013 | | | | | | | | | |
| Funds Anticipated | \$ 2,643,040 | \$ - | \$ - | \$ 250,000 | \$ 275,200 | \$ 175,300 | \$ 1,044,772 | \$ 2,500 | 4,390,812 |
| Funds Programmed | \$ (2,093,040) | \$ - | \$ - | \$ (250,000) | \$ (275,200) | \$ (175,300) | \$ (1,044,772) | \$ (2,500) | \$ (3,840,812) |
| Running Balance | \$550,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$550,000 |
| 2014 | | | | | | | | | |
| Funds Anticipated | \$ 550,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 550,000 |
| Funds Programmed | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Running Balance | \$1,100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 |
| 2015 | | | | | | | | | |
| Funds Anticipated | \$ 550,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 550,000 |
| Funds Programmed | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0 |
| Running Balance | \$1,650,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,650,000 |
| 2016 | | | | | | | | | |
| Funds Anticipated | \$ 550,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 550,000 |
| Funds Programmed | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0 |
| Running Balance | \$2,200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,200,000 |

TAB 3

TECHNICAL COMMITTEE AGENDA 11/14/12; ITEM II.B.

Amendment Number Two to the FY 2013-2016 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are four items to be included as part of TIP Amendment Number Two to the FY 2013-2016 Transportation Improvement Program.

1. OzarksTraffic Signal System Upgrade (SP1322)

New project to upgrade the existing signal system in and around Springfield for a total programmed amount of \$1,530,000.

2. Routes 125 and D Pavement and Safety Improvements (GR1310)

New project of pavement and safety improvements on various sections of Route 125 in Greene and Christian Counties and Route D in Greene County for a total programmed amount of \$1,908,000.

3. Removal of Voice Annunciation System (CU1318) and Automated Vehicle Location System (CU1619) with the addition of Public Transit ITS Hardware and Software (CU1319)

Change TIP to reflect integrated ITS project for AVL, Voice Annunciation, and Public Data for a total programmed amount of \$467,500.

4. Transit/Fleet Maintenance Campus (CU1211)

Update programmed amount shown in TIP to reflect remaining project costs from \$3,894,000 to \$6,600,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors on approving Amendment Number Two to the FY 2013-2016 TIP. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the list can be conducted and comments received prior to the December 20, 2012 Board of Directors meeting.

PROGRAMMED IMPROVEMENTS

-Roadways-

| CITY OF SPRINGFIELD | | | Funding | Fiscal Year | | | | | |
|---|---|-----|------------|-------------|------------|------------|------|--------------|--|
| | | | | 2013 | 2014 | 2015 | 2016 | TOTALS | |
| PROPOSED | | | | | | | | | |
| Project Title: | OZARKSTRAFFIC SIGNAL SYSTEM UPGRADE | ENG | FHWA (___) | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MoDOT # | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - | |
| TIP # | SP1322 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Description: | Procure new traffic signal controllers, controller firmware, central software, and necessary cabinet components to upgrade the existing signal sytem in and around Springfield. | ROW | FHWA (___) | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Federal Source Agency | None | CON | FHWA (___) | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Federal Funding Category | None | | MoDOT | \$ 190,000 | \$ 125,000 | \$ 47,610 | \$ - | \$ 362,610 | |
| MoDOT Funding Category | None | | Local | \$ 560,000 | \$ 375,000 | \$ 232,390 | \$ - | \$ 1,167,390 | |
| Work or Fund Category | Construction | | Other | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total Project Cost | \$1,530,000 | | | | | | | | |
| Source of Funding: MoDOT Funding - \$71,000 SW District, \$291,510 Statewide Cost Share Funds. Totaol MoDOT Funding - \$326,610. Local Funds: City of Springfield 1/8-cent Transportation Sales Tax | | | | | | | | | |
| | | | TOTAL | \$ 750,000 | \$ 500,000 | \$ 280,000 | \$ - | \$ 1,530,000 | |

| GREENE AND CHRISTIAN COUNTIES | | Funding | Fiscal Year | | | | | |
|---|---|---------|---------------|------------|------|------|--------------|------------|
| | | | 2013 | 2014 | 2015 | 2016 | TOTALS | |
| PROPOSED | | | | | | | | |
| Project Title: | ROUTES 125 AND D PAVEMENT AND SAFETY IMPROVEMENTS | ENG | FHWA (____) | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoDOT # | | | MoDOT | \$ 171,000 | \$ - | \$ - | \$ - | \$ 171,000 |
| TIP # | GR1310 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Pavement and safety improvements on various sections of Rte. 125 from 0.3 miles south of Rte. OO in Strafford to Smyrna Rd. in Chrisian County and safety improvements on various sections of Route D in Greene County from Rte. J to Rte. 125. | ROW | FHWA (____) | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA (Safety) | \$ 861,000 | \$ - | \$ - | \$ - | \$ 861,000 |
| Federal Funding Category | Safety | | MoDOT | \$ 876,000 | \$ - | \$ - | \$ - | \$ 876,000 |
| MoDOT Funding Category | Taking Care of the System | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Construction | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$1,908,000 | | | | | | | |
| Source of MoDOT Funds: MoDOT operating budget savings, \$5,000 High Risk Rural Roads funds, \$21,000 Open Container Penalty funds, and \$835,000 Repeat Offender Penalty funds. | | | | | | | | |
| TOTAL | | | \$ 1,908,000 | \$ - | \$ - | \$ - | \$ 1,908,000 | |

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|--------------|-----|------------|-----|-----|------------|--------------|-----|------------|--------------|------------|-------|--------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1106 | | | | | | | | | | | \$ 7,000 | | | \$ 7,000 |
| MO1107 | | | | \$ 27,000 | | | | | | | \$ 3,000 | | | \$ 30,000 |
| MO1150 | | | | | | | | | | | \$ 195,000 | | | \$ 195,000 |
| MO1201 | | | | \$ 900 | | | | | | | \$ 100 | | | \$ 1,000 |
| MO1206 | | | | | | | | | | | \$ 13,000 | | | \$ 13,000 |
| MO1303 | | \$ 260,000 | | | | | | | | | \$ 451,000 | \$ 65,000 | | \$ 776,000 |
| MO1304 | | | | | | | | | | | \$ 39,000 | | | \$ 39,000 |
| MO1306 | | | | | | | | | | | \$ 4,000 | | | \$ 4,000 |
| MO1308 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | | | | | | | | | | \$ 22,000 | | | \$ 22,000 |
| CC1201 | | | | \$ 288,000 | | | | | | | \$ 32,000 | | | \$ 320,000 |
| CC1202 | | | | \$ 1,800 | | | | | | | \$ 200 | | | \$ 2,000 |
| CC1203 | | | | | | | | | | | \$ 447,000 | | | \$ 447,000 |
| CC1301 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| CC1302 | | | | \$ 504,000 | | | | | | | \$ 56,000 | | | \$ 560,000 |
| CC1303 | | | | | | | | | | | \$ 12,000 | | | \$ 12,000 |
| CC1304 | | | | \$ 11,700 | | | | | | | \$ 1,300 | | | \$ 13,000 |
| CC1305 | | | | \$ 2,700 | | | | | | | \$ 300 | | | \$ 3,000 |
| CC1306 | | | | | | | | | | | \$ 2,984,000 | | | \$ 2,984,000 |
| CC1307 | | | | | | | | | | | \$ 10,000 | | | \$ 10,000 |
| CC1401 | | | | \$ 11,700 | | | | | | | \$ 1,300 | | | \$ 13,000 |
| GR0909 | | \$ 320,000 | | | | | | | | | | \$ 80,000 | | \$ 400,000 |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1206 | | | | | | | | \$ 33,600 | | | \$ 8,400 | | | \$ 42,000 |
| GR1212 | | | | | | | | | | \$ 960,000 | | \$ 240,000 | | \$ 1,200,000 |
| GR1213 | | | | | | | \$ 160,000 | | | | | \$ 40,000 | | \$ 200,000 |
| GR1302 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| GR1303 | | | | | | | | | | | \$ 4,486,000 | | | \$ 4,486,000 |
| GR1304 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1305 | | | | | | | | | | | \$ 10,000 | | | \$ 10,000 |
| GR1306 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1307 | | | | | | | | | | | \$ 216,000 | | | \$ 216,000 |
| GR1308 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1309 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| GR1310 | | | | \$ 861,000 | | | | | | | \$ 1,047,000 | | | \$ 1,908,000 |
| NX0601 | | \$ 1,989,600 | | | | | | | | | | \$ 633,400 | | \$ 2,623,000 |
| NX0701 | | \$ 301,920 | | | | | | | | | | \$ 75,480 | | \$ 377,400 |
| NX1201 | | | | | | | | | | | | \$ 30,000 | | \$ 30,000 |
| NX1301 | | | | | | | | | | | \$ 189,000 | | | \$ 189,000 |
| OK1004 | | | | | | | | \$ 2,433,600 | | | \$ 608,400 | | | \$ 3,042,000 |
| OK1006 | | \$ 723,000 | | | | | | | | | \$ 767,000 | \$ 20,000 | | \$ 1,510,000 |
| OK1101 | | | | | | | | \$ 909,600 | | | \$ 227,400 | | | \$ 1,137,000 |
| RP1201 | | | | | | | | | | | \$ 272,000 | | | \$ 272,000 |
| RP1301 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RP1302 | | | | | | | | | | | \$ 1,187,000 | | | \$ 1,187,000 |
| RP1303 | | \$ 64,000 | | | | | | | | | | \$ 16,000 | | \$ 80,000 |
| RP1304 | | \$ 50,000 | | | | | | | | | | | | \$ 50,000 |
| RP1305 | | | | | | | | | | | \$ 228,000 | | | \$ 228,000 |

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

| 2013 Continued | | | | | | | | | | | | | | |
|----------------|-----------------------------|--------------|------|--------------|------|------|--------------|--------------|------|------------|---------------|--------------|-------|---------------|
| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG1201 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1018 | | | | | | | | \$ 80,000 | | | \$ 20,000 | | | \$ 100,000 |
| SP1021 | | | | | | | | | | | \$ 825,000 | | | \$ 825,000 |
| SP1106 | \$ 100,000 | | | | | | | | | | \$ 1,349,942 | \$ 1,178,942 | | \$ 2,628,884 |
| SP1107 | | | | | | | | | | | \$ 830,000 | | | \$ 830,000 |
| SP1108 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| SP1109 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1110 | | | | | | | | | | | \$ 1,571,000 | | | \$ 1,571,000 |
| SP1112 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| SP1113 | | | | | | | \$ 80,000 | | | | \$ 20,000 | | | \$ 100,000 |
| SP1115 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1202 | | | | | | | | | | | \$ 1,469,000 | | | \$ 1,469,000 |
| SP1203 | | | | | | | | | | | \$ 1,024,000 | | | \$ 1,024,000 |
| SP1204 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1206 | | | | | | | | | | | \$ 120,000 | | | \$ 120,000 |
| SP1212 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1213 | | | | | | | | | | | \$ 100,000 | | | \$ 100,000 |
| SP1302 | | | | | | | \$ 80,000 | | | | \$ 20,000 | | | \$ 100,000 |
| SP1303 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1304 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1305 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1306 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1307 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1308 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1309 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1310 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1311 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1312 | | | | | | | | | | | \$ 6,000 | | | \$ 6,000 |
| SP1313 | \$ 2,135,742 | | | | | | | | | | \$ 2,669,677 | \$ 533,936 | | \$ 5,339,355 |
| SP1314 | | | | | | | | | | | \$ 12,000 | | | \$ 12,000 |
| SP1315 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1316 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1317 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1318 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1319 | | | | | | | | | | | \$ 4,000 | | | \$ 4,000 |
| SP1320 | | | | | | | | | | | \$ 847,000 | | | \$ 847,000 |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1322 | | | | | | | | | | | \$ 190,000 | \$ 560,000 | | \$ 750,000 |
| SP1401 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| ST1201 | | | | | | | | | | | \$ 133,000 | | | \$ 133,000 |
| ST1204 | | | | | | | \$ 400,000 | | | | \$ 100,000 | | | \$ 500,000 |
| WI1201 | | \$ 21,000 | | | | | | | | | \$ 593,000 | | | \$ 614,000 |
| WI1301 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| TOTAL | \$ 2,235,742 | \$ 3,739,520 | \$ - | \$ 1,708,800 | \$ - | \$ - | \$ 2,320,130 | \$ 3,456,800 | \$ - | \$ 960,000 | \$ 26,234,019 | \$ 3,476,742 | \$ - | \$ 44,131,623 |

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|------------|--------------|--------------|-----|-----|-----------|-----------|-----|-----|----------------|--------------|-------|--------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| | FHWA Federal Funding Source | | | | | | | | | | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1107 | | | | \$ 13,500 | | | | | | | \$ 1,500 | | | \$ 15,000 |
| MO1150 | | | | | | | | | | | \$ 202,000 | | | \$ 202,000 |
| MO1201 | | | | \$ 900 | | | | | | | \$ 100 | | | \$ 1,000 |
| MO1206 | | | | | | | | | | | \$ 2,230,000 | | | \$ 2,230,000 |
| MO1306 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1401 | | | | | | | | | | | \$ 29,000 | | | \$ 29,000 |
| MO1403 | | \$ 268,000 | | | | | | | | | \$ 451,000 | \$ 67,000 | | \$ 786,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | \$ 238,000 | | | | | | | | | \$ 166,000 | | | \$ 404,000 |
| CC1201 | | | | \$ 1,885,500 | | | | | | | \$ 209,500 | | | \$ 2,095,000 |
| CC1202 | | | | \$ 274,500 | | | | | | | \$ 30,500 | | | \$ 305,000 |
| CC1203 | | | | | | | | | | | \$ 495,000 | | | \$ 495,000 |
| CC1301 | \$ 105,000 | | | | | | | | | | \$ 264,000 | | | \$ 369,000 |
| CC1302 | | | | \$ 967,500 | | | | | | | \$ 107,500 | | | \$ 1,075,000 |
| CC1303 | | | | | | | | | | | \$ 1,808,000 | | | \$ 1,808,000 |
| CC1304 | | | | \$ 104,400 | | | | | | | \$ 11,600 | | | \$ 116,000 |
| CC1305 | | | | \$ 146,700 | | | | | | | \$ 16,300 | | | \$ 163,000 |
| CC1306 | \$ 2,387,200 | | | | | | | | | | \$ (2,387,200) | | | \$ - |
| CC1401 | | | | \$ 180,900 | | | | | | | \$ 20,100 | | | \$ 201,000 |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1104 | | | | | | | \$ 80,000 | | | | \$ 20,000 | | | \$ 100,000 |
| GR1206 | | | | | | | | \$ 34,400 | | | \$ 8,600 | | | \$ 43,000 |
| GR1303 | \$ 3,588,800 | | | | | | | | | | \$ (3,588,800) | | | \$ - |
| GR1304 | | | | | | | | | | | \$ 17,000 | | | \$ 17,000 |
| GR1305 | | | | | | | | | | | \$ 1,574,000 | | | \$ 1,574,000 |
| GR1306 | | | | | | | | | | | \$ 8,000 | | | \$ 8,000 |
| GR1308 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1309 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| NX0801 | | | | | | | | | | | | \$ 175,000 | | \$ 175,000 |
| NX0803 | | | | | | | | | | | | \$ 1,313,314 | | \$ 1,313,314 |
| NX1401 | | | | | | | | | | | | \$ 188,700 | | \$ 188,700 |
| OK1006 | \$ 535,200 | | | | | | | | | | \$ (535,200) | | | \$ - |
| RP1201 | | | \$ 217,600 | | | | | | | | \$ (217,600) | | | \$ - |
| RP1301 | | | | | | | | | | | \$ 7,000 | | | \$ 7,000 |
| RP1302 | | | \$ 949,600 | | | | | | | | \$ (949,600) | | | \$ - |
| RP1305 | | | \$ 182,400 | | | | | | | | \$ (182,400) | | | \$ - |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG1201 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1018 | | | | | | | | \$ 80,000 | | | \$ 20,000 | | | \$ 100,000 |
| SP1021 | \$ 660,000 | | | | | | | | | | \$ (660,000) | | | \$ - |
| SP1106 | \$ 1,315,742 | | | | | | | | | | \$ (1,315,742) | | | \$ - |
| SP1108 | | | | | | | | | | | \$ 174,892 | \$ 25,751 | | \$ 200,643 |
| SP1109 | \$ 2,067,130 | | | | | | | | | | \$ 84,604 | \$ 2,000,000 | | \$ 4,151,734 |
| SP1110 | | | \$ 1,256,800 | | | | | | | | \$ (1,256,800) | | | \$ - |
| SP1112 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| SP1202 | | | \$ 1,175,200 | | | | | | | | \$ (1,175,200) | | | \$ - |
| SP1203 | \$ 819,200 | | | | | | | | | | \$ (819,200) | | | \$ - |
| SP1204 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

| 2014 Continued | | | | | | | | | | | | | | |
|----------------|-----------------------------|------------|--------------|--------------|------|------|-----------|------------|------|------|--------------|--------------|-------|---------------|
| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| SP1206 | | | | | | | | | | | \$ 715,000 | | | \$ 715,000 |
| SP1213 | | | | | | | | | | | \$ 100,000 | | | \$ 100,000 |
| SP1310 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1311 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1312 | | | | | | | | | | | \$ 1,027,000 | | | \$ 1,027,000 |
| SP1313 | \$ 3,105,079 | | | | | | | | | | \$ 3,881,350 | \$ 776,269 | | \$ 7,762,698 |
| SP1314 | | | | | | | | | | | \$ 1,880,000 | | | \$ 1,880,000 |
| SP1315 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1316 | | | | | | | | | | | \$ 13,000 | | | \$ 13,000 |
| SP1317 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1318 | | | | | | | | | | | \$ 7,000 | | | \$ 7,000 |
| SP1319 | | | | | | | | | | | \$ 748,000 | | | \$ 748,000 |
| SP1320 | \$ 677,600 | | | | | | | | | | \$ (677,600) | | | \$ - |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1322 | | | | | | | | | | | \$ 125,000 | \$ 375,000 | | \$ 500,000 |
| SP1401 | | | | | | | | | | | \$ 3,000 | | | \$ 3,000 |
| ST1201 | | | | | | | | | | | \$ 549,000 | | | \$ 549,000 |
| WI1201 | \$ 470,200 | | | | | | | | | | \$ (470,200) | | | \$ - |
| WI1301 | | | | | | | | | | | \$ 3,000 | | | \$ 3,000 |
| TOTAL | \$ 15,731,151 | \$ 516,000 | \$ 3,781,600 | \$ 3,573,900 | \$ - | \$ - | \$ 80,130 | \$ 114,400 | \$ - | \$ - | \$ 3,114,004 | \$ 4,925,018 | \$ - | \$ 31,836,073 |

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|--------------|--------------|--------|------|------|------------|--------------|------|------|----------------|---------------|-------|---------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1150 | | | | | | | | | | | \$ 206,000 | | | \$ 206,000 |
| MO1201 | | | | \$ 900 | | | | | | | \$ 100 | | | \$ 1,000 |
| MO1206 | | | | | | | | | | | \$ 1,700,000 | | | \$ 1,700,000 |
| MO1306 | | | | | | | | | | | \$ 4,246,000 | | | \$ 4,246,000 |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1501 | | | | | | | | | | | \$ 22,000 | | | \$ 22,000 |
| MO1503 | | \$ 276,000 | | | | | | | | | \$ 451,000 | \$ 69,000 | | \$ 796,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | \$ 2,072,000 | | | | | | | | | \$ 4,740,000 | \$ 1,557,000 | | \$ 8,369,000 |
| CC1203 | | | \$ 753,600 | | | | | | | | \$ (753,600) | | | \$ - |
| CC1301 | \$ 212,000 | | | | | | | | | | \$ (212,000) | | | \$ - |
| CC1303 | \$ 1,456,000 | | | | | | | | | | \$ (1,456,000) | | | \$ - |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1104 | | | | | | | \$ 40,000 | | | | \$ 10,000 | | | \$ 50,000 |
| GR1206 | | | | | | | | \$ 1,708,800 | | | \$ 427,200 | | | \$ 2,136,000 |
| GR1304 | | | | | | | | | | | \$ 2,880,000 | | | \$ 2,880,000 |
| GR1305 | \$ 1,267,200 | | | | | | | | | | \$ (1,267,200) | | | \$ - |
| GR1306 | | | | | | | | | | | \$ 1,663,000 | | | \$ 1,663,000 |
| GR1308 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| NX0801 | | | | | | | | | | | | \$ 1,530,000 | | \$ 1,530,000 |
| NX0906 | \$ 1,754,941 | | | | | | | | | | \$ (8,000) | \$ 1,746,941 | | \$ 3,493,882 |
| NX1501 | | | | | | | | | | | | \$ 150,000 | | \$ 150,000 |
| RP1301 | | | | | | | | | | | \$ 1,422,000 | | | \$ 1,422,000 |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG1201 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1018 | | | | | | | | \$ 5,639,200 | | | \$ 1,409,800 | | | \$ 7,049,000 |
| SP1108 | \$ 3,295,436 | | | | | | | | | | \$ 5,249,922 | \$ 4,778,766 | | \$ 13,324,124 |
| SP1109 | \$ 658,533 | | | | | | | | | | \$ 5,329,258 | \$ 1,190,415 | | \$ 7,178,206 |
| SP1112 | | | | | | | | | | | \$ 50,000 | | | \$ 50,000 |
| SP1114 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1120 | | | | | | | \$ 4,000 | | | | \$ 1,000 | | | \$ 5,000 |
| SP1204 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1206 | | | \$ 668,000 | | | | | | | | \$ (668,000) | | | \$ - |
| SP1310 | | | | | | | | | | | \$ 241,000 | | | \$ 241,000 |
| SP1311 | | | | | | | | | | | \$ 28,000 | | | \$ 28,000 |
| SP1312 | \$ 821,600 | | | | | | | | | | \$ (821,600) | | | \$ - |
| SP1313 | \$ 5,240,822 | | | | | | | | | | \$ (5,240,822) | | | \$ - |
| SP1314 | | | \$ 1,427,920 | | | | | | | | \$ (1,427,920) | | | \$ - |
| SP1315 | | | | | | | | | | | \$ 753,000 | | | \$ 753,000 |
| SP1316 | | | | | | | | | | | \$ 2,361,000 | | | \$ 2,361,000 |
| SP1317 | | | | | | | | | | | \$ 689,000 | | | \$ 689,000 |
| SP1318 | | | | | | | | | | | \$ 1,453,000 | | | \$ 1,453,000 |
| SP1319 | \$ 601,600 | | | | | | | | | | \$ (601,600) | | | \$ - |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1322 | | | | | | | | | | | \$ 47,610 | \$ 232,390 | | \$ 280,000 |
| SP1401 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| ST1101 | \$ 468,000 | | | | | | | | | | \$ (468,000) | | | \$ - |
| ST1201 | \$ 546,800 | | | | | | | | | | \$ (546,800) | | | \$ - |
| WI1301 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| TOTAL | \$ 16,322,932 | \$ 2,358,000 | \$ 2,849,520 | \$ 900 | \$ - | \$ - | \$ 204,000 | \$ 7,348,000 | \$ - | \$ - | \$ 22,280,348 | \$ 11,258,496 | \$ - | \$ 62,622,196 |

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|------------|--------------|----------|------|------------|-----------|--------|------|------|-----------------|--------------|-------|--------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1150 | | | | | | | | | | | \$ 210,000 | | | \$ 210,000 |
| MO1201 | | | | \$ 2,700 | | | | | | | \$ 300 | | | \$ 3,000 |
| MO1206 | | | | | | | | | | | \$ 1,164,000 | | | \$ 1,164,000 |
| MO1306 | | | \$ 3,401,600 | | | | | | | | \$ (3,401,600) | | | \$ - |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1601 | | | | | | | | | | | \$ 21,000 | | | \$ 21,000 |
| MO1603 | | \$ 284,000 | | | | | | | | | \$ 451,000 | \$ 71,000 | | \$ 806,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | | \$ 3,862,400 | | | | | | | | \$ (3,862,400) | | | \$ - |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1104 | | | | | | | \$ 40,000 | | | | \$ 10,000 | | | \$ 50,000 |
| GR1304 | | | \$ 2,319,200 | | | | | | | | \$ (2,319,200) | | | \$ - |
| GR1306 | \$ 1,338,400 | | | | | | | | | | \$ (1,338,400) | | | \$ - |
| NX1502 | | | | | | | | | | | | \$ 1,500,000 | | \$ 1,500,000 |
| RP1301 | \$ 1,144,800 | | | | | | | | | | \$ (1,144,800) | | | \$ - |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG01201 | | | | | | | | | | | \$ 27,000 | | | \$ 27,000 |
| SP1112 | | | | | | \$ 166,134 | | | | | \$ 1,911,866 | | | \$ 2,078,000 |
| SP1204 | | | | | | | | | | | \$ 16,000 | | | \$ 16,000 |
| SP1310 | \$ 195,200 | | | | | | | | | | \$ (195,200) | | | \$ - |
| SP1311 | \$ 25,600 | | | | | | | | | | \$ (25,600) | | | \$ - |
| SP1315 | \$ 605,600 | | | | | | | | | | \$ (605,600) | | | \$ - |
| SP1316 | \$ 1,900,800 | | | | | | | | | | \$ (1,900,800) | | | \$ - |
| SP1317 | \$ 554,400 | | | | | | | | | | \$ (554,400) | | | \$ - |
| SP1318 | \$ 1,169,600 | | | | | | | | | | \$ (1,169,600) | | | \$ - |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1401 | | | | | | | | | | | 70,000.00 | | | \$ 70,000 |
| WI1301 | | | | | | | | | | | 50,000.00 | | | \$ 50,000 |
| TOTAL | \$ 6,934,400 | \$ 294,000 | \$ 9,583,200 | \$ 2,700 | \$ - | \$ 166,134 | \$ 40,000 | \$ - | \$ - | \$ - | \$ (12,269,434) | \$ 1,574,984 | \$ - | \$ 6,325,984 |

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

FINANCIAL CONSTRAINT

| | FHWA Federal Funding Source | | | | | | | | | | | | | | | |
|-----------------------|-----------------------------|---------------------|----------------------|---------------------|-------------------|---------------------|----------------------|-------------|-------------------|----------------------|------------------------|----------------------------|-----------------------|----------------------|-------------|-----------------------|
| | STP | STP-Urban | NHS | Safety | I/M | 130 | Bridge | BRM | BRO | TOTAL Federal Funds | MoDOT Programmed Funds | Operations and Maintenance | TOTAL | Local | Other | TOTAL |
| 2013 Funds Programmed | \$ 2,235,742 | \$ 3,739,520 | \$ - | \$ 1,708,800 | \$ - | \$ 2,320,130 | \$ 3,456,800 | \$ - | \$ 960,000 | \$ 14,420,992 | \$ 26,234,019 | \$ 6,245,959 | \$ 46,900,970 | \$ 3,476,742 | \$ - | \$ 50,377,712 |
| 2014 Funds Programmed | \$ 15,731,151 | \$ 516,000 | \$ 3,781,600 | \$ 3,573,900 | \$ - | \$ 80,130 | \$ 114,400 | \$ - | \$ - | \$ 23,797,181 | \$ 3,114,004 | \$ 6,439,584 | \$ 33,350,769 | \$ 4,925,018 | \$ - | \$ 38,275,787 |
| 2015 Funds Programmed | \$ 16,322,932 | \$ 2,358,000 | \$ 2,849,520 | \$ 900 | \$ - | \$ 204,000 | \$ 7,348,000 | \$ - | \$ - | \$ 29,083,352 | \$ 22,280,348 | \$ 6,639,211 | \$ 58,002,911 | \$ 11,258,496 | \$ - | \$ 69,261,407 |
| 2016 Funds Programmed | \$ 6,934,400 | \$ 294,000 | \$ 9,583,200 | \$ 2,700 | \$ 166,134 | \$ 40,000 | \$ - | \$ - | \$ - | \$ 17,020,434 | \$ (12,269,434) | \$ 6,838,387 | \$ 11,589,387 | \$ 1,574,984 | \$ - | \$ 13,164,371 |
| Total | \$ 41,224,225 | \$ 6,907,520 | \$ 16,214,320 | \$ 5,286,300 | \$ 166,134 | \$ 2,644,260 | \$ 10,919,200 | \$ - | \$ 960,000 | \$ 84,321,959 | \$ 39,358,937 | \$ 26,163,141 | \$ 149,844,037 | \$ 21,235,240 | \$ - | \$ 157,914,906 |

| | Prior Year | 2013 | 2014 | 2015 | 2016 | TOTAL |
|--|---------------------|-----------------------|--------------------|-----------------------|---------------------|---------------------|
| Available State and Federal Funding | \$0 | \$21,534,163 | \$28,611,163 | \$19,949,000 | \$31,800,000 | \$101,894,325 |
| Available Operations and Maintenance Funding | \$0 | \$ 6,245,959 | \$ 6,439,584 | \$ 6,639,211 | \$ 6,838,387 | \$26,163,141 |
| Available Suballocated STP-U | \$20,641,220 | \$4,346,528 | \$4,346,528 | \$4,346,528 | \$4,346,528 | \$38,027,332 |
| Available Suballocated BRM | \$1,420,249 | \$326,535.00 | \$326,535.00 | \$326,535.00 | \$326,535.00 | \$2,726,389 |
| TOTAL AVAILABLE FUNDING | \$22,061,469 | \$32,453,185 | \$39,723,810 | \$31,261,274 | \$43,311,450 | \$168,811,187 |
| Programmed State and Federal Funding | \$0 | \$ (46,900,970) | \$ (33,350,769) | \$ (58,002,911) | \$ (11,589,387) | (\$149,844,037) |
| TOTAL REMAINING | \$22,061,469 | (\$14,447,786) | \$6,373,041 | (\$26,741,637) | \$31,722,063 | \$18,967,150 |

| | |
|-------------------------------------|---------------------|
| Remaining State and Federal Funding | (\$14,879,051) |
| Remaining Suballocated STP-Urban | \$31,119,812 |
| Remaining Suballocated BRM | \$2,726,389 |
| TOTAL REMAINING | \$18,967,150 |

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

PROGRAMMED IMPROVEMENTS

- Transit -

| CITY UTILITIES | | Funding | Fiscal Year | | | | | |
|---|---|---------|-------------|------------|------|------|------------|------------|
| | | | 2013 | 2014 | 2015 | 2016 | TOTALS | |
| ORIGINAL - REMOVE | | | | | | | | |
| Project: | VOICE ANNUNCIATION SYSTEM FOR FIXED ROUTE FLEET | OPER | FTA (5309) | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIP # | CU1318 | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Voice annunciation system for the fixed route bus fleet. This project is a GPS automated bus announcement and passenger information system to satisfy all ADA requirements for announcement of bus stops. | CAPITAL | LOCAL | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | FTA (5309) | \$ 374,000 | \$ - | \$ - | \$ 374,000 | |
| | | | | \$ - | \$ - | \$ - | \$ - | |
| | | MAINT | | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | LOCAL | \$ 93,500 | \$ - | \$ - | \$ 93,500 | |
| | | | | \$ - | \$ - | \$ - | \$ - | |
| Federal Source Agency | FTA | MAINT | FTA (5309) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Funding Category | 5309 | | | \$ - | \$ - | \$ - | \$ - | |
| Work or Fund Category | Capital | | | \$ - | \$ - | \$ - | \$ - | |
| Total Project Cost | \$467,500 | | LOCAL | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal funding is discretionary and thus availability is uncertain. In the event funding is not received, alternative funding sources will be pursued. | | | TOTAL | \$ 467,500 | \$ - | \$ - | \$ - | \$ 467,500 |

| CITY UTILITIES | | Funding | Fiscal Year | | | | | |
|---|---|---------|-------------|------|------|------|------------|------------|
| | | | 2013 | 2014 | 2015 | 2016 | TOTALS | |
| ORIGINAL - REMOVE | | | | | | | | |
| Project: | AUTOMATED VEHICLE LOCATION SYSTEM (AVL) | OPER | FTA (5309) | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIP # | CU1619 | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | As listed in the FY 2010 ITS Regional Architecture Plan, CU plans to apply for grant funding to equip all our buses with Automated Vehicle Location System Devices. | CAPITAL | LOCAL | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | FTA (5309) | \$ - | \$ - | \$ - | \$ 308,000 | \$ 308,000 |
| | | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | MAINT | LOCAL | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FTA | MAINT | FTA (5309) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Funding Category | 5309 | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Capital | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$385,000 | | LOCAL | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal funding is discretionary and thus availability is uncertain. In the event funding is not received, alternative funding sources will be pursued. | | | TOTAL | \$ - | \$ - | \$ - | \$ 385,000 | \$ 385,000 |

PROGRAMMED IMPROVEMENTS

- Transit -

| CITY UTILITIES | | Funding | Fiscal Year | | | | | |
|---|--|---------|-------------|------------|------|------|--------|------------|
| | | | 2013 | 2014 | 2015 | 2016 | TOTALS | |
| PROPOSED | | | | | | | | |
| Project: | PUBLIC TRANSIT ITS HARDWARE AND SOFTWARE | OPER | FTA (5309) | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| TIP # | CU1319 | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | Purchase and install integrated public transit ITS hardware and software to assist in fixed route scheduling and runcutting, paratransit scehdule, dispatch and communications, caputre of data for transit system planning and amangement analysis, and provide public information. | CAPITAL | LOCAL | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | FTA (5309) | \$ 374,000 | \$ - | \$ - | \$ - | \$ 374,000 |
| | | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | MAINT | LOCAL | \$ 93,500 | \$ - | \$ - | \$ - | \$ 93,500 |
| Federal Source Agency | FTA | | FTA (5309) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Funding Category | 5309 | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Work or Fund Category | Capital | | LOCAL | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$467,500 | | | | | | | |
| Bus Livability Grant was obtained in FY2012 to fund this project. | | | | | | | | |
| | | | TOTAL | \$ 467,500 | \$ - | \$ - | \$ - | \$ 467,500 |

PROGRAMMED IMPROVEMENTS

- Transit -

| CITY UTILITIES | | Funding | | Fiscal Year | | | | |
|---|---|---------|------------|--------------|------|------|------|--------------|
| | | | | 2013 | 2014 | 2015 | 2016 | TOTALS |
| ORIGINAL | | | | | | | | |
| Project: | TRANSIT/FLEET MAINTENANCE CAMPUS EXTENSION - ARRA & 5309 FUNDING | OPER | FTA (5309) | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIP # | CU0911 - ARRA, CU1211 - Section 5309 | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Construct and renovate the Transit/Fleet Maintenance Campus with FY 2009 ARRA and Section 5309 funding. The 2009 ARRA funding is for campus design, demolition of existing structures, and relocation of off-street parking. Section 5309 funding for FY 2012 is for construction of the bus storage and service buildings. | CAPITAL | LOCAL | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | FTA (5309) | \$ 2,909,562 | \$ - | \$ - | \$ - | \$ 2,909,562 |
| | | | FTA (ARRA) | \$ 257,047 | \$ - | \$ - | \$ - | \$ 257,047 |
| | | MAINT | | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | LOCAL | \$ 727,391 | \$ - | \$ - | \$ - | \$ 727,391 |
| | | | FTA (5309) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FTA | MAINT | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Funding Category | Total Federal ARRA in FY 2010 of \$1,424,870 | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Capital | | LOCAL | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$11,038,370 | | | | | | | |
| This federal funding is secured and grant is already awarded. To date \$1,196,609 of the ARRA funds are expended. | | | TOTAL | \$ 3,894,000 | \$ - | \$ - | \$ - | \$ 3,894,000 |

| CITY UTILITIES | | Funding | | Fiscal Year | | | | |
|---|--|---------|------------|--------------|--------------|------|------|--------------|
| | | | | 2013 | 2014 | 2015 | 2016 | TOTALS |
| PROPOSED | | | | | | | | |
| Project: | TRANSIT/FLEET MAINTENANCE CAMPUS EXPANSION | OPER | FTA (5309) | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIP # | CU1211 | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Construction and renovation of the Transit/Fleet Maintenance Campus. | CAPITAL | LOCAL | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | FTA (5309) | \$ 5,280,000 | \$ - | \$ - | \$ 5,280,000 |
| | | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | MAINT | LOCAL | \$ 1,320,000 | \$ - | \$ - | \$ - | \$ 1,320,000 |
| Federal Source Agency | FTA | | | FTA (5309) | \$ - | \$ - | \$ - | \$ - |
| Federal Funding Category | 5309 | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Capital | | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$6,600,000 | | | | | | | |
| State of Good Repair Grant was obtained in FY2010 to fund this project. | | | TOTAL | \$ 6,600,000 | \$ - | \$ - | \$ - | \$ 6,600,000 |

FINANCIAL SUMMARY

- Transit -

YEARLY SUMMARY

FY2013

| PROJECT | FTA Federal Funding Source | | | | | | | Local | Total |
|--------------|----------------------------|----------------------|------------------|-------------------|------------------|-------------|------------------|----------------------|----------------------|
| | 5307 | 5309 | 5310 | 5316 | 5317 | ARRA | MoDOT | | |
| BU1300 | \$ - | \$ - | \$ 20,000 | \$ - | \$ - | | \$ - | \$ 5,000 | \$ 25,000 |
| CU0611 | \$ - | \$ 2,999,429 | \$ - | \$ - | \$ - | | \$ - | \$ 2,052,528 | \$ 5,051,957 |
| CU0909 | \$ - | \$ 3,000,000 | \$ - | \$ - | \$ - | | \$ - | \$ 939,870 | \$ 3,939,870 |
| CU1300 | \$ 874,465 | \$ - | \$ - | \$ - | \$ - | | \$ 36,000 | \$ 6,807,535 | \$ 7,718,000 |
| CU1301 | \$ 941,464 | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 235,366 | \$ 1,176,830 |
| CU1302 | \$ 219,978 | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 54,994 | \$ 274,972 |
| CU1303 | \$ 88,002 | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 22,001 | \$ 110,003 |
| CU1304 | \$ 96,984 | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 24,246 | \$ 121,230 |
| CU1305 | \$ 21,998 | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 5,499 | \$ 27,497 |
| CU1306 | \$ - | \$ 26,400 | \$ - | \$ - | \$ - | | \$ - | \$ 6,600 | \$ 33,000 |
| CU1211 | \$ - | \$ 5,280,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,320,000 | \$ 6,600,000 |
| CU1313 | \$ - | \$ - | \$ - | \$ 170,032 | \$ - | | \$ - | \$ 948,709 | \$ 1,118,741 |
| CU1314 | \$ - | \$ - | \$ - | \$ - | \$ 68,372 | | \$ - | \$ 17,093 | \$ 85,465 |
| CU1315 | \$ - | \$ 673,640 | \$ - | \$ - | \$ - | | \$ - | \$ 168,410 | \$ 842,050 |
| CU1316 | \$ - | \$ 149,600 | \$ - | \$ - | \$ - | | \$ - | \$ 37,400 | \$ 187,000 |
| CU1317 | \$ - | \$ 27,390 | \$ - | \$ - | \$ - | | \$ - | \$ 5,610 | \$ 33,000 |
| CU1319 | \$ - | \$ 374,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 93,500 | \$ 467,500 |
| MS1008 | \$ - | \$ 63,774 | \$ - | \$ - | \$ - | | \$ - | \$ 15,944 | \$ 79,718 |
| MS1009 | \$ - | \$ 29,086 | \$ - | \$ - | \$ - | | \$ - | \$ 7,272 | \$ 36,358 |
| MS1103 | \$ - | \$ 524,911 | \$ - | \$ - | \$ - | | \$ - | \$ 131,228 | \$ 656,139 |
| MS1104 | \$ - | \$ 187,901 | \$ - | \$ - | \$ - | | \$ - | \$ 46,976 | \$ 234,877 |
| MS1107 | \$ - | \$ 1,092,000 | \$ - | \$ - | \$ - | | \$ - | \$ 273,000 | \$ 1,365,000 |
| MS1110 | \$ - | \$ 150,448 | \$ - | \$ - | \$ - | | \$ - | \$ 37,612 | \$ 188,060 |
| OA1300 | \$ - | \$ - | \$ 37,762 | \$ - | \$ - | | \$ - | \$ 9,440 | \$ 47,202 |
| OA1301 | | \$ 35,000 | | | | | | \$ 9,000 | \$ 44,000 |
| OA1302 | | \$ 81,000 | | | | | | \$ 21,000 | \$ 102,000 |
| TOTAL | \$ 2,242,891 | \$ 14,694,579 | \$ 57,762 | \$ 170,032 | \$ 68,372 | \$ - | \$ 36,000 | \$ 13,295,833 | \$ 30,565,469 |

FINANCIAL SUMMARY

- Transit -

FY2014

| PROJECT | FTA Federal Funding Source | | | | | | Local | Total |
|--------------|----------------------------|---------------------|-------------|-------------------|------------------|------------------|---------------------|----------------------|
| | 5307 | 5309 | 5310 | 5316 | 5317 | MoDOT | | |
| CU1009 | \$ - | \$ 4,656,300 | \$ - | \$ - | \$ - | \$ - | \$ 953,700 | \$ 5,610,000 |
| CU1400 | \$ 874,465 | \$ - | \$ - | \$ - | \$ - | \$ 36,000 | \$ 7,239,535 | \$ 8,150,000 |
| CU1401 | \$ 969,708 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 242,427 | \$ 1,212,135 |
| CU1402 | \$ 226,577 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 56,644 | \$ 283,221 |
| CU1403 | \$ 89,982 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 22,496 | \$ 112,478 |
| CU1404 | \$ 99,893 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 24,973 | \$ 124,866 |
| CU1405 | \$ 22,658 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,664 | \$ 28,322 |
| CU1406 | \$ 26,400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,600 | \$ 33,000 |
| CU1413 | \$ - | \$ - | \$ - | \$ 175,133 | \$ - | \$ - | \$ 977,170 | \$ 1,152,303 |
| CU1414 | \$ - | \$ - | \$ - | \$ - | \$ 70,423 | \$ - | \$ 17,606 | \$ 88,029 |
| CU1417 | \$ - | \$ 27,390 | \$ - | \$ - | \$ - | \$ - | \$ 5,610 | \$ 33,000 |
| MS1103 | \$ - | \$ 685,634 | \$ - | \$ - | \$ - | \$ - | \$ 171,409 | \$ 857,043 |
| MS1210 | \$ - | \$ 156,466 | \$ - | \$ - | \$ - | \$ - | \$ 39,117 | \$ 195,583 |
| OA1401 | \$ - | \$ 27,000 | \$ - | \$ - | \$ - | \$ - | \$ 7,000 | \$ 34,000 |
| OA1402 | \$ - | \$ 96,000 | \$ - | \$ - | \$ - | \$ - | \$ 24,000 | \$ 120,000 |
| OA1403 | \$ - | \$ 76,000 | \$ - | \$ - | \$ - | \$ - | \$ 15,200 | \$ 91,200 |
| TOTAL | \$ 2,309,683 | \$ 5,724,790 | \$ - | \$ 175,133 | \$ 70,423 | \$ 36,000 | \$ 9,809,151 | \$ 18,125,180 |

FY2015

| PROJECT | FTA Federal Funding Source | | | | | | Local | Total |
|--------------|----------------------------|-------------------|-------------|-------------------|------------------|------------------|---------------------|----------------------|
| | 5307 | 5309 | 5310 | 5316 | 5317 | MoDOT | | |
| CU1509 | | \$ 730,400 | \$ - | \$ - | \$ - | \$ - | \$ 149,600 | \$ 880,000 |
| CU1500 | \$ 874,465 | \$ - | \$ - | \$ - | \$ - | \$ 36,000 | \$ 7,634,535 | \$ 8,545,000 |
| CU1501 | \$ 998,799 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 249,700 | \$ 1,248,499 |
| CU1502 | \$ 233,374 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 58,343 | \$ 291,717 |
| CU1503 | \$ 91,942 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 22,986 | \$ 114,928 |
| CU1504 | \$ 102,890 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 25,722 | \$ 128,612 |
| CU1505 | \$ 23,337 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,834 | \$ 29,171 |
| CU1506 | \$ 26,400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,600 | \$ 33,000 |
| CU1513 | \$ - | \$ - | \$ - | \$ 180,387 | \$ - | \$ - | \$ 1,006,485 | \$ 1,186,872 |
| CU1514 | \$ - | \$ - | \$ - | \$ - | \$ 72,536 | \$ - | \$ 18,134 | \$ 90,670 |
| MS1310 | | \$ 162,725 | | | | | \$ 40,681 | \$ 203,406 |
| OA1500 | | \$ 36,000 | | | | \$ 10,000 | | \$ 46,000 |
| OA1501 | | \$ 27,000 | | | | \$ 7,000 | | \$ 34,000 |
| TOTAL | \$ 2,351,207 | \$ 956,125 | \$ - | \$ 180,387 | \$ 72,536 | \$ 53,000 | \$ 9,218,620 | \$ 12,831,875 |

FINANCIAL SUMMARY

- Transit -

FY2016

| PROJECT | FTA Federal Funding Source | | | | | | | Local | Total |
|--------------|----------------------------|-------------------|-------------|-------------------|------------------|-------------|------------------|---------------------|----------------------|
| | 5307 | 5309 | 5310 | 5316 | 5317 | | MoDOT | | |
| CU1600 | \$ 874,465 | \$ - | \$ - | \$ - | \$ - | | \$ 36,000 | \$ 8,016,535 | \$ 8,927,000 |
| CU1601 | \$ 1,028,763 | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 257,191 | \$ 1,285,954 |
| CU1602 | \$ 240,376 | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 60,094 | \$ 300,470 |
| CU1603 | \$ 93,882 | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 23,471 | \$ 117,353 |
| CU1604 | \$ 105,977 | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 26,494 | \$ 132,471 |
| CU1605 | \$ 24,037 | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 6,009 | \$ 30,046 |
| CU1606 | \$ - | \$ 26,400 | \$ - | \$ - | \$ - | | \$ - | \$ 6,600 | \$ 33,000 |
| CU1613 | \$ - | \$ - | \$ - | \$ 185,799 | \$ - | | \$ - | \$ 1,036,680 | \$ 1,222,479 |
| CU1516 | \$ - | \$ - | \$ - | \$ - | \$ 74,712 | | \$ - | \$ 18,678 | \$ 93,390 |
| MS1310 | | \$ 169,234 | | | | | | \$ 42,309 | \$ 211,543 |
| OA1601 | | \$ 32,000 | | | | | | \$ 8,000 | \$ 40,000 |
| TOTAL | \$ 2,367,500 | \$ 227,634 | \$ - | \$ 185,799 | \$ 74,712 | \$ - | \$ 36,000 | \$ 9,502,061 | \$ 12,393,706 |

FINANCIAL SUMMARY

- Transit -

FINANCIAL CONSTRAINTS

| | Funding Source | | | | | | | | | |
|-------------------|----------------|-----------------|-------------|--------------|-------------|------|-----------------|-------------|-----------------|-----------------|
| | 5307 | 5309 | 5310 | 5316 | 5317 | ARRA | Total | MoDOT | Local | TOTAL |
| 2013 | | | | | | | | | | |
| Funds Anticipated | \$ 2,242,891 | \$ 14,694,579 | \$ 57,762 | \$ 170,032 | \$ 68,372 | \$ - | \$ 17,233,636 | \$ 36,000 | \$ 13,295,833 | \$ 30,565,469 |
| Funds Programmed | \$ (2,242,891) | \$ (14,694,579) | \$ (57,762) | \$ (170,032) | \$ (68,372) | \$ - | \$ (17,233,636) | \$ (36,000) | \$ (13,295,833) | \$ (30,565,469) |
| Balance FY 2012 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2014 | | | | | | | | | | |
| Funds Anticipated | \$ 2,309,683 | \$ 5,724,790 | \$ - | \$ 175,133 | \$ 70,423 | \$ - | \$ 8,280,029 | \$ 36,000 | \$ 9,809,151 | \$ 18,125,180 |
| Funds Programmed | \$ (2,309,683) | \$ (5,724,790) | \$ - | \$ (175,133) | \$ (70,423) | \$ - | \$ (8,280,029) | \$ (36,000) | \$ (9,809,151) | \$ (18,125,180) |
| Balance FY 2013 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2015 | | | | | | | | | | |
| Funds Anticipated | \$ 2,351,207 | \$ 956,125 | \$ - | \$ 180,387 | \$ 70,423 | \$ - | \$ 3,558,142 | \$ 53,000 | \$ 9,218,620 | \$ 12,829,762 |
| Funds Programmed | \$ (2,351,207) | \$ (956,125) | \$ - | \$ (180,387) | \$ (70,423) | \$ - | \$ (3,558,142) | \$ (53,000) | \$ (9,218,620) | \$ (12,829,762) |
| Balance FY 2014 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2016 | | | | | | | | | | |
| Funds Anticipated | \$ 2,367,500 | \$ 227,634 | \$ - | \$ 185,799 | \$ 74,712 | \$ - | \$ 2,855,645 | \$ 36,000 | \$ 9,502,061 | \$ 12,393,706 |
| Funds Programmed | \$ (2,367,500) | \$ (227,634) | \$ - | \$ (185,799) | \$ (74,712) | \$ - | \$ (2,855,645) | \$ (36,000) | \$ (9,502,061) | \$ (12,393,706) |
| Balance FY 2015 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

TAB 4

TECHNICAL COMMITTEE AGENDA 11/14/12; ITEM II.C.

Annual Listing of Obligated Projects (ALOP)

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION: Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects:

§ 450.332 Annual listing of obligated projects. (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. (b) The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.324(e)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. (c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

Included for review and consideration is the Ozarks Transportation Organization Federal Fiscal Year 2012 Annual Listing of Obligated Projects.

Staff is requesting each jurisdiction review the report for any inaccuracies and advise staff. Please note that this is required to be published by December 30, 2012.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding the Annual Listing of Obligated Projects. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the list can be conducted and comments received prior to the December 20, 2012 Board of Directors meeting.

| PROJECT NO | JOB NO | PROJECT DESCRIPTION | COUNTY | DISTRICT | PROGRAM CODE | STIP/TIP | TRANS DATE | FED FUND CHANGE | PROGRAMMED FEDERAL FUNDS |
|------------|------------------------------------|---|--------|----------|--------------|----------|------------|-----------------|--------------------------|
| 0005308 | | BNSF RAILWAY GRADE / CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES IN GREENE COUNTY | GREENE | SW | LS5E | GR1104 | 12/07/2011 | \$99,711.45 | \$160,000.00 |
| 0132059 | J8S2157 | RTE 13, GREENE CO, BRIDGE IMPROVEMENTS OVER THE BNSF RAILWAY KANSAS AVE YARDS IN SPRINGFIELD, 0.458 MI | GREENE | SW | L05E | SP0911 | 06/01/2012 | \$2,443,418.34 | \$5,815,200.00 |
| 0132060 | J8P0881B | RTE 13, GREENE CO, PAVEMENT IMPROVEMENTS ON KANSAS EXPRESSWAY FROM CHESTNUT EXPRESSWAY TO MT VERNON AVE IN SPRINGFIELD, .6 MI | GREENE | SW | L05E | SP1101 | 04/11/2012 | \$176,961.46 | \$314,400.00 |
| 0132060 | J8P0881B | RTE 13, GREENE CO, PAVEMENT IMPROVEMENTS ON KANSAS EXPRESSWAY FROM CHESTNUT EXPRESSWAY TO MT VERNON AVE IN SPRINGFIELD, .6 MI | GREENE | SW | LS3E | SP1101 | 04/11/2012 | \$75,466.88 | \$314,400.00 |
| 0132070 | J8P3012 | RT MO13, GREENE COUNTY, INTERCHANGE IMPROVEMENTS AT KANSAS EXPRESSWAY AND JAMES RIVER FREEWAY INTERCHANGE IN SPRINGFIELD, 0.3 MI | GREENE | SW | L20E | SP1214 | 07/10/2012 | \$385,519.89 | \$160,000.00 |
| 0442234 | J8P0881C | RTE 44, GREENE CO, PAVEMENT & PEDESTRIAN IMPROVEMENTS ON CHESTNUT EXPRESSWAY FROM KANSAS EXPRESSWAY TO GLENSTONE AVE; SPRINGFIELD | GREENE | SW | L01E | SP1103 | 09/13/2012 | \$788,649.54 | \$784,000.00 |
| 0442235 | J8I2358 | RTE 44, GREENE CO, PAVEMENT IMPROVEMENT ON EB LANES FROM RTE H (GLENSTONE AVE) TO RTE 65 IN SPRINGFIELD, 1.864 MI | GREENE | SW | LZ2E | SP1111 | 04/23/2012 | \$739,903.65 | \$705,600.00 |
| 0442235 | J8I2358 | RTE 44, GREENE CO, PAVEMENT IMPROVEMENT ON EB LANES FROM RTE H (GLENSTONE AVE) TO RTE 65 IN SPRINGFIELD, 1.864 MI | GREENE | SW | LZ2E | SP1111 | 06/21/2012 | (\$40,200.76) | \$705,600.00 |
| 0442236 | J8P2371 | RTE 44, GREENE CO, PAVEMENT IMPROVEMENT FROM HASELTINE RD TO COLLEGE ST IN SPRINGFIELD, 5.374 MI | GREENE | SW | L01E | SP1121 | 05/24/2012 | \$1,059,675.77 | \$923,200.00 |
| 0602062 | J8P0683B,'0602(061)', 'J8P0683' | RT 60/65 INTERCHANGE, GREENE CO--PE | GREENE | SW | 3AA0 | SP0626 | 08/08/2012 | (\$10,344.20) | \$38,553,000.00 |
| 0602062 | J8P0683B,'0602(061)', 'J8P0683' | RT 60/65 INTERCHANGE, GREENE CO--PE | GREENE | SW | H170 | SP0626 | 08/08/2012 | (\$46,284.00) | \$38,553,000.00 |
| 0602062 | J8P0683B,'0602(061)', 'J8P0683' | RT 60/65 INTERCHANGE, GREENE CO--PE | GREENE | SW | H660 | SP0626 | 08/08/2012 | (\$54,938.00) | \$38,553,000.00 |
| 0602062 | J8P0683B,'0602(061)', 'J8P0683' | RT 60/65 INTERCHANGE, GREENE CO--PE | GREENE | SW | L050 | SP0626 | 08/08/2012 | (\$27,505.40) | \$38,553,000.00 |
| 0602065 | J8P0683C | RTE 60/65 GREENE CO-IMPROVE INTERCHANGE AND RAMPS AT RTE 60-65, CONSTRUCT FLYOVER RAMPS AND BRIDGES, 1.4 | GREENE | SW | L24E | SP0626 | 12/07/2011 | \$16,238,838.80 | \$38,553,000.00 |
| 0602065 | J8P0683C | RTE 60/65 GREENE CO-IMPROVE INTERCHANGE AND RAMPS AT RTE 60-65, CONSTRUCT FLYOVER RAMPS AND BRIDGES, 1.4 | GREENE | SW | H170 | SP0626 | 12/07/2011 | \$89,447.78 | \$38,553,000.00 |
| 0602065 | J8P0683C | RTE 60/65 GREENE CO-IMPROVE INTERCHANGE AND RAMPS AT RTE 60-65, CONSTRUCT FLYOVER RAMPS AND BRIDGES, 1.4 | GREENE | SW | L230 | SP0626 | 12/07/2011 | \$100,000.00 | \$38,553,000.00 |
| 0602065 | J8P0683C | RTE 60/65 GREENE CO-IMPROVE INTERCHANGE AND RAMPS AT RTE 60-65, CONSTRUCT FLYOVER RAMPS AND BRIDGES, 1.4 | GREENE | SW | L24E | SP0626 | 03/21/2012 | \$503,147.78 | \$38,553,000.00 |
| 0602068 | J8P0792 | RTE 160, GREENE CO, IMPROVE INTERCHANGE SAFETY & CAPACITY AT JAMES RIVER FREEWAY & RTE 160 (CAMPBELL AVE) IN SPRINGFIELD, 0.93 MI | GREENE | SW | L05E | SP1015 | 06/01/2012 | \$1,826,816.80 | \$5,417,829.00 |
| 0602076 | J8P2154 | RT 60, GREENE CO., INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE/COUNTY ROAD 93 IN REPUBLIC, 0.06 MILE | GREENE | SW | L230 | RP1104 | 01/06/2012 | \$173,050.00 | \$506,595.00 |
| 0652069 | J8S2150 | RTE 65, GREENE CO, PEDESTRIAN ACCOMMODATIONS ON BUS 65/LOOP 44 (GLENSTONE AVE), 1.296 MI | GREENE | SW | L05E | EN0809 | 06/01/2012 | \$107,093.90 | \$361,600.00 |
| 0652070 | J8P0605F | RTE 65, GREEN CO, CONSTRUCT SOUND ABATEMENT AT 5 LOCATIONS FROM I-44 TO RTE 60, 8.518 MI | GREENE | SW | L05E | SP1020 | 04/23/2012 | \$3,491,623.97 | \$3,916,000.00 |
| 0652076 | J8P0850 | RT 65, GREENE CO., COST SHARE PROJECT WITH SPRINGFIELD AND GREENE CO FOR INTRCHNG IMPVMTS AT RTE 65/BUS 65(CHESTNUT EXPWY), 0.406 | GREENE | SW | L230 | SP1016 | 01/10/2012 | \$1,581,783.31 | \$1,937,000.00 |
| 0652076 | J8P0850 | RT 65, GREENE CO., COST SHARE PROJECT WITH SPRINGFIELD AND GREENE CO FOR INTRCHNG IMPVMTS AT RTE 65/BUS 65(CHESTNUT EXPWY), 0.406 | GREENE | SW | L230 | SP1016 | 04/28/2012 | (\$212,267.57) | \$1,937,000.00 |
| 1601040 | J8P0881D | RTE 160, GREENE CO, PAVEMENT IMPROVEMENTS FROM CHESTNUT EXPRESSWAY TO SUNSHINE ST IN SPRINGFIELD, 2.024 MI | GREENE | SW | L05E | SP1102 | 04/11/2012 | \$241,057.21 | \$428,000.00 |

| PROJECT NO | JOB NO | PROJECT DESCRIPTION | COUNTY | DISTRICT | PROGRAM CODE | STIP/TIP | TRANS DATE | FED FUND CHANGE | PROGRAMMED FEDERAL FUNDS |
|------------|----------|--|-----------|----------|--------------|----------|------------|-----------------|--------------------------|
| 1601040 | J8P0881D | RTE 160, GREENE CO, PAVEMENT IMPROVEMENTS FROM CHESTNUT EXPRESSWAY TO SUNSHINE ST IN SPRINGFIELD, 2.024 MI | GREENE | SW | L53E | SP1102 | 04/11/2012 | \$102,801.12 | \$428,000.00 |
| 5900838 | | BENTON AVE, SPRINGFIELD--BENTON AVENUE STREETScape FROM TAMPA ST TO CHESTNUT EXPRESSWAY | GREENE | SW | L220 | EN0701 | 01/16/2012 | (\$2,136.40) | \$250,600.00 |
| 5900838 | | BENTON AVE, SPRINGFIELD--BENTON AVENUE STREETScape FROM TAMPA ST TO CHESTNUT EXPRESSWAY | GREENE | SW | H220 | EN0701 | 01/16/2012 | (\$102.90) | \$250,600.00 |
| 5900839 | | CITY OF SPRINGFIELD; GREENE COUNTY, BOONEVILLE AVE, STREETScape PHASE I NORTH | GREENE | SW | L220 | EN0702 | 01/19/2012 | \$6,925.64 | \$192,500.00 |
| 5900846 | J8Q0830B | VARIOUS RTES, GREENE CO, PHASE II OF FIELD DEVICE DEPLOYMENT OF THE INTELLIGENT TRANSP SYSTEM ON VARIOUS RTES IN URBAN DIST 8, 0.0 | GREENE | SW | L24E | MO0908 | 05/24/2012 | \$1,408,397.77 | \$1,156,400.00 |
| 5910808 | | CITY OF SPRINGFIELD, WALNUT STREET STREETScape 3 - BETWEEN KIMBROUGH EAST TO J. Q. HAMMONS PKWY. | GREENE | SW | L22E | EN0802 | 03/15/2012 | \$34,150.00 | \$480,000.00 |
| 5910809 | | GREENE CO, SIDEWALK & LIGHTING IMPROVEMENTS ON CAMPBELL AE FROM WALNUT ST TO MCDANIEL ST & ON OLIVE ST TO MARKET AVE TO MAIN AVE | GREENE | SW | L220 | EN0818 | 05/22/2012 | \$268,800.00 | \$268,800.00 |
| 5920804 | | GREENE CO, STREETScape IMPROVEMENTS ON CAMPBELL AVE BETWEEN MT VERNON AND WALNUT STS | GREENE | SW | L220 | EN0817 | 05/22/2012 | \$364,800.00 | \$364,800.00 |
| 5935803 | | CHESTNUT EXPRESSWAY & NATIONAL AVE, SPRINGFIELD--INTERSECTION IMPROVEMENT | GREENE | SW | L240 | SP0415 | 03/07/2012 | (\$99,334.33) | \$2,150,000.00 |
| 5936803 | | SPRGFLD, WARD BRANCH GREENWAY, PED TRAIL | GREENE | SW | Q220 | EN1113 | 11/22/2011 | (\$18,298.60) | \$216,000.00 |
| 7441003 | J8S0919 | RT 744, GREENE CO, WIDEN TO FIVE LANES BETWEEN RTE 65 AND LECOMPTE AVENUE, 0.557 MI | GREENE | SW | L22E | SP0809 | 05/18/2012 | (\$2,478.36) | \$300,000.00 |
| 7441004 | J8S2152 | RT 744, GREENE CO, REHABILITATE KEARNEY STREET BRIDGE OVER RTE 65, 0.1 MI | GREENE | SW | L05E | SP0827 | 03/07/2012 | (\$46,180.83) | \$375,200.00 |
| 7441008 | J8P2236 | RTE 744, GREENE CO, PROVIDE CONT SIDEWALK ON BOTH SIDES OF KEARNEY ST FROM KS EXPWY TO GLENSTONE AVE IN SPGFLD, .2 MI | GREENE | SW | L220 | EN1101 | 02/09/2012 | \$534,000.00 | \$543,444.00 |
| 9900824 | J8P2146 | RTE 14, CHRISTIAN CO, ROADWAY CAPACITY AND SAFETY IMPROVEMENTS ON 3RD ST FROM FINLEY RIVER TO N/O CHURCH ST IN DOWNTOWN OZARK,0.51 | CHRISTIAN | SW | L230 | OK1006 | 10/19/2011 | \$177,500.00 | \$1,520,934.00 |
| 9900824 | J8P2146 | RTE 14, CHRISTIAN CO, ROADWAY CAPACITY AND SAFETY IMPROVEMENTS ON 3RD ST FROM FINLEY RIVER TO N/O CHURCH ST IN DOWNTOWN OZARK,0.51 | CHRISTIAN | SW | L200 | OK1006 | 03/22/2012 | \$29,733.60 | \$1,520,934.00 |
| 9900851 | | GREENE COUNTY--FARM ROAD100 (SONERIDGE STREET) NEW SIDEWALKS FROM FARM ROAD 165 EAST TO DELAWARE AVE. INTERSECTION | GREENE | SW | L220 | EN0820 | 10/14/2011 | \$7,674.08 | \$67,721.00 |
| 9900861 | | CITY OF NIXA--STREET WIDENING, GRADING AND STORM SEWER IMPROVEMENTS ON NORTHVIEW ROAD. | CHRISTIAN | SW | L230 | NX0905 | 12/22/2011 | (\$107,184.50) | \$217,134.00 |
| 9900869 | J8P2357 | ROUTE 14 & GREGG ROAD INTERSECTION IMPROVEMENTS, CITY OF NIXA. | CHRISTIAN | SW | H230 | NX0901 | 11/17/2011 | \$264,802.80 | \$547,395.00 |
| 9900869 | J8P2357 | ROUTE 14 & GREGG ROAD INTERSECTION IMPROVEMENTS, CITY OF NIXA. | CHRISTIAN | SW | H230 | NX0901 | 02/27/2012 | (\$55,038.09) | \$547,395.00 |
| 9900878 | J8S2470 | RTE OO, GREENE CO, TURN-LANE IMPROVEMENTS ON RTES 125 AND OO 1.26 MILES W/O I-44, 0.55 MI | GREENE | SW | L240 | ST1202 | 05/18/2012 | \$63,775.00 | \$160,000.00 |
| 9900878 | J8S2470 | RTE OO, GREENE CO, TURN-LANE IMPROVEMENTS ON RTES 125 AND OO 1.26 MILES W/O I-44, 0.55 MI | GREENE | SW | L200 | ST1202 | 06/18/2012 | \$63,775.00 | \$160,000.00 |
| 9900878 | J8S2470 | RTE OO, GREENE CO, TURN-LANE IMPROVEMENTS ON RTES 125 AND OO 1.26 MILES W/O I-44, 0.55 MI | GREENE | SW | L240 | ST1202 | 06/18/2012 | (\$63,775.00) | \$160,000.00 |
| 9900883 | | CHRISTIAN COUNTY, SIDEWALK ON HWY 14 @ COMMUNITY CENTER IN THE CITY OF OZARK. | CHRISTIAN | SW | L22E | EN1107 | 01/19/2012 | \$20,420.38 | \$25,078.00 |
| 9900885 | | GREENE COUNTY, STREETScape IMPROVEMENTS ON THE EAST AND WEST SIDES OF BOONVILLE AVE FROM COURT ST TO DIVISION ST IN SPRINGFIELD | GREENE | SW | L22E | EN1109 | 01/06/2012 | \$237,159.20 | \$353,395.00 |
| 9900886 | | CITY OF SPRINGFIELD, COMMERCIAL ST. PHASE IV, SIDEWALK, LIGHTING AND LANDSCAPING IMPROVEMENTS BETWEEN CAMPBELL AVE AND LYON AVE. | GREENE | SW | L22E | EN1110 | 11/17/2011 | \$216,672.48 | \$256,000.00 |

| PROJECT NO | JOB NO | PROJECT DESCRIPTION | COUNTY | DISTRICT | PROGRAM CODE | STIP/TIP | TRANS DATE | FED FUND CHANGE | PROGRAMMED FEDERAL FUNDS |
|------------|----------|--|--------|----------|--------------|----------|------------|-----------------|--------------------------|
| 9900886 | | CITY OF SPRINGFIELD, COMMERCIAL ST. PHASE IV, SIDEWALK, LIGHTING AND LANDSCAPING IMPROVEMENTS BETWEEN CAMPBELL AVE AND LYON AVE. | GREENE | SW | L22E | EN1110 | 03/08/2012 | (\$4,631.98) | \$256,000.00 |
| 9900887 | | CONSTRUCTION OF STREETScape IMPROVEMENTS ON THE EAST AND WEST SIDES OF CAMPBELL AVE FROM OLIVE ST TO SOUTH OF MILL ST. | GREENE | SW | L22E | EN1111 | 02/24/2012 | \$131,755.20 | \$200,000.00 |
| 9900887 | | CONSTRUCTION OF STREETScape IMPROVEMENTS ON THE EAST AND WEST SIDES OF CAMPBELL AVE FROM OLIVE ST TO SOUTH OF MILL ST. | GREENE | SW | L22E | EN1111 | 05/22/2012 | (\$7,136.15) | \$200,000.00 |
| 9900888 | | GREENE COUNTY, SPRINGFIELD S. CAMPBELL AVE. SIDEWALKS | GREENE | SW | L22E | EN1112 | 02/09/2012 | \$219,840.00 | \$219,840.00 |
| 9900889 | | SPRINGFIELD WARD BRANCH TRAIL | GREENE | SW | L22E | EN1113 | 04/25/2012 | \$216,000.00 | \$216,000.00 |
| 9900890 | | SIDEWALK ENHANCEMENT: CHESTNUT/WASHINGTON/BUMGARNER STREETS IN CITY OF STRAFFORD, GREENE COUNTY | GREENE | SW | L22E | EN1114 | 08/17/2012 | \$183,863.20 | \$199,967.00 |
| 9900891 | | GREENE COUNTY, WIDEN NORTHBOUND & SOUTHBOUND HIGHWAY 65 OFF RAMP AT EVANS RD TO TWO LANES WITH SIGNALS | GREENE | SW | L230 | SP1208 | 08/31/2012 | \$500,000.00 | \$500,000.00 |
| D602065 | J8P0683C | RT 60/65, GREENE CO-IMPROVE INTERCHANGE AND RAMP AT 60-65, CONSTRUCT FLYOVER RAMP AND BRIDGES, 1.4 MI | GREENE | SW | L930 | SP0626 | 08/08/2012 | (\$32,845.66) | \$38,553,000.00 |
| D602065 | J8P0683C | RT 60/65, GREENE CO-IMPROVE INTERCHANGE AND RAMP AT 60-65, CONSTRUCT FLYOVER RAMP AND BRIDGES, 1.4 MI | GREENE | SW | LY20 | SP0626 | 08/08/2012 | (\$77,399.32) | \$38,553,000.00 |
| D602065 | J8P0683C | RT 60/65, GREENE CO-IMPROVE INTERCHANGE AND RAMP AT 60-65, CONSTRUCT FLYOVER RAMP AND BRIDGES, 1.4 MI | GREENE | SW | L930 | SP0626 | 08/31/2012 | (\$20,000.28) | \$38,553,000.00 |
| D602065 | J8P0683C | RT 60/65, GREENE CO-IMPROVE INTERCHANGE AND RAMP AT 60-65, CONSTRUCT FLYOVER RAMP AND BRIDGES, 1.4 MI | GREENE | SW | LY20 | SP0626 | 08/31/2012 | (\$19,999.91) | \$38,553,000.00 |
| NBIS814 | | GREENE CO, 2012 NAT'L BRIDGE INSPECTION STANDARDS | GREENE | SW | L110 | MO1210 | 03/21/2012 | \$10,568.55 | \$76,000.00 |
| S944007 | J8S2195 | ROUTE D, GREENE COUNTY, HYDRO DEMOLITION & LOW SLUMP OVERLAY ON BRIDGES OVER BNSF RAILWAY & PEARSON CREEK EAST OF SPRGFD, 0.067 MI | GREENE | SW | L24E | GR0907 | 02/09/2012 | \$112,080.73 | \$750,000.00 |
| S947010 | J8S0724 | RT H, GREENE CO--ROW AND FROM NORTH OF VALLEY WATER MILL RD TO I-44, REPLACE BRIDGES, WIDEN | GREENE | SW | L200 | SP0703 | 01/04/2012 | (\$214,982.41) | \$7,110,000.00 |
| S959003 | J8S2233 | RTE FF, GREENE CO, PAVEMENT IMPROVEMENTS FROM S/O WEAVER RD TO END OF ROUTE, 2.976 MI | GREENE | SW | L230 | BA1001 | 09/07/2012 | (\$3,552.55) | \$200,000.00 |

TAB 5

TECHNICAL COMMITTEE AGENDA 11/14/12; ITEM II.D.

Functional Classification Changes

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION: Pursuant to §470.105.b listed below, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e. those eligible for federal funding.

The Missouri Department of Transportation has requested the following changes to the federal functional classification system. The applications are included.

- 1) MO 744 (Kearney Street) from West Bypass to western terminus (at former airport terminal)
Current Functional Classification – Principal Arterial
Requested Functional Classification – Minor Arterial
Major Thoroughfare Plan – Primary Arterial
Notes – Requesting to designate as a National Highway System Intermodal Connector route

STAFF RECOMMENDATION: Due to continued development around the Springfield-Branson National Airport, including Partnership Industrial Center West, OTO staff recommends that MO744 from West Bypass to its western terminus remain a Principal Arterial on the Federal Functional Classification System.

- 2) MO 266
Current Functional Classification – Collector
Requested Functional Classification – Other Freeway/Expressway
Major Thoroughfare Plan – Expressway
Notes – Requesting to designate as a National Highway System Intermodal Connector route; Consistent with MTP, as well as adjacent functional classification

STAFF RECOMMENDATION: Staff concurs with the request to change the federal functional classification of MO 266 from I-44 to Airport Boulevard.

- 3) Airport Boulevard
Current Functional Classification – Local
Requested Functional Classification – Principal Arterial
Major Thoroughfare Plan – Expressway
Notes – Requesting to designate as a National Highway System Intermodal Connector route

STAFF RECOMMENDATION: Staff concurs with the request to change the federal functional classification of Airport Boulevard.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding the proposed changes to the Functional Classification System. For those items that are recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the list can be conducted and comments received prior to the December 20, 2012 Board of Directors meeting.



205 Park Central East, Suite 205, Springfield, MO 65806
Phone 417.865.3042 Fax 417.862.6013

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to staff@ozarkstransportation.org or fax it to (417) 862-6013. After receiving the request, OTO will reply with an e-mail notice of the approximate time frame of review and pending approval.

Application Information

Date: 11/1/12

Contact Information

Name: Andrew Seiler
Title: Senior Transportation Planner
Agency: MoDOT
Street Address: 3025 E Kearney

City/State/Zip: Springfield, MO 65803
Email: andrew.seiler@modot.mo.gov
Phone: (417) 895-7696
Fax: (417) 895-7610

Roadway Data

Roadway Name: MO 744 (Kearney St.)
Termini of Roadway
From: Springfield/Branson National Airport
To: US 160 (West Bypass)
Length (miles): 1.75
Number of Lanes: 2/4
Lane Width: 12'
Traffic Volume (AADT): 1,457

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

This is an existing roadway.

Classification Change

Type of Area: Urban

Current Classification: Principal Arterial

Requested Classification: Minor Arterial

Justification

Explain why the roadway classification should be revised.

MO 744 (Kearney St.) previously served as the primary access route to Springfield/Branson National Airport, formerly Springfield/Branson Regional Airport. In early 2009, construction on Airport Blvd. and a new alignment of MO 266, as well as a new midfield terminal was completed. Upon completion, the new terminal now serves as the primary terminal for commercial flights. As such, the roadway demand shifted from MO 744 (Kearney St.) to the new MO 266/Airport Blvd. route. AADT on this route exceeded 6,000 prior to 2009, and has since decreased to 1,457.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

At this time, there are no known future changes in land usage that will alter the present demand.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

This roadway once provided primary access to all airport uses, such as industry, general aviation, and commercial aviation. However, with the completion of the airport's new midfield terminal, this route no longer serves traffic for the commercial aviation sector.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

The existing demand is inconsistent with its current classification.

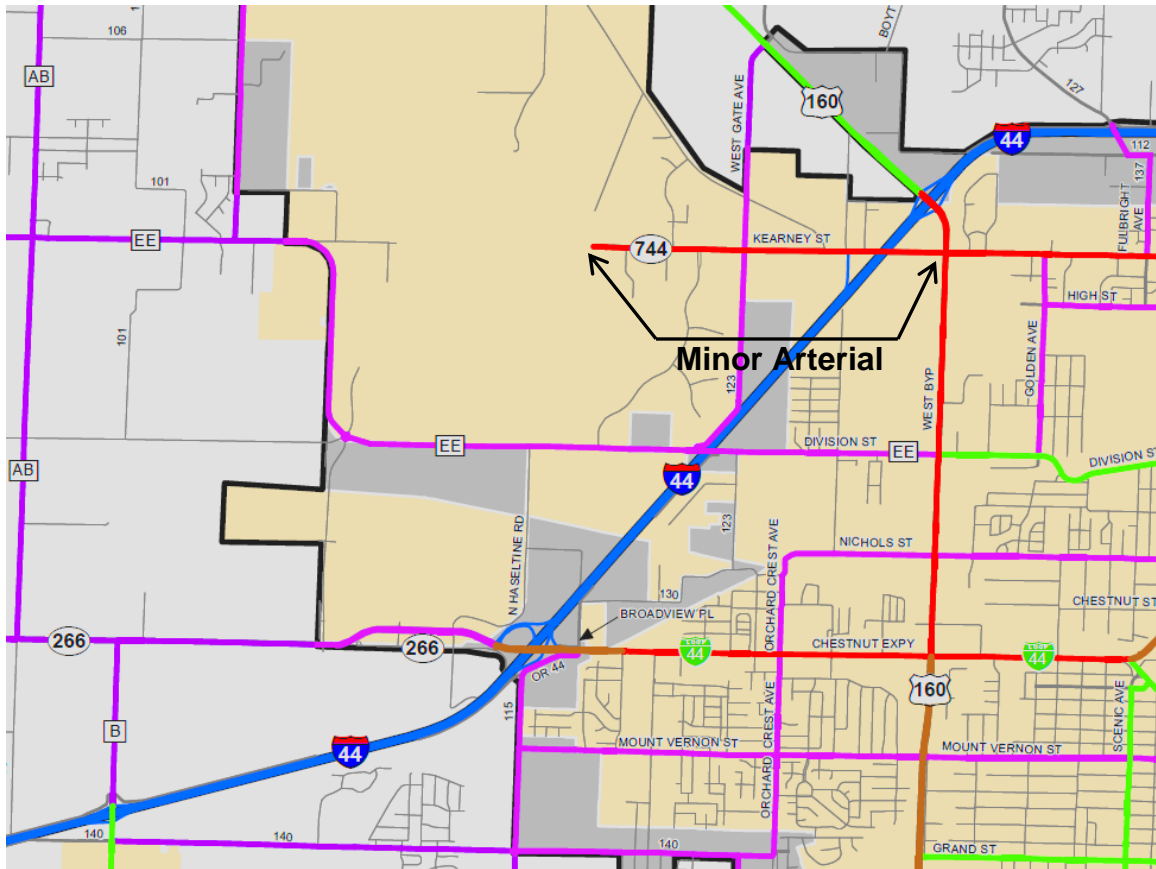
Additional information you would like to include.

Pending approval from the OTO Board of Directors to move forward with this request for a revision to the functional classification, MoDOT will prepare a request to designate this roadway, along with Airport Blvd., to be designated as a National Highway System Intermodal Connector route.

Functional Reclassification Process (minimum timeframe is 4 months)

1. **t**. Applications are accepted at any time for a functional classification change. However, it will not be placed on the Technical Committee Agenda unless received at least two weeks prior to the meeting date. A general call for applications will be made annually in October.
2. **Te ttee** The request will be heard at the next available Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
3. **e t** After a recommendation is made by the Technical Committee, the Board will approve or deny the request. If the request is approved, it will be forwarded to MoDOT and FHWA.
4. FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency

City of Springfield MO 744 (Kearney St.)



| Functional Classification | | | |
|---|---|--|--|
| — INTERSTATE | — MAJOR COLLECTOR | | |
| — OTHER FREEWAY/EXPRESSWAY | — COLLECTOR | | |
| — OTHER PRINCIPAL ARTERIAL | — MINOR COLLECTOR | | |
| — MINOR ARTERIAL | — LOCAL | | |





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City/State/Zip: Springfield, MO 65803
Email: andrew.seiler@modot.mo.gov
Phone: (417) 895-7696
Fax: (417) 895-7610

Roadway Data

Roadway Name: MO 266
Termini of Roadway
From: Airport Blvd.
To: I-44

Length (miles): 0.9
Number of Lanes: 4
Lane Width: 12'
Traffic Volume (AADT): 3,607

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

This realigned segment of MO 266 is an existing roadway, constructed along with Airport Blvd. to serve a new midfield terminal at the Springfield/Branson National Airport that was built concurrently with the roadway. Construction was completed in early 2009.

Classification Change

Type of Area: Urban

Current Classification: Collector

Requested Classification: Other Freeway/Expressway

Justification

Explain why the roadway classification should be revised.

MO 744 (Kearney St.) previously served as the primary access route to Springfield/Branson National Airport, formerly Springfield/Branson Regional Airport. In early 2009, construction on this new, divided alignment of MO 266 and Airport Blvd., as well as a new midfield terminal was completed. Upon completion, the new terminal now serves as the primary terminal for commercial flights. As such, the roadway demand shifted from MO 744 (Kearney St.) to the new MO 266/Airport Blvd. route.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

At this time, there are no known future changes in land usage that will alter the present demand.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

This divided roadway, in conjunction with Airport Blvd., provides direct access to Springfield/Branson National Airport's Midfield Terminal, which serves as the main terminal for commercial flights.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

The existing demand is inconsistent with its current classification.

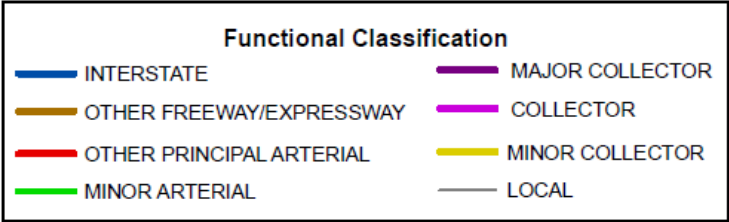
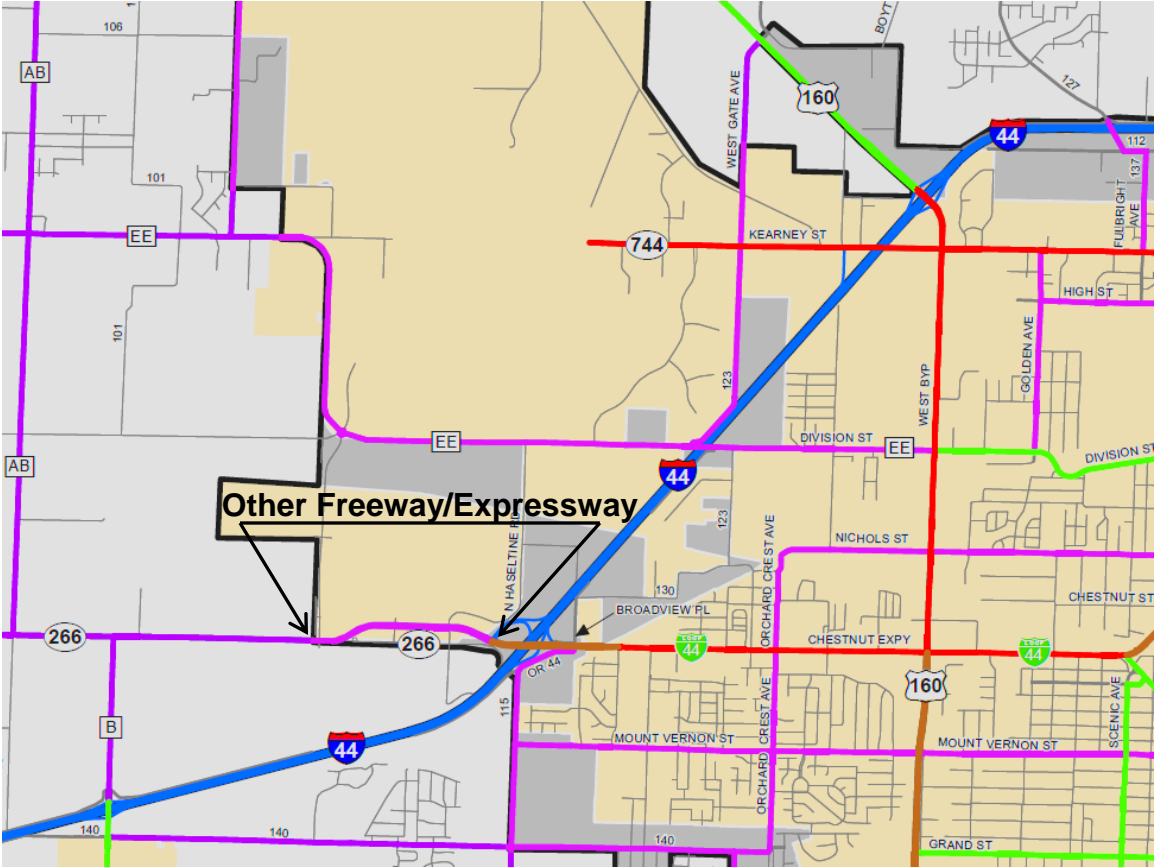
Additional information you would like to include.

Pending approval from the OTO Board of Directors to move forward with this request for a revision to the functional classification, MoDOT will prepare a request to designate this roadway, along with Airport Blvd., to be designated as a National Highway System Intermodal Connector route.

Functional Reclassification Process (minimum timeframe is 4 months)

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City of Springfield
MO 266





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Email: andrew.seiler@modot.mo.gov
Phone: (417) 895-7696
Fax: (417) 895-7610

Roadway Data

Roadway Name: Airport Blvd.
Termini of Roadway
From: MO 266
To: Springfield/Branson National Airport
Length (miles): 1.47
Number of Lanes: 2
Lane Width: not available
Traffic Volume (AADT): 1,831

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Airport Blvd. is an existing roadway, constructed along with a realigned segment of MO 266 to serve a new midfield terminal at the Springfield/Branson National Airport that was built concurrently with the roadway. Construction was completed in early 2009.

Classification Change

Type of Area: Urban

Current Classification: Local

Requested Classification: Principal Arterial

Justification

Explain why the roadway classification should be revised.

MO 744 (Kearney St.) previously served as the primary access route to Springfield/Branson National Airport, formerly Springfield/Branson Regional Airport. In early 2009, construction on Airport Blvd. and a new alignment of MO 266, as well as a new midfield terminal was completed. Upon completion, the new terminal now serves as the primary terminal for commercial flights. As such, the roadway demand shifted from MO 744 (Kearney St.) to the new MO 266/Airport Blvd. route.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

At this time, there are no known future changes in land usage that will alter the present demand.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

This roadway, in conjunction with MO 266, provides direct access to Springfield/Branson National Airport's Midfield Terminal, which serves as the main terminal for commercial flights.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

The existing demand is inconsistent with its current classification.

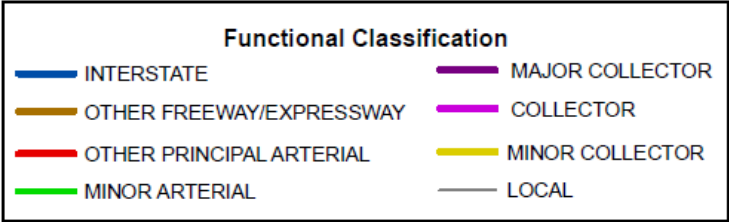
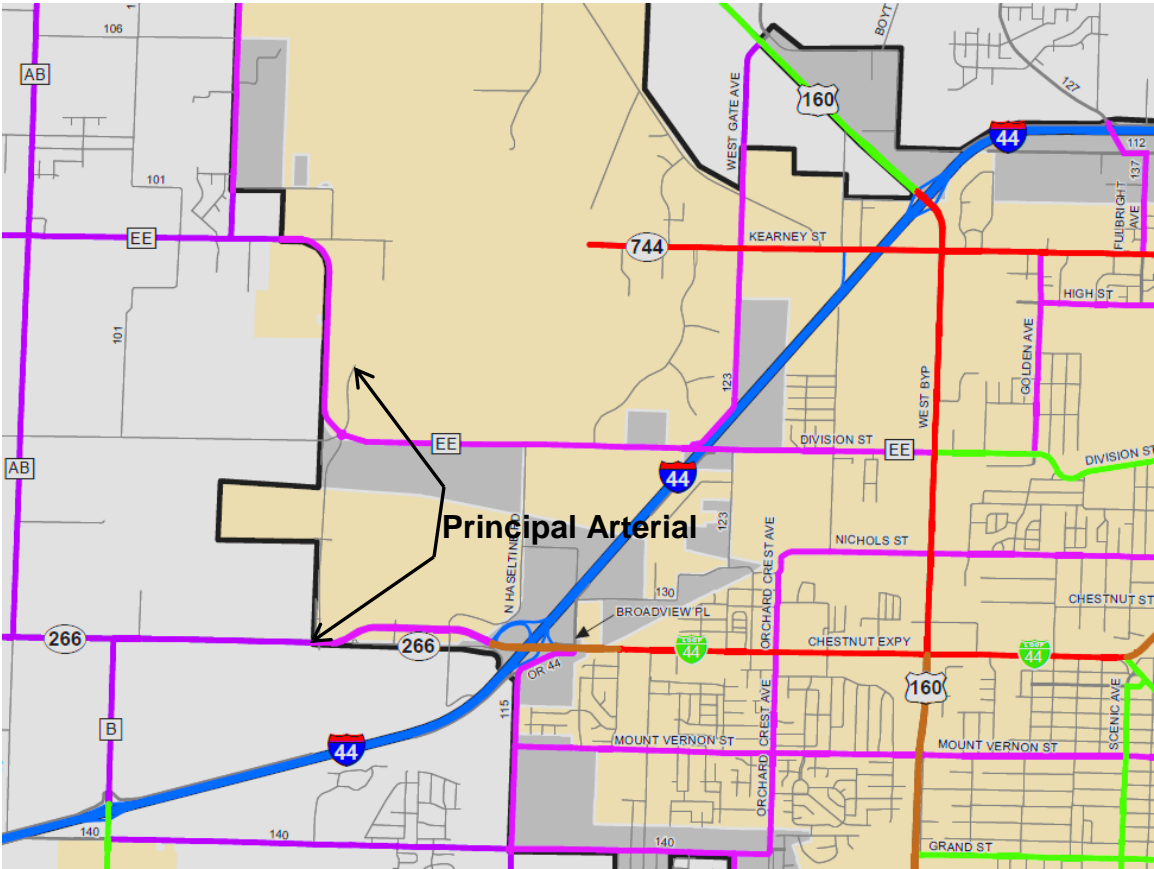
Additional information you would like to include.

Pending approval from the OTO Board of Directors to move forward with this request for a revision to the functional classification, MoDOT will prepare a request to designate this roadway, along with a portion of MO 266, to be designated as a National Highway System Intermodal Connector route.

Functional Reclassification Process (minimum timeframe is 4 months)

1. **t**. Applications are accepted at any time for a functional classification change. However, it will not be placed on the Technical Committee Agenda unless received at least two weeks prior to the meeting date. A general call for applications will be made annually in October.
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4. FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

City of Springfield
Airport Boulevard



TAB 6

TECHNICAL COMMITTEE AGENDA 11/14/12; ITEM II.E.

Technical Committee Chair Rotation Appointment

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION: In 2003, the Technical Committee voted to establish a rotation schedule for the chairmanship of the Technical Committee. This rotation, as shown below has been followed since. The Chairman-Elect serves as the chair in absence of the Chairman.

TECHNICAL COMMITTEE CHAIR ROTATION SCHEDULE

| Year | Jurisdiction | |
|-------------|---------------------|--------------------------------------|
| 2008 | Ozark | Steve Childers |
| 2009 | <i>Strafford</i> | <i>declined</i> |
| 2009 | Springfield | Harry Price |
| 2010 | Willard | Pat Lloyd |
| 2011 | Republic | David Brock |
| 2012 | Christian County | Todd Wiesehan, |
| 2013 | Battlefield | Rick Hess, Chairman |
| 2014 | Nixa | Travis Cossey, Chairman-Elect |
| 2015 | Greene County | |

TECHNICAL COMMITTEE ACTION REQUESTED: To make a motion to elect the Chairman and Chairman-Elect positions for the 2013 Technical Planning Committee as shown above.

TAB 7



Technical Planning Committee Meeting Schedule

Meetings are held the third Wednesday every other month
1:30 to 3:30 P.M. in the Ozarks Transportation Organization's Conference Room:
205 Park Central East, Suite 212 Springfield, MO

January 16, 2013

March 20, 2013

May 15, 2013

July 17, 2013

September 18, 2013

November 20, 2013

Please provide request for agenda items 2 weeks prior to meeting date.

TAB 8

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Southwest District News Releases

Southwest District Office (417) 895-7600

October 26, 2012

ansas Expressway/ James River Freeway in Springfield: Work on Diverging Diamond Interchange Starts Oct. 29

Springfield, Greene County -- Work to convert the ansas Expressway/James River Freeway interchange to a Diverging Diamond Interchange begins the week of Oct. 29, with completion scheduled by the fall of 2013, the Missouri Department of Transportation said.

The project includes rebuilding a section of pavement on ansas Expressway (Route 13) between Chesterfield Boulevard and James River Freeway (Route 60) and repairing the deck of the ansas Expressway bridge over James River Freeway.

ansas Expressway will be converted to a Diverging Diamond Interchange design, with traffic crossing to the left-hand side of the road at new traffic signals on either side of James River Freeway.

Congestion on ansas Expressway, which has many cars making left-hand turns from ansas Expressway onto the freeway competing with considerable through traffic, makes the interchange a good candidate for the Diverging Diamond Interchange design.

While drivers can expect nighttime lane closings at times through the winter on both ansas Expressway and James River Freeway, major disruptions are not scheduled to occur until March. When lane closings are needed, they will take place between 8 p.m. and 6 a.m.

Traffic impacts during construction

* October 2012 into March 2013: Drivers can expect nighttime lane closings on ansas Expressway and James River Freeway as crews grade dirt to widen ramps and install storm drains.

* Mid-March 2013: ansas Expressway will be reduced to three lanes -- two southbound lanes and one northbound lane -- with traffic shifted to the east side of the bridge over James River Freeway. The lane reduction is needed for pavement reconstruction and bridge repairs.

* Early May 2013: ansas Expressway traffic will be shifted to the west side of the bridge, with three lanes of traffic remaining open -- two southbound and one northbound. Crews will continue work on pavement and bridge repairs.

* Early August 2013: ansas Expressway will be closed over a weekend to complete the conversion of ansas Expressway to the Diverging Diamond Interchange design.

Features of Diverging Diamond Interchange

The goal of converting ansas Expressway to a 'Diverging Diamond Interchange' is to make driving safer and easier for drivers on ansas Expressway, improving flow for both left-turning and through traffic and eliminating right-angle crashes.

By the end of 2012, Springfield will have three Diverging Diamond Interchanges in place -- ansas Expressway and I-44 (2009), National Avenue and James River Freeway (2010) and Chestnut Expressway and Route 65 (November 2012).

After the conversion in August:

* Traffic on I-44 Expressway will be shifted to the left-hand side of the road at new traffic signals at the ramps on either side of James River Freeway.

* I-44 Expressway traffic turning left onto James River Freeway will get a free left, meaning drivers will already be on the left-hand side of the road and will NOT have to turn left in front of oncoming traffic.

* Through traffic on I-44 Expressway will return to right-hand side of road at a new traffic signal after traveling over James River Freeway.

* New traffic signals, signs, pavement markings and concrete islands will guide drivers along I-44 Expressway, whether turning onto James River Freeway or going straight through the interchange.

* Two concrete walls will separate northbound and southbound I-44 Expressway traffic, with a pedestrian walkway built in between the walls.

background on the Diverging Diamond Interchange design and animations that show how to drive it can be found at modot.org/southwest.

Contractor

The prime contractor is Hartman Construction, Springfield.

Construction cost: \$2.6 million.

The project is a partnership between MoDOT and the city of Springfield.

Speeding in the work zone when workers are present will add \$250 to the total fine for drivers who are ticketed. Signs will be posted with that warning.

Follow MoDOT's Southwest District: facebook.com/MoDOT.Southwest, twitter.com/MoDOT_Southwest and pinterest.com/modotsouthwest

Links to related information:

[Diverging Diamond Animation](#)

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**NEWS
ROOM**

News media inquiries are facilitated through the Marketing & Communications group.

t t

Joel Alexander

Manager - Communications

(417) 831-8902

Email Marketing/Communications

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During a closed session to discuss real estate matters, the full Board of Public Utilities today approved the recommendation of the Plans and Policies Committee authorizing CU staff to proceed with negotiations to acquire properties in the area of College and Main to construct and relocate the Bus Transfer Station. The Board passed the resolution with eight voting in favor, one voting no, and one abstention.

The proposed 2.7 acre site, located near College and Main, consists of properties currently owned by five separate parties. This site was the second location identified during the third site study as a potential location, with property near Kimbrough and Elm being the first location. Discussion and planning to relocate and construct a new transfer station began in 2006 when the Federal Transit Administration (FTA) provided \$1.63 million and an additional \$1.47 million in 2008.

While negotiations can proceed with this approval from the Board, final property acquisition will require authorization from the Federal Transit Administration.

"We're extremely hopeful that this location will be acquired for the transfer station," said Scott Miller, City Utilities General Manager, "When completed, the new station will better serve public transit users for many years to come, and it will be a great addition for our community and the downtown area."

The Board of Public Utilities has included approximately \$4.6 million in the current Operating Plan for the project.

A diagram of the area is below, with the property being considered outlined by a black dashed line.

- [Property Diagram](#)

[City of Springfield Home](#)[All News Releases](#)[Previous Page](#)

October 09, 2012**News Release***For Immediate Release***City Celebrates Opening of CNG Station**

The City of Springfield has opened the area's only Compressed Natural Gas (CNG) station at its Public Works Operation Center, 1111 W. Chestnut Expressway. CNG is a clean-burning, high-octane fuel that produces 60-90% less pollutants and 30-40% less greenhouse gas emissions than either gasoline or diesel fuels, thus providing for cleaner air to breathe.

The station is open to the general public. The cost is \$1.75 per gallon of gasoline equivalent (GGE). A GGE is the same energy content as a gallon of gasoline.

**A ribbon cutting will take place at 1 p.m., Friday, Oct. 12
Springfield Public Works Operations Center
1111 W. Chestnut Expressway**

For more information, contact: Jonathan Gano, 417-864-1961

Department of Public Works

**840 Boonville Ave., P.O. Box 8368, Springfield, MO 65801-8368
Phone: (417) 864-1900 • city@springfieldmo.gov**

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Southwest District News Releases

Southwest District Office (417) 895-7600

September 28, 2012

Route 60/Oakwood Avenue/FR 93 in Republic: New U-Turn Lanes To Open New Traffic Signal To Flash

Republic, Greene County -- Traffic pattern changes at the intersection of Route 60/413 at Oakwood Avenue/Farm Road 93 in Republic are scheduled to take place Thursday, Oct. 4.

That's when a new traffic signal begins flashing and new u-turn lanes will open, the Missouri Department of Transportation said.

New Traffic Patterns:

- * A new traffic signal at the intersection will begin flashing -- red for Oakwood Ave./Farm Road 93 and yellow for Route 60. The signal will go into full operation seven days after it begins flashing.
- * Drivers on westbound Route 60 WILL be able to make a left turn to go south on Oakwood Avenue.
- * Drivers on Oakwood Avenue will be able to turn right and left onto Route 60.
- * Drivers on Farm Road 93 will ONLY be able to turn right onto westbound Route 60. To go east on Route 60, drivers turning right, or west, will have to use the U-turn lane located west of the intersection.
- * Drivers on eastbound Route 60 who want to turn north on Farm Road 93 will have to travel past the intersection and use the U-turn lane located to the east.

Weather and/or construction delays will alter the work schedule.

Project:

- * A new traffic signal will be installed.
- * The westbound Route 60 left-turn lane (for vehicles heading south on Oakwood Avenue) will be lengthened.
- * A new right-turn lane will be built on westbound Route 60 to go northbound on Farm Road 93.
- * U-turn lanes will be built in the Route 60 median 800 feet east and west of the intersection.

Contractor:

APAC-Missouri of Columbia is the prime contractor on the project, doing the work for a low bid amount of \$608,000.

Completion is scheduled for early December.

Follow MoDOT's Southwest District: [facebook.com/MoDOT.Southwest](https://www.facebook.com/MoDOT.Southwest), twitter.com/MoDOT_Southwest and [pinterest.com/modotsouthwest](https://www.pinterest.com/modotsouthwest)

[HOME](#) [E-MAIL](#) [SHARE](#) [PRINT](#) [SUBSCRIBE](#) [ARCHIVE](#)SEARCH: [GO](#)**November 2, 2012**

Missouri Coalition for Roadway Safety Announces New Fatality Reduction Goal

Hoping to someday eliminate all roadway fatalities, the Missouri Coalition for Roadway Safety announced this week it is aiming to see 700 roadway deaths or less in the state by 2016. The new goal comes after the state met its last goal (of 850 or less) in 2010, two years early.

The Coalition announced this new goal at the Blueprint to Save More Lives Conference in Kansas.

We've been very successful in meeting our goals since the inception of the coalition, said Leanna Depue, Missouri Coalition for Roadway Safety executive committee chair, in a statement. We're all committed and we will work very hard toward the new goal.

Missouri is currently one of 10 states that has seen a 35 percent reduction in roadway fatalities between 2005 and 2011 and one of only three states that has cut traffic fatalities by 2,000 in that six year period. The state is also one of nine that has seen six straight years of fatality declines in that period, making Missouri the only state that has achieved all three of those gains.

Additional information on Missouri's Blueprint to Save More Lives is available at saveMOLives.com.

Questions regarding this article may be directed to editor@ashtojournal.org.

[« Previous](#)[Next »](#)

American Association of State Highway and Transportation Officials.
444 N Capitol St. NW - Suite 249 - Washington, DC 20001

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Cyclists' GPS data used to improve cycle infrastructure

Fort Collins university and city authority scheme via iPhone

3

3

5 comments

Sarah Barth, November 4, 2012



iPhone 4S – Brett Jordan

Cyclists in Fort Collins, USA, are being asked to take part in shaping the area's cycling infrastructure by tracking their riding habits with a GPS app.

Using the CycleTracks app, downloaded from iTunes, local riders use their iPhones to track their activity, then send the data to the city authority to help them determine what areas need more bike lanes, trails or signs to help with traffic flow.

The anonymous data began to be gathered this summer and will continue through next summer, according to the [Coloradoan](#).

To date, the project has recorded around 1,000 Fort Collins rides, from around 200 to 300 local riders. According to Colorado State University Assistant Professor Ray Browning, director of Physical Activity Energetics with the Mechanics Lab, it would be ideal to have 1000 riders regularly using the app.

Tags [cycle infrastructure](#) [Cycle Paths](#) [GPS](#) [USA](#)

There was a student doing a study of cycle travel patterns around Newcastle, not sure what happened with it as i only participated in the first part but we had little gps transponders, an app or using available data like strava would make good sense to get a lager dataset.

<http://askstato.blogspot.com>



posted by STATO [284 posts] 4th November 2012 – 17:49

[Login](#) or [register](#) to post comments

It isn't the people tht already cycle a lot that you need to track. What you really need is to track people making short car journeys– and try to build a network that would cater to them

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- [Vinokourov paid off rival – emails and bank transfers 'prove'](#)
- [The best £900 to £1,000 road bikes](#)
- [Sports governing bodies – a quarter of boards should be women by 2017, or face funding cuts](#)
- [David Millar: Cycling has already become clean](#)
- [Merckx. Half Man, Half Bike by William Fotheringham](#)
- [Cyclists' GPS data used to improve cycle infrastructure](#)
- [Schwag grab: cupboard raid!](#)
- [Kinesis Crosslight CXDisc wheels](#)
- [The Times launches second phase of Cities fit for Cycling campaign](#)

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- [Cycling Cyprus Charity Challenge 2012 November 5, 2012 – 00:01](#)
- [Cycling Cyprus Charity Challenge 2012 November 5, 2012 – 00:01](#)
- [Devon Bike Builders Tuesday Ride November 6, 2012 – 08:00](#)
- [Cowley Road Condor Tues night club run November 6, 2012 – 18:30](#)
- [Paphos Cycling Club – Weekly meeting November 7, 2012 – 19:30](#)

[See all events](#)

Recent comments Forum topics

[yes, excellent book, however](#)

JonD wrote: Tracking those

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Financial Snapshot

October 2012



Financial Snapshot

About the Financial Snapshot

The Financial Snapshot provides answers to frequently asked questions regarding MoDOT's finances. This document provides information for fiscal year 2012.

If you have any questions concerning this report, please contact MoDOT's Financial Services Division at (573) 526-2575.

MoDOT's Mission

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

Table of Contents

Transportation Funding

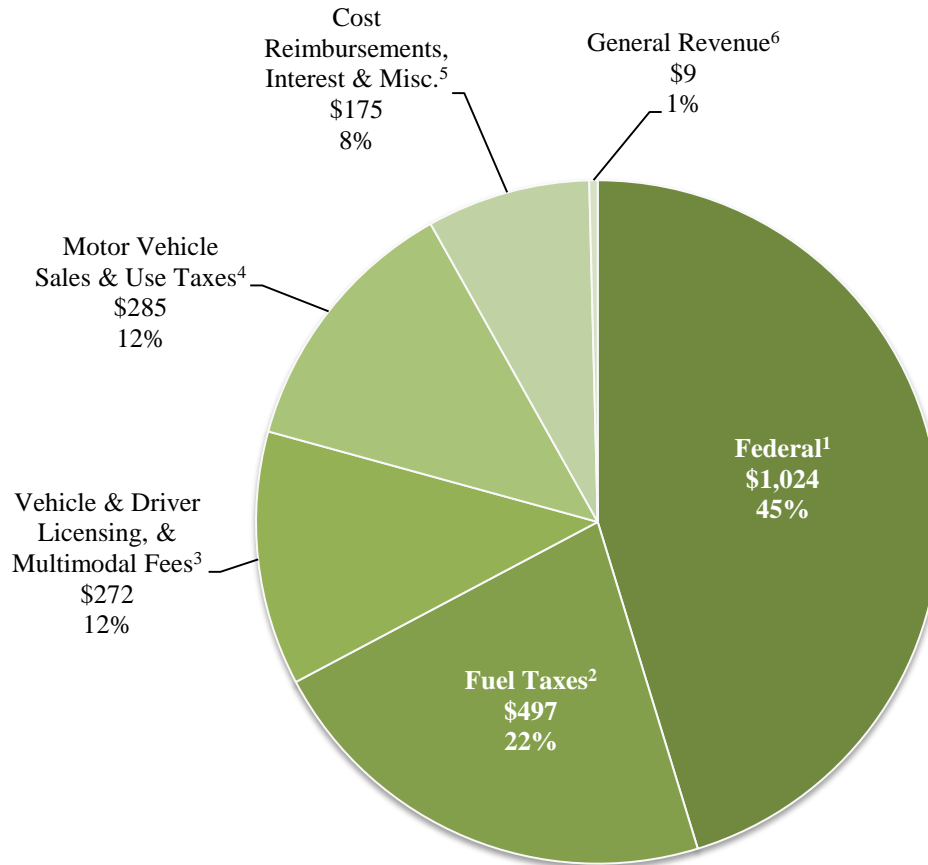
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Transportation Funding

Breakdown of \$2.3 Billion Fiscal Year 2012 Revenues
(Dollars in millions)



Notes:

¹ Federal includes revenue received from reimbursements for highway construction, the American Recovery and Reinvestment Act (ARRA) and multimodal projects as well as highway safety grants. The total for this category also includes federal funds that flow through MoDOT to local governments.

² Fuel taxes represent the state share of revenue received from Missouri's 17-cent per gallon fuel tax on gasoline, gasohol and diesel fuels and 9-cent per gallon tax on aviation fuel.

³ Vehicle and driver licensing, and multimodal fees include the state share of revenue received from licensing motor vehicles and drivers and fees for railroad regulation.

⁴ Sales and use taxes represent the state share of revenue received from Missouri's 4.225 percent tax rate on motor vehicle purchases and leases. A small portion, \$5.6 million, of this category is for sales tax on aviation jet fuel.

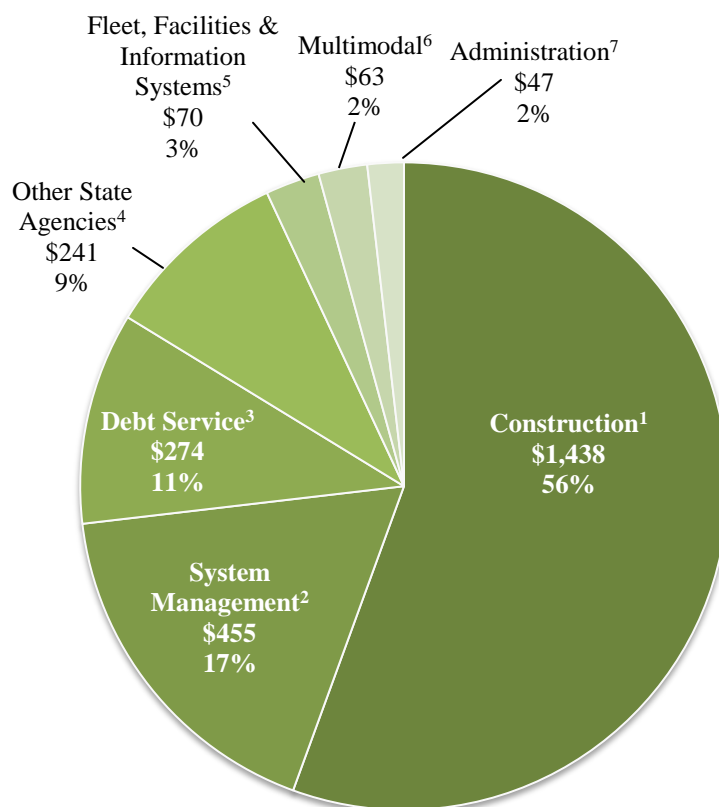
⁵ Cost reimbursements, interest and miscellaneous revenue include interest earned on invested funds, sale of surplus property and excess right of way, and construction cost reimbursements from local and other state governments.

⁶ General Revenue was appropriated by the Missouri General Assembly for multimodal programs.

Source: MoDOT.

Transportation Funding

Breakdown of \$2.6 Billion Fiscal Year 2012 Expenditures (Dollars in millions)



Notes:

¹ Construction includes contractor payments to construct and design roads and bridges, as well as personal services, fringe benefits and expense and equipment for MoDOT employees engaged in construction activities.

² System Management includes the cost of personal services, fringe benefits, expense and equipment, and programs required to maintain highways and bridges, Motor Carrier Services and Highway Safety.

³ Debt service includes the principal and interest payments for bonds issued by the Missouri Highways and Transportation Commission (MHTC).

⁴ Other state agencies includes appropriated expenditures of the Missouri State Highway Patrol and the Missouri Department of Revenue.

⁵ Fleet, Facilities, & Information Systems includes the cost of personal services, fringe benefits and expense and equipment required to maintain MoDOT's fleet, buildings, and information technology systems.

⁶ Multimodal includes personal services, fringe benefits, expense and equipment, and programs required to support alternative transportation modes, such as air, waterways, transit, rail and freight.

⁷ Administration includes the cost of personal services, fringe benefits, and expense and equipment for business units supporting the operations of MoDOT.

Source: MoDOT.

Transportation Funding

Revenue for Roads and Bridges, Multimodal, Highway Safety (Dollars in thousands)

MoDOT's funding comes from both state and federal sources. Most of the money is dedicated by federal law or the state constitution and statutes to specific purposes. Included below are the funds available for roads and bridges, which stand appropriated without legislative action, and minimal amounts for other transportation modes or programs which are influenced by the Commission but appropriated by the General Assembly.

| Revenue (Road and Bridge) | 2008 | 2009 | 2010 | 2011 | 2012 |
|------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Fuel Tax | \$520,472 | \$499,427 | \$501,967 | \$501,531 | \$496,401 |
| Vehicle/Driver's Licensing Fees | 271,767 | 264,883 | 265,151 | 265,701 | 269,026 |
| Sales and Use Tax | 257,407 | 233,680 | 243,554 | 262,855 | 276,423 |
| Interest and Miscellaneous | 145,302 | 186,689 | 183,268 | 170,790 | 172,185 |
| Federal Reimbursement ¹ | 897,197 | 847,902 | 1,112,780 | 1,584,663 | 954,199 |
| Bond Proceeds | 540,871 | 144,469 | 1,107,699 | 0 | 0 |
| Total Revenue | \$2,633,016 | \$2,177,050 | \$3,414,419 | \$2,785,540 | \$2,168,234 |

| Revenue (Multimodal) | 2008 | 2009 | 2010 | 2011 | 2012 |
|------------------------------------|-----------------|-----------------|------------------|-----------------|-----------------|
| Aviation Fuel | \$328 | \$197 | \$247 | \$248 | \$286 |
| License, Fees, and Permits | 2,006 | 2,161 | 1,521 | 1,951 | 2,094 |
| Sales and Use Tax | 11,067 | 7,203 | 6,518 | 7,360 | 8,438 |
| State General Revenue Fund | 13,470 | 16,249 | 11,882 | 10,313 | 9,156 |
| Interest and Miscellaneous | 2,934 | 3,076 | 2,357 | 1,939 | 2,889 |
| Federal Reimbursement ² | 47,949 | 49,070 | 84,964 | 44,660 | 44,976 |
| Total Revenue³ | \$77,754 | \$77,956 | \$107,489 | \$66,471 | \$67,839 |

| Revenue (Highway Safety) | 2008 | 2009 | 2010 | 2011 | 2012 |
|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| License, Fees, and Permits | \$370 | \$383 | \$378 | \$367 | \$382 |
| Interest and Miscellaneous | 29 | 30 | 4 | 13 | 23 |
| Federal Grants | 14,959 | 24,061 | 21,144 | 16,727 | 24,429 |
| Total Revenue⁴ | \$15,358 | \$24,474 | \$21,526 | \$17,107 | \$24,834 |

Notes:

¹ Federal reimbursement includes revenue received for reimbursement of road and bridge and the American Recovery and Reinvestment Act (ARRA) projects.

² Federal reimbursement includes revenue received for reimbursement of multimodal and the American Recovery and Reinvestment Act (ARRA) projects.

³ Total revenue includes the following funds: Multimodal Operations-Federal, State Transportation, Aviation Trust, State Transportation Assistance Revolving, Grade Crossing Safety Account, Railroad Expense, Light Rail Safety, and General Revenue.

⁴ Total revenue includes the following funds: Highway Safety Federal, Motor Carrier Safety Assistance Program-Federal and the Motorcycle Safety Trust Fund.

Source: MoDOT.

Transportation Funding

Expenditures for Roads and Bridges, Multimodal, Highway Safety (Dollars in thousands)

MoDOT's largest expenditure category is the construction program. The construction program expenditures include contractor payments, engineering, reimbursement to local entities for acceleration of projects, right of way payments, and federal pass-through to local public agencies. Other expenditures include operating costs, debt service and costs for the Highway Patrol and Department of Revenue. Expenditures for multimodal and highway safety are also shown below.

| Expenditures (Road and Bridge) | 2008 | 2009 | 2010 | 2011 | 2012 |
|---------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Construction Program | \$1,220,789 | \$1,377,012 | \$1,454,748 | \$1,391,396 | \$1,301,813 |
| Construction Operating Costs | 153,561 | 153,071 | 161,471 | 158,749 | 136,555 |
| Maintenance | 436,969 | 469,901 | 471,029 | 470,061 | 430,062 |
| Fleet, Facilities & Info. Systems | 106,341 | 104,635 | 111,551 | 96,972 | 70,110 |
| Debt Service | 167,620 | 198,487 | 219,011 | 283,497 | 273,576 |
| Administration | 46,808 | 49,214 | 49,452 | 48,844 | 46,858 |
| Other State Agencies | 198,544 | 197,131 | 197,673 | 226,253 | 240,576 |
| Total Expenditures | \$2,330,632 | \$2,549,451 | \$2,664,935 | \$2,675,772 | \$2,499,550 |

| Expenditures (Multimodal) | 2008 | 2009 | 2010 | 2011 | 2012 |
|----------------------------------|-----------------|-----------------|------------------|-----------------|-----------------|
| Operating Costs | \$2,545 | \$3,010 | \$2,652 | \$2,650 | \$2,813 |
| Transit | 32,545 | 37,080 | 55,545 | 33,265 | 32,831 |
| Rail | 9,709 | 10,390 | 15,160 | 9,311 | 10,632 |
| Aviation | 29,447 | 26,647 | 36,075 | 19,031 | 16,376 |
| Port-Waterway | 1,549 | 4,203 | 2,135 | 1,415 | 457 |
| STAR Fund Loan | 895 | 975 | 0 | 1,000 | 0 |
| Total Expenditures | \$76,690 | \$82,305 | \$111,567 | \$66,672 | \$63,109 |

| Expenditures (Highway Safety) | 2008 | 2009 | 2010 | 2011 | 2012 |
|---------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Operating Costs | \$536 | \$609 | \$524 | \$515 | \$462 |
| Safety Programs | 14,955 | 23,839 | 21,042 | 16,634 | 24,398 |
| Total Expenditures¹ | \$15,491 | \$24,448 | \$21,566 | \$17,149 | \$24,860 |

Notes:

¹ Total expenditures include the following funds: Highway Safety, Motor Carrier Safety Assistance Program-Federal and the Motorcycle Safety Trust Fund.

Source: MoDOT.

Transportation Funding

Federal Aid Apportionments based on Safe, Accountable, Flexible, Efficient, Transportation for Equity Act: A Legacy for Users (SAFETEA-LU) (Dollars in millions)

Federal funds are generated by the federal fuel tax – 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Federal fuel taxes are deposited into the Highway Trust Fund, and apportioned back to states via federal authorization bills. The amount Missouri is apportioned is reduced by the congressionally imposed obligation limitation, which places a ceiling on the amount we can commit to projects. Historically, approximately 90 percent is available to obligate.

Federal funds are received on a reimbursement basis. MoDOT spends state funds to build projects and requests reimbursement from the Federal Highway Administration. The following chart lists the amounts apportioned to Missouri in each category for the last five years under SAFETEA-LU. The federal funding categories contain flexibility to transfer dollars between categories to fund Statewide Transportation Improvement Program (STIP) projects. Individual STIP projects can be eligible for multiple funding categories. SAFETEA-LU expired on September 30, 2009. There have been eleven extensions with \$34.5 billion transferred from the General Fund into the Highway Trust Fund to maintain funding levels. The last extension expired on September 30, 2012. The new federal authorization, Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law by the President on July 6, 2012 and will provide funding for surface transportation programs for fiscal years 2013 and 2014.

| Apportionment Category (see following page) | 2008 | 2009 | 2010 | 2011 | 2012 |
|--|----------------|----------------|----------------|----------------|----------------|
| Interstate Maintenance (IM) | 160.1 | 164.9 | 181.4 | 192.9 | 180.2 |
| National Highway System (NHS) | 178.3 | 184.8 | 203.3 | 216.2 | 201.9 |
| Surface Transportation Program (STP) | 195.1 | 198.9 | 218.6 | 233.1 | 217.7 |
| Highway and Bridge (HBP) | 140.5 | 141.5 | 155.5 | 166.7 | 155.3 |
| Congestion, Mitigation & Air Quality (CMAQ) | 20.9 | 21.4 | 23.5 | 25.2 | 23.5 |
| Recreational Trails | 1.5 | 1.5 | 1.4 | 1.8 | 1.9 |
| Metropolitan Planning (MP) | 4.6 | 4.7 | 4.7 | 5.4 | 4.4 |
| Statewide Planning & Research (SPR) | 15.9 | 16.3 | 16.5 | 18.5 | 16.9 |
| Highway Safety Improvement (HSIP) | 35.6 | 35.6 | 36.7 | 39.6 | 36.6 |
| Rail/Highway Crossings | 6.0 | 5.8 | 5.8 | 6.7 | 5.4 |
| Safe Routes to School (SRTS) | 2.6 | 3.3 | 3.3 | 3.9 | 3.1 |
| High Priority Projects (HPP) | 72.2 | 71.8 | 0.0 | 0.0 | 0.0 |
| Equity Bonus (EB) | 65.7 | 67.4 | 67.4 | 70.0 | 67.2 |
| High Risk Rural Roads (HRRRP) | 2.4 | 2.3 | 2.4 | 2.4 | 2.4 |
| Redistributed Funds ¹ | 0.0 | 0.0 | 56.6 | 0.0 | 2.6 |
| Total | \$901.4 | \$920.2 | \$977.1 | \$982.4 | \$919.1 |

Notes:

¹In 2010, \$56.6 million was available in redistributed funds to be used in any category of apportioned funds. In 2011, the redistributed funds were distributed among all categories by the Federal Highway Administration (FHWA) at the time of authorization.

Apportionments are subject to Obligation Limitation. Obligation Limitation is a restriction, or “ceiling” on the amount of federal assistance that may be committed during a specified time period. Historically, Missouri’s obligation limitation has averaged 90 percent. So, as an example, with 2012 apportionments of \$919.1 million, we would be able to commit and spend about \$827.2 million on projects.

The apportionment categories under SAFETEA-LU include Interstate Maintenance (IM), National Highway System (NHS), Surface Transportation (STP), Highway and Bridge (HBP), Congestion, Mitigation, & Air Quality (CMAQ), Recreational Trails, Metropolitan Planning (MP), Statewide Planning and Research (SPR), Highway Safety Improvements (HSIP), Rail/Highway Crossings, Safe Routes to Schools (SRTS), High Priority Projects (HPP), Equity Bonus (EB) and High Risk Rural Roads Program (HRRRP).

Interstate Maintenance is resurfacing, restoration, rehabilitation and reconstruction of interstate routes. **National Highway System** is defined as the construction, reconstruction, resurfacing, restoration and rehabilitation of NHS routes which are routes designated by Congress as roadways important to the nation’s economy, defense and mobility. **Surface Transportation** is the construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highways and bridges, including transportation enhancements such as landscaping and other scenic beautification, pedestrian and bicycle facilities and historic preservation. **Highway and Bridge** include the rehabilitation or total replacement of structurally deficient or functionally obsolete highway bridges. Rehabilitation must restore the structural integrity, as well as correct any major safety defects. Replacement must be in the same general traffic corridor. **Congestion, Mitigation, & Air Quality** includes traffic management, monitoring and congestion relief strategies to assist areas designated as non-attainment under the Clean Air Act Amendments of 1990. **Recreational Trails** is for the development, construction, maintenance and rehabilitation of trails and trail facilities. **Metropolitan Planning** is for transportation planning activities to develop metropolitan area transportation plans and transportation improvement programs. **Statewide Planning & Research** includes transportation planning activities to develop the statewide transportation improvement program. It also includes studies, research and training on engineering standards and construction materials. **Highway Safety Improvements** is for highway safety improvements to eliminate hazardous roadways. **Rail/Highway Crossings** is for highway safety improvements to mitigate hazards caused by rail-highway grade crossings. **Safe Routes to School** includes infrastructure and non-infrastructure related projects that will substantially improve the ability for students to walk and bicycle to school. **High Priority Projects** are specified by Congress. **Equity Bonus** ensures that each state receives a specific share of the major highway programs based on contributions to the highway account of the highway trust fund. The funds can be used for any of the programs listed above. **High Risk Rural Roads Program** is for the construction and operational improvements on roadways functionally classified as a rural major or minor collector or a rural local road to achieve a significant reduction in traffic fatalities and incapacitating injuries.

Source: Prepared by MoDOT based on amounts received or authorized under SAFETEA-LU.

Transportation Funding

Ratio of Federal Highway Trust Fund Payments Into Fund vs. Apportionments and Allocations Out of Fund (Dollars in thousands)

The chart below shows Missouri has received more funding from the Highway Trust Fund than was contributed in highway taxes into the Fund. For example, in fiscal year 2010, Missouri received \$1.45 for every dollar contributed into the Highway Trust Fund. However, in fiscal year 2003, we did not receive a full \$1.00 in return.

| Ratio of Federal Highway Trust Fund Payments Into the Fund vs. Apportionments and Allocations Out of the Fund ¹ | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|
| Surrounding States | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Arkansas | 1.21 | 1.15 | 1.19 | 1.13 | 1.23 | 1.23 | 1.42 | 1.58 | 1.52 |
| Illinois | 1.16 | 0.96 | 0.99 | 0.93 | 1.04 | 1.21 | 1.29 | 1.36 | 1.36 |
| Iowa | 1.27 | 1.09 | 1.09 | 1.00 | 1.05 | 1.04 | 1.22 | 1.37 | 1.34 |
| Kansas | 1.37 | 1.08 | 1.24 | 1.18 | 1.23 | 1.18 | 1.28 | 1.31 | 1.37 |
| Kentucky | 1.21 | 1.03 | 1.07 | 1.01 | 1.05 | 1.10 | 1.26 | 1.41 | 1.38 |
| Missouri | 1.10 | 0.98 | 1.07 | 1.04 | 1.17 | 1.15 | 1.31 | 1.39 | 1.45 |
| Nebraska | 1.20 | 1.04 | 1.14 | 1.08 | 1.16 | 1.15 | 1.31 | 1.36 | 1.42 |
| Oklahoma | 1.01 | 0.92 | 1.08 | 1.29 | 1.25 | 1.26 | 1.37 | 1.41 | 1.42 |
| Tennessee | 1.07 | 0.90 | 1.04 | 1.00 | 1.00 | 1.11 | 1.23 | 1.29 | 1.35 |

Notes:

¹ Payments into the Fund include only the net highway user tax receipts and fines and penalties deposited in the Highway Account of the Federal Highway Trust Fund. Apportionments and allocations out of the fund includes all funds apportioned or allocated from the Highway Trust Fund except where FHWA does not directly allocate the funds to the states, e.g. portions of Indian Reservation Roads and safety programs.

Source: Federal Highway Statistics Series 2010.

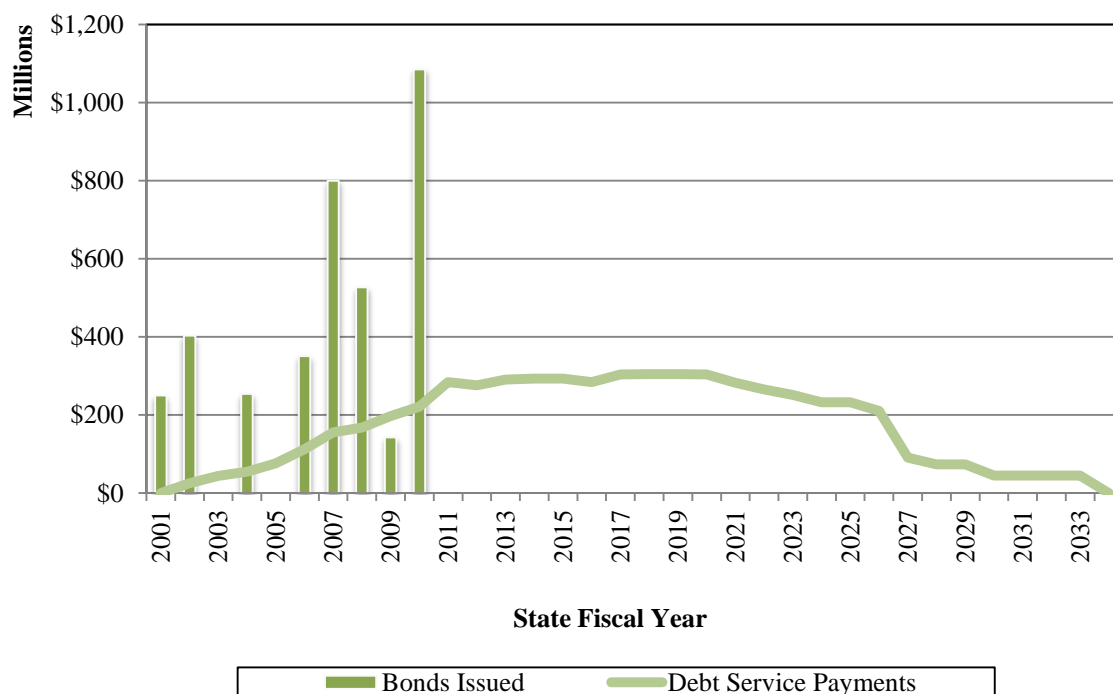
Transportation Funding

Summary of State Road Bond Financing Program (Dollars in millions)

Bond financing allowed MoDOT to provide much needed infrastructure improvements to the traveling public sooner than traditional funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. The Missouri General Assembly authorized MoDOT to issue \$2.25 billion in bonds in 2000. MoDOT issued bonds in fiscal years 2001-2003 totaling \$907 million, referred to as senior lien bonds.

Voters approved Amendment 3 in 2004 authorizing MoDOT to issue bonds by depositing vehicle sales taxes previously deposited in the state's General Revenue Fund into a newly created State Road Bond Fund. The Amendment 3 revenues are to be used for principal and interest payments on Amendment 3 debt. MoDOT issued \$1.98 billion of Amendment 3 bonds from fiscal years 2005-2010. The bonds issued do not include refunding bonds.

In fiscal year 2009, MoDOT sold \$142 million of bonds for a portion of the new Interstate 64, a design-build project in the St. Louis region. For the first time, MoDOT secured bonds primarily with federal funds, rather than state funds. These bonds are called Grant Anticipation Revenue Vehicle (GARVEE) bonds. In fiscal year 2010, MoDOT sold \$100 million additional GARVEE bonds for the new Mississippi River Bridge project and \$685 million for the Safe and Sound Bridge Improvement Program.



Note:

The MHTC has \$3.1 billion of bonds outstanding as of June 30, 2012. The average interest rate (true interest cost) on all outstanding debt combined is 3.85 percent.

Source: MoDOT.

Transportation Funding

Highway User Fees to Local Governments by Fiscal Year (Dollars in thousands)

The state does not receive all of the revenue generated by state highway user taxes and fees. The state constitution, Article IV, directs the Department of Revenue to distribute portions of the state motor fuel tax, motor vehicle sales and use taxes, and motor vehicle and driver licensing fees to cities and counties. The charts below show a six year history of transportation revenue sharing with local entities.

Cities

| | Motor Fuel Revenue | Vehicle Sales Tax | Motor Vehicle Fees | Total |
|-------------|-------------------------------|------------------------------|-------------------------------|--------------|
| 2007 | 105,875 | 28,229 | 23,909 | 158,013 |
| 2008 | 106,362 | 23,815 | 16,783 | 146,960 |
| 2009 | 101,686 | 19,856 | 15,968 | 137,510 |
| 2010 | 102,113 | 19,468 | 15,932 | 137,513 |
| 2011 | 103,065 | 21,853 | 16,177 | 141,095 |
| 2012 | 100,994 | 23,155 | 16,418 | 140,567 |

Counties

| | Motor Fuel Revenue | Vehicle Sales Tax | Motor Vehicle Fees | Total |
|-------------|-------------------------------|------------------------------|-------------------------------|--------------|
| 2007 | 83,036 | 18,819 | 15,939 | 117,794 |
| 2008 | 83,418 | 15,877 | 11,189 | 110,484 |
| 2009 | 79,750 | 13,238 | 10,645 | 103,633 |
| 2010 | 80,085 | 12,979 | 10,621 | 103,685 |
| 2011 | 80,851 | 14,572 | 10,787 | 106,210 |
| 2012 | 79,206 | 15,437 | 10,945 | 105,588 |

Total

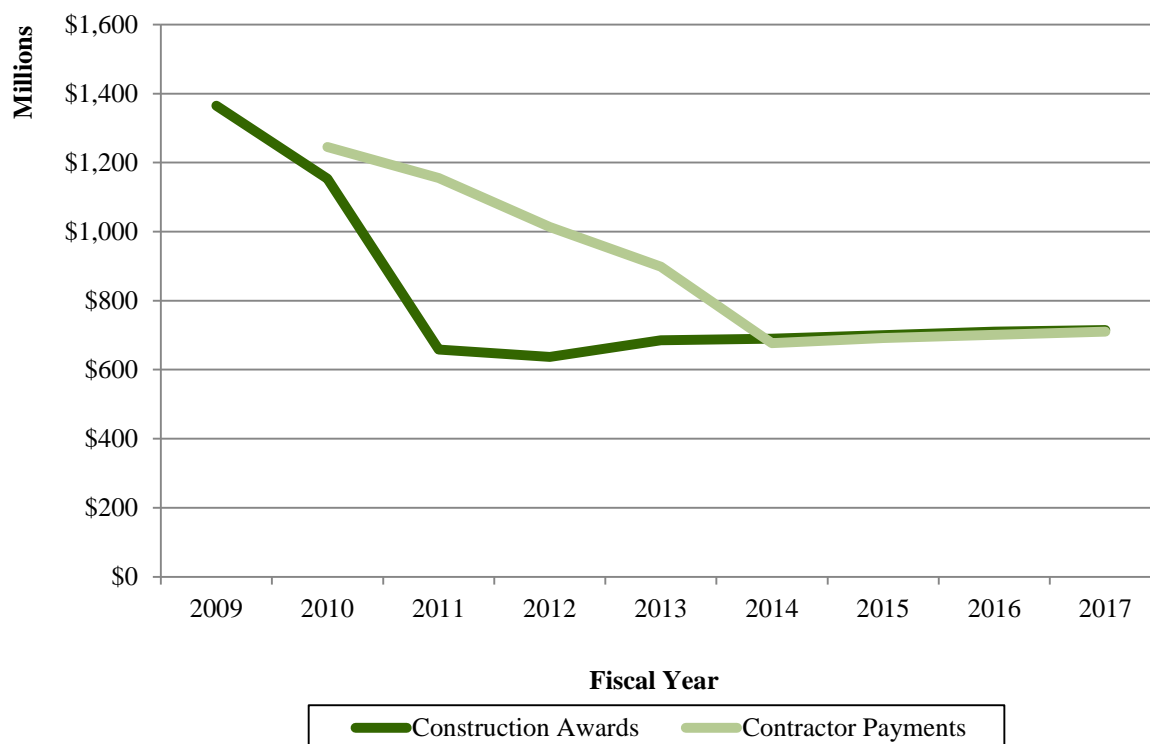
| | Motor Fuel Revenue | Vehicle Sales Tax | Motor Vehicle Fees | Total |
|-------------|-------------------------------|------------------------------|-------------------------------|--------------|
| 2007 | 188,911 | 47,048 | 39,848 | 275,807 |
| 2008 | 189,780 | 39,692 | 27,972 | 257,444 |
| 2009 | 181,436 | 33,094 | 26,613 | 241,143 |
| 2010 | 182,198 | 32,447 | 26,553 | 241,198 |
| 2011 | 183,916 | 36,425 | 26,964 | 247,305 |
| 2012 | 180,200 | 38,592 | 27,363 | 246,155 |

Source: Prepared by MoDOT based on Missouri Department of Revenue data.

Transportation Facts

Summary of Actual and Projected Construction Awards and Contractor Payments (Dollars in millions)

The graph below displays the relationship between construction awards and contractor payments. For the past several years, MoDOT averaged annual construction awards of \$1.2 billion. Most projects are not completed in the year awarded, but are built and paid for in subsequent years. For example, approximately \$200 million of projected fiscal year (FY) 2013 contractor payments is for projects awarded in FY 2013. The remainder is for projects awarded in prior years. Awards declined dramatically in FY 2011, but contractor payments remained high as the prior year projects were completed. The FY 2013 budget shows a significant decline in contractor payments because awards in FY 2011 and FY 2012 reduced significantly. Beyond FY 2013, construction awards and contractor payments should be about the same as MoDOT's Statewide Transportation Improvement Program (STIP) contains predominately Taking Care of the System projects which generally pay out in one year. The information is based on the latest financial forecast that was used to develop the 2013-2017 STIP.

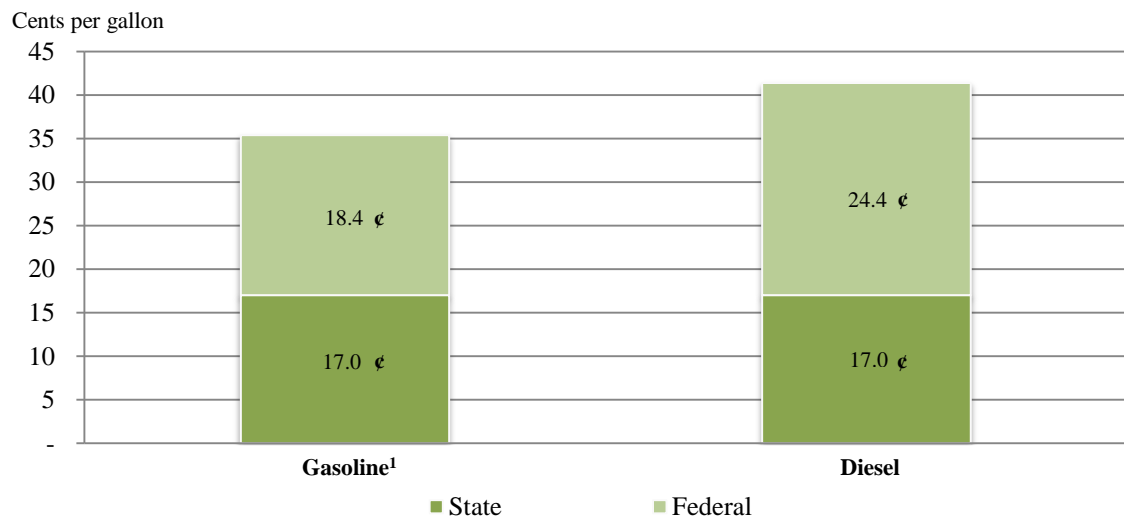


Source: MoDOT

Transportation Facts

Missouri's State and Federal Fuel Tax Rates and Fuel Tax History

The largest source of transportation revenue is from the federal government through a fuel tax. The largest source of state transportation revenue is the fuel tax. The state motor fuel tax is not indexed to keep pace with inflation. No rate increases have occurred on the state or federal level since the 1990's.



Note:

¹ The gasoline taxes are also levied on gasohol.

State Fuel Tax History:

- The first state fuel tax rate was 2 cents per gallon, established in 1924.
- Fuel tax rate increased to 3 cents per gallon in 1952.
- Fuel tax rate increased to 5 cents per gallon in 1961.
- Fuel tax rate increased to 7 cents per gallon August 13, 1972.
- Fuel tax rate increased to 11 cents per gallon effective June 1, 1987 (Proposition A).
- Fuel tax rate increased to 13 cents per gallon effective April 1, 1992.
- Fuel tax rate increased to 15 cents per gallon effective April 1, 1994.
- Fuel tax rate increased to its current rate of 17 cents per gallon effective April 1, 1996.

Federal Fuel Tax History:

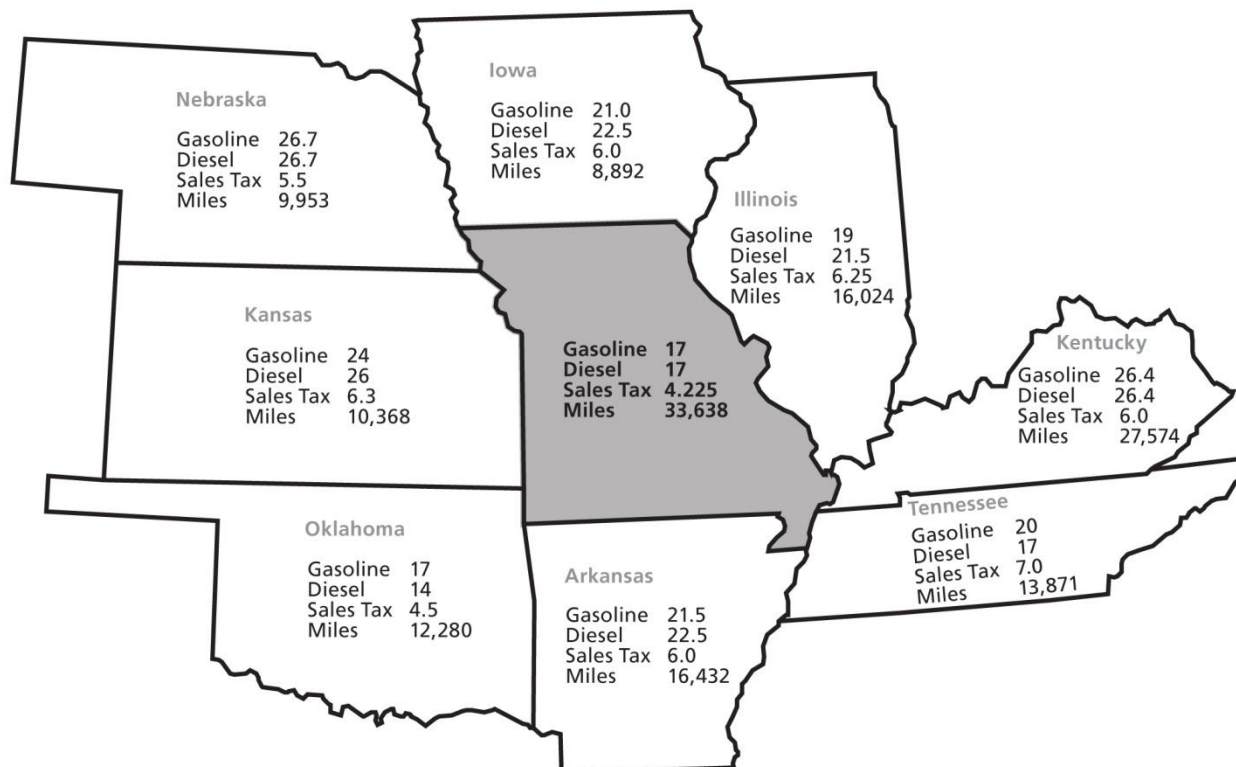
- The first federal fuel tax rate was 1 cent per gallon for both gasoline and diesel, established in 1932.
- Fuel tax rate increased to 3 cents per gallon for both gasoline and diesel in 1956.
- Fuel tax rate increased to 4 cents per gallon for both gasoline and diesel in 1959.
- Fuel tax rate increased to 9 cents per gallon for both gasoline and diesel in 1983.
- Fuel tax rate increased to 15 cents per gallon for diesel in 1984.
- Fuel tax rate increased to 9.1 cents per gallon for gasoline and 15.1 cents per gallon for diesel in 1987.
- Fuel tax rate increased to 14.1 cents per gallon for gasoline and 20.1 cents per gallon for diesel in 1990.
- Fuel tax rate increased to its current rate of 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel in 1993, with fluctuations in the rate of the tax in 1995, 1996 and 1997 with the current rate effective October 1, 1997.

Source: Prepared by MoDOT based on Federal Highway Administration data.

Transportation Facts

Comparison of Missouri's Contiguous States Fuel Excise Tax, Sales Tax Rates and State Highway Miles

The chart below shows Missouri has one of the lowest motor fuel excise tax and state sales tax rates of any of its surrounding states. It also shows Missouri has the largest state maintained highway system miles of any of its surrounding states.



Note:

Gasoline and diesel are shown in cents per gallon for non-motor carrier entities. All states listed above use the same rate for gasohol as gasoline except Iowa (19 cents).

Source: Prepared by MoDOT based on the Highway Statistics 2010 published by the Federal Highway Administration. State sales tax rates based on the Federal Tax Administration data.

Transportation Facts

Missouri Vehicle Registrations and Licensed Drivers Fiscal Year 2012

| Vehicle Type | Number |
|-----------------------|------------------|
| Passenger Cars | 3,502,231 |
| Trucks ¹ | 1,502,234 |
| Recreational Vehicles | 18,515 |
| Buses | 17,923 |
| Motorcycles/Tricycles | 153,064 |
| Total | 5,193,967 |

| Number of licensed drivers in Missouri | |
|---|------------------|
| Male | 2,369,228 |
| Female | 2,388,386 |
| Total | 4,757,614 |

Note:

¹ Includes 54,212 trucks registered to travel in other states with fees prorated on mileage.

Source: Prepared by MoDOT based on Missouri Department of Revenue data.

Transportation Facts

Net Motor Fuel Gallons Taxed (Gallons in millions)

| Fiscal Year | Gasoline¹ | Diesel | Total | Percent change |
|--------------------|-----------------------------|---------------|--------------|-----------------------|
| 1989 | 2,617 | 589 | 3,206 | 2.807 |
| 1990 | 2,622 | 614 | 3,236 | 0.929 |
| 1991 | 2,633 | 592 | 3,225 | -0.324 |
| 1992 | 2,679 | 604 | 3,283 | 1.781 |
| 1993 | 2,686 | 613 | 3,299 | 0.500 |
| 1994 ² | 2,766 | 697 | 3,463 | 4.953 |
| 1995 | 2,796 | 709 | 3,505 | 1.248 |
| 1996 | 2,837 | 772 | 3,609 | 2.968 |
| 1997 | 2,887 | 782 | 3,669 | 1.631 |
| 1998 | 2,931 | 802 | 3,733 | 1.775 |
| 1999 ³ | 2,926 | 835 | 3,761 | 0.741 |
| 2000 | 3,056 | 916 | 3,972 | 5.582 |
| 2001 | 2,975 | 860 | 3,835 | -3.441 |
| 2002 | 3,025 | 914 | 3,939 | 2.708 |
| 2003 | 3,083 | 923 | 4,006 | 1.702 |
| 2004 | 3,148 | 977 | 4,125 | 2.993 |
| 2005 | 3,158 | 1,025 | 4,183 | 1.395 |
| 2006 | 3,124 | 1,032 | 4,156 | -0.635 |
| 2007 | 3,109 | 1,033 | 4,142 | -0.347 |
| 2008 | 3,119 | 1,064 | 4,183 | 0.982 |
| 2009 | 3,068 | 934 | 4,002 | -4.316 |
| 2010 | 3,086 | 946 | 4,032 | 0.750 |
| 2011 | 3,066 | 967 | 4,033 | 0.019 |
| 2012 | 3,025 | 951 | 3,976 | -1.413 |

Notes:

¹ Gasoline gallons include gasohol gallons.

² Beginning January 1, 1994, the Federal government moved the collection point to the terminal. All tax exempt diesel had to be dyed.

³ Beginning January 1, 1999, the State moved the collection point to the rack (terminal). Fiscal year 2000 was the first full year of collections at the terminal.

Source: Prepared by MoDOT based on Missouri Department of Revenue month of distribution data.

Transportation Facts

The following data shows the proportionate share between MoDOT, cities and counties of the three main revenue sources: motor fuel tax, motor vehicle sales and use tax and the motor vehicle and driver's licensing fees. The Missouri State Highway Patrol and the Department of Revenue receive appropriations from these revenues as well.

Distribution of Highway User Fees Fiscal Year 2012

Fuel Taxes Rates:

| State: | Gas / Gasohol | Percent | Diesel | Percent |
|----------------------------|---------------|---------|---------------|---------|
| MoDOT-Roads & Bridges | 12.45¢ | 73.2% | 12.45¢ | 73.2% |
| Cities ¹ | 2.55¢ | 15.0% | 2.55¢ | 15.0% |
| Counties ² | 2.00¢ | 11.8% | 2.00¢ | 11.8% |
| Total State | 17.00¢ | | 17.00¢ | |
| Federal: | | | | |
| Underground Storage Tank | 0.10¢ | 0.6% | 0.10¢ | 0.4% |
| Transit Account | 2.86¢ | 15.5% | 2.86¢ | 11.7% |
| Highway Account | 15.44¢ | 83.9% | 21.44¢ | 87.9% |
| Total Federal | 18.40¢ | | 24.40¢ | |
| TOTAL FUEL TAX RATE | 35.40¢ | | 41.40¢ | |

| State Motor Vehicle Sales and Use Taxes: | Sales | Percent | Use | Percent |
|--|---------------|---------|---------------|---------|
| MoDOT-Roads & Bridges | 2.960% | 70.1% | 3.750% | 88.7% |
| MoDOT-Other Transportation Modes | 0.040% | 0.9% | - | |
| Cities ¹ | 0.300% | 7.1% | 0.150% | 3.5% |
| Counties ² | 0.200% | 4.7% | 0.100% | 2.4% |
| School District Trust Fund | 0.500% | 11.8% | - | |
| Department of Conservation | 0.125% | 3.0% | 0.125% | 3.0% |
| Department of Natural Resources | 0.100% | 2.4% | 0.100% | 2.4% |
| TOTAL STATE TAX RATE | 4.225% | | 4.225% | |

| State Motor Vehicle & Drivers Licensing Fees: | Fees prior to 1/1/80 | Fee Increases after 1/1/80 |
|---|----------------------|----------------------------|
| MoDOT - Roads & Bridges | 100% | 75% |
| Cities ¹ | - | 15% |
| Counties ² | - | 10% |

Notes:

¹ City share is based on population.

² County share is based on rural assessed land valuation and rural road mileage.

Source: MoDOT.

Transportation Facts

Potential Transportation Revenue Options-Motor Fuel Tax

Yield from Increasing Gas Excise Tax ¹

| | 1-Cent | 3-Cent | 5-Cent |
|--------------|---------------------|---------------------|----------------------|
| State (70%) | \$21,171,789 | \$63,515,367 | \$105,858,944 |
| City (15%) | 4,536,812 | 13,610,436 | 22,684,059 |
| County (15%) | 4,536,812 | 13,610,436 | 22,684,059 |
| Total | \$30,245,413 | \$90,736,239 | \$151,227,062 |

Yield From Increasing Diesel Fuel Excise Tax¹

| | 1-Cent | 3-Cent | 5-Cent |
|--------------|--------------------|---------------------|---------------------|
| State (70%) | \$6,660,258 | \$19,980,773 | \$33,301,289 |
| City (15%) | 1,427,198 | 4,281,594 | 7,135,990 |
| County (15%) | 1,427,198 | 4,281,594 | 7,135,990 |
| Total | \$9,514,654 | \$28,543,961 | \$47,573,269 |

Yield From Increasing All Motor Fuel Excise Tax

| | 1-Cent | 3-Cent | 5-Cent |
|--------------|---------------------|----------------------|----------------------|
| State (70%) | \$27,832,047 | \$83,496,140 | \$139,160,233 |
| City (15%) | 5,964,010 | 17,892,030 | 29,820,050 |
| County (15%) | 5,964,010 | 17,892,030 | 29,820,050 |
| Total | \$39,760,067 | \$119,280,200 | \$198,800,333 |

Yield From Implementing Sales Tax On Motor Fuel ²

| | 1.0% | 3.0% | 5.0% |
|--------------|----------------------|----------------------|----------------------|
| State (70%) | \$82,290,492 | \$246,871,476 | \$435,109,699 |
| City (15%) | 17,633,677 | 52,901,030 | 93,237,793 |
| County (15%) | 17,633,677 | 52,901,030 | 93,237,793 |
| Total | \$117,557,846 | \$352,673,536 | \$621,585,285 |

Notes:

¹ Potential yields are based on fiscal year 2012 net diesel gallons taxed of 951,465,398 and net gasoline and gasohol gallons taxed of 3,024,541,266.

² Potential yields are based on the gasoline price per gallon of \$3.27 and the diesel price per gallon of \$3.50 as reported in the July 20, 2012 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

Source: MoDOT.

Transportation Facts

Potential Transportation Revenue Options-Sales and Use Tax

Yield From Increasing Motor Vehicle Sales Tax

| | 0.10% | 0.25% | 0.75% | 1.00% |
|---------------|--------------------|---------------------|---------------------|---------------------|
| State (87.5%) | \$6,263,911 | \$15,659,779 | \$46,979,336 | \$62,639,115 |
| City (7.5%) | 536,907 | 1,342,267 | 4,026,800 | 5,369,067 |
| County (5%) | 357,938 | 894,844 | 2,684,533 | 3,579,378 |
| Total | \$7,158,456 | \$17,896,890 | \$53,690,669 | \$71,587,560 |

Yield From Increasing Motor Vehicle Use Tax

| | 0.10% | 0.25% | 0.75% | 1.00% |
|--------------|--------------------|--------------------|---------------------|---------------------|
| State (75%) | \$1,309,077 | \$3,272,692 | \$9,818,076 | \$13,090,768 |
| City (15%) | 261,815 | 654,538 | 1,963,615 | 2,618,154 |
| County (10%) | 174,544 | 436,359 | 1,309,077 | 1,745,436 |
| Total | \$1,745,436 | \$4,363,589 | \$13,090,768 | \$17,454,358 |

Yield From Increasing General Sales Tax (Excludes Motor Vehicle Sales & Use Tax)

| | 0.10% | 0.25% | 0.75% | 1.00% |
|--------------|---------------------|----------------------|----------------------|----------------------|
| State (100%) | \$61,393,333 | \$153,483,333 | \$460,450,000 | \$613,933,333 |
| City (0%) | 0 | 0 | 0 | 0 |
| County (0%) | 0 | 0 | 0 | 0 |
| Total | \$61,393,333 | \$153,483,333 | \$460,450,000 | \$613,933,333 |

Yield From Increasing General Sales Tax (Includes Motor Vehicle Sales & Use Tax)

| | 0.10% | 0.25% | 0.75% | 1.00% |
|--------------|---------------------|----------------------|----------------------|----------------------|
| State | \$68,966,321 | \$172,415,804 | \$517,247,412 | \$689,663,216 |
| City | 798,722 | 1,996,805 | 5,990,415 | 7,987,221 |
| County | 532,482 | 1,331,203 | 3,993,610 | 5,324,814 |
| Total | \$70,297,525 | \$175,743,812 | \$527,231,437 | \$702,975,251 |

Source: Prepared by MoDOT based on fiscal year 2012 receipts.

Transportation Facts

Potential Transportation Revenue Options-Motor Vehicle and Driver Licensing Fees and Alternative Fuel Decal Fees

Yield From Increasing All Passenger Car Fees

| | \$5.00 | \$10.00 | \$25.00 | \$30.00 |
|--------------|---------------------|---------------------|---------------------|----------------------|
| State (75%) | \$13,133,366 | \$26,266,733 | \$65,666,831 | \$78,800,198 |
| City (15%) | 2,626,673 | 5,253,347 | 13,133,366 | 15,760,040 |
| County (10%) | 1,751,116 | 3,502,231 | 8,755,578 | 10,506,693 |
| Total | \$17,511,155 | \$35,022,311 | \$87,555,775 | \$105,066,931 |

Yield From Increasing All Truck & Bus Fees

| | \$5.00 | \$10.00 | \$25.00 | \$30.00 |
|--------------|--------------------|---------------------|---------------------|---------------------|
| State (75%) | \$5,700,589 | \$11,401,178 | \$28,502,944 | \$34,203,533 |
| City (15%) | 1,140,118 | 2,280,236 | 5,700,589 | 6,840,707 |
| County (10%) | 760,079 | 1,520,157 | 3,800,393 | 4,560,471 |
| Total | \$7,600,786 | \$15,201,571 | \$38,003,926 | \$45,604,711 |

Yield From Increasing Driver Licensing Fees

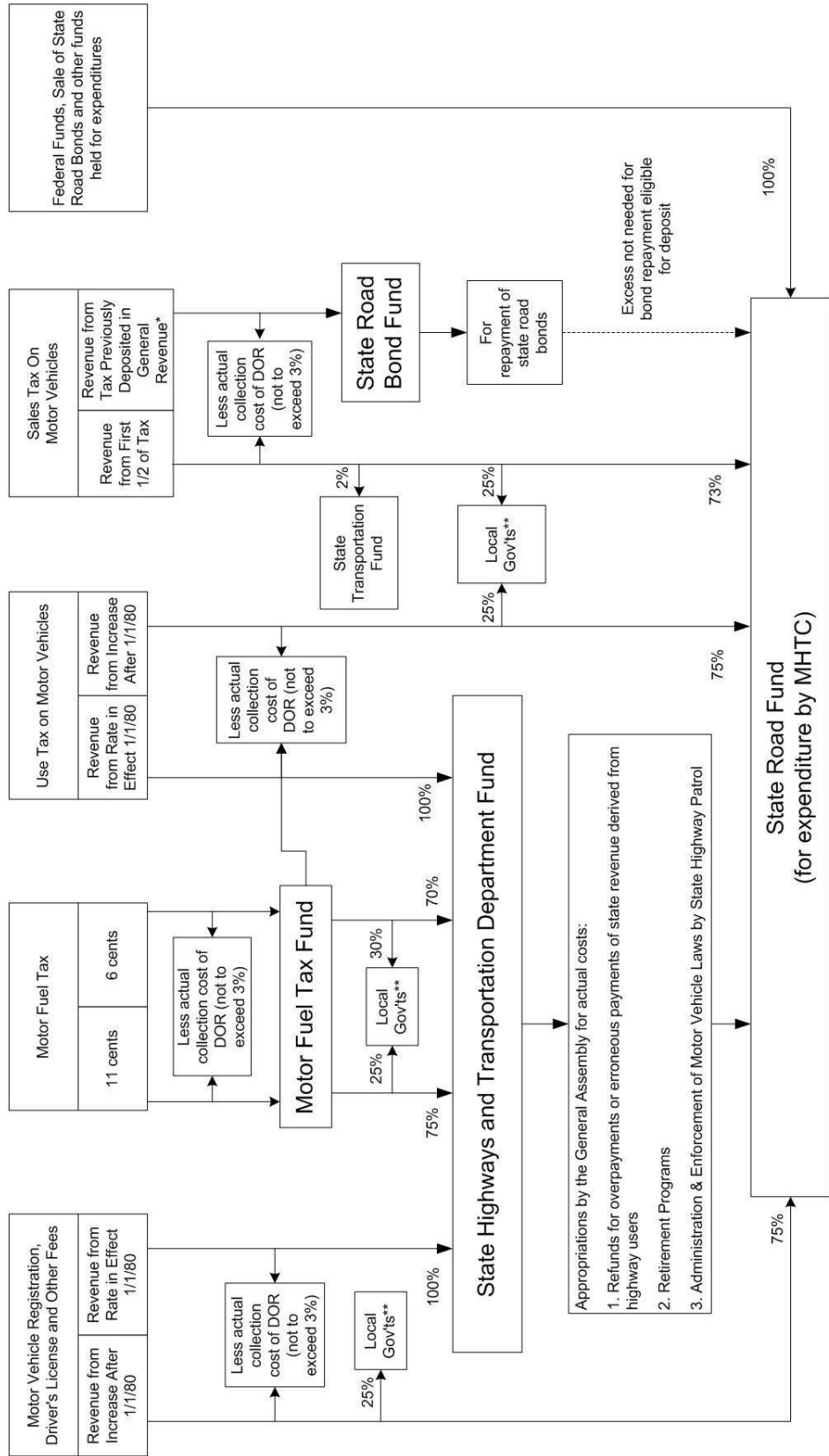
| | \$5.00 | \$10.00 | \$25.00 | \$30.00 |
|--------------|--------------------|--------------------|---------------------|---------------------|
| State (75%) | \$2,211,431 | \$4,422,863 | \$11,057,156 | \$13,268,588 |
| City (15%) | 442,286 | 884,573 | 2,211,431 | 2,653,718 |
| County (10%) | 294,858 | 589,715 | 1,474,288 | 1,769,145 |
| Total | \$2,948,575 | \$5,897,151 | \$14,742,875 | \$17,691,451 |

Yield From Increasing Alternative Fuel Decal Fees

| | 10.00% | 20.00% | 30.00% | 40.00% |
|--------------|-----------------|-----------------|-----------------|-----------------|
| State (75%) | \$8,175 | \$16,350 | \$24,525 | \$32,700 |
| City (15%) | 1,635 | 3,270 | 4,905 | 6,540 |
| County (10%) | 1,090 | 2,180 | 3,270 | 4,360 |
| Total | \$10,900 | \$21,800 | \$32,700 | \$43,600 |

Source: Prepared by MoDOT based on Missouri Department of Revenue fiscal year 2012 passenger registration and truck and bus registrations and 2011 driver license renewal information. Alternative fuel decal fee data is based on fiscal year 2012 revenue received.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION (MHTC) **Road and Bridge Funding - Summary** (Effective 7/1/2005)



Source: MoDOT



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