

# **Ozarks Transportation Organization**



**May 16, 2012**

## **Technical Planning Committee Meeting**

Ozarks Transportation Organization

Conference Room

205 Park Central East, Suite 212, Springfield, MO

1:30-2:30 PM

**Revised**  
**Technical Planning Committee Meeting Agenda**  
**May 16, 2012 1:30 p.m.**  
**OTO Offices**  
**Holland Building**  
**205 Park Central East, Suite 212**  
**Springfield, MO**

**Call to Order ..... 1:30 PM**

**I. Administration**

**A. Introductions**

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

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

**C. Approval of the March 21, 2012 Meeting Minutes ..... Tab 1**  
(1 minute/Wiesehan)

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

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

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

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

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

**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. (materials attached)

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND  
APPROVAL OF LONG RANGE PLAN AMENDMENT NUMBER ONE TO  
THE BOARD OF DIRECTORS**

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

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

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

- 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. FY 2013-2016 TIP Project Submittal Update**

(5 minutes/Fields)

Staff will provide an update of the process in which to submit Transportation Improvement Projects for the FY 2013-2016 Transportation Improvement Program. The electronic TIP development process is concluding and training is being scheduled.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

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

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND  
APPROVAL OF THE DRAFT FY 2013-2017 STATEWIDE  
TRANSPORTATION IMPROVEMENT PROGRAM**

**III. Other Business**

- A. Technical Planning Committee Member Announcements**

(5 minutes/Technical Planning Committee Members)

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

- B. Transportation Issues For Technical Planning Committee Member Review**

(5 minutes/Technical Planning Committee Members)

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

- C. Articles For Technical Planning Committee Information ..... Tab 5**

**IV. Adjournment**

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, July 18, 2012 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

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

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

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

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

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

**TAB 1**

## **MEETING MINUTES**

Attached for Technical Committee member review are the minutes from the March 21, 2012 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

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

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE SPECIAL MEETING MINUTES  
March 21, 2012**

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

The following members were present:

|   |   |
|---|---|
| Mr. David Brock, City of Republic           | Mr. Joel Keller, Greene County (a)            |
| Mr. Don Clark, Missouri State University    | Mr. Larry Martin, City of Ozark               |
| Mr. King Coltrin, City of Strafford         | Mr. Frank Miller, MoDOT                       |
| Mr. Travis Cossey, City of Nixa             | Mr. Duffy Mooney, Greene County Highway Dept. |
| Ms. Carol Cruise, City Utilities            | Mr. Ralph Rognstad, City of Springfield       |
| Ms. Hollie Elliott, Springfield Chamber (a) | Ms. Beth Schaller, MoDOT                      |
| Mr. Jonathan Gano, City of Springfield      | Mr. Andrew Seiler, MoDOT                      |
| Ms. Dawne Gardner, City of Springfield (a)  | Mr. Dan Smith, Greene County Highway Dept.    |
| Mr. Nick Heatherly, City of Willard         | Ms. Eva Voss, MoDOT                           |
| Mr. Rick Hess, City of Battlefield          | Mr. Todd Wiesehan, Christian County (Chair)   |

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

The following members were not present:

|  |  |
|--|--|
| Mr. Mokhtee Ahmad, FTA Representative        | Mr. Ryan Mooney, Springfield Chamber             |
| Mr. Rick Artman, Greene County Highway Dept. | Mr. Kent Morris, Greene County Planning Dept.    |
| Mr. David Bishop, R-12 School District       | Mr. Troy Pinkerton, MoDOT (a)                    |
| Mr. Randall Brown, City of Willard (a)       | Mr. Bill Robinett, MoDOT                         |
| Mr. Rick Emling, R-12 School District (a)    | Mr. Mark Roy, Springfield-Branson Airport (a)    |
| Ms. Diane Gallion, City Utilities (a)        | Mr. Mark Schenkelberg, FAA Representative        |
| Mr. Martin Gugel, City of Springfield (a)    | Mr. Shawn Schroeder, Springfield-Branson Airport |
| Mr. Jason Haynes, City of Springfield (a)    | Mr. Cheryl Townlian, BNSF                        |
| Mr. Jay Huff, Missouri State University (a)  | Mr. Garrett Tyson, City of Republic (a)          |
| Mr. Kirk Juranas, City of Springfield        | Mr. Dan Watts, SMCOG                             |
| Mr. Kevin Lambeth, City of Battlefield (a)   | Mr. Terry Whaley, Ozark Greenways                |
| Mr. Brad McMahon, FHWA                       | Mr. Bob Wilslef, City of Ozark (a)               |

Others present were: Ms. Debbie Parks, Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Curtis Owens and Mr. Chris Stueve, Ozarks Transportation Organization; Ms. Stacy Burks, Senator Roy Blunt's Office; Mr. Jered Taylor, Congressman Billy Long's Office; Ms. Paula Brookshire, City of Springfield.

Mr. Wiesehan called the March 21, 2012 Technical Planning Committee meeting to order at 1:34 p.m.

**I. Administration**  
**A. Introductions**

**B. Approval of the Technical Planning Committee Meeting Agenda**

Ms. Cruise made the motion to approve the revised agenda. Mr. Smith seconded and the motion was carried unanimously.

**C. Approval of the January 18, 2012 Meeting Minutes**

Mr. Martin made the motion to approve the January 18, 2012 Meeting Minutes. Mr. Heatherly seconded and the motion carried unanimously.

**D. Public Comment Period for All Agenda Items**

None

**E. Executive Director's Report**

Ms. Edwards stated that Ms. Parks put together a TPC guidebook that is now available. The guidebook contains the TPC membership information, By-Laws, and MoDOT information.

The Senate passed a version of the Transportation Bill on March 21. This is a two-year bill, though due to the current 6-month extension is actually an eighteen-month bill. The House will not be looking at the Senate bill and is instead looking at a six-month extension. Unless there is a change in direction a six-month extension is what will likely happen.

The OTO is still working on the Regional Transit Study. The consultants were in town in January looking at the Regional proposal. The draft has been distributed to the Transit Subcommittee. The consultants are also working on the rest of the draft, which the Transit Subcommittee will review later.

The aerial flights were flown and finished in February. The photography is scheduled for a May delivery.

Staff conducted a Board Training, which covered the OTO's requirements under federal law. This will be conducted periodically. The development of an OTO Strategic Plan and a need for a Mission Statement came out of the discussion during the training. Staff will begin the development of that next.

Staff attended the TEAM Conference and Natasha Longpine received Local Public Agency Certification from Federal Highway.

There is an upcoming Federal Highway webinar, one in Republic and another at District 8 Offices. The webinar is on procurement practices.

Staff is in the process of developing the Transportation Improvement Program for this Fiscal Year and OTO is purchasing software to do that. It will be set up by the vendor and staff will begin training in April. This software will allow agencies to directly input their projects over the web and create a report for the OTO.

Mr. Brock asked what the impact would be on the OTO if the federal funding expired. Ms. Edwards stated that the last time, Federal Highway stopped working. Federal Highway would not process anything for the OTO. This can create issues for OTO if there is not an extension, as OTO relies on timely reimbursements to keep operating. Last time, however, the shut-down only lasted two days.

**F. Bicycle and Pedestrian Committee Report**

Ms. Longpine stated that the Bicycle and Pedestrian Action Committee has been reviewing the region's trail plan by dividing the trails into individual segments and identifying opportunities. The BPAC has been looking at better alignments or what should be higher priorities among the alignments. The committee started with the Jordan Creek Trail from Smith Park near Evangel and seeing if it could go to the Battlefield. This ends up tying into the Wilson's Creek Greenway and the Trail of Tears Greenway which is newer. The committee will also examine the Strafford Trail near Route OO and then the Republic Trail System.

**II. New Business**

**A. TIGER Summary**

Ms. Longpine gave a brief presentation that was given by Mr. Bob Brendel of MoDOT at a recent planning partners meeting, summarizing information from the DOT TIGER grants. The MoDOT PowerPoint is included at the end of the minutes.

**B. MoDOT LPA Manual Update**

Ms. Holtsclaw from MoDOT's Central Office, Division of Local Programs introduced herself. She gave a quick overview of the changes to the Local Public Agency Manual. She stated that last summer MoDOT formed a vision team consisting of a diverse group: Federal Highway, MoDOT, local entities and consultants. The task was to make the program better. The vision team identified best practices around the nation and looked at local programs in other states to develop five main recommendations. The team met for a couple of days a week for several weeks.

The first recommendation was to develop a certification program for Missouri's Local Program. This certification would stream line MoDOT's resources. If a local entity was certified at the highest level then MoDOT would put more focus of resources on local entities that were smaller and do not have the resources to be certified. An agency that is certified at the highest level then would not have to submit as many items to MoDOT. Some of the training will be required.

Another recommendation was that the manual needed to be updated. It is currently not very reader friendly. MoDOT has been working on adding check lists, flow charts, and other items to make it more reader friendly. There has also been a search feature added to the online version of the manual. The online version currently is incorporated into MoDOT's Engineering Policy Guide. If a person conducts a search it searches the whole Policy Guide not just the Local Program, so a search engine was created for just the Local Program.

A third recommendation is the project management tool. This is a database at MoDOT that will contain all the local program information. Currently, the Central Office would have to call the District to find the status of a project.

With this continuous improvement, a statewide advisory committee was formed. Duffy Mooney is on the advisory committee. The committee will listen to concerns of the local entities to continuously improve the Local Program in the state.

Ms. Holtsclaw stated there was a one-page summary of the substantial changes that have been made to the Local Program. The first recommendation mentioned was the Certification. The first level of certification is required. This is a four to six hour training that explains what happens when an entity uses the federal process. Several members of the TPC were at the TEAM Conference for the federal training. It will be a little different from that training. It will be MoDOT and will consist of at least four hours of training in basic federal aid. There is a lot to learn in four hours on the federal aid process. It is basically a general overview of what the agency is getting into and the paperwork that has to be filed for the federal aid process. This training is required by the end of this year for locals who are accepting federal dollars.

The second level of training is called Certified and it is optional. It is currently under development. The training courses are not all lined up for this yet. This is an additional training for the agency who does not want as much MoDOT oversight and less paperwork requirements. This has not been incorporated yet into the new LPA manual.

The basic training sessions will be held all around the state and at the MoDOT District offices. There is one being held in the OTO area in late May. There will be several opportunities and an agency will not have to attend a session in this area. This will be a continuous training so the training sessions will be held every year. MoDOT will post on the website the dates and times for all the courses. The advanced training level is coming out in the future and is optional.

There is also a training tab on the MoDOT website. There are several NHI courses, some of which are lengthy. Some are four to six hours long, but can be watched on the computer screen. It is like modules of different scenarios that a person can go through for the local program. Tutorials are also being created for the local program. For instance, Chapter Four about consultant services has a tutorial on how to procure a consultant. A person can just click on the tutorial and there is a slide show that walks through step-by-step how to do consultant procurement. Another example is how to fill out an invoice to send to MoDOT. There will be 25 tutorials. It is sideline training, but MoDOT staff is also available to give the local agency the same training.

Ms. Holtsclaw stated she was in charge of the manual updates, which was done after the vision team was complete. There were eleven to twelve teams that helped rewrite the manual. There was a team for every chapter, which consisted of someone from Federal Highway, MoDOT, locals and consultants. MoDOT wanted the local voice incorporated into the manual. It was reworded so it would be easier to understand. That was done with every chapter; making it easier to read and checklists were added. A large amount of feedback was received about the need for checklists. There were also example documents that were filled out. Every chapter should have these attached to the back of

the chapter. The new LPA manual is out for public comment at this time. It is posted on the MoDOT website. The public comment period runs through the end of March.

Ms. Holtsclaw stated that there were major changes incorporated into the new manual. The first change was to the Work by Local Forces. The information itself has not changed; it is just that MoDOT has not enforced it correctly in the past. The law has not changed, but everything has to go to Federal Highway for approval with the Work or Engineering of Local Forces.

The Conflict of Interest Disclosure is about consultants. A red flag has been raised with Federal Highway about pro bono work and that local agencies are not hiring people to do the upfront work like filling out TIP applications. The same consultants are being used over and over again. The disclosure form is that there are no conflicts of interest in the pro bono work going on in the background. It will be required that the Conflict of Interest Disclosure form be sent in with the signed consultant contract.

There is a template in the new manual for all the invoices coming in on the construction and consultant side. There is also a checklist that went with it. MoDOT can go through the checklist when they receive the invoices and make sure that everything Federal Highway is looking for is on the invoice. That is why the checklist was created. Federal Highway helped create the checklist since they will be doing a quarterly review. The next item new to the Manual is the chapter called Non-Infrastructure. It is for things like procuring right of way, buying equipment and that type of thing, items that were not covered in the old manual. This should be a helpful tool for some projects.

PS & E Certification is now a one-page form in the front of the new manual. The LPA would sign it stating that it has met all the state and federal requirements. The next thing which goes along with that is the required boilerplate, a bid proposal that is sent in with the plans. MoDOT is going to require that the boiler plate is used. The reason is that all the federal requirements like Buy America, Anti-collusion, and all those sorts of things are found in that boilerplate. It can be filled out and will state where to attach the forms and it has the instructions on how to fill it out.

MoDOT is requiring electronic submittal of documents. There has been feedback on these. MoDOT's email size does not seem to accommodate the electronic submittal. Every District is going to work with the LPA's and CDs are fine. If plans are placed on a CD, the plans can be delivered that way. Some Districts have enough file size and others do not.

Bid Concurrences after April will be sent directly from the LPA to the MoDOT Central Office Estimators. It can be sent to the generic email of [lpasubmit@modot.mo.gov](mailto:lpasubmit@modot.mo.gov) and that goes directly to the estimating staff that has the expertise to review these bid concurrences. This is done for all the MoDOT jobs as well as the local jobs. By sending it straight to the Central Office, the process is streamlined. There will be a week turn around for bid concurrences.

There will also be a centralization of databases with a centralized hub of information. Right now it is basically going to be for document storage for the Districts. The documents will be uploaded into PDF Files, such as invoices and programming data forms including everything that goes with those forms. It has all the dollars associated

with the invoices. There, expenditures on the projects can be tracked. There is a Phase 2 that the IS department is working on where the locals can actually upload the information. This is similar to the TIP e-software. There is no time frame for this yet.

There is the goal of continuous improvement so if there are any ideas or questions those can be shared with Duffy Mooney. There will be quarterly meetings of the LPA Advisory Committee. There is also a box on the MoDOT website where the LPA Advisory Committee can put the contact information and updates or changes will be sent out.

There have been significant changes on MoDOT's website. The website is the central communication to the LPA, consultants, and Districts. The top has a tab for the Draft LPA. Ms. Holtsclaw showed some of the different tabs available on the MoDOT website.

The question has been brought up regarding who has to receive the training. It has to be the responsible person in charge of the LPA, whether that person is the person who signs the plans or paperwork. It is also required for consultants and the project manager if that is the appropriate person from the consulting firm. Ms. Edwards inquired if that individual had to be an employee of the jurisdiction. Ms. Holtsclaw stated that it should be a full time employee, but a County Commissioner can also count as long as the individual is available anytime.

Ms. Edwards inquired if every jurisdiction that receives federal funds has to have a representative go through the four hours of training. Ms. Holtsclaw stated that was correct. Ms. Edwards asked what the training was called. Ms. Holtsclaw stated it was Basic Training and that the Certified Level was optional.

Ms. Longpine stated that at the TEAM training it was mentioned that if there was an engineering firm serving as the LPA Public Works Director that would not be counted as a full time employee. Ms. Holtsclaw stated that was correct as Federal Highway's national person has seen it that way. There should be someone who is actually employed by the LPA. It is not a contract employee, instead someone who is signing the plans for the LPA.

Ms. Longpine asked if there could be more than one person certified per project. Ms. Holtsclaw stated it depends; someone with right of way staff could be certified and someone with construction could also be certified. Some entities only have one person who handles a project from start to finish and it would be that person who is the responsible person.

Mr. Brock asked about the Work for Local Forces and if that would include design work. Ms. Holtsclaw stated that was correct. Any part of preparing plans and specs would need to be approved. Ms. Holtsclaw stated that anything done in-house that would require reimbursements would need to be approved. If it will use federal funds it would require federal highway approval. The Federal Highway contract has stated that it is the construction that is really discouraged; it is not the inspection or the in-house design. As long as it can be proven to be cost effective, Federal Highway will be okay with it. It is the construction portion that the CFR is being interpreted that all jobs have to go to the lowest bidder unless it is an emergency. Mr. Brock asked how it is actually worked in

the draft LPA Manual. He stated he had not heard the emergency language that way before. Ms. Holtsclaw stated that Federal Highway has read it and it is a hot topic. Federal Highway is really going over the LPA with a finetooth comb. She stated to not assume that something will be approved. The approval should be at the beginning before work is started or there might not be a reimbursement.

Mr. Brock stated that the Federal Highway representative at the TEAM conference did not seem to express an opinion that it was discouraged or not the norm. Ms. Holtsclaw stated that representative was from the national Federal Highway Department. It is the Missouri Federal Highway Office that has stated it is discouraged. It has been interpreted differently in different states. Mr. Brock asked if the LPA is modified to fit different individual interpretations what happens when a new interpretation comes along? Ms. Holtsclaw stated it is written in the manual as strongly discouraged, which can still be submitted for approval. It is going to stay in the manual that way for some time since the Federal Highway Administrator is on board with it. Ms. Edwards inquired if the members of the TPC could put in a public comment on the issue. Ms. Holtsclaw stated yes. Mr. Mooney stated that it is encouraged that everyone reviews the LPA Manual and makes comments. There is also the Statewide Advisory Panel. MoDOT wants the Local Public Agencies to be the lead on this committee. Mr. Mooney stated that if there are concerns to let him know and they can be discussed with the Advisory Committee. Ms. Holtsclaw stated it is an issue statewide.

Mr. Brock stated that the proposed arrangements would be particularly difficult for enhancement funding. The grant window for the application is usually only a month, and the idea that approval is needed before an application is submitted would make it very hard. Ms. Holtsclaw stated she would appreciate it if comments were submitted to Federal Highway. Ms. Burks asked if the approval of the LPA Manual was going to be held until after November. There is the possibility that there might be a new Federal Highway Administrator and Regional Administrator after the election. Ms. Holtsclaw stated that the LPA Manual was going to be approved in April.

Mr. Coltrin asked what was being done for small communities that have two or three employees total, and won't have the manpower to receive the training. Ms. Holtsclaw stated it is required to take the class so MoDOT would work to not eliminate anyone. Mr. Coltrin stated it would if they are required to attend the four to six hour training. Ms. Holtsclaw stated that District staff is going to go to the local agencies and give the presentations one-on-one if that would help the agency. Mr. Coltrin stated that for small agencies to take over the paperwork when it used to be done for them would result in the resource being taken away. Ms. Holtsclaw asked for clarification. Mr. Coltrin stated that in the past the consultants were able to do the paperwork for the agency. Ms. Holtsclaw stated to submit the concern to Federal Highway.

Mr. Martin inquired about the new conflict of interest disclosure. He wondered if that related to any work that a consultant does for an organization and that the agency should be prepared to hand over invoices showing that the consultants were compensated for the preliminary work. Ms. Holtsclaw stated that was exactly what was required.

Ms. Edwards stated her thanks to Ms. Holtsclaw for driving down from Jefferson City and giving the presentation.

Mr. Cossey asked how long it would be before the certified training is available. Ms. Holtsclaw stated it had not been established yet.

**C. FY 2012-2013 Unified Planning Work Program**

Ms. Edwards stated that some comments had been received from Federal Highway since the draft came out. The UPWP is the OTO Budget Document and the Work Program for the next fiscal year. The fiscal year runs July 1 to June 30. The UPWP is broken down into seven tasks.

General Administration, which is the financial management, training and contract management, is 14 percent of the budget. Committee Support for the Technical Planning Committee, Board of Directors, and other committees is 11 percent. General Planning, which consists of the Long Range Plan, Air Quality, and Congestion Management, is 36 percent. The TIP is 11 percent. Transit Planning is 17 percent. Special Studies is about 10 percent. The UPWP is the OTO budget and there is a 20 percent local match requirement. The budget is projected at \$800,000 this year. It is quite a bit higher than in past years since there is \$150,000 budgeted for the travel model update. Staff is waiting for the release of the December statistics. The plan is to start working at the end of summer to secure a consultant. That way the work on the model can begin as soon as the data is released. There has been \$150,000 budgeted but it is not certain if that will be enough money. The aerial photography was flown earlier, but the City of Springfield is allowing the OTO to reimburse after July 1.

The UPWP is required to include all transportation planning activities for the region for the year. Included in the budget is \$127,000 for City Utilities Planning Activities. It does not come out of the OTO's funding source. It is FTA Transit funding, but since it is a planning activity it has to be included here. It makes the budget look bigger. OTO is continuing to utilize In-kind matches for attendance at meetings. City Utilities is doing the bus wrap for Ozarkscommute.com and MoDOT allows the OTO to count some MoDOT staff time for signal coordination and travel time runs.

A new document has been passed out with the changes highlighted, including removal of the Rideshare program. It comes down to the fact that Federal Highway feels that the Rideshare program is not eligible for planning funds. It has been removed from the budget since it is not eligible. The Federal Highway representative also stated that Federal Highway will not fund the rest of this fiscal year's program. Staff is fighting that since there is a contract with MoDOT and signed by Federal Highway through June 30. The Rideshare site will be running through December.

Ms. Edwards proposed a subcommittee be formed to look at alternative funding. One funding source that could be utilized is the STP-Urban funding. The budget is currently \$37,000 but less could be used to keep it running. The annual maintenance of the website is \$7,800, so if the subcommittee felt it is important for the region, then the OTO could use some STP-Urban to do that. There might be other funding opportunities. For example, if the OTO were to become a non-attainment area there might be funding opportunities from CMAQ funding for this program. A fact sheet on Ozarkscommute.com has been provided. The program cannot be called highly

successful at this point. Last year 101 accounts were created. Sixty three of those individuals did not find a match, which leads staff to believe that 37 percent did, but there is no way to track if those individuals are actually carpooling. The program was created in 2008 because gas prices were at \$4.00 a gallon, then the prices fell, but now the price of gas could be back up to about \$4.00. At that time in 2008 there were lots of calls and public interest. It has not been as successful as hoped, but gas prices fell. The current website contract expires December 31, 2012.

If \$37,000 of the budget is lost, then it will need to be replaced with something else. Obviously, there will not be the outlays for the website or special materials, but there will still be staff for which there are expenses. There have been a couple of items added to the UPWP to replace that loss of Rideshare funding. The first item is the annual performance measure report. The Long Range Plan develops performance measures, so staff will look at that and produce an annual report tracking those performance measures. The second part was requested by FTA, adding an item for Sustainability/Livability Planning. There are a lot of grants coming out for Sustainability/Livability. This item has been added for \$7,200 to look at those opportunities to do the grant applications as the applications come along.

Ms. Edwards stated her recommendation of taking the revised UPWP to the Board for approval, as well as establishing a subcommittee to look at options for the Rideshare program and to take volunteers for that subcommittee. She stated it was important to know if the OTO thought Rideshare was a worthwhile program and if it is something that the OTO would be willing to take off the top of the STP-Urban funding.

Mr. Martin stated his understanding was that there was not going to be money lost on the Rideshare program. It was just a matter of getting through the year and deciding if it is something that the OTO wants to continue and try to find another funding source. Ms. Edwards stated that was correct. There is still a certain amount of money to use, the funds just cannot be used on Rideshare.

Mr. Martin asked if it is possible to take that program versus what is being done now and reduce some overhead associated with it. The thought is to make it more of an open forum that staff does not have to be in the middle. Ms. Edwards inquired if he meant like a Facebook page. Mr. Martin stated he was not as familiar with the functions of Facebook. Ms. Edwards stated that is a possibility and that the subcommittee should look at it.

Mr. Martin asked about the statistics in potential ridership. Ms. Edwards stated she had provided a handout with the statistics, and at the bottom the stats were listed. There are also employer portals for the site. The City of Springfield, Mercy, Drury, Greene County, and City Utilities all have employer portals for the site. Missouri State University is looking at creating one right now. Those portals would all be shut down too. There is a \$500 fee paid for the set up of the portal.

Mr. Heatherly stated it costs \$37,000 a year to run the program. Ms. Edwards stated that she agreed that at the moment it is not a highly successful program. There can be

more done through marketing, but the interest is just not there with gas prices so low. There might be more interest when gas hits \$5.00.

Mr. Martin stated that there were a lot of people coming to council meetings at the same time the OTO was looking into Rideshare. People were looking for rides. Staff did a lot of work trying to find places for people to park and at some of the same things the OTO put together. As soon as the gas prices dropped and people got used to it, it was like all the effort was for nothing. Not one person wanted to carpool. Ms. Edwards stated that the Ozarkscommute.com domain name is good through 2018 so it would be possible to start back up at a later date if the OTO wanted. There are different options out there.

Mr. Smith asked if other areas had more success with their programs. Ms. Edwards stated she had listened to presentations by Kansas City and St. Louis and was not impressed. It was not the kind of results that one would expect. Mr. Smith stated that it might not be the OTO region, but something that people in general are not interested in at this time.

Mr. Martin made the motion to establish a subcommittee to look at the Rideshare Program and funding options and whether it should be continued, and to forward the revised UPWP to the Board. Ms. Cruise seconded and the motion was approved by the TPC.

#### **D. Transit Coordination Plan Update**

Mr. Owens stated that last October the timelines for the Transit Coordination Plan were brought to the TPC. Last November, the Local Coordinating Board for Transit Advisory Committee started the planning process. The process is at the end and is now going to public review and comment.

This plan covers the 5310, 5316, and 5317 grant programs and vehicles for human services. Some of the things that the committee found were: lack of coverage on nights and weekends, frequency of service issues, ADA compliance stops, compliance in buses and scheduling conflicts. Those were some of the gaps that were found in the coverage. The plan is to address those gaps and take away any overlap in those processes. There is no action needed from the TPC. The Local Coordination Board will meet again in March to address any public comment and to make a recommendation to the Board of Directors for the April 19 meeting.

Ms. Burks asked what other transit organizations are impacted or represented within these three grants besides City Utilities and the City of Springfield. Mr. Owens stated OATS, City Utilities, Medi-Transit, Council of Churches, and the Springfield Workshop are a few of about 40 different agencies.

Ms. Burks asked if they all get funding out of the three grants. Ms. Cruise stated they are eligible for the 5310 program. Ms. Burks asked if City Utilities normally gets the JARC funding. Ms. Cruise stated usually, but it is competitive. Mr. Owens stated that the full plan is on the OTO webpage. It has a list of all the recipients and agencies that were contacted.

## **E. STP-Urban Balance Report December 2011 Update**

Ms. Longpine stated the recent STP-Urban Balance Report has been included in the agenda. It is a report that the OTO produces every six months. The total operating balance is a little over \$20 million. Factored in to this amount are the MoDOT cost shares, which bring the actual balance down to \$9 million dollars. MoDOT allows the OTO Region to have three years worth of funding before it is taken back and redistributed. This allows the OTO to have a balance up to \$13 million, but the OTO is allowed to apply the cost shares, so the \$9 million is a safe zone. Unfortunately, as far as the Federal Government is concerned, anything unobligated is subject to rescission. The full \$20 million is actually subject to rescission. Currently the balance is okay only as far as MoDOT policy is concerned.

The report includes the information for each jurisdiction and what projects have been counted towards the obligation balances. There is also a running balance for the area as well as the reports that MoDOT has produced.

This report includes a projected amount for 2012. Staff included the six-month allocation in the report. That number may or may not change depending on whether there is a continuing resolution or reauthorization. These reports are projected on a full year allocation for 2012. Ms. Edwards stated that the OTO decided to make the 2012 funds available to the jurisdictions. There is a \$20 million balance and these are long term MoDOT cost shares. Jurisdictions that want to use their 2012 money even though there is not a full-year transportation bill can use the funds.

Federal Highway does not like the practice of suballocating STP-Urban funds. Federal law states that STP-Urban funds cannot be sub-allocated. OTO has made the case for several years that regional priorities are being met. These are the OTO's Long Range Plan projects but it would not be a surprise if funding cannot be suballocated this way anymore. If that was to occur anything in the TIP or MoDOT Cost Share is protected. The remaining suballocated funds would then be available for all OTO jurisdictions.

Mr. Brock stated that he recalled that the North-South Corridor received an allocation. Ms. Edwards stated there were several earmarks that were "Below the Line." It was not actual money. The funds were required to be spent on the North-South Corridor, but it was coming out of funds that were already on hand. Mr. Miller stated that basically they have a formula, their formula funds go to the states, some of that goes to metropolitan areas in the states so there are different programs. If it is an "Above the Line" item it is considered a true earmark. "Below the Line" is not a true earmark; it is just language where they need to use the funding. Mr. Miller stated that there are both types going to 60/65. It does not make that much of a difference since earmarks are only given to priority projects. The only ones that come out "Above the Line" generally are in Highway Reauthorization Bills. These are pretty good size, usually in the amount of \$20 million.

## **F. Administrative Modification Number Two to the FY 2012-2015 TIP**

Ms. Longpine stated that the next item on the agenda is an administrative modification to the TIP. There are a couple different ways that administrative modifications are allowed to be done per the OTO's Public Participation Plan. The City of Springfield will be participating in a cost share improvement project for improvements to the Route 160 Bridge over I-44. The City of Springfield will be providing \$500,000 toward construction, reducing MoDOT's share by that amount. The local portion is provided by savings from the City of Springfield's 1/8-cent Transportation Sales Tax. The overall project cost remains the same.

**G. Amendment Number Three to the FY 2012-2015 TIP**

Ms. Longpine stated the next item on the agenda is actually a handout. This is an actual amendment to the TIP, so staff is asking for a recommendation to the Board. There are two items included. One is looking at cost share funding for Kansas Expressway and James River Freeway. There is an application in currently. Mr. Miller stated that the committee just met in the morning. This project was approved for cost share funding with a total project cost of \$5 million for improvements to Kansas Expressway and James River Freeway.

The second item is for City Utilities for a Livability Grant. It includes performing an engine overhaul to the buses, replacing a transit supervisory sedan and, a voice annunciation system. These are subject to approval of that funding.

Mr. Martin made the motion to recommend approval of TIP Amendment Number Three to the Board of Directors. Mr. Smith seconded and the motion was carried unanimously.

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

Ms. Longpine stated that this is a new item on the agenda. It is Administrative Modification Number Three to the TIP. The City of Ozark is requesting to add funding to engineering of Third Street in Downtown Ozark, specifically adding a total of \$37,167 (\$29,734 in STP-Urban and \$7,433 in local) to Engineering in order to fund additional design necessitated by a right-of-way issue. The total project amount will be revised from \$2,040,200 to \$2,077,367.

**I. Growth Trends Report – through December 31, 2011**

Mr. Stueve stated that the Growth Trends Report looks at population and looks at changes in the OTO area as well as residential construction activity. There is a four-page handout which includes a few of the key pages. There is also a web address for the full report. The full report contains sections on residential construction activity in the area and looks at socio-economic data. There are maps that show population migration, they show where people move from when they come to the OTO area and where they are moving when they leave.

There is a series of maps that looks at residential construction more closely. This shows total residential building permits for single family and multifamily homes in the OTO area for 2000-2011. Everything in 2005 started to fall off a cliff, but over the past couple of years there have been signs of a comeback. It is nowhere what it was, but it is starting to go into the right direction overall in the area.

The first slide shows populations in the counties of Greene, Christian and Webster which is the old MSA, between 1980-2010 for about 225,000 to over 400,000. That is almost an increase of 70 percent. The next one shows population of the individual cities within the OTO and how the cities have grown over the past 20 years numerically. One of the socio-economic slides shows the per capita income for the various cities in the OTO area. The socio-economic data comes from the Census Bureau. The building permit data comes from the local jurisdictions. Battlefield has the highest per capita income within the OTO with Springfield and Willard being on the lower end of the spectrum.

The next slide shows the commuting patterns within the OTO. Ninety percent of Greene County residents both live and work in Greene County. Over 70 percent of Christian County residents commute outside of Christian County to work. Webster County residents take about 30 minutes for their average commutes. Greene County residents take about 17 to 19 minutes to get to their workplace. This map and the one after are in the handout. Another slide shows growth. Within Missouri, the surrounding counties of Webster, Polk, Lawrence, Taney and Stone are the main contributing counties. Looking at outside of the state of Missouri, there is Johnson County, Kansas and Kansas City, Kansas/Overland Park area. Phoenix, Arizona is a very high contributor to the area. This data comes from the Internal Revenue Service. Every year the IRS publishes county to county migration profiles. This report substitutes the number of tax exemptions for people. It is probably not exact, but it is a fairly good estimate. This map shows that when people leave the area they are going to Webster, Polk, Lawrence, Taney, and Stone Counties, in addition to Kansas City and St. Louis. Outside of the state, they are going to Johnson County, Kansas, Northwest Arkansas, Tulsa and Phoenix, AZ.

The final set of slides shows the net change in housing units in the area over the past year. January to December 2011 and overall in 2011, most of the residential growth in the area occurred west of Springfield in northeast Republic, and in north central Christian County. Overall, Fremont Hills, Ozark, Battlefield, East Republic, and South Springfield have experienced the most growth over the past 11 years.

### **III. Other Business**

#### **A. Technical Planning Committee Member Announcements**

Mr. Miller stated that the City of Springfield had two cost share projects that were approved. The first was to change Kansas Expressway and James River Freeway to a diverging diamond. This project should let in August. The city has some savings from the 1/8-cent program which can be applied. The MoDOT Commission has increased the cost share program. Anyone who wants to apply for a cost share should go ahead and apply at this time.

Ms. Cruise mentioned that City Utilities has some events coming up about the proposed transfer station.

#### **B. Transportation Issues For Technical Planning Committee Member Review**

None

#### **C. Articles For Technical Planning Committee Information**

**IV. Adjournment**

Mr. Martin made the motion to adjourn at 3:00 p.m.

DRAFT



## TIGER Discretionary Grants

## TIGER =

- **T**ransportation Round 1 – 2009, \$1.5 billion
- **I**nvestment Round 2 – 2010, \$600 million
- **G**enerating Round 3 – 2011, \$511 million
- **E**conomic Round 4 – 2012, \$500 million
- **R**ecovery

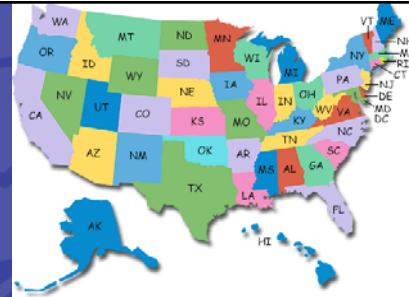
*All indications are that this competitive process will continue.*

## How competitive is it?

First 3 Rounds:

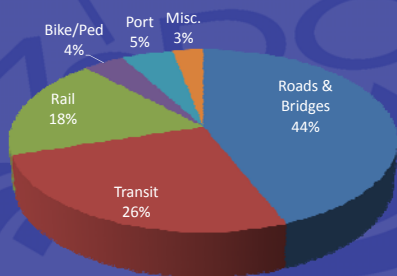
**3,200** applications  
totaling **\$90.3** billion

**\$2.6** billion awarded



|               |    |                |   |              |   |               |   |
|---------------|----|----------------|---|--------------|---|---------------|---|
| California    | 11 | Illinois       | 8 | Pennsylvania | 7 | Washington    | 6 |
| New York      | 5  | Texas          | 5 | Ohio         | 5 | Florida       | 5 |
| Oregon        | 4  | South Carolina | 4 | Maine        | 4 | West Virginia | 4 |
| Massachusetts | 4  | Minnesota      | 4 | Mississippi  | 4 | MISSOURI      | 3 |

## Types of Projects



## Project Eligibility

### Urban Projects:

\$12.5-200 million with min. 20 percent non-federal funds as match

### Rural Projects:

As small as \$1 million and no match requirement

## TIGER II & III Summary

|                  |                |                |
|------------------|----------------|----------------|
| Avg. Rural Award | \$5.8 million  | \$7.5 million  |
| Avg. Urban Award | \$16.8 million | \$13.7 million |
| Avg. Rural Match | \$11.9 million | \$16.7 million |
|                  | 40 percent     | 47 percent     |
| Avg. Urban Match | \$36.7 million | \$39.5 million |
|                  | 60.5 percent   | 63.5 percent   |

## Selection Criteria

### PRIMARY

#### a. Long-term Outcomes

- State of Good Repair
- Economic competitiveness
- Livability
- Environmental Sustainability
- Safety

#### b. Job creation & near-term economic activity

### SECONDARY

#### a. Innovation

#### b. Partnership



## Benefit Cost Analysis

*Demonstrate that the benefit justifies the cost.*

| LONG-TERM OUTCOME            | TYPES OF SOCIETAL BENEFITS  |
|------------------------------|---|
| Livability                   | Land Use Changes<br>Accessibility<br>Property Value Increases                                 |
| Economic Competitiveness     | Travel Time Savings<br>Operating Cost Savings   |
| Safety                       | Prevented Accidents, Injuries, Fatalities   |
| State of Good Repair         | Long-Term Replacement<br>Maintenance & Repair Savings<br>Reduced VMT from non closing bridges |
| Environmental Sustainability | Environmental Benefits from<br>Reduced Emissions  |

## Bottom Line

- Think ahead. Have eligible projects in the pipeline.
- Develop partnerships that can bring money to the table.
- Have a Plan B. What if you get less than you asked for? Can you come up with the rest of the money? Do you have a piece of the project that has independent utility and will still deliver benefits?
- Is NEPA complete or underway?
- Can you meet the obligation deadlines?

## Resources

- [www.dot.gov/TIGER](http://www.dot.gov/TIGER)
- Bob Brendel  
Special Assignments Coordinator  
573-751-8717  
[robert.brendel@modot.mo.gov](mailto:robert.brendel@modot.mo.gov)

**TAB 2**

## **TECHNICAL COMMITTEE AGENDA 05/16/12; ITEM II.B.**

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

#### **AGENDA 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 Battelefield 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.

|                                   |                 |
|-----------------------------------|-----------------|
| <b>Total Revenue through 2035</b> | \$650,117,272   |
| <b>Constrained Project List</b>   | \$610,446,293   |
| <b>Unconstrained Project List</b> | \$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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors on approving Amendment Number One to the LRTP, *Journey 2035*. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 30-day public review period can be conducted and comments received prior to the June 21, 2012 Board of Directors meeting.

# Chapter 12 – Financial Capacity and Fiscal Constraint

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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***

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- ***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                        |
| <b>TOTAL</b>      | <b><u>\$80,339,059</u></b> | <b><u>\$47,285,215</u></b> | <b><u>\$15,065,186</u></b> | <b><u>\$15,330,645</u></b> | <b><u>\$15,600,868</u></b> | <b><u>\$15,875,943</u></b> | <b><u>\$16,155,956</u></b> |

| 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                        |
| <b>TOTAL</b>      | <b><u>\$16,079,475</u></b> | <b><u>\$19,936,265</u></b> | <b><u>\$21,676,389</u></b> | <b><u>\$21,449,918</u></b> | <b><u>\$21,116,916</u></b> | <b><u>\$24,937,454</u></b> | <b><u>\$25,151,604</u></b> |

| 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                        |
| <b>TOTAL</b>      | <b><u>\$24,879,435</u></b> | <b><u>\$23,371,024</u></b> | <b><u>\$23,006,445</u></b> | <b><u>\$22,685,774</u></b> | <b><u>\$22,389,089</u></b> | <b><u>\$22,036,471</u></b> | <b><u>\$21,658,000</u></b> |

| 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>                  |
| <b>TOTAL</b>      | <b><u>\$516,027,131</u></b> |

## 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                       |
| <b>TOTAL</b>                      | <b>\$10,315,859</b>       | <b>\$256,271,730</b>       | <b>\$75,979,484</b>               |

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                       |
| <b>TOTAL</b>     | <b>\$11,641,706</b> | <b>\$232,834,120</b>         | <b>\$57,754,040</b>               |

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

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

## Total Revenue from All Sources

**Table 38 - Total Revenue from All Sources**

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

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

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

# Chapter 13 – Project Prioritization Process and Selection

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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              |                |
|-----------------------------------|----------------|
| <i>Weight</i>                     | <i>20%</i>     |
| Promotion of Economic Development | 25             |
| Strategic Economic Corridor       | 75             |
| <b>Total</b>                      | <b>100 pts</b> |

| 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             |
| <b>Total</b>                            | <b>100 pts</b> |

| 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             |
|   | <b>100 pts</b> |

| 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             |
| <b>Total</b>   | <b>100 pts</b> |

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

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          |
|-------------|--|--|-------------------------|--|-------------|-------------|-----------|-------------|---------------------|
| <b>R10</b>  | BAILEY AVENUE EXTENSION  | BAILEY AVENUE from WADE STREET to ROUTE 60               | REPUBLIC, GREENE COUNTY | NEW ROADWAY  |             | \$1,877,569 |           | \$1,877,569 | <b>\$1,877,569</b>  |
| <b>R11</b>  | 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 | <b>\$3,822,986</b>  |
| <b>SP28</b> | 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 | <b>\$10,987,300</b> |
| <b>M56</b>  | 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 | <b>\$20,658,300</b> |

| ID          | PROJECT NAME  | ROADWAY   | LOCATION                   | DESCRIPTION  | 2015-2019    | 2020-2025   | 2026-2035 | TOTAL        | CONSTRAINT          |
|-------------|---|---|----------------------------|--|--------------|-------------|-----------|--------------|---------------------|
| <b>M95</b>  | 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  | --                  |
| <b>SP24</b> | 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 | <b>\$39,763,137</b> |
| <b>M88</b>  | 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  | <b>\$46,903,745</b> |
| <b>G11</b>  | 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  | <b>\$52,903,745</b> |
| <b>G13</b>  | 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 | <b>\$74,396,686</b> |
| <b>R16</b>  | 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  | <b>\$78,672,428</b> |
| <b>R12</b>  | 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  | <b>\$81,060,758</b> |
| <b>R6</b>   | 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    | <b>\$81,315,189</b> |

| ID         | PROJECT NAME   | ROADWAY   | LOCATION                   | DESCRIPTION   | 2015-2019    | 2020-2025   | 2026-2035    | TOTAL        | CONSTRAINT           |
|------------|--|---|----------------------------|---|--------------|-------------|--------------|--------------|----------------------|
| <b>R9</b>  | 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     | <b>\$81,399,602</b>  |
| <b>M35</b> | 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 | <b>\$114,451,438</b> |
| <b>G6</b>  | 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 | <b>\$129,257,686</b> |
| <b>G7</b>  | 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  | <b>\$136,386,490</b> |
| <b>G8</b>  | 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  | <b>\$144,228,175</b> |
| <b>R17</b> | 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  | <b>\$145,326,011</b> |
| <b>R5</b>  | 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  | <b>\$148,450,759</b> |
| <b>W5</b>  | MILLER ROAD WIDENING PROJECT                                       | MILLER ROAD from ROUTE 160 to JACKSON STREET                                | WILLARD                    | LANE ADDITION INCLUDING BICYCLE LANE                                | \$477,621    |             |              | \$477,621    | <b>\$148,928,380</b> |

| ID          | PROJECT NAME  | ROADWAY   | LOCATION                        | DESCRIPTION   | 2015-2019   | 2020-2025   | 2026-2035    | TOTAL        | CONSTRAINT           |
|-------------|---|---|---------------------------------|---|-------------|-------------|--------------|--------------|----------------------|
| <b>R18</b>  | 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  | <b>\$154,120,136</b> |
| <b>SP30</b> | TRAFFIC MANAGEMENT CENTER OPERATIONS  | N/A   | SPRINGFIELD                     | FUNDING OF ONGOING OPERATIONS   | \$5,309,136 | \$7,498,660 | \$15,868,690 | \$28,676,486 | <b>\$182,796,622</b> |
| <b>M175</b> | ITS   | N/A   | SPRINGFIELD                     | ATMS PHASE 2B   | \$1,598,836 |             |              | \$1,598,836  | <b>\$184,395,458</b> |
| <b>M176</b> | ITS   | N/A   | SPRINGFIELD, NIXA               | ATMS PHASE 3  | \$2,152,279 |             |              | \$2,152,279  | <b>\$186,547,737</b> |
| <b>M177</b> | ITS   | N/A   | SPRINGFIELD, NIXA, REPUBLIC     | ATMS PHASE 4  |             | \$1,430,038 |              | \$1,430,038  | <b>\$187,977,775</b> |
| <b>M179</b> | 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  | <b>\$189,052,422</b> |
| <b>R8</b>   | 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  | <b>\$190,965,787</b> |
| <b>SP23</b> | 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  | <b>\$193,353,892</b> |
| <b>M17</b>  | 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  | <b>\$195,288,257</b> |

| ID          | PROJECT NAME   | ROADWAY                                      | LOCATION               | DESCRIPTION  | 2015-2019   | 2020-2025   | 2026-2035   | TOTAL       | CONSTRAINT           |
|-------------|--|--|------------------------|--|-------------|-------------|-------------|-------------|----------------------|
| <b>M66</b>  | 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 | <b>\$200,777,436</b> |
| <b>M85</b>  | 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   | <b>\$201,195,354</b> |
| <b>M86</b>  | 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 | <b>\$206,568,589</b> |
| <b>M145</b> | 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 | <b>\$207,959,295</b> |
| <b>M146</b> | 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 | <b>\$209,385,056</b> |
| <b>M147</b> | 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 | <b>\$211,825,959</b> |
| <b>M150</b> | 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 | <b>\$213,729,350</b> |

| ID          | PROJECT NAME  | ROADWAY                                     | LOCATION                      | DESCRIPTION   | 2015-2019   | 2020-2025 | 2026-2035 | TOTAL       | CONSTRAINT           |
|-------------|---|---|-------------------------------|---|-------------|-----------|-----------|-------------|----------------------|
| <b>M151</b> | 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 | <b>\$215,446,397</b> |
| <b>M156</b> | 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 | <b>\$217,571,810</b> |
| <b>M157</b> | 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 | <b>\$224,886,574</b> |
| <b>M158</b> | 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 | <b>\$232,241,936</b> |
| <b>M159</b> | 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 | <b>\$234,735,117</b> |
| <b>M167</b> | 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 | <b>\$238,249,213</b> |
| <b>O13</b>  | 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 | <b>\$239,960,494</b> |

| ID          | PROJECT NAME  | ROADWAY  | LOCATION | DESCRIPTION  | 2015-2019   | 2020-2025   | 2026-2035    | TOTAL        | CONSTRAINT           |
|-------------|---|--|----------|--|-------------|-------------|--------------|--------------|----------------------|
|             |   |  |          | WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL  |             |             |              |              |                      |
| <b>O6</b>   | 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  | <b>\$241,395,216</b> |
| <b>O24</b>  | 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  | <b>\$242,692,523</b> |
| <b>O25</b>  | 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  | <b>\$244,117,466</b> |
| <b>M173</b> | 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 | <b>\$254,748,237</b> |

| ID          | PROJECT NAME   | ROADWAY  | LOCATION   | DESCRIPTION   | 2015-2019    | 2020-2025 | 2026-2035 | TOTAL        | CONSTRAINT           |
|-------------|--|--|--|---|--------------|-----------|-----------|--------------|----------------------|
|             |  |  |  | FROM 3RD STREET/SELMORE ROAD TO ROUTE W   |              |           |           |              |                      |
| <b>M169</b> | 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    | <b>\$255,549,446</b> |
| <b>M168</b> | 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    | <b>\$256,350,655</b> |
| <b>M152</b> | 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  | <b>\$258,954,104</b> |
| <b>M124</b> | 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 | <b>\$273,368,441</b> |
| <b>M126</b> | 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 | <b>\$285,905,990</b> |

| ID          | PROJECT NAME   | ROADWAY   | LOCATION    | DESCRIPTION  | 2015-2019   | 2020-2025    | 2026-2035 | TOTAL        | CONSTRAINT           |
|-------------|--|---|-------------|--|-------------|--------------|-----------|--------------|----------------------|
| <b>M13</b>  | 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  | <b>\$288,891,121</b> |
| <b>M132</b> | 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  | <b>\$291,821,325</b> |
| <b>M140</b> | 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 | <b>\$307,132,571</b> |
| <b>M141</b> | 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  | <b>\$309,550,661</b> |
| <b>M142</b> | 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  | <b>\$311,575,774</b> |
| <b>M143</b> | 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  | <b>\$313,993,864</b> |
| <b>M144</b> | 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  | <b>\$316,411,954</b> |

| ID           | PROJECT NAME  | ROADWAY   | LOCATION               | DESCRIPTION   | 2015-2019   | 2020-2025    | 2026-2035   | TOTAL        | CONSTRAINT           |
|--------------|---|---|------------------------|---|-------------|--------------|-------------|--------------|----------------------|
| IMPROVEMENTS |   |   |                        |   |             |              |             |              |                      |
| <b>M153</b>  | 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  | <b>\$318,830,044</b> |
| <b>M3</b>    | 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    | <b>\$319,486,773</b> |
| <b>M84</b>   | 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  | <b>\$325,098,819</b> |
| <b>W1</b>    | 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 | <b>\$338,643,547</b> |
| <b>M127</b>  | 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    | <b>\$339,153,407</b> |
| <b>M154</b>  | 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  | <b>\$348,203,830</b> |

| ID          | PROJECT NAME   | ROADWAY  | LOCATION                   | DESCRIPTION  | 2015-2019    | 2020-2025   | 2026-2035 | TOTAL        | CONSTRAINT           |
|-------------|--|--|----------------------------|--|--------------|-------------|-----------|--------------|----------------------|
| <b>M109</b> | 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  | <b>\$349,500,571</b> |
| <b>R1</b>   | ROUTE 266 IMPROVEMENTS   | ROUTE 266 from ROUTE B to AIRPORT BOULEVARD        | GREENE COUNTY              | LANE ADDITIONS, ACCESS MANAGEMENT  | \$1,808,275  |             |           | \$1,808,275  | <b>\$351,308,846</b> |
| <b>M113</b> | 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    | <b>\$352,161,399</b> |
| <b>M83</b>  | 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  | <b>\$359,371,087</b> |
| <b>R14</b>  | 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  | <b>\$361,002,053</b> |
| <b>R15</b>  | 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  | <b>\$362,633,019</b> |
| <b>M87</b>  | 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 | <b>\$429,619,353</b> |
| <b>M137</b> | 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  | <b>\$438,619,353</b> |

| ID          | PROJECT NAME   | ROADWAY  | LOCATION                              | DESCRIPTION   | 2015-2019    | 2020-2025 | 2026-2035 | TOTAL        | CONSTRAINT           |
|-------------|--|--|---------------------------------------|---|--------------|-----------|-----------|--------------|----------------------|
| <b>M99</b>  | 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 | <b>\$454,929,353</b> |
| <b>M129</b> | 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  | <b>\$464,481,771</b> |
| <b>M128</b> | 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 | <b>\$491,909,152</b> |
| <b>M44</b>  | 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 | <b>\$506,476,590</b> |
| <b>M160</b> | 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 | <b>\$534,725,479</b> |
| <b>SP2</b>  | 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  | <b>\$537,710,610</b> |
| <b>M34</b>  | 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  | <b>\$540,731,562</b> |
| <b>W4</b>   | 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    | <b>\$541,149,480</b> |

| ID          | PROJECT NAME   | ROADWAY                                       | LOCATION  | DESCRIPTION   | 2015-2019    | 2020-2025   | 2026-2035 | TOTAL        | CONSTRAINT           |
|-------------|--|---|---|---|--------------|-------------|-----------|--------------|----------------------|
| <b>R2</b>   | ROUTE B IMPROVEMENTS   | ROUTE B from ROUTE 266 to I-44                | GREENE COUNTY                                     | LANE ADDITIONS, ACCESS MANAGEMENT   | \$1,631,072  |             |           | \$1,631,072  | <b>\$542,780,552</b> |
| <b>M133</b> | 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  | <b>\$545,710,756</b> |
| <b>M134</b> | 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    | <b>\$546,511,965</b> |
| <b>M122</b> | 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    | <b>\$546,828,389</b> |
| <b>M138</b> | 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  | <b>\$548,418,112</b> |
| <b>M82</b>  | 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 | <b>\$564,299,008</b> |
| <b>M59</b>  | 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  | <b>\$566,788,607</b> |
| <b>O5</b>   | 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    | <b>\$567,350,447</b> |

| ID           | PROJECT NAME   | ROADWAY  | LOCATION                   | DESCRIPTION   | 2015-2019                   | 2020-2025                   | 2026-2035                  | TOTAL                       | CONSTRAINT                  |
|--------------|--|--|----------------------------|---|-----------------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|
| <b>M115</b>  | 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                 | <b>\$571,432,400</b>        |
| <b>M119</b>  | 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                 | <b>\$572,487,463</b>        |
| <b>M80</b>   | 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                | <b>\$595,483,716</b>        |
| <b>R13</b>   | 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                   | <b>\$596,088,752</b>        |
| <b>N/A</b>   | VARIOUS LOCATIONS ADAPTIVE SIGNALS   | VARIOUS  | SPRINGFIELD                | ADAPTIVE SIGNAL TECHNOLOGY  | \$1,237,038                 |                             |                            | \$1,237,038                 | <b>\$597,325,790</b>        |
| <b>A1</b>    | <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><b>\$610,446,293</b></u> |
| <b>TOTAL</b> |  |  |                            |   | <b><u>\$430,419,123</u></b> | <b><u>\$101,718,240</u></b> | <b><u>\$78,308,930</u></b> | <b><u>\$610,446,293</u></b> |                             |

## 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   | <b>\$3,612,222</b> |
| BUSINESS 65 (GLENSTONE AVENUE) AND GRAND STREET INTERSECTION IMPROVEMENTS     | BUSINESS 65 from BUSINESS 65 to GRAND STREET                    | SPRINGFIELD | INTERSECTION IMPROVEMENTS AT GRAND STREET  | <b>\$3,612,222</b> |
| BUSINESS 65 (GLENSTONE AVENUE) AND SEMINOLE STREET INTERSECTION IMPROVEMENTS  | BUSINESS 65 from BUSINESS 65 to SEMINOLE STREET                 | SPRINGFIELD | INTERSECTION IMPROVEMENTS AT SEMINOLE STREET   | <b>\$3,612,222</b> |
| BUSINESS 65 (GLENSTONE AVENUE) AND SUNSET STREET INTERSECTION IMPROVEMENTS    | BUSINESS 65 from BUSINESS 65 to SUNSET STREET                   | SPRINGFIELD | INTERSECTION IMPROVEMENTS AT SUNSET STREET   | <b>\$3,612,222</b> |
| BUSINESS 65 (GLENSTONE AVENUE) AND BENNETT STREET INTERSECTION IMPROVEMENTS   | BUSINESS 65 from BUSINESS 65 to BENNETT STREET                  | SPRINGFIELD | INTERSECTION IMPROVEMENTS AT BENNETT STREET  | <b>\$4,515,278</b> |
| BUSINESS 65 (GLENSTONE AVENUE) AND CHERRY STREET INTERSECTION IMPROVEMENTS    | BUSINESS 65 from BUSINESS 65 to CHERRY STREET                   | SPRINGFIELD | INTERSECTION IMPROVEMENTS AT CHERRY STREET   | <b>\$3,612,222</b> |
| 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  | <b>\$3,612,222</b> |
| 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 | <b>\$6,490,064</b> |
| 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                  | <b>\$3,792,524</b> |
| 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                        | <b>\$1,985,914</b> |
| 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                                | <b>\$7,750,955</b> |

| 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 | <b>\$24,924,335</b> |
| 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)                             | <b>\$903,056</b>    |
| CHEYENNE ROAD - ROUTE CC TO NORTH STREET                               | CHEYENNE ROAD from ROUTE CC to NORTH STREET                               | NIXA, CHRISTIAN COUNTY     | ROAD WIDENING   | <b>\$7,224,445</b>  |
| CHEYENNE ROAD - NORTH STREET TO ROUTE 14 (MT. VERNON STREET)           | CHEYENNE ROAD from NORTH STREET to ROUTE 14                               | NIXA, CHRISTIAN COUNTY     | ROAD WIDENING   | <b>\$3,612,222</b>  |
| 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   | <b>\$72,244,449</b> |
| EAST/WEST ARTERIAL - ROUTE FF TO KANSAS EXPRESSWAY                     | EAST/WEST ARTERIAL from ROUTE FF to KANSAS EXPRESSWAY                     | GREENE COUNTY              | NEW ROADWAY   | <b>\$0</b>          |
| 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)                  | <b>\$0</b>          |
| 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                                 | <b>\$1,863,977</b>  |
| GRAND STREET CAPACITY IMPROVEMENTS                                     | GRAND STREET from KIMBROUGH AVENUE to NATIONAL AVENUE                     | SPRINGFIELD                | CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE                                      | <b>\$2,257,639</b>  |
| GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD                           | GREGG ROAD from ROSEDALE ROAD to RIVERDALE ROAD                           | CHRISTIAN COUNTY           | ROAD WIDENING   | <b>\$4,515,278</b>  |
| GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD                            | GREGG ROAD from TRACKER ROAD to NORTHVIEW ROAD                            | NIXA, CHRISTIAN COUNTY     | ROAD WIDENING   | <b>\$3,612,222</b>  |
| GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD                        | GREGG ROAD from BUTTERFIELD DRIVE to ROSEDALE ROAD                        | NIXA, CHRISTIAN COUNTY     | ROAD WIDENING   | <b>\$4,515,278</b>  |
| I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS                            | I-44 from I-44 to ROUTE 125   | STRAFFORD                  | INTERCHANGE IMPROVEMENTS AT ROUTE 125   | <b>\$2,082,446</b>  |

| 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                        | <b>\$54,656,544</b> |
| I-44 CAPACITY IMPROVEMENTS   | I-44 from ROUTE 65 to ROUTE 125                                       | SPRINGFIELD, STRAFFORD, GREENE COUNTY | CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125                        | <b>\$67,349,888</b> |
| 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                                  | <b>\$3,616,784</b>  |
| I-44 CAPACITY IMPROVEMENTS   | I-44 from ROUTE 266 to ROUTE 160                                      | SPRINGFIELD, GREENE COUNTY            | CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160                       | <b>\$29,800,835</b> |
| 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 | <b>\$35,860,339</b> |
| DOWNTOWN REVITALIZATION  | JACKSON STREET from JEFFERSON STREET to SOUTH STREET                  | WILLARD                               | LANE ADDITIONS, SIDEWALKS   | <b>\$417,918</b>    |
| KANSAS EXPRESSWAY EXTENSION - ROUTE 14 TO ROSEDALE ROAD                    | KANSAS EXPRESSWAY from ROUTE 14 to ROSEDALE ROAD                      | CHRISTIAN COUNTY                      | NEW CONSTRUCTION  | <b>\$4,515,278</b>  |
| 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   | <b>\$72,244,449</b> |
| KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD                       | KATHRYN ROAD from GREGG ROAD to NICHOLAS ROAD                         | CHRISTIAN COUNTY                      | NEW CONSTRUCTION  | <b>\$2,709,167</b>  |
| LOOP 44 (GLENSTONE AVENUE) AND COMMERCIAL STREET INTERSECTION IMPROVEMENTS | LOOP 44 from LOOP 44 to COMMERCIAL STREET                             | SPRINGFIELD                           | INTERSECTION IMPROVEMENTS AT COMMERCIAL STREET                          | <b>\$3,612,222</b>  |
| LOOP 44 (GLENSTONE AVENUE) AND EVERGREEN STREET INTERSECTION IMPROVEMENTS  | LOOP 44 from LOOP 44 to EVERGREEN STREET                              | SPRINGFIELD                           | INTERSECTION IMPROVEMENTS AT EVERGREEN STREET                           | <b>\$509,860</b>    |
| 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    | <b>\$807,391</b>    |

| 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)  | <b>\$1,258,805</b>  |
| LOOP 44 (GLENSTONE AVENUE) AND DALE STREET INTERSECTION IMPROVEMENTS | LOOP 44 from LOOP 44 to DALE STREET                   | SPRINGFIELD            | INTERSECTION IMPROVEMENTS AT DALE STREET   | <b>\$771,209</b>    |
| 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)                                   | <b>\$0</b>          |
| 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 | <b>\$9,084,740</b>  |
| 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)   | <b>\$1,609,245</b>  |
| LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY IMPROVEMENTS                  | LOOP 44 from I-44 to BROADVIEW AVENUE                 | GREENE COUNTY          | CAPACITY IMPROVEMENTS FROM I-44 TO BROADVIEW AVENUE  | <b>\$0</b>          |
| MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD          | MAIN STREET from ROUTE 14 to ROSEDALE ROAD            | NIXA, CHRISTIAN COUNTY | ROAD WIDENING  | <b>\$10,836,667</b> |
| 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                                    | <b>\$358,216</b>    |
| NICHOLAS ROAD - TRACKER ROAD TO ROUTE 14 (MT. VERNON STREET)         | NICHOLAS ROAD from TRACKER ROAD to ROUTE 14           | CHRISTIAN COUNTY       | ROAD WIDENING  | <b>\$10,836,667</b> |
| NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD               | NORTHVIEW ROAD from GREGG ROAD to NICHOLAS ROAD       | CHRISTIAN COUNTY       | NEW CONSTRUCTION   | <b>\$2,709,167</b>  |
| NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD                      | NORTON ROAD from ROSEDALE ROAD to TRUMAN BOULEVARD    | NIXA, CHRISTIAN COUNTY | ROAD WIDENING, NEW CONSTRUCTION  | <b>\$3,612,222</b>  |

| 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)      | <b>\$4,179,183</b>   |
| ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET                                      | ROSEDALE ROAD from KANSAS EXPRESSWAY to MAIN STREET | NIXA, CHRISTIAN COUNTY | ROAD WIDENING, NEW CONSTRUCTION   | <b>\$27,091,669</b>  |
| 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  | <b>\$21,536,070</b>  |
| ROUTE 125 AND ROUTE D INTERSECTION IMPROVEMENTS   | ROUTE 125 from ROUTE 125 to ROUTE D                 | GREENE COUNTY          | INTERSECTION IMPROVEMENTS AT ROUTE D  | <b>\$427,728</b>     |
| 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                                       | <b>\$3,878,070</b>   |
| 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  | <b>\$440,691</b>     |
| 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  | <b>\$440,691</b>     |
| 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  | <b>\$498,487</b>     |
| 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  | <b>\$399,151</b>     |
| 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 | <b>\$14,925,654</b>  |
| 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  | <b>\$106,932,067</b> |
| 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)  | <b>\$7,405,056</b>   |

| 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)                        | <b>\$30,342,669</b> |
| ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS                     | ROUTE 60 from ROUTE 60 to FARM ROAD 223                           | ROGERSVILLE                           | INTERSECTION IMPROVEMENTS AT FARM ROAD 223  | <b>\$417,918</b>    |
| 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)                       | <b>\$5,970,261</b>  |
| ROUTE 65 - LONGVIEW ROAD NEW INTERCHANGE                                 | ROUTE 65 from ROUTE 65 to LONGVIEW ROAD                           | OZARK                                 | NEW INTERCHANGE AT LONGVIEW ROAD  | <b>\$27,091,669</b> |
| ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE INTERSECTION IMPROVEMENTS    | ROUTE 744 from ROUTE 744 to GRANT AVENUE                          | SPRINGFIELD                           | INTERSECTION IMPROVEMENTS AT GRANT AVENUE   | <b>\$2,388,105</b>  |
| ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS | ROUTE 744 from ROUTE 744 to NATIONAL AVENUE                       | SPRINGFIELD                           | INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE  | <b>\$1,194,052</b>  |
| ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS | ROUTE 744 from ROUTE 744 to EASTGATE AVENUE                       | SPRINGFIELD                           | INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE  | <b>\$509,860</b>    |
| ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD INTERSECTION IMPROVEMENTS   | ROUTE 744 from ROUTE 744 to MELVILLE ROAD                         | SPRINGFIELD                           | INTERSECTION IMPROVEMENTS AT MELVILLE ROAD  | <b>\$499,016</b>    |
| 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 | <b>\$19,104,837</b> |
| 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  | <b>\$23,282,675</b> |
| 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  | <b>\$25,116,686</b> |
| 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) | <b>\$7,592,177</b>  |

| 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             | <b>\$2,810,973</b>  |
| 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) | <b>\$12,895,634</b> |
| 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                                 | <b>\$72,286,077</b> |
| 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                | <b>\$53,189,976</b> |
| 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   | <b>\$2,817,534</b>  |
| 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  | <b>\$3,774,772</b>  |
| ROUTE H CAPACITY IMPROVEMENTS   | ROUTE H from ROUTE KK to FARM ROAD 68               | GREENE COUNTY                                | CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68   | <b>\$3,612,222</b>  |
| 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  | <b>\$608,800</b>    |
| 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) | <b>\$13,527,773</b> |
| ROUTE NN IMPROVEMENTS   | ROUTE NN from ROUTE J to PHEASANT DRIVE             | OZARK  | CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE  | <b>\$10,678,949</b> |
| 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                      | <b>\$1,552,268</b>  |
| 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   | <b>\$597,026</b>    |

| 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   | <b>\$22,576,390</b>    |
| 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)                                     | <b>\$1,730,874</b>     |
| 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   | <b>\$1,449,579</b>     |
| 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 | <b>\$23,857,165</b>    |
| 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)   | <b>\$499,016</b>       |
| 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)  | <b>\$632,139</b>       |
| TRACKER ROAD - NICHOLAS ROAD TO KANSAS EXPRESSWAY EXTENSION                                  | TRACKER ROAD from NICHOLAS ROAD to KANSAS EXPRESSWAY | CHRISTIAN COUNTY        | ROAD WIDENING   | <b>\$8,554,565</b>     |
| <b>TOTAL</b>   |  |                         |   | <b>\$1,107,096,386</b> |

## PROJECT MAP

Figure 90 - Constrained Project Map



# 2035 Long Range Transportation Plan Amendment 1

0 0.125 0.25 0.5  
Miles



**TAB 3**

**REVISED**  
**TECHNICAL COMMITTEE AGENDA 05/16/12; 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 Glenstone Avenue in Springfield. 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 and US 60 and State Highway FF. Both projects are dependent upon low bids. The project cost is \$1,415,000.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors on approving Amendment Number Five to the FY 2012-2015 TIP. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period can be conducted and comments received prior to the June 21, 2012 Board of Directors meeting.

PROGRAMMED IMPROVEMENTS

- Transit -

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

# 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            |
| <b>TOTAL</b>         | <b>\$ 2,444,647</b>        | <b>\$ 20,059,176</b> | <b>\$ 60,000</b> | <b>\$ 303,606</b> | <b>\$ 151,752</b> | <b>\$ 36,000</b> | <b>\$ 15,144,200</b> | <b>\$ 38,199,381</b> |

# FINANCIAL SUMMARY

## FINANCIAL CONSTRAINTS

- Transit -

|                   | Funding Source |                 |             |              |              |                 |             |                 |                 |
|-------------------|----------------|-----------------|-------------|--------------|--------------|-----------------|-------------|-----------------|-----------------|
|                   | 5307           | 5309            | 5310        | 5316         | 5317         | Total           | MoDOT       | Local           | TOTAL           |
| <b>2012</b>       |                |                 |             |              |              |                 |             |                 |                 |
| 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             |
| <b>2013</b>       |                |                 |             |              |              |                 |             |                 |                 |
| 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             |
| <b>2014</b>       |                |                 |             |              |              |                 |             |                 |                 |
| 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             |
| <b>2015</b>       |                |                 |             |              |              |                 |             |                 |                 |
| 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             |
| <b>Balance</b>    | \$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 |   |         |              |                     |             |             |                     |
|   |   |         | <b>TOTAL</b> | <b>\$ 2,052,469</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 2,052,469</b> |

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 |   |         |              |                     |             |             |                     |
|   |   |         | <b>TOTAL</b> | <b>\$ 2,623,000</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 2,623,000</b> |

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 |

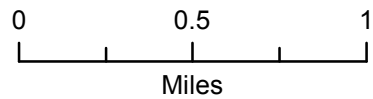
FINANCIAL SUMMARY  
- Roadways -

FINANCIAL CONSTRAINT

|                          | FHWA Federal Funding Source |               |              |              |              |              |               |              |      |                           |                              |                               |                |               |            |                |
|--------------------------|-----------------------------|---------------|--------------|--------------|--------------|--------------|---------------|--------------|------|---------------------------|------------------------------|-------------------------------|----------------|---------------|------------|----------------|
|                          | STP                         | STP-Urban     | NHS          | Safety       | I/M          | 130          | Bridge        | BRM          | BRO  | TOTAL<br>Federal<br>Funds | MoDOT<br>Programmed<br>Funds | Operations and<br>Maintenance | TOTAL          | Local         | Other      | TOTAL          |
| 2012 Funds<br>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<br>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<br>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<br>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 |

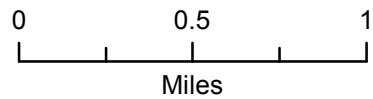
|  | Prior Year    | 2012            | 2013            | 2014            | 2015            | TOTAL           |
|--|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Available State and<br>Federal Funding             | (\$7,740,000) | \$36,574,000    | \$22,840,000    | \$20,367,172    | \$21,930,000    | \$93,971,172    |
| Available Operations<br>and Maintenance<br>Funding | \$0           | \$ 6,245,959    | \$ 6,439,584    | \$ 6,639,211    | \$ 6,838,387    | \$26,163,141    |
| Available<br>Suballocated STP-U                    | \$18,072,957  | \$4,081,943     | \$4,081,943     | \$4,081,943     | \$4,081,943     | \$34,400,731    |
| Available<br>Suballocated BRM                      | \$1,523,280   | \$299,406.62    | \$299,406.62    | \$299,406.62    | \$299,406.62    | \$2,720,906     |
| TOTAL AVAILABLE<br>FUNDING                         | \$11,856,237  | \$47,201,309    | \$33,660,934    | \$31,387,733    | \$33,149,737    | \$157,255,950   |
| Programmed State<br>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<br>Federal Funding  | (\$3,411,579) |
| Remaining<br>Suballocated STP-<br>Urban | \$23,496,222  |
| Remaining<br>Suballocated BRM           | \$1,720,906   |
| TOTAL REMAINING                         | \$21,805,549  |



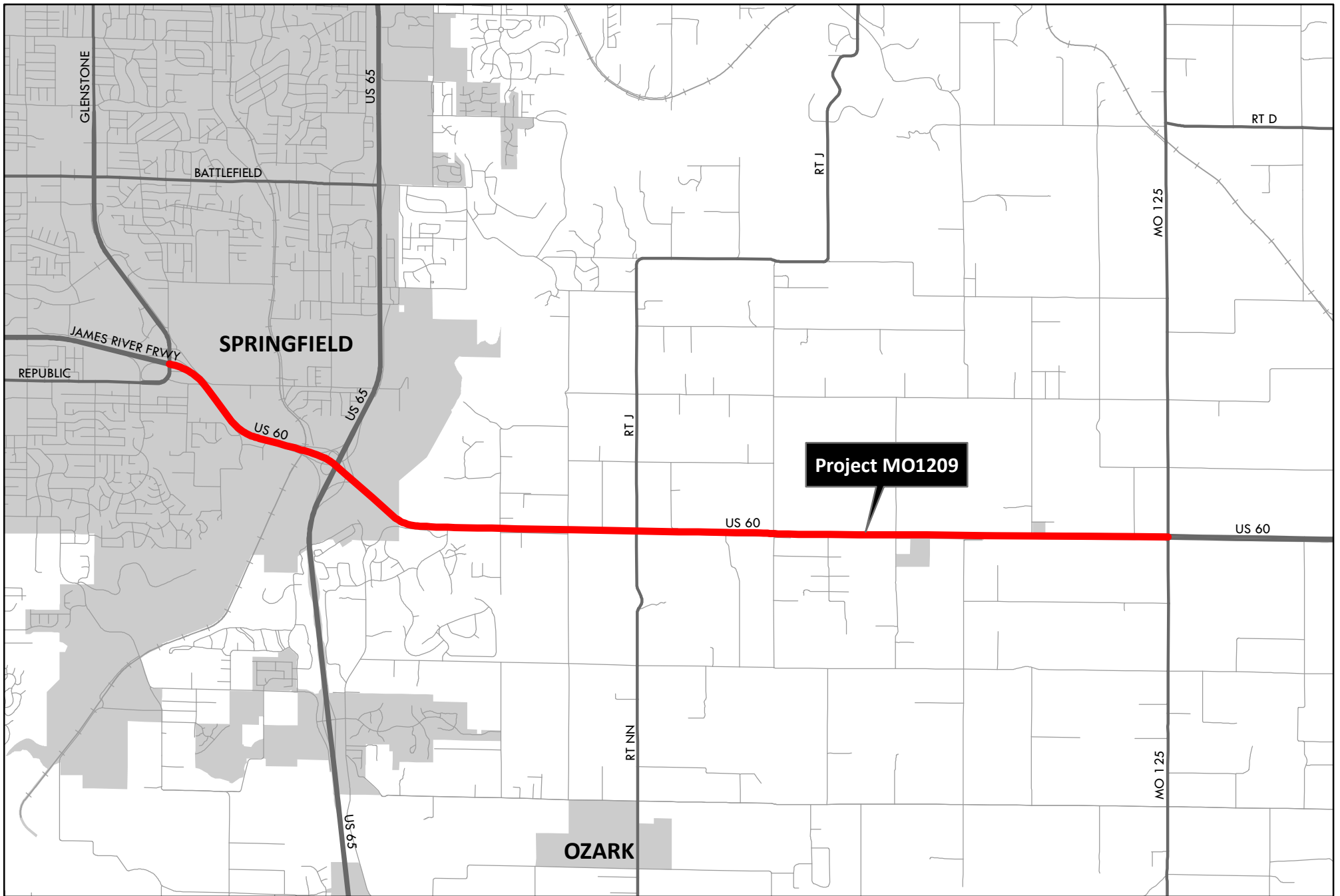
## Amendment #5 2012-2015 TIP





## Amendment #5.1 2012-2015 TIP





Amendment #5.2  
2012-2015 TIP



**TAB 4**

**TECHNICAL COMMITTEE AGENDA 05/16/12; ITEM II.F.**

**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.

**TECHNICAL COMMITTEE ACTION REQUESTED:** To make a recommendation to the Board of Directors on approving the MoDOT Draft 2013-2017 STIP.



# 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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |  |  |  |  |  |  |  |  |  |  |  | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |
|--|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|  |  |  |  |  |  |  |  |  |  |  |  | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |
|  |  |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Christian</b><br>Route: <b>MO 125</b><br>Job No.: <b>8P2292</b><br>Length: <b>2.00</b> MPO: <b>Y</b><br>Fund Cat: <b>Safety</b>   |  |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |

\* 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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |   |  |  |  |  |                         |              |            |              |          | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |
|--|---|--|--|--|--|-------------------------|--------------|------------|--------------|----------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|  |   |  |  |  |  |                         |              |            |              |          | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |
|  |   |  |  |  |  |                         |              |            |              |          |                                     |                   |                   |                   |                   |                   |
| County: <b>Christian</b><br>Route: <b>MO 14</b><br>Job No.: <b>8S2443</b><br>Length: <b>2.62</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b><br>Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Fall 13</b> Anticipated Fed Cat: <b>S.T.P.</b><br>TIP #: <b>CC1301</b> Future Cost: <b>0</b> Estimate Total: <b>370</b>   | Pavement improvements on various sections from 0.8 mile west of Nixa, to Rte. M in Nixa. \$105,000 from the High Risk Rural Roads Program. Part of a combination letting involving projects 8S2416, 8S2414, 8S2443, 8S2444. |  |  |  |  | Engineering: <b>0</b>   | <b>1</b>     | <b>25</b>  | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | R/W: <b>0</b>           | <b>0</b>     | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | Construction: <b>0</b>  | <b>0</b>     | <b>344</b> | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | FFOS: <b>0</b>          | <b>0</b>     | <b>105</b> | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | Payments: <b>0</b>      | <b>0</b>     | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
| County: <b>Christian</b><br>Route: <b>US 65</b><br>Job No.: <b>8P2156</b><br>Length: <b>0.20</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b><br>Sec Cat: <b>Rehab And Reconst</b> Awd Date: <b>Spring 13</b> Anticipated Fed Cat: <b>Bridge</b><br>TIP #: <b>OK1004</b> Future Cost: <b>0</b> Estimate Total: <b>3,314</b>   | 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 bridge A0570.                                     |  |  |  |  | Engineering: <b>272</b> | <b>420</b>   | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | R/W: <b>0</b>           | <b>0</b>     | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | Construction: <b>0</b>  | <b>2,622</b> | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | FFOS: <b>0</b>          | <b>1,000</b> | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | Payments: <b>0</b>      | <b>0</b>     | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
| County: <b>Christian</b><br>Route: <b>US 65</b><br>Job No.: <b>8P2161</b><br>Length: <b>0.20</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b><br>Sec Cat: <b>Rehab And Reconst</b> Awd Date: <b>Spring 13</b> Anticipated Fed Cat: <b>Bridge</b><br>TIP #: <b>OK1101</b> Future Cost: <b>0</b> Estimate Total: <b>1,401</b>   | Bridge improvements on northbound bridge over Finley River in Ozark. Project involves bridge A0646.   |  |  |  |  | Engineering: <b>264</b> | <b>272</b>   | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | R/W: <b>0</b>           | <b>0</b>     | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | Construction: <b>0</b>  | <b>865</b>   | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | FFOS: <b>0</b>          | <b>0</b>     | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | Payments: <b>0</b>      | <b>0</b>     | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
| County: <b>Christian</b><br>Route: <b>US 65</b><br>Job No.: <b>8P2356</b><br>Length: <b>0.36</b> MPO: <b>Y</b><br>Fund Cat: <b>Major Projects &amp; Emerging Needs</b><br>Sec Cat: <b>System Expansion</b> Awd Date: <b>2015</b> Anticipated Fed Cat: <b>N.H.S.</b><br>TIP #: <b>CC1110</b> Future Cost: <b>0</b> Estimate Total: <b>8,807</b>   | Interchange improvements at Rtes. CC and J in Ozark. Cost Share \$3.844 million with Christian County. County funds \$1.657 million and STP Urban funds \$2.3 million. Designed by Christian County.                        |  |  |  |  | Engineering: <b>12</b>  | <b>22</b>    | <b>66</b>  | <b>512</b>   | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | R/W: <b>0</b>           | <b>0</b>     | <b>338</b> | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | Construction: <b>0</b>  | <b>0</b>     | <b>0</b>   | <b>7,857</b> | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | FFOS: <b>0</b>          | <b>0</b>     | <b>328</b> | <b>7,416</b> | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | Payments: <b>0</b>      | <b>0</b>     | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
| County: <b>Christian</b><br>Route: <b>RT CC</b><br>Job No.: <b>8S0736B</b><br>Length: <b>0.20</b> MPO: <b>Y</b><br>Fund Cat: <b>Major Projects &amp; Emerging Needs</b><br>Sec Cat: <b>System Expansion</b> Awd Date: <b>2014</b> Anticipated Fed Cat: <b>Safety</b><br>TIP #: <b>CC1302</b> Future Cost: <b>0</b> Estimate Total: <b>1,635</b>  | Intersection improvements at Cheyenne Road in Nixa.   |  |  |  |  | Engineering: <b>0</b>   | <b>60</b>    | <b>77</b>  | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | R/W: <b>0</b>           | <b>500</b>   | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | Construction: <b>0</b>  | <b>0</b>     | <b>998</b> | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | FFOS: <b>0</b>          | <b>0</b>     | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |
|  |   |  |  |  |  | Payments: <b>0</b>      | <b>0</b>     | <b>0</b>   | <b>0</b>     | <b>0</b> | <b>0</b>                            |                   |                   |                   |                   |                   |

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



# 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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |  |                                    |                 |  |  |  |  |  |  |  |           | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |     |
|--|--|------------------------------------|-----------------|--|--|--|--|--|--|--|-----------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----|
|  |  |                                    |                 |  |  |  |  |  |  |  |           | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |     |
| County: <b>Christian</b>   | <b>Roadway improvements from Cheyenne Road to Rolling Hills Road in Fremont Hills.</b>   |                                    |                 |  |  |  |  |  |  |  |           | Engineering:                        | 153               | 27                | 117               | 0                 | 0                 | 0   |
| Route: <b>RT CC</b>  |  |                                    |                 |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 293               | 0                 | 0                 | 0                 | 0   |
| Job No.: <b>8S0736C</b>  |  |                                    |                 |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 1,978             | 0                 | 0                 | 0   |
| Length: <b>0.58</b>  | MPO: <b>Y</b>  |                                    |                 |  |  |  |  |  |  |  | FFOS:     | 0                                   | 0                 | 0                 | 0                 | 0                 |                   |     |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b>   | Fed: <b>2,173</b>  | State: <b>242</b>                  | Local: <b>0</b> |  |  |  |  |  |  |  | Payments: | 0                                   | 0                 | 0                 | 0                 | 0                 |                   |     |
| Sec Cat: <b>Safety</b>   | Awd Date: <b>2014</b>  | Anticipated Fed Cat: <b>Safety</b> |                 |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| TIP #: <b>CC1201</b>   | Future Cost: <b>0</b>  | Estimate Total: <b>2,568</b>       |                 |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| County: <b>Greene</b>  | <b>Turn-lane improvements at Washington Avenue in Strafford. Part of a combination letting involving projects 8S2340, 8S2449, 8S2426 and 8P2265.</b> |                                    |                 |  |  |  |  |  |  |  |           | Engineering:                        | 23                | 46                | 33                | 0                 | 0                 | 0   |
| Route: <b>MO 125</b>   |  |                                    |                 |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 87                | 0                 | 0                 | 0                 | 0   |
| Job No.: <b>8S2426</b>   |  |                                    |                 |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 516               | 0                 | 0                 | 0   |
| Length: <b>0.30</b>  | MPO: <b>Y</b>  |                                    |                 |  |  |  |  |  |  |  | FFOS:     | 0                                   | 0                 | 0                 | 0                 | 0                 |                   |     |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b>   | AC-State: <b>547</b>   | State: <b>135</b>                  | Local: <b>0</b> |  |  |  |  |  |  |  | Payments: | 0                                   | 0                 | 0                 | 0                 | 0                 |                   |     |
| Sec Cat: <b>Safety</b>   | Awd Date: <b>Fall 13</b>   | Anticipated Fed Cat: <b>S.T.P.</b> |                 |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| TIP #: <b>ST1201</b>   | Future Cost: <b>0</b>  | Estimate Total: <b>705</b>         |                 |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| County: <b>Greene</b>  | <b>Pavement improvements on various sections from Route WW to I-44 in Springfield.</b>   |                                    |                 |  |  |  |  |  |  |  |           | Engineering:                        | 0                 | 10                | 100               | 0                 | 0                 | 0   |
| Route: <b>MO 13</b>  |  |                                    |                 |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Job No.: <b>8P2263B</b>  |  |                                    |                 |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 1,474             | 0                 | 0                 | 0   |
| Length: <b>6.17</b>  | MPO: <b>Y</b>  |                                    |                 |  |  |  |  |  |  |  | FFOS:     | 0                                   | 0                 | 0                 | 0                 | 0                 |                   |     |
| Fund Cat: <b>Taking Care Of System</b>   | AC-State: <b>1,267</b>   | State: <b>317</b>                  | Local: <b>0</b> |  |  |  |  |  |  |  | Payments: | 0                                   | 0                 | 0                 | 0                 | 0                 |                   |     |
| Sec Cat: <b>Thin Lift Overlay</b>  | Awd Date: <b>Fall 13</b>   | Anticipated Fed Cat: <b>S.T.P.</b> |                 |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| TIP #: <b>ST1201</b>   | Future Cost: <b>0</b>  | Estimate Total: <b>1,584</b>       |                 |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| County: <b>Greene</b>  | <b>Signal improvements on Kansas Expressway at Sunset Street and Walnut Lawn Street in Springfield.</b>  |                                    |                 |  |  |  |  |  |  |  |           | Engineering:                        | 0                 | 2                 | 3                 | 5                 | 70                | 154 |
| Route: <b>MO 13</b>  |  |                                    |                 |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Job No.: <b>8P2390</b>   |  |                                    |                 |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 0                 | 0                 | 0                 | 953 |
| Length: <b>0.20</b>  | MPO: <b>Y</b>  |                                    |                 |  |  |  |  |  |  |  | FFOS:     | 0                                   | 0                 | 0                 | 0                 | 0                 | 0                 |     |
| Fund Cat: <b>Taking Care Of System</b>   | AC-State: <b>950</b>   | State: <b>237</b>                  | Local: <b>0</b> |  |  |  |  |  |  |  | Payments: | 0                                   | 0                 | 0                 | 0                 | 0                 |                   |     |
| Sec Cat: <b>Systems Operations</b>   | Awd Date: <b>2017</b>  | Anticipated Fed Cat: <b>N.H.S.</b> |                 |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| TIP #: <b>ST1201</b>   | Future Cost: <b>0</b>  | Estimate Total: <b>1,187</b>       |                 |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| County: <b>Greene</b>  | <b>Turn-lane improvements at the Kansas Expressway and James River Freeway interchange in Springfield.</b>   |                                    |                 |  |  |  |  |  |  |  |           | Engineering:                        | 0                 | 56                | 62                | 0                 | 0                 | 0   |
| Route: <b>MO 13</b>  |  |                                    |                 |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Job No.: <b>8P2422</b>   |  |                                    |                 |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 893               | 0                 | 0                 | 0   |
| Length: <b>0.30</b>  | MPO: <b>Y</b>  |                                    |                 |  |  |  |  |  |  |  | FFOS:     | 0                                   | 0                 | 0                 | 0                 | 0                 | 0                 |     |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b>   | AC-State: <b>809</b>   | State: <b>202</b>                  | Local: <b>0</b> |  |  |  |  |  |  |  | Payments: | 0                                   | 0                 | 0                 | 0                 | 0                 |                   |     |
| Sec Cat: <b>Systems Operations</b>   | Awd Date: <b>2014</b>  | Anticipated Fed Cat: <b>N.H.S.</b> |                 |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| TIP #: <b>ST1201</b>   | Future Cost: <b>0</b>  | Estimate Total: <b>1,011</b>       |                 |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |

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Apr-27-2012

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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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |   |  |  |  |  |  |  |  |  |  |           | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |     |
|--|---|--|--|--|--|--|--|--|--|--|-----------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----|
|  |   |  |  |  |  |  |  |  |  |  |           | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |     |
| County: <b>Greene</b>  | <b>Pavement improvements on various sections on Kansas Expressway from I-44 to Rte. 60 (James River Freeway).</b>   |  |  |  |  |  |  |  |  |  |           | Engineering:                        | 0                 | 2                 | 13                | 145               | 0                 | 0   |
| Route: <b>MO 13</b>  |   |  |  |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Job No.: <b>8P3005</b>   |   |  |  |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 0                 | 2,216             | 0                 | 0   |
| Length: <b>8.09</b>  | MPO: <b>Y</b>   |  |  |  |  |  |  |  |  |  |           | FFOS:                               | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Fund Cat: <b>Taking Care Of System</b>   | AC-State: <b>1,901</b> State: <b>475</b> Local: <b>0</b>  |  |  |  |  |  |  |  |  |  | Payments: | 0                                   | 0                 | 0                 | 0                 | 0                 | 0                 |     |
| Sec Cat: <b>Thin Lift Overlay</b>  | Awd Date: <b>2015</b>   | Anticipated Fed Cat: <b>S.T.P.</b>               |  |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| TIP #:   | Future Cost: <b>0</b> Estimate Total: <b>2,376</b>  |  |  |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| County: <b>Greene</b>  | <b>Pavement improvements on various sections on West Bypass from Rte. 413 (Sunshine Street) to Rte. 60 (James River Freeway) in Springfield.</b>  |  |  |  |  |  |  |  |  |  |           | Engineering:                        | 0                 | 2                 | 2                 | 44                | 0                 | 0   |
| Route: <b>US 160</b>   |   |  |  |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Job No.: <b>8P2264D</b>  |   |  |  |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 0                 | 645               | 0                 | 0   |
| Length: <b>2.47</b>  | MPO: <b>Y</b>   |  |  |  |  |  |  |  |  |  |           | FFOS:                               | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Fund Cat: <b>Taking Care Of System</b>   | AC-State: <b>556</b> State: <b>137</b> Local: <b>0</b>  |  |  |  |  |  |  |  |  |  | Payments: | 0                                   | 0                 | 0                 | 0                 | 0                 | 0                 |     |
| Sec Cat: <b>Thin Lift Overlay</b>  | Awd Date: <b>2015</b>   | Anticipated Fed Cat: <b>S.T.P.</b>               |  |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| TIP #:   | Future Cost: <b>0</b> Estimate Total: <b>693</b>  |  |  |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| County: <b>Greene</b>  | <b>Signal improvements at Rte. AB and Miller Road in Willard.</b>   |  |  |  |  |  |  |  |  |  |           | Engineering:                        | 0                 | 2                 | 3                 | 5                 | 50                | 121 |
| Route: <b>US 160</b>   |   |  |  |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Job No.: <b>8P2389</b>   |   |  |  |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 0                 | 0                 | 0                 | 746 |
| Length: <b>0.20</b>  | MPO: <b>Y</b>   |  |  |  |  |  |  |  |  |  |           | FFOS:                               | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Fund Cat: <b>Taking Care Of System</b>   | AC-State: <b>742</b> State: <b>185</b> Local: <b>0</b>  |  |  |  |  |  |  |  |  |  | Payments: | 0                                   | 0                 | 0                 | 0                 | 0                 | 0                 |     |
| Sec Cat: <b>Systems Operations</b>   | Awd Date: <b>2017</b>   | Anticipated Fed Cat: <b>S.T.P.</b>               |  |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| TIP #:   | <b>WL1301</b>   | Future Cost: <b>0</b> Estimate Total: <b>927</b> |  |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| County: <b>Greene</b>  | <b>Intersection improvements at Hunt Road in Willard.</b>   |  |  |  |  |  |  |  |  |  |           | Engineering:                        | 55                | 160               | 0                 | 0                 | 0                 | 0   |
| Route: <b>US 160</b>   |   |  |  |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Job No.: <b>8P2425</b>   |   |  |  |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 454               | 0                 | 0                 | 0                 | 0   |
| Length: <b>0.20</b>  | MPO: <b>Y</b>   |  |  |  |  |  |  |  |  |  |           | FFOS:                               | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b>   | AC-State: <b>491</b> State: <b>123</b> Local: <b>0</b>  |  |  |  |  |  |  |  |  |  | Payments: | 0                                   | 0                 | 0                 | 0                 | 0                 | 0                 |     |
| Sec Cat: <b>Safety</b>   | Awd Date: <b>Winter 13</b>  | Anticipated Fed Cat: <b>S.T.P.</b>               |  |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| TIP #:   | <b>WL1201</b>   | Future Cost: <b>0</b> Estimate Total: <b>669</b> |  |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| County: <b>Greene</b>  | <b>Pavement improvements on various sections from north of Plainview in Springfield to 0.4 mile north of the Finley River. Includes turn lanes at Citydel Road and South Main St. Part of a combination letting involving projects 8S3000, 7S3007, 8P2270 and 7P3002.</b> |  |  |  |  |  |  |  |  |  |           | Engineering:                        | 41                | 242               | 0                 | 0                 | 0                 | 0   |
| Route: <b>US 160</b>   |   |  |  |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Job No.: <b>8S3000</b>   |   |  |  |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 2,742             | 0                 | 0                 | 0                 | 0   |
| Length: <b>0.00</b>  | MPO: <b>Y</b>   |  |  |  |  |  |  |  |  |  |           | FFOS:                               | 0                 | 0                 | 0                 | 0                 | 0                 | 0   |
| Fund Cat: <b>Taking Care Of System</b>   | AC-State: <b>2,387</b> State: <b>597</b> Local: <b>0</b>  |  |  |  |  |  |  |  |  |  | Payments: | 0                                   | 0                 | 0                 | 0                 | 0                 | 0                 |     |
| Sec Cat: <b>Thin Lift Overlay</b>  | Awd Date: <b>Fall 12</b>  | Anticipated Fed Cat: <b>S.T.P.</b>               |  |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |
| TIP #:   | Future Cost: <b>0</b> Estimate Total: <b>3,025</b>  |  |  |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |     |

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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.

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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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>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   | 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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Apr-27-2012

Section 4 - 5

District Southwest

TMA

Dollars in Thousands



# 2013-2017 Highway and Bridge Construction Schedule

Transportation Planning

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| Construction contingency applied to construction cost in the year the project is awarded.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |  |  |  |  |  |  |  |  |  |  |  | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |
|--|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|  |  |  |  |  |  |  |  |  |  |  |  | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |
|  |  |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Greene</b><br>Route: <b>LP 44</b><br>Job No.: <b>8P2264C</b><br>Length: <b>1.08</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b>   |  |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |

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

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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-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |
| County: <b>Greene</b>                                | <b>Signal improvements from Rte. P to County Road 93 in Republic.</b>  |  |  |  |  | Engineering:                        | 5                 | 22                | 0                 | 0                 | 0                 |
| Route: <b>US 60</b>                                  |  |  |  |  |  | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 |
| Job No.: <b>8P2421</b>                               |  |  |  |  |  | Construction:                       | 0                 | 250               | 0                 | 0                 | 0                 |
| Length: <b>2.23</b>                                  | MPO: <b>Y</b>  |  |  |  |  | FFOS:                               | 0                 | 0                 | 0                 | 0                 | 0                 |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b> | AC-State: <b>218</b> State: <b>54</b> Local: <b>0</b>  |  |  |  |  | Payments:                           | 0                 | 0                 | 0                 | 0                 | 0                 |
| Sec Cat: <b>Systems Operations</b>                   | Awd Date: <b>Spring 13</b> Anticipated Fed Cat: <b>N.H.S.</b>  |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| TIP #: <b>RP1201</b>                                 | Future Cost: <b>0</b> Estimate Total: <b>277</b>   |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Greene</b>                                | <b>Ramp improvements at various locations on James River Freeway in Springfield.</b>   |  |  |  |  | Engineering:                        | 113               | 119               | 0                 | 0                 | 0                 |
| Route: <b>US 60</b>                                  |  |  |  |  |  | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 |
| Job No.: <b>8P2423</b>                               |  |  |  |  |  | Construction:                       | 0                 | 905               | 0                 | 0                 | 0                 |
| Length: <b>8.75</b>                                  | MPO: <b>Y</b>  |  |  |  |  | FFOS:                               | 0                 | 0                 | 0                 | 0                 | 0                 |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b> | AC-State: <b>819</b> State: <b>205</b> Local: <b>0</b>   |  |  |  |  | Payments:                           | 0                 | 0                 | 0                 | 0                 | 0                 |
| Sec Cat: <b>Systems Operations</b>                   | Awd Date: <b>Fall 12</b> Anticipated Fed Cat: <b>N.H.S.</b>  |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| TIP #: <b>SP1203</b>                                 | Future Cost: <b>0</b> Estimate Total: <b>1,137</b>   |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Greene</b>                                | <b>Pavement improvements on various sections from Glenstone Avenue in Springfield to Route 125. Part of a combination letting involving projects 8P2452 and 8P3008.</b>  |  |  |  |  | Engineering:                        | 15                | 319               | 0                 | 0                 | 0                 |
| Route: <b>US 60</b>                                  |  |  |  |  |  | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 |
| Job No.: <b>8P2452</b>                               |  |  |  |  |  | Construction:                       | 0                 | 4,167             | 0                 | 0                 | 0                 |
| Length: <b>7.00</b>                                  | MPO: <b>Y</b>  |  |  |  |  | FFOS:                               | 0                 | 0                 | 0                 | 0                 | 0                 |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>3,589</b> State: <b>897</b> Local: <b>0</b>   |  |  |  |  | Payments:                           | 0                 | 0                 | 0                 | 0                 | 0                 |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>Fall 12</b> Anticipated Fed Cat: <b>S.T.P.</b>  |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| TIP #: <b>MO1202</b>                                 | Future Cost: <b>0</b> Estimate Total: <b>4,501</b>   |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Greene</b>                                | <b>Pavement improvements on various sections on Route 60 from Route 174 to Rte. 60 (James River Freeway) in Republic.</b>  |  |  |  |  | Engineering:                        | 0                 | 2                 | 7                 | 88                | 0                 |
| Route: <b>US 60</b>                                  |  |  |  |  |  | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 |
| Job No.: <b>8P3004</b>                               |  |  |  |  |  | Construction:                       | 0                 | 0                 | 0                 | 1,334             | 0                 |
| Length: <b>4.20</b>                                  | MPO: <b>Y</b>  |  |  |  |  | FFOS:                               | 0                 | 0                 | 0                 | 0                 | 0                 |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>1,146</b> State: <b>285</b> Local: <b>0</b>   |  |  |  |  | Payments:                           | 0                 | 0                 | 0                 | 0                 | 0                 |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>2015</b> Anticipated Fed Cat: <b>S.T.P.</b>   |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| TIP #: <b>8P3008</b>                                 | Future Cost: <b>0</b> Estimate Total: <b>1,431</b>   |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Greene</b>                                | <b>Pavement improvements on various sections from Illinois Street to Rte. 174 in Republic and on Rte. FF from Rte 60 (James River Freeway) to south of Weaver Road in Battlefield. Part of a combination letting involving projects 8P2452 and 8P3008.</b> |  |  |  |  | Engineering:                        | 0                 | 127               | 0                 | 0                 | 0                 |
| Route: <b>US 60</b>                                  |  |  |  |  |  | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 |
| Job No.: <b>8P3008</b>                               |  |  |  |  |  | Construction:                       | 0                 | 1,288             | 0                 | 0                 | 0                 |
| Length: <b>27.40</b>                                 | MPO: <b>Y</b>  |  |  |  |  | FFOS:                               | 0                 | 0                 | 0                 | 0                 | 0                 |
| Fund Cat: <b>Taking Care Of System</b>               | AC-State: <b>1,131</b> State: <b>284</b> Local: <b>0</b>   |  |  |  |  | Payments:                           | 0                 | 0                 | 0                 | 0                 | 0                 |
| Sec Cat: <b>Thin Lift Overlay</b>                    | Awd Date: <b>Fall 12</b> Anticipated Fed Cat: <b>N.H.S.</b>  |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| TIP #: <b>8P3008</b>                                 | Future Cost: <b>0</b> Estimate Total: <b>1,415</b>   |  |  |  |  |                                     |                   |                   |                   |                   |                   |

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# 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.

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| Construction contingency applied to construction cost in the year the project is awarded.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |  |  |  |  |  |  |  |  |  |  |  | STATE FISCAL YEAR PROJECT BUDGETING                            |   |  |   |   |                   |
|--|--|--|--|--|--|--|--|--|--|--|--|--|---|--|---|---|-------------------|
|  |  |  |  |  |  |  |  |  |  |  |  | Prior Prog.  | 7/2012-<br>6/2013   | 7/2013-<br>6/2014  | 7/2014-<br>6/2015   | 7/2015-<br>6/2016   | 7/2016-<br>6/2017 |
| County: <b>Greene</b><br>Route: <b>US 65</b><br>Job No.: <b>8O2397</b><br>Length: <b>0.02</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b><br>Sec Cat: <b>Rehab And Reconst</b><br>TIP #: <b>SP1204</b>   | Bridge improvements over Rte. 65 on Evans Road in Springfield. Project involves bridge A3107.<br><br>AC-State: <b>364</b> State: <b>89</b> Local: <b>0</b><br>Awd Date: <b>2017</b> Anticipated Fed Cat: <b>N.H.S.</b><br>Future Cost: <b>0</b> Estimate Total: <b>464</b>                               |  |  |  |  |  |  |  |  |  | Engineering: <b>11</b><br>R/W: <b>0</b><br>Construction: <b>0</b><br>FFOS: <b>0</b><br>Payments: <b>0</b>  | <b>2</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>       | <b>2</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>    | <b>2</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>       | <b>16</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b> | <b>27</b><br><b>0</b><br><b>404</b><br><b>0</b><br><b>0</b> |                   |
| County: <b>Greene</b><br>Route: <b>OR 65</b><br>Job No.: <b>8P0850B</b><br>Length: <b>0.02</b> MPO: <b>Y</b><br>Fund Cat: <b>Major Projects &amp; Emerging Needs</b><br>Sec Cat: <b>System Expansion</b><br>TIP #: <b>SP1106</b>   | Relocate Eastgate Avenue (east outer road) intersection east of Rte. 65.<br><br>AC-State: <b>2,103</b> State: <b>526</b> Local: <b>0</b><br>Awd Date: <b>Winter 13</b> Anticipated Fed Cat: <b>S.T.P.</b><br>Future Cost: <b>0</b> Estimate Total: <b>2,689</b>  |  |  |  |  |  |  |  |  |  | Engineering: <b>60</b><br>R/W: <b>0</b><br>Construction: <b>0</b><br>FFOS: <b>0</b><br>Payments: <b>0</b>  | <b>171</b><br><b>0</b><br><b>2,458</b><br><b>0</b><br><b>0</b> | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>    | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>       | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>  | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>    |                   |
| County: <b>Greene</b><br>Route: <b>US 65</b><br>Job No.: <b>8P2158</b><br>Length: <b>0.16</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b><br>Sec Cat: <b>Rehab And Reconst</b><br>TIP #: <b>SP1018</b>   | Bridge improvements on northbound bridge over Lake Springfield, 0.6 mile south of Rte. 60. Project involves bridge A0649.<br><br>Fed: <b>5,799</b> State: <b>1,450</b> Local: <b>0</b><br>Awd Date: <b>2015</b> Anticipated Fed Cat: <b>Bridge</b><br>Future Cost: <b>0</b> Estimate Total: <b>7,677</b> |  |  |  |  |  |  |  |  |  | Engineering: <b>428</b><br>R/W: <b>0</b><br>Construction: <b>0</b><br>FFOS: <b>0</b><br>Payments: <b>0</b> | <b>100</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>     | <b>100</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>  | <b>815</b><br><b>0</b><br><b>6,234</b><br><b>0</b><br><b>0</b> | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>  | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>    |                   |
| County: <b>Greene</b><br>Route: <b>US 65</b><br>Job No.: <b>8P2263C</b><br>Length: <b>2.48</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b><br>Sec Cat: <b>Thin Lift Overlay</b><br>TIP #: <b>SP1018</b>  | Pavement improvements on various sections of the southbound lanes from Rte. 60 to 1.0 mile south of Rte. F.<br><br>AC-State: <b>827</b> State: <b>206</b> Local: <b>0</b><br>Awd Date: <b>Fall 13</b> Anticipated Fed Cat: <b>S.T.P.</b><br>Future Cost: <b>0</b> Estimate Total: <b>1,033</b>           |  |  |  |  |  |  |  |  |  | Engineering: <b>0</b><br>R/W: <b>0</b><br>Construction: <b>0</b><br>FFOS: <b>0</b><br>Payments: <b>0</b>   | <b>6</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>       | <b>66</b><br><b>0</b><br><b>961</b><br><b>0</b><br><b>0</b> | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>       | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>  | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>    |                   |
| County: <b>Greene</b><br>Route: <b>BU 65</b><br>Job No.: <b>8P2424</b><br>Length: <b>0.10</b> MPO: <b>Y</b><br>Fund Cat: <b>Major Projects &amp; Emerging Needs</b><br>Sec Cat: <b>Systems Operations</b><br>TIP #: <b>SP1205</b>  | Turn-lane improvements on the southbound lanes of Glenstone Avenue at Peele Street in Springfield.<br><br>AC-State: <b>311</b> State: <b>78</b> Local: <b>0</b><br>Awd Date: <b>2013</b> Anticipated Fed Cat: <b>N.H.S.</b><br>Future Cost: <b>0</b> Estimate Total: <b>414</b>                          |  |  |  |  |  |  |  |  |  | Engineering: <b>25</b><br>R/W: <b>0</b><br>Construction: <b>0</b><br>FFOS: <b>0</b><br>Payments: <b>0</b>  | <b>49</b><br><b>0</b><br><b>340</b><br><b>0</b><br><b>0</b>    | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>    | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>       | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>  | <b>0</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>0</b>    |                   |

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# 2013-2017 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |  |  |  |  |  |  |  |  |  |  | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |
|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|  |  |  |  |  |  |  |  |  |  |  | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |
|  |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Greene</b><br>Route: <b>BU 65</b><br>Job No.: <b>8P3001</b><br>Length: <b>7.71</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b>  |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |

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# 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.

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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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |   |  |  |  |  |  | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |
|--|---|--|--|--|--|--|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|  |   |  |  |  |  |  | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |
|  |   |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Greene</b><br>Route: <b>MO 744</b><br>Job No.: <b>8S3002</b><br>Length: <b>4.88</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b><br>Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>2015</b> Anticipated Fed Cat: <b>S.T.P.</b><br>TIP #:    Future Cost: <b>0</b> Estimate Total: <b>1,462</b>                           | 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.   |  |  |  |  |  | Engineering: <b>0</b>               | <b>2</b>          | <b>7</b>          | <b>90</b>         | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | R/W: <b>0</b>                       | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | Construction: <b>0</b>              | <b>0</b>          | <b>0</b>          | <b>1,363</b>      | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | FFOS: <b>0</b>                      | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | Payments: <b>0</b>                  | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
| County: <b>Greene</b><br>Route: <b>RT B</b><br>Job No.: <b>8S2396</b><br>Length: <b>3.95</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b><br>Sec Cat: <b>Rehab And Reconst</b> Awd Date: <b>2015</b> Anticipated Fed Cat: <b>Bridge</b><br>TIP #:    Future Cost: <b>0</b> Estimate Total: <b>2,324</b>                             | Bridge improvements over I-44 west of Springfield. Project involves bridge A0231.   |  |  |  |  |  | Engineering: <b>103</b>             | <b>42</b>         | <b>43</b>         | <b>130</b>        | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | R/W: <b>0</b>                       | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | Construction: <b>0</b>              | <b>0</b>          | <b>0</b>          | <b>2,006</b>      | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | FFOS: <b>0</b>                      | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | Payments: <b>0</b>                  | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
| County: <b>Greene</b><br>Route: <b>RT D</b><br>Job No.: <b>8P2263</b><br>Length: <b>2.56</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b><br>Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Fall 13</b> Anticipated Fed Cat: <b>S.T.P.</b><br>TIP #:    Future Cost: <b>0</b> Estimate Total: <b>752</b>                            | Pavement improvements on various sections of Sunshine Street from Bus. 65 (Glenstone Ave.) to Blackman Road in Springfield.   |  |  |  |  |  | Engineering: <b>0</b>               | <b>4</b>          | <b>49</b>         | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | R/W: <b>0</b>                       | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | Construction: <b>0</b>              | <b>0</b>          | <b>699</b>        | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | FFOS: <b>0</b>                      | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | Payments: <b>0</b>                  | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
| County: <b>Greene</b><br>Route: <b>RT OO</b><br>Job No.: <b>8P2265</b><br>Length: <b>6.46</b> MPO: <b>Y</b><br>Fund Cat: <b>Taking Care Of System</b><br>Sec Cat: <b>Thin Lift Overlay</b> Awd Date: <b>Fall 13</b> Anticipated Fed Cat: <b>S.T.P.</b><br>TIP #:    Future Cost: <b>0</b> Estimate Total: <b>600</b>                           | 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.   |  |  |  |  |  | Engineering: <b>15</b>              | <b>4</b>          | <b>38</b>         | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | R/W: <b>0</b>                       | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | Construction: <b>0</b>              | <b>0</b>          | <b>543</b>        | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | FFOS: <b>0</b>                      | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | Payments: <b>0</b>                  | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
| County: <b>Greene</b><br>Route: <b>RT OO</b><br>Job No.: <b>8S2470</b><br>Length: <b>0.55</b> MPO: <b>Y</b><br>Fund Cat: <b>Major Projects &amp; Emerging Needs</b><br>Sec Cat: <b>Regional</b> Awd Date: <b>Summer 12</b> Anticipated Fed Cat: <b>S.T.P.</b><br>TIP #:    Future Cost: <b>0</b> Estimate Total: <b>786</b>                    | 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. |  |  |  |  |  | Engineering: <b>11</b>              | <b>61</b>         | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | R/W: <b>0</b>                       | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | Construction: <b>0</b>              | <b>714</b>        | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | FFOS: <b>0</b>                      | <b>714</b>        | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
|  |   |  |  |  |  |  | Payments: <b>0</b>                  | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |

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



# 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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |  |  |  |  |  |  |  |  |  |  | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |
|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|  |  |  |  |  |  |  |  |  |  |  | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |
|  |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Greene</b><br>Route: <b>Various</b><br>Job No.: <b>8P2280</b><br>Length: <b>0.00</b> MPO: <b>Y</b><br>Fund Cat: <b>Major Projects &amp; Emerging Needs</b>  |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |

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Apr-27-2012

Section 4 - 11

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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>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  | Safety improvements on various routes in the urban Southwest District.                              |  |  |  |  |  |  |  |  |  |       | Engineering:                        | 5             | 1             | 1             | 1             | 3             | 36 |
| Route: Various   |   |  |  |  |  |  |  |  |  |  |       | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0  |
| Job No.: 8P2383  |   |  |  |  |  |  |  |  |  |  |       | Construction:                       | 0             | 0             | 0             | 0             | 0             | 56 |
| Length: 0.00   | MPO: Y  |  |  |  |  |  |  |  |  |  | FFOS: | 0                                   | 0             | 0             | 0             | 0             | 0             |    |
| Fund Cat: Safety   | Fed: 89 State: 9 Local: 0   |  |  |  |  |  |  |  |  |  |       | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0  |
| Sec Cat: Safety  | Awd Date: 2017 Anticipated Fed Cat: Safety  |  |  |  |  |  |  |  |  |  |       |                                     |               |               |               |               |               |    |
| TIP #: MO1201  | Future Cost: 0 Estimate Total: 103  |  |  |  |  |  |  |  |  |  |       |                                     |               |               |               |               |               |    |
| County: Various  | Job Order Contracting for guard cable and guardrail repair throughout the urban Southwest District. |  |  |  |  |  |  |  |  |  |       | Engineering:                        | 0             | 14            | 0             | 0             | 0             | 0  |
| Route: Various   |   |  |  |  |  |  |  |  |  |  |       | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0  |
| Job No.: 8P3009  |   |  |  |  |  |  |  |  |  |  |       | Construction:                       | 0             | 175           | 0             | 0             | 0             | 0  |
| Length: 0.00   | MPO: Y  |  |  |  |  |  |  |  |  |  | FFOS: | 0                                   | 0             | 0             | 0             | 0             | 0             |    |
| Fund Cat: Taking Care Of System  | Fed: 0 State: 189 Local: 0  |  |  |  |  |  |  |  |  |  |       | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0  |
| Sec Cat: Routine Maintenance   | Awd Date: Spring 13 Anticipated Fed Cat: State  |  |  |  |  |  |  |  |  |  |       |                                     |               |               |               |               |               |    |
| TIP #: MO1201  | Future Cost: 0 Estimate Total: 189  |  |  |  |  |  |  |  |  |  |       |                                     |               |               |               |               |               |    |
| County: Various  | Pavement improvements on various major routes in the urban Southwest District.                      |  |  |  |  |  |  |  |  |  |       | Engineering:                        | 0             | 2             | 1             | 1             | 0             | 0  |
| Route: Various   |   |  |  |  |  |  |  |  |  |  |       | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0  |
| Job No.: 8P3010  |   |  |  |  |  |  |  |  |  |  |       | Construction:                       | 0             | 0             | 0             | 2,122         | 0             | 0  |
| Length: 0.00   | MPO: Y  |  |  |  |  |  |  |  |  |  | FFOS: | 0                                   | 0             | 0             | 0             | 0             | 0             |    |
| Fund Cat: Taking Care Of System  | AC-State: 1,702 State: 424 Local: 0   |  |  |  |  |  |  |  |  |  |       | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0  |
| Sec Cat: Thin Lift Overlay   | Awd Date: 2015 Anticipated Fed Cat: N.H.S.  |  |  |  |  |  |  |  |  |  |       |                                     |               |               |               |               |               |    |
| TIP #: MO1201  | Future Cost: 0 Estimate Total: 2,126  |  |  |  |  |  |  |  |  |  |       |                                     |               |               |               |               |               |    |
| County: Various  | Pavement improvements on various major routes in the urban Southwest District.                      |  |  |  |  |  |  |  |  |  |       | Engineering:                        | 0             | 2             | 1             | 1             | 0             | 0  |
| Route: Various   |   |  |  |  |  |  |  |  |  |  |       | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0  |
| Job No.: 8P3011  |   |  |  |  |  |  |  |  |  |  |       | Construction:                       | 0             | 0             | 0             | 2,122         | 0             | 0  |
| Length: 0.00   | MPO: Y  |  |  |  |  |  |  |  |  |  | FFOS: | 0                                   | 0             | 0             | 0             | 0             | 0             |    |
| Fund Cat: Taking Care Of System  | AC-State: 1,702 State: 424 Local: 0   |  |  |  |  |  |  |  |  |  |       | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0  |
| Sec Cat: Thin Lift Overlay   | Awd Date: 2015 Anticipated Fed Cat: N.H.S.  |  |  |  |  |  |  |  |  |  |       |                                     |               |               |               |               |               |    |
| TIP #: MO1201  | Future Cost: 0 Estimate Total: 2,126  |  |  |  |  |  |  |  |  |  |       |                                     |               |               |               |               |               |    |
| County: Various  | Pavement improvements on various minor routes in the urban Southwest District.                      |  |  |  |  |  |  |  |  |  |       | Engineering:                        | 6             | 2             | 139           | 0             | 0             | 0  |
| Route: Various   |   |  |  |  |  |  |  |  |  |  |       | R/W:                                | 0             | 0             | 0             | 0             | 0             | 0  |
| Job No.: 8S1300  |   |  |  |  |  |  |  |  |  |  |       | Construction:                       | 0             | 0             | 2,060         | 0             | 0             | 0  |
| Length: 0.00   | MPO: Y  |  |  |  |  |  |  |  |  |  | FFOS: | 0                                   | 0             | 0             | 0             | 0             | 0             |    |
| Fund Cat: Taking Care Of System  | AC-State: 1,762 State: 439 Local: 0   |  |  |  |  |  |  |  |  |  |       | Payments:                           | 0             | 0             | 0             | 0             | 0             | 0  |
| Sec Cat: Thin Lift Overlay   | Awd Date: 2014 Anticipated Fed Cat: S.T.P.  |  |  |  |  |  |  |  |  |  |       |                                     |               |               |               |               |               |    |
| TIP #: MO1206  | Future Cost: 0 Estimate Total: 2,207  |  |  |  |  |  |  |  |  |  |       |                                     |               |               |               |               |               |    |

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# 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.

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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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |  |                                    |  |  |  |  |  |  |  |  |  |  | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |   |   |
|--|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---|---|
|  |  |                                    |  |  |  |  |  |  |  |  |  |  | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |   |   |
|  |  |                                    |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |   |   |
| County: <b>Various</b>   | Pavement improvements on various minor routes in the urban Southwest District.   |                                    |  |  |  |  |  |  |  |  |  |  | Engineering:                        | 0                 | 9                 | 4                 | 105               | 0                 | 0 |   |
| Route: <b>Various</b>  |  |                                    |  |  |  |  |  |  |  |  |  |  | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0 |   |
| Job No.: <b>8S2266</b>   |  |                                    |  |  |  |  |  |  |  |  |  |  | Construction:                       | 0                 | 0                 | 0                 | 1,591             | 0                 | 0 |   |
| Length: <b>0.00</b>  | MPO: <b>Y</b>  |                                    |  |  |  |  |  |  |  |  |  |  |                                     | FFOS:             | 0                 | 0                 | 0                 | 0                 | 0 | 0 |
| Fund Cat: <b>Taking Care Of System</b>   | AC-State: <b>1,367</b> State: <b>342</b> Local: <b>0</b>   |                                    |  |  |  |  |  |  |  |  |  |  | Payments:                           | 0                 | 0                 | 0                 | 0                 | 0                 | 0 |   |
| Sec Cat: <b>Thin Lift Overlay</b>  | Awd Date: <b>2015</b>  | Anticipated Fed Cat: <b>S.T.P.</b> |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |   |   |
| TIP #: <b>MO1206</b>   | Future Cost: <b>0</b> Estimate Total: <b>1,709</b>   |                                    |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |   |   |
| County: <b>Various</b>   | Pavement improvements on various minor routes in the urban Southwest District.   |                                    |  |  |  |  |  |  |  |  |  |  | Engineering:                        | 0                 | 2                 | 27                | 4                 | 71                | 0 |   |
| Route: <b>Various</b>  |  |                                    |  |  |  |  |  |  |  |  |  |  | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0 |   |
| Job No.: <b>8S2267</b>   |  |                                    |  |  |  |  |  |  |  |  |  |  | Construction:                       | 0                 | 0                 | 0                 | 0                 | 1,093             | 0 |   |
| Length: <b>0.00</b>  | MPO: <b>Y</b>  |                                    |  |  |  |  |  |  |  |  |  |  |                                     | FFOS:             | 0                 | 0                 | 0                 | 0                 | 0 | 0 |
| Fund Cat: <b>Taking Care Of System</b>   | AC-State: <b>958</b> State: <b>239</b> Local: <b>0</b>   |                                    |  |  |  |  |  |  |  |  |  |  | Payments:                           | 0                 | 0                 | 0                 | 0                 | 0                 | 0 |   |
| Sec Cat: <b>Thin Lift Overlay</b>  | Awd Date: <b>2016</b>  | Anticipated Fed Cat: <b>S.T.P.</b> |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |   |   |
| TIP #: <b>MO1206</b>   | Future Cost: <b>0</b> Estimate Total: <b>1,197</b>   |                                    |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |   |   |
| County: <b>Various</b>   | 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: <b>Various</b>  |  |                                    |  |  |  |  |  |  |  |  |  |  | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0 |   |
| Job No.: <b>9P2264J</b>  |  |                                    |  |  |  |  |  |  |  |  |  |  | Construction:                       | 0                 | 0                 | 146               | 0                 | 0                 | 0 |   |
| Length: <b>0.00</b>  | MPO: <b>Y</b>  |                                    |  |  |  |  |  |  |  |  |  |  |                                     | FFOS:             | 0                 | 0                 | 142               | 0                 | 0 | 0 |
| Fund Cat: <b>Safety</b>  | Fed: <b>149</b> State: <b>17</b> Local: <b>0</b>   |                                    |  |  |  |  |  |  |  |  |  |  | Payments:                           | 0                 | 0                 | 0                 | 0                 | 0                 | 0 |   |
| Sec Cat: <b>Safety</b>   | Awd Date: <b>2014</b>  | Anticipated Fed Cat: <b>Safety</b> |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |   |   |
| TIP #:   | Future Cost: <b>0</b> Estimate Total: <b>166</b>   |                                    |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |   |   |
| County: <b>Various</b>   | 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: <b>Various</b>  |  |                                    |  |  |  |  |  |  |  |  |  |  | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 | 0 |   |
| Job No.: <b>9P2264Q</b>  |  |                                    |  |  |  |  |  |  |  |  |  |  | Construction:                       | 0                 | 0                 | 107               | 0                 | 0                 | 0 |   |
| Length: <b>0.00</b>  | MPO: <b>Y</b>  |                                    |  |  |  |  |  |  |  |  |  |  |                                     | FFOS:             | 0                 | 0                 | 104               | 0                 | 0 | 0 |
| Fund Cat: <b>Safety</b>  | Fed: <b>116</b> State: <b>13</b> Local: <b>0</b>   |                                    |  |  |  |  |  |  |  |  |  |  | Payments:                           | 0                 | 0                 | 0                 | 0                 | 0                 | 0 |   |
| Sec Cat: <b>Safety</b>   | Awd Date: <b>2014</b>  | Anticipated Fed Cat: <b>Safety</b> |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |   |   |
| TIP #:   | Future Cost: <b>0</b> Estimate Total: <b>129</b>   |                                    |  |  |  |  |  |  |  |  |  |  |                                     |                   |                   |                   |                   |                   |   |   |

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Apr-27-2012

Section 4 - 13

District Southwest

TMA

Dollars in Thousands



## 2013-2017 Highway and Bridge Construction Schedule

### Transportation Planning

P.O. Box 270  
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Construction contingency applied to construction cost in the year the project is awarded.  
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Engineering includes PE costs, CE costs and R/W incidentals.

| STATE FISCAL YEAR PROJECT BUDGETING |                |                   |                   |                   |                   |                   |
|-------------------------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|                                     | Prior<br>Prog. | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>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               |
| <b>Grand Total:</b>                 | <b>2,719</b>   | <b>28,513</b>     | <b>17,712</b>     | <b>35,260</b>     | <b>3,618</b>      | <b>2,863</b>      |

|                    | 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           |
| <b>Grand Total</b> | <b>28,513</b> | <b>17,712</b> | <b>35,260</b> | <b>3,618</b> | <b>2,863</b> |

Project Count: 64

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

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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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals. |   |                                   |                                   |  |  |  |  |  |  |  |           | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |  |
|--|---|-----------------------------------|-----------------------------------|--|--|--|--|--|--|--|-----------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--|
|  |   |                                   |                                   |  |  |  |  |  |  |  |           | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |  |
| County: <b>Christian</b>   | Payback to the City of Nixa for MoDOT's share of intersection improvements at Gregg Road.   |                                   |                                   |  |  |  |  |  |  |  |           | Engineering:                        | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Route: <b>MO 14</b>  |   |                                   |                                   |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Job No.: <b>8P2357Z</b>  |   |                                   |                                   |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Length: <b>0.20</b>  | MPO: <b>Y</b>   |                                   |                                   |  |  |  |  |  |  |  | FFOS:     | 0                                   | 0                 | 0                 | 0                 | 0                 |                   |  |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b>   | Fed: <b>0</b>   | State: <b>189</b>                 | Local: <b>0</b>                   |  |  |  |  |  |  |  | Payments: | 0                                   | 189               | 0                 | 0                 | 0                 |                   |  |
| Sec Cat: <b>System Expansion</b>   | Awd Date: <b>N/A</b>  | Anticipated Fed Cat: <b>State</b> |                                   |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |  |
| TIP #: <b>NX1301</b>   | Future Cost: <b>0</b>   | Estimate Total: <b>189</b>        |                                   |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |  |
| County: <b>Greene</b>  | 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                 |  |
| Route: <b>US 60</b>  |   |                                   |                                   |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Job No.: <b>8P0791Z</b>  |   |                                   |                                   |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Length: <b>0.90</b>  | MPO: <b>Y</b>   |                                   |                                   |  |  |  |  |  |  |  | FFOS:     | 4,305                               | 830               | 0                 | 0                 | 0                 |                   |  |
| Fund Cat: <b>Major Projects &amp; Emerging Needs</b>   | Fed: <b>0</b>   | State: <b>830</b>                 | Local: <b>0</b>                   |  |  |  |  |  |  |  | Payments: | 4,305                               | 830               | 0                 | 0                 | 0                 |                   |  |
| Sec Cat: <b>System Expansion</b>   | Awd Date: <b>N/A</b>  | Anticipated Fed Cat: <b>State</b> |                                   |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |  |
| TIP #: <b>SP1107</b>   | Future Cost: <b>0</b>   | Estimate Total: <b>5,135</b>      |                                   |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |  |
| County: <b>Various</b>   | 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                 |  |
| Route: <b>Various</b>  |   |                                   |                                   |  |  |  |  |  |  |  |           | R/W:                                | 7                 | 0                 | 0                 | 0                 | 0                 |  |
| Job No.: <b>5B0800X</b>  |   |                                   |                                   |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Length: <b>0.00</b>  | MPO: <b>Y</b>   |                                   |                                   |  |  |  |  |  |  |  | FFOS:     | 7                                   | 0                 | 0                 | 0                 | 0                 |                   |  |
| Fund Cat: <b>Taking Care Of System</b>   | Fed: <b>0</b>   | State: <b>1,420</b>               | Local: <b>0</b>                   |  |  |  |  |  |  |  | Payments: | 582                                 | 284               | 284               | 284               | 284               |                   |  |
| Sec Cat: <b>Rehab And Reconst</b>  | Awd Date: <b>N/A</b>  | Anticipated Fed Cat: <b>State</b> | Future Cost: <b>2,001 - 5,000</b> |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |  |
| TIP #: <b>MO1105</b>   | Estimate Total: <b>2,009</b>  |                                   |                                   |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |  |
| County: <b>Various</b>   | Payment beginning in SFY 2011 for 3M tape installation warranty. Urban Southwest District share. Funding from operations funds.   |                                   |                                   |  |  |  |  |  |  |  |           | Engineering:                        | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Route: <b>Various</b>  |   |                                   |                                   |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Job No.: <b>8P0145B</b>  |   |                                   |                                   |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Length: <b>0.00</b>  | MPO: <b>Y</b>   |                                   |                                   |  |  |  |  |  |  |  | FFOS:     | 61                                  | 7                 | 0                 | 0                 | 0                 |                   |  |
| Fund Cat: <b>Taking Care Of System</b>   | Fed: <b>0</b>   | State: <b>7</b>                   | Local: <b>0</b>                   |  |  |  |  |  |  |  | Payments: | 61                                  | 7                 | 0                 | 0                 | 0                 |                   |  |
| Sec Cat: <b>Systems Operations</b>   | Awd Date: <b>N/A</b>  | Anticipated Fed Cat: <b>State</b> | Future Cost: <b>0</b>             |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |  |
| TIP #: <b>MO1106</b>   | Estimate Total: <b>68</b>   |                                   |                                   |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |  |
| County: <b>Various</b>   | On-call work zone enforcement in the urban Southwest District.  |                                   |                                   |  |  |  |  |  |  |  |           | Engineering:                        | 3                 | 2                 | 0                 | 0                 | 0                 |  |
| Route: <b>Various</b>  |   |                                   |                                   |  |  |  |  |  |  |  |           | R/W:                                | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Job No.: <b>8P2208</b>   |   |                                   |                                   |  |  |  |  |  |  |  |           | Construction:                       | 0                 | 0                 | 0                 | 0                 | 0                 |  |
| Length: <b>0.00</b>  | MPO: <b>Y</b>   |                                   |                                   |  |  |  |  |  |  |  | FFOS:     | 0                                   | 0                 | 0                 | 0                 | 0                 |                   |  |
| Fund Cat: <b>Safety</b>  | Fed: <b>0</b>   | State: <b>37</b>                  | Local: <b>0</b>                   |  |  |  |  |  |  |  | Payments: | 0                                   | 35                | 0                 | 0                 | 0                 |                   |  |
| Sec Cat: <b>Safety</b>   | Awd Date: <b>N/A</b>  | Anticipated Fed Cat: <b>State</b> | Future Cost: <b>0</b>             |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |  |
| TIP #: <b>MO1304</b>   | Estimate Total: <b>40</b>   |                                   |                                   |  |  |  |  |  |  |  |           |                                     |                   |                   |                   |                   |                   |  |

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# 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.

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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.<br>Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.<br>No inflation is applied to the Funding From Other Sources (FFOS) or Payments.<br>Engineering includes PE costs, CE costs and R/W incidentals.            |               |   |     |     |    |    |   |  |  | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |
|---|---------------|---|-----|-----|----|----|---|--|--|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|   |               |   |     |     |    |    |   |  |  | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |
|   |               |   |     |     |    |    |   |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Various</b><br>Route: <b>Various</b><br>Job No.: <b>8P2210</b><br>Length: <b>0.00</b> MPO: <b>Y</b><br>Fund Cat: <b>Safety</b> Fed: <b>0</b> State: <b>29</b> Local: <b>0</b><br>Sec Cat: <b>Safety</b> Awd Date: <b>N/A</b> Anticipated Fed Cat: <b>State</b><br>TIP #: <b>MO1401</b> Future Cost: <b>0</b> Estimate Total: <b>32</b>   | Engineering:  | 3 | 2   | 2   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | R/W:          | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | Construction: | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | FFOS:         | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | Payments:     | 0 | 0   | 25  | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Various</b><br>Route: <b>Various</b><br>Job No.: <b>8P2279</b><br>Length: <b>0.00</b> MPO: <b>Y</b><br>Fund Cat: <b>Safety</b> Fed: <b>0</b> State: <b>24</b> Local: <b>0</b><br>Sec Cat: <b>Safety</b> Awd Date: <b>N/A</b> Anticipated Fed Cat: <b>State</b><br>TIP #: <b>MO1501</b> Future Cost: <b>0</b> Estimate Total: <b>24</b>   | Engineering:  | 0 | 0   | 2   | 2  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | R/W:          | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | Construction: | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | FFOS:         | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | Payments:     | 0 | 0   | 0   | 20 | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Various</b><br>Route: <b>Various</b><br>Job No.: <b>8P2377</b><br>Length: <b>0.00</b> MPO: <b>Y</b><br>Fund Cat: <b>Safety</b> Fed: <b>0</b> State: <b>21</b> Local: <b>0</b><br>Sec Cat: <b>Safety</b> Awd Date: <b>N/A</b> Anticipated Fed Cat: <b>State</b><br>TIP #:      Future Cost: <b>0</b> Estimate Total: <b>21</b>  | Engineering:  | 0 | 0   | 0   | 0  | 1  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | R/W:          | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | Construction: | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | FFOS:         | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | Payments:     | 0 | 0   | 0   | 0  | 20 | 0 |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Various</b><br>Route: <b>Various</b><br>Job No.: <b>8Q2185</b><br>Length: <b>0.00</b> MPO: <b>Y</b><br>Fund Cat: <b>Major Projects &amp; Emerging Needs</b> AC-State: <b>361</b> State: <b>90</b> Local: <b>0</b><br>Sec Cat: <b>Systems Operations</b> Awd Date: <b>N/A</b> Anticipated Fed Cat: <b>S.T.P.</b><br>TIP #: <b>MO1303</b> Future Cost: <b>0</b> Estimate Total: <b>451</b> | Engineering:  | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | R/W:          | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | Construction: | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | FFOS:         | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | Payments:     | 0 | 451 | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
| County: <b>Various</b><br>Route: <b>Various</b><br>Job No.: <b>8Q2212</b><br>Length: <b>0.00</b> MPO: <b>Y</b><br>Fund Cat: <b>Major Projects &amp; Emerging Needs</b> AC-State: <b>361</b> State: <b>90</b> Local: <b>0</b><br>Sec Cat: <b>Systems Operations</b> Awd Date: <b>N/A</b> Anticipated Fed Cat: <b>S.T.P.</b><br>TIP #: <b>MO1403</b> Future Cost: <b>0</b> Estimate Total: <b>451</b> | Engineering:  | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | R/W:          | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | Construction: | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | FFOS:         | 0 | 0   | 0   | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |
|   | Payments:     | 0 | 0   | 451 | 0  | 0  | 0 |  |  |                                     |                   |                   |                   |                   |                   |

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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-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |
| County: Various                           | Operations and management of OzarksTraffic Intelligent Transportation System in the | Engineering:  | 0 | 0 | 0 | 0   | 0   | 0 | 0   | 0                                   | 0                 | 0                 | 0                 | 0                 | 0                 |
| Route: Various                            | urban Southwest District.   | 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 | Engineering:  | 0 | 0 | 0 | 0   | 0   | 0 | 0   | 0                                   | 0                 | 0                 | 0                 | 0                 | 0                 |
| Route: Various                            | urban Southwest District.   | 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 #: MO1503                             | Future Cost: 0 Estimate Total: 451  |               |   |   |   |     |     |   |     |                                     |                   |                   |                   |                   |                   |
| County: Various                           | Operations and management of OzarksTraffic Intelligent Transportation System in the | Engineering:  | 0 | 0 | 0 | 0   | 0   | 0 | 0   | 0                                   | 0                 | 0                 | 0                 | 0                 | 0                 |
| Route: Various                            | urban Southwest District.   | 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 | 451 | 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  |               |   |   |   |     |     |   |     |                                     |                   |                   |                   |                   |                   |

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

| STATE FISCAL YEAR PROJECT BUDGETING |                |                   |                   |                   |                   |                   |
|-------------------------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|                                     | Prior<br>Prog. | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>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                 |
| <b>Grand Total:</b>                 | <b>4,961</b>   | <b>1,800</b>      | <b>764</b>        | <b>757</b>        | <b>756</b>        | <b>735</b>        |
|                                     |                |                   |                   |                   |                   |                   |
|                                     |                | 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                 |
| <b>Grand Total</b>                  |                | <b>1,800</b>      | <b>764</b>        | <b>757</b>        | <b>756</b>        | <b>735</b>        |

Project Count: 13

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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 inflation compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

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

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

|                     | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |                   |
|---------------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|                     | Prior Prog.                         | 7/2012-<br>6/2013 | 7/2013-<br>6/2014 | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 |
| FFOS:               | 4,728                               | 4,654             | 679               | 7,416             | 0                 | 0                 |
| Total R/W:          | 422                                 | 1,349             | 338               | 0                 | 0                 | 0                 |
| Total Construction: | 0                                   | 23,993            | 15,958            | 32,897            | 3,224             | 2,503             |
| Paybacks:           | 4,948                               | 1,796             | 760               | 755               | 755               | 735               |
| Sub-Total:          | 5,370                               | 27,138            | 17,056            | 33,652            | 3,979             | 3,238             |
| Total Engineering:  | 2,310                               | 3,175             | 1,420             | 2,365             | 395               | 360               |
| <b>Grand Total:</b> | <b>7,680</b>                        | <b>30,313</b>     | <b>18,476</b>     | <b>36,017</b>     | <b>4,374</b>      | <b>3,598</b>      |

Project Count: 77

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

Apr-30-2012

Section 4 - 1

Dollars in Thousands

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

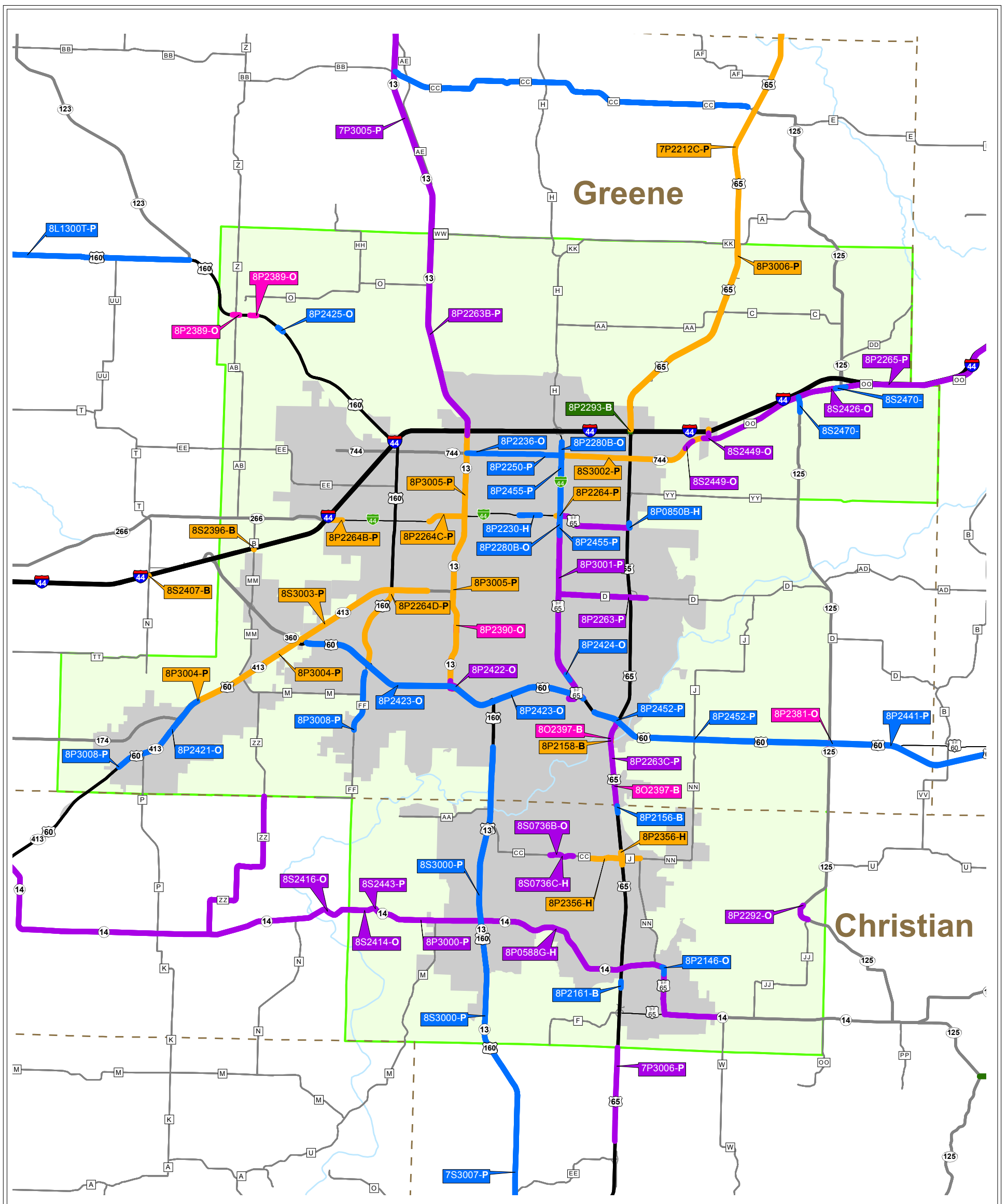
Amounts include construction and right of way, excludes engineering.

| State Fiscal Year   | 2013  | 2014  | 2015  | 2016  | 2017  |
|---|-------|-------|-------|-------|-------|
| Statewide Interstate And Major Bridge - Available           |       |       |       |       |       |
| Statewide Interstate And Major Bridge - FFOS                | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Interstate And Major Bridge - Fund Transfers      | 0.20  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Interstate And Major Bridge - Carryover           | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Interstate And Major Bridge - Total Available     | 0.20  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Interstate And Major Bridge - Programmed          | 0.20  | 0.00  | 0.00  | 0.00  | 0.00  |
| Safety - Available  | 1.03  | 1.06  | 1.03  | 1.07  | 1.07  |
| Safety - FFOS   | 0.00  | 0.25  | 0.00  | 0.00  | 0.00  |
| Safety - Fund Transfers                                     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Safety - Carryover  | -2.97 | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 0.04  | 0.11  | 4.54  | 0.21  | 0.00  |
| Safety - Total Available                                    | -1.90 | 1.42  | 5.57  | 1.28  | 1.07  |
| Safety - Programmed   | 0.07  | 0.75  | 0.02  | 0.02  | 0.06  |
| Taking Care Of System - Available                           | 6.37  | 6.53  | 6.34  | 6.60  | 6.62  |
| Taking Care Of System - FFOS                                | 1.01  | 0.11  | 0.00  | 0.00  | 0.00  |
| Taking Care Of System - Fund Transfers                      | 8.00  | 2.50  | 9.00  | 0.00  | 0.00  |
| Taking Care Of System - Carryover                           | -5.89 | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 4.25  | 0.55  | 1.42  | -0.06 | 0.00  |
| Taking Care Of System - Total Available                     | 13.74 | 9.69  | 16.76 | 6.54  | 6.62  |
| Taking Care Of System - Programmed                          | 14.97 | 10.00 | 25.32 | 3.50  | 2.73  |
| Major Projects & Emerging Needs - Available                 | 2.80  | 4.07  | 2.36  | 6.18  | 7.57  |
| Major Projects & Emerging Needs - FFOS                      | 3.65  | 0.33  | 7.42  | 0.00  | 0.00  |
| Major Projects & Emerging Needs - Fund Transfers            | -4.00 | -2.00 | 0.00  | 0.00  | 0.00  |
| Major Projects & Emerging Needs - Carryover                 | 8.50  | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 3.93  | 0.29  | 5.38  | -0.37 | 0.00  |
| Major Projects & Emerging Needs - Total Available           | 14.88 | 2.69  | 15.16 | 5.81  | 7.57  |
| Major Projects & Emerging Needs - Programmed                | 11.90 | 6.31  | 8.31  | 0.45  | 0.45  |
| Statewide Major Projects & Emerging Needs - Available       |       |       |       |       |       |
| Statewide Major Projects & Emerging Needs - FFOS            | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Major Projects & Emerging Needs - Fund Transfers  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Major Projects & Emerging Needs - Carryover       | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Major Projects & Emerging Needs - Total Available | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Major Projects & Emerging Needs - Programmed      | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Amendment 3 - Available                           |       |       |       |       |       |
| Statewide Amendment 3 - FFOS                                | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Amendment 3 - Fund Transfers                      | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Amendment 3 - Carryover                           | -3.51 | 0.00  | 0.00  | 0.00  | 0.00  |
| Award and Completed Project Adjustments                     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Amendment 3 - Total Available                     | -3.51 | 0.00  | 0.00  | 0.00  | 0.00  |
| Statewide Amendment 3 - Programmed                          | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Total Categorized Funding Available by SFY                  | 23.41 | 13.80 | 37.49 | 13.63 | 15.26 |
| Total Flexible Funds Available                              | 4.60  | 3.96  | -5.67 | 4.50  | 4.51  |
| Adjustments   | 8.22  | 0.95  | 11.34 | -0.22 | 0.00  |
| Carryovers  | -3.87 |       |       |       |       |
| Total Available by SFY                                      | 28.01 | 17.76 | 31.82 | 18.13 | 19.77 |
| Total Programmed by SFY                                     | 27.14 | 17.06 | 33.65 | 3.97  | 3.24  |

*Note: Three percent inflation compounded annually applied to program years 2014 - 2017  
Two percent construction contingency applied to construction.*

Statewide Transportation Improvement Program  
2013-2017  
Southwest District-Ozarks Transportation Organization  
Highway and Bridge Construction Projects

DRAFT



State Fiscal Year\*

- 2013
- 2014
- 2015
- 2016
- 2017

Type of Work  
B = New/Improved Bridge  
H = New/Expanded Highway  
M = Major Bridge  
O = Other/Safety  
P = Pavement Treatment

Urban Areas

Ozark Transportation Organization

Label Key  
Job No.-Type of Work

\* July 1 - June 30  
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.



Missouri Department of Transportation  
1-888-ASK-MODOT  
WWW.MODOT.ORG

April 6, 2012



# 2013 - 2017 Scoping and Design Projects

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

|  |                        |  |                 |             |   | STATE FISCAL YEAR PROJECT BUDGETING<br>(ENGINEERING) |                   |                   |
|--|------------------------|--|-----------------|-------------|---|--|-------------------|-------------------|
|  |                        |  |                 |             |   | Prior Prog.  | 7/2012-<br>6/2013 | 7/2013-<br>6/2017 |
| County: <b>Christian</b><br>Route: <b>MO 14</b><br>Anticipated Federal Category: <b>S.T.P.</b> | Job No: <b>8P2219</b>  | Scoping to improve the Rte. 160 (Massey Boulevard) and Rte. 14 (Mount Vernon Street) intersection in Nixa.   | AC-State<br>6   | State<br>0  | Local<br>0<br>Future Cost: <b>2,001 - 5,000</b>   | 20   | 2                 | 4                 |
| County: <b>Christian</b><br>Route: <b>US 65</b><br>Anticipated Federal Category: <b>N.H.S.</b> | Job No: <b>8P0605</b>  | Scoping to improve system efficiency and capacity from Valley Water Mill Road in Springfield to Rte. F in Ozark.   | AC-State<br>10  | State<br>0  | Local<br>0<br>Future Cost: <b>50,001 - 75,000</b> | 2,048  | 2                 | 8                 |
| County: <b>Christian</b><br>Route: <b>RT CC</b><br>Anticipated Federal Category: <b>S.T.P.</b> | Job No: <b>8S0736</b>  | Scoping for capacity and safety improvements from Main Street in Nixa to Pheasant Road in Ozark.   | AC-State<br>6   | State<br>0  | Local<br>0<br>Future Cost: <b>25,001 - 50,000</b> | 70   | 2                 | 4                 |
| County: <b>Greene</b><br>Route: <b>US 160</b><br>Anticipated Federal Category: <b>N.H.S.</b>   | Job No: <b>8S0690</b>  | Scoping for intersection improvements on Campbell Avenue at Plainview Road.  | AC-State<br>8   | State<br>2  | Local<br>0<br>Future Cost: <b>2,001 - 5,000</b>   | 103  | 5                 | 5                 |
| County: <b>Greene</b><br>Route: <b>IS 44</b><br>Anticipated Federal Category: <b>I/M</b>       | Job No: <b>8I3000</b>  | Design for an alternate pavement treatment project from Rte. 266 (Chestnut Expressway) to west of Rte. 13 (Kansas Expressway) in Springfield.  | AC-State<br>6   | State<br>0  | Local<br>0<br>Future Cost: <b>2,001 - 5,000</b>   | 0  | 2                 | 4                 |
| County: <b>Greene</b><br>Route: <b>US 60</b><br>Anticipated Federal Category: <b>N.H.S.</b>    | Job No: <b>8P0683D</b> | 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<br>10  | State<br>0  | Local<br>0<br>Future Cost: <b>25,001 - 50,000</b> | 290  | 2                 | 8                 |
| County: <b>Greene</b><br>Route: <b>US 60</b><br>Anticipated Federal Category: <b>N.H.S.</b>    | Job No: <b>8P0683E</b> | 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<br>10  | State<br>0  | Local<br>0<br>Future Cost: <b>2,001 - 5,000</b>   | 290  | 2                 | 8                 |
| County: <b>Greene</b><br>Route: <b>US 60</b><br>Anticipated Federal Category: <b>S.T.P.</b>    | Job No: <b>8P3003</b>  | 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<br>160 | State<br>40 | Local<br>0<br>Future Cost: <b>2,001 - 5,000</b>   | 100  | 100               | 100               |



P.O. Box 270  
Jefferson City, MO 65102

4/27/12



## 2013 - 2017 Scoping and Design Projects

### Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

|                    | 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        |
| <b>Federal</b>     |            |            |           |           |           |
| Sub-total Federal  | 0          | 0          | 0         | 0         | 0         |
| <b>Grand Total</b> | <b>194</b> | <b>272</b> | <b>41</b> | <b>31</b> | <b>31</b> |

**TAB 5**



Weekly Transportation Report

May 4, 2012

## Oregon Adds Electric Vehicle Charging Stations to Expand Electric Highway

Oregon Department of Transportation and the Oregon Department of Energy opened two new electronic vehicle charging stations, continuing to extend the range of the West Coast Electric Highway for those driving electric vehicles.

"These two EV charging stations complete a vital link in the first leg of the West Coast Electric Highway in Southern Oregon, opening up over 200 miles of highway to traverse without a single drop of gasoline," said ODOT Transportation Electrification Project Manager Ashley Horvat.

The first phase of the West Coast Electric Highway opened in March, showcasing eight charging stations in Southern Oregon and enabling zero-emission travel for drivers of electric vehicles from the more populated parts of Oregon all the way to the California border. Once the entire project is complete, the highway will permit drivers to go from Vancouver, British Columbia, to San Diego without the need for carbon-based fuel.

Funding for the two new charging stations, located at the Pioneer Villa Truck Plaza in Halsey and the Gateway Marketplace in Springfield, was available through an additional \$215,000 that ODOE awarded ODOT in stimulus funding through its State Energy Program, bringing the total amount for the project to \$915,000. In the first two weeks of operation, the first eight chargers installed were utilized 168 times.

Throughout 2012 and 2013, ODOT will install 35 more fast chargers along the Coast, the Columbia River Gorge, over the Cascades, and many other travel destinations made possible through a \$3.34 million TIGER II grant from the U.S. Department of Transportation.

More information on Oregon's electric vehicle efforts is available at [1.usa.gov/OR-EV](http://1.usa.gov/OR-EV). Further information on the West Coast Electric Highway is available at [bit.ly/WCEH2012](http://bit.ly/WCEH2012).

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



April 27, 2012

## Miller Report Highlights Importance of Public Support for Infrastructure Investment

With many of the nation's roads in need of improvement and future transportation projects put on hold due to the lack of sufficient funding, it is important to increase public awareness of the need to invest in U.S. infrastructure, concludes a report released Monday by the Miller Center of Public Affairs at the University of Virginia.

The report, "Are We There Yet? Selling America on Transportation," is based on the Miller Center's David R. Goode National Transportation Policy Conference held this past fall and co-chaired by former U.S. Transportation Secretaries Samuel Skinner and Norman Mineta. More than 60 transportation experts at that conference focused on how to highlight the nation's transportation challenges in a compelling way for the general public. Those in attendance included three other former U.S. transportation secretaries in addition to Skinner and Mineta – James Burnley, Rodney Slater, and Mary Peters.

"There must be adequate funding, both for the maintenance of existing systems and for further expansion and interconnection of new systems," said Skinner and Mineta in a letter included in the report. "Transportation experts, stakeholders, and users agree that change is needed. To set change in motion, however, there must first be public pressure for transportation investment and reform. Despite broad support in principle, however, active public engagement on these issues has been elusive."

The report draws on what was discussed at the conference and outlines four key elements for engaging the public on the need for infrastructure investment. The first involves framing the transportation debate around economic growth, employment, and competitiveness, all in tandem with overall quality of life. Another key element entails coming up with a plan that is keyed to the rhythms of an election year as well as important events within the transportation calendar. The report also cites the need for targeted and efficient use of both traditional media and social media in fostering broader public engagement. The final key element encompasses linking local transportation investment opportunities and benefits with policy decisions at the national level.

"Through a smart, aggressive, and coordinated new communications effort, transportation advocates and stakeholders can elevate their issue to a level not experienced since President Eisenhower's era," the report states. "A campaign of sufficient scope and with the appropriate mix of tactics and messages can move national elected officials to take note of stakeholder priorities and incorporate those priorities into transportation policy proposals and discussions. An effective campaign can also generate a swell of grassroots and traditional engagement efforts that help national stakeholders maintain advocacy pressure, generate new content, and build a broader base of support for meaningful transportation reform."

The 62-page report is available at [bit.ly/Miller-Center-Report](http://bit.ly/Miller-Center-Report).

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

## Driving to the Future: Can China--and the World--Afford 2 Billion Cars?

China could have one billion cars by mid-century--but what kind of vehicles will they be?

By David Biello | Monday, January 3, 2011 | 27 comments

SHENYANG—Rows of new white minibuses marshal at the entrance to Brilliance Auto's sprawling complex on the outskirts of this industrial city of 4.2 million people in northeastern China. The complex includes assembly shops, dormitories and corporate headquarters, in addition to temporary parking for the company's products. In one cavernous, dimly lit shop, workers in tan overalls with blue highlights repeat over and over the same basic assembly task as a conveyor belt slowly but steadily carries the skeletons of future minibuses from station to station at the pace of the slowest worker. The air is filled with brief blasts of whirring power tools and the smell of ozone and rubber. Everywhere is the logo of Brilliance, a blocky knock-off of the oval symbol of the world's largest automaker Toyota.

The logo is perhaps an homage to the mammoth company whose partnership with Brilliance has helped it to shine, along with additional help from BMW. The Chinese state-owned enterprise now sells some 80,000 "JinBei" and "Granse" minibuses a year—after assimilating Toyota's "Hiace" and "Granvia" minibus models during a previous joint venture, or what the Chinese call technology "digestion."

"At the beginning, we had no ability to develop our own vehicles," says Wang Shiping, Brilliance's vice president of strategy, via a translator. "Now we just purchase engines from Toyota. We have two engine plants but it's the customer's choice: if they like Toyota engines we provide that. If they like domestic we have that."

Much like the U.S. or neighbors Japan and South Korea, China has made automobile manufacturing a focus of its development efforts—naming it a "national pillar industry" in 1994. Brilliance's parent company—Huachen—employs some 35,000 people. And much like Henry Ford introduced an economic model that worked for America—building cars that his workers could afford on the salaries he paid them—the Chinese public has responded, purchasing roughly 14 million vehicles in 2010 and lifting the global fortunes of automakers both domestic and foreign, such as GM, which, for the first time in 2009, sold more cars in China than in the U.S.

At the same time, China has invested heavily in infrastructure to make the country car-friendly: roads, bridges, tunnels—an orgy of construction that happens to double as a stimulus plan. A pristine four-lane toll highway leads out of this northeastern city, empty except for a few trucks and official convoys speeding past in their specially licensed black sedans. But within a few years, the lanes will be crowded with cars and the next cycle of road-building will begin. Beijing started its second ring road in the 1980s and completed its sixth—stretching 187 kilometers around the sprawling capital—in 2009.

Predictable results have followed: traffic jams that stretch for kilometers, sprawling suburbia and rising fuel prices. The vice mayor of Beijing was recently "exiled" to work in Xinjiang province after a debacle of some 30,000 vehicles being registered in a few weeks in December in anticipation of a curb on new auto registry. The Beijing municipal government duly laid out its plan on December 13 to combat the capital's roughly 4.8 million vehicles that have turned the city's roads into sinuous parking lots, including encouraging the use of the new subway system and restricting new vehicle registries to just 240,000 in total next year, roughly one-third of 2010's total. Plus, a haze covers the cities of China—a combination of the smoke of a million coal fires and all the vehicles' exhaust obscuring the skyline with smog's airlight, turning a Beijing sunrise from rosy to peach.

"China, India, can those countries do it better?" asks transportation expert Daniel Sperling of University of California, Davis. "Do they have to follow the model of the U.S. and Europe?"

In 2010, the world holds some 1.2 billion cars, trucks, buses and motorcycles, including roughly 200 million in China. But with China potentially heading towards a billion vehicles alone in the next few decades the question is: can China build the clean car of the future or will it remain stuck in the muck and mire of the past?

"The industry and the market are going to smaller, cheaper vehicles, not just China and India, but elsewhere as well," Sperling notes, and tax cuts on cars with less than 1.6 liter engines helped push sales of such vehicles to 70 percent of the Chinese market this year. But, even with cars moved by such fuel efficient engines, "if you think we have problems now with oil security and climate change, it's only going to get a lot worse unless we do something about the increasing number of vehicles."

### **All of oil**

Since the dawn of the Oil Age more than a century ago, humanity has produced (and burned for the most part) roughly 1 trillion barrels of oil. As it stands, half the oil used worldwide—86 million barrels per day—is burned in motor vehicles. "To the extent there's an oil problem, it's really a transportation problem," Sperling says, because most of the oil is used to transport people or goods.

And much of that transportation problem can be traced to China, where at least 2,000 new cars hit the streets of the capital city Beijing every day. "China's increase in oil demand [between 2000 and 2007] was equal to all of Saudi Arabia's production," notes Mikkal Herberg, an expert on energy and Asia at the University of California, San Diego, and two-thirds of the country's imported oil came from the Persian Gulf region. China's National Development and Reform Commission (NDRC), the government agency that sets Chinese energy and industrial policy, says the country relies on imported oil for 55 percent of its supplies, or more than 4.2 million barrels per day out of a more than 8 million barrels per day habit.

In Shenyang and Beijing, gas costs roughly 6.72 renminbi per liter (\$3.85 per gallon) this autumn. But that price is changing. As a result of rising global oil prices and ongoing billions of renminbi losses at the quasi-governmental Chinese oil companies, the NDRC raised fuel prices on December 21, adding roughly 0.23 renminbi to the retail price per liter in a bid to spur conservation.

That conservation is needed to preserve China's energy independence, according to NDRC vice chairman Zhang Guobao. Outside of the Middle East, much of the world's production of oil has peaked. "Eighty percent of the world's known, proven, easily produced reserves is where access is completely unavailable or very constrained and limited," Herberg notes.

But there's still plenty of oil out there, as much as 4.5 trillion barrels if "unconventional" oil—oil from tar sands, heavy oil deposits or oil shale—is included. And there's even more if we start converting other fossil fuels into liquid fuel. China already has one such coal-to-liquid fuel plant and may build more. "If we're worried about greenhouse gases, this is exactly the wrong way to go. This is recarbonizing our energy system," Sperling says. "We need to meet people's [transportation] needs in a way that doesn't destroy the Earth."

China's national oil companies—China National Petroleum Corporation, China National Offshore Oil Corporation and Sinopec—have invested in oil fields around the world, in a bid to ensure future supply. "Oil is too important to be left to the market," Herberg notes. "The critical issue is not who drinks out of what piece of the lake. The critical piece is is there enough water in the lake, enough oil in the market?"

China is doing its part, attempting to build a strategic stockpile of 20 days' worth of imports—similar to the 90 days of imports stockpiled by all countries that are members of the International Energy Agency, essentially an anti-OPEC for oil consumers. "IEA has enough stocks collectively to put 4 million barrels-per-day on the market in case of a severe disruption," Herberg says. "That's an enormous amount of oil."

And then there are the alternatives. "The future of fuels is some mix of biofuels, electricity and hydrogen," Sperling says. "That's almost 100 percent definite." And electric vehicles are leading that charge.

### **Electric future?**

Chinese companies have already produced some 120 million electric bikes—regular bicycles with an electric motor and rechargeable battery attached—a convenient form of transportation that is underused in the U.S. These small companies, such as Xinri, are graduating to building four-wheeled electric vehicles, similar to the Nissan LEAF, joined by Chinese battery makers like BYD, which stands for Build Your Dream. "Electric vehicles is a way they can leapfrog conventional technology," Sperling says. "The future of vehicles is moving toward electric drive."

The Chinese government has supported the infant EV industry since 2006 as part of its 863 Program for advanced technology development. "It's a top priority," Sperling says. "This is a way to reduce oil imports, which is a big deal for them, and a way to develop an export-oriented auto industry." China already exports some conventional vehicles—Brilliance expects to ship out some 40,000 vehicles in 2010, despite crash test setbacks in Europe in which Brilliance sedans folded like origami on impact.

But it is electric vehicles on which China is hanging its future, eliminating tax cuts for small internal combustion engine vehicles and investing more than \$15 billion government money in a fund for carmakers, utilities and oil companies to invest in electric and other "new energy" vehicles over the next decade. And the Chinese government will formally reveal its plan for "Energy Saving and New Energy Vehicle Development" this month, which will prioritize hybrid and electric vehicles, aiming for 1 million such autos on the roads by 2015.

Already, 16 state-owned enterprises, including automakers China FAW Group and Dongfeng Auto, have been ordered to build the electric vehicle industry in the country with a goal of becoming the number one producer of such vehicles by 2012. And Chinese central and local governments offer hundreds of thousands of renminbi in subsidies to manufacturers of electric cars. "If we fail to catch this trend, it will be hard for us to survive in future," says Brilliance's Wang.

The only problem is the Chinese consumer; hybrid vehicles that pair a gasoline and electric engine, let alone pure electric vehicles, are too expensive for the first-time Chinese car buyer. For example, a Toyota Prius costs roughly 200,000 renminbi—more than twice comparable cars with only an internal combustion engine that runs on gasoline. "The high cost of new energy vehicles make the vehicles difficult for consumers to accept," Wang says, though the company has sold 400 such hybrid electric vehicles for use as taxis in the Chinese city of Dalian, thanks to government subsidies.

The technology is also not up for comparison with the venerable internal combustion engine: a pure electric vehicle requires one kilogram of battery to support one kilometer of travel, making a car with the typical range of a conventional vehicle prohibitively heavy. And surmounting that hurdle with lighter-weight batteries employing lithium-ion technology adds yet more to the cost of the final vehicle. "Even if we can tolerate the heavy weight of the battery, we will not be able to tolerate the premium of price [over the cost of a comparable conventional vehicle], which ranges from 50,000 to 60,000 renminbi per unit," Wang notes, though the Chinese government now offers a subsidy of 60,000 renminbi to buyers of electric vehicles in five chosen cities and 50,000 renminbi to buyers of hybrid cars.

Simply put, electric vehicles remain too expensive for the average car buyer. And what holds for China probably holds for the rest of the world. The Chevrolet Volt, for example, is roughly \$40,000 in the U.S. before government incentives—roughly twice as much as a comparable sedan with an internal combustion engine.

It remains to be seen how electric cars will fare upon their reintroduction this time; it is possible that EVs can help the world's car drivers reduce their oil consumption—and reduce the emissions of heat-trapping gases. After all, electric cars dominated the early history of automobiles because of their ease—Mrs. Henry Ford drove one—until the abundance of oil and its power density displaced them from the marketplace (while incorporating them as electric starters for internal combustion cars). "The goal is to make these cars more affordable than the gasoline counterpart," says Julie Mullins, a spokeswoman for Better Place, a purveyor of electric vehicle infrastructure. "If it's not more convenient and it's not more affordable, then consumers will not make the switch."

And, as of today, electric cars are neither more convenient, nor more affordable. "I have no confidence in electric vehicles amounting to a hill of beans in the next five years or 10 years. The batteries are lousy," says Mark Levine, a senior staff scientist at Lawrence Berkeley National Laboratory in California, who has worked with the Chinese government on energy efficiency programs since 1986, though he notes that "the Chinese do miracles.... China will be dominant in electric vehicles and will probably take over the world market [in 2025 when the technology matures] unless other countries are willing to subsidize their own production."

He adds: "It's just not going to happen overnight."

At the same time, simply switching Chinese drivers from burning oil to using electricity that is created by burning coal—responsible for more than 70 percent of such power presently in the Middle Kingdom—may not reduce greenhouse gas emissions enough. "Electric vehicles only make sense if you are also committed to decarbonizing electricity," Sperling notes.

And globally, it will take a long time for electric vehicles to displace the internal combustion engine. "It would take until 2029 to swap to all electric vehicles if all new vehicle sales from today forward are electric vehicles," notes chemical engineer David Rogers, general manager for climate change at California-based oil company Chevron, and until 2089 if only 25 percent of new vehicle sales were electrics. The Toyota Prius and cars like it—hybrid electric vehicles, which rely on conventional motors in conjunction with electric ones—grew to only as much as 5 percent of new vehicle sales in the last 10 years. "This thing is going to take a long time."

It may be buses and taxis that lead the charge, given their circumscribed routes and return to fixed locations. "Buses are big enough to hold batteries," Wang notes, and they are largely purchased by big-pockets governments rather than ordinary citizens.

One thing seems clear: most driving will be done with internal combustion engines, at least for the near future, whether in China, the U.S. or elsewhere. "Under current conditions, only 1 to 2 percent of Chinese consumers are willing to buy hybrid vehicles," Wang says. "Consumers are not yet ready to be willing to pay for the environment out of their own pocket."

*Editor's Note: Reporting for this feature took place as a result of a Jefferson Fellowship from the East–West Center in Honolulu, Hawaii.*

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April 26, 2012

## FundBook

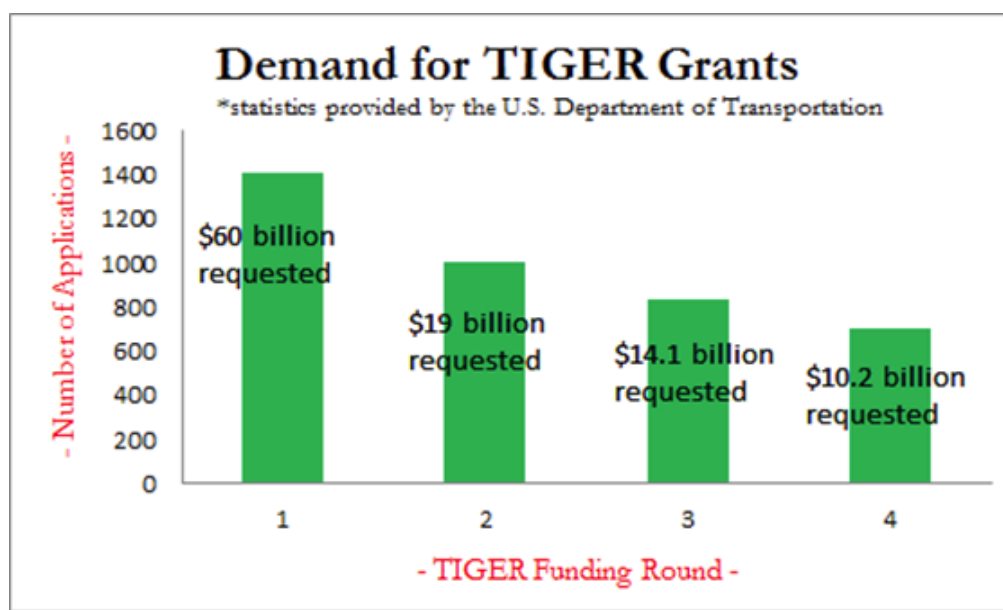
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## Demand for TIGER Grants Slips

Posted by [James Alfano](#) on Tuesday, April 17, 2012 · [Leave a Comment](#)

Though the [TIGER Discretionary Grant Program](#) remains one of the most competitive and over-subscribed funding opportunities in the federal government's entire grant suite, it appears as if demand for these prized grants may be slipping. Transportation Secretary Ray LaHood [this month announced](#) that the demand for the fourth round TIGER (Transportation Investment Generating Economic Recovery) grants has once again surpassed available funding. 703 applications were submitted to the Department of Transportation [DOT] for TIGER 2012 grants, totaling \$10.2 billion and far exceeding the \$500 million set aside for the program through the FY12 Appropriations Act.

That being said, the number of applications submitted for TIGER grants has been on the decline since the program received over 1,400 applications requesting almost \$60 billion in 2009. In fact, this latest batch of applications [703] represents the fewest number of applications DOT has received since the program was first funded, a decline of 15 percent from the 2011 TIGER funding round.



The previous three rounds of the TIGER program provided \$2.6 billion to 172 projects in all 50 states, the District of Columbia and Puerto Rico. Demand for the program has been overwhelming, and during the previous three rounds, DOT received more than 3,348 applications requesting more than \$95 billion for transportation projects across the country.

## A Reality Check:

While TIGER IV applicants can obtain some solace that the pool of applicants is somewhat reduced this year, there is no doubt that TIGER remains highly competitive. Though the number of applications has slipped considerably since 2009, it's unlikely that the collective "want" for TIGER grants is no longer there. More likely is the fact that cities and counties are less willing to submit project requests because:

1. the application process is lengthy and complex
2. the program typically funds less than 5 percent of applications
3. more communities are learning more about the multiple components required for a project to be competitive

It should also be noted that the program now restricts applicants from submitting more than three applications per funding round. Like the first three rounds, TIGER 2012 grants are for capital investments in surface transportation infrastructure and will be awarded on a competitive basis.

[Learn more about the [TIGER Discretionary Grant Program](#)]

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## Let's drive innovation!

### NEWS >>

#### McCain promotes the health advantages of adaptive traffic control technologies

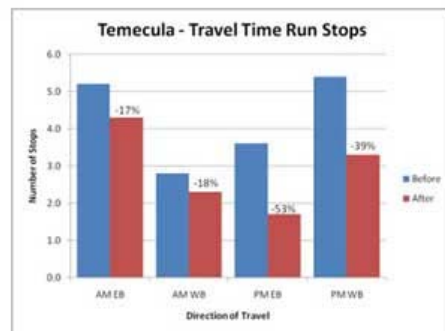


McCain has suggested that the introduction of adaptive traffic control technologies can yield major health benefits by reducing air pollution and the time and stresses associated with commuting. Adaptive control optimizes signal timing by making timing adjustments based on current demand and system capacity. Deriving signal timing from existing traffic conditions, adaptive control responds to demand, providing the most efficient, smoothest route possible. The company says the technology provides: improved air quality through a reduction in idling and stop-and-go traffic, which results in a possible 4-7% decrease in fuel waste

and consumption; reduced stress levels for drivers via decreased congestion, with smoother trips can helping reduce the anxieties associated with getting to a given destination on-time; enhanced safety through better intersection efficiencies, which reduces the number of stops and starts and helps decrease the chances of a collision; decreased travel times that allows commuters to have more time to focus on relaxation and participation in healthy activities.

The company says that its QuicTrac Adaptive Control Software has been proven to reduce stop-and-go traffic, delivering a smooth, more balanced traffic flow. McCain has deployed and successfully tested adaptive control technologies in the field, and completed case studies on the cities of Temecula and San Marcos in California. The company says the studies show that deploying an adaptive control system will yield undeniable benefits for the road network and health of residents in a municipality, such as: improved efficiencies, with more than 25% fewer stops; decreased delays and commute times by 10% or more, which saves annual travel times, helping reduce stress and freeing up more time for motorists; increased mobility, with more than a 10% increase in speeds; and a reduction in harmful emissions by 10,000lbs or more in the first year.

12 April 2012



**Capturing a New Vision for Transportation Management and Control**



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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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## Thinking like a farmer boosts tax revenue

**Calculations per acre reveal that dense, mixed-use development generates substantially more property taxes for municipalities.**

[development](#) [finance](#) [mixed-use](#) [policy](#)

### Better! Cities & Towns

**Issue:** April-May 2012

*Editor's note: On Tax Day, today we will examine property taxes, the kind of taxes that cities and towns rely on most. Density and mixed-use — not parking lots — yield the most revenue by far. This is a premium article for Better! Cities & Towns for the April-May 2012 issue, but I couldn't help sharing.*

An analysis by Joseph Minicozzi of Urban3 in Asheville, North Carolina, shows that on a per-acre basis, dense, mixed-use development far outstrips the value of lower density, single-use development — even profitable big box stores.

City officials tend to think of tax yield on a parcel-by-parcel basis. That's like analyzing agricultural yield “per farm.” When analyzed per acre, the differences in types of urban development become very clear, says Minicozzi.

Minicozzi looked at the county property taxes paid on various kinds of development in 12 communities across the US. (County taxes are generally paid even in cities, and are more consistent than, say, school taxes in various states.)

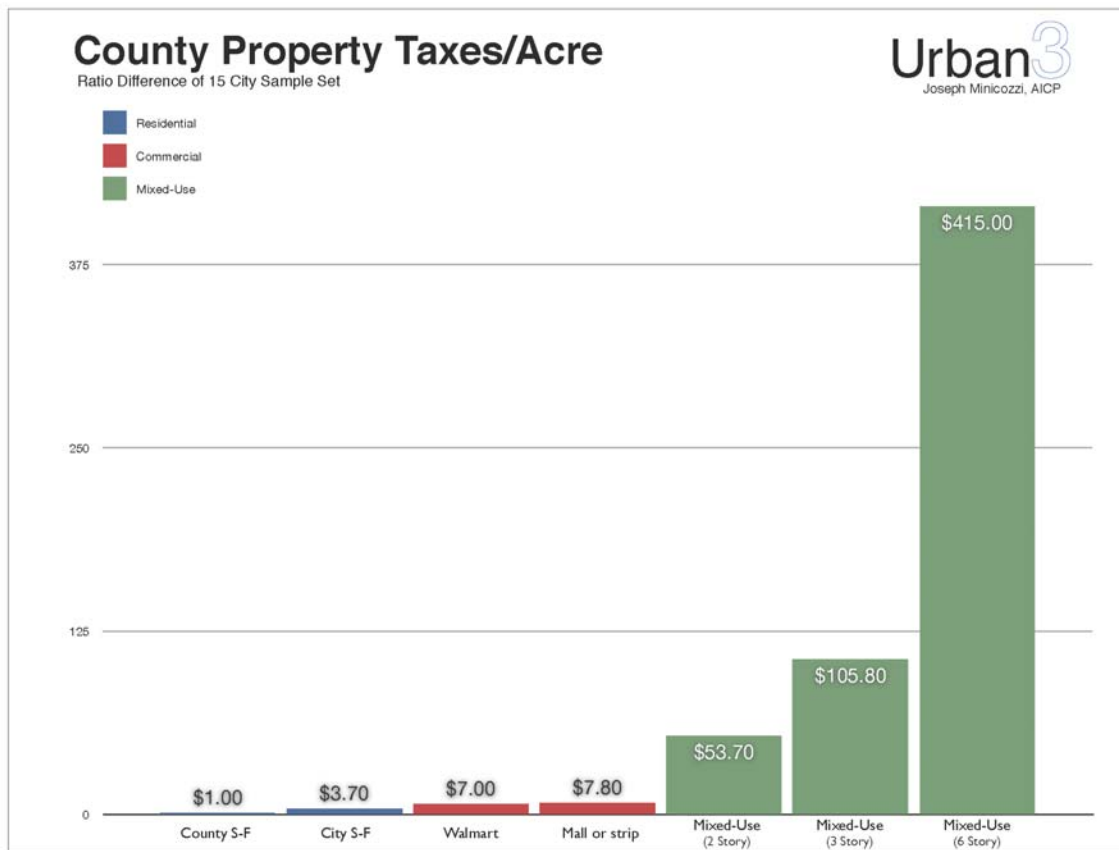
In the dozen communities, a Wal-Mart on a large outlying site generated \$7 per acre in property taxes, while a shopping mall or strip center produced slightly more: \$7.80 per acre. By contrast, denser, more urban kinds of development provided much greater financial returns for their communities. Two-story, mixed-use development generated \$53.70 in property taxes per acre. Three-story mixed-use generated \$105.80 in taxes per acre. Six-story mixed-use was best of all: \$415 per acre.

Single-family residential development generated the least: \$3.70 if situated in a city and \$1 per acre if it was outside the city.

### Asheville, NC mid-rise



*The mid-rise, mixed-use building in downtown Asheville, NC, is the kind that maximizes tax revenue for cities. Image courtesy of Joseph Minicozzi, URBAN3.*



### Looking at large parcels critically

The lesson, as Minicozzi sees it, is that governments should encourage dense, mixed-use development — common in downtowns — and take a critical view of lower, large-acreage projects farther away from the core.

Governments, in his view, should evaluate development on tax revenue per acre rather than on the value of the individual property. The image below makes the difference clear:



*The 3-D map of downtown Asheville, NC, shows not the height of buildings but the tax yield per acre, which is highly variable. Two buildings of similar value, adjacent to each other, yield hugely different tax revenues per*

*acre. The building on bottom, a hotel, has a large surface parking lot and much lower revenue per acre, revealing the public loss from parking. Better! Cities & Towns, from URBAN3 images.*

The 12 communities that Minicozzi examined are Asheville; Sarasota, Florida; Columbia, South Carolina; Billings and Bozeman, Montana; Cheyenne, Sheridan, and Laramie, Wyoming; Driggs, Idaho; and Grand Junction, Glenwood Springs, and Rifle, Colorado. Some of the studies were of areas only within the city limits, while others extended into the surrounding counties.

Though most of those are in the Rocky Mountain states (where studies were commissioned by the Sonoran Institute, an environmental organization), and though the sample did not include some regions, such as the Northeast, Minicozzi believes the conclusions apply nationally.

Urban3's parent company is Public Interest Projects (PIP), a for-profit development company in Asheville that concentrates on multi-story buildings downtown. Earlier studies of tax revenue per acre in Asheville and Sarasota County, Florida, were reported in the September 2010 *New Urban News*. Some readers have pointed out that large-acreage big-box stores sometimes generate substantial amounts of sales tax, a revenue category not covered in the latest report. Minicozzi noted in response that the revenue from a six-story downtown building is so great that on a per-acre basis, it surpasses the sales tax revenue from a typical large-acreage store.

### For more in-depth coverage on this topic:

- [Subscribe](#) to *Better! Cities & Towns* to read all of the articles (print+online) on implementation of greener, stronger, cities and towns.
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- Get [New Urbanism: Best Practices Guide](#), packed with more than 800 informative photos, plans, tables, and other illustrations, this book is the best single guide to implementing better cities and towns.
- See the [December 2011 issue](#) of *New Urban News*. **Wall Street and urbanism**, streets to plazas, Sustainable Communities grants, Choice Neighborhoods, TIGER grants, **buyers prefer smart growth**, protecting historic buildings, **public health and planning**, redevelopment in Georgia, Ecovillages, parklets.

Posted by Robert Steuteville on 17 Apr 2012

### Comments

#### [It all comes down to money](#)

Submitted by Cindy (not verified) on Tue, 2012-04-17 13:26.

Between Joe's and Chuck's figures, there is just about everything you need to know about public finance, as it relates to development policies.