

Ozarks Transportation Organization



June 21, 2012

Board of Directors Meeting

OTO Conference Room, Holland Building

205 Park Central East, Suite 212

12:00 – 1:30 PM



**Board of Directors Meeting Agenda, June 21, 2012
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/Compton)**

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the April 19, 2012 Meeting and May 10, 2012 E-Meeting Minutes Tab 1
(2 minutes/Compton)**

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE APRIL 19,
2012 MEETING AND MAY 10, 2012 E-MEETING MINUTES**

D. Public Comment Period

(5 minutes/Compton)

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 Edwards will provide a review of the OTO staff activities since the April 19, 2012 Board of Directors meeting.

F. Legislative Reports

(5 minutes/Compton)

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

II. New Business

A. Let's Go Smart Presentation

(15 minutes/Whaley)

Mr. Terry Whaley, Executive Director of Ozark Greenways, will be presenting the new "Let's Go Smart" initiative which promotes transportation options that make the most of our resources, health, environment, and quality of life.

NO ACTION REQUIRED – INFORMATIONAL ONLY

B. Amendment Number One to the Long Range Transportation Plan Tab 2
(5 minutes/Fields)

The City of Springfield is requesting to add a project to improve capacity along Glenstone Avenue from Battlefield Road to James River Freeway. Please see the attached materials for more information.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT
NUMBER ONE TO THE LONG RANGE PLAN**

C. Amendment Number Five to the FY 2012-2015 TIP..... Tab 3
(5 minutes/Fields)

The request is for four modifications. Please see the attached materials for more information.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE TIP
AMENDMENT NUMBER FIVE**

D. Urbanized Area Presentation
(5 minutes/Stueve)

Staff will give a presentation outlining changes to the Springfield urbanized area resulting from the 2010 census.

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. Draft FY 2013-2017 Statewide Transportation Improvement Program (STIP) Tab 4
(10 minutes/Miller)

MoDOT will provide an overview of the proposed STIP.

**BOARD OF DIRECTORS ACTION REQUESTED TO ENDORSE THE DRAFT FY
2013-2017 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

F. Financial Statements for Third Quarter 2011-2012 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**

G. Missouri MPO Planning Funds Distribution..... Tab 6
(5 minutes/Fields)

Staff will present the proposed Planning Funds distribution from MoDOT for FY2013

NO ACTION REQUIRED - COMMENTS ONLY

H. Regional Transit Analysis..... Tab 7
(10 minutes/Fields)

Staff will go over the recommendations outlined in the final draft of the Regional Transit Analysis. Please see the attached documents for more information.

**BOARD OF DIRECTORS ACTION REQUESTED TO ACCEPT THE REGIONAL
TRANSIT ANALYSIS AS WORK COMPLETED**

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 8 (Articles attached)

D. Supplemental Materials Tab 9

IV. Adjournment

Targeted for **1:15 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, August 16, 2012 at 12:00 P.M. in the 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

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TAB 1

MEETING MINUTES

Attached for Board of Directors member review are the minutes from the April 19, 2012 Board of Directors meeting and the May 10, 2012 Board of Directors e-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 19, 2012

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. Brian Bingle, City of Nixa (a)	Mr. Jim Krischke, City of Republic (a)
Mr. Phil Broyles, City of Springfield (a)	Mr. Lou Lapaglia, Christian County
Mr. Steve Childers, City of Ozark (a)	Ms. Robin Robeson, City Utilities
Mr. Jerry Compton, City of Springfield (Chair)	Mr. Brian Weiler, Airport Board (a)
Mr. Tom Finnie, Citizen-at-Large	Mr. Tom Vicat, City of Strafford (a)
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Jim Viebrock, Greene County
Ms. Teri Hacker, 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	Mr. Aaron Kruse, City of Battlefield
Ms. Becky Baltz, MoDOT	Mr. Larry Martin, City of Ozark (a)
Mr. Harold Bengsch, Greene County	Mr. Bradley McMahon, FHWA
Ms. Roseann Bentley, Greene County (a)	Mr. Steve Meyer, City of Springfield (a)
Mr. Thomas Bieker, City of Springfield (a)	Mr. Shane Nelson, City of Ozark
Mr. Shawn Billings, City of Battlefield (a)	Mr. Jim O'Neal, City of Springfield
Mr. Brian Buckner, City of Republic	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. Jim Enyart, Airport Board	Mr. Tim Smith, Greene County (a)
Mr. Nick Heatherly, City of Willard (a)	Mr. John Vicat, City of Strafford
Mr. Tom Keltner, City of Willard	

Others Present: Mr. Jered Taylor, Congressman Billy Long's Office; Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, Mr. Chris Stueve, Ozarks Transportation Organization; Mr. Joel Keller, Greene County Highway Department; Ms. Megan Hammer and Krista Gawlouski, Senator Claire McCaskill's Office; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Andy Mueller, MoDOT.

Mr. Compton called the meeting to order at 12:04 p.m.

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Ms. Edwards stated that the OTO would add Item K to the agenda. This agenda item discusses the support of the Ozone Advance program, which is a new EPA program.

Mr. Weiler made the motion to approve the April 19, 2012 revised agenda. Mr. Fisk seconded and the revised agenda was approved unanimously.

C. Approval of the February 16, 2012 Meeting Minutes

Mr. Compton stated that Mr. Lapaglia was incorrectly listed as chair in the February 16, 2012 Meeting Minutes.

Mr. Finnie made the motion to approve the corrected February 16, 2012 Meeting Minutes. Mr. Lapaglia seconded and the minutes were approved unanimously.

D. Public Comment Period

None

E. Executive Director's Report

Ms. Edwards stated that there were copies of the Long Range Transportation Plan available in the OTO office. The surface transportation bill was extended through June. There was a notice that the House passed another extension through September, but no Senate action yet on the extension.

Staff attended the TEAM Conference in March and Natasha Longpine received FHWA LPA Certification. A lot of the jurisdictions are currently working on certification as well. MoDOT is offering training on June 13 at the MoDOT Southwest District Office. This training is now full so there will be a second date which is June 14, 8:00 a.m. to noon.

Staff have been working on the Transportation Improvement Program set up for next year. It is currently being converted into an online database. The new software will have mapping capabilities where the user can zoom in on a project and all the project information will be available. There is a company working with the OTO on this project and hopefully in the next couple of weeks information will be sent out to the jurisdictions on how to go online and input the projects directly. It should be a more streamlined and easier process this year assuming that everything goes as planned.

There is a new company for the OTO computer network services agreement. The company basically monitors the OTO's systems on site and takes care of any viruses or updates remotely. The company is about \$3,000 cheaper annually than the OTO's

current provider. There will be approximately \$3,000 in annual savings over the next five years. The contract does not lock the OTO into a five-year commitment. Rather, it is a renewable contract each year up to five years.

Cost share applications are due May 4 at the MoDOT Southwest District Office and that is for the July 26 Cost Share Committee meeting with MoDOT. At the last meeting Springfield was awarded two projects. The first project was expanding Glenstone Avenue for Peele Street to Battlefield Road. Mr. Broyles stated that Glenstone will now be six lanes from Battlefield to the James River Interchange. Ms. Edwards stated that was a \$5.2 million project. The second project was the James River Freeway/Kansas Expressway Diverging Diamond Interchange. If everything is processed on time the project letting should be in August, 2012.

The City of Springfield and MoDOT have also been looking at the James River/Campbell/Republic Road Interchange/Intersection area. They are in the final stages of hiring somebody to give a concept of access management as well as any redesign. Over the next few months there should be information available on some innovative improvements. Another project that the City of Springfield and MoDOT, through the Traffic Management Center, are working on is employing Blue Tooth Technology. The technology will basically mount a blue tooth device to a traffic signal box or pole and will track the blue tooth devices whether in the car or in hands free devices and will tell us travel times across the city. There could be some real time travel information for congestion purposes as well as for planning purposes. Mr. Broyles stated it will not track individuals or determine speeds. Ms. Edwards stated that the exciting part is that in a lot of cities a person can go online and see what areas are congested.

Ms. Edwards stated that Carol Cruise has announced her retirement from City Utilities. City Utilities is currently working to hire her replacement. The Transit Study is in the final stages and the draft document is available on the OTO website. The transit consultants are in town on May 4 and everyone is invited to hear them speak. They will present their findings on improvements to the current system and the regional analysis. There will also be a presentation to the City Utilities Board at 2:00 p.m. and a public meeting from 5:00 to 7:00 p.m. The goal is to attract some attention from the Artwalk crowd and get some members of the public to attend who are interested in the issue.

Ms. Edwards stated she would be on vacation from the 20 to 29 of April.

F. Legislative Reports

Ms. Hammer stated the surface transportation bill extension was passed by the House. On the Senate side it will go directly to a conference committee as opposed to being passed and repassed in its entirety by the Senate. The date and members of the conference committee have yet to be determined. The President has indicated his disapproval of the part regarding the Keystone Pipeline. That is not a view shared by Senator McCaskill as she is in support of the Keystone Pipeline. There is a planned

vote on the Postal Reform Legislation that has been debated over the last few weeks. There is also a discussion on reauthorization of the Violence Against Women Act.

Mr. Wadlington stated that the Highway Bill has gotten held up with politics. The Keystone Pipeline was added by the House, it is not in the Senate Bill. The Senate Bill is a bipartisan bill. It passed by 73 votes. There were both Democrats and Republicans who took part in that. The House Bill added the Keystone Pipeline. The House has passed the Keystone Pipeline three times. The Senate has voted on it three times, approving it once then refusing to vote on it twice. It is unsure how it will come out of the Conference Committee. It is possible that the Keystone will be removed so that the President will not veto. The President has made it clear that if the Keystone remains in the Highway Bill, which is a two year, \$109 billion bill, he would veto it and they will have to start over. The Senator voted for the bill without the Keystone and will likely vote for the bill with the Keystone in it. Two years is better than a three or six-month extension. Missouri would get about \$940 million a year out of that. That is down about \$40 million from what Missouri currently receives, but it is a good bill and there is a two-year certainty of highway construction.

Mr. Taylor stated Congressman Long is still hopeful of a five year Highway Bill. That might not happen at this point and that the House had just passed a two year bill.

II. New Business

A. FY 2013 Unified Planning Work Program

Ms. Edwards stated that the Unified Planning Work Program lists the work programmed for the next fiscal year. The fiscal year runs July 1 through June 30. The reason that it is approved so far in advance is that Federal Highway needs time to get through the papers. There are six tasks in the UPWP program. Typically it has been divided into seven tasks, however, Federal Highway ruled that the OTO is only allowed to plan not do work. The Rideshare program was considered work so it was ruled to be an ineligible use of funds. The website Ozarkscommute.com is paid through December, 2012. There needs to be a plan for the Rideshare program between now and December. The Technical Planning Committee recommended a subcommittee be formed to look at alternative ways to fund the program. One possible way of funding the program would be through STP Urban funding that right now is sub-allocated to all the jurisdictions. The funds would be taken off the top before it goes to each city or county. There will be a subcommittee put together to see if there are other options or if it is even a supported program. Right now it has been removed from the UPWP. If it is not funded with planning funds then it does not need to be in the program.

Mr. Weiler asked how much Rideshare funds had been removed. Ms. Edwards stated \$37,000 annually. That covers the website as well as the different employee fairs, community events, hand outs, giveaways and promotions to get people to sign up for the website.

In addition to the UPWP covering OTO funding, it covers City Utilities planning activities. The funds are required to be included in the UPWP but the funds do not come to the OTO, the funds go directly to City Utilities. There are also in-kind direct costs and donated funds in the budget. In-kind funds count member attendance at meetings, that is why there are sign in sheets at the meetings. MoDOT also counts some of the staff time for their staff projects. The UPWP has run through the UPWP subcommittee which consists of members of the Technical Committee as well as the Executive Committee. All the committees are recommending approval of the UPWP.

Of notable cost this year is the aerial photography for \$50,000 that was just flown. The City of Springfield agreed to be reimbursed during the next fiscal year instead of the current year. The OTO's contribution towards this is \$40,000 but it will show \$50,000 in here because of the in-kind match of \$10,000. There is also a Travel Demand Model update in the amount of \$150,000. The census data are due out in December for the travel part of the census. The RFP will be done this August and could have a company under contract ahead of the data release. There will be a huge demand for it once the data is released. The OTO is requesting approval of the UPWP.

Mr. Broyles made the motion to approve the FY2013 Unified Planning Work Program. Mr. Bingle seconded and the motion was carried unanimously.

B. Executive Committee Appointments

Ms. Edwards stated that back in 2009 it was determined that the OTO could use an Executive Committee to conduct some of the OTO's day-to-day business. Those positions need to be reappointed. At the last Board of Directors meeting Aaron Kruse and Steve Childers were reappointed to those positions. There is one vacant position. The Executive Committee met and recommended that Brian Bingle of the City of Nixa be appointed to serve on the Executive Committee.

Mr. Lapaglia made the motion to appoint Mr. Brian Bingle to the Executive Committee. Mr. Fisk seconded and the motion was carried unanimously.

C. TIGER Summary

See attached PowerPoint presentation.

Mr. Compton inquired what the NEPA acronym stands for. Ms. Edwards stated it stands for the National Environmental Protection Act. Ms. Longpine stated that it includes all the Environmental Impact Statements, all of the public input side as well as environmental justice factors.

D. Transit Coordination Plan Update

Mr. Curtis Owens stated that over the last five months the Transit Coordination Board has been working on an updating the Transit Coordination Plan. It is a requirement under the SAFETEA-LU reauthorization, so the group has reviewed the plan. It is just a five-year update. This plan addresses the assessment of transportation needs for the disabled. It includes an inventory of available services, identifies gaps in the

services, and eliminates and reduces duplication of those human service agencies that provide transportation or provide a human service program. The Local Coordination Board for Transit finished the plan update at the end of March. The LCBT approved the plan and have sent it to the OTO Board for adoption.

The plan covers three programs, 5310, 5316, 5317, and the plan has to be in place so those funds can come through the organization.

Mr. Fisk made a motion for approval. He stated that 5310 is for the permanently disabled, the 5316 is for JARC – Job Access Reverse Commute, and the 5317 New Freedom is for low income persons. Typically the funds come through the OTO for redistribution. This is because of the applications; City Utilities has received the JARC funds in the past because there were projects that were appropriate in the scoring system. There have been enough funds to provide to other social service agencies such as the Burrell Agency or a variety of agencies that purchase vehicles to transport people who need access to services.

The LCB for transit will get together, look at the application and make sure the application that has been used in the past is appropriate to send forward. That application will move out and the agencies will apply for the funds. The Coordinating Board will meet and rank the applications and award the funds. Last year, there was a training session to make sure all agencies were fairly represented. There is an opportunity to be trained on how to qualify for the funds before the applications are filled out. The LCB for Transit has been diligent on working with the applications.

Mr. Fisk made the motion to approve the Transit Coordination Plan. Mr. Broyles made the second and the motion was carried unanimously.

E. STP-Urban Balance Report December 2011 Update

Ms. Longpine stated that the STP-Urban Balance Report is in the agenda and also on the OTO website for review. The report outlines how the OTO distributes STP-Urban funding among the various jurisdictions. It also shows how the jurisdictions have used the funding to date, in this case through December 2011. It also shows the balance. MoDOT policy states that no more than three years worth of funding can accumulate. The cost shares are allowed to count against that accumulation. This report shows whether each jurisdiction has met that obligation or not. Overall, the OTO actually has a balance of \$20 million for FY2012; once the cost shares with MoDOT are subtracted it goes down to \$9 million to \$11 million. That fits within the balance that the OTO is allowed to carry. The Federal Government does not care about the Cost Share agreements with MoDOT if the money has not been obligated. The whole amount available for rescission by Congress is \$20 million. The funds should be obligated so the funds are not at risk of being lost.

Mr. Bingle asked how quickly the funds could be obligated through a cost share if the OTO was in the position of losing the funds. Ms. Edwards clarified that it would

have to be an approved cost share. Mr. Bingle gave the example of 65 and CC. There is a cost share agreement in place with Ozark/Christian County/MoDOT to do a project. The City of Nixa has unobligated funds that could be potentially rescinded. If the OTO receives notice that the federal government was considering a rescission, could Nixa step up and enter into a cost share to share its funds so the district does not lose them? Christian County and Ozark could reimburse the City of Nixa at a later date for that appropriation. Ms. Edwards stated that within the OTO the funds can move wherever they are needed. However, it is the paperwork processing with FHWA that takes time. So if the funds are rescinded in 30 days the funds could not be obligated. Mr. Bingle stated that the last time the OTO lost a substantial amount of money. Ms. Edwards stated that, for example, if the OTO has \$20 million dollars and \$5 million is rescinded, then all of the \$20 million would need to be obligated to not lose the \$5 million in the rescission. It would be difficult to move forward. Even if every penny could get obligated it would have to be programmed in the TIP; the programming data forms would need to go through FHWA, which takes 45 days.

Mr. Broyles inquired if that could be used to forward funds to the cost share. Mr. Miller stated that the cost share agreements would need to be rewritten and that is a process. Ms. Edwards stated that was an available option. Mr. Childers stated that, for example, if Mr. Miller stated that the first check is due from Christian County and the jurisdiction is paying 50%, most of that coming through STP Funds, would it be an option to get it approved to help keep Christian County from paying the balance of \$1,657,000 that will be due. There is a 10-year low interest rate with MoDOT, but could some of the money be used to make the annual payment lower?

Mr. Lapaglia inquired if it would help in the long run, based on what Mr. Bingle said if Christian County paid some additional funds down? Mr. Miller stated that would still not obligate it. The obligation won't happen until about a month before the project is let and at that time FHWA obligates.

Mr. Childers stated that FHWA looks at the whole area and not individual jurisdictions. Ms. Edwards stated that the funds are considered OTO funds and individual sub-allocations are not looked at. Mr. Fisk stated that there was a cost share relationship that was a stand-alone entity for Springfield and MoDOT projects. Mr. Miller stated that was a corporation that was used on Sunshine and 65 but it has not been used since then. Mr. Fisk inquired if a corporation could be set up for the Christian County cost share. Mr. Miller stated the federal funds cannot be protected because from the federal perspective whether it is MoDOT or a city the funds are not being spent. What happens is that when there is a project the agreement is sent to FHWA stating the plan to spend the federal funds on the project. The funds are held and then the reimbursement requests can be submitted. It is the part of FHWA

holding the funds that makes the money obligated. Mr. Miller stated there is no way to protect the funds.

Mr. Broyles stated that the only thing that could be done as a MPO is to give the funds to the different jurisdictions that need to work on projects and keep track of it. Mr. Miller stated it would take longer than 30 days to get approved.

F. Growth Trends Report – through December 31, 2011

Mr. Stueve stated that one of the products produced each year is the growth trends report that looks at area socio economic/demographic factors, as well as residential activity in the area. The entire report is available online. The report has four major sections, some charts and graphs that analyze residential construction activity in the area, both over the past year and past eleven years. The population and socioeconomic data section, includes some population migration maps showing where people move from and to into and out of the area. At the end of the report are maps that show residential construction activity.

There are a few sample slides. The first slide shows residential permits in the OTO area between 2001 and 2011 for some of the various cities. The number of permits issued now is down a lot from 2005 but is beginning to go back up.

The next slide shows the population of the MSA over the past 30 years, from 1980, and this is the MSA of Greene, Christian, and Webster County. That is the old three-county area MSA. There were about 225,000 people and now that same three county has almost 400,000 people and that represents a 70% growth rate over the past 30 years. This slide shows the population of the cities in the OTO over the past twenty years. This is one of the socio-economic slides showing per capita income; locally the City of Battlefield has the highest level, with Springfield and Willard toward the bottom. This slide shows commuting patterns for various counties in the area. Over 90 percent of Greene County residents live and work inside Greene County. On the flip side over 60 percent of Christian County residents live in Christian County and work outside the county.

The next slide shows commuting time for residents of local counties. The citizens of Webster County have the highest commute time at 30 minutes. Greene County residents have the shortest commute. There are migration maps that were referred to earlier. This shows where people move from elsewhere in the state and country. In Springfield, most people come from Webster, Taney, Stone, Lawrence, and Polk Counties, with some coming from Kansas City and St. Louis. Outside of Missouri most people come from Johnson County/Overland Park, Kansas; Phoenix, AZ; Tulsa; OK and some from California.

These data come from the IRS. Every year the IRS publishes county to county migration profiles. The number of exemptions has been substituted for people. It is not 100% accurate but it gives a good idea.

The last map shows where people go to when they leave Springfield. They go to the counties around Greene, Christian and Kansas City. Outside Missouri, Overland Park, Johnson County, Kansas; Tulsa; Northwest Arkansas and Phoenix. This map shows the net change in housing units at the census tract level during 2011. During 2011 the most residential activity occurred in West Battlefield, East Republic, West Springfield and Northern Christian County. This shows the net change in housing units in the area between 2000 and the end of last year. Overall the highest number of new units was in Fremont Hills area, though all areas around the core of Springfield have seen growth.

Ms. Hacker inquired why there was a lot of exchange between Phoenix and Springfield. Mr. Stueve stated that Phoenix is the number one city in the country for people leaving and coming to from all areas of the country.

G. Administrative Modification Number Two to the FY 2012-2015 TIP

Ms. Longpine stated that with the OTO's Public Involvement Plan are TIP amendments that can be made without approval of the Board. Those are Administrative modifications. This particular case the modification changes funding from state to local funds. It is for the City of Springfield project at the US 160 bridge over I-44. Springfield is putting \$500,000 towards construction, reducing MoDOT's share by that amount.

Mr. Broyles stated this is in exchange for some projects that will be presented at the City of Springfield's Council meeting on Tuesday. It is on the actual 1/8 cent ballot that was voted on. There are two bridges on James River Freeway that go over Republic Road in exchange for this \$500,000; MoDOT is going to do \$600,000 worth of design and administration, construction and inspection.

H. Administrative Modification Number Three to the FY 2012-2015 TIP

Ms. Longpine stated that this particular modification changes the project amount less than 15%. The City of Ozark is adding funding to the engineering of Third Street and downtown. The City of Ozark is adding a total of \$37,000 to the project and changing it from a little over \$2 million to just a little more over \$2 million.

Mr. Childers stated it is at Business 14. There are about 5 names for that road.

I. Amendment Number Three to the FY 2012-2015 TIP

Ms. Longpine stated that there was a revised agenda passed out. The change is that the TIP Amendment at the interchange at Kansas Expressway and James River Freeway has been withdrawn. The project received cost share funding and the process will need to change for how it goes through the TIP amendment process. There will be an e-meeting in the next couple of weeks where it will go to the TPC and then have a public comment period before it is brought to the Board. It will be added as a new project instead of changing an existing project. This TIP amendment is for three City Utilities projects. City Utilities has applied for "State of Good Repair and Bus Livability" grants and is looking to seek funding for an engine overhaul of thirteen buses. It will replace a supervisor sudan which will actually be CNG. CU is also

looking at a voice navigation system for the fixed route fleet. That includes a GPS program that will automatically announce and display name of each bus stop. There is an LCD display that goes with the system. The passengers will be able to hear it clearly and it will not be up to the drivers announce each stop. It also means CU will have the GPS module for other systems that can be later integrated into the fleet. It has not been awarded yet but the process needs to be in place if the award goes through.

Mr. Finnie made the motion to approve TIP amendment number three. Mr. Childers seconded and the motion was carried unanimously.

J. Executive Director Performance Objectives and Job Description

Ms. Edwards stated that as part of her performance review in February she was charged with coming up with performance objectives during the next year. As the performance objectives were examined, the desire was for the objectives to match the Executive Director Job Description. Looking at the description, it was decided that the description should be rewritten and put in line with the other OTO job descriptions, as well as establishing a salary range that was not in the original description. The Executive Committee has looked over this several times.

Mr. Lapaglia made the motion to approve the Executive Director Job Description and performance objectives. Mr. Broyles seconded and the motion carried unanimously.

K. Ozone Advance

Ms. Longpine stated there is a new program with the EPA called Ozone Advance. The EPA used to have a program called the Ozone Flex Program. It is a voluntary effort for communities to work with the EPA to look at how to implement different measures to improve air quality in the region and prevent non-attainment. This is an improved version of the old program. The Ozarks Clean Air Alliance met last Friday and reviewed the program. It was decided it was something the region should go for as being voluntary it does not impose any additional stipulations on the region. It gives the community the opportunity to work with the EPA, hopefully preventing the region from going into non-attainment.

If the region does go non-attainment then it will give credit moving forward, since a lot of the work has been laid out for what has to be done. If the OTO were to go non-attainment everything would need to be in place within a year of that designation. Really having the incentive to work in advance of that helps the OTO to be prepared if that ever happens. To get into the program the region would submit a letter of intent. The EPA states that once an area qualifies for the program then they can work with the EPA on a plan which the EPA signs off on. A region can exit voluntarily at any time. The Ozarks Clean Air Alliance has asked that the OTO become a partner of the initial sign up letter.

Mr. Fisk stated that basically it is an advantage for the community to be working with the EPA. If there are any changes on the national level of guidelines the fact is that since the region is signed up already it shows we are willing participants. That puts

the region in a much better place and gives access to training materials, online webinars, and a lot of information that is available. There is no cost and it is something that the Ozarks Clean Air Alliance is asking of the OTO because it makes sense for the OTO to support it because of its regional footprint. The Ozarks Clean Air Alliance is asking for letters from the City of Springfield and Greene County separately. This really puts the region in place to examine the options moving forward that are needed to be prepared for the EPA's new requirements. Fortunately, the EPA does not have money currently to monitor any changes and perhaps that is the reason there have not been changes. The Ozarks Clean Air Alliance felt it was appropriate that OTO know about and be supportive of the program.

Ms. Longpine stated another benefit of being part of the program. There is funding that comes through the EPA, such as Diesel Emission Reduction Grants. Basically the EPA has said that funding is a priority to participate in the program. \$1 million have been brought to the area to do retrofits on school buses and to provide auxiliary power units to semi-truck fleets. There have been a lot of grants that have come through; the region is looking at applying for another one with DNR shortly.

Mr. Childers noted that the information stated emission reducing actions are taken as part of the program. Since it is not known what those are yet, maybe some of the items mentioned can be used as credits going forward. If some potential actions are identified that might seem reasonable and there is also an opportunity to receive grant money to implement those actions. Mr. Fisk stated that is correct. Ms. Longpine stated that in addition to that, when the EPA says credits they base future allowances on what they call a base year. If the region is working on controlling emissions now it could potentially affect what that base year allowance would be going forward. The EPA would take that into account and give the region credit for that as opposed to starting at the lower number. It gives the region a way to document and credit it as opposed to doing all the work and not getting credit for it.

Mr. Lapaglia made the motion to support application of the region for the EPA Ozone Advance Program and to be a partner included with the Sign-Up Letter. Ms. Hacker seconded and the motion was carried unanimously.

III. Other Business

A. Board of Directors Member Announcements

Ms. Longpine stated there was a handout regarding the Metal Cowboy. The Metal Cowboy is a bicycle advocate and an award-winning author who is speaking for the Ozarks Greenways. The Metal Cowboy has been meeting with different committees between the City of Springfield and Ozarks Greenways. There will be a presentation tonight. Part of the presentation will be to launch the new program for Ozark Greenways called "Let's Go Smart Springfield." It is a whole integration of how to drive smart, bus smart, bike smart, and walk smart. There is a website that goes along with that.

B. Transportation Issues For Board of Directors Member Review

No discussion.

C. Articles for Board of Directors Member Information

Mr. Vicat suggested a speaker system for the conference room. It was done at Strafford City Hall, just a simple speaker system with little microphones and a speaker here and there. Ms. Edwards stated that has already been drafted for next year but the cost of a speaker system would be looked at.

Mr. Fisk asked about the effort to get the entire TIP project and interactive maps online. Ms. Edwards stated that the website will tie to a second website, where there will be a map interface. A person should be able to go into a project and click on it and print a one page summary of the project. You can see the area of a whole project or zoom in on a specific project which is great for the public and great for the OTO.

IV. Adjournment

The meeting was adjourned at 1:03 p.m.

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS E-MEETING MINUTES
May 10, 2012**

The Board of Directors of the Ozarks Transportation Organization held an electronic meeting at its scheduled time of 8 a.m.

II. New Business

A. Amendment Number 4 to the FY 2012-2015 Transportation Improvement Program.

The following project is proposed to be added:

The City of Springfield has been awarded funding through the MoDOT Cost Share Program for interchange improvements at Kansas Expressway and James River Freeway. The total project cost is \$5,110,800 with \$500,000 in STP-Urban Funding from Greene County and \$2,055,400 in local funding from City of Springfield 1/8-cent sales tax savings.

Technical Planning Committee Recommendation

The Technical Planning Committee recommended the Board of Directors approve Amendment Number 4 to the FY 2012-2015 Transportation Improvement Program at an electronic meeting held April 24, 2012.

The Board of Directors action request was to “approve amendment number four to the FY 2012-2015 TIP which includes the project as described on the agenda and recommended by the Technical Planning Committee on April 24, 2012.

Mr. Jim Krischke made the motion to approve the TIP Amendment and the motion was seconded by Ms. Robin Robeson; the motion carried unanimously. OTO received 12 votes from the Board of Directors.

Mr. Jerry Compton, OTO Board of Directors Chairman, adjourned the electronic meeting of the OTO Board of Directors at 10:29 a.m. Thursday, May 10, 2012.

TAB 2

BOARD OF DIRECTORS AGENDA 6/21/12; ITEM II.B

Amendment Number One to the Long Range Transportation Plan, *Journey 2035* Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is one item included as part of Amendment Number One to the Long Range Transportation Plan, *Journey 2035*. The City of Springfield has requested to add a project to improve capacity along Glenstone Avenue from Battellefield Road to James River Freeway to the Constrained Project List. This is required in order to add the project to the Transportation Improvement Program.

The City of Springfield received cost-share funding through MoDOT to improve capacity along Glenstone Avenue from Battlefield Road to James River Freeway (listed as Project A1 at the bottom of the Constrained Project List on page 182-A1). The project total is \$13,120,503.

To be included in the LRTP, demonstration of fiscal constraint must be maintained. This was accomplished through a change to the funding projections included in the LRTP. The cost share funding which was awarded for this Glenstone Capacity Improvement Project, as well as cost share funding for a project at James River Freeway and Kansas Expressway, was added to the balances for Cost Share Funding in FY2015. This added an additional \$6,872,432 of FY2012 and FY2013 funding to the balances shown under FY2015. This is shown on pages 162-A1, 163-A1 and 165-A1.

Additionally, Project M95, with a projected cost of \$2,388,105, was removed from the constrained project list (page 170-A1), as it has been incorporated into this larger Glenstone Capacity Improvement Project.

Finally, through this review, it was discovered that the totals had been miscalculated in Table 34 – OTO Funding Projections, 2015-2035, adding an additional \$37 million in revenue.

After all of the revisions outlined above, there is still a balance of \$39,670,979 for additional project to be added to the Constrained Project List.

Total Revenue through 2035	\$650,117,272
Constrained Project List	\$610,446,293
Unconstrained Project List	\$1,107,096,386

Also, by adding this project to the Constrained Project List, one project was able to be revised in the Unconstrained Project List - Business 65 (Glenstone Avenue) Capacity Improvements from Sunset to Peele, now only needs to be listed as being from Sunset to Battlefield.

Summary of Amendment:

Page 162-A1 Increased Cost Share Funding for FY2015

Page 163-A1 Increased Cost Share and Total

Page 165-A1 Increased State and Federal and Total

Page 170-A1 Removed project M95

Page 183-A1 Added Project A1

Page 184-A1 Changed Project Limits from Peele to Battlefield for the Business 65 Capacity Improvement Project

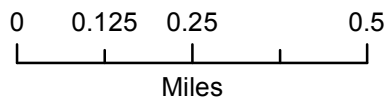
BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment Number One to the Long Range Plan, Journey 2035.”

OR

“Move to have staff consider the following _____”



2035 Long Range Transportation Plan Amendment 1



Chapter 12 – Financial Capacity and Fiscal Constraint

The fiscal portion of the Plan addresses the existing and potential funding resources currently available and projected to be available for implementation of the Long Range Transportation Plan. Financing techniques and available funding resources are described and discussed. Projected funding available for implementing the LRTP is critical for creating a fiscally constrained project list. Reviewing the financial capacity of the region ensures that the Plan can be implemented over the next 24 years.

Revenue

MoDOT

Funding for the Missouri Department of Transportation consists of both federal and state revenue as well as proceeds received from the sale of bonds. MoDOT combines Federal Transit Administration and Federal Highway Administration funding estimates with state transportation revenue projections to project funding for transportation improvements and includes them in the Statewide Transportation Improvement Program. Ozarks Transportation Organization uses these projections in determining financial constraint.

The largest source of transportation revenue for MoDOT is from the federal government that includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tires, truck and trailer sales, and heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulas prescribed by federal law through transportation funding acts. This revenue source also includes multimodal and highway safety grants. Approximately 37 percent of MoDOT's transportation revenue comes from the federal government.

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the state's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon tax on aviation fuel which must be spent on airport projects. These tax revenues provide approximately 30 percent of transportation revenues. The state motor fuel tax is not indexed to keep pace with inflation, and no rate increase has occurred since 1996.

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel which is dedicated to airport projects. These tax revenues provide approximately 13 percent of transportation revenues. Motor vehicle sales tax is the one state revenue that has recently provided additional resources to transportation. In November

2004, voters passed Constitutional Amendment 3, which set in motion a four-year phase in, redirecting motor vehicle sales taxes previously deposited in the state's general revenue fund to a newly created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in, and the rate of growth in this revenue source slows dramatically. Future projected growth in this category is less than the rate of increase in construction and maintenance costs, therefore not keeping pace with inflation.

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

The interest earned on invested funds and other miscellaneous collections provides approximately 6 percent of transportation revenues. During the Amendment 3 bonding program, cash balances in state transportation funds have been higher than historic levels. The cash balance in state transportation funds at the beginning of fiscal year 2010 is expected to be approximately \$473 million. Bond proceeds are received in large increments and are paid out over time as project costs are incurred. When the Amendment 3 projects are completed, the balance of state transportation funds will be substantially less, and interest income will also decline. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

The state General Revenue Fund provides approximately 1 percent of transportation revenue. It is appropriated by the Missouri General Assembly for multimodal programs.

While not a true revenue, bonding is a method of financing used by the Missouri Highways and Transportation Commission (MHTC) to receive the best value for every dollar spent. Statutory authority was established in May 2000 for the MHTC to begin selling bonds, now called senior lien bonds. The senior lien bonds were limited to a total issuance of not more than \$2.25 billion. The lien was closed after \$907 million was issued from 2000 to 2003. The MHTC will issue no additional bonds under this lien.

In November 2004, Constitutional Amendment 3 was approved by the voters of Missouri. Amendment 3 redirects motor vehicle sales taxes to transportation. In accordance with this constitutional change, MoDOT began selling bonds and dedicated the funds to the Smoother, Safer, Sooner program. The Amendment 3 revenues are used for principal and interest payments on Amendment 3 debt. MoDOT has completed all Amendment 3 bond sales.

In fiscal year 2009, MoDOT sold \$142 million of bonds for a portion of the new Interstate 64, a design-build project in the St. Louis region. For the first time, MoDOT secured bonds primarily with federal funds, rather than state funds. These bonds are called Grant Anticipation Revenue Vehicle (GARVEE) bonds. In fiscal year 2010, MoDOT sold \$100 million additional GARVEE bonds for the new Mississippi River Bridge project and \$685 million for the Safe and Sound Bridge Improvement Program. The GARVEE principal and interest is scheduled to be repaid through state fiscal year 2033. MoDOT has completed all planned GARVEE bond sales.

Along with federal and state revenue, existing cash balances are used each year to remain fiscally constrained. The existing cash balances are made up of federal revenue and state revenue that have been deposited into MoDOT funds such as the State Road Fund, State Highways and Transportation Department Fund, and the State Road Bond Fund. Cash balances in state transportation funds have been higher than historic levels due to MoDOT's bonding program. These funds are considered available for funding highway and bridge construction projects.

Local

Most of the transportation revenue for local agencies is received through sales tax. Many communities have a sales tax dedicated to transportation. Most of the communities within the OTO boundary are experiencing a decline or no increase in sales tax revenue. While local jurisdictions in the OTO region will be able to continue to have locally funded transportation projects, there will not be the same level of revenue available as in past years when sales tax revenue was increasing.

Transportation Sales Tax

- The Cities of Nixa, Republic, and Springfield all have voter approved transportation sales taxes. Nixa has a ½-cent tax, Republic has two ¼-cent taxes, and Springfield has a 1/8-cent tax. Other jurisdictions do not have a transportation sales tax in place, but could elect to enact one.

Development Agreements

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

Missouri Transportation Finance Corporation

- The Missouri Transportation Finance Corporation (MTFC) is financed by federal highway funds and transit funds, as well as state and local matching funds. The Corporation may loan money to finance projects or provide collateral to gain favorable financing elsewhere. A local corporation is usually established to participate in the funding. The funds available under the MTFC are available throughout the State of Missouri and are applied for competitively. The funds are paid back to the Corporation following the construction of projects.

These funds will rollover and subsequent projects will not have the federal requirements associated with the project. Currently, most of the funds available under the Corporation are programmed for projects.

Neighborhood Improvement District (or Community Improvement Districts)

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

County Funding Sources

- Counties use property tax and sales tax revenue to fund capital improvements such as street widening improvements.

Strategy to Implement Plan Goals

- ***OTO jurisdictions, who do not already have one, should explore the creation of a transportation sales tax to provide additional opportunities for matching federal funds and cost sharing on MoDOT projects.***
-

Development Participation

A primary transportation objective is to ensure that major thoroughfare improvements are implemented in a timely manner and that the costs of these improvements are shared equitably between the public and private sectors. The OTO has determined the appropriate responsibility for funding projects based on the street classification, and whether or not the project is a new facility.

Local and Collector Streets

- For new streets, the proposed development is responsible for all costs.
- For improvement to existing streets, the jurisdiction ordinarily pays all costs unless a development on the abutting property is solely responsible for creating the needed improvement. In the latter case, the developer should be required to make the needed improvements.

Primary and Secondary Arterials

- For new streets, the developer of the abutting land should be required to pay for the cost of upgrading a street to collector standards, and the jurisdiction finances the additional pavement needed for an arterial street.
- For existing streets, the jurisdiction primarily pays for the improvements unless a development on the abutting property is primarily responsible for creating the needed improvement. In this case, the developer should be required to pay for upgrading the street to collector standards and the jurisdiction finances the additional pavement needed for an arterial street.

Expressways

- The jurisdiction, in conjunction with MoDOT normally bears the cost of constructing and upgrading expressways. A developer does not participate in the financing of expressways because the city, county, or state ordinarily acquires the access rights to abutting properties when it acquires the right-of-way.

Many new roadway improvements in the area are financed through shared expenditures from the private sector and from public means.

Strategy to Implement Plan Goals

- ***Cities, counties, and MoDOT should continue to work together on inter-governmental methods of financing transportation improvements and should continue to work with the private sector to ensure that the costs of new roadway improvements are equitably shared between all benefiting parties.***
-

Programmed Projects, 2012-2015 TIP

The OTO has already programmed projects through Fiscal Year 2015. These can be seen in Appendix J.

Funding Projections

The funding projections begin with the conclusion of the TIP in 2015 and carry through the end of the Plan timeframe of 2035. The OTO, as a singular organization, plans, programs, and authorizes improvement, expansion, or maintenance revenues, and receives an annual sub-allocation of Surface Transportation Program funds for capital planning or engineering improvements.

Federal and State Revenue Estimated Projections

Table 34 - OTO Funding Projections, 2015-2035

Source: Ozarks Transportation Organization, Missouri Department of Transportation

Funding Source	2015	2016	2017	2018	2019	2020	2021
Safety	\$3,300,000	\$4,210,000	\$950,750	\$965,228	\$979,927	\$994,850	\$1,010,000
Flexible	\$15,150,000	\$19,050,000	\$2,682,809	\$2,723,664	\$2,765,141	\$2,807,250	\$2,850,000
Major Projects	\$10,510,000	\$16,620,000	\$3,878,307	\$3,937,367	\$3,997,327	\$4,058,200	\$4,120,000
STP-Urban	\$31,580,450	\$4,345,215	\$4,432,120	\$4,520,762	\$4,611,177	\$4,703,401	\$4,797,469
Fed Discretionary	\$500,000	\$510,000	\$520,200	\$530,604	\$541,216	\$552,040	\$563,081
Cost Share	<u>\$19,298,609</u>	\$2,550,000	\$2,601,000	\$2,653,020	\$2,706,080	\$2,760,202	\$2,815,406
Small Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	<u>\$80,339,059</u>	<u>\$47,285,215</u>	<u>\$15,065,186</u>	<u>\$15,330,645</u>	<u>\$15,600,868</u>	<u>\$15,875,943</u>	<u>\$16,155,956</u>

Funding Source	2022	2023	2024	2025	2026	2027	2028
Safety	\$1,040,000	\$1,070,000	\$1,100,000	\$1,140,000	\$1,170,000	\$1,210,000	\$1,240,000
Flexible	\$4,850,000	\$6,680,000	\$7,450,000	\$7,230,000	\$6,960,000	\$8,760,000	\$8,760,000
Major Projects	\$1,850,000	\$3,680,000	\$4,450,000	\$4,230,000	\$3,960,000	\$5,760,000	\$5,760,000
STP-Urban	\$4,893,418	\$4,991,287	\$5,091,112	\$5,192,935	\$5,296,793	\$5,402,729	\$5,510,784
Fed Discretionary	\$574,343	\$585,830	\$597,546	\$609,497	\$621,687	\$634,121	\$646,803
Cost Share	\$2,871,714	\$2,929,148	\$2,987,731	\$3,047,486	\$3,108,436	\$3,170,604	\$3,234,017
Small Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	<u>\$16,079,475</u>	<u>\$19,936,265</u>	<u>\$21,676,389</u>	<u>\$21,449,918</u>	<u>\$21,116,916</u>	<u>\$24,937,454</u>	<u>\$25,151,604</u>

Funding Source	2029	2030	2031	2032	2033	2034	2035
Safety	\$1,280,000	\$1,320,000	\$1,360,000	\$1,400,000	\$1,440,000	\$1,480,000	\$1,530,000
Flexible	\$8,510,000	\$7,640,000	\$7,340,000	\$7,060,000	\$6,790,000	\$6,490,000	\$6,170,000
Major Projects	\$5,510,000	\$4,640,000	\$4,340,000	\$4,060,000	\$3,790,000	\$3,490,000	\$3,170,000
STP-Urban	\$5,620,999	\$5,733,419	\$5,848,088	\$5,965,049	\$6,084,350	\$6,206,037	\$6,330,158
Fed Discretionary	\$659,739	\$672,934	\$686,393	\$700,121	\$714,123	\$728,406	\$742,974
Cost Share	\$3,298,697	\$3,364,671	\$3,431,964	\$3,500,604	\$3,570,616	\$3,642,028	\$3,714,868
Small Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	<u>\$24,879,435</u>	<u>\$23,371,024</u>	<u>\$23,006,445</u>	<u>\$22,685,774</u>	<u>\$22,389,089</u>	<u>\$22,036,471</u>	<u>\$21,658,000</u>

Funding Source	TOTAL (2015-2035)
Safety	<u>\$30,190,755</u>
Flexible	<u>\$148,718,864</u>
Major Projects	<u>\$105,811,201</u>
STP-Urban	<u>\$137,157,752</u>
Fed Discretionary	<u>\$12,891,658</u>
Cost Share	<u>\$81,256,901</u>
Small Urban	<u>\$0</u>
TOTAL	<u>\$516,027,131</u>

Local Revenue

The growth rate applied to the local sales and property taxes varies between 1 percent and 1.5 percent.

Table 35 - OTO Local Revenue, 2015-2035

Source: Ozarks Transportation Organization and Member Jurisdictions

Local Sales Tax/ Property Tax	Amount Generated Annually	Amount Generated 2015-2035	Amount Allocated to LRTP Projects
City of Springfield 1/8 cent	\$4,287,240	\$104,714,236	\$51,309,975
City of Nixa 1/2 cent	\$937,500	\$22,898,087	\$11,449,044
City of Republic 1/2 and 1/4 cent	\$1,243,500	\$27,229,620	\$10,891,848
Greene County Sales Tax	\$3,670,952	\$96,772,553	\$0
Christian County Property Tax	\$176,667	\$4,657,234	\$2,328,617
TOTAL	\$10,315,859	\$256,271,730	\$75,979,484

Each jurisdiction receives a distribution from motor fuel taxes as well as vehicle sales and use taxes. The projections shown here do not assume any inflation or revenue increases.

Table 36 - OTO Local Revenue, 2015-2035

Source: Ozarks Transportation Organization and Member Jurisdictions

Jurisdiction	2010 Distribution	2015-2035 Total Distribution	Amount Allocated to LRTP Projects
Battlefield	\$89,433	\$1,788,660	\$894,330
Christian County	\$1,276,411	\$25,528,220	\$2,000,000
Greene County	\$3,254,899	\$65,097,980	\$46,900,000
Nixa	\$454,625	\$9,092,500	\$4,546,250
Ozark	\$362,418	\$7,248,360	\$1,500,000
Republic	\$328,632	\$6,572,640	\$0
Springfield	\$5,683,942	\$113,678,840	\$0
Strafford	\$69,184	\$1,383,680	\$691,840
Willard	\$122,162	\$2,443,240	\$1,221,620
TOTAL	\$11,641,706	\$232,834,120	\$57,754,040

Greene County allocates a portion of its Road and Bridge fund to local jurisdictions within the County.

Table 37 - Greene County Allocation to Local Jurisdictions, Forecasted through 2035

Source: Greene County

Jurisdiction	Amount Generated Annually	Amount Generated 2015-2035	Amount Allocated to LRTP Projects
City of Republic	\$95,000	\$950,000	\$356,617
City of Battlefield			
City of Strafford			
City of Willard			
TOTAL	\$95,000	\$950,000	\$356,617

Total Revenue from All Sources

Table 38 - Total Revenue from All Sources

Source: Ozarks Transportation Organization and Member Jurisdictions, Missouri Department of Transportation

State and Federal	<u>\$516,027,131</u>
Local Sales	<u>\$75,979,484</u>
Motor Fuel and Vehicle	\$57,754,040
Greene County Road and Bridge	\$356,617
TOTAL REVENUE	<u>\$650,117,272</u>

This total available revenue will be used to constrain the list of project needs.

Transit Revenue

The funding projections for Fixed Route Operating Assistance to the region assume no growth in funding from the Federal Transit Administration or MoDOT. The Local funding assumes a 5 percent per year increase.

Table 39 - Transit Revenue, 2015-2035

Source: City Utilities Transit

Funding Source	2015-2025	2026-2035	Total
FTA 5307 – Fixed Route Operating Assistance	\$9,619,115	\$8,744,650	\$18,363,765
MoDOT	\$396,000	\$360,000	\$756,000
Local	\$106,001,655	\$160,511,791	\$266,513,447
TOTAL	\$116,016,770	\$169,616,441	\$285,633,212

Chapter 13 – Project Prioritization Process and Selection

Funding over the next 24 years will be limited. For this reason, the OTO has reviewed potential projects over that same time frame so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from the member jurisdictions. These projects are then subjected to a prioritization process. This list of prioritized projects is compared to the available funding amounts through 2035 and a limited (constrained) list of priority projects is selected.

Project Submissions

Projects needs were collected through several methods. Jurisdictions were asked to submit a list of project needs through the Plan horizon of 2035. MoDOT was also asked to submit a list of project needs based on the state highway system. Projects included in the prior plan that had not yet been programmed were included as well. Submitted projects were then assigned a cost estimate and a projected year of completion. The cost estimates were then inflated by 3 percent, based on average increases in the Construction Price Index, to the project year of completion.

Project Prioritization Process

To prioritize the projects, OTO and the LRTP Subcommittee developed a set of prioritization criteria based on the Goals which had been set within the Plan. Under each goal, a set of measurable criteria were selected. Each overall goal was given a weight, while each criterion was assigned points. Projects were scored based on all of these criteria and weights. A glossary defining each criterion is included in the Appendix K.

Table 40 - Project Prioritization Points and Weights

Economic Development	
Weight	20%
Promotion of Economic Development	25
Strategic Economic Corridor	75
Total	100 pts

Multi-Modal, Interconnected System	
<i>Weight</i>	10%
Removes Bicycle and Pedestrian Barriers	30
Freight Bottlenecks	20
Addresses Multiple Modes	30
Enhances Public Transit	20
Total	100 pts

Quality of Life and Livability	
<i>Weight</i>	10%
Complies with OTO Major Thoroughfare Plan	40
Improves Access to or from Environmental Justice Block Groups	20
Complies with Ozone Flex Plan (Clean Air Action Plan)	40
	100 pts

Operations and Maintenance	
<i>Weight</i>	35%
Level of Service	20
Daily Usage	25
Functional Classification	25
Truck Volume	10
Identified as a Currently Congested Corridor in CMP	10
Increases Availability of Real-Time Information to Transportation System Operators and Travelers	10
Total	100 pts

Safety and Security	
<i>Weight</i>	25%
Safety Index	80
Safety Concern	10
Safety and Security Enhancements	10
Total	100 pts

Once projects were prioritized, the potential list was compared against the available amount of funding, \$605,641,614. The results of this prioritization can be seen in the constrained project list. The remaining projects have been compiled into an unconstrained list.

Constrained Project List

The constrained project list is sorted by the name of the roadway where the project is located. Project costs are shown based on the estimated year of completion. Inflation has been applied at a rate of 3 percent which corresponds to the estimated year of completion. The projects costs within the constrained project list total \$599,713,898. This leaves almost \$6 million available if another project needed to be added to the Long Range Transportation Plan Constrained Project List. Projects in the Transportation Improvement Program (TIP) must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement this project prior to one already on the Constrained list.

Table 41 - Constrained Project List, Sorted by Roadway

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
R10	BAILEY AVENUE EXTENSION	BAILEY AVENUE from WADE STREET to ROUTE 60	REPUBLIC, GREENE COUNTY	NEW ROADWAY		\$1,877,569		\$1,877,569	\$1,877,569
R11	BAILEY AVENUE IMPROVEMENTS	BAILEY AVENUE from FARM ROAD 186 to WADE STREET	REPUBLIC, GREENE COUNTY	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS		\$1,945,417		\$1,945,417	\$3,822,986
SP28	BATTLEFIELD ROAD AND FREMONT AVENUE INTERSECTION IMPROVEMENTS, FREMONT AVENUE IMPROVEMENTS	BATTLEFIELD ROAD from BATTLEFIELD ROAD to FREMONT AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT FREMONT AVENUE, IMPROVEMENTS ON FREMONT AVENUE FROM SUNSET STREET TO BATTLEFIELD ROAD	\$7,164,314			\$7,164,314	\$10,987,300
M56	BUSINESS 65 (CHESTNUT EXPRESSWAY) RAILROAD OVERPASS	BUSINESS 65 from INGRAM MILL to BELCREST (EAST OF)	SPRINGFIELD	RAILROAD OVERPASS OVER BNSF RAILWAY WEST OF ROUTE 65	\$9,671,000			\$9,671,000	\$20,658,300

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
M95	BUSINESS 65 (GLENSTONE AVENUE) ACCESS IMPROVEMENTS	BUSINESS 65 from PEELE STREET to REPUBLIC COURT	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT INDEPENDENCE STREET/LUSTER AVENUE CONNECTION AND REPUBLIC COURT	\$2,388,105			\$2,388,105	--
SP24	CAMPBELL AVENUE AND REPUBLIC ROAD INTERSECTION IMPROVEMENTS	CAMPBELL AVENUE from CAMPBELL AVENUE to REPUBLIC ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT REPUBLIC ROAD	\$19,104,837			\$19,104,837	\$39,763,137
M88	CAMPBELL AVENUE, ROUTE 160 SAFETY AND SYSTEM IMPROVEMENTS	CAMPBELL AVENUE, ROUTE 160 from BATTLEFIELD ROAD to FARM ROAD 192	SPRINGFIELD, GREENE COUNTY	SAFETY AND SYSTEM IMPROVEMENTS FROM BATTLEFIELD ROAD TO FARM ROAD 192 (STEINERT ROAD)	\$7,140,608			\$7,140,608	\$46,903,745
G11	EAST/WEST ARTERIAL - KANSAS EXPRESSWAY TO CAMPBELL AVENUE	EAST/WEST ARTERIAL from KANSAS EXPRESSWAY to CAMPBELL AVENUE	GREENE COUNTY	NEW ROADWAY		\$6,000,000		\$6,000,000	\$52,903,745
G13	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL from CAMPBELL AVENUE to NATIONAL AVENUE	GREENE COUNTY	NEW ROADWAY	\$21,492,941			\$21,492,941	\$74,396,686
R16	EAST ELM STREET, FARM ROAD 182 TRANSPORTATION IMPROVEMENTS	ELM STREET, FARM ROAD 182 from ROUTE 60 to ROUTE ZZ	REPUBLIC, GREENE COUNTY	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS		\$4,275,742		\$4,275,742	\$78,672,428
R12	EAST HINES STREET TRANSPORTATION IMPROVEMENTS	HINES STREET from OAKWOOD AVENUE to ROUTE ZZ	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$2,388,330			\$2,388,330	\$81,060,758
R6	HINES STREET AND LYNN AVENUE INTERSECTION IMPROVEMENTS	HINES STREET from HINES STREET to LYNN AVENUE	REPUBLIC	INTERSECTION IMPROVEMENTS AT LYNN AVENUE		\$254,431		\$254,431	\$81,315,189

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
R9	HINES STREET AND OAKWOOD AVENUE INTERSECTION IMPROVEMENTS	HINES STREET from HINES STREET to OAKWOOD AVENUE	REPUBLIC	INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE	\$84,413			\$84,413	\$81,399,602
M35	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	I-44 from I-44 to ROUTE 744	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT ROUTE 744			\$33,051,836	\$33,051,836	\$114,451,438
G6	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY from REPUBLIC ROAD to WEAVER ROAD	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY	\$14,806,248			\$14,806,248	\$129,257,686
G7	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY from WEAVER ROAD to PLAINVIEW ROAD	GREENE COUNTY	NEW ROADWAY		\$7,128,804		\$7,128,804	\$136,386,490
G8	KANSAS EXPRESSWAY EXTENSION - PLAINVIEW ROAD TO EAST/WEST ARTERIAL	KANSAS EXPRESSWAY from PLAINVIEW ROAD to EAST/WEST ARTERIAL (FARM ROAD 190)	GREENE COUNTY	NEW ROADWAY		\$7,841,685		\$7,841,685	\$144,228,175
R17	SOUTH LYNN AVENUE IMPROVEMENTS	LYNN AVENUE from ELM STREET to SHUYLER LANE	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS		\$1,097,836		\$1,097,836	\$145,326,011
R5	MAIN STREET IMPROVEMENTS	MAIN STREET from REPUBLIC CITY LIMITS to ROUTE 60	REPUBLIC	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS			\$3,124,748	\$3,124,748	\$148,450,759
W5	MILLER ROAD WIDENING PROJECT	MILLER ROAD from ROUTE 160 to JACKSON STREET	WILLARD	LANE ADDITION INCLUDING BICYCLE LANE	\$477,621			\$477,621	\$148,928,380

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
R18	EAST MILLER ROAD (FARM ROAD 186) TRANSPORTATION IMPROVEMENTS	MILLER ROAD, FARM ROAD 186 from LYNN AVENUE to ROUTE ZZ	REPUBLIC, GREENE COUNTY	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS			\$5,191,756	\$5,191,756	\$154,120,136
SP30	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A	SPRINGFIELD	FUNDING OF ONGOING OPERATIONS	\$5,309,136	\$7,498,660	\$15,868,690	\$28,676,486	\$182,796,622
M175	ITS	N/A	SPRINGFIELD	ATMS PHASE 2B	\$1,598,836			\$1,598,836	\$184,395,458
M176	ITS	N/A	SPRINGFIELD, NIXA	ATMS PHASE 3	\$2,152,279			\$2,152,279	\$186,547,737
M177	ITS	N/A	SPRINGFIELD, NIXA, REPUBLIC	ATMS PHASE 4		\$1,430,038		\$1,430,038	\$187,977,775
M179	EIS FOR NORTH-SOUTH CONNECTIVITY ENHANCEMENT AND REGIONAL SYSTEM CAPACITY EXPANSION	N/A	GREENE COUNTY, CHRISTIAN COUNTY	NORTH-SOUTH CONNECTIVITY ENHANCEMENT, REGIONAL SYSTEM CAPACITY EXPANSION	\$1,074,647			\$1,074,647	\$189,052,422
R8	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE from ROUTE 60 to ELM STREET	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$1,913,365			\$1,913,365	\$190,965,787
SP23	REPUBLIC ROAD BRIDGES OVER JAMES RIVER FREEWAY (ROUTE 60)	REPUBLIC ROAD from REPUBLIC ROAD to ROUTE 60	SPRINGFIELD	BRIDGE IMPROVEMENTS FOR REPUBLIC ROAD BRIDGES OVER ROUTE 60 (JAMES RIVER FREEWAY)	\$2,388,105			\$2,388,105	\$193,353,892
M17	ROUTE 13 (KANSAS EXPRESSWAY) ACCESS MANAGEMENT	ROUTE 13 from I-44 to ROUTE 744	SPRINGFIELD	IMPROVED ACCESS MANAGEMENT FROM I-44 TO ROUTE 744 (KEARNEY STREET)	\$1,934,365			\$1,934,365	\$195,288,257

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
M66	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 from COLLEGE STREET to ROUTE 60	SPRINGFIELD	SAFETY AND SYSTEM IMPROVEMENTS FROM COLLEGE STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT		\$5,489,179		\$5,489,179	\$200,777,436
M85	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13 from ROUTE 13 to SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET	\$417,918			\$417,918	\$201,195,354
M86	ROUTE 13 (KANSAS EXPRESSWAY) AND ROUTE 60 (JAMES RIVER FREEWAY) INTERCHANGE IMPROVEMENTS	ROUTE 13 from ROUTE 60 to ROUTE 13	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT ROUTE 60 (JAMES RIVER FREEWAY)	\$5,373,235			\$5,373,235	\$206,568,589
M145	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 from MAYNARD ROAD to ROUTE M	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM MAYNARD ROAD TO ROUTE M			\$1,390,706	\$1,390,706	\$207,959,295
M146	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 from ROUTE 14 to ROUTE M	NIXA, CHRISTIAN COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET)		\$1,425,761		\$1,425,761	\$209,385,056
M147	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 from ROUTE M to GREGG ROAD	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD		\$2,440,903		\$2,440,903	\$211,825,959
M150	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 from GREGG ROAD to TRUMAN BOULEVARD	NIXA	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD		\$1,903,391		\$1,903,391	\$213,729,350

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
M151	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 from TRUMAN BOULEVARD to ROUTE 160	NIXA	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD)	\$1,717,047			\$1,717,047	\$215,446,397
M156	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 from ROUTE 160 to WATER STREET	NIXA	CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO WATER STREET	\$2,125,413			\$2,125,413	\$217,571,810
M157	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 from WATER STREET to CHEYENNE ROAD	NIXA	CAPACITY IMPROVEMENTS FROM WATER STREET TO CHEYENNE ROAD	\$7,314,764			\$7,314,764	\$224,886,574
M158	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 from CHEYENNE ROAD to FREMONT ROAD	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	\$7,355,362			\$7,355,362	\$232,241,936
M159	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 from FREMONT ROAD to 22ND STREET	OZARK	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	\$2,493,181			\$2,493,181	\$234,735,117
M167	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 from 17TH STREET to ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET)	\$3,514,096			\$3,514,096	\$238,249,213
O13	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 from ROUTE 14 to CHURCH STREET	OZARK	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND	\$1,711,281			\$1,711,281	\$239,960,494

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
				WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL					
O6	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 from ROUTE 14 to 9TH STREET	OZARK	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN), WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	\$1,434,722			\$1,434,722	\$241,395,216
O24	ROUTE 14 (SOUTH STREET) AND 14TH AVENUE INTERSECTION IMPROVEMENTS	ROUTE 14 from ROUTE 14 to 14TH AVENUE	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$1,297,307			\$1,297,307	\$242,692,523
O25	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14 from ROUTE 14 to ROUTE W	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES		\$1,424,943		\$1,424,943	\$244,117,466
M173	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14 from 3RD STREET/SELMORE ROAD to ROUTE W	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET			\$10,630,771	\$10,630,771	\$254,748,237

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
				FROM 3RD STREET/SELMORE ROAD TO ROUTE W					
M169	ROUTE 14 (JACKSON STREET) AND 10TH STREET INTERSECTION IMPROVEMENTS, 10TH STREET REALIGNMENT	ROUTE 14 from ROUTE 14 to 10TH STREET	OZARK	INTERSECTION IMPROVEMENTS AT 10TH STREET, REALIGNMENT OF 10TH STREET	\$801,209			\$801,209	\$255,549,446
M168	ROUTE 14 (JACKSON STREET) AND 12TH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 from ROUTE 14 to 12TH STREET	OZARK	INTERSECTION IMPROVEMENTS AT 12TH STREET	\$801,209			\$801,209	\$256,350,655
M152	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 160 from ROUTE 160 to ROUTE 14	NIXA	INTERSECTION IMPROVEMENTS AT ROUTE 14 (MT. VERNON STREET) IN NIXA	\$2,603,449			\$2,603,449	\$258,954,104
M124	ROUTE 160 IMPROVEMENTS	ROUTE 160 from ROUTE 60 to ROUTE CC RELOCATION	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO RELOCATED ROUTE CC IN NIXA	\$14,414,337			\$14,414,337	\$273,368,441
M126	ROUTE 160 (CAMPBELL AVENUE) AND PLAINVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 from ROUTE 160 to PLAINVIEW ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT PLAINVIEW ROAD	\$12,537,549			\$12,537,549	\$285,905,990

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
M13	ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY STREET) INTERSECTION IMPROVEMENTS	ROUTE 160 from ROUTE 160 to ROUTE 744	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET)	\$2,985,131			\$2,985,131	\$288,891,121
M132	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC INTERSECTION IMPROVEMENTS	ROUTE 160 from ROUTE 160 to ROUTE CC RELOCATION	NIXA	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA	\$2,930,204			\$2,930,204	\$291,821,325
M140	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 from ROUTE CC RELOCATION to ROUTE 14	NIXA	CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE 14		\$15,311,246		\$15,311,246	\$307,132,571
M141	ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 from ROUTE 160 to TRACKER ROAD	NIXA	INTERSECTION IMPROVEMENTS AT TRACKER ROAD		\$2,418,090		\$2,418,090	\$309,550,661
M142	ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 from ROUTE 160 to KATHRYN STREET/ALDERSGATE DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE	\$2,025,113			\$2,025,113	\$311,575,774
M143	ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 from ROUTE 160 to NORTHVIEW ROAD	NIXA	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD		\$2,418,090		\$2,418,090	\$313,993,864
M144	ROUTE 160 (MASSEY BOULEVARD) AND WASSON DRIVE INTERSECTION	ROUTE 160 from ROUTE 160 to WASSON DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT WASSON DRIVE		\$2,418,090		\$2,418,090	\$316,411,954

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
IMPROVEMENTS									
M153	ROUTE 160 (MASSEY BOULEVARD) AND SOUTH STREET INTERSECTION IMPROVEMENTS	ROUTE 160 from ROUTE 160 to SOUTH STREET (NIXA)	NIXA	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIXA		\$2,418,090		\$2,418,090	\$318,830,044
M3	ROUTE 160 AND HUGHES ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 from ROUTE 160 to HUGHES ROAD	WILLARD	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	\$656,729			\$656,729	\$319,486,773
M84	ROUTE 160 (WEST BYPASS) AND ROUTE 60 (JAMES RIVER FREEWAY) INTERCHANGE IMPROVEMENTS	ROUTE 160 from ROUTE 60 to ROUTE 160	GREENE COUNTY	INTERCHANGE IMPROVEMENTS AT ROUTE 60 (JAMES RIVER FREEWAY)	\$5,612,046			\$5,612,046	\$325,098,819
W1	ROUTE 160 EXPANSION TO FOUR LANES	ROUTE 160 from ROUTE 123 to I-44	WILLARD, GREENE COUNTY	WIDEN ROUTE 160 FROM TWO LANES TO FOUR LANES FROM ROUTE 123 TO I-44		\$13,544,728		\$13,544,728	\$338,643,547
M127	ROUTE 160 AND FARM ROAD 192 (STEINERT ROAD) INTERSECTION IMPROVEMENTS	ROUTE 160 from ROUTE 160 to FARM ROAD 192 (STEINERT ROAD)	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT FARM ROAD 192 (STEINERT ROAD)	\$509,860			\$509,860	\$339,153,407
M154	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 from ROUTE 14 to RIVERDALE DRIVE	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS (PASSING LANES, PARTIAL FIVE-LANE) FROM ROUTE 14 (MT. VERNON STREET) TO RIVERDALE DRIVE			\$9,050,423	\$9,050,423	\$348,203,830

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
M109	ROUTE 174 AND MAIN STREET INTERSECTION IMPROVEMENTS	ROUTE 174 from ROUTE 174 to MAIN STREET (REPUBLIC)	REPUBLIC	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	\$1,296,741			\$1,296,741	\$349,500,571
R1	ROUTE 266 IMPROVEMENTS	ROUTE 266 from ROUTE B to AIRPORT BOULEVARD	GREENE COUNTY	LANE ADDITIONS, ACCESS MANAGEMENT	\$1,808,275			\$1,808,275	\$351,308,846
M113	ROUTE 60 AND ROUTE 174 (INDEPENDENCE STREET) INTERSECTION IMPROVEMENTS	ROUTE 60 from ROUTE 60 to ROUTE 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SPLIT-PHASE	\$852,553			\$852,553	\$352,161,399
M83	ROUTE 60 (JAMES RIVER FREEWAY) OPERATIONAL IMPROVEMENTS	ROUTE 60 from ROUTE 413 to ROUTE 65	SPRINGFIELD, GREENE COUNTY	OPERATIONAL IMPROVEMENTS ON JAMES RIVER FREEWAY FROM ROUTE 413 (WEST SUNSHINE) TO ROUTE 65	\$7,209,688			\$7,209,688	\$359,371,087
R14	ROUTE 60 AND FARM ROAD 103 INTERSECTION IMPROVEMENTS	ROUTE 60 from ROUTE 60 to FARM ROAD 103	REPUBLIC	INTERSECTION IMPROVEMENTS AT FARM ROAD 103		\$1,630,966		\$1,630,966	\$361,002,053
R15	ROUTE 60 AND FARM ROAD 107 INTERSECTION IMPROVEMENTS	ROUTE 60 from ROUTE 60 to FARM ROAD 107	REPUBLIC	INTERSECTION IMPROVEMENTS AT FARM ROAD 107		\$1,630,966		\$1,630,966	\$362,633,019
M87	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY IMPROVEMENTS	ROUTE 60 from ROUTE 13 to ROUTE 65	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM ROUTE 13 (KANSAS EXPRESSWAY) TO ROUTE 65	\$66,986,334			\$66,986,334	\$429,619,353
M137	ROUTE 65 AND ROUTE CC/J INTERCHANGE IMPROVEMENTS	ROUTE 65 from ROUTE 65 to ROUTE CC/ROUTE J	OZARK	INTERCHANGE IMPROVEMENTS AT ROUTE CC/J	\$9,000,000			\$9,000,000	\$438,619,353

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
M99	ROUTE 65 AND BATTLEFIELD ROAD INTERCHANGE IMPROVEMENTS	ROUTE 65 from ROUTE 65 to BATTLEFIELD ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT BATTLEFIELD ROAD	\$16,310,000			\$16,310,000	\$454,929,353
M129	ROUTE 65 AND EVANS ROAD INTERCHANGE	ROUTE 65 from ROUTE 65 to EVANS ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	\$9,552,418			\$9,552,418	\$464,481,771
M128	ROUTE 65 CAPACITY IMPROVEMENTS	ROUTE 65 from ROUTE 60 to ROUTE CC	SPRINGFIELD, OZARK	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE CC	\$27,427,381			\$27,427,381	\$491,909,152
M44	ROUTE 65 AND ROUTE YY (DIVISION STREET) INTERCHANGE IMPROVEMENTS	ROUTE 65 from ROUTE 65 to ROUTE YY	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT ROUTE YY (DIVISION STREET)	\$14,567,438			\$14,567,438	\$506,476,590
M160	ROUTE 65 IMPROVEMENTS	ROUTE 65 from ROUTE CC to BUSINESS 65	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET)	\$28,248,889			\$28,248,889	\$534,725,479
SP2	ROUTE 744 (KEARNEY STREET) AND PACKER ROAD INTERSECTION IMPROVEMENTS	ROUTE 744 from ROUTE 744 to PACKER ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT PACKER ROAD	\$2,985,131			\$2,985,131	\$537,710,610
M34	ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 744, ROUTE OO from LE COMPTE ROAD to ROUTE 125	SPRINGFIELD, STRAFFORD, GREENE COUNTY	SAFETY AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD TO ROUTE 125	\$3,020,952			\$3,020,952	\$540,731,562
W4	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB from ROUTE AB to ROUTE 160	WILLARD	TURN LANE AND SIGNALIZATION IMPROVEMENT	\$417,918			\$417,918	\$541,149,480

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
R2	ROUTE B IMPROVEMENTS	ROUTE B from ROUTE 266 to I-44	GREENE COUNTY	LANE ADDITIONS, ACCESS MANAGEMENT	\$1,631,072			\$1,631,072	\$542,780,552
M133	ROUTE CC RELOCATION TO ROUTE 160 (MASSEY BOULEVARD)	ROUTE CC from ROUTE 160 to MAIN STREET (NIXA)	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET	\$2,930,204			\$2,930,204	\$545,710,756
M134	ROUTE CC AND MAIN STREET (NIXA) INTERSECTION IMPROVEMENTS	ROUTE CC from ROUTE CC to MAIN STREET (NIXA)	NIXA	INTERSECTION IMPROVEMENTS AT MAIN STREET (NIXA)	\$801,209			\$801,209	\$546,511,965
M122	ROUTE FF AND WEAVER ROAD INTERSECTION IMPROVEMENTS	ROUTE FF from ROUTE FF to WEAVER ROAD	BATTLEFIELD	INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSING AT WEAVER ROAD	\$316,424			\$316,424	\$546,828,389
M138	ROUTE J IMPROVEMENTS	ROUTE J from 17TH STREET to ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN		\$1,589,723		\$1,589,723	\$548,418,112
M82	ROUTE M (REPUBLIC ROAD) IMPROVEMENTS	ROUTE M from ROUTE 60 to ROUTE FF	BATTLEFIELD, SPRINGFIELD, GREENE COUNTY, REPUBLIC	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO ROUTE FF	\$15,880,896			\$15,880,896	\$564,299,008
M59	ROUTE MM (BROOKLINE BOULEVARD) CAPACITY IMPROVEMENTS	ROUTE MM from I-44 to ROUTE 360	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO ROUTE 360 (JAMES RIVER FREEWAY)	\$2,489,599			\$2,489,599	\$566,788,607
O5	ROUTE NN (9TH STREET) AND MCCracken ROAD INTERSECTION IMPROVEMENTS	ROUTE NN from ROUTE NN to MCCracken ROAD	OZARK	WIDEN ROUTE NN TO INCLUDE A SOUTHBOUND LEFT TURN LANE, ADD 6' WIDE SHOULDERS		\$561,840		\$561,840	\$567,350,447

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
M115	ROUTE P (SOUTH MAIN STREET) IMPROVEMENTS	ROUTE P from ROUTE 60 to FARM ROAD 194	SPRINGFIELD, GREENE COUNTY	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO FARM ROAD 194		\$4,081,953		\$4,081,953	\$571,432,400
M119	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS	ROUTE ZZ from ROUTE ZZ to HINES STREET/FARM ROAD 178	REPUBLIC	INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN REPUBLIC		\$1,055,063		\$1,055,063	\$572,487,463
M80	ROUTE ZZ (WILSON'S CREEK BOULEVARD) EXTENSION AND RAILROAD CROSSING	ROUTE ZZ from ROUTE M to ROUTE MM	REPUBLIC, GREENE COUNTY	EXTEND ROUTE ZZ (WILSON'S CREEK BOULEVARD) TO ROUTE MM; GRADE-SEPARATED RAILROAD CROSSING	\$22,996,253			\$22,996,253	\$595,483,716
R13	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 174 INTERSECTION IMPROVEMENTS	ROUTE ZZ from ROUTE ZZ to FARM ROAD 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT FARM ROAD 174		\$605,036		\$605,036	\$596,088,752
N/A	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY	\$1,237,038			\$1,237,038	\$597,325,790
<u>A1</u>	<u>S. GLENSTONE CAPACITY IMPROVEMENTS</u>	<u>GLENSTONE from BATTLEFIELD to US60</u>	<u>SPRINGFIELD</u>	<u>CAPACITY AND INTERSECTION IMPROVEMENTS ALONG S. GLENSTONE FROM BATTLEFIELD TO US60</u>	<u>\$13,120,503</u>			<u>\$13,120,503</u>	<u>\$610,446,293</u>
TOTAL					<u>\$430,419,123</u>	<u>\$101,718,240</u>	<u>\$78,308,930</u>	<u>\$610,446,293</u>	

Transit through 2035

Table 42 - Fixed Route Transit Operations through 2035

	2015-2025	2026-2035	Total
Fixed Route Operations	\$116,016,770	\$169,616,441	\$285,633,212

Unconstrained Project List

The unconstrained project list contains the remaining projects that were submitted, but not prioritized for funding. This list is also sorted by the roadway name.

Table 43 - Unconstrained Project List, Sorted by Roadway

PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	INFLATED COST
17TH STREET IMPROVEMENTS	17TH STREET from SOUTH STREET to CHURCH STREET	OZARK, CHRISTIAN COUNTY	WIDEN STREET, ADD A CONTINUOUS CENTER TURN LANE, ADD SIDEWALKS TO BOTH SIDES OF STREET	\$7,858,764
MAJOR CORRIDOR TO SOUTH	17TH STREET from ROUTE 14 AND NORTH 10TH STREET to BUSINESS 65 AND SOUTH 17TH STREET	OZARK, CHRISTIAN COUNTY	IMPROVE EXISTING 17TH STREET ROADWAY AND ADD NEW RIVER CROSSING	\$11,739,723
FRONTAGE ROAD	18TH STREET from WEST CLAY STREET to MOUNTAIN DUCK STADIUM	OZARK, CHRISTIAN COUNTY	NEW ROADWAY	\$6,321,389
BUSINESS 65 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS	BUSINESS 65 from SUNSET STREET to PEELE STREET BATTLEFIELD ROAD	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM SUNSET STREET TO PEELE STREET BATTLEFIELD ROAD	\$10,316,612
BUSINESS 65 (GLENSTONE AVENUE) AND BENNETT STREET INTERSECTION IMPROVEMENTS	BUSINESS 65 from BUSINESS 65 to BENNETT STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT BENNETT STREET	\$2,388,105
BUSINESS 65 (GLENSTONE AVENUE) SAFETY AND SYSTEM IMPROVEMENTS	BUSINESS 65 from SUNSET STREET to ROUTE 60	SPRINGFIELD	SAFETY AND SYSTEM IMPROVEMENTS FROM SUNSET STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT	\$5,448,222
BUSINESS 65 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS	BUSINESS 65 from BENNETT STREET to ROUTE D/SUNSHINE STREET	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM BENNETT STREET TO ROUTE D/SUNSHINE STREET - ACCESS MANAGEMENT	\$2,566,370

PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	INFLATED COST
BUSINESS 65 (GLENSTONE AVENUE) AND CHEROKEE STREET INTERSECTION IMPROVEMENTS	BUSINESS 65 from BUSINESS 65 to CHEROKEE STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT CHEROKEE STREET	\$3,612,222
BUSINESS 65 (GLENSTONE AVENUE) AND GRAND STREET INTERSECTION IMPROVEMENTS	BUSINESS 65 from BUSINESS 65 to GRAND STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT GRAND STREET	\$3,612,222
BUSINESS 65 (GLENSTONE AVENUE) AND SEMINOLE STREET INTERSECTION IMPROVEMENTS	BUSINESS 65 from BUSINESS 65 to SEMINOLE STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SEMINOLE STREET	\$3,612,222
BUSINESS 65 (GLENSTONE AVENUE) AND SUNSET STREET INTERSECTION IMPROVEMENTS	BUSINESS 65 from BUSINESS 65 to SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET	\$3,612,222
BUSINESS 65 (GLENSTONE AVENUE) AND BENNETT STREET INTERSECTION IMPROVEMENTS	BUSINESS 65 from BUSINESS 65 to BENNETT STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT BENNETT STREET	\$4,515,278
BUSINESS 65 (GLENSTONE AVENUE) AND CHERRY STREET INTERSECTION IMPROVEMENTS	BUSINESS 65 from BUSINESS 65 to CHERRY STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT CHERRY STREET	\$3,612,222
BUSINESS 65 (GLENSTONE AVENUE) AND ST. LOUIS STREET INTERSECTION IMPROVEMENTS	BUSINESS 65 from BUSINESS 65 to ST. LOUIS STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT ST. LOUIS STREET	\$3,612,222
BUSINESS 65 (SOUTH STREET) IMPROVEMENTS	BUSINESS 65 from ROUTE 65 to ROUTE 14	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON BUSINESS 65 (SOUTH STREET) IN OZARK FROM ROUTE 65 TO ROUTE 14	\$6,490,064
BUSINESS 65 (CHESTNUT EXPRESSWAY) IMPROVEMENTS	BUSINESS 65 from PATTERSON AVENUE to ROUTE 65	SPRINGFIELD	UPGRADE BUSINESS 65 (CHESTNUT EXPRESSWAY) TO EXPRESSWAY STANDARDS FROM PATTERSON AVENUE TO ROUTE 65	\$3,792,524
BUSINESS 65 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS	BUSINESS 65 from LOOP 44 to CHERRY STREET	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM LOOP 44 (CHESTNUT EXPRESSWAY) TO CHERRY STREET - ACCESS MANAGEMENT	\$1,985,914
BUSINESS 65, LOOP 44 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS	BUSINESS 65/LOOP 44 from DALE STREET to ROUTE D/SUNSHINE STREET	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM DALE STREET TO ROUTE D/SUNSHINE STREET - ACCESS MANAGEMENT	\$7,750,955

PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	INFLATED COST
REPUBLIC ROAD RELOCATION	CAMPBELL AVENUE from SOUTH AVENUE (SPRINGFIELD) to ROUTE 60	SPRINGFIELD	ADDRESS INTERSECTION SPACING OF REPUBLIC ROAD AND ROUTE 60 (JAMES RIVER FREEWAY) AT CAMPBELL AVENUE	\$24,924,335
CATALPA STREET AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	CATALPA STREET from CATALPA STREET to EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$903,056
CHEYENNE ROAD - ROUTE CC TO NORTH STREET	CHEYENNE ROAD from ROUTE CC to NORTH STREET	NIXA, CHRISTIAN COUNTY	ROAD WIDENING	\$7,224,445
CHEYENNE ROAD - NORTH STREET TO ROUTE 14 (MT. VERNON STREET)	CHEYENNE ROAD from NORTH STREET to ROUTE 14	NIXA, CHRISTIAN COUNTY	ROAD WIDENING	\$3,612,222
EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL from NATIONAL AVENUE to KISSICK AVENUE (FARM ROAD 169)	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY	\$72,244,449
EAST/WEST ARTERIAL - ROUTE FF TO KANSAS EXPRESSWAY	EAST/WEST ARTERIAL from ROUTE FF to KANSAS EXPRESSWAY	GREENE COUNTY	NEW ROADWAY	\$0
EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET from ROUTE 125 to CAMPING WORLD (373 E EVERGREEN)	STRAFFORD, GREENE COUNTY	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	\$0
FARM ROAD 81 IMPROVEMENTS	FARM ROAD 81 from ROUTE TT to REPUBLIC CITY LIMITS	GREENE COUNTY	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$1,863,977
GRAND STREET CAPACITY IMPROVEMENTS	GRAND STREET from KIMBROUGH AVENUE to NATIONAL AVENUE	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	\$2,257,639
GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD	GREGG ROAD from ROSEDALE ROAD to RIVERDALE ROAD	CHRISTIAN COUNTY	ROAD WIDENING	\$4,515,278
GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD	GREGG ROAD from TRACKER ROAD to NORTHVIEW ROAD	NIXA, CHRISTIAN COUNTY	ROAD WIDENING	\$3,612,222
GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD	GREGG ROAD from BUTTERFIELD DRIVE to ROSEDALE ROAD	NIXA, CHRISTIAN COUNTY	ROAD WIDENING	\$4,515,278
I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS	I-44 from I-44 to ROUTE 125	STRAFFORD	INTERCHANGE IMPROVEMENTS AT ROUTE 125	\$2,082,446

PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	INFLATED COST
I-44 CAPACITY IMPROVEMENTS	I-44 from ROUTE 160 to ROUTE 65	SPRINGFIELD, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	\$54,656,544
I-44 CAPACITY IMPROVEMENTS	I-44 from ROUTE 65 to ROUTE 125	SPRINGFIELD, STRAFFORD, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	\$67,349,888
I-44 AND ROUTE B/MM INTERCHANGE IMPROVEMENTS	I-44 from I-44 to ROUTE B/MM	GREENE COUNTY	INTERCHANGE IMPROVEMENTS AT ROUTE B/MM	\$3,616,784
I-44 CAPACITY IMPROVEMENTS	I-44 from ROUTE 266 to ROUTE 160	SPRINGFIELD, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	\$29,800,835
I-44 CAPACITY IMPROVEMENTS	I-44 from ROUTE 360 to ROUTE 266	GREENE COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	\$35,860,339
DOWNTOWN REVITALIZATION	JACKSON STREET from JEFFERSON STREET to SOUTH STREET	WILLARD	LANE ADDITIONS, SIDEWALKS	\$417,918
KANSAS EXPRESSWAY EXTENSION - ROUTE 14 TO ROSEDALE ROAD	KANSAS EXPRESSWAY from ROUTE 14 to ROSEDALE ROAD	CHRISTIAN COUNTY	NEW CONSTRUCTION	\$4,515,278
KANSAS EXPRESSWAY EXTENSION - EAST/WEST ARTERIAL TO ROUTE 14	KANSAS EXPRESSWAY from EAST/WEST ARTERIAL (FARM ROAD 190) to ROUTE 14	GREENE COUNTY, CHRISTIAN COUNTY	NEW ROADWAY	\$72,244,449
KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	KATHRYN ROAD from GREGG ROAD to NICHOLAS ROAD	CHRISTIAN COUNTY	NEW CONSTRUCTION	\$2,709,167
LOOP 44 (GLENSTONE AVENUE) AND COMMERCIAL STREET INTERSECTION IMPROVEMENTS	LOOP 44 from LOOP 44 to COMMERCIAL STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT COMMERCIAL STREET	\$3,612,222
LOOP 44 (GLENSTONE AVENUE) AND EVERGREEN STREET INTERSECTION IMPROVEMENTS	LOOP 44 from LOOP 44 to EVERGREEN STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EVERGREEN STREET	\$509,860
LOOP 44 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS - ACCESS MANAGEMENT	LOOP 44 from ROUTE 744 to DALE STREET	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM ROUTE 744 (KEARNEY STREET) TO DALE STREET	\$807,391

PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	INFLATED COST
LOOP 44 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS - ACCESS MANAGEMENT	LOOP 44 from EVERGREEN STREET to ROUTE 744	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM EVERGREEN STREET TO ROUTE 744 (KEARNEY STREET)	\$1,258,805
LOOP 44 (GLENSTONE AVENUE) AND DALE STREET INTERSECTION IMPROVEMENTS	LOOP 44 from LOOP 44 to DALE STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT DALE STREET	\$771,209
LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY IMPROVEMENTS	LOOP 44 from ROUTE 160 to BUSINESS 65	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE)	\$0
LOOP 44 (CHESTNUT EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	LOOP 44 from ROUTE 13 to BUSINESS 65	SPRINGFIELD	SAFETY AND SYSTEM IMPROVEMENTS FROM ROUTE 13 (KANSAS EXPRESSWAY) TO BUSINESS 65 (GLENSTONE AVENUE) - ACCESS MANAGEMENT	\$9,084,740
LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY IMPROVEMENTS	LOOP 44 from PARK AVENUE to ROUTE 13	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM PARK AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY)	\$1,609,245
LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY IMPROVEMENTS	LOOP 44 from I-44 to BROADVIEW AVENUE	GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO BROADVIEW AVENUE	\$0
MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD	MAIN STREET from ROUTE 14 to ROSEDALE ROAD	NIXA, CHRISTIAN COUNTY	ROAD WIDENING	\$10,836,667
NATIONAL AVENUE AND MONROE STREET INTERSECTION IMPROVEMENTS	NATIONAL AVENUE from NATIONAL AVENUE to MONROE STREET	SPRINGFIELD	SIGNALIZE INTERSECTION AND WIDEN MONROE STREET FOR 300 FEET WEST OF NATIONAL AVENUE	\$358,216
NICHOLAS ROAD - TRACKER ROAD TO ROUTE 14 (MT. VERNON STREET)	NICHOLAS ROAD from TRACKER ROAD to ROUTE 14	CHRISTIAN COUNTY	ROAD WIDENING	\$10,836,667
NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	NORTHVIEW ROAD from GREGG ROAD to NICHOLAS ROAD	CHRISTIAN COUNTY	NEW CONSTRUCTION	\$2,709,167
NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD	NORTON ROAD from ROSEDALE ROAD to TRUMAN BOULEVARD	NIXA, CHRISTIAN COUNTY	ROAD WIDENING, NEW CONSTRUCTION	\$3,612,222

PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	INFLATED COST
REPUBLIC ROAD BRIDGE OVER ROUTE 60 (JAMES RIVER FREEWAY) EAST OF BUSINESS 65 (GLENSTONE AVENUE)	REPUBLIC ROAD from REPUBLIC ROAD to ROUTE 60	SPRINGFIELD	CONSTRUCT BRIDGE EAST OF BUSINESS 65 (GLENSTONE AVENUE) TO CARRY REPUBLIC ROAD OVER ROUTE 60 (JAMES RIVER FREEWAY)	\$4,179,183
ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD from KANSAS EXPRESSWAY to MAIN STREET	NIXA, CHRISTIAN COUNTY	ROAD WIDENING, NEW CONSTRUCTION	\$27,091,669
ROUTE 125 RAILROAD GRADE SEPARATION - STRAFFORD	ROUTE 125 from ROUTE 125 to ROUTE OO	STRAFFORD	NEW GRADE-SEPARATED RAILROAD CROSSING ON ROUTE 125 SOUTH OF ROUTE OO	\$21,536,070
ROUTE 125 AND ROUTE D INTERSECTION IMPROVEMENTS	ROUTE 125 from ROUTE 125 to ROUTE D	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE D	\$427,728
ROUTE 174 CAPACITY EXPANSION	ROUTE 174 from KANSAS AVENUE to ROUTE 60	REPUBLIC	CAPACITY IMPROVEMENTS (INCLUDING CENTER TURN LANE) FROM KANSAS AVENUE TO ROUTE 60	\$3,878,070
ROUTE 174 AND COLLEGE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 174 from ROUTE 174 to COLLEGE AVENUE	REPUBLIC	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT COLLEGE AVENUE	\$440,691
ROUTE 174 AND HINES STREET INTERSECTION IMPROVEMENTS	ROUTE 174 from ROUTE 174 to HINES STREET	REPUBLIC	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT HINES STREET	\$440,691
LEFT-TURN LANE ON ROUTE 174 AT LYON ELEMENTARY SCHOOL	ROUTE 174 from ROUTE 174 to LYON SCHOOL ENTRANCE	REPUBLIC	ADDITION OF LEFT-TURN LANE AT LYON ELEMENTARY SCHOOL	\$498,487
LEFT-TURN LANE ON ROUTE 174 AT LINDSEY AVENUE	ROUTE 174 from ROUTE 174 to LINDSEY AVENUE	REPUBLIC	ADDITION OF LEFT-TURN LANE AT LINDSEY AVENUE	\$399,151
ROUTE 174 BNSF RAILROAD BRIDGE EXPANSION	ROUTE 174 from ROUTE 174 to BNSF RR	REPUBLIC	WIDEN BURLINGTON NORTHERN-SANTA FE RAILROAD BRIDGE OVER ROUTE 174 TO ACCOMMODATE ADDITIONAL ROAD LANES UNDER THE BRIDGE	\$14,925,654
ROUTE 266 AND ROUTE B AIRPORT CONNECTION	ROUTE 266, ROUTE B from I-44 to AIRPORT BOULEVARD	GREENE COUNTY	IMPROVED CONNECTIVITY FROM AIRPORT BOULEVARD TO I-44	\$106,932,067
ROUTE 413 (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE 413 from SCENIC AVENUE to ROUTE 13	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM SCENIC AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY)	\$7,405,056

PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	INFLATED COST
ROUTE 413 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 413 from ROUTE 60 to ROUTE 160	SPRINGFIELD, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE 160 (WEST BYPASS)	\$30,342,669
ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS	ROUTE 60 from ROUTE 60 to FARM ROAD 223	ROGERSVILLE	INTERSECTION IMPROVEMENTS AT FARM ROAD 223	\$417,918
ROUTE 413/ROUTE 60 (WEST SUNSHINE) TURN LANE IMPROVEMENTS	ROUTE 60, ROUTE 413 from ROUTE M/MM to ROUTE 160	REPUBLIC, SPRINGFIELD, GREENE COUNTY	ADDITIONAL TURN LANES, LENGTHEN TURN LANES FROM ROUTE M/MM TO ROUTE 160 (WEST BYPASS)	\$5,970,261
ROUTE 65 - LONGVIEW ROAD NEW INTERCHANGE	ROUTE 65 from ROUTE 65 to LONGVIEW ROAD	OZARK	NEW INTERCHANGE AT LONGVIEW ROAD	\$27,091,669
ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 from ROUTE 744 to GRANT AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT GRANT AVENUE	\$2,388,105
ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 from ROUTE 744 to NATIONAL AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE	\$1,194,052
ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 from ROUTE 744 to EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE	\$509,860
ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD INTERSECTION IMPROVEMENTS	ROUTE 744 from ROUTE 744 to MELVILLE ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT MELVILLE ROAD	\$499,016
ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE 744, ROUTE OO from LE COMPTE ROAD to ROUTE 125	SPRINGFIELD, STRAFFORD, GREENE COUNTY	WIDEN ROUTE 744 (KEARNEY STREET) AND ROUTE OO (OLD ROUTE 66) TO FIVE LANES FROM LE COMPTE ROAD TO ROUTE 125	\$19,104,837
ROUTE CC IMPROVEMENTS	ROUTE CC from MAIN STREET (NIXA) to ROUTE 65	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO ROUTE 65	\$23,282,675
ROUTE CC WESTWARD EXTENSION	ROUTE CC from KANSAS EXPRESSWAY (PROPOSED EXTENSION) to ROUTE 160	NIXA, CHRISTIAN COUNTY	EXTENSION OF ROUTE CC WEST TO KANSAS EXPRESSWAY PROPOSED EXTENSION	\$25,116,686
ROUTE D (SUNSHINE STREET) OPERATIONAL IMPROVEMENTS	ROUTE D from BUSINESS 65 to ROUTE 65	SPRINGFIELD	VARIOUS OPERATIONAL IMPROVEMENTS, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS ON ROUTE D (SUNSHINE STREET)	\$7,592,177

PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	INFLATED COST
ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D from BUSINESS 65 to ROUTE 65	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT	\$2,810,973
ROUTE EE (DIVISION STREET) IMPROVEMENTS	ROUTE EE from AIRPORT BOULEVARD to ROUTE 160	SPRINGFIELD, GREENE COUNTY	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO ROUTE 160 (WEST BYPASS)	\$12,895,634
WEST BYPASS EXTENSION	ROUTE FF from ROUTE 60 to ROUTE 14	BATTLEFIELD, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE 14	\$72,286,077
ROUTE FF EXPRESSWAY IMPROVEMENTS	ROUTE FF from WEAVER ROAD to FARM ROAD 194	BATTLEFIELD, GREENE COUNTY	CAPACITY IMPROVEMENTS (FOUR-LANE, ACCESS CONTROLLED) FROM WEAVER ROAD TO FARM ROAD 194	\$53,189,976
ROUTE H CAPACITY IMPROVEMENTS	ROUTE H from FARM ROAD 86 to FARM ROAD 94	GREENE COUNTY	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 94	\$2,817,534
ROUTE H (GLENSTONE AVENUE) CAPACITY EXPANSION	ROUTE H from FARM ROAD 100 to MCCLERNON STREET	SPRINGFIELD, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM FARM ROAD 100 TO MCCLERNON STREET	\$3,774,772
ROUTE H CAPACITY IMPROVEMENTS	ROUTE H from ROUTE KK to FARM ROAD 68	GREENE COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68	\$3,612,222
ROUTE N AND FARM ROAD 168 INTERSECTION IMPROVEMENTS	ROUTE N from ROUTE N to FARM ROAD 168	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT FARM ROAD 168	\$608,800
ROUTE NN IMPROVEMENTS	ROUTE NN from ROUTE J to ROUTE 14	CHRISTIAN COUNTY	VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN IMPROVEMENTS FROM ROUTE J TO ROUTE 14 (JACKSON STREET)	\$13,527,773
ROUTE NN IMPROVEMENTS	ROUTE NN from ROUTE J to PHEASANT DRIVE	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE	\$10,678,949
ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE OO from ROUTE 125 to WEBSTER COUNTY	STRAFFORD, GREENE COUNTY	VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM ROUTE 125 TO WEBSTER COUNTY	\$1,552,268
ROUTE OO/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125 from ROUTE OO/125 to WASHINGTON STREET	STRAFFORD	INTERSECTION IMPROVEMENT AT WASHINGTON STREET	\$597,026

PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	INFLATED COST
ROUTE YY (DIVISION STREET) CAPACITY IMPROVEMENTS	ROUTE YY from ROUTE 65 to LE COMPTE ROAD	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO LE COMPTE ROAD	\$22,576,390
ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY from ROUTE YY to EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$1,730,874
ROUTE YY (DIVISION STREET) AND LE COMPTE ROAD INTERSECTION IMPROVEMENTS	ROUTE YY from ROUTE YY to LE COMPTE ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT LE COMPTE ROAD	\$1,449,579
ROUTE ZZ (WILSON'S CREEK BOULEVARD) PARKWAY IMPROVEMENTS	ROUTE ZZ from ROUTE M to FARM ROAD 194	REPUBLIC, GREENE COUNTY	PARKWAY FROM ROUTE M TO FARM ROAD 194/CHRISTIAN COUNTY BORDER WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD	\$23,857,165
ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 182 (ELM STREET) INTERSECTION IMPROVEMENTS	ROUTE ZZ from ROUTE ZZ to FARM ROAD 182	GREENE COUNTY	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 182 (ELM STREET)	\$499,016
ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD) INTERSECTION IMPROVEMENTS	ROUTE ZZ from ROUTE ZZ to FARM ROAD 186	GREENE COUNTY	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD)	\$632,139
TRACKER ROAD - NICHOLAS ROAD TO KANSAS EXPRESSWAY EXTENSION	TRACKER ROAD from NICHOLAS ROAD to KANSAS EXPRESSWAY	CHRISTIAN COUNTY	ROAD WIDENING	\$8,554,565
TOTAL				\$1,107,096,386

PROJECT MAP

Figure 90 - Constrained Project Map

TAB 3

BOARD OF DIRECTORS AGENDA 6/21/12; ITEM II.C.

Amendment Number Five to the FY 2012-2015 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are four items included as part of TIP Amendment Number Five to the FY 2012-2015 Transportation Improvement Program.

The first item is the addition of a vehicle request to fund a minivan for human service transit. Additional funding was made available through the FTA 5310 – Elderly and Disabled Transportation Program, allowing RSVP to receive funding for a modified lowered-floor accessible minivan. The cost is estimated to be \$25,000 with \$20,000 of that being federal.

The second item is the modification of project number NX0601 to include STP-Urban funding, funding in engineering, right-of-way and construction, and to increase the overall project cost. The overall project will increase from \$2,052,469 to \$2,623,000.

The third item is a request by MoDOT to add additional funding to a paving project on US 60 from Glenstone Avenue to Route 125. The overall project amount is being increased from \$1,203,000 to \$4,501,000.

The fourth item is the addition of a resurfacing project for US 60 (Illinois Ave to Route 174) and State Highway FF (James River Freeway to Weaver Rd). The project cost is \$1,415,000.

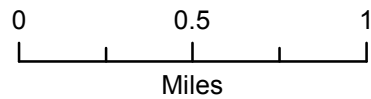
BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment Number Five to the FY 2012-2015 TIP.”

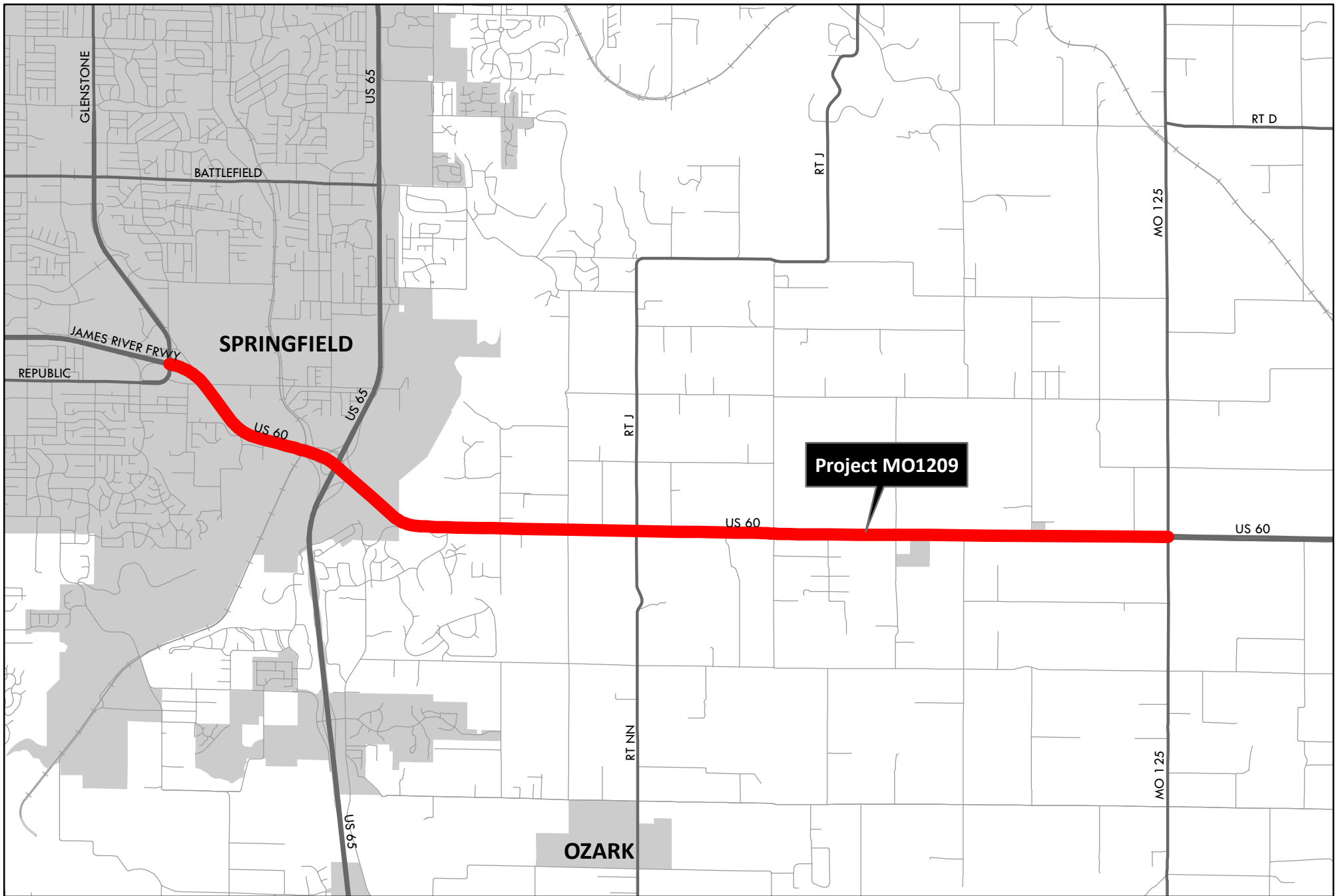
OR

“Move to have staff consider the following _____”



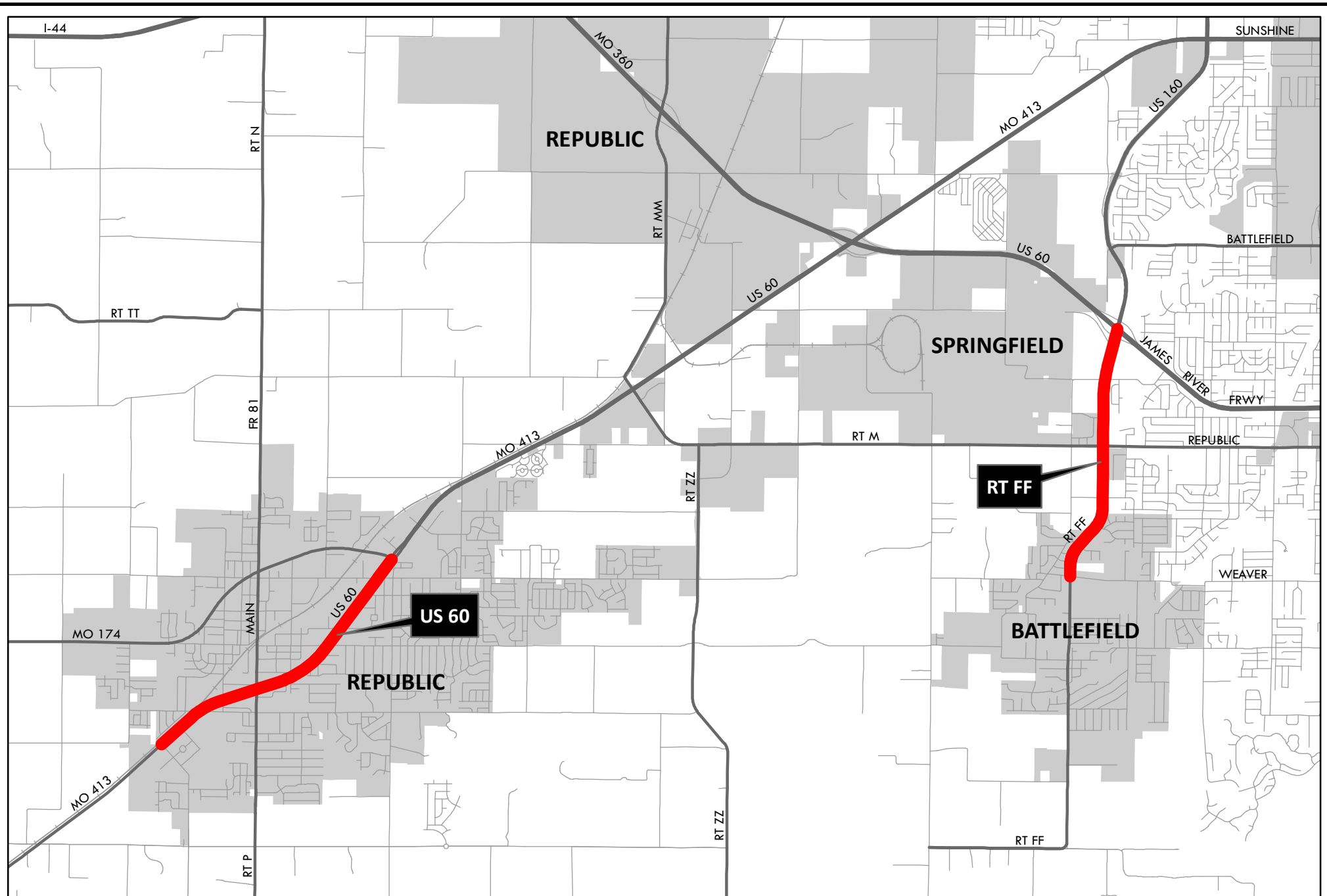
Amendment #5.2 2012-2015 TIP





Amendment #5.3 2012-2015 TIP





Amendment #5.4
2012-2015 TIP



PROGRAMMED IMPROVEMENTS

- Transit -

RSVP		Funding	Fiscal Year				
			2012	2013	2014	2015	TOTALS
Project:	VEHICLE REQUEST - FTA 5310	OPER	FTA (5310)	\$ -	\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -	\$ -
TIP #	RS1200			\$ -	\$ -	\$ -	\$ -
	Request is for one modified lowered-floor accessible minivan.	CAPITAL	LOCAL	\$ -	\$ -	\$ -	\$ -
			FTA (5310)	\$ 20,000	\$ -	\$ -	\$ 20,000
				\$ -	\$ -	\$ -	\$ -
		MAINT	LOCAL	\$ 5,000	\$ -	\$ -	\$ 5,000
Federal Source Agency	FTA		FTA (5310)	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	5310			\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Capital		LOCAL	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$25,000						
Funded with under-utilized urban funds.							
			TOTAL	\$ 25,000	\$ -	\$ -	\$ 25,000

FINANCIAL SUMMARY

- Transit -

YEARLY SUMMARY

FY2012

PROJECT	FTA Federal Funding Source						Local	Total
	5307	5309	5310	5316	5317	MoDOT		
BU1200			\$ 20,000				\$ 5,000	\$ 25,000
CU0611 & CU0718		\$ 2,999,429					\$ 2,125,588	\$ 5,125,017
CU0909 & CU1009		\$ 4,274,778					\$ 875,557	\$ 5,150,335
CU1200	\$ 874,465					\$ 36,000	\$ 6,285,331	\$ 7,195,796
CU1201	\$ 995,500						\$ 248,875	\$ 1,244,375
CU1202	\$ 218,258						\$ 54,564	\$ 272,822
CU1203	\$ 100,402						\$ 25,101	\$ 125,503
CU1204	\$ 90,913						\$ 22,728	\$ 113,641
CU1205	\$ 21,826						\$ 5,456	\$ 27,282
CU1206		\$ 57,200					\$ 14,300	\$ 71,500
CU0911 ARRA & CU1211		\$ 7,690,800					\$ 1,922,700	\$ 9,613,500
CU1213				\$ 303,606			\$ 2,200,000	\$ 2,503,606
CU1214					\$ 151,752		\$ 37,938	\$ 189,690
CU1215		\$ 647,544					\$ 161,886	\$ 809,430
MS1103		\$ 652,985					\$ 163,246	\$ 816,231
MS1107		\$ 1,040,000					\$ 260,000	\$ 1,300,000
MS1008		\$ 60,738					\$ 15,184	\$ 75,922
MS1009		\$ 27,702					\$ 6,925	\$ 34,627
MS1210	\$ 143,283						\$ 35,821	\$ 179,104
OA1100		\$ 2,500,000					\$ 640,000	\$ 3,140,000
OA1102		\$ 81,000					\$ 21,000	\$ 102,000
OA1202		\$ 27,000					\$ 7,000	\$ 34,000
RS100			\$ 20,000				\$ 5,000	\$ 25,000
SW1200			\$ 20,000				\$ 5,000	\$ 25,000
TOTAL	\$ 2,444,647	\$ 20,059,176	\$ 60,000	\$ 303,606	\$ 151,752	\$ 36,000	\$ 15,144,200	\$ 38,199,381

FINANCIAL SUMMARY

FINANCIAL CONSTRAINTS

- Transit -

	Funding Source								
	5307	5309	5310	5316	5317	Total	MoDOT	Local	TOTAL
2012									
Funds Anticipated	\$ 2,444,647	\$ 20,059,176	\$ 60,000	\$ 303,606	\$ 151,752	\$ 23,019,181	\$ 36,000	\$ 15,144,200	\$ 38,199,381
Funds Programmed	\$ (2,444,647)	\$ (20,059,176)	\$ (60,000)	\$ (303,606)	\$ (151,752)	\$ (23,019,181)	\$ (36,000)	\$ (15,144,200)	\$ (38,199,381)
Balance FY 2012	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013									
Funds Anticipated	\$ 2,350,156	\$ 5,869,693	\$ -	\$ 165,000	\$ -	\$ 8,384,849	\$ 36,000	\$ 9,388,852	\$ 17,809,701
Funds Programmed	\$ (2,350,156)	\$ (5,869,693)	\$ -	\$ (165,000)	\$ -	\$ (8,384,849)	\$ (36,000)	\$ (9,388,852)	\$ (17,809,701)
Balance FY 2013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014									
Funds Anticipated	\$ 2,406,612	\$ 380,376	\$ -	\$ 165,000	\$ -	\$ 2,951,988	\$ 36,000	\$ 8,673,997	\$ 11,661,985
Funds Programmed	\$ (2,406,612)	\$ (380,376)	\$ -	\$ (165,000)	\$ -	\$ (2,951,988)	\$ (36,000)	\$ (8,673,997)	\$ (11,661,985)
Balance FY 2014	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015									
Funds Anticipated	\$ 2,465,270	\$ 250,575	\$ -	\$ 165,000	\$ -	\$ 2,880,845	\$ 36,000	\$ 9,022,933	\$ 11,939,778
Funds Programmed	\$ (2,465,270)	\$ (250,575)	\$ -	\$ (165,000)	\$ -	\$ (2,880,845)	\$ (36,000)	\$ (9,022,933)	\$ (11,939,778)
Balance FY 2015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

PROGRAMMED IMPROVEMENTS

-Roadways-

ORIGINAL

CITY OF NIXA		Funding	Fiscal Year				
			2012	2013	2014	2015	TOTALS
Project Title:	MAIN STREET - ALDERSGATE TO TRACKER	ENG	FHWA (____)	\$ -	\$ -	\$ -	\$ -
MoDOT #			MoDOT	\$ -	\$ -	\$ -	\$ -
TIP #	NX0601		Local	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -
Description:	Acquire ROW and complete designed improvements to Main street from Aldersgate to Tracker, includes Tracker intersection improvements and signalization.	ROW	FHWA (____)	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -
Federal Source Agency		CON	FHWA (____)	\$ -	\$ -	\$ -	\$ -
Federal Funding Category			MoDOT	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 2,052,469	\$ -	\$ -	\$ 2,052,469
Work or Fund Category			Other	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$2,052,469						
Source of Local Funds: Nixa local sales tax							
			TOTAL	\$ 2,052,469	\$ -	\$ -	\$ 2,052,469

PROPOSED

CITY OF NIXA		Funding	Fiscal Year				
			2012	2013	2014	2015	TOTALS
Project Title:	MAIN STREET - ALDERSGATE TO TRACKER	ENG	FHWA (STP-U)	\$ 40,000	\$ -	\$ -	\$ 40,000
MoDOT #			MoDOT	\$ -	\$ -	\$ -	\$ -
TIP #	NX0601		Local	\$ 146,000	\$ -	\$ -	\$ 146,000
			Other	\$ -	\$ -	\$ -	\$ -
Description:	Acquire ROW and complete designed improvements to Main street from Aldersgate to Tracker, includes Tracker intersection improvements and signalization.	ROW	FHWA (STP-U)	\$ 473,600	\$ -	\$ -	\$ 473,600
			MoDOT	\$ -	\$ -	\$ -	\$ -
			Local	\$ 118,400	\$ -	\$ -	\$ 118,400
			Other	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP-U)	\$ 1,476,000	\$ -	\$ -	\$ 1,476,000
Federal Funding Category	STP		MoDOT	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 369,000	\$ -	\$ -	\$ 369,000
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$2,623,000						
Source of Local Funds: Nixa local sales tax							
			TOTAL	\$ 2,623,000	\$ -	\$ -	\$ 2,623,000

PROGRAMMED IMPROVEMENTS

-Roadways-

ORIGINAL

MPO AREA-WIDE OPERATIONS AND MAINTENANCE		Funding	Fiscal Year				
			2012	2013	2014	2016	TOTALS
Project Title:	RESURFACING ON VARIOUS ROUTES	ENG	FHWA(STP)	\$ -	\$ -	\$ -	\$ -
MoDOT #	8P2452		MoDOT	\$ 15,000	\$ 76,000	\$ -	\$ 91,000
TIP #	MO1209		Local	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -
Description:	Pavement improvements on various routes in urban District 8/OTO Area.	ROW	FHWA(STP)	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(STP)	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	Surface Transportation Program		MoDOT	\$ -	\$ 1,112,000	\$ -	\$ 1,112,000
MoDOT Funding Category	Taking Care of the System		Local	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -
Source of Local Funds: State transportation revenues. Advance construction with anticipated conversion in FY 2016. Total project cost is \$1,203,000.			TOTAL	\$ 15,000	\$ 1,188,000	\$ -	\$ 1,203,000

PROPOSED

MPO AREA-WIDE OPERATIONS AND MAINTENANCE		Funding	Fiscal Year				
			2012	2013	2014	2015	TOTALS
Project Title:	RESURFACING ON ROUTE 60	ENG	FHWA(STP)	\$ -	\$ -	\$ 255,200	\$ 255,200
MoDOT #	8P2452		MoDOT	\$ 15,000	\$ 319,000	\$ (255,200)	\$ 78,800
TIP #	MO1209		Local	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -
Description:	Pavement improvements on various sections from Glenstone Avenue in Springfield to Route 125.	ROW	FHWA(STP)	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(STP)	\$ -	\$ -	\$ 3,333,600	\$ 3,333,600
Federal Funding Category	Surface Transportation Program		MoDOT	\$ -	\$ 4,167,000	\$ (3,333,600)	\$ 833,400
MoDOT Funding Category	Taking Care of the System		Local	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 4,516,000						
Source of Local Funds: State transportation revenues. Advanced construction with anticipated conversion in FY 2014. Previously programmed funds of \$15,000. Project will utilize existing funds balances.			TOTAL	\$ 15,000	\$ 4,486,000	\$ -	\$ 4,501,000

PROGRAMMED IMPROVEMENTS

-Roadways-

PROPOSED

CITY OF REPUBLIC		Funding	Fiscal Year					
			2012	2013	2014	2015	TOTALS	
Project Title:	ROUTE 60, FF RESURFACING	ENG	FHWA(NHS)	\$ -	\$ -	\$ 101,600	\$ -	\$ 101,600
			MoDOT	\$ -	\$ 127,000	\$ (101,600)	\$ -	\$ 25,400
MoDOT #	8P3008		Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	TBA		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Pavement improvements on various sections from Illinois St. to Rte. 174 in Republic with alternate work on Route FF from James River Freeway to Weaver Road in Battlefield	ROW	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(NHS)	\$ -	\$ -	\$ 1,030,400	\$ -	\$ 1,030,400
Federal Funding Category	National Highway System		MoDOT	\$ -	\$ 1,288,000	\$ (1,030,400)	\$ -	\$ 257,600
MoDOT Funding Category	Taking Care of the System		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,415,000	TOTAL						
Source of Local Funds: State transportation revenues. Advanced construction with anticipated conversion in FY 2014. Project will use existing fund balances.			TOTAL	\$ -	\$ 1,415,000	\$ -	\$ -	\$ 1,415,000

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2012

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1007											\$ 215,000			\$ 215,000
MO1105											\$ 284,000			\$ 284,000
MO1106											\$ 27,000			\$ 27,000
MO1150											\$ 193,000			\$ 193,000
MO1203		\$ 288,000									\$ 680,000	\$ 72,000		\$ 1,040,000
MO1204											\$ 42,000			\$ 42,000
MO1206											\$ 5,000			\$ 5,000
MO1208				\$ 4,500							\$ 500			\$ 5,000
MO1209											\$ 15,000			\$ 15,000
MO1210								\$ 12,000				\$ 3,000		\$ 15,000
CC1110											\$ 10,000			\$ 10,000
CC1201				\$ 137,700							\$ 15,300			\$ 153,000
CC1202				\$ 9,000							\$ 1,000			\$ 10,000
CC1203											\$ 40,000			\$ 40,000
CC1204											\$ 1,152,000			\$ 1,152,000
CC1205											\$ 41,000			\$ 41,000
GR0909		\$ 320,000										\$ 80,000		\$ 400,000
GR1010											\$ 200,000			\$ 200,000
GR1101											\$ 1,323,000			\$ 1,323,000
GR1105											\$ 3,588,000			\$ 3,588,000
GR1201											\$ 1,615,000			\$ 1,615,000
GR1202											\$ 1,256,000			\$ 1,256,000
GR1203											\$ 214,000			\$ 214,000
GR1204											\$ 63,000			\$ 63,000
GR1205											\$ 816,000			\$ 816,000
GR1206								\$ 82,400			\$ 20,600			\$ 103,000
GR1207											\$ 159,000			\$ 159,000
GR1208											\$ 551,000			\$ 551,000
GR1209											\$ 376,000			\$ 376,000
GR1210											\$ 290,000			\$ 290,000
GR1212								\$ 805,600				\$ 201,400		\$ 1,007,000
GR1213								\$ 160,000				\$ 40,000		\$ 200,000
NX0601		\$ 1,989,600										\$ 633,400		\$ 2,623,000
NX0701		\$ 296,000										\$ 74,000		\$ 370,000
NX0906											\$ 10,000	\$ 1,746,941		\$ 1,756,941
NX1201												\$ 24,000		\$ 24,000
OK1004								\$ 109,600			\$ 27,400			\$ 137,000
OK1006		\$ 930,734									\$ 943,000	\$ 27,433		\$ 1,901,167
OK1101								\$ 191,200			\$ 47,800			\$ 239,000
RP1104			\$ 173,050								\$ 546,031	\$ 221,019		\$ 940,100
RP1201											\$ 5,000			\$ 5,000
RG0901											\$ 200,000			\$ 200,000
RG1201											\$ 30,000			\$ 30,000
SP1016		\$ 1,461,000									\$ 2,226,000	\$ 948,000		\$ 4,635,000
SP1018								\$ 242,400			\$ 60,600			\$ 303,000
SP1021											\$ 70,000			\$ 70,000
SP1105											\$ 3,088,000	\$ 500,000		\$ 3,588,000
SP1106											\$ 893,000			\$ 893,000
SP1107											\$ 4,305,000			\$ 4,305,000
SP1108											\$ 1,081,000			\$ 1,081,000
SP1109											\$ 140,000			\$ 140,000
SP1110											\$ 1,571,000			\$ 1,571,000

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2012 Continued														
SP1112											\$ 212,000			\$ 212,000
SP1113							\$ 40,000				\$ 10,000			\$ 50,000
SP1120							\$ 2,400				\$ 600			\$ 3,000
SP1202											\$ 150,000			\$ 150,000
SP1203											\$ 113,000			\$ 113,000
SP1205											\$ 25,000			\$ 25,000
SP1206											\$ 124,000			\$ 124,000
SP1207											\$ 222,000			\$ 222,000
SP1208		\$ 500,000										\$ 500,000		\$ 1,000,000
SP1209	\$ 499,915												\$ 124,979	\$ 624,894
SP1210											\$ 661,000			\$ 661,000
SP1211							\$ 160,000				\$ 40,000			\$ 200,000
SP1212							\$ 160,000				\$ 40,000			\$ 200,000
SP1213											\$ 100,000			\$ 100,000
SP1214		\$ 500,000									\$ 2,555,400	\$ 2,055,400		\$ 5,110,800
ST1101											\$ 14,000			\$ 14,000
ST1201	\$ 69,600										\$ 56,400			\$ 126,000
ST1202	\$ 564,088	\$ 63,775									\$ 141,022	\$ 15,944		\$ 784,829
ST1203							\$ 200,000				\$ 50,000			\$ 250,000
ST1204							\$ 360,000				\$ 90,000			\$ 450,000
WI1201											\$ 55,000			\$ 55,000
TOTAL	\$ 1,133,603	\$ 6,349,109	\$ 173,050	\$ 151,200	\$ -	\$ -	\$ 922,400	\$ 1,603,200	\$ -	\$ -	\$ 33,095,653	\$ 7,142,537	\$ 124,979	\$ 50,695,731

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				
	FHWA Federal Funding Source													
MO1007											\$ 221,000			\$ 221,000
MO1105											\$ 284,000			\$ 284,000
MO1106											\$ 7,000			\$ 7,000
MO1150											\$ 196,000			\$ 196,000
MO1303		\$ 296,800									\$ 680,000	\$ 74,200		\$ 1,051,000
MO1204											\$ 37,000			\$ 37,000
MO1206											\$ 1,000			\$ 1,000
MO1307											\$ 10,000			\$ 10,000
MO1208				\$ 466,900							\$ 82,100			\$ 549,000
MO1209											\$ 4,486,000			\$ 4,486,000
MO1210								\$ 16,000				\$ 4,000		\$ 20,000
MO1306											\$ 20,000			\$ 20,000
CC1201				\$ 294,300							\$ 32,700			\$ 327,000
CC1203											\$ 432,000			\$ 432,000
CC1205											\$ 757,000			\$ 757,000
CC1301											\$ 2,000			\$ 2,000
CC1302				\$ 508,500							\$ 56,500			\$ 565,000
GR1104							\$ 80,000				\$ 20,000			\$ 100,000
GR1206								\$ 904,800			\$ 226,200			\$ 1,131,000
NX0801		\$ 280,000										\$ 1,370,000		\$ 1,650,000
NX0803		\$ 80,000									\$ 1,160,765			\$ 1,240,765
NX1301											\$ 189,000			\$ 189,000
OK1004								\$ 1,572,000	\$ 1,000,000		\$ 643,000			\$ 3,215,000
OK1101								\$ 1,776,000			\$ 444,000			\$ 2,220,000
OK1201											\$ 235,000			\$ 235,000
RP1301											\$ 1,415,000			\$ 1,415,000
RG1201											\$ 370,000			\$ 370,000
SP1018								\$ 5,684,000			\$ 1,421,000			\$ 7,105,000
SP1021											\$ 979,000			\$ 979,000
SP1107											\$ 830,000			\$ 830,000
SP1202											\$ 1,494,000			\$ 1,494,000
SP1203											\$ 1,788,000			\$ 1,788,000
SP1204											\$ 36,050			\$ 36,050
SP1205											\$ 599,000			\$ 599,000
SP1206											\$ 606,000			\$ 606,000
SP1213											\$ 103,000			\$ 103,000
SP1301											\$ 58,000			\$ 58,000
ST1101											\$ 1,172,000			\$ 1,172,000
ST1201	\$ 258,400										\$ 83,600			\$ 342,000
WI1201											\$ 578,000			\$ 578,000
WI1301											\$ 60,000			\$ 60,000
TOTAL	\$ 258,400	\$ 656,800	\$ -	\$ 1,269,700	\$ -	\$ -	\$ 80,000	\$ 9,952,800	\$ 1,000,000	\$ -	\$ 21,814,915	\$ 1,448,200	\$ -	\$ 36,480,815

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				
MO1007											\$ 227,000			\$ 227,000
MO1105											\$ 284,000			\$ 284,000
MO1150											\$ 203,000			\$ 203,000
MO1403		\$ 305,600									\$ 680,000	\$ 76,400		\$ 1,062,000
MO1404											\$ 27,000			\$ 27,000
MO1206											\$ 2,259,000			\$ 2,259,000
MO1307											\$ 5,000			\$ 5,000
MO1209	\$ 3,588,800										\$ (3,588,800)			\$ -
MO1210								\$ 8,000				\$ 2,000		\$ 10,000
MO1306											\$ 3,398,000			\$ 3,398,000
MO1400											\$ 35,000			\$ 35,000
CC1110		\$ 2,300,000									\$ 3,943,772	\$ 1,657,045		\$ 7,900,817
CC1201				\$ 1,936,800							\$ 215,200			\$ 2,152,000
CC1202				\$ 276,300							\$ 30,700			\$ 307,000
CC1203											\$ 541,000			\$ 541,000
CC1301											\$ 175,000			\$ 175,000
CC1302				\$ 1,012,500							\$ 109,500			\$ 1,122,000
CC1401				\$ 427,500							\$ 47,500			\$ 475,000
GR1104							\$ 40,000				\$ 10,000			\$ 50,000
NX1402		\$ 148,000									\$ 37,000			\$ 185,000
RP1301			\$ 1,132,000								\$ (1,132,000)			\$ -
SP1112											\$ 2,021,000			\$ 2,021,000
SP1114							\$ 80,000				\$ 20,000			\$ 100,000
SP1115							\$ 80,000				\$ 20,000			\$ 100,000
SP1116							\$ 160,000				\$ 40,000			\$ 200,000
SP1117							\$ 160,000				\$ 40,000			\$ 200,000
SP1118							\$ 160,000				\$ 40,000			\$ 200,000
SP1119							\$ 160,000				\$ 40,000			\$ 200,000
SP1204											\$ 407,386			\$ 407,386
SP1213											\$ 106,000			\$ 106,000
SP1301											\$ 1,006,000			\$ 1,006,000
SP1401											\$ 85,000			\$ 85,000
SP1402							\$ 80,000				\$ 20,000			\$ 100,000
WI1301											\$ 823,000			\$ 823,000
TOTAL	\$ 3,588,800	\$ 2,753,600	\$ 1,132,000	\$ 3,653,100	\$ -	\$ -	\$ 920,000	\$ 8,000	\$ -	\$ -	\$ 12,175,258	\$ 1,735,445	\$ -	\$ 25,966,203

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				
MO1007											\$ 234,000			\$ 234,000
MO1105											\$ 284,000			\$ 284,000
MO1150											\$ 206,000			\$ 206,000
MO1503		\$ 314,800									\$ 680,000	\$ 78,700		\$ 1,073,500
MO1501											\$ 21,000			\$ 21,000
MO1307											\$ 1,742,000			\$ 1,742,000
MO1210								\$ 40,000			\$ 10,000			\$ 50,000
MO1400											\$ 2,327,000			\$ 2,327,000
CC1110											\$ 446,872			\$ 446,872
CC1204	\$ 921,600										\$ (921,600)			\$ -
GR1101						\$ 1,190,700					\$ (1,190,700)			\$ -
GR1104							\$ 40,000				\$ 10,000			\$ 50,000
GR1105						\$ 3,229,200					\$ (3,229,200)			\$ -
GR1201						\$ 1,292,000					\$ (1,292,000)			\$ -
GR1202			\$ 1,004,800								\$ (1,004,800)			\$ -
GR1204			\$ 50,400								\$ (50,400)			\$ -
GR1205			\$ 652,800								\$ (652,800)			\$ -
GR1207	\$ 127,200										\$ (127,200)			\$ -
GR1208	\$ 440,800										\$ (440,800)			\$ -
GR1209	\$ 300,800										\$ (300,800)			\$ -
GR1210	\$ 232,000										\$ (232,000)			\$ -
NX0701												\$ 4,259,516		\$ 4,259,516
NX0906			\$ 8,000								\$ (8,000)			\$ -
NX1501		\$ 120,000										\$ 30,000		\$ 150,000
NX1502		\$ 120,000										\$ 1,380,000		\$ 1,500,000
OK1006		\$ 590,200									\$ (590,200)			\$ -
RP1104			\$ 333,545								\$ (333,545)			\$ -
SP1016			\$ 476,000								\$ (476,000)			\$ -
SP1106	\$ 714,400										\$ (714,400)			\$ -
SP1110			\$ 1,256,800								\$ (1,256,800)			\$ -
SP1204			\$ 335,200								\$ (335,200)			\$ -
SP1207	\$ 177,600										\$ (177,600)			\$ -
SP1210			\$ 528,800								\$ (528,800)			\$ -
SP1401											1,078,000.00			
TOTAL	\$ 2,914,400	\$ 1,145,000	\$ 4,117,545	\$ -	\$ -	\$ 5,711,900	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ (7,373,173)	\$ 5,748,216	\$ -	\$ 12,343,888

FINANCIAL SUMMARY
- Roadways -

FINANCIAL CONSTRAINT

	FHWA Federal Funding Source															
	STP	STP-Urban	NHS	Safety	I/M	130	Bridge	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Funds	Operations and Maintenance	TOTAL	Local	Other	TOTAL
2012 Funds Programmed	\$ 1,133,603	\$ 6,349,109	\$ 173,050	\$ 151,200	\$ -	\$ 922,400	\$ 1,603,200	\$ -	\$ -	\$ 10,332,562	\$ 33,095,653	\$ 6,245,959	\$ 49,674,174	\$ 7,142,537	\$ 124,979	\$ 56,941,690
2013 Funds Programmed	\$ 258,400	\$ 656,800	\$ -	\$ 1,269,700	\$ -	\$ 80,000	\$ 9,952,800	\$ 1,000,000	\$ -	\$ 13,217,700	\$ 21,814,915	\$ 6,439,584	\$ 41,472,199	\$ 1,448,200	\$ -	\$ 42,920,399
2014 Funds Programmed	\$ 3,588,800	\$ 2,753,600	\$ 1,132,000	\$ 3,653,100	\$ -	\$ 920,000	\$ 8,000	\$ -	\$ -	\$ 12,055,500	\$ 12,175,258	\$ 6,639,211	\$ 30,869,969	\$ 1,735,445	\$ -	\$ 32,605,414
2015 Funds Programmed	\$ 2,914,400	\$ 1,145,000	\$ 4,117,545	\$ -	\$ 5,711,900	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 13,968,845	\$ (7,373,173)	\$ 6,838,387	\$ 13,434,059	\$ 5,748,216	\$ -	\$ 19,182,275
Total	\$ 7,895,203	\$ 10,904,509	\$ 5,422,595	\$ 5,074,000	\$ 5,711,900	\$ 1,962,400	\$ 11,604,000	\$ 1,000,000	\$ -	\$ 49,574,607	\$ 59,712,653	\$ 26,163,141	\$ 135,450,401	\$ 16,074,398	\$ -	\$ 132,467,503

	Prior Year	2012	2013	2014	2015	TOTAL
Available State and Federal Funding	(\$7,740,000)	\$36,574,000	\$22,840,000	\$20,367,172	\$21,930,000	\$93,971,172
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	\$18,072,957	\$4,081,943	\$4,081,943	\$4,081,943	\$4,081,943	\$34,400,731
Available Suballocated BRM	\$1,523,280	\$299,406.62	\$299,406.62	\$299,406.62	\$299,406.62	\$2,720,906
TOTAL AVAILABLE FUNDING	\$11,856,237	\$47,201,309	\$33,660,934	\$31,387,733	\$33,149,737	\$157,255,950
Programmed State and Federal Funding	\$0	\$ (49,674,174)	\$ (41,472,199)	\$ (30,869,969)	\$ (13,434,059)	(\$135,450,401)
TOTAL REMAINING	\$11,856,237	(\$2,472,865)	(\$7,811,265)	\$517,764	\$19,715,678	\$21,805,549

Remaining State and Federal Funding	(\$3,411,579)
Remaining Suballocated STP- Urban	\$23,496,222
Remaining Suballocated BRM	\$1,720,906
TOTAL REMAINING	\$21,805,549

TAB 4

BOARD OF DIRECTORS AGENDA 6/21/12; ITEM II.E.

2013-2017 Draft Statewide Transportation Improvement Program (STIP) Approval

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The 2013 to 2017 Draft STIP was presented at the May 2, 2012 Missouri Highways and Transportation Commission Meeting.

The projects listed in the (STIP) for the OTO area (attached) will be incorporated into the Draft OTO 2013-2016 Transportation Improvement Program. MoDOT is requesting approval of the 2013-2017 STIP as part of the process to work in collaboration with its planning partners to develop the transportation improvement program.

List of Attachments:

- 1.) MoDOT Southwest District Summary Sheet
Note: OTO is shown as SW Urban
- 2.) Map of all District Projects
- 3.) Draft STIP Pages
 - a. Construction
 - b. Debt Payment
 - c. Scoping

BOARD OF DIRECTORS ACTION REQUESTED:

To review and endorse the 2013-2017 Statewide Transportation Improvement Program

2013-2017 Draft STIP Summary

MoDOT Southwest District

1. Overall dollar and percent programmed, by year, of the district program.

The total amount of funds programmed, including engineering and annual inflation

Total Programmed (Millions, inflated)	2013	2014	2015	2016	2017
SW Rural	\$74,942	\$95,429	\$100,953	\$27,644	\$19,940
SW Urban	\$28,025	\$18,700	\$36,245	\$4,374	\$3,598
Total	\$104,967	\$114,129	\$137,198	\$32,018	\$25,538

Percent programmed by year

Percent Programmed	2013	2014	2015	2016	2017
SW Rural	111%	94%	103%	48%	36%
SW Urban	98%	97%	106%	22%	16%

2. Major corridor projects in the right-of-way and construction program.

- **Interstate 49:** to be completed by the end of Calendar Year 2012. Remaining funds being moved to FY 2015 to help fund the Bella Vista Bypass in FY 2015.
- **Bella Vista Bypass** – partial funding programmed in FY 2015. Project letting will depend on Arkansas identifying funding for its portion of the corridor.

3. Regional projects in the right-of-way and construction program.

SW Rural

Interchange improvements

- Route 71 at 30th Road and 1st Street Overpass in Lamar, 2013 and 2014 (Cost Share with Barton County)
- New interchange at Route 13 and Route 82 in Osceola, 2013 (Earmark)

Intersection improvements

- Route 171 and Route 43 in Airport Drive, 2014
- Route 160 and various intersections in the Forsyth Area, 2013 (Earmark)
- Route F and East Outer Road north of Branson, 2016

Turn lane improvements

- Turn lane improvements on Route 65 at various intersections between Preston and Buffalo, 2014.

Pedestrian improvements

- Sidewalk and Streetscape improvements on various sections of Route 76 in Branson, 2014. (Transportation Enhancements Program)

Other roadway improvements

- Ramp improvements on Route 171 at Route HH in Cartersville, 2014
- Various intersection and roadway improvements on Route 60 in Neosho, 2012-2013 (Cost Share with the Neosho TDD)
- Roadway realignment on Route 76 between Route 265 and the Ozark Mountain Highway west of Branson, 2014.
- Various roadway improvements on Route 66 (East Seventh Street) in Duquesne and Joplin, 2014. (Earmark)

SW Urban

Interchange improvements

- Route 65 and Routes CC/J interchange in Ozark, 2015 (Cost Share with Christian County)

Intersection improvements

- Route 14 and Cheyenne Road in Nixa, 2014
- Route CC and Cheyenne Road west of Fremont Hills, 2014
- Chestnut Expressway and Sherman Avenue, 2013
- Route 160 and Hunt Road in Willard, 2013

Turn lane improvements

- Turn lane improvements on East Kearney in Springfield, 2014
- Turn lane improvements on Route 125/OO at Washington Street in Strafford, 2014
- Turn lane improvements on Routes 125 and OO in Strafford for new John Deere facility, 2013 (Economic Development project with Strafford)

Pedestrian improvements

- Funds for pedestrian accommodations at various transit stops on state highways in Springfield, 2013
- Kearney Street sidewalks, 2013 (Transportation Enhancement Program)
- North Glenstone sidewalks, 2013

Other roadway improvements

- Extend ramp lengths on Route 60 (James River Freeway) at various locations, 2013
- Relocate Eastgate Avenue (East Outer Road) at the Route 65 and Chestnut interchange in Springfield (Cost Apportionment with Springfield and Greene County), 2013
- Roadway improvements to Route 14 (Third Street) in downtown Ozark (cost share with Ozark)
- Realign a portion of Route CC near Fremont Hills, 2014
- Adaptive signal improvements in Republic, 2013.

4. Funds programmed for right-of-way in the program.

SW Rural

- \$623,000 for SFY 2013, on nine projects. Half of this amount may end up being donated.

SW Urban

- \$1,349,000 for SFY 2013 on five projects.
- \$328,000 for SFY 2014 on one project.
- Note: pending cost shares not yet included in the STIP include some significant right-of-way purchases in Springfield: SFY 2013, \$4 million for S. Glenstone; SFY 2014, \$3.5 million for the Chestnut Expressway

5. Southwest District major projects and regional projects included in the scoping section of the STIP.

SW Rural Major Projects in Scoping

- Route 60/37 Corridor from Arkansas to Rogersville.
- Route 13 Corridor from Johnson County to Clinton.
- West Corridor in the Joplin metropolitan area.
- Route 76 corridor between Branson West and Branson

SW Urban Major Projects in Scoping

- Route 65: Capacity improvements from Route 60/James River Freeway to Route F in Ozark.
- Route 60 – Scoping for New interchanges at Routes NN/J and Route 125 (urban section of the 60/37 corridor from Arkansas to Rogersville)

SW Rural Regional Projects in Scoping

- Route 160 at Route 71 intersection improvements in interchange area at Lamar.
- Route 66, roadway improvements from Route P to w/o Range Line in Joplin.
- Business 71, roadway improvements from Rte. 171 in Webb City to 13th Street in Joplin.
- Route TT, pedestrian improvements on Newman Road in Joplin
- Route Z, pedestrian improvements in Carl Junction
- I-44 and Rte. 166 interchange.
- Route 13 outer road improvements at Route 32 in Bolivar.
- I-44 – new interchange in Marshfield (Study being done by the City of Marshfield).
- Various intersections: Route 171 and YY in Jasper County; Route 39 and Business 60 in Aurora; Business 71 and 36th Street in Joplin; Route 13 at Routes V and CR SE 250 in St. Clair County.

SW Urban Regional Projects in Scoping

- Route 160 and Route 14 intersection in Nixa
- Routes CC/J/NN, roadway improvements from Main Street in Nixa to Pheasant Road in Ozark (scoping by Christian County).
- Route 160 (Campbell Avenue) and Plainview Road intersection in Springfield.
- Business 65: Chestnut Expressway Railroad Grade Separation (approved Cost Share).
- Route 65: Battlefield Road interchange (approved Cost Share).

6. Number of lane miles and estimated cost of major road Taking Care of the System work to be awarded in the first three years of the STIP and projected major road condition.

Major Route TCOS	2013	2014	2015
SW Rural Lane Miles	437	498	556
SW Rural Cost	\$28.7 m	\$38.3 m	\$31.9 m
SW Urban Lanes Miles	169	144	124
SW Urban Cost	\$11.0 m	\$4.8 m	\$14.2 m
SW Total Lane Miles	606	642	680
SW Total Costs	\$39.7 m	\$43.1 m	\$46.1 m

It is estimated that 92-96% of major routes will be in good condition at the end of 2015.

7. Number of bridges to be awarded in the five year program and associated project funding by year.

Bridges	2013	2014	2015	2016	2017
SW Rural Bridge Projects	3	2	3	1	1
Cost	\$1.7 m	\$3.9 m	\$17.6 m	\$7.8 m	\$6.9 m
SW Urban Bridge Projects	2	0	2	0	1
Cost	\$3.5 m	\$0	\$7.8 m	\$0	\$0.4 m
SW Total Bridge Projects	5	2	5	1	2
Cost	\$5.2 m	\$3.9 m	\$25.4 m	\$7.8 m	\$7.3 m

The Southwest District's net Safe and Sound payment is approximately \$7.5 million per year.

8. Number of lane miles and estimated cost of minor road Taking Care of the System work to be awarded in the first three years of the STIP.

Minor Route TCOS	2013	2014	2015
SW Rural Lane Miles	217	271	137
SW Rural Cost	\$9.8 m	\$21.0 m	\$8.4 m
SW Urban Lanes Miles	0	53	15
SW Urban Cost	\$0 m	\$4.2 m	\$1.5 m
SW Total Lane Miles	217	324	152
SW Total Costs	\$9.8 m	\$25.2 m	\$9.9 m

Pots of funds for minor routes improvements were assumed to be constructed at \$100,000 per mile to include 2 foot shoulders and rumble stripes.

9. Number of minor road shoulder/ rumble stripe work to be awarded by year through the right-of-way and construction program and through contract maintenance.

Minor Route Shoulders, Rumbles	2013 (STIP)	2013 (MT Con)	2014
Lane Miles	101	49	271
Total Project Cost	\$4.1 m	\$3.2 m	\$6.8 m

Additional routes for shoulder/rumble stripe work will be identified with projects current programmed as pots of funds to improve minor routes in SFYs 2014, 2015, 2016 and 2017. Several projects programmed in SFY 2013 and SFY 2014 include shoulders and rumbles only, so their average per mile cost is lower than the projects the will be funded by contract maintenance, which include resurfacing the entire route.

10. Approximate number of lane miles and estimated cost of minor road surface work to be performed by maintenance contract and by MoDOT forces.

The Southwest District estimates that maintenance contracts and MoDOT forces will treat 1,700 miles of minor roads per year with an annual cost of \$9.4 million dollars.

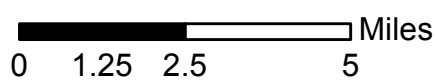
11. Projected condition of the minor road system as a result of the combined STIP, maintenance contract and MoDOT work.

It is estimated that by the end of SFY 2015, 78%-82% of minor routes will be in good condition as a result of this work.

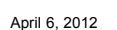
12. Innovations pursued in the program, such as new treatments, contracting methods, approaches to work, or any unusual projects

- Public involvement process: projects are being scoped with a public meeting at the project's inception to allow for time to incorporate more ideas from community stakeholders into the project.
- Add alternate bidding for pavement projects: projects include alternates that can be added to complete additional pavement work within the program's overall budget if bids are low. Alternates are awarded in the context of all district pavement projects within a give month's letting. For the 2013-2017 STIP, input was sought from contractors about the project letting and possible alternates.

DRAFT



Note: Some projects overlap. The state fiscal year displayed in these instances will follow the order shown in the legend. Label tag color corresponds to respective state fiscal year.





2013-2017 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

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.

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.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017
County: Christian Route: MO 125 Job No.: 8P2292 Length: 2.00 MPO: Y Fund Cat: Safety																

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

Apr-27-2012

Section 4 - 1

District Southwest

TMA

Dollars in Thousands



2013-2017 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

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.

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.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	
County:	Christian	Pavement improvements on various sections from 0.8 mile west of Nixa, to Rte. M in Nixa.										Engineering:	0	1	25	0	0	0
Route:	MO 14	\$105,000 from the High Risk Rural Roads Program. Part of a combination letting										R/W:	0	0	0	0	0	0
Job No.:	8S2443	involving projects 8S2416, 8S2414, 8S2443, 8S2444.										Construction:	0	0	344	0	0	0
Length:	2.62	MPO:	Y									FFOS:	0	0	105	0	0	0
Fund Cat:	Taking Care Of System			AC-State:	296	State:	74	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 #:	CC1301	Future Cost:	0	Estimate Total:	370													
County:	Christian	Bridge improvement for northbound bridge over Farmer's Branch, 1.5 miles north of Rte. J. \$1,000,000 from Ozarks Transportation Organization BRM funds. Project involves										Engineering:	272	420	0	0	0	0
Route:	US 65	bridge A0570.										R/W:	0	0	0	0	0	0
Job No.:	8P2156											Construction:	0	2,622	0	0	0	0
Length:	0.20	MPO:	Y									FFOS:	0	1,000	0	0	0	0
Fund Cat:	Taking Care Of System			Fed:	2,434	State:	608	Local:	0									
Sec Cat:	Rehab And Reconst	Awd Date:	Spring 13	Anticipated Fed Cat:	Bridge							Payments:	0	0	0	0	0	0
TIP #:	OK1004	Future Cost:	0	Estimate Total:	3,314													
County:	Christian	Bridge improvements on northbound bridge over Finley River in Ozark. Project involves										Engineering:	264	272	0	0	0	0
Route:	US 65	bridge A0646.										R/W:	0	0	0	0	0	0
Job No.:	8P2161											Construction:	0	865	0	0	0	0
Length:	0.20	MPO:	Y									FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System			Fed:	910	State:	227	Local:	0									
Sec Cat:	Rehab And Reconst	Awd Date:	Spring 13	Anticipated Fed Cat:	Bridge							Payments:	0	0	0	0	0	0
TIP #:	OK1101	Future Cost:	0	Estimate Total:	1,401													
County:	Christian	Interchange improvements at Rtes. CC and J in Ozark. Cost Share \$3.844 million with										Engineering:	12	22	66	512	0	0
Route:	US 65	Christian County. County funds \$1.657 million and STP Urban funds \$2.3 million.										R/W:	0	0	338	0	0	0
Job No.:	8P2356	Designed by Christian County.										Construction:	0	0	0	7,857	0	0
Length:	0.36	MPO:	Y									FFOS:	0	0	328	7,416	0	0
Fund Cat:	Major Projects & Emerging Needs			AC-State:	6,951	State:	187	Local:	1,657									
Sec Cat:	System Expansion	Awd Date:	2015	Anticipated Fed Cat:	N.H.S.							Payments:	0	0	0	0	0	0
TIP #:	CC1110	Future Cost:	0	Estimate Total:	8,807													
County:	Christian	Intersection improvements at Cheyenne Road in Nixa.										Engineering:	0	60	77	0	0	0
Route:	RT CC											R/W:	0	500	0	0	0	0
Job No.:	8S0736B											Construction:	0	0	998	0	0	0
Length:	0.20	MPO:	Y									FFOS:	0	0	0	0	0	0
Fund Cat:	Major Projects & Emerging Needs			Fed:	1,471	State:	164	Local:	0									
Sec Cat:	System Expansion	Awd Date:	2014	Anticipated Fed Cat:	Safety							Payments:	0	0	0	0	0	0
TIP #:	CC1302	Future Cost:	0	Estimate Total:	1,635													

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

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.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	
County: Christian	Roadway improvements from Cheyenne Road to Rolling Hills Road in Fremont Hills.											Engineering:	153	27	117	0	0	0
Route: RT CC												R/W:	0	293	0	0	0	0
Job No.: 8S0736C												Construction:	0	0	1,978	0	0	0
Length: 0.58	MPO: Y										FFOS:	0	0	0	0	0		
Fund Cat: Major Projects & Emerging Needs	Fed: 2,173	State: 242	Local: 0								Payments:	0	0	0	0	0		
Sec Cat: Safety	Awd Date: 2014	Anticipated Fed Cat: Safety																
TIP #: CC1201	Future Cost: 0	Estimate Total: 2,568																
County: Greene	Turn-lane improvements at Washington Avenue in Strafford. Part of a combination letting involving projects 8S2340, 8S2449, 8S2426 and 8P2265.											Engineering:	23	46	33	0	0	0
Route: MO 125												R/W:	0	87	0	0	0	0
Job No.: 8S2426												Construction:	0	0	516	0	0	0
Length: 0.30	MPO: Y										FFOS:	0	0	0	0	0		
Fund Cat: Major Projects & Emerging Needs	AC-State: 547	State: 135	Local: 0								Payments:	0	0	0	0	0		
Sec Cat: Safety	Awd Date: Fall 13	Anticipated Fed Cat: S.T.P.																
TIP #: ST1201	Future Cost: 0	Estimate Total: 705																
County: Greene	Pavement improvements on various sections from Route WW to I-44 in Springfield.											Engineering:	0	10	100	0	0	0
Route: MO 13												R/W:	0	0	0	0	0	0
Job No.: 8P2263B												Construction:	0	0	1,474	0	0	0
Length: 6.17	MPO: Y										FFOS:	0	0	0	0	0		
Fund Cat: Taking Care Of System	AC-State: 1,267	State: 317	Local: 0								Payments:	0	0	0	0	0		
Sec Cat: Thin Lift Overlay	Awd Date: Fall 13	Anticipated Fed Cat: S.T.P.																
TIP #: ST1201	Future Cost: 0	Estimate Total: 1,584																
County: Greene	Signal improvements on Kansas Expressway at Sunset Street and Walnut Lawn Street in Springfield.											Engineering:	0	2	3	5	70	154
Route: MO 13												R/W:	0	0	0	0	0	0
Job No.: 8P2390												Construction:	0	0	0	0	0	953
Length: 0.20	MPO: Y										FFOS:	0	0	0	0	0	0	
Fund Cat: Taking Care Of System	AC-State: 950	State: 237	Local: 0								Payments:	0	0	0	0	0		
Sec Cat: Systems Operations	Awd Date: 2017	Anticipated Fed Cat: N.H.S.																
TIP #: ST1201	Future Cost: 0	Estimate Total: 1,187																
County: Greene	Turn-lane improvements at the Kansas Expressway and James River Freeway interchange in Springfield.											Engineering:	0	56	62	0	0	0
Route: MO 13												R/W:	0	0	0	0	0	0
Job No.: 8P2422												Construction:	0	0	893	0	0	0
Length: 0.30	MPO: Y										FFOS:	0	0	0	0	0	0	
Fund Cat: Major Projects & Emerging Needs	AC-State: 809	State: 202	Local: 0								Payments:	0	0	0	0	0		
Sec Cat: Systems Operations	Awd Date: 2014	Anticipated Fed Cat: N.H.S.																
TIP #: ST1201	Future Cost: 0	Estimate Total: 1,011																

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												Prior Prog.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017
County: Greene Route: MO 13 Job No.: 8P3005 Length: 8.09 MPO: Y Fund Cat: Taking Care Of System																	

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												Prior Prog.	7/2012-6/2013	7/2013-6/2014	7/2014-6/2015	7/2015-6/2016	7/2016-6/2017	
County: Greene	Pavement improvements on various sections of Sunshine Street from Rte. 360 (James River Freeway) to Rte. 13 (Kansas Expressway) in Springfield.											Engineering:	0	2	8	103	0	0
Route: MO 413												R/W:	0	0	0	0	0	0
Job No.: 8S3003												Construction:	0	0	0	1,560	0	0
Length: 4.08	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 1,339 State: 334 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2015	Anticipated Fed Cat: S.T.P.																
TIP #:	Future Cost: 0 Estimate Total: 1,673																	
County: Greene	Job Order Contracting for pavement repair in Greene County.											Engineering:	0	16	0	0	0	0
Route: IS 44												R/W:	0	0	0	0	0	0
Job No.: 2I21650												Construction:	0	200	0	0	0	0
Length: 31.07	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Statewide Interstate And Major Bridge	Fed: 0 State: 216 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Preventive Maint	Awd Date: Spring 13	Anticipated Fed Cat: State																
TIP #:	Future Cost: 0 Estimate Total: 216																	
County: Greene	Intersection improvements at Chestnut Expressway and Sherman Avenue in Springfield.											Engineering:	98	58	0	0	0	0
Route: LP 44												R/W:	60	0	0	0	0	0
Job No.: 8P2230												Construction:	0	767	0	0	0	0
Length: 9.94	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 660 State: 165 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: System Expansion	Awd Date: Spring 13	Anticipated Fed Cat: N.H.S.																
TIP #:	SP1021	Future Cost: 0 Estimate Total: 983																
County: Greene	Pavement improvements on various sections of Chestnut Expressway from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Bus. 65 in Springfield.											Engineering:	0	2	2	4	0	0
Route: LP 44												R/W:	0	0	0	0	0	0
Job No.: 8P2264												Construction:	0	0	0	24	0	0
Length: 0.11	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 27 State: 5 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2015	Anticipated Fed Cat: S.T.P.																
TIP #:	MO1401	Future Cost: 0 Estimate Total: 32																
County: Greene	Pavement improvements on various sections of Chestnut Expressway from I-44 to Lullwood Street in Springfield.											Engineering:	0	1	2	16	0	0
Route: LP 44												R/W:	0	0	0	0	0	0
Job No.: 8P2264B												Construction:	0	0	0	225	0	0
Length: 0.41	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 196 State: 48 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2015	Anticipated Fed Cat: S.T.P.																
TIP #:	Future Cost: 0 Estimate Total: 244																	

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												Prior Prog.	7/2012-6/2013	7/2013-6/2014	7/2014-6/2015	7/2015-6/2016	7/2016-6/2017	
County: Greene	Pavement improvements on various sections of Chestnut Expressway from College Street to Rte. 13 (Kansas Expressway) in Springfield.											Engineering:	0	2	2	48	0	0
Route: LP 44												R/W:	0	0	0	0	0	0
Job No.: 8P2264C												Construction:	0	0	0	705	0	0
Length: 1.08	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 607 State: 150 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2015	Anticipated Fed Cat: S.T.P.																
TIP #: 	Future Cost: 0 Estimate Total: 757																	
County: Greene	Pedestrian accommodations on various sections of Glenstone Avenue from Evergreen Street to St. Louis Street.											Engineering:	0	110	0	0	0	0
Route: LP 44												R/W:	0	0	0	0	0	0
Job No.: 8P2280B												Construction:	0	737	0	0	0	0
Length: 2.15	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 678 State: 169 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Regional	Awd Date: Winter 13	Anticipated Fed Cat: S.T.P.																
TIP #: 	Future Cost: 0 Estimate Total: 847																	
County: Greene	Replace Route 65 southbound bridge over I-44 in Springfield. Project involves bridge A2071.											Engineering:	217	5	5	50	143	0
Route: IS 44												R/W:	0	0	0	0	0	0
Job No.: 8P2293												Construction:	0	0	0	0	1,935	0
Length: 0.01	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 1,923 State: 215 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Rehab And Reconst	Awd Date: 2016	Anticipated Fed Cat: I/M																
TIP #: SP1112	Future Cost: 0 Estimate Total: 2,355																	
County: Greene	Pavement improvements on various sections of Glenstone Avenue from Evergreen Street to Walnut Street in Springfield.											Engineering:	150	105	0	0	0	0
Route: LP 44												R/W:	0	0	0	0	0	0
Job No.: 8P2455												Construction:	0	1,364	0	0	0	0
Length: 2.15	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 1,175 State: 294 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: Fall 12	Anticipated Fed Cat: N.H.S.																
TIP #: SP1202	Future Cost: 0 Estimate Total: 1,619																	
County: Greene	Signal improvements at Rte. 125.											Engineering:	30	1	1	1	27	22
Route: US 60												R/W:	0	0	0	0	0	0
Job No.: 8P2381												Construction:	0	0	0	0	0	344
Length: 0.20	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 318 State: 78 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Systems Operations	Awd Date: 2017	Anticipated Fed Cat: N.H.S.																
TIP #: RG1201	Future Cost: 0 Estimate Total: 426																	

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												Prior Prog.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017
County: Greene Route: US 60 Job No.: 8P2421 Length: 2.23 MPO: Y Fund Cat: Major Projects & Emerging Needs																	

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

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												Prior Prog.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	
County: Greene	Bridge improvements over Rte. 65 on Evans Road in Springfield. Project involves bridge											Engineering:	11	2	2	2	16	27
Route: US 65	A3107.											R/W:	0	0	0	0	0	0
Job No.: 8O2397												Construction:	0	0	0	0	0	404
Length: 0.02	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 364 State: 89 Local: 0											Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: 2017 Anticipated Fed Cat: N.H.S.																	
TIP #: SP1204	Future Cost: 0 Estimate Total: 464																	
County: Greene	Relocate Eastgate Avenue (east outer road) intersection east of Rte. 65.											Engineering:	60	171	0	0	0	0
Route: OR 65												R/W:	0	0	0	0	0	0
Job No.: 8P0850B												Construction:	0	2,458	0	0	0	0
Length: 0.02	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 2,103 State: 526 Local: 0											Payments:	0	0	0	0	0	0
Sec Cat: System Expansion	Awd Date: Winter 13 Anticipated Fed Cat: S.T.P.																	
TIP #: SP1106	Future Cost: 0 Estimate Total: 2,689																	
County: Greene	Bridge improvements on northbound bridge over Lake Springfield, 0.6 mile south of Rte. 60. Project involves bridge A0649.											Engineering:	428	100	100	815	0	0
Route: US 65												R/W:	0	0	0	0	0	0
Job No.: 8P2158												Construction:	0	0	0	6,234	0	0
Length: 0.16	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 5,799 State: 1,450 Local: 0											Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: 2015 Anticipated Fed Cat: Bridge																	
TIP #: SP1018	Future Cost: 0 Estimate Total: 7,677																	
County: Greene	Pavement improvements on various sections of the southbound lanes from Rte. 60 to 1.0 mile south of Rte. F.											Engineering:	0	6	66	0	0	0
Route: US 65												R/W:	0	0	0	0	0	0
Job No.: 8P2263C												Construction:	0	0	961	0	0	0
Length: 2.48	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 827 State: 206 Local: 0											Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: Fall 13 Anticipated Fed Cat: S.T.P.																	
TIP #: SP1018	Future Cost: 0 Estimate Total: 1,033																	
County: Greene	Turn-lane improvements on the southbound lanes of Glenstone Avenue at Peele Street in Springfield.											Engineering:	25	49	0	0	0	0
Route: BU 65												R/W:	0	0	0	0	0	0
Job No.: 8P2424												Construction:	0	340	0	0	0	0
Length: 0.10	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 311 State: 78 Local: 0											Payments:	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: 2013 Anticipated Fed Cat: N.H.S.																	
TIP #: SP1205	Future Cost: 0 Estimate Total: 414																	

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												Prior Prog.	7/2012-6/2013	7/2013-6/2014	7/2014-6/2015	7/2015-6/2016	7/2016-6/2017	
County: Greene	Pavement improvements on various sections of Glenstone Ave. from south of Loop 44 (Chestnut Expressway) to Rte. 60 (James River Freeway) and on Bus. 65 (Chestnut Expressway) from Loop 44 (Glenstone Ave.) to Rte. 65.											Engineering:	0	12	119	0	0	0
Route: BU 65												R/W:	0	0	0	0	0	0
Job No.: 8P3001												Construction:	0	0	1,761	0	0	0
Length: 7.71	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 1,515 State: 377 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: Fall 13	Anticipated Fed Cat: S.T.P.																
TIP #:	Future Cost: 0 Estimate Total: 1,892																	
County: Greene	Pavement improvements on various sections on Route 65 from Route KK to I-44.											Engineering:	0	2	17	177	0	0
Route: US 65												R/W:	0	0	0	0	0	0
Job No.: 8P3006												Construction:	0	0	0	2,703	0	0
Length: 6.72	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 2,320 State: 579 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2015	Anticipated Fed Cat: S.T.P.																
TIP #:	Future Cost: 0 Estimate Total: 2,899																	
County: Greene	Provide continuous sidewalk on both sides of Kearney Street from Kansas Expressway (Rte. 13) to Glenstone Avenue (Loop 44) in Springfield. \$534,000 Statewide Enhancement funds. To be let in combination with project 8P2280B.											Engineering:	56	94	0	0	0	0
Route: MO 744												R/W:	0	0	0	0	0	0
Job No.: 8P2236												Construction:	0	847	0	0	0	0
Length: 0.20	MPO: Y											FFOS:	0	691	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	Fed: 753 State: 31 Local: 157										Payments:	0	0	0	0	0	0	
Sec Cat: Enhancements	Awd Date: Winter 13	Anticipated Fed Cat: S.T.P.																
TIP #: EN 1101	Future Cost: 0 Estimate Total: 997																	
County: Greene	Pavement improvements from Rte. 13 (Kansas Expressway) to Bus. 44 (Glenstone Avenue) in Springfield. To be let in combination with project 8P2455.											Engineering:	0	115	0	0	0	0
Route: MO 744												R/W:	0	0	0	0	0	0
Job No.: 8P2250												Construction:	0	1,456	0	0	0	0
Length: 2.76	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 1,257 State: 314 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: Fall 12	Anticipated Fed Cat: N.H.S.																
TIP #: SP1110	Future Cost: 0 Estimate Total: 1,571																	
County: Greene	Safety improvements on Kearney Street at Mustard Way and Mulroy Road in Springfield. Part of a combination letting involving projects 8S2340, 8S2449, 8S2426 and 8P2265.											Engineering:	42	51	47	0	0	0
Route: MO 744												R/W:	0	69	0	0	0	0
Job No.: 8S2449												Construction:	0	0	668	0	0	0
Length: 0.30	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 668 State: 167 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Safety	Awd Date: Fall 13	Anticipated Fed Cat: N.H.S.																
TIP #: SP1206	Future Cost: 0 Estimate Total: 877																	

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District Southwest

TMA

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Jefferson City, MO 65102

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.

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.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017
County: Greene Route: MO 744 Job No.: 8S3002 Length: 4.88 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: 	Pavement improvements on various sections of Kearney Street from west of Loop 44 (Glenstone Ave.) in Springfield to Mulroy Road, and on Mulroy Road from Rte. OO to I-44. AC-State: 1,170 State: 292 Local: 0 Awd Date: 2015 Anticipated Fed Cat: S.T.P. Future Cost: 0 Estimate Total: 1,462					Engineering:	0	2	7	90	0	0			
						R/W:	0	0	0	0	0	0			
						Construction:	0	0	0	1,363	0	0			
						FFOS:	0	0	0	0	0	0			
						Payments:	0	0	0	0	0	0			
County: Greene Route: RT B Job No.: 8S2396 Length: 3.95 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst TIP #: GR1206	Bridge improvements over I-44 west of Springfield. Project involves bridge A0231. Fed: 1,777 State: 444 Local: 0 Awd Date: 2015 Anticipated Fed Cat: Bridge Future Cost: 0 Estimate Total: 2,324					Engineering:	103	42	43	130	0	0			
						R/W:	0	0	0	0	0	0			
						Construction:	0	0	0	2,006	0	0			
						FFOS:	0	0	0	0	0	0			
						Payments:	0	0	0	0	0	0			
County: Greene Route: RT D Job No.: 8P2263 Length: 2.56 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: MO1306	Pavement improvements on various sections of Sunshine Street from Bus. 65 (Glenstone Ave.) to Blackman Road in Springfield. AC-State: 602 State: 150 Local: 0 Awd Date: Fall 13 Anticipated Fed Cat: S.T.P. Future Cost: 0 Estimate Total: 752					Engineering:	0	4	49	0	0	0			
						R/W:	0	0	0	0	0	0			
						Construction:	0	0	699	0	0	0			
						FFOS:	0	0	0	0	0	0			
						Payments:	0	0	0	0	0	0			
County: Greene Route: RT OO Job No.: 8P2265 Length: 6.46 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: ST1101	Pavement improvements on various sections from Rte. 744 (Mulroy Road) to the Webster County line. Part of a combination letting involving projects 8S2340, 8S2449, 8S2426 and 8P2265. AC-State: 468 State: 117 Local: 0 Awd Date: Fall 13 Anticipated Fed Cat: S.T.P. Future Cost: 0 Estimate Total: 600					Engineering:	15	4	38	0	0	0			
						R/W:	0	0	0	0	0	0			
						Construction:	0	0	543	0	0	0			
						FFOS:	0	0	0	0	0	0			
						Payments:	0	0	0	0	0	0			
County: Greene Route: RT OO Job No.: 8S2470 Length: 0.55 MPO: Y Fund Cat: Major Projects & Emerging Needs Sec Cat: Regional TIP #: ST1202	Turn-lane improvements on Routes 125 and OO, 1.26 miles west of I-44. \$634,281 from the Economic Development program. \$15,944 from the City of Strafford and \$63,755 of STP-Urban funds. Design and right-of-way acquisition by the City of Strafford. AC-State: 620 State: 139 Local: 16 Awd Date: Summer 12 Anticipated Fed Cat: S.T.P. Future Cost: 0 Estimate Total: 786					Engineering:	11	61	0	0	0	0			
						R/W:	0	0	0	0	0	0			
						Construction:	0	714	0	0	0	0			
						FFOS:	0	714	0	0	0	0			
						Payments:	0	0	0	0	0	0			

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District Southwest

TMA

Dollars in Thousands



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Transportation Planning

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

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												Prior Prog.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017
County: Greene	Payment for pedestrian accommodations at transit stops on state highways in Springfield.					Engineering:	5	0	0	0	0	0					
Route: Various	To be designed and let by City Utilities of Springfield.					R/W:	0	0	0	0	0	0					
Job No.: 8P2280						Construction:	0	200	0	0	0	0					
Length: 0.00	MPO: Y					FFOS:	0	0	0	0	0	0					
Fund Cat: Major Projects & Emerging Needs	AC-State: 160	State: 40	Local: 0			Payments:	0	0	0	0	0	0					
Sec Cat: Regional	Awd Date: Let by Others	Anticipated Fed Cat: S.T.P.															
TIP #: EN 1102	Future Cost: 0	Estimate Total: 205															
County: Various	Replacement of nonstandard guardrail, installation of guardrail, guard cable and/or access restraint cable in the urban Southwest District.					Engineering:	14	15	0	0	0	0					
Route: Various						R/W:	0	0	0	0	0	0					
Job No.: 8P2175						Construction:	0	30	0	0	0	0					
Length: 0.00	MPO: Y					FFOS:	0	0	0	0	0	0					
Fund Cat: Safety	Fed: 40	State: 5	Local: 0			Payments:	0	0	0	0	0	0					
Sec Cat: Safety	Awd Date: Winter 13	Anticipated Fed Cat: Safety															
TIP #: MO1107	Future Cost: 0	Estimate Total: 59															
County: Various	Job Order Contracting for guardrail and guard cable repair in the urban Southwest District.					Engineering:	0	2	14	0	0	0					
Route: Various						R/W:	0	0	0	0	0	0					
Job No.: 8P2242						Construction:	0	0	184	0	0	0					
Length: 0.00	MPO: Y					FFOS:	0	0	0	0	0	0					
Fund Cat: Taking Care Of System	Fed: 0	State: 200	Local: 0			Payments:	0	0	0	0	0	0					
Sec Cat: Routine Maintenance	Awd Date: 2014	Anticipated Fed Cat: State															
TIP #: MO1150	Future Cost: 0	Estimate Total: 200															
County: Various	Job Order Contracting for guardrail and guard cable repair in urban Southwest District.					Engineering:	0	2	2	14	0	0					
Route: Various						R/W:	0	0	0	0	0	0					
Job No.: 8P2243						Construction:	0	0	0	190	0	0					
Length: 0.00	MPO: Y					FFOS:	0	0	0	0	0	0					
Fund Cat: Taking Care Of System	Fed: 0	State: 208	Local: 0			Payments:	0	0	0	0	0	0					
Sec Cat: Routine Maintenance	Awd Date: 2015	Anticipated Fed Cat: State															
TIP #: MO1150	Future Cost: 0	Estimate Total: 208															
County: Various	Job Order Contracting for guardrail and guard cable repair in the urban Southwest District.					Engineering:	0	2	2	2	14	0					
Route: Various						R/W:	0	0	0	0	0	0					
Job No.: 8P2245						Construction:	0	0	0	0	196	0					
Length: 0.00	MPO: Y					FFOS:	0	0	0	0	0	0					
Fund Cat: Taking Care Of System	Fed: 0	State: 216	Local: 0			Payments:	0	0	0	0	0	0					
Sec Cat: Routine Maintenance	Awd Date: 2016	Anticipated Fed Cat: State															
TIP #: MO1150	Future Cost: 0	Estimate Total: 216															

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

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													Prior Prog.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017
County: Various Route: Various Job No.: 8P2383 Length: 0.00 MPO: Y Fund Cat: Safety																		

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Transportation Planning

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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.

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.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017		
County: Various	Pavement improvements on various minor routes in the urban Southwest District.												Engineering:	0	9	4	105	0	0	
Route: Various													R/W:	0	0	0	0	0	0	
Job No.: 8S2266													Construction:	0	0	0	1,591	0	0	
Length: 0.00	MPO: Y													FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 1,367 State: 342 Local: 0												Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2015	Anticipated Fed Cat: S.T.P.																		
TIP #: MO1206	Future Cost: 0 Estimate Total: 1,709																			
County: Various	Pavement improvements on various minor routes in the urban Southwest District.												Engineering:	0	2	27	4	71	0	
Route: Various													R/W:	0	0	0	0	0	0	
Job No.: 8S2267													Construction:	0	0	0	0	1,093	0	
Length: 0.00	MPO: Y													FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 958 State: 239 Local: 0												Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2016	Anticipated Fed Cat: S.T.P.																		
TIP #: MO1206	Future Cost: 0 Estimate Total: 1,197																			
County: Various	Improve guardrail on divided highway medians at various bridge locations within the Southwest Urban District. \$142,000 from Open Container Program Funds.												Engineering:	0	3	17	0	0	0	
Route: Various													R/W:	0	0	0	0	0	0	
Job No.: 9P2264J													Construction:	0	0	146	0	0	0	
Length: 0.00	MPO: Y													FFOS:	0	0	142	0	0	0
Fund Cat: Safety	Fed: 149 State: 17 Local: 0												Payments:	0	0	0	0	0	0	
Sec Cat: Safety	Awd Date: 2014	Anticipated Fed Cat: Safety																		
TIP #:	Future Cost: 0 Estimate Total: 166																			
County: Various	Signing and striping improvements at various intersections in the urban Southwest District. Funding from Open Container funds.												Engineering:	0	13	9	0	0	0	
Route: Various													R/W:	0	0	0	0	0	0	
Job No.: 9P2264Q													Construction:	0	0	107	0	0	0	
Length: 0.00	MPO: Y													FFOS:	0	0	104	0	0	0
Fund Cat: Safety	Fed: 116 State: 13 Local: 0												Payments:	0	0	0	0	0	0	
Sec Cat: Safety	Awd Date: 2014	Anticipated Fed Cat: Safety																		
TIP #:	Future Cost: 0 Estimate Total: 129																			

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

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017
FFOS:	355	3,817	679	7,416	0	0
Total R/W:	415	1,349	338	0	0	0
Total Construction:	0	23,993	15,958	32,897	3,224	2,503
Paybacks:	0	0	0	0	0	0
Sub-Total:	415	25,342	16,296	32,897	3,224	2,503
Total Engineering:	2,304	3,171	1,416	2,363	394	360
Grand Total:	2,719	28,513	17,712	35,260	3,618	2,863

	2013	2014	2015	2016	2017
State	5,732	3,304	5,635	683	562
AC-State	17,515	10,735	20,619	2,932	2,218
Local	193	0	1,657	0	0
Sub-total State	23,440	14,039	27,911	3,615	2,780
Federal					
Sub-total Federal	5,073	3,673	7,349	3	83
Grand Total	28,513	17,712	35,260	3,618	2,863

Project Count: 64

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

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.	7/2012-6/2013	7/2013-6/2014	7/2014-6/2015	7/2015-6/2016	7/2016-6/2017	
County: Christian	Payback to the City of Nixa for MoDOT's share of intersection improvements at Gregg Road.											Engineering:	0	0	0	0	0	0
Route: MO 14												R/W:	0	0	0	0	0	0
Job No.: 8P2357Z												Construction:	0	0	0	0	0	0
Length: 0.20	MPO: Y										FFOS:	0	0	0	0	0		
Fund Cat: Major Projects & Emerging Needs	Fed: 0	State: 189	Local: 0								Payments:	0	189	0	0	0		
Sec Cat: System Expansion	Awd Date: N/A	Anticipated Fed Cat: State																
TIP #: NX1301	Future Cost: 0	Estimate Total: 189																
County: Greene	Payment to the City of Springfield from the Cost Share program for interchange improvements at James River Freeway and National Avenue in Springfield.											Engineering:	0	0	0	0	0	0
Route: US 60												R/W:	0	0	0	0	0	0
Job No.: 8P0791Z												Construction:	0	0	0	0	0	0
Length: 0.90	MPO: Y										FFOS:	4,305	830	0	0	0	0	
Fund Cat: Major Projects & Emerging Needs	Fed: 0	State: 830	Local: 0								Payments:	4,305	830	0	0	0		
Sec Cat: System Expansion	Awd Date: N/A	Anticipated Fed Cat: State																
TIP #: SP1107	Future Cost: 0	Estimate Total: 5,135																
County: 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	0
Route: Various												R/W:	7	0	0	0	0	0
Job No.: 5B0800X												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y										FFOS:	7	0	0	0	0	0	
Fund Cat: Taking Care Of System	Fed: 0	State: 1,420	Local: 0								Payments:	582	284	284	284	284	284	
Sec Cat: Rehab And Reconst	Awd Date: N/A	Anticipated Fed Cat: State	Future Cost: 2,001 - 5,000															
TIP #: MO1105	Estimate Total: 2,009																	
County: Various	Payment beginning in SFY 2011 for 3M tape installation warranty. Urban Southwest District share. Funding from operations funds.											Engineering:	0	0	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 8P0145B												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y										FFOS:	61	7	0	0	0	0	
Fund Cat: Taking Care Of System	Fed: 0	State: 7	Local: 0								Payments:	61	7	0	0	0	0	
Sec Cat: Systems Operations	Awd Date: N/A	Anticipated Fed Cat: State	Future Cost: 0															
TIP #: MO1106	Estimate Total: 68																	
County: Various	On-call work zone enforcement in the urban Southwest District.											Engineering:	3	2	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 8P2208												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y										FFOS:	0	0	0	0	0	0	
Fund Cat: Safety	Fed: 0	State: 37	Local: 0								Payments:	0	35	0	0	0	0	
Sec Cat: Safety	Awd Date: N/A	Anticipated Fed Cat: State	Future Cost: 0															
TIP #: MO1304	Estimate Total: 40																	

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

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.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017
County: Various Route: Various Job No.: 8P2210 Length: 0.00 MPO: Y Fund Cat: Safety Fed: 0 State: 29 Local: 0 Sec Cat: Safety Awd Date: N/A Anticipated Fed Cat: State TIP #: MO1401 Future Cost: 0 Estimate Total: 32	Engineering: R/W: Construction: FFOS: Payments:	3 0 0 0 0	2 0 0 0 0	2 0 0 0 25	0 0 0 0 0	0 0 0 0 0									
County: Various Route: Various Job No.: 8P2279 Length: 0.00 MPO: Y Fund Cat: Safety Fed: 0 State: 24 Local: 0 Sec Cat: Safety Awd Date: N/A Anticipated Fed Cat: State TIP #: MO1501 Future Cost: 0 Estimate Total: 24	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	2 0 0 0 20	0 0 0 0 0									
County: Various Route: Various Job No.: 8P2377 Length: 0.00 MPO: Y Fund Cat: Safety Fed: 0 State: 21 Local: 0 Sec Cat: Safety Awd Date: N/A Anticipated Fed Cat: State TIP #: Future Cost: 0 Estimate Total: 21	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 20	0 0 0 0 0									
County: Various Route: Various Job No.: 8Q2185 Length: 0.00 MPO: Y Fund Cat: Major Projects & Emerging Needs AC-State: 361 State: 90 Local: 0 Sec Cat: Systems Operations Awd Date: N/A Anticipated Fed Cat: S.T.P. TIP #: MO1303 Future Cost: 0 Estimate Total: 451	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0	0 0 0 0 451	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0									
County: Various Route: Various Job No.: 8Q2212 Length: 0.00 MPO: Y Fund Cat: Major Projects & Emerging Needs AC-State: 361 State: 90 Local: 0 Sec Cat: Systems Operations Awd Date: N/A Anticipated Fed Cat: S.T.P. TIP #: MO1403 Future Cost: 0 Estimate Total: 451	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 451	0 0 0 0 0	0 0 0 0 0									

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District Southwest

TMA

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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.	7/2012-6/2013	7/2013-6/2014	7/2014-6/2015	7/2015-6/2016	7/2016-6/2017
County: Various	Operations and management of OzarksTraffic Intelligent Transportation System in the urban Southwest District.	Engineering:	0	0	0	0	0	0	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0	0	0	0	0
Job No.: 8Q2248		Construction:	0	0	0	0	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 361 State: 90 Local: 0	Payments:	0	0	0	451	0	0	0	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: S.T.P.														
TIP #: MO1503	Future Cost: 0 Estimate Total: 451														
County: Various	Operations and management of OzarksTraffic Intelligent Transportation System in the urban Southwest District.	Engineering:	0	0	0	0	0	0	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0	0	0	0	0
Job No.: 8Q3000		Construction:	0	0	0	0	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 361 State: 90 Local: 0	Payments:	0	0	0	0	451	0	0	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: S.T.P.														
TIP #: 8Q3000	Future Cost: 0 Estimate Total: 451														
County: Various	Operations and management of OzarksTraffic Intelligent Transportation System in the urban Southwest District.	Engineering:	0	0	0	0	0	0	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0	0	0	0	0
Job No.: 8Q3001		Construction:	0	0	0	0	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 361 State: 90 Local: 0	Payments:	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: S.T.P.														
TIP #: 8Q3001	Future Cost: 0 Estimate Total: 451														

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

Apr-27-2012

Section 4 - 3

District Southwest

TMA

Dollars in Thousands



2013-2017 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

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.	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017
FFOS:	4,373	837	0	0	0	0
Total R/W:	7	0	0	0	0	0
Total Construction:	0	0	0	0	0	0
Paybacks:	4,948	1,796	760	755	755	735
Sub-Total:	4,955	1,796	760	755	755	735
Total Engineering:	6	4	4	2	1	0
Grand Total:	4,961	1,800	764	757	756	735
		2013	2014	2015	2016	2017
State		1,439	403	396	395	374
AC-State		361	361	361	361	361
Local		0	0	0	0	0
Sub-total State		1,800	764	757	756	735
Federal						
Sub-total Federal		0	0	0	0	0
Grand Total		1,800	764	757	756	735

Project Count: 13

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

Apr-27-2012

Section 4 - 1

District Southwest

TMA

Dollars in Thousands



2013 - 2017 Scoping and Design Projects

Transportation Planning

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2012- 6/2013	7/2013- 6/2017
County: Christian Route: MO 14 Anticipated Federal Category: S.T.P.	Job No: 8P2219	Scoping to improve the Rte. 160 (Massey Boulevard) and Rte. 14 (Mount Vernon Street) intersection in Nixa.	AC-State 6	State 0	Local 0 Future Cost: 2,001 - 5,000	20	2	4
County: Christian Route: US 65 Anticipated Federal Category: N.H.S.	Job No: 8P0605	Scoping to improve system efficiency and capacity from Valley Water Mill Road in Springfield to Rte. F in Ozark.	AC-State 10	State 0	Local 0 Future Cost: 50,001 - 75,000	2,048	2	8
County: Christian Route: RT CC Anticipated Federal Category: S.T.P.	Job No: 8S0736	Scoping for capacity and safety improvements from Main Street in Nixa to Pheasant Road in Ozark.	AC-State 6	State 0	Local 0 Future Cost: 25,001 - 50,000	70	2	4
County: Greene Route: US 160 Anticipated Federal Category: N.H.S.	Job No: 8S0690	Scoping for intersection improvements on Campbell Avenue at Plainview Road.	AC-State 8	State 2	Local 0 Future Cost: 2,001 - 5,000	103	5	5
County: Greene Route: IS 44 Anticipated Federal Category: I/M	Job No: 8I3000	Design for an alternate pavement treatment project from Rte. 266 (Chestnut Expressway) to west of Rte. 13 (Kansas Expressway) in Springfield.	AC-State 6	State 0	Local 0 Future Cost: 2,001 - 5,000	0	2	4
County: Greene Route: US 60 Anticipated Federal Category: N.H.S.	Job No: 8P0683D	Environmental document and location study for improvements for Rtes. 60/J/NN interchange with corresponding outer roads from west of Highland Springs Road to east of County Road 213.	AC-State 10	State 0	Local 0 Future Cost: 25,001 - 50,000	290	2	8
County: Greene Route: US 60 Anticipated Federal Category: N.H.S.	Job No: 8P0683E	Environmental document and location study for improvements for interchange at Rte. 125 and outer roads from Farm Road 213 to Farm Road 247.	AC-State 10	State 0	Local 0 Future Cost: 2,001 - 5,000	290	2	8
County: Greene Route: US 60 Anticipated Federal Category: S.T.P.	Job No: 8P3003	Scoping to improve Republic Road bridges over Route 60 (James River Freeway) 0.6 mile east of Route 13 (Kansas Expressway) and 0.5 mile east of Route 160 (Campbell Avenue).	AC-State 160	State 40	Local 0 Future Cost: 2,001 - 5,000	100	100	100



2013 - 2017 Scoping and Design Projects

Transportation Planning

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2012- 6/2013	7/2013- 6/2017
County: Greene	Design for a railroad crossing grade separation at Chestnut Expressway and the BNSF railway 0.2 mile west of Rte. 65.					500	2	32
Route: BU 65	Job No: 8P2196	AC-State	State	Local	Future Cost: 5,001 - 10,000			
Anticipated Federal Category: S.T.P.		28	6	0				
County: Greene	Design for bridge and interchange improvements at the Battlefield Road interchange in Springfield.					1,252	25	102
Route: US 65	Job No: 8U0500	AC-State	State	Local	Future Cost: 15,001 - 25,000			
Anticipated Federal Category: N.H.S.		102	25	0				
County: Various	Scoping for pedestrian improvements and ADA accommodations along various routes in the Ozarks Transportation Organization area.					0	25	100
Route: Various	Job No: 8P3007	AC-State	State	Local	Future Cost: 1,001 - 2,000			
Anticipated Federal Category: S.T.P.		100	25	0				
County: Various	Surveying to sell excess right of way on various routes in the Southwest District.					0	25	0
Route: Various	Job No: 8P3014	Fed	State	Local	Future Cost: 0			
Anticipated Federal Category: State		0	25	0				
		AC-State	Fed	State	Local			
		446	0	123	0			
District Engineering Total:						4,673	194	375



2013 - 2017 Scoping and Design Projects

Transportation Planning

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	2013	2014	2015	2016	2017
State	56	52	5	5	5
AC-State	138	220	36	26	26
Local	0	0	0	0	0
Sub-total State	194	272	41	31	31
Federal					
Sub-total Federal	0	0	0	0	0
Grand Total	194	272	41	31	31



2013 - 2017 Scoping and Design Projects

STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)

DISTRICT	Prior Prog.	AC-State	Fed	State	Local	7/2012- 6/2013	7/2013- 6/2017
Northwest	196	64	28	73	0	135	30
Northeast	1,511	34	230	78	0	214	128
Kansas City Rural	241	43	20	39	0	102	0
Kansas City Urban	3,943	765	726	307	0	1,533	265
Central	4,050	3,560	89	953	0	1,158	3,444
St. Louis	2,952	2,205	38	600	0	2,798	45
Southwest Rural	10,452	439	42	117	0	164	434
Southwest Urban	4,673	446	0	123	0	194	375
Southeast	639	34	2	78	0	111	3
Summary	28,657	7,590	1,175	2,368	0	6,409	4,724



2013 - 2017 Scoping and Design Projects

Transportation Planning

P.O. Box 270
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	2013	2014	2015	2016	2017
State	1,483	308	195	193	189
AC-State	3,902	1,299	804	812	773
Local	0	0	0	0	0
Sub-total State	5,385	1,607	999	1,005	962
Federal					
Sub-total Federal	1,024	117	10	15	9
Grand Total	6,409	1,724	1,009	1,020	971

TAB 5

BOARD OF DIRECTORS AGENDA 06/21/12; ITEM II.F.

Financial Statements for 3rd Quarter 2011-2012 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the third quarter financial statements for the 2011-2012 Budget Year. This period includes January 1, 2011 through March 31, 2012. 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, expenditures exceeded revenues in the amount of \$45,167.89. Also included is the Operating Fund Balance Report which shows a healthy fund balance of \$140,611.33.

The OTO was able to utilize \$9,565.23 of In-Kind Match Income during the third quarter. Staff would like to thank all member jurisdictions for helping with the in-kind match documentation.

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 3rd Quarter Financial Statements for the 2011-2012 Budget Year”

OR

“Move to return to staff the 3rd Quarter Financial Statements for the 2011-2012 Budget Year in order to _____”

10:37 AM
06/12/12
Cash Basis

Ozarks Transportation Organization
Profit & Loss
January through March 2012

	Jan - Mar 12
Ordinary Income/Expense	
Income	
Interest Income	225.55
Other Types of Income	
Consolidated Planning Grant CPG	108,306.62
In-Kind Match, Donated Direct C	9,565.23
Total Other Types of Income	117,871.85
Total Income	118,097.40
Expense	
Business Expenses	
Membership Dues	2,779.03
Total Business Expenses	2,779.03
Contract Services	
Legal Fees	10.00
Payroll Company Fee	680.90
Total Contract Services	690.90
Facilities and Equipment	
Building Rental	12,777.00
Copy Machine Lease	883.36
Total Facilities and Equipment	13,660.36
Fixed Route Transit Analysis	27,728.96
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	4,785.24
Donated Ride Share Advertising	996.00
Member Attendance at Meetings	3,783.99
Total In-Kind Match Expense	9,565.23
Operations	
Computer Software	30.72
Computer Upgrades	1,729.04
Data Storage/Backup	1,122.00
Food Supplies	591.28
Mileage	734.02
Office Supplies/Furniture	1,297.46
Postage	377.34
Printing	4,349.52
Rideshare Software/Materials	7,825.00
Telephone	2,188.01
Total Operations	20,244.39
Other Types of Expenses	
Mobile Data Plans	540.00
Total Other Types of Expenses	540.00
Salaries	
Payroll Tax Expense	6,751.48
SEP-IRA Contribution	7,477.91
Salaries - Other	70,629.46
Total Salaries	84,858.85

10:37 AM
06/12/12
Cash Basis

Ozarks Transportation Organization
Profit & Loss
January through March 2012

	Jan - Mar 12
Travel	
Hotel	105.93
Meals	44.70
Registration	1,805.00
Transportation	1,205.02
Travel Miscellaneous	36.92
Total Travel	3,197.57
Total Expense	163,265.29
Net Ordinary Income	-45,167.89
Net Income	-45,167.89

10:38 AM
06/12/12
Cash Basis

Ozarks Transportation Organization
Balance Sheet
As of March 31, 2012

	<u>Mar 31, 12</u>
ASSETS	
Current Assets	
Checking/Savings	
Great Southern Bank	140,611.33
Total Checking/Savings	<u>140,611.33</u>
Total Current Assets	<u>140,611.33</u>
TOTAL ASSETS	<u>140,611.33</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
US Bank Purchasing Card	1,655.15
Total Credit Cards	<u>1,655.15</u>
Other Current Liabilities	
Dependent FSA - Employee 003	39.91
Health FSA - Employee 002	-614.11
Health FSA - Employee 003	-555.70
Health FSA - Employee 004	86.01
Health FSA - Employee 005	-127.19
Health FSA - Employee 008	192.31
Total Other Current Liabilities	<u>-978.77</u>
Total Current Liabilities	<u>676.38</u>
Total Liabilities	676.38
Equity	
Unrestricted Net Assets	149,327.92
Net Income	-9,392.97
Total Equity	<u>139,934.95</u>
TOTAL LIABILITIES & EQUITY	<u>140,611.33</u>

10:39 AM

06/12/12

Cash Basis

Ozarks Transportation Organization

Profit & Loss Budget vs. Actual

July 2011 through March 2012

	Jul '11 - Mar 12	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Interest Income	772.09			
Other Types of Income				
City Utilities Match	13,497.70	14,000.00	-502.30	96.4%
Consolidated Planning Grant CPG	399,683.36	645,011.90	-245,328.54	62.0%
In-Kind Match, Donated Direct C	14,967.76	28,977.00	-14,009.24	51.7%
Total Other Types of Income	428,148.82	687,988.90	-259,840.08	62.2%
Program Income				
Local Jurisdiction Match Funds	85,803.88	118,275.97	-32,472.09	72.5%
Total Program Income	85,803.88	118,275.97	-32,472.09	72.5%
Total Income	514,724.79	806,264.87	-291,540.08	63.8%
Expense				
Board of Director Insurance	2,030.00	2,200.00	-170.00	92.3%
Business Expenses				
Membership Dues	3,923.03	4,200.00	-276.97	93.4%
Total Business Expenses	3,923.03	4,200.00	-276.97	93.4%
Contract Services				
Accounting Services	0.00	6,000.00	-6,000.00	0.0%
Legal Fees	1,734.00	4,000.00	-2,266.00	43.4%
Payroll Company Fee	1,710.10	2,500.00	-789.90	68.4%
Travel Model Consultant	0.00	10,000.00	-10,000.00	0.0%
Travel Time Runs and Traffic	1,320.00	20,000.00	-18,680.00	6.6%
Total Contract Services	4,764.10	42,500.00	-37,735.90	11.2%
Facilities and Equipment				
Building Rental	39,554.00	43,588.00	-4,034.00	90.7%
Copy Machine Lease	2,369.90	3,750.00	-1,380.10	63.2%
Total Facilities and Equipment	41,923.90	47,338.00	-5,414.10	88.6%
Fixed Route Transit Analysis	84,618.93	140,000.00	-55,381.07	60.4%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	4,785.24	15,977.00	-11,191.76	30.0%
Donated Ride Share Advertising	2,988.00	5,000.00	-2,012.00	59.8%
Member Attendance at Meetings	7,194.52	8,000.00	-805.48	89.9%
Total In-Kind Match Expense	14,967.76	28,977.00	-14,009.24	51.7%
Operations				
Advertising	3,326.61	5,380.00	-2,053.39	61.8%
Audit	3,660.00	4,750.00	-1,090.00	77.1%
Computer Software	230.72	2,000.00	-1,769.28	11.5%
Computer Upgrades	2,992.57	4,000.00	-1,007.43	74.8%
Data Storage/Backup	2,412.30	2,000.00	412.30	120.6%
Food Supplies	2,436.23	4,000.00	-1,563.77	60.9%
GIS Maintenance	0.00	6,000.00	-6,000.00	0.0%
Infill Costs	2,336.50	2,000.00	336.50	116.8%
IT Maintenance Contract	9,480.00	10,000.00	-520.00	94.8%
Mileage	1,962.87	2,000.00	-37.13	98.1%
Moving Expenses	3,209.83	3,400.00	-190.17	94.4%
Office Equip Repair	102.84	500.00	-397.16	20.6%
Office Supplies/Furniture	36,110.56	37,236.00	-1,125.44	97.0%
Parking	0.00	500.00	-500.00	0.0%
Postage	2,335.39	4,000.00	-1,664.61	58.4%
Presentation System	4,919.00	5,000.00	-81.00	98.4%
Printing	15,190.48	21,000.00	-5,809.52	72.3%
Publications	110.90	1,000.00	-889.10	11.1%
Rideshare Software/Materials	11,658.18	20,000.00	-8,341.82	58.3%
Telephone	4,136.20	5,000.00	-863.80	82.7%
TIP Software	0.00	25,000.00	-25,000.00	0.0%
Training	1,262.90	5,800.00	-4,537.10	21.8%
Web Hosting	479.99	550.00	-70.01	87.3%
Total Operations	108,354.07	171,116.00	-62,761.93	63.3%
Other Types of Expenses				
Insurance - Liability	309.00	1,400.00	-1,091.00	22.1%
Mobile Data Plans	1,350.00	1,620.00	-270.00	83.3%
Workmen's Compensation Ins	423.00	1,400.00	-977.00	30.2%
Total Other Types of Expenses	2,082.00	4,420.00	-2,338.00	47.1%

10:39 AM
06/12/12
Cash Basis

Ozarks Transportation Organization

Profit & Loss Budget vs. Actual

July 2011 through March 2012

	Jul '11 - Mar 12	Budget	\$ Over Budget	% of Budget
Salaries				
Payroll Tax Expense	17,535.45			
SEP-IRA Contribution	21,137.06			
Salaries - Other	206,616.35	351,012.87	-144,396.52	58.9%
Total Salaries	245,288.86	351,012.87	-105,724.01	69.9%
Travel				
Hotel	3,639.27			
Meals	709.98			
Phone	210.80			
Registration	3,595.00			
Transportation	2,742.54			
Travel Miscellaneous	507.52			
Travel - Other	0.00	14,501.00	-14,501.00	0.0%
Total Travel	11,405.11	14,501.00	-3,095.89	78.7%
Travel Model Consultant	4,760.00			
Total Expense	524,117.76	806,264.87	-282,147.11	65.0%
Net Ordinary Income	-9,392.97	0.00	-9,392.97	100.0%
Net Income	<u>-9,392.97</u>	<u>0.00</u>	<u>-9,392.97</u>	<u>100.0%</u>

Ozarks Transportation Organization
July 2011 Through June 2012

	Budgeted Amount	July	August	September	October	November	December	January	February	March	April	May	June	YTD	Remaining
Salaries & Fringe	\$351,012.87	\$24,032.51	\$24,480.16	\$36,010.95	\$27,768.90	\$24,149.15	\$23,988.34	\$24,453.77	\$24,191.72	\$36,213.36				\$245,288.86	\$105,724.01
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	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$0.00	\$25,000.00
Rideshare Software/Materials	\$20,000.00	\$550.00	\$900.00	\$0.00	\$2,121.13	\$262.05	\$0.00	\$0.00	\$0.00	\$7,825.00				\$11,658.18	\$8,341.82
Publications	\$1,000.00	\$0.00	\$110.90	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$110.90	\$889.10
Office Supplies/Furniture	\$37,236.00	\$112.32	\$606.14	\$632.10	\$498.19	\$32,168.36	\$795.99	\$628.88	\$242.53	\$426.05				\$36,110.56	\$1,125.44
Mapping	\$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	\$5,800.00	\$0.00	\$713.90	\$549.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$1,262.90	\$4,537.10
Travel	\$14,501.00	\$2,535.27	\$1,152.01	\$2,113.22	\$2,343.73	\$47.00	\$16.31	\$1,973.34	\$591.03	\$633.20				\$11,405.11	\$3,095.89
Dues	\$4,200.00	\$0.00	\$384.00	\$0.00	\$0.00	\$760.00	\$0.00	\$1,719.03	\$555.00	\$505.00				\$3,923.03	\$276.97
Postage	\$4,000.00	\$24.99	\$841.37	\$48.58	\$300.73	\$24.99	\$717.39	\$44.88	\$236.99	\$95.47				\$2,335.39	\$1,664.61
Telephone	\$5,000.00	\$372.90	\$371.15	\$162.58	\$392.51	\$649.05	\$0.00	\$1,190.83	\$719.83	\$277.35				\$4,136.20	\$863.80
Advertising	\$5,380.00	\$316.75	\$160.86	\$0.00	\$1,473.00	\$1,376.00	\$0.00	\$0.00	\$0.00	\$0.00				\$3,326.61	\$2,053.39
Printing	\$21,000.00	\$79.90	\$0.00	\$0.00	\$5,805.20	\$4,119.59	\$836.27	\$99.98	\$3,131.01	\$1,118.53				\$15,190.48	\$5,809.52
Food	\$4,000.00	\$83.60	\$300.31	\$0.00	\$848.56	\$0.00	\$612.48	\$46.31	\$481.30	\$63.67				\$2,436.23	\$1,563.77
Computer Upgrades	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,193.95	\$69.58	\$1,729.04	\$0.00	\$0.00				\$2,992.57	\$1,007.43
Software	\$2,000.00	\$0.00	\$0.00	\$200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$30.72				\$230.72	\$1,769.28
GIS Maintenance	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$0.00	\$6,000.00
Rent	\$43,588.00	\$997.00	\$997.00	\$12,006.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00				\$39,554.00	\$4,034.00
Mileage/Auto Allowance	\$2,000.00	\$52.06	\$352.44	\$163.80	\$274.18	\$69.45	\$316.92	\$9.99	\$187.33	\$536.70				\$1,962.87	\$37.13
Copy Machine Lease	\$3,750.00	\$0.00	\$441.68	\$382.34	\$220.84	\$441.68	\$0.00	\$441.68	\$220.84	\$220.84				\$2,369.90	\$1,380.10
Parking	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$0.00	\$500.00
Aerial Photos	\$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 Model Consultant	\$10,000.00	\$0.00	\$1,656.00	\$0.00	\$3,104.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$4,760.00	\$5,240.00
Liability Insurance	\$1,400.00	\$914.00	\$0.00	\$0.00	\$45.00	\$0.00	-\$650.00	\$0.00	\$0.00	\$0.00				\$309.00	\$1,091.00
Legal Fees	\$4,000.00	\$0.00	\$720.00	\$640.00	\$364.00	\$0.00	\$0.00	\$0.00	\$10.00	\$0.00				\$1,734.00	\$2,266.00
Payroll Services	\$2,500.00	\$226.95	\$138.50	\$207.75	\$152.00	\$152.00	\$152.00	\$311.40	\$147.80	\$221.70				\$1,710.10	\$789.90
Audit	\$4,750.00	\$0.00	\$0.00	\$0.00	\$3,660.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$3,660.00	\$1,090.00
Infill Costs	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,336.50	\$0.00	\$0.00	\$0.00	\$0.00				\$2,336.50	(\$336.50)
Accounting Services	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$0.00	\$6,000.00
Equipment Repair	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$102.84	\$0.00	\$0.00	\$0.00	\$0.00				\$102.84	\$397.16
Workers Comp	\$1,400.00	\$0.00	\$423.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$423.00	\$977.00
Web Hosting	\$550.00	\$29.99	\$450.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$479.99	\$70.01
Data Storage/Backup	\$2,000.00	\$242.55	\$254.10	\$254.10	\$280.50	\$259.05	\$0.00	\$534.60	\$285.45	\$301.95				\$2,412.30	(\$412.30)
IT Maintenance Contract	\$10,000.00	\$0.00	\$9,480.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$9,480.00	\$520.00
Mobile Data Plans	\$1,620.00	\$135.00	\$135.00	\$270.00	\$45.00	\$135.00	\$90.00	\$90.00	\$180.00	\$270.00				\$1,350.00	\$270.00
Fixed Route Transit Analysis	\$140,000.00	\$0.00	\$0.00	\$0.00	\$31,651.07	\$25,238.90	\$0.00	\$27,728.96	\$0.00	\$0.00				\$84,618.93	\$55,381.07
Board of Director Insurance	\$2,200.00	\$0.00	\$0.00	\$0.00	\$2,030.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$2,030.00	\$170.00
Travel Time Runs and Traffic Counts	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00				\$1,320.00	\$18,680.00
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	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,919.00	\$0.00	\$0.00	\$0.00	\$0.00				\$4,919.00	\$81.00
Moving Expense	\$3,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,209.83	\$0.00	\$0.00	\$0.00	\$0.00				\$3,209.83	\$190.17
Total	\$777,287.87	\$30,705.79	\$45,068.52	\$53,640.42	\$87,637.54	\$107,193.39	\$31,204.28	\$65,261.69	\$35,439.83	\$52,998.54	\$0.00	\$0.00	\$0.00	\$509,150.00	\$267,866.70

	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	\$462.68	\$777.70	\$588.64	\$616.37	\$465.94	\$499.20	\$578.14	\$1,404.15	\$1,801.70				\$7,194.52	\$805.48
Direct Cost - MoDOT Salaries	\$15,977.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,785.24				\$4,785.24	\$11,191.76
Donated Ride Share Advertising	\$5,000.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00				\$2,988.00	\$2,012.00
Total In-Kind Match, Direct Cost Donated	\$28,977.00	\$794.68	\$1,109.70	\$920.64	\$948.37	\$797.94	\$831.20	\$910.14	\$1,736.15	\$6,918.94	\$0.00	\$0.00	\$0.00	\$14,967.76	\$14,009.24

Total Expenditures Plus In-Kind Match	\$806,264.87	\$31,500.47	\$46,178.22	\$54,561.06	\$88,585.91	\$107,991.33	\$32,035.48	\$66,171.83	\$37,175.98	\$59,917.48	\$0.00	\$0.00	\$0.00	\$524,117.76	\$282,147.11
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Minus Non Reimbursable Expenses	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
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Adjusted Total Expenditures Plus In-Kind Match	\$806,264.87	\$31,500.47	\$46,178.22	\$54,561.06	\$88,585.91	\$107,991.33	\$32,035.48	\$66,171.83	\$37,175.98	\$59,917.48	\$0.00	\$0.00	\$0.00	\$524,117.76	\$282,147.11
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*October Salary line includes 840.30 funds not charged to MODOT in August 2011 (\$143.08) & September 2011 (\$697.22) due to a FSA recording error. *December -\$650 refund for Liability Insurance, overpayment on policy per insurance audit.

Ozarks Transportation Organization
Operating Fund Balance Report
3rd Quarter FY 11 - 12

Date	Previous Balance	Deposits	Interest	Withdrawals	Current Balance
7/30/2010	\$87,790.59	\$115,410.41	\$83.36	\$48,536.60	\$154,747.76
8/31/2010	\$154,747.76	\$30,170.26	\$125.95	\$47,028.83	\$138,015.14
9/30/2010	\$138,015.14	\$0.00	\$106.35	\$50,705.81	\$87,415.68
10/31/2010	\$87,415.68	\$79,516.21	\$91.40	\$26,042.69	\$140,980.60
11/30/2010	\$140,980.60	\$19,775.66	\$123.07	\$22,093.16	\$138,786.17
12/31/2010	\$138,786.17	\$17,673.08	\$115.87	\$21,455.38	\$135,119.74
1/31/2011	\$135,119.74	\$500.09	\$97.40	\$26,087.17	\$109,630.06
2/28/2011	\$109,630.06	\$46,190.83	\$83.93	\$31,402.23	\$124,502.59
3/31/2011	\$124,502.59	\$74,164.97	\$101.64	\$42,451.28	\$156,317.92
4/29/2011	\$156,317.92	\$28,015.14	\$102.07	\$23,812.90	\$160,622.23
5/31/2011	\$160,622.23	\$1,388.84	\$96.34	\$25,383.64	\$136,723.77
6/30/2011	\$136,723.77	\$55,253.11	\$90.44	\$34,331.36	\$157,735.96
7/31/2011	\$157,735.96	\$74,383.82	\$87.90	\$37,546.42	\$194,661.26
8/31/2011	\$194,661.26	\$39,251.90	\$119.86	\$53,834.93	\$180,198.09
9/30/2011	\$180,198.09	\$62,142.96	\$115.15	\$41,387.23	\$201,068.97
10/31/2011	\$201,068.97	\$44,149.25	\$95.67	\$84,498.66	\$160,815.23
11/30/2011	\$160,815.23	\$13,497.70	\$81.03	\$40,509.83	\$133,884.13
12/30/2011	\$133,884.13	\$157,911.79	\$46.93	\$99,021.57	\$192,821.28
1/31/2012	\$192,821.28	\$0.00	\$93.87	\$35,442.22	\$157,472.93
2/29/2012	\$157,472.93	\$25,628.38	\$62.10	\$73,756.70	\$109,406.71
3/30/2012	\$109,406.71	\$82,678.24	\$69.58	\$37,380.02	\$154,774.51

Beginning Balance	\$192,821.28
Ending Balance	\$154,774.51
Total Deposits	\$108,306.62
Total Interest	\$225.55
Total Withdrawals	\$146,578.94
Total Outstanding Withdrawals	\$14,163.18
Balance 9/30/2011	\$140,611.33

The OTO Operating Balance Policy establishes a minimum balance of three months of expenses and a maximum balance of six months of expenses in order to maintain an adequate reserve. Based on the current budget year, the following amounts represent these limits.

FY 2012 Budget (minus \$140 k transit study)	\$637,287.87
3 months of expenses	\$142,440.97
6 months of expenses	\$284,881.94

Ozarks Transportation Organization
Unified Planning Work Program Progress Report
Period: January 1, 2012 to March 31, 2012

010 General Administration 70% Complete

OTO continued to maintain two websites for Ozarkstransportation.org and OzarksCommute.com and posted all ONEDOT TIP approvals to the site.

Staff attended webinars, including AMPO on Climate Change and Activity-Based modeling, the FHWA Local Public Agency Training (with Natasha Longpine now certified), the TEAM Conference, Chamber meetings, an OCITE meeting, and coordination meetings with MoDOT Staff.

Staff continued to followed progress on Transportation Bill, including attending webinars

Staff solicited vendors for IT Managed Services.

020 OTO Committee Support 80% Complete

Staff prepared the OTO Board agenda and held one meeting of the OTO Board of Directors on March 16th and an Executive Committee meeting on March 8th. Staff prepared and held two OTO Technical Planning Committee meetings on January 18th and March 21st.

Staff conducted Board of Directors Training

Staff prepared for and held two BPAC meetings. The January meeting focused on the project list from the Long Range Transportation Plan, while the March meeting reviewed the necessary phases to complete the trail system. This will be a focus of future BPAC meetings, as well. 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 is also serving in an advisory role as the City of Springfield updates its policies regarding bicycling and pedestrians.

030 OTO General Planning and Plan Implementation 67% Complete

With the approval of the Long Range Transportation Plan in December, staff began working on an executive summary to accompany the Plan.

The Growth Trends Report was published in March for the period ending December 31st.

040 Transportation Improvement Program 45% Complete

Staff processed two TIP Amendments and two Administrative Modifications.

The TIP Subcommittee selected a firm for the electronic TIP database. The firm is working on final development and we are expecting to begin using it in April.

Began work on 2013-2016 TIP.

050 Ride Share and Commuter Choice 75% Complete

Staff continues to promote the rideshare matching site and phone number via banners and bus wraps. Two bus wraps and 20 banners continue to be displayed. A billboard promotes the site along Interstate I-44 and information regarding the website is included in the Missouri State University Directory. Staff met with students from Missouri State University about a custom portal, as well as spoke with Associated Electric Cooperative about a solution for their employees.

060 OTO and City Utilities Transit Planning 80% Complete

The transit provider brochure continues to be available for distribution.

Discussions continue on the bus transfer facility.

The Local Coordinating Board and a larger Transit Coordination Plan Advisory Team have completed the draft update for the Transit Coordination Plan, which will go to the Board for approval in April. Five meetings were held during the quarter to discuss the Transit Coordination Plan.

Staff attended an Older Driver Summit in Columbia to discuss the needs of older drivers.

Grant application packets were also developed for FY2012 Sections 5316 and 5317 funding.

The final draft of the Regional transit Analysis report is currently being revised. The consultant will be presenting final results in May.

070 OTO and MoDOT Special Studies and Projects 30% Complete

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

Staff attended the Ozarks Clean Air Alliance meetings in January, February, and March. The OCAA is working on the update to the Clean Air Action Plan. Staff is serving on the update committee. Staff prepared an updated report for the Springfield-Greene County Environmental Report Card.

Staff attended a Talking Freight web seminar, a Photoshop skills course, the Association of MPOs National Conference.

Staff sat on a committee to approve the MoDOT Local Public Agency Manual and reviewed several chapters for possible improvements.

MoDOT attended the MoDOT Planning Partners Meeting

Staff sat on the Committee to select consultants for the South Campbell/James River Freeway Interchange conceptual design study.

TAB 6

BOARD OF DIRECTORS AGENDA 6/21/12; ITEM II.G.

Missouri MPO Planning Funds Distribution

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The federal gas tax is 18.4 cents per gallon. This tax gets distributed through many different programs. One of the programs is known as PL funds. The purpose of this funding is to provide the MPO's funding to conduct transportation planning including development of metropolitan area transportation plans and transportation improvement programs.

These funds go directly to MoDOT to distribute to the MPO's. The funding distribution is being reexamined because of the new census numbers. MoDOT is proposing the formula remain the same as it has been previously. In 2003 a formula was developed that gave a base level of effort allocation, an allocation for being a Transportation Management Area (pop over 200,000) and an allocation for being non attainment for Air Quality. The remaining funding would be allocated based on population from the 2010 census. Using the 2010 census numbers would begin with FY 2013.

MoDOT is asking for comments on the proposed funding distribution for the PL funds in Missouri by June 22.

Staff would like to recommend that the OTO submit comments that propose the population allocations be based on the latest US census estimates, not continue to use the 2010 census numbers until 2022 as proposed. OTO grew by over 50,000 over the last decade and is continuing to grow. Ten years is too long to forego population adjustments in the funding distribution.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“To recommend that OTO submit comments to MoDOT that the funding distribution be based on the latest census estimates.”

OR

“To recommend that OTO submit comments to MoDOT outlining the following _____”

§ 420.109 What are the requirements for distribution of metropolitan planning funds?

(a) The State DOTs shall make all PL funds authorized by 23 U.S.C. 104(f) available to the MPOs in accordance with a formula developed by the State DOT, in consultation with the MPOs, and approved by the FHWA Division Administrator. The formula may allow for a portion of the PL funds to be used by the State DOT, or other agency agreed to by the State DOT and the MPOs, for activities that benefit all MPOs in the State, but State DOTs shall not use any PL funds for grant or subgrant administration. The formula may also provide for a portion of the funds to be made available for discretionary grants to MPOs to supplement their annual amount received under the distribution formula.

(b) In developing the formula for distributing PL funds, the State DOT shall consider population, status of planning, attainment of air quality standards, metropolitan area transportation needs, and other factors necessary to provide for an appropriate distribution of funds to carry out the requirements of 23 U.S.C. 134 and other applicable requirements of Federal law.

(c) The State DOTs shall inform the MPOs and the FHWA Division Office of the amounts allocated to each MPO as soon as possible after PL funds have been apportioned by the FHWA to the State DOTs.

(d) If the State DOT, in a State receiving the minimum apportionment of PL funds under the provisions of 23 U.S.C. 104(f)(2), determines that the share of funds to be allocated to any MPO results in the MPO receiving more funds than necessary to carry out the provisions of 23 U.S.C. 134, the State DOT may, after considering the views of the affected MPO(s) and with the approval of the FHWA Division Administrator, use those funds for transportation planning outside of metropolitan planning areas.

(e) In accordance with the provisions of 23 U.S.C. 134(n), any PL funds not needed for carrying out the metropolitan planning provisions of 23 U.S.C. 134 in any State may be made available by the MPO(s) to the State DOT for funding statewide planning activities under 23 U.S.C. 135, subject to approval by the FHWA Division Administrator.

(f) Any State PL fund distribution formula that does not meet the requirements of paragraphs (a) and (b) of this section shall be brought into conformance with those requirements before distribution on any new apportionment of PL funds.

§ 420.111 What are the documentation requirements for use of FHWA planning and research funds?

FFY12 - CPG Allocation with 2000 census numbers

FFY 2012 FHWA CONSOLIDATED PLANNING GRANT (CPG) FUNDS ALLOCATION-(05/22/2012)								
Missouri Urbanized Area	2000 CENSUS Population Mo.UzA.	Level of Effort Allocation	TMA Allocation	Air Quality Allocation	Population Allocation (2000 Census) ****	Total Allocated PL Funds	Total 5303 Funds (2000 Census) ****	Total CPG Funds
Columbia	98,779	\$50,000.00		\$0.00	\$116,848.31	\$166,848.31	\$44,326.00	\$211,174.31
Jefferson City	53,714	\$50,000.00		\$0.00	\$63,539.72	\$113,539.72	\$24,103.00	\$137,642.72
Joplin	72,089	\$50,000.00		\$0.00	\$85,275.99	\$135,275.99	\$32,349.00	\$167,624.99
Kansas City	854,578	\$50,000.00	\$50,000.00	\$100,000.00	\$1,010,903.05	\$1,210,903.05	\$383,479.00	\$1,594,382.05
St. Joseph	76,209	\$50,000.00		\$0.00	\$90,149.65	\$140,149.65	\$34,198.00	\$174,347.65
St. Louis	1,720,271	\$50,000.00	\$50,000.00	\$100,000.00	\$2,034,954.33	\$2,234,954.33	\$771,945.00	\$3,006,899.33
Springfield	215,004	\$50,000.00	\$50,000.00	\$0.00	\$254,333.95	\$354,333.95	\$96,480.00	\$450,813.95
UzA Total	3,090,644	\$350,000.00	\$150,000.00	\$200,000.00	\$3,656,005.00	\$4,356,005.00	\$1,386,880.00	\$5,742,885.00
Percent	-----	8.03%	3.44%	4.59%	83.93%	100.00%		

***PL funds and 5303 funds are estimates based on AASHTO's website information regarding Missouri's metropolitan planning apportionments.

**** Population Allocation and 5303 Funds distribution are based on 2000 Census data.

j:\urban\plfunds\ffyhwaconsolidatedplanninggrantfunds(pl+5303funds)allocationfy05-09.xls

FFY13 - CPG Allocation with 2010 census numbers - includes Cape for 1/2 year

FFY 2013 FHWA CONSOLIDATED PLANNING GRANT (CPG) FUNDS ALLOCATION-(05/22/2012)								
Missouri Urbanized Area	2010 CENSUS Population Mo.UzA.	Level of Effort Allocation	TMA Allocation	Air Quality Allocation	Population Allocation (2010 Census) ****	Total Allocated PL Funds	Total 5303 Funds (2010 Census) ****	Total CPG Funds
Cape Girardeau	52,591	\$50,000.00			\$3,312.43	\$53,312.43	\$10,758.00	\$64,070.43
Columbia	124,748	\$50,000.00			\$136,309.25	\$186,309.25	\$51,438.00	\$237,747.25
Jefferson City	58,533	\$50,000.00			\$63,957.65	\$113,957.65	\$24,135.00	\$138,092.65
Joplin	82,775	\$50,000.00			\$90,446.32	\$140,446.32	\$34,131.00	\$174,577.32
Kansas City	940,990	\$50,000.00	\$50,000.00	\$100,000.00	\$1,028,197.95	\$1,228,197.95	\$388,003.00	\$1,616,200.95
St. Joseph	78,808	\$50,000.00			\$86,111.67	\$136,111.67	\$32,495.00	\$168,606.67
St. Louis	1,777,811	\$50,000.00	\$50,000.00	\$100,000.00	\$1,942,572.85	\$2,142,572.85	\$733,054.00	\$2,875,626.85
Springfield	273,724	\$50,000.00	\$50,000.00		\$299,091.87	\$399,091.87	\$112,866.00	\$511,957.87
UzA Total	3,389,980	\$400,000.00	\$150,000.00	\$200,000.00	\$3,650,000.00	\$4,400,000.00	\$1,386,880.00	\$5,786,880.00
Percent	-----	9.09%	3.41%	4.55%	82.95%	100.00%		

***PL funds and 5303 funds are estimates based on AASHTO's website information regarding Missouri's metropolitan planning apportionments.

**** Population Allocation and 5303 Funds distribution are based on 2010 Census data.

j:\urban\plfunds\ffy13 est. allocation - 2010 factors - includes half yr. CAPE est. and 5303.xls

TAB 7

TAB 8



Baltimore Considers Freeway Removal

11 June 2012 - 7:00am

Although those at the top of the city's political pyramid have been mum about the fate of the Jones Falls Expressway, which just turned 50 years old, a group of Baltimore's entrepreneurs are pushing to rethink the area now occupied by the roadway.

Will Baltimore be the next city to embrace the movement replacing elevated urban expressways with boulevards, redevelopment, and public amenities around the world? With the now 50-year-old Jones Falls Expressway (JFX) approaching its expiration date, Mat Edelson reports on the efforts of a group of entrepreneurs, led by Edison Parking, a major owner of land in close proximity to the expressway, who view "taking down of the JFX as key to redeveloping an area that would reach east to the blighted Old Town neighborhood (and beyond that to Hopkins Hospital) and west to Mount Vernon and the Downtown business district. "

Outlined in a sixty-page PowerPoint entitled "Fallsway: A New Downtown Neighborhood for Baltimore, MD...The study, with input from traffic planners Gorove/Slade Associates, University of Maryland School of Architecture and Planning professor Matthew J. Bell, and land use planners AB Associates, is, to say the least, ambitious. Renderings include a widened, greened boulevard in place of the JFX, including pictures of a park sitting on the banks of a river, presumably the opened Jones Falls."

"The gist of the message—one which, if successful, would greatly enhance the value of Edison's current holdings—is that the only thing standing in the way of a phenomenal new neighborhood and millions of dollars in new property taxes and sales tax for the city is that darn highway. Al Barry of AB Associates says that's not just his opinion, but that of some city planners as well; he notes that the Old Town redevelopment master plan calls for the JFX's elevated portion teardown (Barry was on the Old Town plan's steering committee, which also called for development of Edison's properties)."

So what do city officials think of the plan? According to Edelson, "Despite the potential revitalization dollars, no one is talking deals down in City Hall. In fact, no one's talking at all about the future of the JFX. The mayor's office offered no comment, while a spokesperson for City Council President Jack Young said: 'It's not something the Council President is focused on at the moment.' A similar lack of interest was expressed by the Greater Baltimore Committee, which has seen Edison's proposal."

It may be up to an unlikely alliance of civic activists and large property owners to push public officials into action.

Full Story: [Expiration Date](#)

Source: *Urbanite*, June 1, 2012



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“

Requiring brick as a building product was a natural decision, as Pineville wanted a beautiful downtown that would stand the test of time.

”

[Read the full article, written by Kevin Icard & Travis Morgan.](#)

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June 8, 2012

House Matches Senate Spending Levels in FY 2013 Transportation Appropriations Bill

The House Appropriations Committee unveiled its proposal for 2013 transportation funding on Wednesday, in which spending levels matched those agreed upon in by the Senate Transportation Appropriations Subcommittee (see related story: bit.ly/AJsenateapprops).

Appropriators allocated \$55 billion for transportation, housing and urban development in 2013, dependent on the reauthorization of a surface transportation bill.

"Making smart investments in the nation's transportation infrastructure is one of the best ways to help provide an environment for American businesses to create jobs and economic growth," said House Appropriations Committee Chairman Hal Rogers (R-Ky.) in a statement. "This bill targets taxpayer dollars where they can be best used to improve the reliability, safety, and efficiency of our transportation systems, while also holding the line on spending to help reduce the nation's growing deficits."

From that \$55 billion, \$39.1 billion was appropriated for highways (the same amount as 2012), \$12.6 billion for the Federal Aviation Administration (an increase of \$91 million from 2012), \$2 billion for rail (up \$384 million from 2012), and \$2 billion for transit (\$181 million less than the 2012 amount).

In an effort to cut funding, Rep. Paul Broun (R-Ga.) proposed a motion that would instruct transportation conference committee members to cut all transportation funding by almost a third. As of press time, that motion has not come up for a vote.

Additional information on the transportation allocations is available at 1.usa.gov/houseapprops. The 152-page appropriations bill is available in its entirety at 1.usa.gov/housebill2013.

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



June 8, 2012

Public Transit Ridership Continues to Grow, Report Finds

More Americans opted for public transportation in the first quarter of 2012 than the same period last year, according to a report released by the American Public Transportation Association on Monday. The first quarter of 2012 now marks the fifth consecutive quarter public transit ridership has grown.

APTA reported that ridership for public transit throughout the nation increased 5 percent during the January through March period, an additional 125.7 million trips more than the same period in 2011. In total, 2.7 billion trips were taken on public transit during the year's first quarter.

"There are a number of reasons why more Americans are using public transportation," said APTA President and CEO Michael Melaniphy in a statement. "Public transportation systems are delivering better, reliable service and the use of real time technology, which many systems use, makes it easy for riders to know when the next bus or train will arrive."

Melaniphy also noted that high gas prices and the creation of more transit systems also contributed to the growth in ridership. These continuously increasing numbers only point to the need to sustain investment in public transit, he said.

"As Congress is negotiating a federal surface transportation bill that is now more than two and a half years overdue, our federal representatives need to act before the June 30 deadline to ensure that public transportation systems will be able to meet the growing demand," Melaniphy said. "It's obvious from the surge in public transit ridership in the first quarter that Americans need and want public transportation."

The 32-page report is available at bit.ly/transitnumbers.

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

Senate and House Exchange Proposals on Transportation Bill

June 10, 2012 By [Larry Ehl](#) [Leave a Comment](#)



Senator Barbara Boxer delivers a proposal to advance the federal transportation bill.

A Senate proposal resolving some of the Senate-House differences in the transportation bill was hand-delivered by Barbara Boxer to her counterpart, Representative John Mica. The proposal covers transportation issues and does not address the Keystone XL and coal ash provisions the House wants in a final bill. Few details are available.

The **House (that is, Republicans) responded with a counter-offer** with a number of details regarding the transportation enhancements program. More counter-offers from the House on other aspects of the Senate proposal were expected Friday and perhaps over the weekend and into this week.

Reports indicate the two chambers are close on transit provisions, but likely not close on freight-related provisions.

Perhaps the largest unresolved issue (in addition to Keystone XL) is the funding level and mechanism. No offers have been exchanged between conferees. However, Senate Majority Leader Harry Reid offered a proposal that would fund the transportation bill and the student loan interest rate fix. Reid proposed combining an increase in the amount paid for premiums on retirement plans backed by the Pension Benefit Guaranty Corporations. House and Senate Republican leaders said they would consider the offer.

Learn more from our other [stories about the transportation bill](#).



URBAN WONK

Why Young Americans Are Driving So Much Less Than Their Parents

RICHARD FLORIDA APR 10, 2012 93 COMMENTS



“Unfortunately for car companies,” Jordan Weissmann [noted](#) at *TheAtlantic.com* a couple weeks back, “today’s teens and twenty-somethings don’t seem all that interested in buying a set of wheels. They’re not even particularly keen on driving.”

Now a major [new report](#) from Benjamin Davis and Tony Dutzik at the Frontier Group and Phineas Baxandall, at the U.S. PIRG Education Fund, documents this unprecedented trend across a wide variety of indicators.

Their two big findings about young people and driving:

- The average annual number of vehicle miles traveled by young people (16 to 34-year-olds) in the U.S. decreased by 23 percent between 2001 and 2009, falling from 10,300 miles per capita to just 7,900 miles per capita in 2009.
- The share of 14 to 34-year-olds without a driver’s license increased by 5 percentage points, rising from 21 percent in 2000 to 26 percent in 2010, according to the Federal Highway Administration.

Young people are also making more use of transit, bikes, and foot power to get around. In 2009, 16 to 34-year-olds took 24 percent more bike trips than they took in 2001. They walked to their destinations 16 percent more often, while their passenger miles on transit jumped by 40 percent.

Part of the reason for this shift is financial. The report calculates the average cost of owning and operating a car as north of \$8,700 dollars a year, and that was before gasoline passed \$4.00 per gallon. In the wake of the financial crisis, many underemployed young people have decided that they either can’t afford a car or would rather spend their money on other things. The report cites a [Zipcar/KRC Research survey](#), which found that 80 percent of 18 to 34-year-olds stated that the high cost of gasoline, parking, and maintenance made owning a car difficult.

But money doesn’t explain everything. Sixteen to 34-year-olds in households with incomes of more than \$70,000 per year are increasingly choosing not to drive as well, according to the report. They have increased their use of public transit by 100 percent, biking by 122 percent, and walking by 37 percent.

The shift away from the car is part and parcel of a new way of life being embraced by young Americans, which places less emphasis on big cars or big houses as status symbols or life’s essentials. In my book [The Great Reset](#), I called it the New Normal. “Whether it’s because they don’t want them,

can't afford them, or see them as a symbol of waste and environmental abuse," I wrote, "more and more people are ditching their cars and taking public transit or moving to more walkable neighborhoods where they can get by without them or by occasionally using a rental car or Zipcar."

A [study](#) by J.D. Power and Associates, most well-known for their quality rankings of cars, confirms what young people tell me: After analyzing hundreds of thousands of online conversations on everything from car blogs to Twitter and Facebook, the study found that teens and young people in their early twenties have increasingly negative perceptions "regarding the necessity of and desire to have cars."

"There's a cultural change taking place," John Casesa, a veteran auto industry analyst [told](#) the *New York Times* in 2009. "It's partly because of the severe economic contraction. But younger consumers are viewing an automobile with a jaundiced eye. They don't view the car the way their parents did, and they don't have the money that their parents did."

A [survey](#) by the National Association of Realtors conducted in March 2011 revealed that 62 percent of people ages 18-29 said they would prefer to live in a communities with a mix of single family homes, condos and apartments, nearby retail shops, restaurants, cafes and bars, as well as workplaces, libraries, and schools served by public transportation. A separate [2011 Urban Land Institute](#) survey found that nearly two-thirds of 18 to 32-year-olds polled preferred to live in walkable communities.

Younger Americans are also using technology to substitute for driving, connecting with friends and family online, substituting Facebook, Twitter, Skype, or FaceTime interactions for in-person visits and using online shopping and e-commerce in place of driving to and from grocery and retail stores, the report notes.

For generations of Americans, car ownership was an almost mandatory rite of passage—a symbol of freedom and independence. For more and more young people today, a car is a burden they no longer wish to carry.

Top image: [Rikard Stadler/Shutterstock.com](#)

Keywords: smart growth, driving, Cars



Richard Florida is Senior Editor at *The Atlantic* and Director of the Martin Prosperity Institute at the University of Toronto's Rotman School of Management. He is a frequent speaker to communities, business and professional organizations, and founder of the Creative Class Group, whose current client list can be found [here](#). [All posts »](#)

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OLYMPIC WATCH

What the Summer Games Will
Cost the Queen

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TAB 9



Ozarks Transportation Organization
205 Park Central East, Suite 205, Springfield, MO 65806

May 29, 2012

Mr. Scott Miller
General Manager
City Utilities
P.O. Box 551
Springfield, MO 65801

Dear Mr Miller,

Please consider this letter a response to your email dated May 18, 2012. OTO has reviewed the letter sent by Mr. Scott to Mr. Rankin. As you are aware, OTO commissioned a three part study by SRF Consulting to look at the current transit system and opportunities for improvements. The phases were as follows:

Phase I: Fixed Route Operations Analysis
Phase II: Analysis of Incremental Investments
Phase III: Regional Analysis

The consultants were asked to listen to the ideas proposed by Mr. Scott and elected to produce the Madison Model Technical Memo as a separate document. Our understanding is that some of the concepts outlined in the Madison model were utilized in the development of the recommendations in the final document.

The consultants prepared a single presentation which was made to three separate audiences, the OTO membership, the CU Board and the public. They elected not to present the Madison Memo, but to focus on the work within the three phases of the study.

Each of the drafts of the three documents changed significantly from the first draft to the end product, based upon the clarification and communication of specifics pertaining to the CU system. We are satisfied that the final drafts are accurate and represent the existing conditions as well as fair analysis of possible improvements.

We are very pleased to be able to present the City Utilities Board with a final report that met the objective of providing no cost system improvements and provided recommendations for incremental system improvements given additional funding. We commend CU on a system that has received a good evaluation and is providing service to those who rely upon it. We hope that the Board can use this study as a starting point to discuss additional improvements and funding of the transit system in an effort to one day reach a broader ridership.

Springfield is very privileged to have CU as a partner in providing a multi-modal transportation network for the Springfield region. The Ozarks Transportation Organization looks forward to a continued partnership in building an excellent transportation network.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jerry Compton", with a long horizontal flourish extending to the right.

Mr. Jerry Compton
Chair, Ozarks Transportation Organization

Sara Fields

From: Scott Miller [Scott.Miller@cityutilities.net]
Sent: Friday, May 18, 2012 11:05 AM
To: Sara Fields
Cc: Kathy Fritts
Subject: FW: Transit Study
Attachments: DOC357.pdf

Sara,

Per our discussion this morning, attached is Mr. Scott's letter concerning the OTO Route Study. Please review and get back to me with your thoughts.

Scott A. Miller
General Manager
City Utilities of Springfield
301 E. Central
Springfield, MO 65802
Phone: 417.831.8600
Fax: 417.831.8802
scott.miller@cityutilities.net

From: Dan Scott [dan@danielescott.com]
Sent: Monday, May 14, 2012 12:04 PM
To: tom.rankin@svn.com
Cc: 'Hamburg, Brian'; 'Compas, Krystal'; 'Scott, Dan'; 'Miller, Brooks'; 'Parker, Dianna'; 'Peters, Michael'; sdstewart6@gmail.com; robin.roberson@coxhealth.com; Cheri Hamlin; Records Management; Scott Miller; skipcub@mediacombb.net; wkirkman1@gmail.com
Subject: Transit Study

Tom,
Please see the attached letter regarding concerns I have about the route study recently presented to the Board. I believe you are aware that I have talked to Scott Miller about this last week and are expecting this correspondence.

Thank you,

Dan Scott

Are you connected? Follow us!





DANIEL E. SCOTT, AIA, MBA

May 14, 2012

Mr. Tom Rankin, Chair
Board of Public Utilities
City Utilities of Springfield
301 E. Central
Springfield, MO 65801

RE Madison Route Study Report

Dear Mr. Rankin:

I was intrigued that the Madison Model Technical Memo was not presented to the Board by the route study consultants on May 4, 2012. As you will recall, it was only after your inquiry during that meeting that the subject was marginally discussed.

I also want to express my concern that the final version of the Madison Model Technical Memo omits key data and draws significantly different conclusions than the draft Memo that I was asked to review. The draft Memo presented data indicating that the Madison system:

- 1) *reduced travel times by one-third* on routes sampled by the consultant,
- 2) *would benefit about eighty-five percent of passengers*, not the 16-21% indicated in the final report,
- 3) would be rated very near the category of being *competitive with automobile travel times*,
- 4) and had many other positive features than were excluded from the final report.

Additionally, Mr. Bourne indicated to me personally that the Madison Model would be a "step in the right direction" for Springfield's transit system. As a result, you can understand by confusion as to why this subject did not garner creditable discussion during our meeting.

Our Board has indicated an ability to analyze accurately presented information and to guide staff decisions on challenging issues; e.g. the southeast water tower. Please accept this request to have a similar level of discussion, with accurately presented information, regarding how the CU transit passenger can be best served.

Sincerely yours,

Daniel E. Scott, AIA, MBA
Board Member

dan@danielescott.com

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