



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

## BOARD OF DIRECTORS

Meeting Agenda

June 20, 2013

12:00 – 1:30 PM

OTO Conference Room, Holland Building, 205 Park Central East,  
Suite 212



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting  
Agenda  
June 20, 2013  
OTO Conference Room  
205 Park Central Square, Suite 212

Call to Order ..... NOON

**I. Administration**

**A. Introductions**

**B. Approval of Board of Directors Meeting Agenda**  
(2 minutes/Viebrock)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA**

**C. Approval of the April 18, 2013 Meeting Minutes ..... Tab 1**  
(2 minutes/Viebrock)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE APRIL 18, 2013 MINUTES**

**D. Public Comment Period..... Tab 2**  
(5 minutes/Viebrock)

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

**E. Executive Director’s Report**  
(5 minutes/Fields)

Sara Fields will provide a review of the OTO staff activities since the last Board of Directors meeting.

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

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

**II. New Business**

**A. Administrative Modification Numbers Five and Six to the FY 2013-2016 TIP..... Tab 3**  
(3 minutes/Longpine)

Staff will present Administration Modification Numbers Five and Six to the FY 2013-2016 Transportation Improvement Program.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**B. TIP Tool Overview**

(10 minutes/Longpine)

Staff will provide a demonstration of the online Transportation Improvement Program tool.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**C. Draft Statewide Transportation Improvement Program Overview ..... Tab 4**

(15 minutes/Miller)

MoDOT staff will present the Draft Statewide Transportation Improvement Program.

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

**D. Financial Statements for Third Quarter 2012-2013 Budget Year ..... Tab 5**

(5 minutes/Krischke)

OTO Board Treasurer, Jim Krischke, will present the third quarter financial report.

**BOARD OF DIRECTORS ACTION REQUESTED TO ACCEPT THE THIRD QUARTER FINANCIAL REPORT**

**E. Employee Manual Amendments ..... Tab 6**

(15 minutes/Parks)

Staff will present proposed amendments to the employee manual. The amendments are primarily dealing with the travel policy.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PROPOSED AMENDMENTS TO THE EMPLOYEE MANUAL**

**III. Other Business**

**A. Board of Directors Member Announcements**

(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

**B. Transportation Issues For Board of Directors Member Review**

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

**C. Articles for Board of Directors Member Information ..... Tab 7  
(Articles attached)**

**IV. Adjourn open meeting and call to order closed meeting. A motion is requested to adjourn the open meeting and call the closed meeting to order.**

Anyone not considered a voting member is requested to leave.

**V. Closed Meeting**

**(20 minutes/Board of Directors Members)**

Pursuant to RSMo 610.021(13), closed meetings are permitted for individually identifiable personnel records, performance ratings or records pertaining to employees or applicants for employment.

Information pertaining to closed meeting has been sent under separate cover.

**VI. Adjournment of Closed Meeting**

Targeted for **1:30 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, August 15, 2013 at 12:00 P.M. in OTO Offices at 205 Park Central East, Suite 212.

Attachments

Pc: Jim Anderson, President, Springfield Area Chamber of Commerce  
Ken McClure, Missouri State University  
Stacy Burks, Senator Blunt's Office  
Dan Wadlington, Senator Blunt's Office  
David Rauch, Senator McCaskill'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.

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**TAB 1**

**MEETING MINUTES AGENDA 6/20/2013; ITEM I.C.**

Attached for Board of Directors member review are the minutes from the April 18, 2013 Board of Directors meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any Board of Directors member has any amendments to the attached minutes.

**BOARD OF DIRECTORS ACTION REQUESTED:**

To make any necessary corrections to the minutes and then approve the minutes for public review.

OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
April 18, 2013

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the Ozarks Transportation Organization Large Conference Room, in Springfield, Missouri.

The following members were present:

|   |   |
|---|---|
| Mr. Harold Bengsch, Greene County           | Ms. Teri Hacker, Citizen-at-Large               |
| Mr. Steve Bodenhamer, City of Strafford (a) | Mr. Jim Krischke, City of Republic (a)          |
| Mr. Randy Brown, City of Willard (a)        | Mr. Lou Lapaglia, Christian County (Vice-Chair) |
| Mr. Phil Broyles, City of Springfield (a)   | Mr. Andy Mueller, MoDOT (a)                     |
| Mr. Jerry Compton, City of Springfield      | Mr. Jim Viebrock, Greene County (Chair)         |
| Mr. Tom Finnie, Citizen-at-Large            | Mr. Brian Weiler, Airport Board (a)             |
| Mr. J. Howard Fisk, Citizen-at-Large        |   |

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

The following members were not present:

|   |  |
|---|--|
| Mr. Mokhtee Ahmad, FTA                      | Ms. Susan Krieger, City of Strafford     |
| Ms. Becky Baltz, MoDOT                      | Mr. Aaron Kruse, City of Battlefield     |
| Mr. Shawn Billings, City of Battlefield (a) | Mr. Bradley McMahan, FHWA                |
| Mr. Brian Bingle, City of Nixa (a)          | Mr. Steve Meyer, City of Springfield (a) |
| Mr. Richard Bottorf, Airport Board          | Mr. Shane Nelson, City of Ozark          |
| Mr. Brian Buckner, City of Republic         | Ms. Robin Robeson, City Utilities        |
| Mr. Steve Childers, City of Ozark (a)       | Mr. John Rush, City of Springfield       |
| Mr. Sam Clifton, City of Nixa               | Mr. Dan Salisbury, MoDOT (a)             |
| Mr. John Elkins, Citizen-at-Large (a)       | Mr. Mark Schenkelberg, FAA               |
| Mr. Rick Hess, City of Battlefield (a)      | Mr. Tim Smith, Greene County (a)         |
| Mr. Tom Keltner, City of Willard            | Mr. Bob Stephens, City of Springfield    |
| Mr. Bill Kirkman, City Utilities (a)        |  |

Others Present: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, Ms. Melissa Richards, Ozarks Transportation Organization; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Frank Miller, MoDOT; Mr. Jered Taylor, Mr. Josh Klein, Congressman Billy Long's Office; Mr. Ralph Rognstad, Jr., City of Springfield.

Mr. Viebrock called the meeting to order at 12:01 p.m.

## **I. Administration**

### **A. Introductions**

### **B. Approval of Board of Directors Meeting Agenda**

Mr. Lapaglia made the motion to approve the April 18, 2013 Board of Directors Meeting Agenda. Mr. Fisk seconded and the motion was carried unanimously.

### **C. Approval of the March 14, 2013 Meeting Minutes**

Mr. Broyles made the motion to approve the March 14, 2013 Meeting Minutes. Mr. Fisk seconded and the motion was carried unanimously.

### **D. Public Comment Period**

Mr. Broyles thanked everyone for supporting the Quarter Cent Capital Improvements Tax that passed with seventy four percent. A great portion of the tax will be used for transportation projects. Mr. Viebrock stated that one of the reasons the City of Springfield is successful with the Capital Improvement Tax is that the City is transparent with the campaign and then gives the voters updates through signs in the neighborhood before and after the project's completion.

### **E. Executive Director's Report**

Ms. Fields stated that she has been back about a month from her leave and staff did a great job in her absence. Staff is continuing to work on a Congestion Management Plan that should be complete in a couple of weeks. Actually, the preliminary results are that the congestion is looking good, even down in a couple of areas. Staff has also been working on the Growth Trends Report. Staff obtained building permit information from all of the member jurisdictions to do some growth projections.

Federal Highway and Federal Transit are coming to the OTO in the fall for the OTO's Four Year Review. This is usually done in September and October, though no date has been given yet.

Ms. Fields stated that Ms. Longpine is in Chicago right now obtaining some continuing education credits. At the last Board of Directors Meeting Ms. Longpine had mentioned presenting the new Online Transportation Improvement Program. That will not be done at this meeting, but will be postponed to the next meeting since Ms. Longpine is the expert and can show everything there is to know on the Online TIP Tool. Ms. Richards has been working on the OTO Public Participation Plan Update which is required to be updated every so often. There is a poster that has been placed around town asking the public what they are interested in knowing about transportation and how they would like to learn this information, text or Facebook messages? The posters have been put in libraries and different public places such as universities, so hopefully the OTO will get some additional public participation.

Ms. Fields stated that she was chairing the Community Focus Report Transportation Section for Springfield and Greene County. The section documents the Blue Ribbons and Red Flags in transportation for the area. That should be released this fall. She also stated that she was appointed to the Association of Metropolitan Planning Organization's National Policy Committee. She will be traveling to D.C. in May to talk about MAP-21, its pros and cons, and what should be added or taken away for future transportation bills.

Work is continuing on the James River Freeway/Campbell/Republic Road Study. There are some preliminary numbers on what would happen with interchange relocation. Nothing final yet, but hopefully in the next month there will be a report with the options outlined. Mr. Dave Nichols with MoDOT was at the Springfield Chamber last week talking about “On the Move.” He gave an update on the State Senate passing a one-cent sales tax proposal. The House still has to vote on the issue. If the House was to pass the one-cent proposal then there will be a November 2014 General Election date for the voters. The MPOs as well as the RPCs around the state have been asked to determine what the projects would be for the one-cent sales tax. The OTO has been working on a preliminary cost list with the priorities and updating the list. If it passes the House then there will be public meetings and the OTO will talk about what it will look like.

#### **F. Legislative Reports**

Mr. Wadlington stated that there has not been any debate on highway or transportation bills in the Senate lately. The next big bill for debate is Immigration. The Senate is currently in session but working on other legislation at the moment.

Mr. Taylor stated that there is not much on transportation in the House. Congressman Long was appointed to the House Energy and Commerce Committee. He was on the Transportation and Infrastructure Committee which directly affects this committee, but the House Energy and Commerce Committee has an effect as well. It is an A Committee that oversees a lot of committees in the House. The House will be talking about the budget in a couple of weeks. Mr. Taylor introduced Mr. Josh Klein who is an intern from Missouri State University working with Congressman Long’s Office.

## **II. New Business**

#### **A. Administrative Modification Number Four to the FY 2013-2016 TIP**

Ms. Fields stated that this is an Administrative Modification for East Sunshine Street Pavement Improvements. In case the bid comes in low, MoDOT wanted to add an alternate to include pavement improvements on 65 at Sunshine. The funding amount has not changed. Mr. Weiler asked if the bids have still been coming in good with the economy. Mr. Mueller stated that the bids are good. MoDOT is not trying to scare the employees but keep everything in perspective. The recent bid amounts have been announced and there has been very little difference between the bids from the private sector and the actual cost of material if the jobs were done in house.

#### **B. Amendment Number Four to the FY 2013-2016 TIP.**

Ms. Fields stated that there are six items included in the FY 2013-2016 TIP Amendment Number Four. The first two have to do with the State of Missouri selecting the Safe Routes to School Projects. MoDOT had applied for a Safe Routes to School Grant for Mobile Classrooms, Bike Helmets, School Training, and Pedestrian Education so that is being added to the TIP. The second Safe Routes to School Project is for the City of Ozark for a grant for the East Elementary Sidewalk Connection Project. These grants come from State Funds and not the OTO local Enhancement allocation. The other additions include a couple of pavement improvement projects on West Sunshine and one on Route 60. The fifth project is intersection improvements on Kearney and Packer, which is scoping to look at needs on the intersection. The final project is the sound abatement wall at James River Freeway between Kansas and Campbell and the scoping there. There was a public meeting and the public wants sound abatement walls near Quail Creek Subdivision.

Mr. Lapaglia made the motion to approve Amendment Number Four to the FY 2013-2016 TIP. Mr. Broyles seconded and the motion was carried unanimously.

**C. FY 2014 Unified Planning Work Program**

Ms. Fields stated that this is the FY 2014 budget and work program for the OTO. The fiscal year runs from July 1<sup>st</sup> to June 30<sup>th</sup>, so this is the budget to begin on July 1<sup>st</sup> of this year. The work program is broken into seven tasks: Administration, Committee Support, Planning, Project Selection Programming (which includes the Transportation Improvement Program), Transportation Demand Management (which replaces the old Rideshare Category), Transit Planning, and Special Studies. The budget this year is \$901,918.00, which is up a little from last year, primarily because of the purchase of bluetooth units. The In-kind Match is up this year. MoDOT is allowing the billing of some of their local salaries, about \$65,000, so that helps save some of the local jurisdiction dues.

Ms. Fields highlighted a few of the projects in the FY 2014 Unified Planning Work Program. On page three, the IRS Tax Status Determination has been added for the OTO's ruling on its government status in the amount of an \$11,000 fee to the IRS. Federal Highway made a plea to the IRS to waive the fee and it was denied. \$5,000 is the anticipated legal fees.

The Travel Demand Model Update has been rolled forward to this budget in the amount of \$150,000. On page seven, Federal Highway requested that \$3,000 be included to cover the staff time for the Federal Certification Review. On page eight, MoDOT is giving \$65,000 in staff time to match the grant. Page nine includes the Bluetooth Travel Time Collection Units in the amount of \$80,000 for 8 units. These units will go in the outlying communities. MoDOT had not planned to put the units out there, so the OTO asked to put units to obtain origin destination data from Nixa, Ozark, Strafford, and Republic on the outskirts of town. This will give 24/7 information on people who have bluetooth devices on, in particular how long it takes to get from one point to another. Right now the current Travel Time Data for the Congestion Management System only gives one point in time. It includes data from 7 to 9 in the morning on one particular day. This will give the OTO 24 hour 365 days a year data.

Mr. Broyles stated that it is important to point out that it will not tell who is going because the unit does not have the capability of tracking that. Ms. Fields stated that the bluetooth devices have a long serial numbers, and it takes the first and last couple of numbers, excluding all the middle numbers so there is no way to track it to a specific individual. There has been a lot of discussion on the national level about personal security, so every measure has been taken to ensure that is not a concern. Mr. Fisk inquired if MoDOT would do the installation on the units. Ms. Fields stated that MoDOT would be installing and paying for the installation. Mr. Fisk inquired if MoDOT would move the units after the units were installed if a better location was determined. Ms. Fields stated that MoDOT could move the units since they are just mounted to a traffic cabinet. There are also thirteen mobile units, so there can be specific corridor studies that can be moved along a specific corridor. Ms. Fields stated that MoDOT would be maintaining the units since the OTO did not have the expertise or the staff to maintain the units.

Ms. Fields stated that there had been a lot of discussion on scrapping the Rideshare Program and transferring the website to the City of Springfield, which the OTO has done. This year, on page eleven, \$12,000 has been put back for eligible activities. After discussion with Federal Highway, the OTO is allowed to coordinate employer outreach activities, and collect

and analyze data. Those are approved activities. The OTO has decided to target employer programs rather than focus on individuals.

Everything else in the budget should be straight forward, similar to past years. The OTO is proposing to use \$721,534.40 of the federal balance and that should leave a balance after the FY 2014 funds transfer, of \$860,752.74. This large budget is not significantly impacting the fund balance. The OTO is well within its means to afford the proposed budget.

Mr. Fisk made the motion to approve the FY 2014 Unified Planning Work Program. Mr. Lapaglia seconded and the motion carried unanimously.

#### **D. PM Advance**

Ms. Fields stated that a couple of years ago the OTO elected to participate in Ozone Advance. The PM Advance is similar to that program; it is a different type of measurement. Instead of measuring Ozone it measures PM 2.5. The region has been close to that standard, so the Ozarks Clean Air Alliance has asked the OTO to partner to do the PM Advance Program. This program documents everything that is done in case there are reductions in PM or if the PM is not increased, the region will be given credit in the future should the area be in non-attainment in the future. Mr. Bengsch stated that the PM 2.5 refers to 2.5 microns or smaller of particulate matter that behaves as a gas and goes in to the deep recess of the lungs.

Ms. Hacker made the motion to approve the participation in the EPA PM Advance Program. Mr. Bengsch seconded and the motion was carried unanimously.

#### **E. OTO Funds Balance Report – December 2012**

Ms. Fields stated that the OTO tries to report twice a year on the STP-Urban funding. The OTO is allotted a certain amount each year, \$4 or \$5 million dollars, it just depends on the year. The OTO has the requirement of not accruing more than three years balance. STP-Urban funds are sub-allocated to the jurisdictions according to population. Each jurisdiction has a balance on the report. Overall there is an ending balance of almost \$27 million dollars. The area is allowed to have \$16 million dollars. However, MoDOT grants an exemption if the funds are programmed in the Statewide Transportation Improvement Program for Cost Share Projects. These projects do not count in the balance. After the Cost Share Projects are removed there is only \$9 million dollars, which is well under the \$16 million dollar amount allowed. There is no concern on the MoDOT side. Congress can rescind the money at any time. If Congress looks at a \$27 million fund balance showing at the end of MAP-21, and the funds are needed elsewhere, then the funds can be rescinded. It has happened in the past.

Mr. Viebrock stated there is a footnote for each individual jurisdiction to review their section and let the OTO staff know if there are corrections.

#### **F. Limited English Proficiency Plan**

Mr. Owens stated that the Limited English Proficiency Plan is for individuals that have a problem or a need in reading, writing, or speaking English. This plan is how the OTO interacts with those groups. Requirements for the LEP plan stem from Title VI, a couple of Executive Orders, and the Department of Transportation, but most comes from a FTA Circular. The plan takes a look at four factors for those Limited English populations in the OTO area. It covers proportions of populations in the area and the frequencies of which the OTO interacts with the limited English populations. There is a cost portion that this plan looks at. First the plan looks at the proportions. Through the Census and America Community Survey, the OTO looks at the populations inside the OTO area. This covers all

groups in two areas. It covers all groups that have limited English proficiency, and does not matter where the groups originate from. A couple of interesting points within Greene County is that there is a 1.5 percent limited English population. Christian County has 0.9 percent.

Part of the requirement is identifying the areas where the populations reside and what places they attend for activities. The Spanish speaking group is the largest group in the OTO region. Mr. Owens showed a map that outlined the areas of limited English.

The plan also looks at the frequency that the OTO staff comes in contact with the limited English proficient population. The OTO for the most part does not have contact with such populations. It is not that the OTO does not try, but that the activity is not there. The OTO conducted a survey to reach out to all groups and used the City Transit system. The OTO got a visual of who was using the transit system. The Hispanic population is the highest population but only 3 percent rode the bus. This does not give a good representation of those who speak limited English, but it does give an idea of who is riding in the area.

The question is why it is important for the OTO to interact with the limited English populations. The information is required for the Long Range Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. Their input is needed to make sure the right things are being covered and going the right direction with these programs. Part of the process is the actual plan: the OTO reached out to the universities, school systems, and church organizations to try and make contact with LEP populations. There were 40 surveys sent out and of the responses, there were a couple that stated they no longer worked with LEP populations. There were also some good responses from the organizations that come in contact with the groups.

Mr. Owens showed a couple of charts. The largest populations were in the Spanish, German, Chinese, and then French Cajun groups. There is a provision in the FTA Circular (the Safe Harbor Provision) that outlines how the OTO address communications such as translations, literature and so forth. There are four categories that different agencies fall in. The Safe Harbor Provision looks favorably upon those who receive federal funds if the important documents are being translated for the populations. The Limited English Plan was translated into Spanish.

Ms. Hacker inquired what the plan required the OTO to do other than translating the LEP and analyzing the population. Mr. Owens stated it was a four factor analysis of the area and was an extension of Title VI. Ms. Hacker asked if the plan just needed to be analyzed every couple of years. Mr. Owens stated that this was a three year update of the original plan. For example there are "I Speak" cards if someone comes into the office. The person's language can be identified off of the cards and from there staff can figure out how to communicate. Ms. Hacker inquired if there was an obligation at a meeting to do something. Mr. Owens stated that that if it is known that there will be limited English populations at a meeting then the OTO would bring in an interpreter. Ms. Hacker asked if there was an obligation to do this and what happens if it is not known in advance. Mr. Owens stated that the OTO would have to work with the group to make sure that their questions were answered. Ms. Fields stated that there is a clause that allows this to be based on a cost analysis. If the cost is too great then there is no obligation. The OTO does have a translation service that was used for the plan. It will be taken on a case by case basis. The agendas all have phrasing in Spanish that if a limited English person needs help to let the OTO know in advance of the meeting.

Mr. Broyles made the motion to adopt the Limited English Proficiency Plan. Mr. Lapaglia seconded and the motion carried unanimously.

**G. Travel Demand Model Contract Award**

Ms. Fields stated that a Travel Demand Model is used for the Long Range Plan. Basically it takes the current population, employment, traffic volumes and puts it into a model and outputs based on what the OTO is doing. The OTO is going with three growth scenarios: low, medium and high. If there is low growth in the area then it will show what the network looks like based on volume to capacity. It will show what roads will be over capacity if there is medium to high growth. In the past it was based on just one high growth scenario. The OTO budgeted \$150,000 and sent out a RFP. There were 10 responses. Joplin's model cost \$300,000. Since it is a competitive market right now the thought was it could be done for half of that amount. The model will use some innovative ideas like cell phone data, different from the bluetooth, but there are cell phone companies tracking origin/destination data. This is an innovative approach.

The Travel Demand Model Subcommittee selected Olsson Associates after interviewing four companies. Olsson will use the cell phone data. All the companies had different approaches to the software that would be used. The proposal came in at \$138,000 but staff would like to look at some data collection efforts on top of that amount. The request is to approve a contract award to Olsson no greater than \$150,000 with the contract details to be worked by staff.

Mr. Fisk made the motion to approve the Travel Demand Model Contract Award. Mr. Finnie seconded and the motion was carried unanimously.

**H. OTO Website**

Ms. Richards stated that several weeks ago the OTO launched the redesign of the OTO website. She showed some of the features of the new website such as the left hand navigation, relevant links on the right hand side and information on the home page. She added a TIP Tool Button on the Home page as well as a Facebook link feed, with Twitter and Linked In to come soon. She stated that there are pertinent articles posted almost daily on Facebook. Several Board members commented that they liked the new website.

**I. New Ozarks Transportation Organization Logo**

Ms. Richards stated that for the last several months OTO staff and the Executive Committee had been working together to develop a new logo. After several drafts and samples, two different logos were being presented to the OTO Board. The thought behind these logos is that the logos represent the four areas of the OTO function: aviation, roads, rails, and bicycle/pedestrian. Both of the logos encompass the same elements. The first logo is all blended and the second is with a "t" in the middle to appear as OTO. Included are samples of what the logos look like as a logo, on stationary, and as a business card.

Mr. Viebrock stated that the Board could have a few moments to examine the two logos. Mr. Lapaglia stated that one of the items discussed in the Executive committee was that logo number 2 looked more like OTC. That was a comment that had come up several times. Ms. Hacker stated that from the letterhead the second logo looked better. Mr. Viebrock let the group know that originally there were 9 logo choices. Mr. Bengsch stated that the number one logo represented transportation, but number two symbolized movement as well as OTO. Mr. Taylor inquired if the O could be reversed to look less like a C. Ms. Hacker inquired if the O could be closed. Ms. Richards stated that she had tried earlier and that it did not have

the same flow. Mr. Broyles stated that there will always be the words Ozarks Transportation Organization so it will not be a stand alone. Ms. Richards stated it is really a matter of preference since both logos have good movements. There was discussion about the different logos briefly. Mr. Viebrock stated that there was no rush for logo selection and it could be brought back to another meeting. Ms. Fields asked if the Board wanted to look at Mr. Taylor's idea of flipping the O. There appeared to be consensus to do that.

Mr. Fisk inquired if the issue should be tabled. The Board decided to have a vote. There were 5 votes for Logo Number 1 and 7 votes for Logo Number 2.

Mr. Viebrock stated that the OTO Board had adopted Logo Number 2 as the Official OTO Logo. Ms. Fields stated that staff would look into closing the O a little as requested by the Board.

### **III. Other Business**

#### **A. Board of Directors Member Announcements**

Mr. Compton announced that there was Rocking Ribs this weekend.

#### **B. Transportation Issues For Board of Directors Member Review**

None.

#### **C. Articles for Board of Directors Member Information**

No discussion.

### **IV. Adjournment**

Mr. Fisk made the motion to adjourn the meeting. Mr. Broyles seconded and the meeting adjourned at 12:56 p.m.

**TAB 2**

**From:** Paul Martin [mailto:ptmcweb@outlook.com]

**Sent:** Friday, May 24, 2013 8:29 PM

**To:** Debbie Parks

**Subject:** Traffic Comment

Dear Sir,

I understand by your website that public comments is not open on specific projects currently, however I would pose the question as I have to MODOT on several occasions, why do we (not just regionally) continue to use a poor choice for traffic management - The Traffic Light, of which I would go so far to say that 80% of which are not effective.

The insipid and insistent use of this failing technology is more and more perplexing by the day. I would like to discuss two major areas, one of which I am forced to access almost every day.

Area 1 - being S Campbell between Republic and Weaver

Area 2 - Hwy 60 in Republic

Area 1 which has recently been "upgraded" and frankly is a disaster by simply adding more lights ("Band aiding" in my opinion) to the area which is already is screaming for a roundabout, I really do not want to hear 'people cant drive round roundabouts' as I heard from MODOT more than once. I would point toward the English or European model of freeway ramp in order to eradicate the lights (not to mention the complex maintenance contract costing taxpayers) which would long term allow traffic to flow in all directions at all times and slow people down going through there instead of trying to beat the lights so as not to have to wait too longer of a time, the same could be also said with the Weaver intersection too, there is more than enough room to place a roundabout, having said that with the two roundabouts in place, the recent serious accident at Weaver would simply not have been able to happen and thus totally avoided. Also if said roundabouts where in place the the lights at Lakewood and El Camino Alto would also become negated and by removing the ability to turn left from on to and from the main thoroughfare and forcing drivers to use the roundabouts effectively making "J" turns, all this negates the accident risk, keep traffic flowing all the time, and long term saves money.

Area 2 that has recently been exacerbated, and I made my feelings very clear at the public meeting in 2010 that I brought State Rep Thomas Long to regarding the abomination of a light on 60 and Oakwood, which this year, as predicted at aforementioned public meeting was the scene very recently of a fatal accident. the solution there is so simple and if it had been implemented two people would be **alive** today, that solution would be simply no left turn and totally using the "J" turn, but as I understand a certain Ford dealer paid significantly for said light that's why it went in, ethically I believe this to be abhorrent and wrong in the motivation. The area of 60 in Republic between Oakwood and Hines is nothing more than a boil on the butt of humanity when it comes to road design and efficiency. The intersections outside of Walmart and PriceCutter, "Roundabout!", that part is easy to keep the traffic flowing at all times in all directions, minimal waiting minimal cost overhead longterm and even could be made

decorative to lighten the image of the town. the intersection of Hamilton and 60 would then be the only light in that area that would genuinely be required, just the phasing would have to be worked to be more effective and efficient.

Unfortunately even though I have articulated this email I doubt it will be considered more than merely just a read, this country is supposed to be innovative and strive for excellence, yet in roads we continue to paint ourselves in a box and maintain mediocrity if we are lucky, I pray that this does get some thought and consideration.

Kind Regards  
Paul Martin

**TAB 3**

**BOARD OF DIRECTORS AGENDA 6/20/13; ITEM II.A.**

**Administrative Modification Numbers Five and Six to the FY 2013-2016 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There is one item each to be included as part of Administrative Modifications 5 and 6 to the FY 2013-2016 Transportation Improvement Program.

**5. Revision – Moving a project from a prior adopted TIP to the current TIP:**

*Kansas Expressway and Broadmoor (SP1122)*

This project was reprogrammed from the FY2011-2014 TIP to the FY2013-2016 TIP. The programmed amount has not changed and fiscal constraint is not impacted as funding is through a federal earmark.

**6. Revision – Adding or deleting a project development phase of a project without major changes to the scope of the project:**

*Willard Sidewalk Project (EN1303)*

This project was updated to include Transportation Enhancement funding for the engineering phase of the project. The overall programmed amount did not change, nor did the amount of local funding.

**BOARD OF DIRECTORS ACTION REQUESTED:**

No action required. Informational only.



PROGRAMMED IMPROVEMENTS  
-Roadways-

| CITY OF SPRINGFIELD   |   | Funding | Fiscal Year |           |            |      |        |            |
|---|---|---------|-------------|-----------|------------|------|--------|------------|
|   |   |         | 2011        | 2012      | 2013       | 2014 | TOTALS |            |
| <b>ORIGINAL</b>   |   |         |             |           |            |      |        |            |
| <b>Project Title:</b>   | <b>KANSAS EXPRESSWAY AND BROADMOOR</b>                                  | ENG     | FHWA (STP)  | \$ 29,480 | \$ -       | \$ - | \$ -   | \$ 29,480  |
| <b>MoDOT #</b>  |   |         | MoDOT       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>TIP #</b>  | <b>SP1122</b>   |         | Local       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>Description:</b>   | Construction of an acceleration lane on Kansas Expressway at Broadmoor. |         | Other       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
|   |   | ROW     | FHWA (___)  | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
|   |   |         | MoDOT       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
|   |   |         | Local       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
|   |   |         | Other       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>Federal Source Agency</b>                                  | FHWA  | CON     | FHWA (STP)  | \$ -      | \$ 238,568 | \$ - | \$ -   | \$ 238,568 |
| <b>Federal Funding Category</b>                               | STP-Discretionary   |         | MoDOT       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>MoDOT Funding Category</b>                                 | N/A   |         | Local       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>Work or Fund Category</b>                                  | Engineering/Construction  |         | Other       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>Total Project Cost</b>                                     | \$268,048   |         |             |           |            |      |        |            |
| Source of Local Funds: Federal Earmark is 100%. Demo ID MO203 |   |         |             |           |            |      |        |            |
| <b>TOTAL</b>  |   |         |             | \$ 29,480 | \$ 238,568 | \$ - | \$ -   | \$ 268,048 |

| CITY OF SPRINGFIELD  |   | Funding | Fiscal Year |           |            |      |        |            |
|--|---|---------|-------------|-----------|------------|------|--------|------------|
|  |   |         | 2013        | 2014      | 2015       | 2016 | TOTALS |            |
| <b>MODIFIED - AM5 (4/10/2013)</b>  |   |         |             |           |            |      |        |            |
| <b>Project Title:</b>  | <b>KANSAS EXPRESSWAY AND BROADMOOR</b>                                  | ENG     | FHWA (STP)  | \$ 29,480 | \$ -       | \$ - | \$ -   | \$ 29,480  |
| <b>MoDOT #</b>   |   |         | MoDOT       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>TIP #</b>   | <b>SP1122</b>   |         | Local       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>Description:</b>  | Construction of an acceleration lane on Kansas Expressway at Broadmoor. |         | Other       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
|  |   | ROW     | FHWA (___)  | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
|  |   |         | MoDOT       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
|  |   |         | Local       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
|  |   |         | Other       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>Federal Source Agency</b>   | FHWA  | CON     | FHWA (STP)  | \$ -      | \$ 238,568 | \$ - | \$ -   | \$ 238,568 |
| <b>Federal Funding Category</b>  | STP-Discretionary   |         | MoDOT       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>MoDOT Funding Category</b>  | N/A   |         | Local       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>Work or Fund Category</b>   | Engineering/Construction  |         | Other       | \$ -      | \$ -       | \$ - | \$ -   | \$ -       |
| <b>Total Project Cost</b>  | \$268,048   |         |             |           |            |      |        |            |
| Source of Funds: Federal Earmark is 100%. Demo ID MO203. Reprogrammed from FY2011-2014 TIP. Federal Earmark so no impact on fiscal constraint. |   |         |             |           |            |      |        |            |
| <b>TOTAL</b>   |   |         |             | \$ 29,480 | \$ 238,568 | \$ - | \$ -   | \$ 268,048 |

## 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  |                             |              |     |            |     |     |            |              |     | \$ 1,133,600 |              | \$ 283,400   |       | \$ 1,417,000 |
| 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  |                             | \$ 290,848   |     |            |     |     |            |              |     |              | \$ 5,000     | \$ 1,674,367 |       | \$ 1,970,215 |
| GR1310  |                             |              |     | \$ 861,000 |     |     |            |              |     |              | \$ 1,047,000 |              |       | \$ 1,908,000 |
| GR1311  |                             |              |     |            |     |     |            |              |     | \$ 168,000   |              | \$ 42,000    |       |              |
| GR1312  |                             |              |     |            |     |     |            |              |     | \$ 371,200   |              | \$ 92,800    |       |              |
| 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   |

## 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           |
| SP1122         | \$ 29,480                   |                     |             |                     |             |             |                     |                     |             |                     |                      |                     |             | \$ 29,480            |
| 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         | \$ 627,000                  |                     |             |                     |             |             |                     |                     |             |                     | \$ 109,500           | \$ 110,500          |             | \$ 847,000           |
| SP1321         |                             | \$ 10,000           |             |                     |             |             |                     |                     |             |                     |                      | \$ 3,984            |             | \$ 13,984            |
| SP1322         |                             |                     |             |                     |             |             |                     |                     |             |                     | \$ 190,000           | \$ 560,000          |             | \$ 750,000           |
| SP1323         |                             |                     |             |                     |             |             |                     |                     |             |                     | \$ 12,000            |                     |             | \$ 12,000            |
| SP1324         |                             |                     |             |                     |             |             |                     |                     |             |                     | \$ 22,000            |                     |             | \$ 22,000            |
| 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             |
| <b>TOTAL</b>   | <b>\$ 2,892,222</b>         | <b>\$ 4,030,368</b> | <b>\$ -</b> | <b>\$ 1,708,800</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 2,160,130</b> | <b>\$ 3,456,800</b> | <b>\$ -</b> | <b>\$ 2,632,800</b> | <b>\$ 25,530,519</b> | <b>\$ 5,639,809</b> | <b>\$ -</b> | <b>\$ 47,377,318</b> |

## 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  |                             |            |              |              |     |           |           |           |     |     | \$ 1,839,000   |              |       | \$ 1,839,000 |
| 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  |                             |            |              |              |     |           |           |           |     |     | \$ 1,683,000   |              |       | \$ 1,683,000 |
| 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     |
| SP1122  | \$ 238,568                  |            |              |              |     |           |           |           |     |     |                |              |       | \$ 238,568   |
| SP1202  |                             |            | \$ 1,175,200 |              |     |           |           |           |     |     | \$ (1,175,200) |              |       | \$ -         |
| SP1203  | \$ 819,200                  |            |              |              |     |           |           |           |     |     | \$ (819,200)   |              |       | \$ -         |
| SP1204  |                             |            |              |              |     |           |           |           |     |     | \$ 2,000       |              |       | \$ 2,000     |

## 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           |
| 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             |
| <b>TOTAL</b>   | <b>\$ 15,292,119</b>        | <b>\$ 516,000</b> | <b>\$ 3,781,600</b> | <b>\$ 3,573,900</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 80,130</b> | <b>\$ 114,400</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 7,298,604</b> | <b>\$ 4,925,018</b> | <b>\$ -</b> | <b>\$ 35,581,641</b> |

## 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       | \$ 1,471,200                |                     |                     |               |             |             |                   |                     |                     |             |                      | \$ (1,471,200)       |              |                      | \$ -          |
| 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       | \$ 1,346,400                |                     |                     |               |             |             |                   |                     |                     |             |                      | \$ (1,346,400)       |              |                      | \$ -          |
| RG0901       |                             |                     |                     |               |             |             |                   |                     |                     |             |                      | \$ 2,000             |              |                      | \$ 2,000      |
| RG1201       |                             |                     |                     |               |             |             |                   |                     |                     |             |                      | \$ 1,000             |              |                      | \$ 1,000      |
| SP1018       |                             |                     |                     |               |             |             |                   | \$ 5,639,200        |                     |             |                      | \$ 1,409,800         |              |                      | \$ 7,049,000  |
| SP1108       | \$ 3,295,436                |                     |                     |               |             |             |                   |                     | \$ 1,189,657        |             |                      | \$ 4,711,276         | \$ 4,127,755 |                      | \$ 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    |
| SP1323       | \$ 10,000                   |                     |                     |               |             |             |                   |                     |                     |             |                      | \$ (10,000)          |              |                      | \$ -          |
| SP1324       | \$ 18,000                   |                     |                     |               |             |             |                   |                     |                     |             |                      | \$ (18,000)          |              |                      | \$ -          |
| SP1401       |                             |                     |                     |               |             |             |                   |                     |                     |             |                      | \$ 5,000             |              |                      | \$ 5,000      |
| ST1101       | \$ 468,000                  |                     |                     |               |             |             |                   |                     |                     |             |                      | \$ (468,000)         |              |                      | \$ -          |
| ST1201       | \$ 546,800                  |                     |                     |               |             |             |                   |                     |                     |             |                      | \$ (546,800)         |              |                      | \$ -          |
| WI1301       |                             |                     |                     |               |             |             |                   |                     |                     |             |                      | \$ 5,000             |              |                      | \$ 5,000      |
| <b>TOTAL</b> | <b>\$ 19,168,532</b>        | <b>\$ 2,358,000</b> | <b>\$ 2,849,520</b> | <b>\$ 900</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 204,000</b> | <b>\$ 7,348,000</b> | <b>\$ 1,189,657</b> | <b>\$ -</b> | <b>\$ 15,811,102</b> | <b>\$ 10,607,485</b> | <b>\$ -</b>  | <b>\$ 59,537,196</b> |               |

## 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       |                             |                   |                     |                 |             |                   |                  |             |             |             |                       |                     |             | \$ -                |
| NX1502       |                             |                   |                     |                 |             |                   |                  |             |             |             |                       | \$ 1,500,000        |             | \$ 1,500,000        |
| RP1301       |                             |                   |                     |                 |             |                   |                  |             |             |             |                       |                     |             | \$ -                |
| 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           |
| <b>TOTAL</b> | <b>\$ 4,451,200</b>         | <b>\$ 294,000</b> | <b>\$ 9,583,200</b> | <b>\$ 2,700</b> | <b>\$ -</b> | <b>\$ 166,134</b> | <b>\$ 40,000</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ (9,786,234)</b> | <b>\$ 1,574,984</b> | <b>\$ -</b> | <b>\$ 6,325,984</b> |

## FINANCIAL SUMMARY

- Roadways -

### FINANCIAL CONSTRAINT

|                       | FHWA Federal Funding Source |                     |                      |                     |                   |                     |                      |                     |                     |                      | TOTAL Federal Funds  | MoDOT Programmed Funds | Operations and Maintenance | TOTAL                | Local       | Other                 | TOTAL |
|-----------------------|-----------------------------|---------------------|----------------------|---------------------|-------------------|---------------------|----------------------|---------------------|---------------------|----------------------|----------------------|------------------------|----------------------------|----------------------|-------------|-----------------------|-------|
|                       | STP                         | STP-Urban           | NHS                  | Safety              | I/M               | 130                 | Bridge               | BRM                 | BRO                 |                      |                      |                        |                            |                      |             |                       |       |
| 2013 Funds Programmed | \$ 2,892,222                | \$ 4,030,368        | \$ -                 | \$ 1,708,800        | \$ -              | \$ 2,160,130        | \$ 3,456,800         | \$ -                | \$ 2,632,800        | \$ 16,881,120        | \$ 25,530,519        | \$ 6,245,959           | \$ 48,657,598              | \$ 5,639,809         | \$ -        | \$ 54,297,407         |       |
| 2014 Funds Programmed | \$ 15,292,119               | \$ 516,000          | \$ 3,781,600         | \$ 3,573,900        | \$ -              | \$ 80,130           | \$ 114,400           | \$ -                | \$ -                | \$ 23,358,149        | \$ 7,298,604         | \$ 6,439,584           | \$ 37,096,337              | \$ 4,925,018         | \$ -        | \$ 42,021,355         |       |
| 2015 Funds Programmed | \$ 19,168,532               | \$ 2,358,000        | \$ 2,849,520         | \$ 900              | \$ -              | \$ 204,000          | \$ 7,348,000         | \$ 1,189,657        | \$ -                | \$ 33,118,609        | \$ 15,811,102        | \$ 6,639,211           | \$ 55,568,922              | \$ 10,607,485        | \$ -        | \$ 66,176,407         |       |
| 2016 Funds Programmed | \$ 4,451,200                | \$ 294,000          | \$ 9,583,200         | \$ 2,700            | \$ 166,134        | \$ 40,000           | \$ -                 | \$ -                | \$ -                | \$ 14,537,234        | \$ (9,786,234)       | \$ 6,838,387           | \$ 11,589,387              | \$ 1,574,984         | \$ -        | \$ 13,164,371         |       |
| <b>Total</b>          | <b>\$ 41,804,073</b>        | <b>\$ 7,198,368</b> | <b>\$ 16,214,320</b> | <b>\$ 5,286,300</b> | <b>\$ 166,134</b> | <b>\$ 2,484,260</b> | <b>\$ 10,919,200</b> | <b>\$ 1,189,657</b> | <b>\$ 2,632,800</b> | <b>\$ 87,895,112</b> | <b>\$ 38,853,991</b> | <b>\$ 26,163,141</b>   | <b>\$ 152,912,244</b>      | <b>\$ 22,747,296</b> | <b>\$ -</b> | <b>\$ 162,495,169</b> |       |

|  | Prior Year          | 2013                  | 2014                | 2015                  | 2016                | TOTAL                  |
|--|---------------------|-----------------------|---------------------|-----------------------|---------------------|------------------------|
| Available State and Federal Funding          | \$0                 | \$21,563,643          | \$28,849,731        | \$19,949,000          | \$31,800,000        | \$102,162,373          |
| 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            |
| <b>TOTAL AVAILABLE FUNDING</b>               | <b>\$22,061,469</b> | <b>\$32,482,665</b>   | <b>\$39,962,378</b> | <b>\$31,261,274</b>   | <b>\$43,311,450</b> | <b>\$169,079,235</b>   |
| Programmed State and Federal Funding         | \$0                 | \$ (48,657,598)       | \$ (37,096,337)     | \$ (55,568,922)       | \$ (11,589,387)     | <b>(\$152,912,244)</b> |
| <b>TOTAL REMAINING</b>                       | <b>\$22,061,469</b> | <b>(\$16,174,934)</b> | <b>\$2,866,041</b>  | <b>(\$24,307,648)</b> | <b>\$31,722,063</b> | <b>\$16,166,991</b>    |

|                                     |                       |
|-------------------------------------|-----------------------|
| Remaining State and Federal Funding | <b>(\$16,198,705)</b> |
| Remaining Suballocated STP-Urban    | \$30,828,964          |
| Remaining Suballocated BRM          | \$1,536,732           |
| <b>TOTAL REMAINING</b>              | <b>\$16,166,991</b>   |

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

PROGRAMMED IMPROVEMENTS  
-Bicycle and Pedestrian-

| ENHANCEMENTS - CITY OF WILLARD                |  | Funding | Fiscal Year  |                   |             |             |             |                   |
|---|--|---------|--------------|-------------------|-------------|-------------|-------------|-------------------|
|   |  |         | 2013         | 2014              | 2015        | 2016        | TOTALS      |                   |
| <b>PROPOSED</b>                               |  |         |              |                   |             |             |             |                   |
| <b>Project Title:</b>                         | <b>WILLARD SIDEWALK PROJECT</b>  | ENG     | FHWA (STP)   | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>MoDOT #</b>                                |  |         | MoDOT        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>TIP #</b>                                  | <b>EN1303</b>  |         | Local        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>Description:</b>                           | Sidewalk along Farmer Road from the Jackson Street/Farmer Road intersection to south side of Willey Street & along Miller Road from south side of the Greenway Trail to south side of Jackson. |         | Other        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>Federal Source Agency</b>                  | FHWA   | ROW     | FHWA (STP)   | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>Federal Funding Category</b>               | TE   |         | MoDOT        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>MoDOT Funding Category</b>                 |  |         | Local        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>Work or Fund Category</b>                  | Construction   |         | Other        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>Total Project Cost</b>                     | \$ 250,000   | CON     | FHWA (TE)    | \$ 200,000        | \$ -        | \$ -        | \$ -        | \$ 200,000        |
| <b>Source of Local Funds:</b> City of Willard |  |         | MoDOT        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
|   |  |         | Local        | \$ 50,000         | \$ -        | \$ -        | \$ -        | \$ 50,000         |
|   |  |         | Other        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
|   |  |         | <b>TOTAL</b> | <b>\$ 250,000</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 250,000</b> |

| ENHANCEMENTS - CITY OF WILLARD                |  | Funding | Fiscal Year  |                   |             |             |             |                   |
|---|--|---------|--------------|-------------------|-------------|-------------|-------------|-------------------|
|   |  |         | 2013         | 2014              | 2015        | 2016        | TOTALS      |                   |
| <b>MODIFIED - AM6 (4/22/2013)</b>             |  |         |              |                   |             |             |             |                   |
| <b>Project Title:</b>                         | <b>WILLARD SIDEWALK PROJECT</b>  | ENG     | FHWA (TE)    | \$ 20,000         | \$ -        | \$ -        | \$ -        | \$ 20,000         |
| <b>MoDOT #</b>                                |  |         | MoDOT        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>TIP #</b>                                  | <b>EN1303</b>  |         | Local        | \$ 5,000          | \$ -        | \$ -        | \$ -        | \$ 5,000          |
| <b>Description:</b>                           | Sidewalk along Farmer Road from the Jackson Street/Farmer Road intersection to south side of Willey Street & along Miller Road from south side of the Greenway Trail to south side of Jackson. |         | Other        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>Federal Source Agency</b>                  | FHWA   | ROW     | FHWA (TE)    | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>Federal Funding Category</b>               | TE   |         | MoDOT        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>MoDOT Funding Category</b>                 |  |         | Local        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>Work or Fund Category</b>                  | Construction   |         | Other        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
| <b>Total Project Cost</b>                     | \$ 250,000   | CON     | FHWA (TE)    | \$ 180,000        | \$ -        | \$ -        | \$ -        | \$ 180,000        |
| <b>Source of Local Funds:</b> City of Willard |  |         | MoDOT        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
|   |  |         | Local        | \$ 45,000         | \$ -        | \$ -        | \$ -        | \$ 45,000         |
|   |  |         | Other        | \$ -              | \$ -        | \$ -        | \$ -        | \$ -              |
|   |  |         | <b>TOTAL</b> | <b>\$ 250,000</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 250,000</b> |

**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          |
| EN1301       | \$ 240,000             | \$ -              | \$ -        | \$ -              | \$ -              | \$ -              | \$ 60,000           | \$ -            | \$ 300,000          |
| EN1302       | \$ 240,000             | \$ -              | \$ -        | \$ -              | \$ -              | \$ -              | \$ 60,000           | \$ -            | \$ 300,000          |
| EN1303       | \$ 200,000             | \$ -              | \$ -        | \$ -              | \$ -              | \$ -              | \$ 50,000           | \$ -            | \$ 250,000          |
| EN1304       | \$ 165,587             | \$ -              | \$ -        | \$ -              | \$ -              | \$ -              | \$ 70,966           | \$ -            | \$ 236,553          |
| EN1305       | \$ 220,413             | \$ -              | \$ -        | \$ -              | \$ -              | \$ -              | \$ 179,587          | \$ -            | \$ 400,000          |
| EN1306       | \$ 320,000             | \$ -              | \$ -        | \$ -              | \$ -              | \$ -              | \$ 80,000           | \$ -            | \$ 400,000          |
| EN1307       | \$ 200,000             | \$ -              | \$ -        | \$ -              | \$ -              | \$ -              | \$ 50,000           | \$ -            | \$ 250,000          |
| EN1308       | \$ -                   | \$ 74,990         | \$ -        | \$ -              | \$ -              | \$ -              | \$ -                | \$ -            | \$ 74,990           |
| EN1309       | \$ -                   | \$ 152,973        | \$ -        | \$ -              | \$ -              | \$ -              | \$ -                | \$ -            | \$ 152,973          |
| <b>TOTAL</b> | <b>\$ 3,679,040</b>    | <b>\$ 227,963</b> | <b>\$ -</b> | <b>\$ 250,000</b> | <b>\$ 275,200</b> | <b>\$ 175,300</b> | <b>\$ 1,595,325</b> | <b>\$ 2,500</b> | <b>\$ 6,205,328</b> |

**FY2014**

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

**FY2015**

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

**FY2016**

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

| TOTAL PROGRAM | Federal Funding Source |            |      |               |            | MoDOT      | Local        | Other    | TOTAL        |
|---------------|------------------------|------------|------|---------------|------------|------------|--------------|----------|--------------|
|               | Enhancement            | SRTS       | RTP  | STP-U         | STP        |            |              |          |              |
|               | \$ 3,679,040           | \$ 227,963 | \$ - | \$ 250,000.00 | \$ 275,200 | \$ 175,300 | \$ 1,595,325 | \$ 2,500 | \$ 6,205,328 |

**FINANCIAL SUMMARY**  
- Bicycle and Pedestrian -

**FINANCIAL CONSTRAINTS**

|                        | Funding Source     |              |            |              |              |              |                |            |                  |
|------------------------|--------------------|--------------|------------|--------------|--------------|--------------|----------------|------------|------------------|
|                        | Enhancement        | SRTS         | RTP        | STP-U        | STP          | MoDOT        | Local          | Other      | TOTAL            |
| <b>PRIOR YEAR</b>      |                    |              |            |              |              |              |                |            |                  |
| <b>Balance</b>         | \$0                | \$0          | \$0        | \$0          | \$0          | \$0          | \$0            | \$0        | \$0              |
| <b>2013</b>            |                    |              |            |              |              |              |                |            |                  |
| Funds Anticipated      | \$ 4,029,040       | \$ 227,963   | \$ -       | \$ 250,000   | \$ 275,200   | \$ 175,300   | \$ 1,595,325   | \$ 2,500   | 6,555,328        |
| Funds Programmed       | \$ (3,679,040)     | \$ (227,963) | \$ -       | \$ (250,000) | \$ (275,200) | \$ (175,300) | \$ (1,595,325) | \$ (2,500) | \$ (6,205,328)   |
| <b>Running Balance</b> | <b>\$350,000</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b> | <b>\$350,000</b> |
| <b>2014</b>            |                    |              |            |              |              |              |                |            |                  |
| Funds Anticipated      | \$ 550,000         | \$ -         | \$ -       | \$ -         | \$ -         | \$ -         | \$ -           | \$ -       | 550,000          |
| Funds Programmed       | \$ -               | \$ -         | \$ -       | \$ -         | \$ -         | \$ -         | \$ -           | \$ -       | \$ -             |
| <b>Running Balance</b> | <b>\$900,000</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b> | \$900,000        |
| <b>2015</b>            |                    |              |            |              |              |              |                |            |                  |
| Funds Anticipated      | \$ 550,000         | \$ -         | \$ -       | \$ -         | \$ -         | \$ -         | \$ -           | \$ -       | 550,000          |
| Funds Programmed       | \$ -               | \$ -         | \$ -       | \$ -         | \$ -         | \$ -         | \$ -           | \$ -       | 0                |
| <b>Running Balance</b> | <b>\$1,450,000</b> | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b> | \$1,450,000      |
| <b>2016</b>            |                    |              |            |              |              |              |                |            |                  |
| Funds Anticipated      | \$ 550,000         | \$ -         | \$ -       | \$ -         | \$ -         | \$ -         | \$ -           | \$ -       | 550,000          |
| Funds Programmed       | \$ -               | \$ -         | \$ -       | \$ -         | \$ -         | \$ -         | \$ -           | \$ -       | 0                |
| <b>Running Balance</b> | <b>\$2,000,000</b> | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b> | \$2,000,000      |

**TAB 4**

**BOARD OF DIRECTORS AGENDA 6/20/13; ITEM II.C.**

**2014-2018 Draft Statewide Transportation Improvement Program (STIP)  
Endorsement**

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

**AGENDA DESCRIPTION:** Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The 2014 to 2018 Draft STIP was presented at the May 1, 2013 Missouri Highways and Transportation Commission Meeting. The formal adoption is scheduled for July 9, 2013.

The projects listed in the (STIP) for the OTO area (attached) will be incorporated into the Draft OTO 2014-2017 Transportation Improvement Program. MoDOT is requesting endorsement of the 2014-2018 STIP as part of the process to work in collaboration with its planning partners to develop the transportation improvement program.

**BOARD OF DIRECTORS ACTION REQUESTED:**

To review and endorse the 2014-2018 Statewide Transportation Improvement Program.



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

Amounts include construction and right of way, excludes engineering.

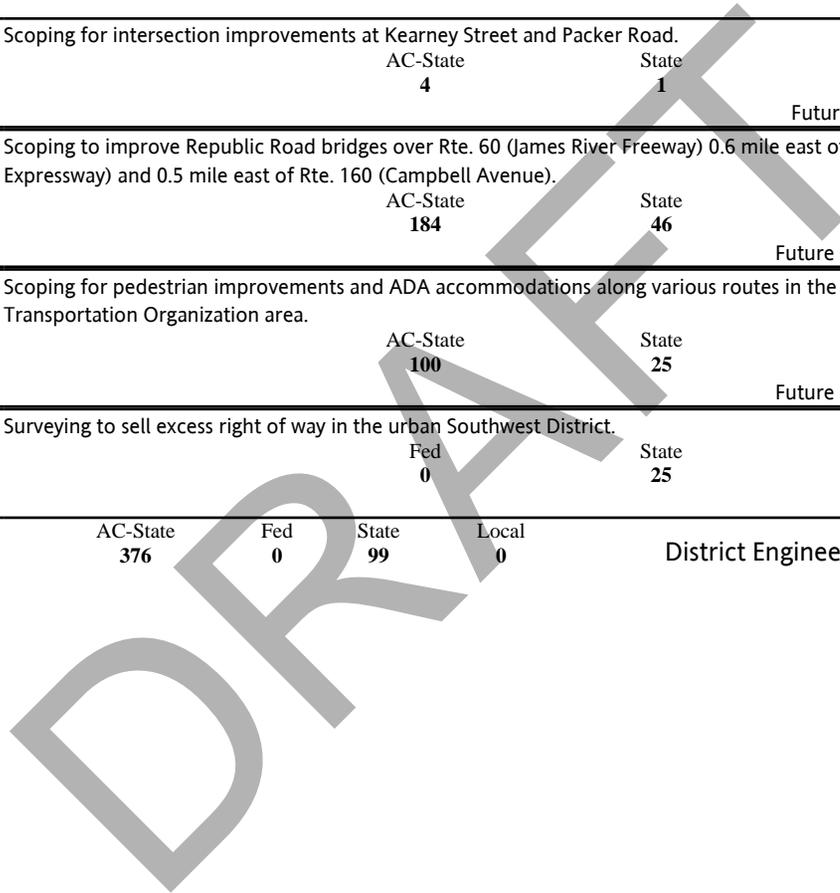
| State Fiscal Year   | 2014  | 2015  | 2016  | 2017  | 2018  |
|---|-------|-------|-------|-------|-------|
| Statewide Interstate And Major Bridge - Available           |       |       |       |       |       |
| Statewide Interstate And Major Bridge - FFOS                | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Interstate And Major Bridge - Fund Transfers      | 0.20  | 0.00  | 8.74  | 0.00  | 0.00  |
| Statewide Interstate And Major Bridge - Carryover           | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Interstate And Major Bridge - Total Available     | 0.20  | 0.00  | 8.74  | 0.00  | 0.00  |
| Statewide Interstate And Major Bridge - Programmed          | 0.20  | 0.00  | 9.27  | 0.00  | 0.00  |
| Safety - Available  | 1.05  | 1.04  | 1.14  | 1.14  | 1.14  |
| Safety - FFOS   | 0.72  | 0.00  | 0.96  | 0.00  | 0.00  |
| Safety - Fund Transfers                                     | -0.21 | 0.00  | 0.00  | 0.00  | 0.00  |
| Safety - Carryover  | -1.94 | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 0.11  | 4.54  | 0.21  | -0.05 | 0.00  |
| Safety - Total Available                                    | -0.27 | 5.58  | 2.31  | 1.09  | 1.14  |
| Safety - Programmed   | 0.77  | 0.05  | 1.07  | 0.05  | 0.00  |
| Taking Care Of System - Available                           | 6.46  | 6.42  | 7.39  | 7.41  | 7.38  |
| Taking Care Of System - FFOS                                | 0.67  | 0.00  | 0.00  | 0.00  | 0.00  |
| Taking Care Of System - Fund Transfers                      | 8.71  | 2.00  | 5.00  | 0.00  | 0.00  |
| Taking Care Of System - Carryover                           | -0.01 | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 0.55  | 1.42  | -0.06 | 0.63  | 0.00  |
| Taking Care Of System - Total Available                     | 16.38 | 9.84  | 12.33 | 8.04  | 7.38  |
| Taking Care Of System - Programmed                          | 17.40 | 10.94 | 6.73  | 8.66  | 4.83  |
| Major Projects & Emerging Needs - Available                 | 1.82  | 1.44  | 5.96  | 7.65  | 7.44  |
| Major Projects & Emerging Needs - FFOS                      | 8.74  | 25.01 | 6.70  | 0.00  | 0.00  |
| Major Projects & Emerging Needs - Fund Transfers            | -1.00 | 5.00  | 0.00  | 0.00  | 0.00  |
| Major Projects & Emerging Needs - Carryover                 | 6.72  | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 0.29  | 5.38  | -0.37 | 0.77  | 0.00  |
| Major Projects & Emerging Needs - Total Available           | 16.57 | 36.83 | 12.29 | 8.42  | 7.44  |
| Major Projects & Emerging Needs - Programmed                | 16.03 | 36.80 | 16.43 | 0.67  | 0.00  |
| Statewide Major Projects & Emerging Needs - Available       |       |       |       |       |       |
| Statewide Major Projects & Emerging Needs - FFOS            | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Major Projects & Emerging Needs - Fund Transfers  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Major Projects & Emerging Needs - Carryover       | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Major Projects & Emerging Needs - Total Available | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Major Projects & Emerging Needs - Programmed      | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Amendment 3 - Available                           |       |       |       |       |       |
| Statewide Amendment 3 - FFOS                                | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Amendment 3 - Fund Transfers                      | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Amendment 3 - Carryover                           | -3.51 | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Amendment 3 - Total Available                     | -3.51 | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Amendment 3 - Programmed                          | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Total Categorized Funding Available by SFY                  | 29.37 | 52.25 | 35.67 | 17.55 | 15.96 |
| Total Flexible Funds Available                              | 4.00  | -3.62 | 0.47  | 5.49  | 5.46  |
| Adjustments   | 0.95  | 11.34 | -0.22 | 1.35  | 0.00  |
| Carryovers  | 1.26  |       |       |       |       |
| Total Available by SFY                                      | 33.37 | 48.63 | 36.14 | 23.04 | 21.42 |
| Total Programmed by SFY                                     | 34.40 | 47.79 | 33.50 | 9.38  | 4.83  |

*Note: Three percent inflation compounded annually applied to program years 2015 - 2018  
Two percent construction contingency applied to construction.*



# 2014 - 2018 Scoping and Design Projects

|   |                       |   |                        |                    |                    | STATE FISCAL YEAR PROJECT BUDGETING<br>(ENGINEERING) |                                    |                   |
|---|-----------------------|---|------------------------|--------------------|--------------------|--|------------------------------------|-------------------|
|   |                       |   |                        |                    |                    | Prior Prog.  | 7/2013-<br>6/2014                  | 7/2014-<br>6/2018 |
| County: <b>Greene</b><br>Route: <b>MO 744</b><br>Anticipated Federal Category: <b>NHPP</b>            | Job No: <b>853019</b> | Scoping for intersection improvements at Kearney Street and Packer Road.  | AC-State<br><b>4</b>   | State<br><b>1</b>  | Local<br><b>0</b>  | <b>7</b>   | <b>5</b>                           | <b>0</b>          |
|   |                       |   |                        |                    |                    | Future Cost: <b>301 - 1,000</b>                      |                                    |                   |
| County: <b>Greene</b><br>Route: <b>CST REPUBLIC RD</b><br>Anticipated Federal Category: <b>S.T.P.</b> | Job No: <b>8P3003</b> | Scoping to improve Republic Road bridges over Rte. 60 (James River Freeway) 0.6 mile east of Rte. 13 (Kansas Expressway) and 0.5 mile east of Rte. 160 (Campbell Avenue). | AC-State<br><b>184</b> | State<br><b>46</b> | Local<br><b>0</b>  | <b>200</b>   | <b>230</b>                         | <b>0</b>          |
|   |                       |   |                        |                    |                    | Future Cost: <b>2,001 - 5,000</b>                    |                                    |                   |
| County: <b>Various</b><br>Route: <b>Various</b><br>Anticipated Federal Category: <b>S.T.P.</b>        | Job No: <b>8P3007</b> | Scoping for pedestrian improvements and ADA accommodations along various routes in the Ozarks Transportation Organization area.   | AC-State<br><b>100</b> | State<br><b>25</b> | Local<br><b>0</b>  | <b>25</b>  | <b>25</b>                          | <b>100</b>        |
|   |                       |   |                        |                    |                    | Future Cost: <b>2,001 - 5,000</b>                    |                                    |                   |
| County: <b>Various</b><br>Route: <b>Various</b><br>Anticipated Federal Category: <b>State</b>         | Job No: <b>8P3027</b> | Surveying to sell excess right of way in the urban Southwest District.  | Fed<br><b>0</b>        | State<br><b>25</b> | Local<br><b>0</b>  | <b>0</b>   | <b>25</b>                          | <b>0</b>          |
|   |                       |   |                        |                    |                    | Future Cost: <b>0</b>                                |                                    |                   |
|   |                       |   | AC-State<br><b>376</b> | Fed<br><b>0</b>    | State<br><b>99</b> | Local<br><b>0</b>                                    | <b>District Engineering Total:</b> |                   |
|   |                       |   |                        |                    |                    | <b>2,786</b>   | <b>306</b>                         | <b>169</b>        |





# 2014 - 2018 Scoping and Design Projects

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

|                    | 2014       | 2015      | 2016      | 2017      | 2018      |
|--------------------|------------|-----------|-----------|-----------|-----------|
| State              | 78         | 6         | 5         | 5         | 5         |
| AC-State           | 228        | 40        | 36        | 36        | 36        |
| Local              | 0          | 0         | 0         | 0         | 0         |
| Sub-total State    | 306        | 46        | 41        | 41        | 41        |
| <b>Federal</b>     |            |           |           |           |           |
| Sub-total Federal  | 0          | 0         | 0         | 0         | 0         |
| <b>Grand Total</b> | <b>306</b> | <b>46</b> | <b>41</b> | <b>41</b> | <b>41</b> |

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# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|           |                                 |  |           |                      |        | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |   |
|-----------|---------------------------------|--|-----------|----------------------|--------|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---|
|           |                                 |  |           |                      |        | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |   |
| County:   | Christian                       | Safety improvements on various sections between Smyrna Road and the Ozarks Transportation Organization boundary. \$24,000 Repeat Offender. \$160,000 Open Container. \$14,000 High Risk Rural Roads funds. Combination letting involving projects 7S3027, 8P2292 and 8S3028. |           |                      |        | Engineering:                        | 22            | 25            | 0             | 0             | 0             | 0 |
| Route:    | MO 125                          |  |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8P2292                          |  |           |                      |        | Construction:                       | 0             | 198           | 0             | 0             | 0             | 0 |
| Length:   | 2.00                            | MPO:   | Y         |                      |        | FFOS:                               | 0             | 198           | 0             | 0             | 0             | 0 |
| Fund Cat: | Safety                          | Fed:   | 200       | State:               | 23     | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Safety                          | Awd Date:  | Fall 13   | Anticipated Fed Cat: | Safety |                                     |               |               |               |               |               |   |
| TIP #:    | CC1202                          | Future Cost:   | 0         | Estimate Total:      | 245    | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| County:   | Christian                       | Intersection improvements at Cheyenne Road between Nixa and Ozark. Part of a combination letting involving projects 8P0588G and 8P3000.  |           |                      |        | Engineering:                        | 87            | 30            | 0             | 0             | 0             | 0 |
| Route:    | MO 14                           |  |           |                      |        | R/W:                                | 400           | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8P0588G                         |  |           |                      |        | Construction:                       | 0             | 323           | 0             | 0             | 0             | 0 |
| Length:   | 0.30                            | MPO:   | Y         |                      |        | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: | Major Projects & Emerging Needs | AC-State:  | 282       | State:               | 71     | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | System Expansion                | Awd Date:  | Fall 13   | Anticipated Fed Cat: | NHPP   |                                     |               |               |               |               |               |   |
| TIP #:    | CC1203                          | Future Cost:   | 0         | Estimate Total:      | 840    | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| County:   | Christian                       | Pavement improvements on various sections from Rte. M (Nicholas Road) in Nixa to Rte. W in Ozark. \$184,000 Repeat Offender funds. Part of a combination letting involving projects 8P0588G and 8P3000.  |           |                      |        | Engineering:                        | 12            | 112           | 0             | 0             | 0             | 0 |
| Route:    | MO 14                           |  |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8P3000                          |  |           |                      |        | Construction:                       | 0             | 1,574         | 0             | 0             | 0             | 0 |
| Length:   | 12.00                           | MPO:   | Y         |                      |        | FFOS:                               | 0             | 184           | 0             | 0             | 0             | 0 |
| Fund Cat: | Taking Care Of System           | AC-State:  | 1,348     | State:               | 338    | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Thin Lift Overlay               | Awd Date:  | Fall 13   | Anticipated Fed Cat: | S.T.P. |                                     |               |               |               |               |               |   |
| TIP #:    | CC1303                          | Future Cost:   | 0         | Estimate Total:      | 1,698  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| County:   | Christian                       | ADA accommodations at various locations from Rte. M in Nixa to Rte. W in Ozark. \$165,587 Transportation Alternatives Program funding from the Ozarks Transportation Organization.   |           |                      |        | Engineering:                        | 0             | 41            | 0             | 0             | 0             | 0 |
| Route:    | MO 14                           |  |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8P3021                          |  |           |                      |        | Construction:                       | 0             | 237           | 0             | 0             | 0             | 0 |
| Length:   | 10.45                           | MPO:   | Y         |                      |        | FFOS:                               | 0             | 166           | 0             | 0             | 0             | 0 |
| Fund Cat: | Major Projects & Emerging Needs | Fed:   | 223       | State:               | 55     | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Regional                        | Awd Date:  | Winter 14 | Anticipated Fed Cat: | S.T.P. |                                     |               |               |               |               |               |   |
| TIP #:    | EN1304                          | Future Cost:   | 0         | Estimate Total:      | 278    | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| County:   | Christian                       | Safety improvements 0.8 mile west of Nixa. \$274,000 Repeat Offender funds. Part of a combination letting involving projects 8S1300, 8S1300B, 8S2277, 8S2414, 8S2416, 8S2443, 8S2444.  |           |                      |        | Engineering:                        | 13            | 27            | 0             | 0             | 0             | 0 |
| Route:    | MO 14                           |  |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8S2414                          |  |           |                      |        | Construction:                       | 0             | 274           | 0             | 0             | 0             | 0 |
| Length:   | 1.02                            | MPO:   | Y         |                      |        | FFOS:                               | 0             | 274           | 0             | 0             | 0             | 0 |
| Fund Cat: | Safety                          | Fed:   | 271       | State:               | 30     | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Safety                          | Awd Date:  | Fall 13   | Anticipated Fed Cat: | Safety |                                     |               |               |               |               |               |   |
| TIP #:    | CC1401                          | Future Cost:   | 0         | Estimate Total:      | 314    | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |

\* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.



# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
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 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|           |                                 |  |               |     |       | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |
|-----------|---------------------------------|--|---------------|-----|-------|-------------------------------------|---------------|---------------|---------------|---------------|---------------|
|           |                                 |  |               |     |       | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |
| County:   | Christian                       | Pavement improvements on various sections from 1.6 miles west of Rte. M to 0.2 mile west of Rte. M in Nixa. \$50,000 from Repeat Offender funds. Part of a combination letting involving projects 8S1300, 8S1300B, 8S2277, 8S2414, 8S2416, 8S2443, 8S2444. | Engineering:  | 1   | 12    | 0                                   | 0             | 0             | 0             | 0             |               |
| Route:    | MO 14                           |  | R/W:          | 0   | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Job No.:  | 8S2443                          |  | Construction: | 0   | 227   | 0                                   | 0             | 0             | 0             | 0             |               |
| Length:   | 2.62                            | MPO: Y   | FFOS:         | 0   | 50    | 0                                   | 0             | 0             | 0             | 0             |               |
| Fund Cat: | Taking Care Of System           | AC-State: 191 State: 48 Local: 0   | Payments:     | 0   | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Sec Cat:  | Thin Lift Overlay               | Awd Date: Fall 13 Anticipated Fed Cat: S.T.P.  |               |     |       |                                     |               |               |               |               |               |
| TIP #:    | CC1301                          | Future Cost: 0 Estimate Total: 240   |               |     |       |                                     |               |               |               |               |               |
| County:   | Christian                       | Interchange improvements at Rtes. CC and J in Ozark. Cost Share with Christian County. \$3,844,152 Cost Share funds. \$1,657,044 Christian County. \$2,300,000 Christian County STP-Urban funds.   | Engineering:  | 34  | 96    | 488                                 | 0             | 0             | 0             | 0             |               |
| Route:    | US 65                           |  | R/W:          | 0   | 618   | 0                                   | 0             | 0             | 0             | 0             |               |
| Job No.:  | 8P2356                          |  | Construction: | 0   | 0     | 7,346                               | 0             | 0             | 0             | 0             |               |
| Length:   | 1.97                            | MPO: Y   | FFOS:         | 0   | 328   | 7,473                               | 0             | 0             | 0             | 0             |               |
| Fund Cat: | Major Projects & Emerging Needs | AC-State: 6,651 State: 240 Local: 1,657  | Payments:     | 0   | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Sec Cat:  | System Expansion                | Awd Date: Fall 14 Anticipated Fed Cat: NHPP  |               |     |       |                                     |               |               |               |               |               |
| TIP #:    | CC1110                          | Future Cost: 0 Estimate Total: 8,582   |               |     |       |                                     |               |               |               |               |               |
| County:   | Christian                       | Pavement improvements on various sections of South Street in Ozark from Rte. 65 to Rte. 14 and on Rte. F from the end of route to Rte. 65. Part of a combination letting involving projects 7P3006, 8P2263, and 8S2266.                                    | Engineering:  | 9   | 44    | 0                                   | 0             | 0             | 0             | 0             |               |
| Route:    | BU 65                           |  | R/W:          | 0   | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Job No.:  | 8S2266                          |  | Construction: | 0   | 616   | 0                                   | 0             | 0             | 0             | 0             |               |
| Length:   | 4.30                            | MPO: Y   | FFOS:         | 0   | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Fund Cat: | Taking Care Of System           | AC-State: 529 State: 131 Local: 0  | Payments:     | 0   | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Sec Cat:  | Thin Lift Overlay               | Awd Date: Fall 13 Anticipated Fed Cat: S.T.P.  |               |     |       |                                     |               |               |               |               |               |
| TIP #:    | MO1206                          | Future Cost: 0 Estimate Total: 669   |               |     |       |                                     |               |               |               |               |               |
| County:   | Christian                       | Intersection improvements at Cheyenne Road in Nixa. Part of a combination letting involving projects 8S0736B and 8S0736C.  | Engineering:  | 60  | 170   | 0                                   | 0             | 0             | 0             | 0             |               |
| Route:    | RT CC                           |  | R/W:          | 500 | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Job No.:  | 8S0736B                         |  | Construction: | 0   | 820   | 0                                   | 0             | 0             | 0             | 0             |               |
| Length:   | 0.20                            | MPO: Y   | FFOS:         | 0   | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Fund Cat: | Major Projects & Emerging Needs | Fed: 891 State: 99 Local: 0  | Payments:     | 0   | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Sec Cat:  | System Expansion                | Awd Date: Winter 14 Anticipated Fed Cat: Safety  |               |     |       |                                     |               |               |               |               |               |
| TIP #:    | CC1302                          | Future Cost: 0 Estimate Total: 1,550   |               |     |       |                                     |               |               |               |               |               |
| County:   | Christian                       | Roadway improvements from Cheyenne Road to Rolling Hills Road in Fremont Hills. Part of a combination letting involving projects 8S0736B and 8S0736C.  | Engineering:  | 180 | 111   | 0                                   | 0             | 0             | 0             | 0             |               |
| Route:    | RT CC                           |  | R/W:          | 293 | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Job No.:  | 8S0736C                         |  | Construction: | 0   | 1,844 | 0                                   | 0             | 0             | 0             | 0             |               |
| Length:   | 0.58                            | MPO: Y   | FFOS:         | 0   | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Fund Cat: | Major Projects & Emerging Needs | Fed: 1,759 State: 196 Local: 0   | Payments:     | 0   | 0     | 0                                   | 0             | 0             | 0             | 0             |               |
| Sec Cat:  | Safety                          | Awd Date: Winter 14 Anticipated Fed Cat: Safety  |               |     |       |                                     |               |               |               |               |               |
| TIP #:    | CC1201                          | Future Cost: 0 Estimate Total: 2,428   |               |     |       |                                     |               |               |               |               |               |

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# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|  |   |                                    |                   |                 |  | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |   |
|--|---|------------------------------------|-------------------|-----------------|--|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---|
|  |   |                                    |                   |                 |  | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |   |
| County: <b>Christian</b>                             | <b>Pavement improvements on various sections from Rte. J to Rte. 14 in Ozark.</b>   |                                    |                   |                 |  | Engineering:                        | 2             | 10            | 42            | 0             | 0             | 0 |
| Route: <b>RT NN</b>                                  |   |                                    |                   |                 |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8S2267</b>                               |   |                                    |                   |                 |  | Construction:                       | 0             | 0             | 755           | 0             | 0             | 0 |
| Length: <b>3.37</b>                                  | MPO: <b>Y</b>   |                                    |                   |                 |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>646</b>  |                                    | State: <b>161</b> | Local: <b>0</b> |  | Payments:                           | 0             | 0             | 0             | 0             | 0             |   |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>Fall 14</b>  | Anticipated Fed Cat: <b>S.T.P.</b> |                   |                 |  |                                     |               |               |               |               |               |   |
| TIP #: <b>MO1206</b>                                 | Future Cost: <b>0</b>   | Estimate Total: <b>809</b>         |                   |                 |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                | <b>Pavement improvements on various sections from Ozarks Transportation Organization boundary to I-44 in Strafford. Part of a combined letting involving projects 8S2465B and 8S1300C. \$126,000 Repeat Offender funds.</b> |                                    |                   |                 |  | Engineering:                        | 0             | 27            | 0             | 0             | 0             | 0 |
| Route: <b>MO 125</b>                                 |   |                                    |                   |                 |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8S1300C</b>                              |   |                                    |                   |                 |  | Construction:                       | 0             | 333           | 0             | 0             | 0             | 0 |
| Length: <b>3.67</b>                                  | MPO: <b>Y</b>   |                                    |                   |                 |  | FFOS:                               | 0             | 126           | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>287</b>  |                                    | State: <b>73</b>  | Local: <b>0</b> |  | Payments:                           | 0             | 0             | 0             | 0             | 0             |   |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>Fall 13</b>  | Anticipated Fed Cat: <b>S.T.P.</b> |                   |                 |  |                                     |               |               |               |               |               |   |
| TIP #: <b>MO1206</b>                                 | Future Cost: <b>0</b>   | Estimate Total: <b>360</b>         |                   |                 |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                | <b>Turn-lane improvements at Washington Avenue in Strafford. Part of a combination letting involving projects 8S2340, 8S2449, 8S2426 and 8P2265.</b>  |                                    |                   |                 |  | Engineering:                        | 69            | 31            | 0             | 0             | 0             | 0 |
| Route: <b>MO 125</b>                                 |   |                                    |                   |                 |  | R/W:                                | 87            | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8S2426</b>                               |   |                                    |                   |                 |  | Construction:                       | 0             | 553           | 0             | 0             | 0             | 0 |
| Length: <b>0.30</b>                                  | MPO: <b>Y</b>   |                                    |                   |                 |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b> | AC-State: <b>467</b>  |                                    | State: <b>117</b> | Local: <b>0</b> |  | Payments:                           | 0             | 0             | 0             | 0             | 0             |   |
| Sec Cat: <b>Safety</b>                               | Awd Date: <b>Fall 13</b>  | Anticipated Fed Cat: <b>S.T.P.</b> |                   |                 |  |                                     |               |               |               |               |               |   |
| TIP #: <b>ST1201</b>                                 | Future Cost: <b>0</b>   | Estimate Total: <b>740</b>         |                   |                 |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                | <b>Pavement and safety improvements on various sections from Rte. 60 to Smyrna Road. \$28,000 Repeat Offender funds. Part of a combination letting involving projects 7S3027, 8P2292 and 8S3028.</b>                        |                                    |                   |                 |  | Engineering:                        | 0             | 49            | 0             | 0             | 0             | 0 |
| Route: <b>MO 125</b>                                 |   |                                    |                   |                 |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8S3028</b>                               |   |                                    |                   |                 |  | Construction:                       | 0             | 668           | 0             | 0             | 0             | 0 |
| Length: <b>5.02</b>                                  | MPO: <b>Y</b>   |                                    |                   |                 |  | FFOS:                               | 0             | 28            | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>573</b>  |                                    | State: <b>144</b> | Local: <b>0</b> |  | Payments:                           | 0             | 0             | 0             | 0             | 0             |   |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>Fall 13</b>  | Anticipated Fed Cat: <b>S.T.P.</b> |                   |                 |  |                                     |               |               |               |               |               |   |
| TIP #: <b>MO1206</b>                                 | Future Cost: <b>0</b>   | Estimate Total: <b>717</b>         |                   |                 |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                | <b>Pavement improvements on various sections from Rte. WW to north of I-44 in Springfield. Part of a combination letting involving projects 8P2263B and 7P3005.</b>   |                                    |                   |                 |  | Engineering:                        | 10            | 185           | 0             | 0             | 0             | 0 |
| Route: <b>MO 13</b>                                  |   |                                    |                   |                 |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P2263B</b>                              |   |                                    |                   |                 |  | Construction:                       | 0             | 2,600         | 0             | 0             | 0             | 0 |
| Length: <b>6.17</b>                                  | MPO: <b>Y</b>   |                                    |                   |                 |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>2,228</b>  |                                    | State: <b>557</b> | Local: <b>0</b> |  | Payments:                           | 0             | 0             | 0             | 0             | 0             |   |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>Fall 13</b>  | Anticipated Fed Cat: <b>NHPP</b>   |                   |                 |  |                                     |               |               |               |               |               |   |
| TIP #: <b>GR1305</b>                                 | Future Cost: <b>0</b>   | Estimate Total: <b>2,795</b>       |                   |                 |  |                                     |               |               |               |               |               |   |

\* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.



# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|  |  |                                    |                   |                 |  | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |   |
|--|--|------------------------------------|-------------------|-----------------|--|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---|
|  |  |                                    |                   |                 |  | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |   |
| County: <b>Greene</b>                  | <b>Signal improvements on Kansas Expressway at Sunset Street and Walnut Lawn Street in Springfield.</b>  |                                    |                   |                 |  | Engineering:                        | 2             | 3             | 5             | 26            | 22            | 0 |
| Route: <b>MO 13</b>                    |  |                                    |                   |                 |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P2390</b>                 |  |                                    |                   |                 |  | Construction:                       | 0             | 0             | 0             | 0             | 449           | 0 |
| Length: <b>0.20</b>                    | MPO: <b>Y</b>  |                                    |                   |                 |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b> | AC-State: <b>404</b>   |                                    | State: <b>101</b> | Local: <b>0</b> |  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: <b>Systems Operations</b>     | Awd Date: <b>2017</b>  | Anticipated Fed Cat: <b>NHPP</b>   |                   |                 |  |                                     |               |               |               |               |               |   |
| TIP #: <b>SP1401</b>                   | Future Cost: <b>0</b>  | Estimate Total: <b>507</b>         |                   |                 |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                  | <b>Pavement improvements on various sections of Kansas Expressway from I-44 to Rte. 60 (James River Freeway).</b>                                |                                    |                   |                 |  | Engineering:                        | 2             | 17            | 107           | 0             | 0             | 0 |
| Route: <b>MO 13</b>                    |  |                                    |                   |                 |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P3005</b>                 |  |                                    |                   |                 |  | Construction:                       | 0             | 0             | 1,803         | 0             | 0             | 0 |
| Length: <b>8.09</b>                    | MPO: <b>Y</b>  |                                    |                   |                 |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b> | AC-State: <b>1,542</b>   |                                    | State: <b>385</b> | Local: <b>0</b> |  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: <b>Thin Lift Overlay</b>      | Awd Date: <b>Fall 14</b>   | Anticipated Fed Cat: <b>NHPP</b>   |                   |                 |  |                                     |               |               |               |               |               |   |
| TIP #: <b>SP1316</b>                   | Future Cost: <b>0</b>  | Estimate Total: <b>1,929</b>       |                   |                 |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                  | <b>Pavement improvements on various sections of West Bypass from Rte. 413 (Sunshine Street) to Rte. 60 (James River Freeway) in Springfield.</b> |                                    |                   |                 |  | Engineering:                        | 2             | 5             | 55            | 0             | 0             | 0 |
| Route: <b>US 160</b>                   |  |                                    |                   |                 |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P2264D</b>                |  |                                    |                   |                 |  | Construction:                       | 0             | 0             | 800           | 0             | 0             | 0 |
| Length: <b>2.47</b>                    | MPO: <b>Y</b>  |                                    |                   |                 |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b> | AC-State: <b>688</b>   |                                    | State: <b>172</b> | Local: <b>0</b> |  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: <b>Thin Lift Overlay</b>      | Awd Date: <b>Fall 14</b>   | Anticipated Fed Cat: <b>NHPP</b>   |                   |                 |  |                                     |               |               |               |               |               |   |
| TIP #: <b>SP1317</b>                   | Future Cost: <b>0</b>  | Estimate Total: <b>862</b>         |                   |                 |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                  | <b>Signal improvements at Rte. AB and at Miller Road in Willard.</b>   |                                    |                   |                 |  | Engineering:                        | 2             | 3             | 5             | 50            | 121           | 0 |
| Route: <b>US 160</b>                   |  |                                    |                   |                 |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P2389</b>                 |  |                                    |                   |                 |  | Construction:                       | 0             | 0             | 0             | 0             | 724           | 0 |
| Length: <b>0.20</b>                    | MPO: <b>Y</b>  |                                    |                   |                 |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b> | AC-State: <b>722</b>   |                                    | State: <b>181</b> | Local: <b>0</b> |  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: <b>Systems Operations</b>     | Awd Date: <b>2017</b>  | Anticipated Fed Cat: <b>S.T.P.</b> |                   |                 |  |                                     |               |               |               |               |               |   |
| TIP #: <b>WL1301</b>                   | Future Cost: <b>0</b>  | Estimate Total: <b>905</b>         |                   |                 |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                  | <b>Pavement improvements on various sections of West Bypass from I-44 to Rte. 413 (Sunshine Street).</b>   |                                    |                   |                 |  | Engineering:                        | 2             | 2             | 85            | 0             | 0             | 0 |
| Route: <b>US 160</b>                   |  |                                    |                   |                 |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P3011</b>                 |  |                                    |                   |                 |  | Construction:                       | 0             | 0             | 1,563         | 0             | 0             | 0 |
| Length: <b>4.26</b>                    | MPO: <b>Y</b>  |                                    |                   |                 |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b> | AC-State: <b>1,320</b>   |                                    | State: <b>330</b> | Local: <b>0</b> |  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: <b>Thin Lift Overlay</b>      | Awd Date: <b>Fall 14</b>   | Anticipated Fed Cat: <b>NHPP</b>   |                   |                 |  |                                     |               |               |               |               |               |   |
| TIP #: <b>MO1306</b>                   | Future Cost: <b>0</b>  | Estimate Total: <b>1,652</b>       |                   |                 |  |                                     |               |               |               |               |               |   |

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# 2014-2018 Highway and Bridge Construction Schedule

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

|  |  |                                  |                   |                   |  | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |   |
|--|--|----------------------------------|-------------------|-------------------|--|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---|
|  |  |                                  |                   |                   |  | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |   |
| County: <b>Greene</b>                                  | <b>Pavement improvements on various sections of Sunshine Street from Rte. 360 (James River Freeway) to Rte. 13 (Kansas Expressway) in Springfield.</b>                       |                                  |                   |                   |  | Engineering:                        | 2             | 136           | 0             | 0             | 0             | 0 |
| Route: <b>MO 413</b>                                   |  |                                  |                   |                   |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8S3003</b>                                 |  |                                  |                   |                   |  | Construction:                       | 0             | 1,703         | 0             | 0             | 0             | 0 |
| Length: <b>4.08</b>                                    | MPO: <b>Y</b>  |                                  |                   |                   |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b>                 | AC-State: <b>1,471</b>   |                                  | State: <b>368</b> | Local: <b>0</b>   |  | Payments:                           | 0             | 0             | 0             | 0             | 0             |   |
| Sec Cat: <b>Thin Lift Overlay</b>                      | Awd Date: <b>Fall 13</b>   | Anticipated Fed Cat: <b>NHPP</b> |                   |                   |  |                                     |               |               |               |               |               |   |
| TIP #: <b>GR1306</b>                                   | Future Cost: <b>0</b>  | Estimate Total: <b>1,841</b>     |                   |                   |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                  | <b>ADA accommodations at various locations on west Sunshine Street (Rte. 413), Kearney Street (Rte. 744), Kansas Expressway (Rte. 13) and Chestnut Expressway (Loop 44).</b> |                                  |                   |                   |  | Engineering:                        | 0             | 29            | 25            | 0             | 0             | 0 |
| Route: <b>MO 413</b>                                   |  |                                  |                   |                   |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8S3025</b>                                 |  |                                  |                   |                   |  | Construction:                       | 0             | 0             | 319           | 0             | 0             | 0 |
| Length: <b>18.84</b>                                   | MPO: <b>Y</b>  |                                  |                   |                   |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b>   | AC-State: <b>298</b>   |                                  | State: <b>75</b>  | Local: <b>0</b>   |  | Payments:                           | 0             | 0             | 0             | 0             | 0             |   |
| Sec Cat: <b>Regional</b>                               | Awd Date: <b>2015</b>  | Anticipated Fed Cat: <b>NHPP</b> |                   |                   |  |                                     |               |               |               |               |               |   |
| TIP #: <b></b>   | Future Cost: <b>0</b>  | Estimate Total: <b>373</b>       |                   |                   |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                  | <b>Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.</b>   |                                  |                   |                   |  | Engineering:                        | 0             | 16            | 0             | 0             | 0             | 0 |
| Route: <b>IS 44</b>                                    |  |                                  |                   |                   |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>2I21660</b>                                |  |                                  |                   |                   |  | Construction:                       | 0             | 200           | 0             | 0             | 0             | 0 |
| Length: <b>22.10</b>                                   | MPO: <b>Y</b>  |                                  |                   |                   |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Statewide Interstate And Major Bridge</b> | AC-State: <b>195</b>   |                                  | State: <b>21</b>  | Local: <b>0</b>   |  | Payments:                           | 0             | 0             | 0             | 0             | 0             |   |
| Sec Cat: <b>Preventive Maint</b>                       | Awd Date: <b>Winter 14</b>   | Anticipated Fed Cat: <b>NHPP</b> |                   |                   |  |                                     |               |               |               |               |               |   |
| TIP #: <b></b>   | Future Cost: <b>0</b>  | Estimate Total: <b>216</b>       |                   |                   |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                  | <b>Pavement treatment on various sections from Rte. 266 (Chestnut Expressway) to 2 miles east of Rte. 65.</b>  |                                  |                   |                   |  | Engineering:                        | 2             | 2             | 112           | 596           | 0             | 0 |
| Route: <b>IS 44</b>                                    |  |                                  |                   |                   |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8I3000</b>                                 |  |                                  |                   |                   |  | Construction:                       | 0             | 0             | 0             | 9,275         | 0             | 0 |
| Length: <b>5.67</b>                                    | MPO: <b>Y</b>  |                                  |                   |                   |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Statewide Interstate And Major Bridge</b> | AC-State: <b>8,986</b>   |                                  | State: <b>999</b> | Local: <b>0</b>   |  | Payments:                           | 0             | 0             | 0             | 0             | 0             |   |
| Sec Cat: <b>Rehab And Reconst</b>                      | Awd Date: <b>2016</b>  | Anticipated Fed Cat: <b>NHPP</b> |                   | Federal Oversight |  |                                     |               |               |               |               |               |   |
| TIP #: <b>GR1308</b>                                   | Future Cost: <b>0</b>  | Estimate Total: <b>9,987</b>     |                   |                   |  |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                  | <b>Pavement improvements on various sections of Chestnut Expressway from College Street to Rte. 13 (Kansas Expressway) in Springfield.</b>                                   |                                  |                   |                   |  | Engineering:                        | 2             | 4             | 33            | 0             | 0             | 0 |
| Route: <b>LP 44</b>                                    |  |                                  |                   |                   |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P2264C</b>                                |  |                                  |                   |                   |  | Construction:                       | 0             | 0             | 544           | 0             | 0             | 0 |
| Length: <b>1.08</b>                                    | MPO: <b>Y</b>  |                                  |                   |                   |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b>                 | AC-State: <b>465</b>   |                                  | State: <b>116</b> | Local: <b>0</b>   |  | Payments:                           | 0             | 0             | 0             | 0             | 0             |   |
| Sec Cat: <b>Thin Lift Overlay</b>                      | Awd Date: <b>Fall 14</b>   | Anticipated Fed Cat: <b>NHPP</b> |                   |                   |  |                                     |               |               |               |               |               |   |
| TIP #: <b>SP1315</b>                                   | Future Cost: <b>0</b>  | Estimate Total: <b>583</b>       |                   |                   |  |                                     |               |               |               |               |               |   |

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# 2014-2018 Highway and Bridge Construction Schedule

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

|  |   |                                  |                               |                     |                 | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |   |
|--|---|----------------------------------|-------------------------------|---------------------|-----------------|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---|
|  |   |                                  |                               |                     |                 | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |   |
| County: <b>Greene</b>                                | <b>Interchange improvements at Rtes. NN/J. \$911,000 Open Container funds.</b>  |                                  |                               |                     |                 | Engineering:                        | 292           | 460           | 2,061         | 0             | 0             | 0 |
| Route: <b>US 60</b>                                  |   |                                  |                               |                     |                 | R/W:                                | 0             | 700           | 0             | 0             | 0             | 0 |
| Job No.: <b>8P0683D</b>                              |   |                                  |                               |                     |                 | Construction:                       | 0             | 0             | 9,870         | 0             | 0             | 0 |
| Length: <b>3.50</b>                                  | MPO: <b>Y</b>   |                                  |                               |                     |                 | FFOS:                               | 0             | 0             | 911           | 0             | 0             | 0 |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b> |   |                                  | AC-State: <b>10,473</b>       | State: <b>2,618</b> | Local: <b>0</b> | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: <b>System Expansion</b>                     | Awd Date: <b>2015</b>   | Anticipated Fed Cat: <b>NHPP</b> |                               |                     |                 |                                     |               |               |               |               |               |   |
| TIP #: <b>GR1010</b>                                 | Future Cost: <b>0</b>   |                                  | Estimate Total: <b>13,383</b> |                     |                 |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                | <b>Signal improvements at Rte. 125.</b>   |                                  |                               |                     |                 | Engineering:                        | 31            | 1             | 1             | 8             | 19            | 0 |
| Route: <b>US 60</b>                                  |   |                                  |                               |                     |                 | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P2381</b>                               |   |                                  |                               |                     |                 | Construction:                       | 0             | 0             | 0             | 0             | 327           | 0 |
| Length: <b>0.20</b>                                  | MPO: <b>Y</b>   |                                  |                               |                     |                 | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b>               |   |                                  | AC-State: <b>285</b>          | State: <b>71</b>    | Local: <b>0</b> | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: <b>Systems Operations</b>                   | Awd Date: <b>2017</b>   | Anticipated Fed Cat: <b>NHPP</b> |                               |                     |                 |                                     |               |               |               |               |               |   |
| TIP #: <b>RG1201</b>                                 | Future Cost: <b>0</b>   |                                  | Estimate Total: <b>387</b>    |                     |                 |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                | <b>Pavement improvements on various sections from Rte. 174 to Rtes. 360/60 (James River Freeway) interchange in Republic.</b>   |                                  |                               |                     |                 | Engineering:                        | 2             | 111           | 0             | 0             | 0             | 0 |
| Route: <b>US 60</b>                                  |   |                                  |                               |                     |                 | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P3004</b>                               |   |                                  |                               |                     |                 | Construction:                       | 0             | 1,572         | 0             | 0             | 0             | 0 |
| Length: <b>4.20</b>                                  | MPO: <b>Y</b>   |                                  |                               |                     |                 | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b>               |   |                                  | AC-State: <b>1,347</b>        | State: <b>336</b>   | Local: <b>0</b> | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>Fall 13</b>  | Anticipated Fed Cat: <b>NHPP</b> |                               |                     |                 |                                     |               |               |               |               |               |   |
| TIP #: <b>RP1301</b>                                 | Future Cost: <b>0</b>   |                                  | Estimate Total: <b>1,685</b>  |                     |                 |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                | <b>Sound abatement at various locations on James River Freeway from Rte. 13 (Kansas Expressway) to Rte. 160 (Campbell Avenue).</b>  |                                  |                               |                     |                 | Engineering:                        | 16            | 32            | 0             | 0             | 0             | 0 |
| Route: <b>US 60</b>                                  |   |                                  |                               |                     |                 | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P3020</b>                               |   |                                  |                               |                     |                 | Construction:                       | 0             | 437           | 0             | 0             | 0             | 0 |
| Length: <b>1.45</b>                                  | MPO: <b>Y</b>   |                                  |                               |                     |                 | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b> |   |                                  | AC-State: <b>376</b>          | State: <b>93</b>    | Local: <b>0</b> | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: <b>System Expansion</b>                     | Awd Date: <b>Fall 13</b>  | Anticipated Fed Cat: <b>NHPP</b> |                               |                     |                 |                                     |               |               |               |               |               |   |
| TIP #: <b>RP1301</b>                                 | Future Cost: <b>0</b>   |                                  | Estimate Total: <b>485</b>    |                     |                 |                                     |               |               |               |               |               |   |
| County: <b>Greene</b>                                | <b>Pavement improvements on various sections from County Road 194 to Illinois Street in Republic. Part of a combination letting involving projects 7P3039 and 8P3031.</b> |                                  |                               |                     |                 | Engineering:                        | 0             | 2             | 2             | 14            | 0             | 0 |
| Route: <b>US 60</b>                                  |   |                                  |                               |                     |                 | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: <b>8P3031</b>                               |   |                                  |                               |                     |                 | Construction:                       | 0             | 0             | 0             | 230           | 0             | 0 |
| Length: <b>1.19</b>                                  | MPO: <b>Y</b>   |                                  |                               |                     |                 | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: <b>Taking Care Of System</b>               |   |                                  | AC-State: <b>200</b>          | State: <b>48</b>    | Local: <b>0</b> | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>2016</b>   | Anticipated Fed Cat: <b>NHPP</b> |                               |                     |                 |                                     |               |               |               |               |               |   |
| TIP #: <b>RP1301</b>                                 | Future Cost: <b>0</b>   |                                  | Estimate Total: <b>248</b>    |                     |                 |                                     |               |               |               |               |               |   |

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# 2014-2018 Highway and Bridge Construction Schedule

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|  |   |                                    |                               |  |                        | STATE FISCAL YEAR PROJECT BUDGETING |                     |               |               |               |               |     |
|--|---|------------------------------------|-------------------------------|--|------------------------|-------------------------------------|---------------------|---------------|---------------|---------------|---------------|-----|
|  |   |                                    |                               |  |                        | Prior Prog.                         | 7/2013-6/2014       | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |     |
| County: <b>Greene</b>                                | <b>Bridge improvement on Evans Road over Rte. 65 in Springfield. Project involves bridge A3107.</b>   |                                    |                               |  |                        | Engineering:                        | 13                  | 2             | 2             | 2             | 41            | 68  |
| Route: <b>US 65</b>                                  |   |                                    |                               |  |                        | R/W:                                | 0                   | 0             | 0             | 0             | 0             | 0   |
| Job No.: <b>8O2397</b>                               |   |                                    |                               |  |                        | Construction:                       | 0                   | 0             | 0             | 0             | 0             | 944 |
| Length: <b>0.02</b>                                  | MPO: <b>Y</b>   |                                    |                               |  |                        | FFOS:                               | 0                   | 0             | 0             | 0             | 0             | 0   |
| Fund Cat: <b>Taking Care Of System</b>               |   |                                    |                               |  | AC-State: <b>849</b>   | State: <b>210</b>                   | Local: <b>0</b>     |               |               |               |               |     |
| Sec Cat: <b>Rehab And Reconst</b>                    | Awd Date: <b>2018</b>   | Anticipated Fed Cat: <b>NHPP</b>   |                               |  |                        | Payments:                           | 0                   | 0             | 0             | 0             | 0             | 0   |
| TIP #: <b>SP1204</b>                                 | Future Cost: <b>0</b>   |                                    | Estimate Total: <b>1,072</b>  |  |                        |                                     |                     |               |               |               |               |     |
| County: <b>Greene</b>                                | <b>Various operational and roadway improvements from Rte. 60 (James River Freeway) to 0.7 mile south of Evans Road.</b>   |                                    |                               |  |                        | Engineering:                        | 0                   | 2             | 396           | 562           | 0             | 0   |
| Route: <b>US 65</b>                                  |   |                                    |                               |  |                        | R/W:                                | 0                   | 0             | 0             | 0             | 0             | 0   |
| Job No.: <b>8P0605G</b>                              |   |                                    |                               |  |                        | Construction:                       | 0                   | 0             | 0             | 8,657         | 0             | 0   |
| Length: <b>2.79</b>                                  | MPO: <b>Y</b>   |                                    |                               |  |                        | FFOS:                               | 0                   | 0             | 0             | 0             | 0             | 0   |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b> |   |                                    |                               |  | AC-State: <b>7,695</b> | State: <b>1,922</b>                 | Local: <b>0</b>     |               |               |               |               |     |
| Sec Cat: <b>System Expansion</b>                     | Awd Date: <b>2016</b>   | Anticipated Fed Cat: <b>NHPP</b>   |                               |  |                        | Payments:                           | 0                   | 0             | 0             | 0             | 0             | 0   |
| TIP #: <b>SP1106</b>                                 | Future Cost: <b>0</b>   |                                    | Estimate Total: <b>9,617</b>  |  |                        |                                     |                     |               |               |               |               |     |
| County: <b>Greene</b>                                | <b>Relocate Eastgate Avenue (east outer road) intersection east of Rte. 65. Cost Participation with Springfield and Greene County. \$1,179,000 Springfield. \$100,000 Greene County STP-Urban.</b>                                    |                                    |                               |  |                        | Engineering:                        | 70                  | 3             | 158           | 0             | 0             | 0   |
| Route: <b>OR 65</b>                                  |   |                                    |                               |  |                        | R/W:                                | 0                   | 2             | 0             | 0             | 0             | 0   |
| Job No.: <b>8P0850B</b>                              |   |                                    |                               |  |                        | Construction:                       | 0                   | 0             | 2,532         | 0             | 0             | 0   |
| Length: <b>0.02</b>                                  | MPO: <b>Y</b>   |                                    |                               |  |                        | FFOS:                               | 0                   | 0             | 1,279         | 0             | 0             | 0   |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b> |   |                                    |                               |  | AC-State: <b>1,484</b> | State: <b>32</b>                    | Local: <b>1,179</b> |               |               |               |               |     |
| Sec Cat: <b>System Expansion</b>                     | Awd Date: <b>Fall 14</b>  | Anticipated Fed Cat: <b>S.T.P.</b> |                               |  |                        | Payments:                           | 0                   | 0             | 0             | 0             | 0             | 0   |
| TIP #: <b>SP1106</b>                                 | Future Cost: <b>0</b>   |                                    | Estimate Total: <b>2,765</b>  |  |                        |                                     |                     |               |               |               |               |     |
| County: <b>Greene</b>                                | <b>Bridge improvements on northbound bridge over Lake Springfield, 0.6 mile south of Rte. 60. Project involves bridge A0649.</b>  |                                    |                               |  |                        | Engineering:                        | 528                 | 100           | 410           | 392           | 0             | 0   |
| Route: <b>US 65</b>                                  |   |                                    |                               |  |                        | R/W:                                | 0                   | 0             | 0             | 0             | 0             | 0   |
| Job No.: <b>8P2158</b>                               |   |                                    |                               |  |                        | Construction:                       | 0                   | 0             | 0             | 6,030         | 0             | 0   |
| Length: <b>0.16</b>                                  | MPO: <b>Y</b>   |                                    |                               |  |                        | FFOS:                               | 0                   | 0             | 0             | 0             | 0             | 0   |
| Fund Cat: <b>Taking Care Of System</b>               |   |                                    |                               |  | Fed: <b>5,546</b>      | State: <b>1,386</b>                 | Local: <b>0</b>     |               |               |               |               |     |
| Sec Cat: <b>Rehab And Reconst</b>                    | Awd Date: <b>2016</b>   | Anticipated Fed Cat: <b>NHPP</b>   |                               |  |                        | Payments:                           | 0                   | 0             | 0             | 0             | 0             | 0   |
| TIP #: <b>SP1018</b>                                 | Future Cost: <b>0</b>   |                                    | Estimate Total: <b>7,460</b>  |  |                        |                                     |                     |               |               |               |               |     |
| County: <b>Greene</b>                                | <b>Railroad crossing grade separation at Chestnut Expressway and BNSF railway 0.2 mile west of Rte. 65. \$4,846,523 Cost Share, \$3,190,415 Springfield, \$2,325,663 Springfield STP-Urban and \$400,000 Greene County STP-Urban.</b> |                                    |                               |  |                        | Engineering:                        | 502                 | 30            | 52            | 429           | 0             | 0   |
| Route: <b>BU 65</b>                                  |   |                                    |                               |  |                        | R/W:                                | 0                   | 0             | 4,189         | 0             | 0             | 0   |
| Job No.: <b>8P2196</b>                               |   |                                    |                               |  |                        | Construction:                       | 0                   | 0             | 0             | 7,104         | 0             | 0   |
| Length: <b>0.23</b>                                  | MPO: <b>Y</b>   |                                    |                               |  |                        | FFOS:                               | 0                   | 0             | 4,067         | 6,696         | 0             | 0   |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b> |   |                                    |                               |  | AC-State: <b>7,675</b> | State: <b>939</b>                   | Local: <b>3,190</b> |               |               |               |               |     |
| Sec Cat: <b>System Expansion</b>                     | Awd Date: <b>2016</b>   | Anticipated Fed Cat: <b>NHPP</b>   |                               |  |                        | Payments:                           | 0                   | 0             | 0             | 0             | 0             | 0   |
| TIP #: <b>SP1109</b>                                 | Future Cost: <b>0</b>   |                                    | Estimate Total: <b>12,306</b> |  |                        |                                     |                     |               |               |               |               |     |

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# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|  |  |                                  |                               |  |  | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |       |
|--|--|----------------------------------|-------------------------------|--|--|-------------------------------------|---------------|---------------|---------------|---------------|---------------|-------|
|  |  |                                  |                               |  |  | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |       |
| County: <b>Greene</b>                                | <b>Pavement improvements on various sections of the southbound lanes from south of Rte. 60 to the Ozarks Transportation Organization boundary. Part of a combination letting involving projects 7P3006, 8P2263, and 8S2266.</b>                |                                  |                               |  |  | Engineering:                        | 6             | 92            | 0             | 0             | 0             | 0     |
| Route: <b>US 65</b>                                  |  |                                  |                               |  |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0     |
| Job No.: <b>8P2263C</b>                              |  |                                  |                               |  |  | Construction:                       | 0             | 2,220         | 0             | 0             | 0             | 0     |
| Length: <b>2.48</b>                                  | MPO: <b>Y</b>  |                                  |                               |  |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0     |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>1,850</b> State: <b>462</b> Local: <b>0</b>   |                                  |                               |  |  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0     |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>Fall 13</b>   | Anticipated Fed Cat: <b>NHPP</b> |                               |  |  |                                     |               |               |               |               |               |       |
| TIP #: <b>SP1312</b>                                 | Future Cost: <b>0</b>  |                                  | Estimate Total: <b>2,318</b>  |  |  |                                     |               |               |               |               |               |       |
| County: <b>Greene</b>                                | <b>Replace southbound bridge over I-44 in Springfield. Project involves bridge A2071. \$166,134.42 MO108 SAFETEA-LU earmark.</b>   |                                  |                               |  |  | Engineering:                        | 222           | 5             | 63            | 100           | 150           | 245   |
| Route: <b>US 65</b>                                  |  |                                  |                               |  |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0     |
| Job No.: <b>8P2293</b>                               |  |                                  |                               |  |  | Construction:                       | 0             | 0             | 0             | 0             | 0             | 3,605 |
| Length: <b>0.09</b>                                  | MPO: <b>Y</b>  |                                  |                               |  |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0     |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>3,334</b> State: <b>834</b> Local: <b>0</b>   |                                  |                               |  |  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0     |
| Sec Cat: <b>Rehab And Reconst</b>                    | Awd Date: <b>2018</b>  | Anticipated Fed Cat: <b>NHPP</b> |                               |  |  |                                     |               |               |               |               |               |       |
| TIP #: <b>SP1112</b>                                 | Future Cost: <b>0</b>  |                                  | Estimate Total: <b>4,390</b>  |  |  |                                     |               |               |               |               |               |       |
| County: <b>Greene</b>                                | <b>Pavement improvements on various sections of Glenstone Avenue in Springfield from Walnut Street to Battlefield Road. Part of a combination letting involving projects 8P2263 and 8P3001.</b>  |                                  |                               |  |  | Engineering:                        | 12            | 105           | 0             | 0             | 0             | 0     |
| Route: <b>BU 65</b>                                  |  |                                  |                               |  |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0     |
| Job No.: <b>8P3001</b>                               |  |                                  |                               |  |  | Construction:                       | 0             | 1,161         | 0             | 0             | 0             | 0     |
| Length: <b>7.71</b>                                  | MPO: <b>Y</b>  |                                  |                               |  |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0     |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>1,013</b> State: <b>253</b> Local: <b>0</b>   |                                  |                               |  |  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0     |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>Fall 13</b>   | Anticipated Fed Cat: <b>NHPP</b> |                               |  |  |                                     |               |               |               |               |               |       |
| TIP #: <b>SP1314</b>                                 | Future Cost: <b>0</b>  |                                  | Estimate Total: <b>1,278</b>  |  |  |                                     |               |               |               |               |               |       |
| County: <b>Greene</b>                                | <b>Pavement improvements on various sections of the northbound lanes from Rte. KK to I-44. Part of a combination letting involving projects 7P2212B and 8P3006.</b>  |                                  |                               |  |  | Engineering:                        | 2             | 26            | 66            | 0             | 0             | 0     |
| Route: <b>US 65</b>                                  |  |                                  |                               |  |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0     |
| Job No.: <b>8P3006</b>                               |  |                                  |                               |  |  | Construction:                       | 0             | 0             | 2,182         | 0             | 0             | 0     |
| Length: <b>6.72</b>                                  | MPO: <b>Y</b>  |                                  |                               |  |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0     |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>1,820</b> State: <b>454</b> Local: <b>0</b>   |                                  |                               |  |  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0     |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>Fall 14</b>   | Anticipated Fed Cat: <b>NHPP</b> |                               |  |  |                                     |               |               |               |               |               |       |
| TIP #: <b>GR1304</b>                                 | Future Cost: <b>0</b>  |                                  | Estimate Total: <b>2,276</b>  |  |  |                                     |               |               |               |               |               |       |
| County: <b>Greene</b>                                | <b>Roadway improvements on various sections of Glenstone Avenue from Battlefield Road to Rte. 60 (James River Freeway). Cost Share with Springfield. \$5,236,000 Cost Share funds. \$1,310,000 Springfield. \$5,241,000 Springfield STP-U.</b> |                                  |                               |  |  | Engineering:                        | 687           | 1,154         | 0             | 0             | 0             | 0     |
| Route: <b>BU 65</b>                                  |  |                                  |                               |  |  | R/W:                                | 4,532         | 0             | 0             | 0             | 0             | 0     |
| Job No.: <b>8P3013</b>                               |  |                                  |                               |  |  | Construction:                       | 0             | 7,260         | 0             | 0             | 0             | 0     |
| Length: <b>1.49</b>                                  | MPO: <b>Y</b>  |                                  |                               |  |  | FFOS:                               | 4,532         | 7,255         | 0             | 0             | 0             | 0     |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b> | AC-State: <b>6,731</b> State: <b>907</b> Local: <b>776</b>   |                                  |                               |  |  | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0     |
| Sec Cat: <b>System Expansion</b>                     | Awd Date: <b>Winter 14</b>   | Anticipated Fed Cat: <b>NHPP</b> |                               |  |  |                                     |               |               |               |               |               |       |
| TIP #: <b>SP1313</b>                                 | Future Cost: <b>0</b>  |                                  | Estimate Total: <b>13,633</b> |  |  |                                     |               |               |               |               |               |       |

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# 2014-2018 Highway and Bridge Construction Schedule

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

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

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

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

|           |                                 |   |           |                      |        | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |   |
|-----------|---------------------------------|---|-----------|----------------------|--------|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---|
|           |                                 |   |           |                      |        | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |   |
| County:   | Greene                          | ADA accommodations at various locations of Glenstone Avenue (Bus. 65) from Walnut Street to Battlefield Road, and on Sunshine Street (Rte. D) from Glenstone Avenue to Blackman Road.   |           |                      |        | Engineering:                        | 0             | 62            | 0             | 0             | 0             | 0 |
| Route:    | BU 65                           |   |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8S3024                          |   |           |                      |        | Construction:                       | 0             | 349           | 0             | 0             | 0             | 0 |
| Length:   | 5.97                            | MPO:  | Y         |                      |        | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: | Major Projects & Emerging Needs | AC-State:   | 329       | State:               | 82     | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Regional                        | Awd Date:   | Winter 14 | Anticipated Fed Cat: | NHPP   | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| TIP #:    |                                 | Future Cost:  | 0         | Estimate Total:      | 411    |                                     |               |               |               |               |               |   |
| County:   | Greene                          | ADA accommodations at various locations of Chestnut Expressway from 0.1 mile west of Glenstone Avenue to Belcrest Avenue in Springfield.  |           |                      |        | Engineering:                        | 0             | 22            | 20            | 0             | 0             | 0 |
| Route:    | BU 65                           |   |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8S3026                          |   |           |                      |        | Construction:                       | 0             | 0             | 242           | 0             | 0             | 0 |
| Length:   | 1.75                            | MPO:  | Y         |                      |        | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: | Major Projects & Emerging Needs | AC-State:   | 228       | State:               | 56     | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Regional                        | Awd Date:   | 2015      | Anticipated Fed Cat: | S.T.P. | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| TIP #:    |                                 | Future Cost:  | 0         | Estimate Total:      | 284    |                                     |               |               |               |               |               |   |
| County:   | Greene                          | Pavement improvements on various sections of Chestnut Expressway from 0.1 mile west of Glenstone Avenue (Loop 44) to Belcrest Avenue.   |           |                      |        | Engineering:                        | 0             | 6             | 28            | 0             | 0             | 0 |
| Route:    | BU 65                           |   |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8S3034                          |   |           |                      |        | Construction:                       | 0             | 0             | 672           | 0             | 0             | 0 |
| Length:   | 1.64                            | MPO:  | Y         |                      |        | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: | Taking Care Of System           | AC-State:   | 566       | State:               | 140    | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Thin Lift Overlay               | Awd Date:   | Fall 14   | Anticipated Fed Cat: | NHPP   | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| TIP #:    |                                 | Future Cost:  | 0         | Estimate Total:      | 706    |                                     |               |               |               |               |               |   |
| County:   | Greene                          | Bridge and interchange improvements at Battlefield Road in Springfield. Project involves bridge A1656. \$3,708,853 Cost Share, \$1,189,657 Ozarks Transportation Organization BRM, \$4,153,500 Springfield, \$2,291,368 Springfield STP-Urban and \$500,000 Greene County STP-Urban |           |                      |        | Engineering:                        | 1,277         | 73            | 679           | 0             | 0             | 0 |
| Route:    | US 65                           |   |           |                      |        | R/W:                                | 0             | 566           | 0             | 0             | 0             | 0 |
| Job No.:  | 8U0500                          |   |           |                      |        | Construction:                       | 0             | 0             | 11,629        | 0             | 0             | 0 |
| Length:   | 1.20                            | MPO:  | Y         |                      |        | FFOS:                               | 0             | 566           | 11,278        | 0             | 0             | 0 |
| Fund Cat: | Major Projects & Emerging Needs | AC-State:   | 8,532     | State:               | 262    | Local:                              | 4,153         |               |               |               |               |   |
| Sec Cat:  | System Expansion                | Awd Date:   | Summer 14 | Anticipated Fed Cat: | NHPP   | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| TIP #:    | SP1108                          | Future Cost:  | 0         | Estimate Total:      | 14,224 |                                     |               |               |               |               |               |   |
| County:   | Greene                          | Pavement improvements on various sections of Kearney Street from Springfield-Branson National Airport to w/o Rte. 13 (Kansas Expressway).   |           |                      |        | Engineering:                        | 2             | 3             | 51            | 0             | 0             | 0 |
| Route:    | MO 744                          |   |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8P3010                          |   |           |                      |        | Construction:                       | 0             | 0             | 967           | 0             | 0             | 0 |
| Length:   | 3.74                            | MPO:  | Y         |                      |        | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: | Taking Care Of System           | AC-State:   | 817       | State:               | 204    | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Thin Lift Overlay               | Awd Date:   | Fall 14   | Anticipated Fed Cat: | NHPP   | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| TIP #:    | MO1306                          | Future Cost:  | 0         | Estimate Total:      | 1,023  |                                     |               |               |               |               |               |   |

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

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

|           |                                 |  |           |                      |        | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |   |
|-----------|---------------------------------|--|-----------|----------------------|--------|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---|
|           |                                 |  |           |                      |        | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |   |
| County:   | Greene                          | Safety improvements on Kearney Street at Mustard Way and Mulroy Road in Springfield. \$129,000 Repeat Offender funds. Part of a combination letting involving projects 8S2340, 8S2449, 8S2426 and 8P2265.  |           |                      |        | Engineering:                        | 93            | 40            | 0             | 0             | 0             | 0 |
| Route:    | MO 744                          |  |           |                      |        | R/W:                                | 69            | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8S2449                          |  |           |                      |        | Construction:                       | 0             | 687           | 0             | 0             | 0             | 0 |
| Length:   | 0.30                            | MPO:   | Y         |                      |        | FFOS:                               | 0             | 129           | 0             | 0             | 0             | 0 |
| Fund Cat: | Major Projects & Emerging Needs | AC-State:  | 582       | State:               | 145    | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Safety                          | Awd Date:  | Fall 13   | Anticipated Fed Cat: | NHPP   | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| TIP #:    | SP1206                          | Future Cost:   | 0         | Estimate Total:      | 889    |                                     |               |               |               |               |               |   |
| County:   | Greene                          | Pavement improvements on various sections of Kearney Street from west of Loop 44 (Glenstone Avenue) in Springfield to Mulroy Road, and on Mulroy Road from Rte. OO to I-44.  |           |                      |        | Engineering:                        | 2             | 10            | 72            | 0             | 0             | 0 |
| Route:    | MO 744                          |  |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8S3002                          |  |           |                      |        | Construction:                       | 0             | 0             | 1,194         | 0             | 0             | 0 |
| Length:   | 4.88                            | MPO:   | Y         |                      |        | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: | Taking Care Of System           | AC-State:  | 1,021     | State:               | 255    | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Thin Lift Overlay               | Awd Date:  | Fall 14   | Anticipated Fed Cat: | NHPP   | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| TIP #:    | SP1318                          | Future Cost:   | 0         | Estimate Total:      | 1,278  |                                     |               |               |               |               |               |   |
| County:   | Greene                          | Bridge improvements over I-44 west of Springfield. Project involves bridge A0231.  |           |                      |        | Engineering:                        | 145           | 552           | 0             | 0             | 0             | 0 |
| Route:    | RT B                            |  |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8S2396                          |  |           |                      |        | Construction:                       | 0             | 1,958         | 0             | 0             | 0             | 0 |
| Length:   | 0.06                            | MPO:   | Y         |                      |        | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: | Taking Care Of System           | Fed:   | 2,007     | State:               | 503    | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Rehab And Reconst               | Awd Date:  | Winter 14 | Anticipated Fed Cat: | NHPP   | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| TIP #:    | GR1206                          | Future Cost:   | 0         | Estimate Total:      | 2,655  |                                     |               |               |               |               |               |   |
| County:   | Greene                          | Pavement improvements on various sections of Sunshine St. from Bus. 65 (Glenstone Ave.) to Blackman Rd. in Springfield. Combination letting involving projects 8P2263 and 8P3001. Add alternate section: pavement improvements on Rte. 65 at the Rte. D interchange. |           |                      |        | Engineering:                        | 4             | 66            | 0             | 0             | 0             | 0 |
| Route:    | RT D                            |  |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8P2263                          |  |           |                      |        | Construction:                       | 0             | 933           | 0             | 0             | 0             | 0 |
| Length:   | 2.56                            | MPO:   | Y         |                      |        | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: | Taking Care Of System           | AC-State:  | 799       | State:               | 200    | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Thin Lift Overlay               | Awd Date:  | Fall 13   | Anticipated Fed Cat: | NHPP   | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| TIP #:    | SP1319                          | Future Cost:   | 0         | Estimate Total:      | 1,003  |                                     |               |               |               |               |               |   |
| County:   | Greene                          | Pavement improvements on various sections from Rte. 60 to e/o Rte. FF. Part of a combination letting involving projects 8S1300, 8S1300B, 8S2277, 8S2414, 8S2416, 8S2443, 8S2444.   |           |                      |        | Engineering:                        | 8             | 16            | 0             | 0             | 0             | 0 |
| Route:    | RT M                            |  |           |                      |        | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.:  | 8S1300                          |  |           |                      |        | Construction:                       | 0             | 298           | 0             | 0             | 0             | 0 |
| Length:   | 2.83                            | MPO:   | Y         |                      |        | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: | Taking Care Of System           | AC-State:  | 251       | State:               | 63     | Local:                              | 0             |               |               |               |               |   |
| Sec Cat:  | Thin Lift Overlay               | Awd Date:  | Fall 13   | Anticipated Fed Cat: | S.T.P. | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| TIP #:    | MO1206                          | Future Cost:   | 0         | Estimate Total:      | 322    |                                     |               |               |               |               |               |   |

\* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.



# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|                                     |                                |                                    |                      |                       |  | STATE FISCAL YEAR PROJECT BUDGETING  |                      |                   |                 |               |               |           |           |          |          |          |
|-------------------------------------|--------------------------------|------------------------------------|----------------------|-----------------------|--|--|----------------------|-------------------|-----------------|---------------|---------------|-----------|-----------|----------|----------|----------|
|                                     |                                |                                    |                      |                       |  | Prior Prog.  | 7/2013-6/2014        | 7/2014-6/2015     | 7/2015-6/2016   | 7/2016-6/2017 | 7/2017-6/2018 |           |           |          |          |          |
| County: <b>Greene</b>               | Route: <b>RT OO</b>            | Job No.: <b>8P2265</b>             | Length: <b>6.04</b>  | MPO: <b>Y</b>         | Fund Cat: <b>Taking Care Of System</b>               | Pavement improvements on various sections from Rte. 744 (Mulroy Road) to 0.2 mi. east of County Road 249. Part of a combination letting involving projects 8S2340, 8S2449, 8S2426 and 8P2265. \$222,000 Repeat Offender funds. | AC-State: <b>612</b> | State: <b>154</b> | Local: <b>0</b> | Engineering:  | <b>19</b>     | <b>38</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| Sec Cat: <b>Thin Lift Overlay</b>   | Awd Date: <b>Fall 13</b>       | Anticipated Fed Cat: <b>S.T.P.</b> | TIP #: <b>ST1101</b> | Future Cost: <b>0</b> | Estimate Total: <b>785</b>                           | R/W:   | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | Construction:  | <b>0</b>             | <b>728</b>        | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | FFOS:  | <b>0</b>             | <b>222</b>        | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | Payments:  | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| County: <b>Greene</b>               | Route: <b>Various</b>          | Job No.: <b>8P3016</b>             | Length: <b>0.00</b>  | MPO: <b>Y</b>         | Fund Cat: <b>Major Projects &amp; Emerging Needs</b> | Payment to Springfield for signal upgrades on various routes in Springfield. \$291,510 in Cost Share funds. To be let by Springfield.  | AC-State: <b>312</b> | State: <b>78</b>  | Local: <b>0</b> | Engineering:  | <b>0</b>      | <b>27</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| Sec Cat: <b>Systems Operations</b>  | Awd Date: <b>Let by Others</b> | Anticipated Fed Cat: <b>S.T.P.</b> | TIP #: <b>0</b>      | Future Cost: <b>0</b> | Estimate Total: <b>390</b>                           | R/W:   | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | Construction:  | <b>0</b>             | <b>363</b>        | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | FFOS:  | <b>0</b>             | <b>292</b>        | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | Payments:  | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| County: <b>Greene</b>               | Route: <b>RT ZZ</b>            | Job No.: <b>8S1300B</b>            | Length: <b>2.83</b>  | MPO: <b>Y</b>         | Fund Cat: <b>Taking Care Of System</b>               | Pavement improvements on various sections from south of Rte. M to County Road 194. \$56,000 Repeat Offender funds. Part of a combination letting involving projects 8S1300, 8S1300B, 8S2277, 8S2414, 8S2416, 8S2443, 8S2444.   | AC-State: <b>292</b> | State: <b>73</b>  | Local: <b>0</b> | Engineering:  | <b>0</b>      | <b>18</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| Sec Cat: <b>Thin Lift Overlay</b>   | Awd Date: <b>Fall 13</b>       | Anticipated Fed Cat: <b>S.T.P.</b> | TIP #: <b>0</b>      | Future Cost: <b>0</b> | Estimate Total: <b>365</b>                           | R/W:   | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | Construction:  | <b>0</b>             | <b>347</b>        | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | FFOS:  | <b>0</b>             | <b>56</b>         | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | Payments:  | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| County: <b>Various</b>              | Route: <b>Various</b>          | Job No.: <b>8P2242</b>             | Length: <b>0.00</b>  | MPO: <b>Y</b>         | Fund Cat: <b>Taking Care Of System</b>               | Job Order Contracting for guardrail and guard cable repair in the urban Southwest District.  | AC-State: <b>155</b> | State: <b>38</b>  | Local: <b>0</b> | Engineering:  | <b>2</b>      | <b>14</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| Sec Cat: <b>Routine Maintenance</b> | Awd Date: <b>Spring 14</b>     | Anticipated Fed Cat: <b>S.T.P.</b> | TIP #: <b>MO1150</b> | Future Cost: <b>0</b> | Estimate Total: <b>195</b>                           | R/W:   | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | Construction:  | <b>0</b>             | <b>179</b>        | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | FFOS:  | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | Payments:  | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| County: <b>Various</b>              | Route: <b>Various</b>          | Job No.: <b>8P2243</b>             | Length: <b>0.00</b>  | MPO: <b>Y</b>         | Fund Cat: <b>Taking Care Of System</b>               | Job Order Contracting for guardrail and guard cable repair in the urban Southwest District.  | AC-State: <b>161</b> | State: <b>39</b>  | Local: <b>0</b> | Engineering:  | <b>2</b>      | <b>2</b>  | <b>14</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| Sec Cat: <b>Routine Maintenance</b> | Awd Date: <b>2015</b>          | Anticipated Fed Cat: <b>S.T.P.</b> | TIP #: <b>MO1150</b> | Future Cost: <b>0</b> | Estimate Total: <b>202</b>                           | R/W:   | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | Construction:  | <b>0</b>             | <b>0</b>          | <b>184</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | FFOS:  | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
|                                     |                                |                                    |                      |                       |  | Payments:  | <b>0</b>             | <b>0</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |

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# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|                              |                         |   |   |            |          | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |   |
|------------------------------|-------------------------|---|---|------------|----------|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---|
|                              |                         |   |   |            |          | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |   |
| County: Various              | Route: Various          | Job No.: 8P2245                           | Job Order Contracting for guardrail and guard cable repair in the urban Southwest District.   |            |          | Engineering:                        | 2             | 2             | 2             | 14            | 0             | 0 |
| Length: 0.00                 | MPO: Y                  | Fund Cat: Taking Care Of System           | AC-State: 168   | State: 40  | Local: 0 | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: Routine Maintenance | Awd Date: 2016          | Anticipated Fed Cat: S.T.P.               | Future Cost: 0 Estimate Total: 210  |            |          | Construction:                       | 0             | 0             | 0             | 190           | 0             | 0 |
| TIP #: MO1150                |                         |   |   |            |          | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
|                              |                         |   |   |            |          | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| County: Various              | Route: Various          | Job No.: 8P2383                           | Safety improvements on various routes in the urban Southwest District.  |            |          | Engineering:                        | 6             | 1             | 1             | 3             | 36            | 0 |
| Length: 0.00                 | MPO: Y                  | Fund Cat: Safety                          | Fed: 87   | State: 9   | Local: 0 | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: Safety              | Awd Date: 2017          | Anticipated Fed Cat: Safety               | Future Cost: 0 Estimate Total: 102  |            |          | Construction:                       | 0             | 0             | 0             | 0             | 55            | 0 |
| TIP #: MO1201                |                         |   |   |            |          | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
|                              |                         |   |   |            |          | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| County: Various              | Route: Various          | Job No.: 8P3009                           | Job Order Contracting for guard cable and guardrail repair throughout the urban Southwest District.   |            |          | Engineering:                        | 0             | 2             | 2             | 2             | 14            | 0 |
| Length: 0.00                 | MPO: Y                  | Fund Cat: Taking Care Of System           | AC-State: 171   | State: 40  | Local: 0 | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: Routine Maintenance | Awd Date: 2017          | Anticipated Fed Cat: S.T.P.               | Future Cost: 0 Estimate Total: 211  |            |          | Construction:                       | 0             | 0             | 0             | 0             | 191           | 0 |
| TIP #: MO1150                |                         |   |   |            |          | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
|                              |                         |   |   |            |          | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| County: Various              | Route: Various          | Job No.: 8P3023                           | Safety improvements at various district wide locations. Open Container funds.   |            |          | Engineering:                        | 0             | 0             | 0             | 0             | 0             | 0 |
| Length: 0.00                 | MPO: Y                  | Fund Cat: Safety                          | Fed: 915  | State: 102 | Local: 0 | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: Safety              | Awd Date: 2016          | Anticipated Fed Cat: Safety               | Future Cost: 0 Estimate Total: 1,017  |            |          | Construction:                       | 0             | 0             | 0             | 1,017         | 0             | 0 |
| TIP #: MO1150                |                         |   |   |            |          | FFOS:                               | 0             | 0             | 0             | 959           | 0             | 0 |
|                              |                         |   |   |            |          | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| County: Various              | Route: Various          | Job No.: 8P3030                           | Payment to Springfield for installation of traffic sensing equipment at various locations in the Ozarks Transportation Organization area. To be let by Springfield. |            |          | Engineering:                        | 0             | 2             | 0             | 0             | 0             | 0 |
| Length: 0.00                 | MPO: Y                  | Fund Cat: Major Projects & Emerging Needs | AC-State: 482   | State: 120 | Local: 0 | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: Systems Operations  | Awd Date: Let by Others | Anticipated Fed Cat: S.T.P.               | Future Cost: 0 Estimate Total: 602  |            |          | Construction:                       | 0             | 600           | 0             | 0             | 0             | 0 |
| TIP #: MO1150                |                         |   |   |            |          | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
|                              |                         |   |   |            |          | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |

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# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|                                 |  |                             |                 |              |          | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |   |
|---------------------------------|--|-----------------------------|-----------------|--------------|----------|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---|
|                                 |  |                             |                 |              |          | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |   |
| County: Various                 | Pavement improvements on various major routes in the urban Southwest District.   |                             |                 |              |          | Engineering:                        | 0             | 2             | 2             | 24            | 325           | 0 |
| Route: Various                  |  |                             |                 |              |          | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: 8P3035                 |  |                             |                 |              |          | Construction:                       | 0             | 0             | 0             | 0             | 6,687         | 0 |
| Length: 0.00                    | MPO: Y   |                             |                 |              |          | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: Taking Care Of System |  |                             | AC-State: 5,633 | State: 1,407 | Local: 0 | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: Thin Lift Overlay      | Awd Date: 2017   | Anticipated Fed Cat: NHPP   |                 |              |          |                                     |               |               |               |               |               |   |
| TIP #: Future Cost: 0           | Estimate Total: 7,040  |                             |                 |              |          |                                     |               |               |               |               |               |   |
| County: Various                 | Improve guardrail on divided highway medians at various bridge locations within the urban Southwest District. \$142,000 from Open Container funds. |                             |                 |              |          | Engineering:                        | 3             | 17            | 0             | 0             | 0             | 0 |
| Route: Various                  |  |                             |                 |              |          | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: 9P2264J                |  |                             |                 |              |          | Construction:                       | 0             | 142           | 0             | 0             | 0             | 0 |
| Length: 0.00                    | MPO: Y   |                             |                 |              |          | FFOS:                               | 0             | 142           | 0             | 0             | 0             | 0 |
| Fund Cat: Safety                |  |                             | Fed: 143        | State: 16    | Local: 0 | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: Safety                 | Awd Date: Winter 14  | Anticipated Fed Cat: Safety |                 |              |          |                                     |               |               |               |               |               |   |
| TIP #: CC1305                   | Estimate Total: 162  |                             |                 |              |          |                                     |               |               |               |               |               |   |
| County: Various                 | Signing and striping improvements at various intersections in the urban Southwest District. \$104,000 Open Container funds.                        |                             |                 |              |          | Engineering:                        | 13            | 9             | 0             | 0             | 0             | 0 |
| Route: Various                  |  |                             |                 |              |          | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: 9P2264Q                |  |                             |                 |              |          | Construction:                       | 0             | 104           | 0             | 0             | 0             | 0 |
| Length: 0.00                    | MPO: Y   |                             |                 |              |          | FFOS:                               | 0             | 104           | 0             | 0             | 0             | 0 |
| Fund Cat: Safety                |  |                             | Fed: 102        | State: 11    | Local: 0 | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0 |
| Sec Cat: Safety                 | Awd Date: Spring 14  | Anticipated Fed Cat: Safety |                 |              |          |                                     |               |               |               |               |               |   |
| TIP #: CC1304                   | Estimate Total: 126  |                             |                 |              |          |                                     |               |               |               |               |               |   |

\* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.



## 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

| STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |               |
|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
|                                     | Prior Prog.   | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |
| FFOS:                               | 4,532         | 10,120        | 25,008        | 7,655         | 0             | 0             |
| Total R/W:                          | 5,881         | 1,886         | 4,189         | 0             | 0             | 0             |
| Total Construction:                 | 0             | 31,508        | 42,602        | 32,503        | 8,433         | 4,549         |
| Paybacks:                           | 0             | 0             | 0             | 0             | 0             | 0             |
| Sub-Total:                          | 5,881         | 33,394        | 46,791        | 32,503        | 8,433         | 4,549         |
| Total Engineering:                  | 4,476         | 4,296         | 5,039         | 2,222         | 728           | 313           |
| <b>Grand Total:</b>                 | <b>10,357</b> | <b>37,690</b> | <b>51,830</b> | <b>34,725</b> | <b>9,161</b>  | <b>4,862</b>  |
|                                     |               | 2014          | 2015          | 2016          | 2017          | 2018          |
| State                               |               | 6,363         | 6,045         | 4,432         | 1,821         | 972           |
| AC-State                            |               | 24,874        | 38,467        | 21,047        | 7,258         | 3,890         |
| Local                               |               | 776           | 6,989         | 3,190         | 0             | 0             |
| Sub-total State                     |               | 32,013        | 51,501        | 28,669        | 9,079         | 4,862         |
| Federal                             |               |               |               |               |               |               |
| Sub-total Federal                   |               | 3,590         | 1             | 918           | 82            | 0             |
| <b>Grand Total</b>                  |               | <b>35,603</b> | <b>51,502</b> | <b>29,587</b> | <b>9,161</b>  | <b>4,862</b>  |

Project Count: 63

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\* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.



# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|                             |                            |   |   |               |              | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |
|-----------------------------|----------------------------|---|---|---------------|--------------|-------------------------------------|---------------|---------------|---------------|---------------|---------------|
|                             |                            |   |   |               |              | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |
| County: Various             | Route: Various             | Payback beginning in SFY 2008 for Safe and Sound bridges in urban Southwest District. Formerly District 8 SAS payments. Funding for right of way in 2009 from contractor. |   |               |              | Engineering:                        | 0             | 0             | 0             | 0             | 0             |
| Job No.: 5B0800X            | Length: 0.00               | MPO: Y  | Fund Cat: Taking Care Of System           | Fed: 0        | State: 1,420 | Local: 0                            | R/W:          | 7             | 0             | 0             |               |
| Sec Cat: Rehab And Reconst  | Awd Date: N/A              | Anticipated Fed Cat: State  | Construction:                             | 0             | 0            | 0                                   | 0             | 0             | 0             | 0             |               |
| TIP #: MO1105               | Future Cost: 2,001 - 5,000 | Estimate Total: 2,293   | FFOS:                                     | 7             | 0            | 0                                   | 0             | 0             | 0             | 0             |               |
|                             |                            |   | Payments:                                 | 866           | 284          | 284                                 | 284           | 284           | 284           | 284           |               |
| County: Various             | Route: Various             | On-call work zone enforcement in the urban Southwest District.  |   |               |              | Engineering:                        | 5             | 2             | 0             | 0             |               |
| Job No.: 8P2210             | Length: 0.00               | MPO: Y  | Fund Cat: Safety                          | Fed: 0        | State: 52    | Local: 0                            | R/W:          | 0             | 0             | 0             |               |
| Sec Cat: Safety             | Awd Date: N/A              | Anticipated Fed Cat: State  | Construction:                             | 0             | 0            | 0                                   | 0             | 0             | 0             | 0             |               |
| TIP #: MO1401               | Future Cost: 0             | Estimate Total: 57  | FFOS:                                     | 0             | 0            | 0                                   | 0             | 0             | 0             | 0             |               |
|                             |                            |   | Payments:                                 | 0             | 50           | 0                                   | 0             | 0             | 0             | 0             |               |
| County: Various             | Route: Various             | On-call work zone enforcement in the urban Southwest District.  |   |               |              | Engineering:                        | 0             | 2             | 2             | 0             |               |
| Job No.: 8P2279             | Length: 0.00               | MPO: Y  | Fund Cat: Safety                          | Fed: 0        | State: 54    | Local: 0                            | R/W:          | 0             | 0             | 0             |               |
| Sec Cat: Safety             | Awd Date: N/A              | Anticipated Fed Cat: State  | Construction:                             | 0             | 0            | 0                                   | 0             | 0             | 0             | 0             |               |
| TIP #: MO1501               | Future Cost: 0             | Estimate Total: 54  | FFOS:                                     | 0             | 0            | 0                                   | 0             | 0             | 0             | 0             |               |
|                             |                            |   | Payments:                                 | 0             | 0            | 50                                  | 0             | 0             | 0             | 0             |               |
| County: Various             | Route: Various             | On-call work zone enforcement in the urban Southwest District.  |   |               |              | Engineering:                        | 0             | 0             | 0             | 1             |               |
| Job No.: 8P2377             | Length: 0.00               | MPO: Y  | Fund Cat: Safety                          | Fed: 0        | State: 51    | Local: 0                            | R/W:          | 0             | 0             | 0             |               |
| Sec Cat: Safety             | Awd Date: N/A              | Anticipated Fed Cat: State  | Construction:                             | 0             | 0            | 0                                   | 0             | 0             | 0             | 0             |               |
| TIP #: MO1501               | Future Cost: 0             | Estimate Total: 51  | FFOS:                                     | 0             | 0            | 0                                   | 0             | 0             | 0             | 0             |               |
|                             |                            |   | Payments:                                 | 0             | 0            | 0                                   | 50            | 0             | 0             | 0             |               |
| County: Various             | Route: Various             | Operations and management of Ozarks Traffic Intelligent Transportation System in the urban Southwest District.  |   |               |              | Engineering:                        | 0             | 0             | 0             | 0             |               |
| Job No.: 8Q2212             | Length: 0.00               | MPO: Y  | Fund Cat: Major Projects & Emerging Needs | AC-State: 538 | State: 135   | Local: 0                            | R/W:          | 0             | 0             | 0             |               |
| Sec Cat: Systems Operations | Awd Date: N/A              | Anticipated Fed Cat: S.T.P.   | Construction:                             | 0             | 0            | 0                                   | 0             | 0             | 0             | 0             |               |
| TIP #: MO1403               | Future Cost: 0             | Estimate Total: 673   | FFOS:                                     | 0             | 0            | 0                                   | 0             | 0             | 0             | 0             |               |
|                             |                            |   | Payments:                                 | 0             | 673          | 0                                   | 0             | 0             | 0             | 0             |               |

\* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.



# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|   |  |                             |          |  |  | STATE FISCAL YEAR PROJECT BUDGETING |               |               |               |               |               |   |
|---|--|-----------------------------|----------|--|--|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---|
|   |  |                             |          |  |  | Prior Prog.                         | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |   |
| County: Various                           | Operations and management of Ozarks Traffic Intelligent Transportation System in the urban Southwest District. |                             |          |  |  | Engineering:                        | 0             | 0             | 0             | 0             | 0             | 0 |
| Route: Various                            |  |                             |          |  |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: 8Q2248                           |  |                             |          |  |  | Construction:                       | 0             | 0             | 0             | 0             | 0             | 0 |
| Length: 0.00                              | MPO: Y   |                             |          |  |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: Major Projects & Emerging Needs | AC-State: 538  | State: 135                  | Local: 0 |  |  | Payments:                           | 0             | 0             | 673           | 0             | 0             | 0 |
| Sec Cat: Systems Operations               | Awd Date: N/A  | Anticipated Fed Cat: S.T.P. |          |  |  |                                     |               |               |               |               |               |   |
| TIP #: MO1503                             | Future Cost: 0   | Estimate Total: 673         |          |  |  |                                     |               |               |               |               |               |   |
| County: Various                           | Operations and management of Ozarks Traffic Intelligent Transportation System in the urban Southwest District. |                             |          |  |  | Engineering:                        | 0             | 0             | 0             | 0             | 0             | 0 |
| Route: Various                            |  |                             |          |  |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: 8Q3000                           |  |                             |          |  |  | Construction:                       | 0             | 0             | 0             | 0             | 0             | 0 |
| Length: 0.00                              | MPO: Y   |                             |          |  |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: Major Projects & Emerging Needs | AC-State: 538  | State: 135                  | Local: 0 |  |  | Payments:                           | 0             | 0             | 0             | 673           | 0             | 0 |
| Sec Cat: Systems Operations               | Awd Date: N/A  | Anticipated Fed Cat: S.T.P. |          |  |  |                                     |               |               |               |               |               |   |
| TIP #: MO1603                             | Future Cost: 0   | Estimate Total: 673         |          |  |  |                                     |               |               |               |               |               |   |
| County: Various                           | Operations and management of Ozarks Traffic Intelligent Transportation System in the urban Southwest District. |                             |          |  |  | Engineering:                        | 0             | 0             | 0             | 0             | 0             | 0 |
| Route: Various                            |  |                             |          |  |  | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0 |
| Job No.: 8Q3001                           |  |                             |          |  |  | Construction:                       | 0             | 0             | 0             | 0             | 0             | 0 |
| Length: 0.00                              | MPO: Y   |                             |          |  |  | FFOS:                               | 0             | 0             | 0             | 0             | 0             | 0 |
| Fund Cat: Major Projects & Emerging Needs | AC-State: 538  | State: 135                  | Local: 0 |  |  | Payments:                           | 0             | 0             | 0             | 0             | 673           | 0 |
| Sec Cat: Systems Operations               | Awd Date: N/A  | Anticipated Fed Cat: S.T.P. |          |  |  |                                     |               |               |               |               |               |   |
| TIP #: MO1603                             | Future Cost: 0   | Estimate Total: 673         |          |  |  |                                     |               |               |               |               |               |   |

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# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

| STATE FISCAL YEAR PROJECT BUDGETING |             |               |               |               |               |               |
|-------------------------------------|-------------|---------------|---------------|---------------|---------------|---------------|
|                                     | Prior Prog. | 7/2013-6/2014 | 7/2014-6/2015 | 7/2015-6/2016 | 7/2016-6/2017 | 7/2017-6/2018 |
| FFOS:                               | 7           | 0             | 0             | 0             | 0             | 0             |
| Total R/W:                          | 7           | 0             | 0             | 0             | 0             | 0             |
| Total Construction:                 | 0           | 0             | 0             | 0             | 0             | 0             |
| Paybacks:                           | 866         | 1,007         | 1,007         | 1,007         | 957           | 284           |
| Sub-Total:                          | 873         | 1,007         | 1,007         | 1,007         | 957           | 284           |
| Total Engineering:                  | 5           | 4             | 2             | 1             | 0             | 0             |
| <b>Grand Total:</b>                 | <b>878</b>  | <b>1,011</b>  | <b>1,009</b>  | <b>1,008</b>  | <b>957</b>    | <b>284</b>    |
|                                     |             | 2014          | 2015          | 2016          | 2017          | 2018          |
| State                               |             | 473           | 471           | 470           | 419           | 284           |
| AC-State                            |             | 538           | 538           | 538           | 538           | 0             |
| Local                               |             | 0             | 0             | 0             | 0             | 0             |
| Sub-total State                     |             | 1,011         | 1,009         | 1,008         | 957           | 284           |
| Federal                             |             |               |               |               |               |               |
| Sub-total Federal                   |             | 0             | 0             | 0             | 0             | 0             |
| <b>Grand Total</b>                  |             | <b>1,011</b>  | <b>1,009</b>  | <b>1,008</b>  | <b>957</b>    | <b>284</b>    |

Project Count: 8

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\* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.



# 2014-2018 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
 Three percent inflation compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
 Engineering includes PE costs, CE costs and R/W incidentals.

|                     | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |
|---------------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|                     | Prior Prog.                         | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 |
| FFOS:               | 4,539                               | 10,120            | 25,008            | 7,655             | 0                 | 0                 |
| Total R/W:          | 5,888                               | 1,886             | 4,189             | 0                 | 0                 | 0                 |
| Total Construction: | 0                                   | 31,508            | 42,602            | 32,503            | 8,433             | 4,549             |
| Paybacks:           | 866                                 | 1,007             | 1,007             | 1,007             | 957               | 284               |
| Sub-Total:          | 6,754                               | 34,401            | 47,798            | 33,510            | 9,390             | 4,833             |
| Total Engineering:  | 4,255                               | 4,300             | 5,041             | 2,223             | 728               | 313               |
| <b>Grand Total:</b> | <b>11,009</b>                       | <b>38,701</b>     | <b>52,839</b>     | <b>35,733</b>     | <b>10,118</b>     | <b>5,146</b>      |

Project Count: 71

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\* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.

**TAB 5**

**BOARD OF DIRECTORS AGENDA 6/20/13; ITEM II.D.**

**Financial Statements for Third Quarter 2012-2013 Budget Year**

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

**AGENDA DESCRIPTION:**

Included for consideration are the third quarter financial statements for the 2012-2013 Budget Year. This period includes January 1, 2013 through March 31, 2013. The *Profit and Loss Statement*, *Balance Sheet*, and *OTO Quarterly Expenditures Statement* (categorized to match the approved Unified Planning Work Program Budget) are included for Board member review. During this period, revenue exceeded expenses in the amount of \$12,758.96. Also included is the Operating Fund Balance Report which shows a fund balance of \$177,209.78.

The OTO was able to utilize \$2,874.73 of in-kind match income during the third quarter. Staff would like to thank all member jurisdictions and MoDOT for helping with the in-kind match documentation.

The OTO budgeted expenses in the amount of \$805,087.78 for the budget year. Actual expenses for the end of the third quarter are \$479,092.16. This is 57.8% percent of budgeted expenses. Due to a delay in the travel demand model update, an expense of \$150,000, the OTO will likely end the year below 80% of budgeted expenses.

The OTO completed the following budgeted projects for the third quarter:

- Travel Time Runs and Traffic Counts – \$7,586.15 (final payment made in third quarter)

Eighty percent of Ozarks Transportation Organization’s funding is from the Consolidated Planning Grant administered through MoDOT, utilizing federal transportation dollars. This is a reimbursable grant program. OTO bills MoDOT 80 percent of the actual expenses. Dues are collected from member jurisdictions to pay for the remaining 20 percent.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board Directors makes one of the following motions:

“Move to accept the Third Quarter Financial Statements for the 2012-2013 Budget Year”

OR

“Move to return to staff the Third Quarter Financial Statements for the 2012-2013 Budget Year in order to \_\_\_\_\_”

**Ozarks Transportation Organization**  
**Profit & Loss**  
 January through March 2013

|                                       | Jan - Mar 13 |
|---------------------------------------|--------------|
| <b>Ordinary Income/Expense</b>        |              |
| <b>Income</b>                         |              |
| Interest Income                       | 70.61        |
| <b>Other Types of Income</b>          |              |
| Consolidated Planning Grant CPG       | 139,262.75   |
| Health Insurance Employee Match       | 2,310.00     |
| In-Kind Match, Donated Direct C       | 2,874.73     |
| <b>Total Other Types of Income</b>    | 144,447.48   |
| <b>Total Income</b>                   | 144,518.09   |
| <b>Expense</b>                        |              |
| <b>Business Expenses</b>              |              |
| Membership Dues                       | 850.00       |
| <b>Total Business Expenses</b>        | 850.00       |
| <b>Contract Services</b>              |              |
| Payroll Company Fee                   | 722.55       |
| Travel Time Runs and Traffic          | 7,586.15     |
| <b>Total Contract Services</b>        | 8,308.70     |
| <b>Facilities and Equipment</b>       |              |
| Building Rental                       | 12,777.00    |
| Copy Machine Lease                    | 714.75       |
| <b>Total Facilities and Equipment</b> | 13,491.75    |
| <b>In-Kind Match Expense</b>          |              |
| Member Attendance at Meetings         | 2,874.73     |
| <b>Total In-Kind Match Expense</b>    | 2,874.73     |
| <b>Operations</b>                     |              |
| Computer Software                     | 54.00        |
| Data Storage/Backup                   | 558.98       |
| Food Supplies                         | 771.09       |
| IT Maintenance Contract               | 2,525.37     |
| Mileage                               | 283.50       |
| Office Supplies/Furniture             | 2,460.19     |
| Parking                               | 240.00       |
| Postage                               | 456.78       |
| Printing                              | 1,489.87     |
| Telephone                             | 880.30       |
| <b>Total Operations</b>               | 9,720.08     |
| <b>Other Types of Expenses</b>        |              |
| Mobile Data Plans                     | 450.00       |
| <b>Total Other Types of Expenses</b>  | 450.00       |
| <b>Salaries</b>                       |              |
| Health Insurance                      | 8,203.30     |
| Payroll Tax Expense                   | 6,736.35     |
| Salaries                              | 70,653.18    |
| SEP-IRA Contribution                  | 8,344.19     |
| <b>Total Salaries</b>                 | 93,937.02    |

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**Ozarks Transportation Organization**  
**Profit & Loss**  
January through March 2013

|  | <u>Jan - Mar 13</u>     |
|--|-------------------------|
| Training/Travel/Education              |                         |
| Employee Education                     | 335.57                  |
| Meals                                  | 17.01                   |
| Registration                           | 745.00                  |
| Training                               | 377.00                  |
| Transportation                         | 652.27                  |
| <b>Total Training/Travel/Education</b> | <u>2,126.85</u>         |
| <b>Total Expense</b>                   | <u>131,759.13</u>       |
| <b>Net Ordinary Income</b>             | <u>12,758.96</u>        |
| <b>Net Income</b>                      | <u><u>12,758.96</u></u> |

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 Cash Basis

## Ozarks Transportation Organization Profit & Loss Budget vs. Actual July 2012 through March 2013

|                                       | Jul '12 - Mar 13 | Budget     | \$ Over Budget | % of Budget |
|---------------------------------------|------------------|------------|----------------|-------------|
| <b>Ordinary Income/Expense</b>        |                  |            |                |             |
| <b>Income</b>                         |                  |            |                |             |
| Interest Income                       | 349.12           |            |                |             |
| <b>Other Types of Income</b>          |                  |            |                |             |
| City of Sfld Aerial Photo Match       | 10,000.00        | 10,000.00  | 0.00           | 100.0%      |
| Consolidated Planning Grant CPG       | 361,747.28       | 651,251.82 | -289,504.54    | 55.5%       |
| Health Insurance Employee Match       | 3,630.00         |            |                |             |
| In-Kind Match, Donated Direct C       | 25,947.44        | 23,977.00  | 1,970.44       | 108.2%      |
| <b>Total Other Types of Income</b>    | 401,324.72       | 685,228.82 | -283,904.10    | 58.6%       |
| <b>Program Income</b>                 |                  |            |                |             |
| Local Jurisdiction Match Funds        | 75,485.10        | 128,835.96 | -53,350.86     | 58.6%       |
| <b>Total Program Income</b>           | 75,485.10        | 128,835.96 | -53,350.86     | 58.6%       |
| <b>Total Income</b>                   | 477,158.94       | 814,064.78 | -336,905.84    | 58.6%       |
| <b>Expense</b>                        |                  |            |                |             |
| Board of Director Insurance           | 2,395.00         | 2,300.00   | 95.00          | 104.1%      |
| <b>Business Expenses</b>              |                  |            |                |             |
| Membership Dues                       | 3,676.34         | 4,200.00   | -523.66        | 87.5%       |
| <b>Total Business Expenses</b>        | 3,676.34         | 4,200.00   | -523.66        | 87.5%       |
| <b>Contract Services</b>              |                  |            |                |             |
| Consultant Services                   | 3,399.40         | 8,000.00   | -4,600.60      | 42.5%       |
| Payroll Company Fee                   | 1,714.15         | 2,600.00   | -885.85        | 65.9%       |
| Travel Model Consultant               | 0.00             | 150,000.00 | -150,000.00    | 0.0%        |
| Travel Time Runs and Traffic          | 16,775.50        | 20,000.00  | -3,224.50      | 83.9%       |
| <b>Total Contract Services</b>        | 21,889.05        | 180,600.00 | -158,710.95    | 12.1%       |
| <b>Facilities and Equipment</b>       |                  |            |                |             |
| Building Rental                       | 42,590.00        | 55,367.00  | -12,777.00     | 76.9%       |
| Copy Machine Lease                    | 2,144.25         | 4,000.00   | -1,855.75      | 53.6%       |
| <b>Total Facilities and Equipment</b> | 44,734.25        | 59,367.00  | -14,632.75     | 75.4%       |
| <b>In-Kind Match Expense</b>          |                  |            |                |             |
| Direct Cost - MoDOT Salaries          | 19,544.62        | 15,977.00  | 3,567.62       | 122.3%      |
| Member Attendance at Meetings         | 6,402.82         | 8,000.00   | -1,597.18      | 80.0%       |
| <b>Total In-Kind Match Expense</b>    | 25,947.44        | 23,977.00  | 1,970.44       | 108.2%      |

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Cash Basis

## Ozarks Transportation Organization Profit & Loss Budget vs. Actual July 2012 through March 2013

|                                      | Jul '12 - Mar 13 | Budget     | \$ Over Budget | % of Budget |
|--------------------------------------|------------------|------------|----------------|-------------|
| <b>Operations</b>                    |                  |            |                |             |
| Advertising                          | 858.17           | 3,800.00   | -2,941.83      | 22.6%       |
| Aerial Photos                        | 50,000.00        | 50,000.00  | 0.00           | 100.0%      |
| Audit                                | 4,750.00         | 4,750.00   | 0.00           | 100.0%      |
| Computer Software                    | 1,203.00         | 2,000.00   | -797.00        | 60.2%       |
| Computer Upgrades                    | 3,134.95         | 4,000.00   | -865.05        | 78.4%       |
| Data Storage/Backup                  | 1,602.77         | 3,600.00   | -1,997.23      | 44.5%       |
| Food Supplies                        | 2,076.19         | 4,500.00   | -2,423.81      | 46.1%       |
| GIS Maintenance                      | 0.00             | 7,000.00   | -7,000.00      | 0.0%        |
| IT Maintenance Contract              | 7,444.97         | 12,000.00  | -4,555.03      | 62.0%       |
| Mapping/Drafting Supplies            | 0.00             | 1,500.00   | -1,500.00      | 0.0%        |
| Mileage                              | 1,244.29         | 2,000.00   | -755.71        | 62.2%       |
| Office Equip Repair                  | 0.00             | 500.00     | -500.00        | 0.0%        |
| Office Supplies/Furniture            | 4,818.42         | 16,000.00  | -11,181.58     | 30.1%       |
| Parking                              | 640.00           | 1,000.00   | -360.00        | 64.0%       |
| Postage                              | 2,035.67         | 4,000.00   | -1,964.33      | 50.9%       |
| Printing                             | 4,089.97         | 13,000.00  | -8,910.03      | 31.5%       |
| Publications                         | 195.90           | 1,000.00   | -804.10        | 19.6%       |
| Telephone                            | 2,757.65         | 5,000.00   | -2,242.35      | 55.2%       |
| TIP Software                         | 24,100.00        | 25,000.00  | -900.00        | 96.4%       |
| Web Hosting                          | 450.00           | 550.00     | -100.00        | 81.8%       |
| <b>Total Operations</b>              | 111,401.95       | 161,200.00 | -49,798.05     | 69.1%       |
| <b>Other Types of Expenses</b>       |                  |            |                |             |
| Insurance - Liability                | 981.00           | 1,400.00   | -419.00        | 70.1%       |
| Mobile Data Plans                    | 1,339.25         | 1,620.00   | -280.75        | 82.7%       |
| Workmen's Compensation Ins           | -278.00          | 1,400.00   | -1,678.00      | -19.9%      |
| <b>Total Other Types of Expenses</b> | 2,042.25         | 4,420.00   | -2,377.75      | 46.2%       |
| <b>Salaries</b>                      |                  |            |                |             |
| Health Insurance                     | 13,605.92        |            |                |             |
| Payroll Tax Expense                  | 16,008.94        |            |                |             |
| Salaries                             | 200,969.83       |            |                |             |
| SEP-IRA Contribution                 | 23,863.69        |            |                |             |
| Salaries - Other                     |                  |            |                | 0.0%        |
| <b>Total Salaries</b>                | 254,448.38       | 361,000.78 | -106,552.40    | 70.5%       |
| <b>Training/Travel/Education</b>     |                  |            |                |             |
| Employee Education                   | 3,346.99         |            |                |             |
| Hotel                                | 2,075.35         |            |                |             |
| Meals                                | 664.32           |            |                |             |
| Registration                         | 1,839.00         |            |                |             |
| Training                             | 1,119.00         |            |                |             |
| Transportation                       | 3,257.84         |            |                |             |

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Cash Basis

**Ozarks Transportation Organization**  
**Balance Sheet**  
As of March 31, 2013

|                                       | <u>Mar 31, 13</u>        |
|---------------------------------------|--------------------------|
| <b>ASSETS</b>                         |                          |
| Current Assets                        |                          |
| Checking/Savings                      |                          |
| Great Southern Bank                   | 177,209.78               |
| Total Checking/Savings                | <u>177,209.78</u>        |
| Total Current Assets                  | <u>177,209.78</u>        |
| <b>TOTAL ASSETS</b>                   | <b><u>177,209.78</u></b> |
| <b>LIABILITIES &amp; EQUITY</b>       |                          |
| Liabilities                           |                          |
| Current Liabilities                   |                          |
| Credit Cards                          |                          |
| US Bank Purchasing Card               | 1,036.73                 |
| Total Credit Cards                    | <u>1,036.73</u>          |
| Other Current Liabilities             |                          |
| Health FSA - Employee 002             | -36.50                   |
| Health FSA - Employee 003             | -451.40                  |
| Health FSA - Employee 004             | -170.88                  |
| Health FSA - Employee 008             | <u>205.00</u>            |
| Total Other Current Liabilities       | <u>-453.78</u>           |
| Total Current Liabilities             | <u>582.95</u>            |
| Total Liabilities                     | 582.95                   |
| Equity                                |                          |
| Unrestricted Net Assets               | 178,560.05               |
| Net Income                            | <u>-1,933.22</u>         |
| Total Equity                          | <u>176,626.83</u>        |
| <b>TOTAL LIABILITIES &amp; EQUITY</b> | <b><u>177,209.78</u></b> |

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Cash Basis

### Ozarks Transportation Organization Profit & Loss Budget vs. Actual July 2012 through March 2013

|                                   | <u>Jul '12 - Mar 13</u> | <u>Budget</u>            | <u>\$ Over Budget</u>   | <u>% of Budget</u>  |
|-----------------------------------|-------------------------|--------------------------|-------------------------|---------------------|
| Travel Miscellaneous              | 255.00                  |                          |                         |                     |
| Training/Travel/Education - Other |                         |                          |                         |                     |
|                                   | <u>12,557.50</u>        | <u>32,000.00</u>         | <u>-19,442.50</u>       | <u>39.2%</u>        |
| <b>Total Expense</b>              | <u>479,092.16</u>       | <u>829,064.78</u>        | <u>-349,972.62</u>      | <u>57.8%</u>        |
| <b>Net Ordinary Income</b>        | <u>-1,933.22</u>        | <u>-15,000.00</u>        | <u>13,066.78</u>        | <u>12.9%</u>        |
| <b>Net Income</b>                 | <u><b>-1,933.22</b></u> | <u><b>-15,000.00</b></u> | <u><b>13,066.78</b></u> | <u><b>12.9%</b></u> |

Ozarks Transportation Organization  
July 2012 Through March 2013

|   | Budgeted Amount     | July               | August             | September          | October            | November           | December           | January            | February           | March              | April         | May           | June          | YTD                 | Remaining           |
|---|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|---------------------|---------------------|
| Salaries & Fringe                                   | \$361,000.78        | \$25,206.03        | \$34,931.58        | \$22,920.35        | \$27,555.84        | \$25,894.30        | \$24,003.26        | \$39,280.50        | \$27,684.28        | \$26,972.24        |               |               |               | \$254,448.38        | \$106,552.40        |
| Springfield Contract for Staff & Services           | \$0.00              | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$0.00              |
| TIP Software  | \$25,000.00         | \$0.00             | \$0.00             | \$0.00             | \$24,100.00        | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$24,100.00         | \$900.00            |
| Rideshare Software/Materials                        | \$0.00              | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$0.00              |
| Publications  | \$1,000.00          | \$79.00            | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$116.90           | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$195.90            | \$804.10            |
| Office Supplies/Furniture                           | \$16,000.00         | \$89.93            | \$262.44           | \$1,627.93         | \$102.73           | \$35.03            | \$240.17           | \$1,362.58         | \$989.25           | \$108.36           |               |               |               | \$4,818.42          | \$11,181.58         |
| Mapping   | \$1,500.00          | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$1,500.00          |
| Training  | \$0.00              | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$0.00              |
| Travel  | \$0.00              | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$0.00              |
| Training/Travel/Education                           | \$32,000.00         | \$2,208.34         | \$1,844.94         | \$3,387.15         | \$733.80           | \$20.00            | \$2,236.42         | \$219.28           | \$804.20           | \$1,103.37         |               |               |               | \$12,557.50         | \$19,442.50         |
| Dues  | \$4,200.00          | \$0.00             | \$396.00           | \$575.00           | \$0.00             | \$0.00             | \$1,855.34         | \$490.00           | \$360.00           | \$0.00             |               |               |               | \$3,676.34          | \$523.66            |
| Postage   | \$4,000.00          | \$88.29            | \$786.89           | \$0.00             | \$743.47           | \$77.44            | \$382.80           | \$70.11            | \$294.30           | \$92.37            |               |               |               | \$2,535.67          | \$1,464.33          |
| Telephone/Internet                                  | \$5,000.00          | \$357.35           | \$432.76           | \$250.30           | \$251.33           | \$292.19           | \$293.42           | \$293.56           | \$293.34           | \$293.40           |               |               |               | \$2,757.65          | \$2,242.35          |
| Advertising   | \$3,800.00          | \$419.00           | \$263.75           | \$175.42           | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$858.17            | \$2,941.83          |
| Printing  | \$13,000.00         | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$2,600.10         | \$0.00             | \$0.00             | \$1,489.87         |               |               |               | \$4,089.97          | \$8,910.03          |
| Food  | \$4,500.00          | \$176.44           | \$319.10           | \$44.56            | \$330.94           | \$96.98            | \$337.08           | \$140.64           | \$36.90            | \$593.55           |               |               |               | \$2,076.19          | \$2,423.81          |
| Computer Upgrades                                   | \$4,000.00          | \$0.00             | \$0.00             | \$3,134.95         | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$3,134.95          | \$865.05            |
| Software  | \$2,000.00          | \$0.00             | \$0.00             | \$1,149.00         | \$0.00             | \$0.00             | \$0.00             | \$18.00            | \$18.00            | \$18.00            |               |               |               | \$1,203.00          | \$797.00            |
| GIS Licenses  | \$7,000.00          | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$7,000.00          |
| Rent  | \$55,367.00         | \$8,518.00         | \$4,259.00         | \$8,518.00         | \$0.00             | \$4,259.00         | \$4,259.00         | \$4,259.00         | \$4,259.00         | \$4,259.00         |               |               |               | \$42,590.00         | \$12,777.00         |
| Mileage   | \$2,000.00          | \$46.51            | \$143.54           | \$363.87           | \$210.01           | \$159.12           | \$37.74            | \$25.53            | \$208.59           | \$49.38            |               |               |               | \$1,244.29          | \$755.71            |
| Copy Machine Lease                                  | \$4,000.00          | \$238.25           | \$238.25           | \$238.25           | \$0.00             | \$476.50           | \$238.25           | \$238.25           | \$238.25           | \$238.25           |               |               |               | \$2,144.25          | \$1,855.75          |
| Parking   | \$1,000.00          | \$0.00             | \$80.00            | \$160.00           | \$0.00             | \$80.00            | \$80.00            | \$80.00            | \$80.00            | \$80.00            |               |               |               | \$640.00            | \$360.00            |
| Aerial Photos                                       | \$50,000.00         | \$0.00             | \$50,000.00        | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$50,000.00         | \$0.00              |
| Travel Model Consultant                             | \$150,000.00        | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$150,000.00        |
| Liability Insurance                                 | \$1,400.00          | \$981.00           | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$981.00            | \$419.00            |
| Consultant Services (formerly legal and accounting) | \$8,000.00          | \$40.00            | \$1,925.00         | \$787.50           | \$106.90           | \$0.00             | \$540.00           | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$3,399.40          | \$4,600.60          |
| Payroll Services                                    | \$2,600.00          | \$157.00           | \$226.80           | \$148.30           | \$154.50           | \$152.50           | \$152.50           | \$417.55           | \$152.50           | \$152.50           |               |               |               | \$1,714.15          | \$885.85            |
| Audit   | \$4,750.00          | \$0.00             | \$0.00             | \$0.00             | \$4,750.00         | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$4,750.00          | \$0.00              |
| Infill Costs  | \$0.00              | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$0.00              |
| Equipment Repair                                    | \$500.00            | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$500.00            |
| Workers Comp  | \$1,400.00          | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$1,400.00          |
| Web Hosting   | \$550.00            | \$479.99           | (\$29.99)          | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$450.00            | \$100.00            |
| Data Storage/Backup                                 | \$3,600.00          | \$0.00             | \$675.97           | \$155.88           | \$0.00             | \$77.94            | \$134.00           | \$193.04           | \$225.75           | \$140.19           |               |               |               | \$1,602.77          | \$1,997.23          |
| IT Maintenance Contract                             | \$12,000.00         | \$1,220.00         | \$1,120.00         | \$1,170.00         | \$239.60           | \$585.00           | \$585.00           | \$1,355.37         | \$585.00           | \$585.00           |               |               |               | \$7,444.97          | \$4,555.03          |
| Mobile Data Plans                                   | \$1,620.00          | \$180.00           | \$225.00           | \$80.57            | \$90.00            | \$133.68           | \$180.00           | \$180.00           | \$90.00            | \$180.00           |               |               |               | \$1,339.25          | \$280.75            |
| Fixed Route Transit Analysis                        | \$0.00              | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$0.00              |
| Board of Director Insurance                         | \$2,300.00          | \$0.00             | \$0.00             | \$2,395.00         | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$2,395.00          | (\$95.00)           |
| Travel Time Runs and Traffic Counts                 | \$20,000.00         | \$0.00             | \$0.00             | \$0.00             | \$3,760.95         | \$5,428.40         | \$0.00             | \$7,586.15         | \$0.00             | \$0.00             |               |               |               | \$16,775.50         | \$3,224.50          |
| Statewide Passenger Rail Study (OTO Portion)        | \$0.00              | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$0.00              |
| Presentation System                                 | \$0.00              | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$0.00              |
| Moving Expense                                      | \$0.00              | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             | \$0.00             |               |               |               | \$0.00              | \$0.00              |
| <b>Total</b>  | <b>\$805,087.78</b> | <b>\$40,485.13</b> | <b>\$98,101.03</b> | <b>\$47,282.03</b> | <b>\$63,130.07</b> | <b>\$37,768.08</b> | <b>\$38,271.98</b> | <b>\$56,209.56</b> | <b>\$36,319.36</b> | <b>\$36,355.48</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$453,922.72</b> | <b>\$351,165.06</b> |

|   | Budgeted Amount    | July In-Kind    | Aug In-Kind     | Sept In-Kind    | Oct. In-Kind    | Nov. In-Kind       | Dec. In-Kind    | Jan. In-Kind      | Feb. In-Kind  | Mar. In-Kind      | Apr. In-Kind  | May. In-Kind  | June In-Kind  | YTD In-Kind        | Remaining          |
|---|--------------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----------------|-------------------|---------------|-------------------|---------------|---------------|---------------|--------------------|--------------------|
| In-Kind Match, Direct Cost, Donated             |                    |                 |                 |                 |                 |                    |                 |                   |               |                   |               |               |               |                    |                    |
| Member Attendance at Meetings                   | \$8,000.00         | (\$27.28)       | \$876.00        | \$740.92        | \$640.86        | \$589.81           | \$707.78        | \$1,216.37        | \$0.00        | \$1,658.36        |               |               |               | \$6,402.82         | \$1,597.18         |
| Direct Cost - MoDOT Salaries                    | \$15,977.00        | \$0.00          | \$0.00          | \$0.00          | \$0.00          | \$19,544.62        | \$0.00          | \$0.00            | \$0.00        | \$0.00            |               |               |               | \$19,544.62        | (\$3,567.62)       |
| <b>Total In-Kind Match, Direct Cost Donated</b> | <b>\$23,977.00</b> | <b>-\$27.28</b> | <b>\$876.00</b> | <b>\$740.92</b> | <b>\$640.86</b> | <b>\$20,134.43</b> | <b>\$707.78</b> | <b>\$1,216.37</b> | <b>\$0.00</b> | <b>\$1,658.36</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$25,947.44</b> | <b>-\$1,970.44</b> |

|  |                     |                    |                    |                    |                    |                    |                    |                    |                    |                    |               |               |               |                     |                     |
|--|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|---------------------|---------------------|
| <b>Total Expenditures Plus In-Kind Match</b> | <b>\$829,064.78</b> | <b>\$40,457.85</b> | <b>\$98,977.03</b> | <b>\$48,022.95</b> | <b>\$63,770.93</b> | <b>\$57,902.51</b> | <b>\$38,979.76</b> | <b>\$57,425.93</b> | <b>\$36,319.36</b> | <b>\$38,013.84</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$479,870.16</b> | <b>\$349,194.62</b> |
|--|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|---------------------|---------------------|

|  |               |               |               |               |               |               |                 |               |               |               |               |               |               |               |               |
|--|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Minus Non Reimbursable Expenses</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$778.00</b> | <b>\$0.00</b> |
|--|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|

|   |                     |                    |                    |                    |                    |                    |                    |                    |                    |                    |               |               |               |                     |                     |
|---|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|---------------------|---------------------|
| <b>Adjusted Total Expenditures Plus In-Kind Match</b> | <b>\$829,064.78</b> | <b>\$40,457.85</b> | <b>\$98,977.03</b> | <b>\$48,022.95</b> | <b>\$63,770.93</b> | <b>\$57,902.51</b> | <b>\$38,201.76</b> | <b>\$57,425.93</b> | <b>\$36,319.36</b> | <b>\$38,013.84</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$479,092.16</b> | <b>\$349,972.62</b> |
|---|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|---------------------|---------------------|

\*July - credit of \$594.42 issued for overage of In-kind expense on March 12 invoice. Dec. non reimbursible expense of \$778.00 - \$500.00 postage expense double recorded in August and October MoDOT Submittal & \$278 Workers Comp policy reimbursement for expense charged to MoDOT in August 2012.

## OTO Federal Operating Funds Balance

OTO has two funding sources:

- Federal Consolidated Planning Grant (CPG) funds which flow through MoDOT (80%)
- Local Match Funds from Member Jurisdictions (in-kind match can also be used) (20%)

The Federal Consolidated Planning Grant funds are used for day to day operations of the OTO. This includes delivery of plans and studies to meet the federal planning requirements. These requirements must be met in order to receive federal transportation funding for the OTO area for any road, bridge, sidewalk or transit project. Other than the specific OTO required plans and processes, the CPG funds may be used for multimodal, systems-level corridor or subarea planning studies that are regional in scope.

The average annual allocation of CPG funds ranges from \$475,000 to \$525,000. There is a maximum balance of three years of funding allowed. As with all federal funds, these funds are subject to Congressional rescission. In the event that we do not spend the budgeted amount, these funds are added back into the balance.

### Federal CPG Grant Balance

|  |                       |
|--|-----------------------|
| Federal Funds Balance FY12 and back    | \$1,184,907.09        |
| FY 13 Allocation                       | \$512,000.00          |
| FY 13 Budgeted Amount (amended)        | (\$663,251.00)        |
| <b>Remaining Federal Funds Balance</b> | <b>\$1,033,656.09</b> |

**Ozarks Transportation Organization**  
**Unified Planning Work Program Progress Report**  
**Period: January 1, 2013 to March 31, 2013**

**010 General Administration 75% Complete**

OTO continued to maintain Ozarkstransportation.org and posted all ONEDOT TIP approvals to the site.

Staff continued to work on new website design and logo. Staff continued online social media updates.

OTO prepared FY12-13 second quarter financial reports and progress reports.

Staff attended:

MoAPA Strategic Planning

Chamber PR Bootcamp

MoDOT LEP Training

Webinars – Coordinated Transportation Partnership, MAP-21 Safety Provisions, INVEST Tool

OTC Dreamweaver 1

OTC Dreamweaver 2

The audit subcommittee selected an auditor for the next three audits.

Staff continues to monitor guidance and apportionments for MAP-21.

FY 14 UPWP was completed and approved.

Continued to develop the Disadvantage Business Enterprise program and update the Title VI program including the Limited English Proficiency Plan which will be presented to the Board in April.

**020 OTO Committee Support 75 % Complete**

One Board of Directors and Two Technical Committee meetings were conducted. The Board approved the BRM Selection Process, the FY12 and FY13 enhancement awards, TIP amendment number three, functional classification and boundary changes, and bylaw amendments.

Two BPAC Meetings were held, one in January and one in March. These meetings focused on bicycle and pedestrian priorities for 2013, as well as updates on Springfield's Person Powered Mobility Plan and Ozark Greenway's Let's Go Smart Initiative. Staff was involved with the Ozark Greenways Technical and Sustainable Transportation Committees. Updates on bicycle and pedestrian activities were provided to the Technical Planning Committee. Staff continued involvement with the Missouri Livable Streets Advisory Team, the Missouri Safe Routes to School Network and the Childhood Obesity Action Group. Staff has continued to serve in an advisory

role as the City of Springfield updates its policies regarding bicycling and pedestrians. Work also began on updating the application for the area's Bicycle Friendly Community status.

Staff attended the January and February Ozarks Clean Air Alliance meeting. The OCAA is working on the update to the Clean Air Action Plan, which will serve as the Ozone Advance document. Staff is serving on the update committee.

### **030 OTO General Planning and Plan Implementation 65% Complete**

An STP- Balance Report was completed and reviewed by the Technical Committee and Board of Directors.

Staff attended MoDOT Planning Partner Meetings. One was to discuss local transportation priorities and the other was a statewide event providing updates from MoDOT to their planning partners.

Data collection efforts continued for the CMP. All data should be in next quarter with a full report completed by end of fiscal year.

An RFP was developed for the Travel Demand Model update. Interviews are scheduled for April with a selection planned and work to begin in May.

Functional Classification and Urbanized Area Boundary changes were processed and approved by the Board of Directors.

Reviewed needs and collected data for the Performance Measurement Report.

Work began on an update of the Public Participation Plan.

### **040 Transportation Improvement Program 80% Complete**

Processed two TIP Amendments to the FY2013-2016 TIP, as well as one administrative modification.

Worked on online TIP Tool, including report development, data input, tool layout. Finalized TIP Tool and hosted training for OTO staff and member jurisdictions. Solicited public input on transportation needs for the region, as well as requested potential projects for inclusion in the FY 2014-2017 TIP.

Projects from the FY2013 to FY2016 TIP were entered into the online TIP program. Updates should be available through the system in January.

Selected and awarded Enhancement, Transportation Alternative Program, and On-System bridge funding.

## **060 OTO and City Utilities Transit Planning 65% Complete**

The transit provider brochure continues to be available for distribution.

The Local Coordinating Board for Transit met in January to discuss the Program Management Plan and how to manage the new requirements and program changes to transit programs resulting from MAP- 21.

Staff attended Senior Link Committee and Greene County Senior Board meetings.

Provided CU with summary statistics of CU service area.

Workshop on Elderly Customers and Customers with disabilities

Review of MAP-21 requirements regarding transit funding.

## **070 OTO and MoDOT Special Studies and Projects 70% Complete**

Staff sat on the project committee for the South Campbell/James River Freeway Interchange conceptual design study. Public meetings to look at alternatives were held in November. Suggested alternatives are expected were reviewed and next steps were discussed.

Staff sat on the committee to look at possible bluetooth solutions for travel time data and traffic signal timing planning. Anticipated purchase this year.

Staff continued involvement with the Missouri Coalition for Roadway Safety and the Southwest Missouri Council of Governments.

The Springfield-Greene County Community Focus Report is underway with committee meetings beginning in November. Staff chairs the Transportation Subcommittee. The final report is due next fall.

Travel time runs were completed and delivered.

**TAB 6**

## **BOARD OF DIRECTORS AGENDA 6/20/13; ITEM II.E.**

### **Employee Manual Update**

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

##### **AGENDA DESCRIPTION:**

OTO Staff updated the Employee Manual in order to have an updated Travel Policy. The current travel policy was very basic and left a lot of unanswered variables.

In the process of updating the Travel Policy, staff looked at the OTO's Consolidated Grant Agreement and the federal regulations that the OTO is required to follow (particularly, OMB Circular A-102). In addition, the IRS has set some new guidelines in regards to meal reimbursements and the GSA's meal rates have changed since the policy was first written in 2009. The goal of the Travel Policy is to set out clear instructions on what is and not allowed and to give illustrated examples in the Supplemental Form Section on what forms are required and how to fill the forms out. The intent is that the Supplemental Form Section can be updated as needed when forms are changed and updated.

Some of the changes to the Employee Manual include the following:

- Employee Compensation – The OTO will now require that all employees have Direct Deposit. It has always been the procedure as the OTO has no mechanism to pay employees other than through Direct Deposit. The manual has been changed to reflect this requirement.
- Leave Policy – The manual has been changed to state that full time employees are eligible for leave. It has always been the practice of the OTO to not pay the part time interns leave, so now the policy is clearly stated with the addition of the words full time where applicable (pgs 13 & 14).
- Business Expense Reimbursement – This section has been reorganized with the items dealing with travel removed and placed into a Travel Policy Section.
  - Auto Allowance Mileage – The OTO clarifies what types of insurance to obtain for rental cars. The terms collision and comprehensive are not currently used by rental companies leaving confusion on what is required.
  - Training – There was no guidance in the old policy in regards to training seminars or classes for OTO staff. The policy and procedures are outlined in the new section.
  - Travel has been moved to its own section.
- Travel Policy and Procedures
  - Approval – A new section outlining a policy requiring prior approval and the required forms were added.

- Travel Expense Reports – The OTO requires Expense Reports to be filled out after travel is completed. A section describing the procedure has been added for employee’s reference.
- Registration – The requirements for conference/seminar registration have been added.
- Transportation – OTO requires three quotes for travel. This requirement has been added.
  - Air Travel – Staff added to the Air Travel Policy to make it more in depth – reflecting such changes as requiring coach seating, allowing only one checked bag, and not paying for flight insurance.
  - Automobile – A few items have been added to make the intent more clear. Mileage is paid at the IRS rate.
  - Rental Cars – The types of insurance are outlined. Three quotes are required unless a corporate rate is available. An intermediate/mid-size car should be requested unless carpooling with other staff members or transporting equipment, etc.
  - Public Transportation – Added the clarification that OTO will only pay for transportation to/from meetings and airport (not personal travel at the destination city).
- Meals and Incidentals
  - Grocery and Incidentals Purchases – This section has been added to clarify that employees can purchase meals in the form of groceries instead of meals eaten out at restaurants. This is due to special dietary needs or time constraints that would not allow the employee to go out for meals. Guidance is provided.
  - Meals – The GSA rates have changed, so those have been updated in the policy. If meals are provided at the conference or training, then the cost will be deducted from the total daily meal allowance. A chart has been included to guide the employee with compliance in this requirement.
 

Also included in the policy is clarification that if meal expenses are paid for with personal funds (not an OTO purchasing card) and a receipt is lost, the employee will not be reimbursed.
  - One Day Travel – This guidance has been added as a result of updated IRS regulations requiring taxable meals for one day travel. The OTO will issue a \$20.00 per-diem to employees traveling at least four hours and outside the Springfield MSA. This policy is similar to one that the City of Springfield recently put into effect to address the issue.
- Lodging –The conference site hotel should be used, if available, to reduce transportation costs to/from the hotel.
- Unallowable – per the OMB Circular A-102, entertainment costs at conferences are unallowable.

- Additional/Other – Guidance has been added for meal charges within the Springfield MSA area. Allowances will be allowed for charges inside the Springfield/Branson Airport due to travel security regulations.
- Receipts – A breakdown of required receipts for various travel expenses has been included for the employee’s reference.
- Travel Advances – A policy was added for non-purchasing card-holding employees to obtain travel advances.
- Travel with family members – The new policy has been expanded to address family members.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board Directors makes one of the following motions:

“Move to accept the changes to the Ozarks Transportation Organization Employee Manual”

OR

“Move to return to staff the Ozarks Transportation Organization Employee Manual in order to  
\_\_\_\_\_”



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

**An Equal Opportunity Employer**

# **Employee Handbook**

**A Manual of Employee Benefits and Personnel Policies**

Adopted by the Board of Directors on October 16, 2008

Amended June 18, 2009 (holiday leave and data plan)

Amended August 20, 2009 (vacation leave)

Amended April 15, 2010 (pay periods)

Amended February 6, 2012 (vacation accruals corrected)

To be Adopted by Board of Directors on June 20, 2013 (travel policy updated)

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## **Receipt of Employee Handbook**

The Employee Handbook (sometimes called a Personnel Policy Manual, and referred to as the "Manual") is a compilation of personnel policies, practices and procedures currently in effect at Ozarks Transportation Organization, an equal opportunity employer.

This Manual is designed to introduce employees to the organization, familiarize you with the Ozark Transportation Organization policies as they pertain to you as an employee, provide general guidelines on work rules, disciplinary procedures and other issues related to your employment, and to help answer many of the questions that may arise in connection with your employment.

This Manual and any other provisions contained herein do not constitute a guarantee of employment or an employment contract, express or implied. You understand that your employment is "at-will" and that your employment may be terminated for any reason, with or without cause, and with or without notice. Only the Board of Directors of Ozarks Transportation Organization has the authority to enter into a signed written agreement guaranteeing employment for a specific term. This Manual is intended solely to describe the present policies and working conditions at Ozarks Transportation Organization. This Manual does not purport to include every conceivable situation; it is merely meant as a guideline, and unless laws prescribe otherwise, common sense shall prevail. Of course, Federal, state, and/or local laws will take precedence over Ozarks Transportation Organization policies, where applicable.

Personnel Policies are applied at the discretion of the Executive Director. The Executive Director reserves the right to make administrative or housekeeping changes to any of our policies or benefits, including those covered in this Manual, at any time, subject to Board of Directors approval. Ozarks Transportation Organization may notify you of such changes via email, posting on the OTO's Intranet, Portal or Website, or via a printed memo, notice, amendment to or reprinting of this Manual, but may, in its discretion make such changes at any time, with or without notice and without a written revision of this Manual.

By signing below, you acknowledge that you have received a copy of Ozarks Transportation Organization's Employee Manual, and understand that it is your responsibility to read and comply with the policies contained therein and any revisions made to it. Furthermore, you acknowledge that you are employed "at-will" and that this Manual is neither a contract of employment nor a legal document.

---

Signature

Date

---

Please print your full name

*Retain a copy for your reference.*

## **Welcome and Purpose**

This Manual is designed to acquaint you with Ozarks Transportation Organization and provide you with general information about working conditions, benefits, and policies affecting your employment.

We, Ozarks Transportation Organization, are an Equal Opportunity Employer in all personnel decisions.

The information contained in this Manual applies to all employees of Ozarks Transportation Organization. Following the policies described in this Manual is considered a condition of continuous employment. However, nothing in this Manual alters an employee's "at-will" status. The contents of this Manual shall not constitute nor be construed as a promise of employment or as a contract between the OTO and any of its employees. The Manual is a summary of our policies, which are presented here only as a matter of information.

You are responsible for reading, understanding, and complying with the provisions of this Manual. Our objective is to provide you with a work environment that is constructive to both personal and professional growth.

## **Hiring Policies and Practices**

### **Equal Employment Opportunity**

It is our policy to provide equal employment opportunity to all individuals. We are committed to a diverse workforce. We value all employees' talents and support an environment that is inclusive and respectful. We are strongly committed to this policy, and believe in the concept and spirit of the law.

We are committed to assuring that:

- All recruiting, hiring, training, promotion, compensation, and other employment related programs are provided fairly to all persons on an equal opportunity basis;
- Employment decisions are based on the principles of equal opportunity. All personnel actions such as compensation, benefits, transfers, training, and participation in social and recreational programs are administered without regard to any characteristic protected by state, federal or local law; and
- Employees and applicants will not be subjected to harassment, intimidation, threats, retaliation, coercion or discrimination because they have exercised any right protected by law.

We believe in and practice equal opportunity. All employees are responsible for supporting the concept of equal opportunity and diversity and assisting Ozarks Transportation Organization in meeting its objectives.

### **I-9 Immigration Reform Policy**

Ozarks Transportation Organization complies with the Immigration Reform and Control Act, employing only those persons who are legally eligible to work in the United States.

Ozarks Transportation Organization complies with the Immigration Reform and Control Act of 1986 by employing only United States citizens and non-citizens who are authorized to work in the United States.

~~Once an employment offer has been accepted, a signed verification form required by federal law (INS Form I-9) along with required proof of identity documents is required. All employees are asked on their first day of employment to provide original documents verifying the right to work in the United States and to sign a verification form required by federal law (INS Form I-9). If an individual cannot verify his/her right to work prior to the first scheduled day of work within three days of hire, Ozarks Transportation Organization must terminate his/her employment rescind the offer of employment.~~

### **Background Checks**

Ozarks Transportation Organization conducts background checks on all job candidates post-job offer. Ozarks Transportation Organization may also use a third party administrator to conduct the background check. The type of information that may be collected is as follows: criminal background check, employment history, education, credit and professional or personal references.

This information may also be sought out during reassignment or promotional periods.

Ozarks Transportation Organization will conduct background checks in compliance with the federal and state statutes of the Fair Credit Reporting Act. The employee will receive a copy of the report and a description of his/her rights under the Act.

### **Drug Testing**

Drug testing may be required as a condition of employment or continued employment.

Drug and alcohol testing will be carried out in compliance with any applicable state and federal laws and regulations.

### **Employee Classification**

Employees are classified as either exempt or non-exempt for pay administration purposes, as determined by the federal Fair Labor Standards Act (FLSA).

The definitions of the worker classification *categories can be summarized as follows:*

**Exempt:** Management, supervisory, professional, sales or administrative employees, whose positions meet FLSA standards, are exempt from overtime pay requirements.

**Non-exempt:** Employees whose positions do not meet the FLSA exemption standards are paid overtime. Employees classified as non-exempt generally work in non-supervisory, non-professional or non-administrative capacities. Overtime work, however, is prohibited without specific supervisor authorization.

*In addition, each employee's status is defined as one of the following:*

**Full-time:** Employees who work a minimum of 40 hours per week are considered to be full-time. Such full-time employees are eligible for benefits after applicable requirements for length of service have been met.

**Part-time:** Employees who work less than 40 per week are considered to be part-time. Part-time employees will receive all legally mandated benefits (such as workers compensation and Social Security benefits), but are ineligible for other benefit programs.

**Temporary:** Temporary employees are those engaged to work either part-time or full-time on Ozarks Transportation Organization's payroll, but have been hired with the understanding that their employment will be terminated no later than upon their completion of a specific assignment. This category includes interns and co-op students. Such employees are not eligible for Ozarks Transportation Organization benefits except as mandated by law.

**Independent Contractors:** Consultants, freelancers or independent contractors are not employees of Ozarks Transportation Organization. The distinction between employees and independent contractors is important because employees may be entitled to participate in the OTO's benefits programs, while independent contractors are not. In addition, Ozarks Transportation Organization is not required to withhold income taxes, withhold and pay Social Security and Medicare taxes, or pay unemployment tax on payments made to an independent contractor.

## **Employment of Relatives**

Members of your immediate family will be considered for employment on the basis of their qualifications. Your immediate family may not be hired, however, if it would:

- Create a direct supervisor/subordinate relationship with a family member,
- Have the potential for creating an adverse impact on work performance, or
- Create either an actual conflict of interest or the appearance of a conflict of interest.

This policy must also be considered when hiring, assigning, or promoting an employee.

If a circumstance arises that results in a direct supervisory relationship between immediate family or close personal relatives (e.g., marriage, reduction-in-force, reorganization, priority placement), one of the relatives may be reassigned to an appropriate vacancy. During the period that a direct supervisory relationship exists between immediate family or close personal relatives, the supervisory relative will not be involved in any personnel action involving his/her relative. Typical first-level supervisory responsibilities will be referred to the next higher level in the supervisory chain.

For purposes of this policy, your immediate family includes: Mother, Father, Husband, Wife, Son, Daughter, Sister, Brother, Mother-in-law, Father-in-law, Sister-in-law, Brother-in-law, Son-in-law, Daughter-in-law, Stepchild, Stepparent, or Grandparent. This policy also applies to close personal relatives such as Uncle, Aunt, First Cousin, Nephew, Niece or Half-Sibling.

Questions should be directed to your supervisor.

## **Orientation Period**

For all employees hired by Ozarks Transportation Organization, the first 180 days of employment are considered to be a trial period. During this time, the employee will undergo training and orientation as directed by the employee's supervisor. The employee's supervisor will also monitor the employee's performance.

During the first 180 days of employment, the employee is encouraged and expected to ask questions concerning his/her job responsibilities, and determine if he/she is satisfied with the position. If the employee's job performance is found to be unsatisfactory by his/her supervisor at any time during the first 180 days of employment, the employment will be terminated. The completion of this period does not create anything other than an "at-will" relationship.

## **Termination Policy**

1. Ozarks Transportation Organization and its employees share a working relationship defined as employment-at-will. Simply stated, employment-at-will means that in the absence of a specific written agreement, you are free to resign at any time, and Ozarks Transportation Organization reserves the right to terminate your employment for any reason (which does not violate any applicable law) with or without prior notice.

2. Termination of employment is an inevitable part of personnel activity within any organization, and many of the reasons for termination are routine. Below are a few examples of some of the most common circumstances under which employment is terminated:
  - Resignation – voluntary employment termination initiated by an employee.
  - Termination – involuntary employment termination initiated by the Executive Director for disciplinary reasons.
  - Layoff – involuntary employment termination initiated by the Executive Director for non-disciplinary reasons.
  
3. If you wish to resign, you are requested to notify your supervisor of your anticipated departure date at least two weeks in advance. Of course, as much notice as possible is appreciated by Ozarks Transportation Organization and your coworkers. This notice should be in the form of a written statement.
  
4. In the case of termination due to resignation, retirement, or permanent reduction in the work force, your accrued vacation pay will be paid on a pro-rata basis subject to maximum allowed accruals.
  
5. Unused sick, floating holidays and comp time are not paid upon termination. In the case of termination, any vacation or sick time used in excess of accrued time will be deducted from your final paycheck.
  
6. Furthermore, any outstanding financial obligations owed to Ozarks Transportation Organization will also be deducted from your final check.
  
7. A meeting between you and your immediate manager will take place prior to your last day of work. Parking cards, office keys, OTO equipment, and building passes must be returned at this time.
  
8. If you leave Ozarks Transportation Organization in good standing, you may be considered for re-employment.

## **Workplace Conduct**

### **Standards of Conduct**

The work rules and standards of conduct for Ozarks Transportation Organization are important, and are regarded seriously. All employees are urged to become familiar with these rules and standards. In addition, employees are expected to follow the rules and standards faithfully in doing their own jobs and conducting Ozarks Transportation Organization's business. Please note that any employee who deviates from these rules and standards will be subject to corrective action, up to and including immediate termination of employment.

While not intended to list all the forms of behavior that are considered unacceptable in the workplace, the following are examples of rule infractions or misconduct that may result in disciplinary action, up to and including immediate termination of employment. These examples are in no way a limitation on or intended to change the OTO's at-will policy.

- Theft or inappropriate removal or possession of property
- Falsification of timekeeping records
- Working under the influence of alcohol or illegal drugs
- Possession, manufacture, distribution, sale, transfer, dispensation or use of alcohol or illegal drugs in the workplace
- Fighting or threatening violence in the workplace
- Immoral actions or intimidating others
- Boisterous or disruptive activity in the workplace
- Negligence or improper conduct leading to damage of OTO-owned or customer-owned property
- Insubordination or other disrespectful conduct
- Violation of safety or health rules
- Smoking in the workplace
- Sexual or other unlawful or unwelcome harassment and touching
- Excessive absenteeism or any absence without notice
- Unauthorized use of telephones, or other OTO-owned equipment
- Using OTO equipment for purposes other than business (e.g., playing games on computers or personal Internet usage)
- Unauthorized disclosure of business "secrets" or confidential information
- Violation of personnel policies
- Unsatisfactory performance or conduct

These rules apply to any and all interactions with customers, fellow employees or anyone else associated with the workplace.

### **Disciplinary Action Policy**

Ozarks Transportation Organization reserves the right to terminate an employee at any time for any lawful reason with or without prior disciplinary counseling or notice. Nothing in this Manual or any other Ozarks Transportation Organization document is intended to:

- Modify this "at-will" employment,
- Promise progressive discipline or disciplinary counseling,

- Promise notice in circumstances where Ozarks Transportation Organization considers immediate termination or discipline to be appropriate.

Disciplinary actions may entail verbal, written, final warnings, suspension, or termination. All of these actions may not be followed in some instances. Ozarks Transportation Organization reserves the right to exercise discretion in discipline. Prior warning is not a requirement for termination. If you are disciplined in writing, copies of your warnings are placed in your personnel file.

Ozarks Transportation Organization reserves the right to take any disciplinary action it considers appropriate, including termination, at any time. In addition to those situations discussed elsewhere in this handbook, listed below are some other examples where immediate termination could result. This list is general in nature and is not intended to be all-inclusive:

- Discourtesy to a customer, provider, or the general public resulting in a complaint or loss of good will.
- Refusal or failure to follow directives from a supervisor, manager, or Ozarks Transportation Organization officer.
- Breach of confidentiality relating to employer, employee, and customer, or provider information.
- Altering, damaging, or destroying OTO property or records, or another employee's property.
- Dishonesty.
- Providing false or misleading information to any Ozarks Transportation Organization representative or on any Ozarks Transportation Organization records including the employment application, benefit forms, time cards, expense reimbursement forms, etc.
- Fighting or engaging in disorderly conduct on Ozarks Transportation Organization's or customer's premises.
- Violations of any of Ozarks Transportation Organization's employment policies including, but not limited to, confidentiality, security, solicitation, conflict of interest, and code of conduct.
- Conduct or performance issues of a serious nature.
- Failure of a drug or alcohol test.

### **Drug-Free Workplace Policy**

We recognize alcohol and drug abuse as potential health, safety and security problems. It is expected that all employees will assist in maintaining a work environment free from the effects of alcohol, drugs or other intoxicating substances. Compliance with this substance abuse policy is made a condition of employment.

Employees are prohibited from the following when reporting for work, while on the job, on OTO or customer premises or surrounding areas, or in any vehicle used for OTO business:

- The unlawful use, possession, transportation, manufacture, sale, dispensation or other distribution of an illegal or controlled substance or drug paraphernalia;
- The unauthorized use, possession, transportation, manufacture, sale, dispensation or other distribution of alcohol; and

- Being under the influence of alcohol or having a detectable amount of an illegal or controlled substance in the blood or urine (“controlled substance” means a drug or other substance as defined in applicable federal laws on drug abuse prevention).

Any employee violating these prohibitions will be subject to disciplinary action up to and including termination.

Any employee convicted under any criminal drug statute for a violation occurring while on the job, on OTO or customer premises, or in any vehicle used for OTO business must notify the OTO no later than 5 days after such a conviction. A conviction includes any finding of guilt or plea of no contest and/or imposition of a fine, jail sentence, or other penalty.

Drug and alcohol testing will be carried out in compliance with any applicable state and federal laws and regulations.

We recognize that employees suffering from alcohol or drug dependence can be treated. We encourage any employee to seek professional care and counseling prior to any violation of this policy.

### **Violence-Free Workplace**

It is Ozarks Transportation Organization’s policy to provide a workplace that is safe and free from all threatening and intimidating conduct. Therefore, Ozarks Transportation Organization will not tolerate violence or threats of violence of any form in the workplace, at work-related functions, or outside of work if it affects the workplace. This policy applies to Ozarks Transportation Organization employees, clients, customers, guests, vendors, and persons doing business with Ozarks Transportation Organization.

It will be a violation of this policy for any individual to engage in any conduct, verbal or physical, which intimidates, endangers, or creates the perception of intent to harm persons or property. Examples include but are not limited to:

- Physical assaults or threats of physical assault, whether made in person or by other means (i.e., in writing, by phone, fax, or e-mail).
- Verbal conduct that is intimidating and has the purpose or effect of threatening the health or safety of a co-worker.
- Possession of firearms or any other lethal weapon on OTO property, in a vehicle being used on OTO business, in any OTO owned or leased parking facility, or at a work-related function.
- Any other conduct or acts which management believes represents an imminent or potential danger to work place safety/security.

Anyone with questions or complaints about behaviors which fall under this policy may discuss them with a supervisor or the Executive Director. Ozarks Transportation Organization will promptly and thoroughly investigate any reported occurrences or threats of violence. Violations of this policy will result in disciplinary action, up to and including immediate termination of employees. Where such actions involve non-employees, Ozarks Transportation Organization will take action appropriate for the

circumstances. Where appropriate and/or necessary, Ozarks Transportation Organization will also take whatever legal actions are available and necessary to stop the conduct and protect Ozarks Transportation Organization employees and property.

### **Sexual Harassment/Discrimination Policy**

Ozarks Transportation Organization is committed to providing a workplace that is free of discrimination. Any employee who believes he or she is being unlawfully discriminated against should immediately discuss the situation with their supervisor. If the problem is not immediately resolved by supervision, or if the problem involves the supervisor, the employee may directly contact the Executive Director. If the problem is not immediately resolved by the Executive Director, or if the problem involves the Executive Director, the employee should immediately discuss the situation with the OTO Board Chairman of Ozarks Transportation Organization for assistance to settle the matter.

Discrimination based on race, color, national origin, religion, age, sex or an otherwise qualified individual with a physical or mental impairment is prohibited in personnel matters including but not limited to hiring, promotion, transfer, termination, training, pay and benefits.

Ozarks Transportation Organization is committed to providing a work environment that is free of sexual harassment. Sexual harassment of employees and non-employees is strictly prohibited. Any employee found guilty of sexual harassment shall be subject to disciplinary action, up to and including termination of employment. It is the policy of Ozarks Transportation Organization that no one will be retaliated against for making a complaint of sexual harassment based upon an honest perception of the events or for cooperating in the investigation of a complaint. This policy outlines the responsibilities and procedures for dealing with complaints of harassment.

Ozarks Transportation Organization sexual harassment policy will apply to e-mail communications, internet usage or any other form or technological form of communication.

No supervisor shall threaten or insinuate, either explicitly or implicitly, that an applicant's or employee's submission to or rejection of sexual advances will in any way influence any decision regarding that individual's employment benefits (advancement, evaluation, wages, or any other term or condition of employment), nor shall any employee engage in behaviors which would constitute an intimidating, hostile or offensive work environment.

Examples of these types of behaviors include, but are not necessarily limited to verbal harassment, derogatory statements, slurs, physical harassment, and assault, physical interference with normal work, visual harassment, posters, cartoons, drawings and innuendo.

Any employee who has grounds to believe that he or she is exposed to sexual harassment is encouraged to file a complaint. Complaints will be handled in a manner which seeks to provide confidentiality to the greatest extent possible while still providing the information necessary for the organization to provide an appropriate response. Employees will not be retaliated against for filing a complaint. Ozarks Transportation Organization employees may present their complaint to their immediate supervisor or to the Ozarks Transportation Organization Executive Director as soon as possible following the alleged act(s) of sexual harassment for resolution. The person receiving the complaint shall present it immediately to the Ozarks Transportation Organization Executive Director or to the Board of Directors Chairman for investigation.

## **Employment Compensation**

### **Time Card Regulations**

Ozarks Transportation Organization requires that each employee maintains a time card record of his/her hours worked and requires the employee's signature on the card. This will keep a record of hours worked and ensure that paychecks are correct. All ~~hourly~~ employees are required to accurately record their hours worked each day. Electronic timecards are permitted. Electronic approvals may be substituted for signatures.

It is the responsibility of the employee to submit a time card. If a timecard is not submitted, the employee will not be paid.

### **Pay Periods**

Employees will be paid on a two-week basis (every two work weeks) on the next Thursday following the end of the completion of two work weeks. If this date falls on a non-work day or holiday, employees will be paid on the last work day prior to the next Thursday following the end of the completion of two work weeks. (Please check the payroll schedule for exact pay dates)

If an employee is absent on the date of pay ~~check stub~~ distribution, his/her ~~check-pay stub~~ will be held until his/her return.

~~Paychecks will only be released to the individual whose name appears on the check or an individual who the employee has designated and approved through written consent.~~

Direct deposit of payroll is ~~available and encouraged.~~ required.

### **Overtime Pay**

Ozarks Transportation Organization shall compensate all hourly, non-exempt employees time and one-half for all hours worked in excess of 40 hours each week. The workweek begins on Monday morning (12:01 a.m.) and ends on Sunday at midnight (12:00 p.m.).

At times, employees will be asked to work overtime to complete necessary work tasks. The employee's supervisor will notify the employee as early as possible regarding his/her scheduling needs.

If an employee would like to work overtime hours, he/she must receive prior authorization from his/her supervisor in writing before working the overtime hours.

## **Attendance and Leave Policy**

### **Attendance Policy**

Ozarks Transportation Organization expects that every employee will be regular and punctual in attendance. This means being in the office, ready to work, at their starting time each day. Absenteeism and tardiness places a burden on other employees and on Ozarks Transportation Organization.

When you are unable to work owing to illness or an accident, please promptly notify your supervisor. In the event your immediate supervisor is unavailable, you must speak with a manager. Leaving a message with another staff member or on voicemail does not constitute an accepted notification of absence. If you do not report for work and Ozarks Transportation Organization is not notified of your status, it will be assumed after two consecutive days of absence that you have resigned, and you will be removed from the payroll.

If you become ill at work or must leave the office for some other reason before the end of the workday, be sure to inform your supervisor of the situation.

You will be compensated for authorized absences according to the provisions described in this Manual. Authorized absences beyond the time allowed under that policy are authorized without compensation.

### **Inclement Weather**

In the event of inclement weather, we remain open for business during regularly scheduled working hours. You are expected to report for work in inclement weather if it is at all possible to do so safely. In the event we close due to inclement weather, the Executive Director will contact you. Please keep your work group and manager informed on how to reach you on such occasions. If you elect to leave prior to a decision being made by Ozarks Transportation Organization to close early, you will be required to use accrued time at the same rate as if you arrived after your scheduled start time.

Should undue tardiness or absenteeism become apparent, disciplinary action up to and including termination may be required.

### **Lunch and Break Periods**

Full time employees are allowed an unpaid 60 minute lunch period. Part time employees are allowed an unpaid 30 or 60 minute lunch break. Lunch breaks generally are taken between the hours of 11a.m. and 2p.m. The schedule for meal periods should be established on the basis of work requirements in each office. Staggered meal periods may be necessary in order to ensure that adequate staffing is provided.

Two paid break periods of 15 minutes each should be permitted each day for full time employees. The schedule for these breaks should depend completely on the needs of each office. Part-Time employees will receive one fifteen minute break for every four hours worked.

Break periods are considered time worked, and employees will receive compensation for such periods.

## **Flexible Schedules**

Standard working hours are from 8 to 5, Monday through Friday. A one hour lunch period is taken at between the hours of 11 and 2, at a time mutually agreeable between the employee and supervisor.

Flextime is an option available to improve efficiency and morale. Flextime may not be appropriate for all positions and requires Executive Director approval.

### Basic Principles of Flextime

1. Supervisor approval is necessary for any employee to participate in flextime.
2. Work commitments must be met effectively and efficiently without compromising service to internal or external customers.
3. Each employee must recognize his or her responsibilities to the OTO and to coworkers.
4. Each employee utilizing flextime must work cooperatively to ensure that no problems arise with regard to internal or external service.

Employees utilizing flextime should establish "standard" hours (i.e., 7am-4pm every day) and should not vary hours from day-to-day, week-to-week, or month-to-month.

### Application of Flextime

Employees will work a consistent schedule using the following guidelines:

Band time: 6:00am-6:00pm. Start and end times are subject to approval.

Lunch time: Employees must take either a one-hour or half-hour unpaid lunch period. Lunch should normally be taken between 11:00am and 2:00pm, but is mutually agreed upon between the employee and supervisor.

Employees cannot work through their lunch period to make up time unless supervisor approval is obtained. Such occurrences should be infrequent.

## **Holiday Leave**

Ozarks Transportation Organization observes nine (9) scheduled holidays including: New Years Day, Martin Luther King Jr's Birthday, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day. Employees are paid for these holidays.

When any of the above holidays falls on a Saturday, the holiday will be observed on the preceding Friday. Any holidays which fall on a Sunday, will be observed on the following Monday. Employees with workdays other than Monday through Friday will observe holidays on revised schedules to be determined by the Executive Director.

In addition to the scheduled holidays, each employee is granted an additional 4 paid floating holidays per year. These holidays are available for use on the first day of the calendar year and shall renew annually. For full time employees who begin employment after the first day of the calendar year, the holidays shall be granted on a pro-rata basis. Floating holidays may be taken at the discretion of the employee subject to supervisor approval in thirty (30) minute increments. Floating holidays will not accrue but will expire each year if not redeemed.

## Sick Leave

If you are unable to report for work because of illness or for any other reason, please call your supervisor between 7am and 8am. Explain the reason for the absence and tell him/her when you expect to return to work. If you are unable to return to work on the expected day, you should call your supervisor by 8 am on that day to inform him/her of the status of your return. If your supervisor is unavailable, contact the Executive Director.

Sick Time is time you elect to use for the following reasons:

- Physician and dental appointments for yourself or family members;
- Time away from the office when either you or a family member is sick;

When you plan to use time when sick or for scheduled appointments, you must notify your supervisor of this preference and schedule the time off as far in advance of the event as possible.

All full-time employees are eligible to accrue sick pay for absences due to illness or injury to you, your dependents, or your ill parent. This sick pay accrues at the rate of one-half day (4 hours) per pay period (24 pay periods per year). These days are accrued pro-rata based on the actual percentage of the calendar year you work. Sick pay may be carried over from year to year. Sick time will only be permitted to be accrued for a maximum of 180 days or 1,440 hours. Sick time will not be paid upon termination. Time taken for health care purposes for yourself or your dependent's visit to the doctor, dentist, etc. will be counted as sick leave.

Sick leave may be taken in thirty (30) minute increments.

Regular attendance is crucial to the success of this and any other business. Paid sick leave is provided as a financial buffer for employees who are too injured or ill to work, not as additional time off for employees who are well. Employees should be prepared to furnish a doctor's note or similar evidence of inability to work if the supervisor requests one. Abuse of sick leave is grounds for discipline, up to and including termination.

## Vacation Leave

When you plan to use vacation time, you must notify your supervisor of this preference and schedule the time off as far in advance of the event as possible. Time off will be granted at the discretion of the supervisor subject to maintaining adequate staffing levels.

Each **full time** employee will accrue leave hours on a bi-monthly basis. Depending upon the length of employment the accrual rate will vary as follows:

New employees begin accruing vacation immediately and may not begin using vacation time until completing 6 months of employment.

Start Date to 3rd Anniversary Date: The employee will accrue two weeks of vacation or 80 hours per year. This will accrue at a rate of 3.077 hours per pay period.

3rd Anniversary Date to 9th Anniversary Date: The employee will accrue three weeks of vacation or 120 hours per year. This will accrue at a rate of 4.616 hours per pay period.

Beginning on the 9th Anniversary Date: The employee will accrue four weeks of vacation or 160 hours per year. This will accrue at a rate of 6.154 hours per pay period.

Exceptions to this policy may be granted by the Board for executive positions.

A maximum of two times the annual vacation rate shall be allowed to accumulate and shall be paid out at the time of termination on a pro rated basis. Vacation may be taken in thirty (30) minute increments of time.

### **Military Leave**

A full time employee who is a member of the National Guard or any reserve component of the United States Armed Forces is eligible for a total of 120 hours military leave per federal fiscal year without a reduction in pay upon furnishing the OTO with appropriate orders. This leave is in addition to the employee's other available leave balances.

### **Funeral Leave Policy**

~~We have~~The OTO has taken into consideration the personal needs that arise from the death of an **immediate** family member. ~~For~~Full time employees will be allowed leave up to three days with full pay until and including the day of the funeral. Funeral leave pay will not be granted to full time employees attending a funeral during periods when, for other reasons, ~~they are not~~the employee is not at work, such as vacation, holidays, and illness.

Immediate family is understood to include father, mother, spouse, child, sister, brother, mother-in-law, father-in-law, brother-in-law, sister-in-law, grandparents, or any relative who lives with the employee.

### **Jury Duty**

~~A~~A full time employee may be granted leave with pay when required to be absent from work for jury duty.

## **Computer Usage Policy**

Ozarks Transportation Organization requires a Computer Usage Policy to accomplish its business objectives in a secure and timely manner. The policy includes the following:

- Unauthorized use, destruction, modification, and/or distribution of Ozarks Transportation Organization's information or information systems is strictly prohibited.
- All Ozarks Transportation Organization's information systems will be subject to monitoring and auditing at all times. Users acknowledge that they have no expectation of privacy with regard to their activity on Ozarks Transportation Organization's information systems.
- Use of any Ozarks Transportation Organization's information systems or dissemination of information in a manner bringing disrepute, damage, or ill-will against Ozarks Transportation Organization is not authorized.
- Individual passwords will be kept strictly confidential. In no situation should a username and password be given to another individual.
- Misuse, as defined in this policy, will be handled directly with the offender and could include disciplinary action up to and including termination.
- Users are specifically prohibited from using the Internet to operate an outside business or for work not related to OTO business while on work time; to "surf" objectionable web sites unless specially granted permission by the department head in conjunction with work-related activities such as criminal investigations; creating, distributing, or viewing pornography or objectionable material on a OTO computer; or using a OTO-assigned password or OTO equipment in an unauthorized manner.
- The Missouri Sunshine Law specifically provides that electronically stored data is subject to an information request, applies to certain electronic information, including e-mail, unless otherwise exempted by state law. Electronically stored data should be treated the same as any other kind of record, i.e. a written memorandum.
- Employees must obey all copyright laws when downloading files/programs from the Internet. Copyrighted software may not be sent or received through electronic mail. Computers are subject to audit for all software. For software installed by the user on an OTO computer, a valid license agreement and the media must be maintained.
- Internet usage is provided to Ozarks Transportation Organization employees to conduct work-related business. Incidental and occasional personal use is permitted.
- Ozarks Transportation Organization discourages the downloading of software from the Internet because of significant risk of infecting the OTO systems with a virus and the unreliability of such downloaded software. All Ozarks Transportation Organization's information systems will be subject to periodic inventory and inspection for compliance.
- E-mail accounts are provided to Ozarks Transportation Organization employees to conduct work-related business. E-mail messages sent from the OTO's network utilizing an OTO computer are subject to the same record retention regulations and procedures as pertain to paper documents deemed to be a record. Each employee shall be responsible for retaining all messages sent by moving them to appropriate folders for filing electronically or by printing and retaining a paper copy

- All e-mail on the Ozarks Transportation Organization information systems, including personal e-mail, is the property of Ozarks Transportation Organization. As such, all e-mail can and may be periodically monitored.
- Outgoing and incoming e-mail of an offensive, pornographic, or otherwise inappropriate nature is prohibited. Violations of this may result in disciplinary action, up to and including termination of employment.

The following are unacceptable e-mail practices and are prohibited:

- Using OTO equipment in violation of federal, state and local laws;
- Misrepresenting an individual opinion as OTO policy;
- Transmitting confidential or privileged information in an unsecured transmission;
- Intercepting, eavesdropping, recording, altering another person's e-mail message except as provided under proper supervision;
- Adopting the identity of another person on any e-mail message, attempting to send e-mail anonymously, or using another person's password unless properly authorized;
- Misrepresenting your affiliation on any e-mail message;
- Composing e-mail which contains racial or sexual slurs or jokes, or patently harassing, intimidating, abusive, or offensive material to or about others; using e-mail to communicate any material of an obscene or derogatory nature or in a manner that may be offensive to others;
- Accessing objectionable or improper material unless specially granted permission by the department head in conjunction with work related activities;
- Knowingly introducing to the OTO network any message, software, or device containing a virus;
- Users shall not share any password for any OTO computer with any unauthorized person, nor obtain any other user's password by any unauthorized means. When a supervisor requires knowledge of an employee's password, such information should be kept secure. Passwords should not be shared among employees for the purpose of logging into someone else's desktop. Such needs should be addressed through the use of shared files residing on a shared drive;
- Technology provided by the OTO should not be used for filing grievances or taking any legal action against the employer;
- Intentionally tampering with, deleting, or altering OTO records or other employees' work product maliciously;
- Abusing work time to access non-work related information or e-mail correspondence.

## **Business Expense Reimbursement**

Ozarks Transportation Organization will reimburse employees for all necessary and reasonable business expenses related to the normal office operation. A receipt is required listing all items purchased and an expense report will be required for reimbursement.

~~OTO pays allowable travel expenses for the time the employee is in Official Travel Status. Official Travel Status is defined as a maximum of one day prior to the start of the conference through the day of the conference. This time frame is the normal length of time OTO is responsible for travel related expenses.~~

### **Auto Allowance/Mileage**

Employees receive reimbursement for direct business mileage. Employees may receive direct mileage reimbursement based on an evaluation of the use of their personal automobile for purposes of conducting OTO business. Auto allowances are paid on a monthly basis. Direct mileage is reimbursed at the current IRS standard rate and is paid upon submission of a signed and supervisor approved "Monthly Mileage Report" form.

Because it is more cost effective than direct mileage reimbursement, Ozarks Transportation Organization prefers that employees rent an automobile if round trip mileage on a business trip will be more than 200 miles. It is required that OTO employees purchase the ~~collision and comprehensive-Loss Damage Waiver, Supplemental Liability, and Personal Accident~~ insurance coverage which is offered by the rental car companies.

The use of a personal automobile for business related travel is only authorized if the automobile is covered by a current insurance policy with limits not less than \$25,000 for bodily injury and \$50,000 for property damage. Any damages, repair costs, and/or maintenance costs incurred by an employee in the use of their privately owned vehicle in conjunction with OTO business is the sole responsibility of the employee.

### **Mobile Phone Reimbursement**

A mobile phone may be provided by OTO as needed. The Executive Director may determine which employees need an OTO provided mobile phone based upon job requirements. Personal calls should be limited on an OTO provided phone.

Cell phone numbers are public information therefore, it may be necessary to provide a number when requested by the public.

Phone bills must be monitored at all times in accordance with guidelines to ensure compliance with this policy and to make sure budget guidelines are being met.

As an alternative to an OTO provided mobile phone, a reimbursement may be granted to provide data service to a personal phone. The maximum reimbursement shall be determined by the Executive Director based upon actual costs of data service and shall be applied uniformly to all employees the Executive Director determines need access to email while outside of the office.

Safe operation of a vehicle takes priority over any telephone call, email, or text message.

### **Submittal of Monthly Expense Report Forms**

It is the employee's responsibility to prepare and submit an Expense Report to receive reimbursement for business related expenses. Expense Reports should be submitted ~~on at least a monthly basis~~ by the last day of the month to insure proper matching of expenses with the appropriate accounting period.

For business related food expenses to be reimbursed the, IRS regulations require that the amount and date of expense, specific business purpose, name/title/company of people attending be documented on the expense form. All claimed expenses must have an original receipt. All Expense Report forms must be signed by the employee and approved by their supervisor before being submitted for processing.

### **Training**

The cost of training provided for employee development is allowable (OMB Circular A-87). Executive Director Approval for training is required on the Training Approval form. All training is contingent on fiscal year budget.

The employee is responsible for filling out the Training Approval Form in advance of all training. The form is found at M:\EMPLOYEE RESOURCES\Purchasing Card and Travel Forms. This form should be copied on Goldenrod paper. Hardcopy forms are available with the other employee forms in the work room. A copy of the training agenda and/or class schedule is required with the approval form. See sample training approval form in the Supplemental Forms Section (subject to revision as needed).

When meals are provided with registration or as part of training they will an allowable non-taxable expense due to the requirement to work through meal time.

### **Travel**

Any business related travel expenses see Travel Policy.

## **Travel Policy & Procedures**

### **I. OVERVIEW**

Ozark Transportation Organization (OTO) employees are often required to travel in the course of their official duties. To avoid hardships that would be imposed on employees paying expenses out of their own resources, to establish a uniform reporting and accounting procedure and to insure that expenditure records are well substantiated and consistent, the following travel expense procedures are to be followed by all OTO employees.

Ozarks Transportation Organization will reimburse employees for all necessary and reasonable travel expenses related to the normal conduct of business. To administer uniform guidelines for reimbursement of business related travel, meals, and entertainment expenses, the following policies and procedures have been established. While this policy provides many answers and useful guidance, it cannot address every possible situation. If you have any questions regarding the business nature and/or reimbursement of such expenses, check with your supervisor before you commit to spending any funds. The most useful guide to cost effective business travel is to spend money as if it were your own.

### **II. APPROVAL**

The Executive Director of OTO will approve all OTO staff's travel requests in advance on the Travel Approval Form to ensure staff travel meets the terms outlined in the Fiscal Year Consolidated Planning Grant Agreement (CPG). Travel by OTO staff will be reimbursed if it is in accordance to tasks as established in the Approved Unified Planning Work Program (UPWP). OTO will pay for travel related costs to include lodging, registration, meals, and transportation.

#### Travel Approval Form

The employee is responsible for filling out the Travel Approval Form in advance of all training and travel. The form is found at M:\EMPLOYEE RESOURCES\Purchasing Card and Travel Forms. This form should be copied on Goldenrod paper. Hardcopy forms are available with the other employee forms in the work room. A copy of the conference agenda and travel quotes is required with the form. See sample travel approval form in the Supplemental Forms Section (subject to revision as needed).

#### Travel Expense Reports

Employees are responsible to account for all travel expenses in two methods. Expenses purchased with an OTO purchasing card need to be reported on the PC Travel Expense Report found at M:\EMPLOYEE RESOURCES\Purchasing Card and Travel Forms. Expenses purchased out of employee's personal funds need to be reimbursed on the Bi-weekly payroll with the OTO Business Expense Form found at M:\EMPLOYEE RESOURCES\Payroll & Leave Forms. Mileage should be reimbursed through the Auto Mileage Reimbursement Form found at M:\EMPLOYEE RESOURCES\Payroll & Leave Forms or in hard copy form with the employee forms. Both the Business Expense Form and Mileage Reimbursement Form should be submitted with payroll. See sample expense reports and instructions in the Supplemental Forms Section (subject to revision as needed).

### III. REGISTRATION

Prior to registering for training, the travel approval form shall be completed and approved. Registration fees are allowable only as directly relating to OTO's work plan and mission.

### IV. TRANSPORTATION

OTO will pay for expenses for the most expeditious mode of transportation. ~~If an employee chooses to use a personal vehicle when public transportation would be more expeditious, reimbursement will be made for the equivalent round trip coach airfare.~~ Three quotes should be obtained and documented on the travel approval form.

#### Air Travel

~~OTO pays allowable travel expenses for the time the employee is in Official Travel Status. Official Travel Status is defined as a maximum of one day prior to the start of the conference through the day of the conference. This time frame is the normal length of time OTO is responsible for travel related expenses.~~

OTO will pay coach airfare to and from the destination city. This is the standard maximum travel allowance allowed. An employee in Official Travel Status should leave no sooner than the day before a conference if it starts the following morning. If the conference starts in the afternoon, travel should be the same day if possible. The return trip should be the same day the conference ends if possible. Flight schedules will control in most cases. In all cases, return air travel should be completed within one day.

Employees may book flights through an on-line travel service or a travel agency. When booking flights employees should select the lowest cost alternative with a reasonable schedule and travel time. Many airlines charge an additional amount for checked items. OTO will pay for a maximum of two-one checked item. OTO will not reimburse the employee for items that exceed the allowable weight or size limitations. The OTO will not reimburse for other optional services associated with air travel, such as but not, limited to early boarding fees, fees for premium seating and flight insurance.

#### Automobile

Because it is more cost effective than direct mileage reimbursement, OTO prefers that employees rent an automobile if round trip mileage on a business trip will be more than 200 miles. Anytime a rental car is shown to be more cost effective, it shall be allowed. This is not intended to require an employee to utilize a personal vehicle.

#### Personal Auto

Employees ~~in Official Travel Status~~ may choose to travel on official OTO business in their personal auto. Mileage will be paid based on ~~a~~ the standard ~~atlas~~ IRS rate in effect at the time of travel ~~and is paid from the employee's work site~~. Mileage is calculated from the employee's worksite to their destination site. Mileage reimbursement is limited to a maximum amount equal to roundtrip coach airfare.

When traveling by personal auto, employees should keep the following regulations in mind. OTO will pay for expenses only for the fixed period of time the employee is in Official Travel Status except for 1 day trips. The employee must submit a corresponding flight schedule and estimate to determine the maximum allowable reimbursement for mileage. If traveling by auto requires more time than flying (the time fixed for Official Travel Status), the OTO will not reimburse the additional expenses incurred. Additionally, the employee must use personal leave time for the additional travel time required by auto.

#### Rental Cars

Many rental car agreements push the responsibility for rental car accidents to the driver and his/her employer. Rental car agencies have reduced third-party liability limits to the state mandated minimums. Also, the rental car agencies insurance is generally secondary. When a rental car is used on OTO business the liability for the accident may pass directly to the employee and the OTO. An employee's personal automobile liability coverage as well as the OTO's insurance coverage may become involved. OTO employees are required to purchase ~~collision and comprehensive~~ the Loss Damage Waiver, Supplemental Liability, and Personal Accident insurance coverage, which is offered by the rental car companies. All accidents involving a rental car on OTO business must be reported to the Executive Director within 24 hours of the accident. Three quotes for rental cars need to be obtained and documented on the travel approval form for the cheapest rate, unless a corporate rate is available. Unless a substantiated need exists, employees shall request an intermediate/mid size car.

#### Public Transportation

Public transportation will be allowable to the extent it is used to travel to/from conference and meetings. Public transportation costs incurred due to recreation, entertainment or personal use shall not be allowable.

### **V. MEALS AND INCIDENTALS**

#### Grocery and Incidental Purchases

The OTO recognizes that some employees may have special dietary needs. The OTO will allow employees to purchase groceries in lieu of meals. Incidentals such as bottled water and snacks such as granola bars are also allowable if the employee does not exceed the daily GSA maximum. If groceries and incidentals are purchased at the beginning of a trip in lieu of meals, the amount shall not exceed the total amount allotted for the total trip. For example \$89.00 in groceries are purchased on the first day of a three day conference. Breakfast was purchased on day two in the amount of \$8.50. Lunch was purchased on day three for \$15.00. The rest of the meals were eaten in the hotel room out of the groceries purchased. The expense is allowed because the groceries divided by the three days of the conference is \$29.67. The employee did not go over the total GSA allotment.

Meals

The maximum daily reimbursement amount for meals is based on the amount set by the United States General Services Administration (GSA). The maximum daily reimbursement for meals and incidentals outside the State of Missouri is ~~\$64~~-\$71. The maximum daily reimbursement for meals inside the State of Missouri is ~~\$59~~-\$66. This amount is subject to change when the GSA rate changes. The meal reimbursement amount is not an automatic amount and itemized receipts are required for all meal purchases. The cost of a meal includes the gratuity. The gratuity on a meal is not to exceed 20%. The purchase of alcohol will not be a reimbursable expense (OMB Circular A-87). The cap is the total reimbursable meal amounts including tips for the entire day and can be utilized in any combination of breakfast, lunch and dinner within a 24-hour period. The daily GSA rate includes a \$5 allowance for incidentals.

If a meal is included in the cost of the conference or training registration and the employee chooses to eat elsewhere the OTO will not reimburse the employee for this meal. The exception to this policy is when continental breakfast is included. The OTO recognizes that some employees may have dietary needs above that provided in a continental breakfast.

The employee is responsible to deduct the amount of the meal covered in registration cost from the maximum reimbursement amount. The Meals & Incidental chart for reimbursement is below:

| <u>AMOUNT TO BE DEDUCTED FROM DAILY MEAL ALLOWANCE IF MEAL PROVIDED</u> |             |             |
|---|-------------|-------------|
| <u>M&amp;IE Total</u>   | <u>\$66</u> | <u>\$71</u> |
| <u>Continental Breakfast/ Breakfast</u>                                 | <u>\$11</u> | <u>\$12</u> |
| <u>Lunch</u>  | <u>\$16</u> | <u>\$18</u> |
| <u>Dinner</u>   | <u>\$34</u> | <u>\$36</u> |
| <u>Incidentals</u>  | <u>\$5</u>  | <u>\$5</u>  |

If a receipt is lost, documentation is required in memo form. The memo should include a statement that the receipt was lost and that no alcohol was purchased. This policy is for all employees that are seeking a reimbursement for meal expenditures or utilizing their purchasing card as a part of their official travel expenses. If receipts are lost for meals purchased by employee, reimbursement will not be made.

#### One Day Travel

If an employee's travel starts and ends on the same business day, the OTO will only reimburse the employee for mileage/rental car. Meal expenses will not be reimbursed. However, employees traveling for one day and who are away from the office for at least four hours AND traveling outside the Springfield MSA (Christian, Dallas, Greene, Polk and Webster Counties) may request a meal per-diem of \$20. The per-diem payment is requested on the employee's payroll on the Per-Diem Request Form and receipts are not required. Employees traveling for a single day may not use their purchasing card to pay for meals. The Internal Revenue Service considers per-diem payments as taxable income. Accordingly, the OTO is required to withhold taxes on all per-diem payments.

The meal per-diem will not be paid if an employee is attending a meeting or workshop where a meal is provided unless total travel time (status) exceeds 1 hours.

#### Lodging

The selection of overnight lodging should be guided by considerations of safety, quality and reasonableness of room rates. Again, the most useful guide to cost effective accommodations is to spend money as if it were your own. When rooms are guaranteed for late arrival and the trip is cancelled or other lodging is secured, the reservation must be cancelled to avoid being billed for a "No Show." Hotels may require either a 24 or 48-hour cancellation notice to avoid these charges. The cost of in-room movies is not reimbursable. If a conference has a group rate for conference attendees a copy of the group rate notice should be attached to the Travel Approval Form.

The conference site hotel shall be used when available to avoid unnecessary transportation costs.

### **VI. UNALLOWABLE**

#### Entertainment

Costs of entertainment, including amusement, diversion, and social activities and any costs directly associated with such costs (such as tickets to shows or sports events, meals, lodging, rentals, transportation, and gratuities) are unallowable (OMB Circular A-87, Revised).

### **VIII. ADDITIONAL/OTHER**

#### Meal Charges within the MSA Area

No meal charges for travel shall be allowed within the MSA Area, except for \$5 food incidentals for more than 1 day trips. Exceptions will be made for air travel for purchases made at the airport due to the travel security regulations.

Telephone Calls

OTO will pay for business related calls when a receipt is provided.

Non- Exempt Employees

OTO shall comply with the requirements of the Fair Labor Standards Act and its implementing regulations in regard to reimbursement for travel time required by work. When non-exempt employees are required to be away from home overnight, all time spent traveling during the hours corresponding to the employee's normal working hours will be counted as time worked. Travel hours on Saturdays, Sundays and holidays that correspond to the employees normal working hours on other days of the week will also be counted as time worked, excluding bona fide meal periods. Time spent driving while in Official Travel Status is considered work time and therefore compensable regardless of the amount of hours or if the hours correspond to the normal work hours, excluding bona fide meal periods. OTO will not pay overtime for time not spent in sessions/meetings.

Receipts

Itemized receipts are required for all travel related expenses. Listed below are acceptable receipts by category.

| <b><u>TYPE OF EXPENSE</u></b> | <b><u>RECEIPT AND REIMBURSEMENT REQUIREMENTS</u></b>   |
|-------------------------------|--|
| <u>Airline Ticket</u>         | <u>E-confirmation or actual ticket receipt. Please see additional requirements in the Air Travel section of this policy.</u>   |
| <u>Training Registration</u>  | <u>Receipt or confirmation and a copy of the registration. If a meal is included as part of the cost of registration and the employee elects to eat elsewhere, OTO will not reimburse the employee for this meal. Agenda required.</u> |
| <u>Hotel</u>                  | <u>Actual itemized receipt. OTO does not pay for cleaning, movies or other entertainment</u>   |
| <u>Meals</u>                  | <u>Itemized receipts. Gratuity must not exceed 20%. Total of gratuity and meal must not exceed total daily allowance. OTO does not pay for alcoholic beverages.</u>  |
| <u>Taxi/Parking</u>           | <u>Receipt showing date and location</u>   |

|                   |  |
|-------------------|--|
| <u>Rental Car</u> | <u>Receipt for rental and fuel purchases</u> |
|-------------------|--|

Travel Advances

Travel advances may be requested when an employee is required to travel outside the MPO area. Travel advances for purchasing card holders are not allowed. Employees should requisition advances on a Travel Approval form for the estimated amount needed. All advances should be requested two weeks prior to departure.

If an advance is less than the actual expense, the additional expense incurred will be reimbursed to the employee. If the advance exceeds the actual expenditure, the surplus must be returned with the Travel Expense form. The Travel Expense form must be completed and returned within 10 working days. Until the itemized list of expenditures has been received and the accounting records reconciled, the travel advance will remain open and be the responsibility of the employee. If the list of itemized expenditures is not received within 30 days of the completion of travel, the amount of the outstanding advance may be deducted from the employee's paycheck. If the employee resigns and the list of itemized expenditures has not been returned, the travel advance may be withheld from the employee's final paycheck.

**Spouse's Travel**

~~Travel expenses related to an employee's spouse are not reimbursable by OTO.~~

Travel with Family Members

When members of their family accompany an employee, OTO will reimburse for only the employee's expense. Hotel room and transportation expenses shared with family members will be reimbursed for the portion of expenses that would have been incurred if the employee had traveled alone.

**Driving While on OTO Business**

Driver inattention is a factor in a majority of motor vehicle accidents. We are not only concerned about your welfare as an Ozarks Transportation Organization employee, but also the welfare of others who could be put in harm's way by inattentive driving. As a driver, your first responsibility is to pay attention to the road. When driving on Ozarks Transportation Organization business, or driving while conducting business on behalf of the OTO in any other manner, the following applies:

**Cellular Phone Use**

Cell phone use while driving is a common, often harmful, distraction. We are concerned about your safety as well as the safety of others. For this reason, the use of cell phones while driving is strongly discouraged. Do not accept or place calls unless it is an emergency, meaning the call cannot wait until you safely pull off the road or arrive at your destination. If you must use your cell phone while driving, please use good judgment: keep the call short, use a hands-free device if available, get to know your

phone and its features, and suspend conversations during hazardous driving conditions (rain, snow, ice, fog, glare, heavy traffic, etc.).

### **Obey the Law**

Ozarks Transportation Organization is not responsible for any moving traffic violations, parking tickets, or any other city ordinances or state/federal laws regarding your driving habits and operation/care of your personal motor vehicle. Any tickets issued are the employee's responsibility, even if the ticket is issued while conducting business for Ozarks Transportation Organization.

### **Other Safe Driving Precautions**

- Use better judgment when road conditions are poor. Limit or avoid driving when rain or snow threatens your safety.
- Make an effort to avoid distractions such as eating, applying makeup, paying too much attention to your radio/CD player, or other distracting behavior.
- Do not drive if your ability to drive safely is impaired by the influence of medications.
- Laptop computers should never be used at any time while driving.
- If using a vehicle not your own (rental or otherwise), be sure to properly adjust the mirrors and familiarize yourself with the vehicle's controls before operating.
- Be concerned for your coworkers' safety. Ask them to call you back at a safer time if they call you while driving.
- Employees who drive for OTO business must have a current, valid driver's license.

## **Other Policies**

### **Conflicts of Interest**

All employees have a duty to further OTO's aims and goals, and to work on behalf of its best interest. Employees should not place themselves in a position where the employee's actions or personal interests may be in conflict with those of the OTO.

Employees should report to their manager any situation or position (including outside employment by the employee or any member of the employee's immediate household) which may create a conflict of interest with the OTO.

### **Improper Payments and Gifts**

We prohibit the solicitation, acceptance, offer or payment to any person or organization of any bribe, kickback or similar consideration of any kind, including money, services or goods or favors (other than goods or favors which are nominal in amount and not prohibited by any federal, state or local law). Do not accept or give gifts, gratuities, entertainment or favors of such value or significance that their receipt might reasonably be expected to interfere with the exercise of independent and objective judgment in making or participating in the business decisions of Ozarks Transportation Organization or the party with whom Ozarks Transportation Organization is dealing.

### **Performance Evaluations**

Ozarks Transportation Organization is committed to providing you with feedback both formal and informal, about your performance on the job. Supervisors are responsible for on-going performance feedback. In addition, your supervisor may formally discuss and document your performance on a regular basis (generally on an annual basis). An initial performance review may be conducted within three to six months after an employee begins a new job. Please contact the Executive Director if you feel that an evaluation is due to you or would be helpful to you.

Your performance appraisal discussion will include a review of your strengths; identify any areas needing improvement, and goals and objectives that need to be achieved. Specific performance problems may be addressed outside the performance appraisal cycle through either informal discussions or formal disciplinary action.

Formal performance feedback becomes a permanent part of your personnel file.

### **Personnel Records**

Employee personnel files may include the following: (job application, job description, resume, records of participation in training events, salary history, records of disciplinary action and documents related to employee performance reviews, coaching, and mentoring). Personnel records are maintained on a current basis. Please notify us immediately of any change of name, address, telephone number, marital, dependent or tax status. Personnel records are kept highly confidential, and are not available to anyone outside of the OTO unless you have authorized the release, or release is to an authorized governmental agency, or is required by law. To obtain access to your records, contact the Executive Director.

### **Business Phone Calls**

A great majority of our business is conducted over the phone making our telephone techniques extremely important. A friendly but businesslike telephone manner should always be projected.

### **Personal Phone Calls**

We recognize that periodically, personal phone calls must be made or be received during the business hours. Such calls should be held at a minimum so that they do not interfere with the workflow.

### **Personal Cellular Phone Calls**

In order to provide an optimum work environment, employees are expected to have personal cell phones turned off or on vibrate/silent mode during work hours. Ringing cell phones are a distraction to

other co-workers and can interfere with productivity. Cell phones should only be used during breaks/lunches and outside of the office. Flexibility will be provided in circumstances demanding immediate/emergency attention.

### **Voicemail**

Voicemail was installed to help maintain our high quality of service for clients and to increase efficiency throughout the office. Voicemail should be checked periodically and phone calls should be returned promptly.

### **Reporting Injuries & Illnesses**

We often take safety for granted in an office environment. Though we may not be exposed to the same degree of risk as a typical manufacturing firm or healthcare facility, we should still recognize that safety risks are present and take steps to reduce the risk for injury or illness. Safety is everyone's responsibility at Ozarks Transportation Organization.

- All work-related injuries and illnesses should be reported immediately to your supervisor or the Executive Director, even if you are not sure whether it is truly work-related. Even small, insignificant injuries, left untreated can result in more serious conditions.
- Your supervisor (or a designated alternate) will complete an Accident Report. When injuries are reported immediately, accidents can quickly be investigated and corrective action taken to prevent another injury.

If you see any potential hazards that need attention, notify the Executive Director immediately.

### **Safety Rules**

Ozarks Transportation Organization wants to ensure that our employees remain safe and injury-free when accidents are preventable. We expect our employees to refrain from horseplay, careless behavior and negligent actions. It is Ozarks Transportation Organization's policy to maintain a safe and secure working environment for all employees and clients.

While working, employees must observe safety precautions for their safety and the safety of others. All work areas must be kept clean and free from clutter and debris. Any hazards or potentially dangerous conditions must be corrected immediately or reported to a supervisor.

If you are involved in an accident, you must comply with the following procedure:

- Report the accident to a supervisor or the Executive Director immediately
- Obtain the necessary medical treatment
- Fill out an accident report regardless of the severity of the injury
- If you must seek additional medical treatment, obtain consent to leave the premises from your supervisor before doing so

Employees who fail to comply with this procedure are subject to disciplinary consequences.

**Smoke-Free Environment**

Our goal is to have a smoke-free environment. Smoking is not permitted at any time in Ozarks Transportation Organization work areas, including OTO vehicles or customer or client areas.

If smoking is allowed outside of the building, smokers should be considerate of coworkers, customers, and members of the public. Help to maintain a clean entryway by depositing cigarettes in appropriate containers and staying far enough away from doors so that smoke does not blow into the building.

Employees who smoke must observe the same guidelines as non-smokers for the frequency and length of break periods.

## Supplemental Forms Section\*

### Instructions for filling out Travel or Non-travel Expense Reports

PURPOSE LINE: Put the name of event/conference/project.

ADDITIONAL DOCUMENTATION LINE: if it is a travel expense report put the dates of travel and location. Under Expense if you know what type of expense it is put it in the Expense column.

EXPENSE COLUMN: Choices for the Expense column can include –

Office Supplies

Food Supplies (for Catering or Wal-Mart supplies for BOD or TPC meetings)

DATE: the date on the actual receipt of the transaction

DESCRIPTION: Please put the name of the company charging us. Example of airport parking, make the entry like this:

Springfield Branson National Airport – parking 6/8/-10/12

AMOUNT: Total \$ amount of the whole receipt.

For example you go to Wal-Mart and buy office supplies do not list each supply individually put total of the receipt.

When filing out the report please put your receipts in date order. That helps since some expense reports span two billing statements.

\*Subject to revisions as necessary.

**Ozarks Transportation Organization**

**Training Approval Form**

**SAMPLE**

**Date:** 9/9/2099

**Employee/Employee #:** Jane Doe/025

**Purpose of Training/Relation to Job Functions:** Excel II/Helps with developing spreadsheet for Fund Balance Reports

**Location:** Missouri State University, Springfield, MO

**Estimated Cost of Training:** Total \$199.00

| <u>Class/workshop/webinar</u> | <u>Cost</u>     | <u>Date and Time</u>                      |
|-------------------------------|-----------------|---|
| <u>EXC 3 – Excel II</u>       | <u>\$199.00</u> | <u>9/30/2099</u><br><u>8:00-5:00 p.m.</u> |
|                               |                 |   |
|                               |                 |   |
|                               |                 |   |

Employee Requesting Approval/Date Executive Director/Date



**Ozarks Transportation Organization**

**Travel Approval Form**

Formatted: Font: 18 pt, Bold

*Sample*

**Date** 9/9/2099

**Employee** Jim Bob

**Purpose of Travel** APA Annual Conference

**Travel to** New York, NY

**Other Destination Stops**  
(if applicable) None

**Dates of Travel** Departure 10/1/2099 Return 10/6/2099

**Dates out of the Office** First Date Out 10/1/2099 First Date In 10/7/2099

**Source of Invitation** APA Conferences

**Method of Travel** Airplane

**Estimated Cost of Travel** Total \$1,908.00

(Attach quotes and documentation)

**Hotel** \$300.00 **Rental Car** \_\_\_\_\_

**Meals** \$268.00 **Airfare** \$700.00

**Registration** \$600.00 **Events** \_\_\_\_\_

**Mileage** \_\_\_\_\_ **Parking** \$40.00

**Employee Requesting Approval/Date** \_\_\_\_\_ **Executive Director/Date** \_\_\_\_\_

**TAB 7**

## Missouri to test slip-resistant road treatment

*Written by the Associated Press*

news-leader.com

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JEFFERSON CITY, Mo. (AP) — Missouri has received a federal grant to test a new type of road treatment intended to keep cars from slipping off highways when it rains or snows.

The Missouri Department of Transportation says it will apply the “high friction surface treatment” to a pair of curves on U.S. 54 and Missouri 179 in Jefferson City.

If the agency has enough money, it may also apply the treatment at two sites on Interstate 44 near Rolla.

Missouri received \$150,000 for the project from the Federal Highway Administration. A total of 13 states and the District of Columbia received money through the grant program that encourages innovative technologies on roads and bridges.

May 31, 2013

## **New Poll Suggests Americans See Link between Transportation and Well-Being**

Most Americans (more than 70 percent) believe safe and efficient transportation infrastructure is at least (if not more) important to their personal livelihood and well-being than other services such as cable, cell phone service, internet, water, and household electricity and gas, according to poll results released this week by the American Road & Transportation Builders Association. However, poll respondents had trouble estimating how much they pay for transportation.

According to the survey, 78 percent of Americans said driving a vehicle is "very" or "extremely" important in their ability to go about their daily lives, while about 21 percent said the same about public transportation. Similarly, almost 90 percent of participants said they believed transportation infrastructure is important for a strong economy and 83 percent agreed that the transportation network is important in ensuring national defense and emergency response ability. Finally, 71 percent reported that no matter where people live, mounting traffic congestion in U.S. cities makes the products Americans buy more expensive.

Few respondents could identify how much they paid in gas taxes each month (an average of \$46 per household). Forty percent stated outright that they did not know, while 24 percent estimated that they pay about double the amount they actually do. And while respondents valued transportation more than other services, they are paying more on average each month for household electricity and gas (\$160), cell phone service (\$161), and cable and internet access (\$124).

"This research shows there is a disconnect between our perceived value of transportation mobility and our personal investment in the infrastructure that provides it," said ARTBA President Pete Ruane in a statement.

The survey included more than 1,000 phone interviews completed April 4-8, collected from the Ipsos Public Affairs telephone omnibus survey, TeleNation. Additional information about the survey, including charts demonstrating the poll results, can be obtained by contacting Beth McGinn at [bmcginn AT artba.org](mailto:bmcginn@artba.org).

*Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).*

May 31, 2013

## **Missouri DOT Announces New Chief Engineer**

Missouri Department of Transportation announced Thursday that St. Louis District Engineer Ed Hassinger has been named MoDOT's new chief engineer. Hassinger, a Professional Engineer, fills the position left vacant when Dave Nichols was appointed MoDOT director.

"Ed has done an excellent job directing MoDOT's efforts in St. Louis," Nichols said in a statement. "Everywhere he's worked, he's built solid relationships that have enabled us to partner with others to achieve our goals. He's the right man to lead our districts, engineering divisions and maintenance efforts going forward."

Hassinger, who has worked at MoDOT for 29 years, has served as St. Louis District Engineer for the last 12 years. Hassinger holds a Bachelor of Science degree in civil engineering from the University of Missouri.

"I'm excited to accept the chief engineer position," Hassinger said. "We have significant challenges ahead of us with the funding situation we face to keep our system in the best condition possible while looking for opportunities to make the kind of improvements that our customers desire. It will take a total team effort to be successful and I feel honored to be able to lead that team."

*Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).*

May 10, 2013

## Preliminary Numbers Show Highway Death Increase in 2012

The National Highway Traffic Safety Administration last week released preliminary numbers on the number of highway fatalities that occurred in 2012, showing a more than 5 percent increase from 2011. The preliminary numbers show the first year-to-year uptick in highway traffic fatalities in seven years.

NHTSA's data showed that 34,080 individuals died as a result of motor vehicle crashes in 2012, an increase of 1,713 from 2011. Fatalities increased in every quarter of the year—up 12.6 percent for the first quarter, 5.3 percent in the second quarter, 3.2 percent in the third quarter, and 1.7 percent in the fourth quarter. Also up was the number of vehicle miles traveled by the motoring public. NHTSA reported that VMT increased by just more than 9 billion miles in 2012, which represents a .3 percent increase. That VMT increase wasn't enough to keep steady the fatality rate among VMT, which stands at 1.16 fatalities per 100 million VMT in 2012. This is an increase from the 1.1 fatalities per 100 million VMT in 2011.

Though the number of highway deaths went up in 2012 from 2011, the general trend for highway fatalities is still showing a decline.

"While it is too soon to speculate on the contributing factors or potential implications of any increase in deaths on our roadways, it should be noted that the historic downward trend in traffic fatalities in the past several years means any comparison will be to an unprecedented low baseline figure," according to NHTSA.

Safety experts, while not happy about the 2012 increase, believe that the passage of MAP-21, the current surface transportation bill, could help those numbers going forward.

"While today's news is upsetting, the good news is that last year's highway bill provides states with needed resources to conduct educational programs and enforcement efforts that are proven effective," said GHSA Executive Director Barbara Harsha [in a statement](#). "States are committed to working with NHTSA and other partners to save lives and reduce injuries."

NHTSA's full summary, "Early Estimate of Motor Vehicle Traffic Fatalities in 2012," is available [here](#).

*Questions regarding this article may be directed to [editor@aaashtojournal.org](mailto:editor@aaashtojournal.org).*

[kspr.com/news/ky3-new-highway-traffic-signals-should-help-sidestreet-traffic-in-republic-20130611,0,1747757.story](http://kspr.com/news/ky3-new-highway-traffic-signals-should-help-sidestreet-traffic-in-republic-20130611,0,1747757.story)

**kspr.com**

## **New highway traffic signals should help side-street traffic in Republic**

**The installation project starts June 17 and could last nearly a month.**

edited news release from Missouri Department of Transportation

11:27 AM CDT, June 11, 2013

REPUBLIC, Mo. -- Work begins the week of June 17 to install a new type of synchronization system to the traffic signals along U.S. 60/Missouri 413 through Republic.

advertisement

The new system is designed to adapt to traffic conditions. It will provide the most benefit to side streets and left-turn lanes (with left arrows only) during non-peak traffic times, mostly during the middle of the day on weekdays and at night and on weekends.

The six traffic signals between Highway P/Main Avenue on the west and Oakwood Avenue on the east will be upgraded to the new Adaptive Traffic Signal System.

A similar system is in operation along two major state-maintained streets in Joplin -- Range Line Road (Business Loop 49) and a portion of 7th Street (Missouri 66).

### **Lane Closings During Installation**

Drivers can expect nighttime lane closings on U.S. 60/Missouri 413 while crews install new traffic-detecting cameras at intersections with traffic signals. Crews also will work at the traffic signal control cabinets at the signalized intersections.

The work to install new cameras and other equipment will take a week, followed by another two weeks or so of data collection to determine traffic patterns. The new system should be in full operation during the week of July 8.

### **How Adaptive Signals Will Work**

The six already-synchronized traffic signals will continue to move as much traffic as possible on U.S.

60/Missouri 413, but the signal upgrades will minimize delays on side streets.

Here's how:

\* The detection system will be better able to monitor traffic in all directions at each intersection and "adapt" to changing traffic patterns. This means the system will recognize where traffic is building on side streets and in left-turn lanes (with left arrows only) and will give those vehicles green-light time after traffic on U.S. 60/Missouri 413 gets its allotted amount of green-light time.

\* Drivers will notice more flexibility in traffic signal operation at each intersection. Essentially, the system will selectively give green-light time to side streets and left-turn lanes (with left arrows only) where traffic is building up rather than operate on a fixed cycle. This will be most evident when traffic is light on U.S. 60/Missouri 413.

### **Contractor**

The vendor for the traffic signal upgrade is Rhythm Engineering of Lenexa, Kan.

Installation cost: \$256,000.

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## Christian County leaders consider new roads on tight budget

**A problem could take years and millions of dollars to fix; commissioners study new ways to repair roads.**

by Sheena Elzie, KSPR News

selzie@kspr.com

5:32 AM CDT, June 11, 2013

OZARK, Mo. -- A problem in Christian County could take years and millions of dollars to fix, but commissioners say it's time to look at new ways to repair the roads.

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Roads like Highway J in Christian County are starting to crumble on the sides, but it's what they'll look like in the next few years that has a county commissioner concerned.

Commissioner Lou Lapaglia says with the growth of the county leading to heavier traffic, the roads could soon reach a breaking point -- and patch work just won't cut it. The commissioner says the county needs a long term solution.

Now the commission is trying to find a way to replace the roads without breaking the budget. That's why the commission is considering two options: to lay a thicker asphalt or pay more money upfront to put in concrete that will last longer.

However, Lapaglia says the concrete plan could be out of the budget.

"It may be too expensive for the county to do because this county hasn't asked for a tax increase for the general revenue since this administration began in 2011. We're trying to make do with what we have," said Christian County Commissioner Lou Lapaglia.

He says the cost could add up and estimates the price tag at about \$100 a mile, but there's no final estimate or plan in place just yet.

The county commission is expected to send out bids for the asphalt and get an exact price tag on the concrete before they make any decisions to replace or repair roads.

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