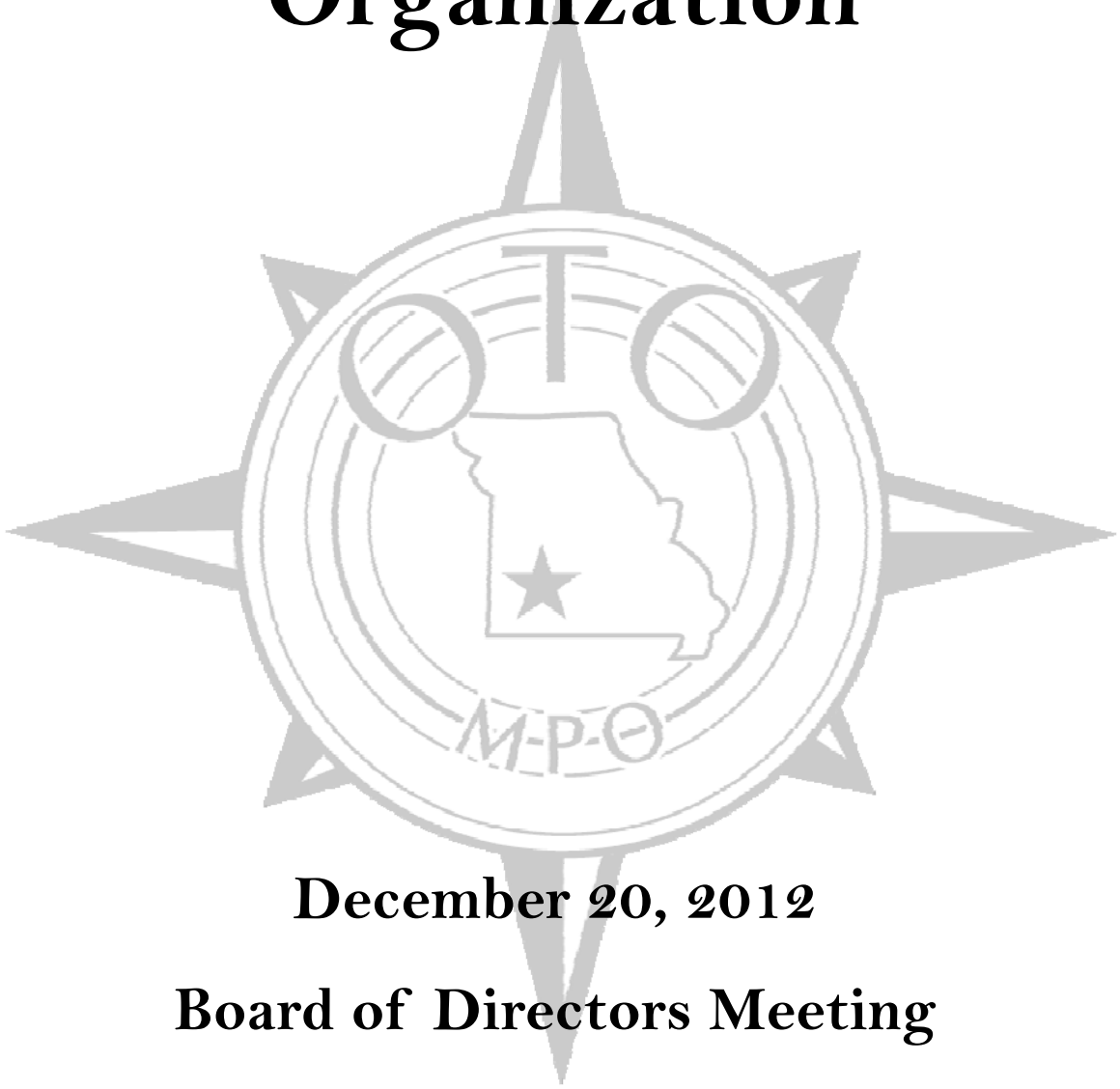


# **Ozarks Transportation Organization**



**December 20, 2012**

**Board of Directors Meeting**

**OTO Conference Room, Holland Building**

**205 Park Central East, Suite 212**

**12:00 – 1:30 PM**



**Board of Directors Meeting Agenda, December 20, 2012  
OTO Conference Room  
205 Park Central Square, Suite 212**

**Call to Order .....NOON**

**I. Administration**

**A. Introductions**

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

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

**C. Approval of the October 18, 2012 Meeting Minutes ..... Tab 1  
(2 minutes/Compton)**

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING  
MINUTES**

**D. Public Comment Period  
(5 minutes/Compton)**

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

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

Sara Fields will provide a review of the OTO staff activities since the October 18, 2012 Board of Directors meeting.

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

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

**II. New Business**

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

Three Administrative Modifications have been processed by staff per the OTO TIP Amendment Policy. Administration Modification Number One changes the funding source for a City Utilities project for pedestrian accommodations at transit stops.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**B. Amendment Number Two to the FY 2013-2016 TIP ..... Tab 3**  
(10 minutes/Longpine)

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

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT  
NUMBER TWO TO THE FY 2013-2016 TIP**

**C. Annual Listing of Obligated Projects ..... Tab 4**  
(5 minutes/Longpine)

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.332.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE ANNUAL  
LISTING OF OBLIGATED PROJECTS.**

**D. Financial Statements for 1st Quarter 2012-2013 Budget Year ..... Tab 5**  
(5 minutes/Krischke)

OTO Board Treasurer, Jim Krischke, will present the year-end financial report.

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

**E. Nominating Committee Report ..... Tab 6**  
(5 minutes/Childers)

The OTO Board of Directors Nominating Committee will present the 2013 Slate of Officers.

**BOARD OF DIRECTORS ACTION REQUESTED TO ELECT THE 2013  
CHAIRMAN, VICE-CHAIRMAN, TREASURER, AND SECRETARY FOR THE  
OTO BOARD OF DIRECTORS**

**F. Welcome to New Chair and Vice-Chair**  
(2 Minutes/Compton)

**NO ACTION REQUIRED**

**G. OTO Board of Directors 2013 Meeting Schedule ..... Tab 7**  
(2 minutes/Fields)

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**III. Other Business**

**A. Board of Directors Member Announcements**  
(5 minutes/Board of Directors Members)

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

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

(5 minutes/Board of Directors Members)

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

**C. Articles for Board of Directors Member Information ..... Tab 8**

(Articles attached)

**IV. Adjournment**

Targeted for **1:30 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, December 20, 2012 at 12:00 P.M. in the OTO Offices at 205 Park Central East, Suite 212.

**Attachments**

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

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 AGENDA 12/20/12; ITEM I.C.**

Attached for Board of Directors member review are the minutes from the October 18, 2012 Board of Directors meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any Board of Directors member has any amendments to the attached minutes.

### **BOARD OF DIRECTORS ACTION REQUESTED:**

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

OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
October 18, 2012

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

The following members were present:

Mr. Harold Bengsch, Greene County	Mr. Jim Krischke, City of Republic (a)
Mr. Brian Bingle, City of Nixa (a)	Mr. Aaron Kruse, City of Battlefield
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. Lou Lapaglia, Christian County
Mr. Phil Broyles, City of Springfield (a)	Mr. Bradley McMahon, FHWA
Mr. Jerry Compton, City of Springfield (Chair)	Ms. Robin Robeson, City Utilities
Mr. Tom Finnie, Citizen-at-Large	Mr. Dan Salisbury, MoDOT (a)
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Jim Viebrock, Greene County
Mr. Nick Heatherly, City of Willard (a)	Mr. Brian Weiler, Airport Board (a)

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Tom Keltner, City of Willard
Ms. Becky Baltz, MoDOT	Mr. Bill Kirkman, City Utilities (a)
Mr. Thomas Bieker, City of Springfield (a)	Ms. Susan Krieger, City of Strafford
Mr. Shawn Billings, City of Battlefield (a)	Mr. Steve Meyer, City of Springfield (a)
Mr. Richard Bottorf, Airport Board	Mr. Shane Nelson, City of Ozark
Mr. Brian Buckner, City of Republic	Mr. John Rush, City of Springfield
Mr. Steve Childers, City of Ozark (a)	Mr. Mark Schenkelberg, FAA
Mr. Sam Clifton, City of Nixa	Mr. Tim Smith, Greene County (a)
Mr. John Elkins, Citizen-at-Large (a)	Mr. Bob Stephens, City of Springfield
Ms. Teri Hacker, Citizen-at-Large	

Others Present: Ms. Sara Fields, Mr. Curtis Owens, Ms. Natasha Longpine, Ozarks Transportation Organization; Mr. Dan Smith, Greene County Highway Department; Ms. Stacy Burks, Senator Roy Blunt's Office; Mr. Frank Miller, MoDOT; Mr. Ray Weter, Christian County; Ms. Cinda Rodgers, Cinda Rodgers, CPA; Mr. Keith Ray Mackie, Missouri Senator Bob Dixon's Office.

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

## **I. Administration**

### **A. Introductions**

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

Mr. Weiler made the motion to approve the October 18, 2012 Board of Directors Meeting Agenda. Mr. Lapaglia seconded and the motion was approved unanimously.

### **C. Approval of the August 16, 2012 Meeting Minutes**

Mr. Broyles made the motion to approve the August 16, 2012 Meeting Minutes. Mr. Lapaglia seconded and the motion was approved unanimously.

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

None

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

Ms. Fields informed the Board that Safe Routes to School applications are due November 5. Safe Routes to School funding is 100 percent whereas Enhancement funding is 80/20. Staff recommends submitting projects for both types of funding if eligible. OTO will have Enhancement and Transportation Alternatives Funding available December 14. This due date provides enough time for agencies to submit applications. This timeline allows for ONEDOT approval by April with construction in 2014 and 2015.

OTO is developing an On-System Bridge application cycle. Qualifying bridges need to be deficient and on the federal-aid system as a collector or higher. Staff has shared a list of qualifying bridges with the Technical Committee and Ms. Fields offered to share this with the Board if there was interest.

Applications for federal functional classification systems have been made available and are due October 31. These applications are requested once a year.

Staff attended a FHWA roundtable meeting in Jefferson City to discuss fiscal constraint and the planning process. FHWA appeared impressed with how OTO conducts the planning process. Discussion also included how OTO projects funding figures for the Transportation Improvement Program.

The Missouri Highways and Transportation Commission was in Springfield in September. The Chamber hosted the event with Springfield, Greene County, and OTO. One of the issues discussed was MoDOT's customer survey, which had positive results.

Staff continues to attend training, including webinars on MAP-21. Though information is being continually released, a lot is still unknown, especially regarding the funding for the Springfield area TMA. Staff has attended training on congestion



management in Fayetteville, Arkansas, as well as MPO training and modeling training.

Staff worked with a consultant to conduct travel time runs. Those results are expected in November. These factor into the congestion management process which will compare how the roadways are performing compared to four years ago.

The web-based Transportation Improvement Program has been developed and staff is currently entering data.

There is an upcoming meeting on the Cheyenne/CC intersection improvements, as well as a meeting for James River Freeway and the Campbell Avenue corridor.

The OTO has hired a new staff member. Melissa Richards is the multi-media coordinator for OTO. She will be working on the OTO public input process, as well as OTO's electronic and web presence.

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

Ms. Burks stated that there was not much new news to share. MAP-21 is an authorizing bill not an appropriations bill. The 6 month extension does not include MAP-21 increases in funding. Those levels will not be enjoyed until the time a new appropriations bill is out. In terms of the "fiscal cliff" and the sequestration, much of the Highway reauthorization money or MAP-21 will not be touched. Additional money from general revenue that will be transferred to the Federal Highway Trust fund might be subject to cuts.

## **II. New Business**

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

Ms. Longpine stated that there are four items included in the amendment. The first one is to update the Route 65/Battlefield Interchange project to reflect the cost share agreements and to program the construction. The design was included in the TIP before, so this increases the total programmed amount to \$13 million. The East Chestnut Expressway railroad overpass is also being updated to reflect the cost share agreements. That project is a little over \$11 million. The Route 65 south bound bridge over I-44 has been updated to show an earmark received totaling \$166,000. Route 160 and Hunt Road Intersection is another cost share that is being updated, where Willard is providing \$21,000 for a total project cost of \$614,000.

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

### **B. STP-Urban Report**

Ms. Longpine stated that there is an updated STP-Urban Balance Report. The report is prepared every year to reflect the amount of funding that is coming in and what has been obligated by the jurisdictions. MoDOT has a policy whereby the OTO is allowed to accumulate up to three years of funding before it is subject to rescission by

MoDOT. This policy allows OTO to use future cost shares toward meeting that goal. Accounting for cost shares, OTO's balance is just over \$2 million. Without considering cost shares, the overall balance is just over \$20 million. The issue is that the federal government can rescind unobligated funding at any time. So even though the funds are safe on the MoDOT side, the reports are prepared to show the total balance subject to rescission.

Mr. McMahon stated that in regards to the Federal Highway Administration direction concerning rescissions there can be some discussion about that. It is the MoDOT policy, and it is not clear that is the federal law. Ms. Longpine stated that Congress can pass a rescission at anytime and that is why jurisdictions are encouraged to obligate the funds.

Mr. Broyles wanted to clarify that any funds that MoDOT has committed does not expire in three years. If MoDOT is obligated to do a project with the county, city or otherwise then that funding is still there for that purpose.

Mr. McMahon stated that obligation verbiage means that the project is placed under a federal-aid project agreement. Federal Highway has authorized the work with that action as well as obligated the funds. Then it is billed against for reimbursement. The obligation is an action in the management system where the money is locked down and then the work can be done and reimbursed. Up until that time it is only available to be programmed, that is why obligation is emphasized.

### **C. Air Quality Report**

Ms. Longpine provided an update to the Board of Directors on the air quality for the past year. Ozone season officially concludes at the end of October, but the high values for the year have likely been reached given the weather in the summer. The OTO region had some really good years the past few years. The standard is set at 75 ppb and for the previous two years the OTO's annual readings were 67 and 69. This summer there were some really hot days which affect the local ozone levels the most. The current 3-year design value actually bumped up to 74, which is one point away from the standard. The number for this specific year was actually 80, which for next year means that the OTO cannot go over 71. The OTO is keeping an eye on the situation. EPA might not designate non-attainment during off review years so that gives the OTO some time to move back into attainment, if the weather cooperates. The OTO embarked on an EPA program called Ozone Advance. This is a voluntary program where the EPA works with the OTO region in trying to work on voluntary strategies to keep ozone levels down. This can impact whether the region is considered in non-attainment.

### **D. Bicycle Pedestrian Plan Implementation Report**

Ms. Longpine stated that the agenda includes a report on the implementation activities over the fiscal year. This report is produced annually and includes not just what the OTO works on, but what each of the communities in the OTO region is

working toward in implementing the overall Bicycle and Pedestrian Plan. The report outlines the goals and priorities that were included in the Journey 2035. It groups the accomplishments by the five E's, which are included in the Safe Routes to School Program. It is also part of the Bicycle Friendly Communities Program. The five E's stand for engineering, evaluation, enforcement, education, and encouragement. There is a lot that has gone on under engineering this year, including trails and sidewalks in the various communities. Springfield has done a lot with bicycle lanes this year. The Link is near implementation for the northern section. Evaluation includes Bike/Ped plan updates by both the OTO and the City of Springfield.. Under Enforcement there was a course offered for the Springfield Police Officers. Education and encouragement encompasses Safe Routes to School and the "Lets Go Smart Springfield" program that Terry Whaley presented to the Board of Directors a couple of months ago. Additional work through the Ozarks Greenways and STAR Team and then numerous events in the area encourage people to get out and be active and use the infrastructure for transportation.

Mr. Compton stated that there seemed to be confusion with the public on the sharrows, in particular the Sunset sharrow. People are reluctant to drive in those lanes and as Campbell is approached there are sharrows in both lanes. He inquired if there was any public education campaign planned. Mr. Broyles agreed that it was probably something that the City of Springfield's Public Works should do. There is a difference between a bike lane and sharrow. People need to understand that when the end of the bike lane comes into an intersection that cars and bikes need to share the lane. Mr. Compton reiterated that cars seem reluctant to use the lanes since they are unsure what it is about.

#### **E. Audit Report**

Ms. Cinda Rodgers thanked the Board of Directors for the opportunity to serve as auditor this year. The object of the audit was to opine that the financial statements are fairly stated in accordance with the basis of accounting. It is not a fraud audit or an internal control audit. These items are considered in the course of the audit but are not the primary focus of the audit. There are a lot of misunderstandings on the kind of audit performed here since there are many of types of audits. She stated that she was not an IRS auditor.

Ms. Rodgers reviewed the Independent Auditor's Report. The opinion is unqualified which is the best opinion that can be given by the auditor. There are not qualifications on the auditor's opinion of the financial statements which are considered a clean opinion. The OTO financials are based on a modified cash basis of accounting. It is a cash basis with a couple of modifications and those are in-kind and also a couple of small liabilities that are presented on the balance sheet. Otherwise cash is the basis. The reason for the cash basis is that it is simpler to understand. It is simpler for the Board of Directors to understand and the citizens to understand. It also reduces the cost and the audit fees, it keeps things simpler.

Ms. Rodgers pointed out that the balance sheet is in an unusual format which is unique to the governmental area. There are basically two different balance sheets. It

is required to present a statement of net assets and a fund balance sheet, which this page presents both. If the OTO was on the accrual basis there would be some differences between these two. That is the reason for the adjustment column on the page. The two are presented on a slightly different basis and those differences are reported as adjustments. There are no differences on those two statements because of the modified cash basis but it still is required to be shown. The cash basis balance sheet does not have a lot to be shown. It shows the cash, and the organization has opted to include some payables, specifically the credit card payable. The equity is basically cash with a small adjustment for the liability.

The Income Statement is in two different statements as well. The audit requires a governmental-wide statement and also a fund statement. The OTO only has one fund so both statements are the same. There are no adjustments since the OTO is on a modified cash-basis. The bottom line is that revenues exceeded expenses by \$29,000 for the fiscal year.

The notes to the financial statements are standard notes that are required to be put in by the type of audit. The notes offer additional explanations on various things in the financial statements and various policies behind the financial statements. If there is a question on the financial statements the notes can be looked at for additional details. There is a budgetary comparison schedule which looks good; with the main point being the OTO is under budget.

This is the first year the OTO had an A-133 audit. This is the schedule of expenditures of federal awards, so basically it just shows any federal grants and any amounts expended under those grants. The OTO had one grant and it was over \$500,000, which is when the single audit kicks in. There have been questions about what an A-133 means. An organization may have several grants from several different federal agencies each having their own audit requirements. The organization may also be required to have a financial statement audit. They are combined into a single audit. The auditor may look at several programs. In this case there is only one program. The single audit requires that the auditor test compliance with the federal program, federal grant, and the internal controls over compliance. Mr. Krischke had inquired about which areas of compliance were tested. OMB lists 14 general areas of compliance for federal grants. The auditor determines what areas apply to the grant. The areas that were tested were activities allowed. Basically, whether the OTO spending is the money on what the organization said it would spend the federal money on. Allowable costs are the amounts that are spent under the grant and are reviewed to see that they are properly documented and authorized.

Another area examined is cash management, which tests to see if the organization is sitting on funds for a long period of time in the case of cash advances. The funds should be spent quickly. Also reviewed is equipment and road property management. The main thing looked at is if federal funds are spent to buy equipment and the rules regarding the disposal of the equipment, and the organization's compliance with the rules. The audit also considered the matching funds and requirements. The amounts that the OTO claimed as matching funds were examined to see that the use was

appropriate. Procurement compliance was another area that was reviewed. The question was if the procurement procedures were appropriate and was the organization following the procedures and the reporting requirements.

The audit also includes a report required under government auditing standards showing compliance, not necessarily with federal grants, but with statute contract regulation. If there is not compliance with that, then there could be a material effect on the financial statements and the auditor is required to report that. There was no non-compliance found. Also under government auditing standards the auditor is required to look at the internal controls over financial statements. The OTO's internal controls are very good so there are no findings there either. The report includes an executive summary which lists a schedule of findings and questions. This states that there is an unqualified opinion of the financial statements. There were no findings for internal control or compliance of the federal grant. The last page under a single audit requires the reporting of any prior year findings. This is the first year for the OTO so there are no previous findings.

The auditor is finally required to provide a letter to those charged with governance; basically it is the auditor's communication to the Board. This states if there is anything that needs to be brought to the Board's attention from the auditor. There really was not anything that needed to be reported. This is where any disagreements with management over the financial statements or sensitive disclosures would be found. Any material adjustments or errors in the financial statements would be there as well. There were none on the OTO's statements. The books were in great shape. Ms. Parks with the supervision of Ms. Fields have done a great job on the books. There were no problems during the course of the audit with management, and staff was great to work with.

Mr. Krischke stated that Ms. Rodgers did a great job as auditor. Before the Board meeting he had asked to her to go into more detail on the requirements of single audits for the Board. It is important for the Board to understand what this operation is all about. Mr. Compton echoed his thanks to Ms. Rodgers and Mr. Krischke.

Mr. Lapaglia made the motion to approve the FY2012 Audit Report. Mr. Broyles seconded and the motion was carried unanimously.

#### **F. Procurement Manual Revisions**

Ms. Fields stated that the OTO was proposing a revision to the procurement manual for the purpose of purchasing group health insurance. The manual currently requires all purchases over \$20,000 to go through a formal bidding process. Since the OTO has fewer than 20 employees, the OTO is required to go through an application process for group health insurance. All of the employees will need to fill out an application on which they will need to list every pre-existing condition, social security numbers, and their family's pre-existing conditions. This information is sensitive, so it should not be disclosed in a general bidding process.



What staff is proposing instead is an exception for health insurance that allows the staff to get three quotes in order to not disclose the protected health information. The OTO would then use the quotes to determine a good price and the best option. Staff examined the actual grant requirements and formal bidding is required over \$150,000 so this would be well under that requirement. The OTO procurement manual is one that OTO staff wrote and adopted. Staff chose the \$20,000 threshold, not the granting requirements.

Mr. Bingle made the motion to approve the proposed purchasing manual revisions. Mr. Bengsch seconded and the motion was approved unanimously.

#### **G. Group Health Insurance Benefit**

Ms. Fields stated that the OTO employees currently receive \$5,000 annually for a health insurance allowance. This allows the employees to go out and purchase individual or family insurance, whatever meets their needs. It is taxable to the extent that the employee must choose to run it through the cafeteria plan. There is a \$5,000 flexible spending account that the employee can submit their insurance premium reimbursement request through. The problem is that the new Health Care Act reduces this amount to \$2,500. At that point it increases the OTO's and employee's tax liability. The easy answer is to run the health insurance premiums through a separate flexible spending account as group health insurance like most other companies. OTO pays for the group health insurance directly and the employee contributions will come out of the payroll. It is a good tax savings for the OTO on the employment taxes side. This will allow not only the employee premiums to run through the insurance cafeteria plan but also the family premiums that the employee pays, freeing up the \$2,500 for the basic medical flexible spending account.

The OTO is proposing to purchase group health insurance for employees and their family. The OTO went out for quotes and Anthem Insurance was the lowest price for the benefits. There is a summary sheet included of the quotes. The proposal from Anthem is for a \$1,500 deductible with 90/10 coinsurance and \$25 copay. If this plan is adopted, then the insurance allowance would stop on November 1<sup>st</sup> and the OTO would begin purchasing the group health plan. The premiums are calculated at \$66.00 per pay period for children or spouse only and \$132.00 per pay period for family. Staff checked the grant and OMB requirements and found that benefits are 100% eligible for reimbursement so with the federal billing and the employee match portion this will cover 100% of the costs which will free up some local jurisdiction dues right now on the 80/20 match for the \$5,000 that the OTO is currently covering. The OTO would pay for 100% of the employee coverage and 50% of the family coverage.

The OTO is not guaranteed a rate from the insurance company. The plans are modeled for whatever happens while the employees are on the plan. Anthem traditionally has only done a rate increase on the annual renewal date so that is what the OTO is prepared for at this time. The employees are priced out individually so if one of the employees has a birthday that transcends the age bracket that could result

in g a slight premium increase. Dependents are added on due to a qualifying event and can also be removed resulting in changes to the premiums.

The OTO portion of the health insurance is only \$160 over the current allowance so there is not a need for a budget increase. The OTO is not asking for a change in budget just for the purchase of the insurance. This should help with employee retention at the OTO. The non-availability of group health insurance has been an issue for the OTO. With the Affordable Care Act there is a lot of uncertainty. One of which is fines for businesses without health coverage. In summary, the pros are the shift of the local match requirement to the employee. It also results in a decrease in the payroll taxes of about \$2,000 a year. It also guarantees the employee is covered at 100 percent. It guarantees that they have insurance and means the OTO meets the minimum participation requirement since 100% of employees participate. The cons are that the OTO does not know what is happening with the federal health care law and the health care exchanges. It will also take additional staff time to administer the plan with checks and payroll. It makes the OTO subject to the Department of Labor Oversight and Audits. It is not liability free but is a good option for the OTO.

Mr. Lapigalia stated that this appears to be a wash for the OTO. Mr. Compton stated it should be a huge help in employee retention and something that is really necessary.

Mr. Fisk made the motion to approve the purchase of group health insurance. Mr. Kruse seconded and the motion was approved unanimously.

#### **H. Merit Raises**

Ms. Fields stated that in 2009 the Board adopted a salary schedule for the employees which outline step increases based on a satisfactory evaluation. As long as an employee obtained a satisfactory evaluation there was a 6.5 percent raise. The Executive Committee decided a method based on performance instead of pass/fail would be better. If there is an employee exceeding expectations that employee should get a higher raise than someone barely meeting expectations. The new proposed system would allow employees to be rated on performance. There are currently job descriptions and salary ranges for every employee. The raises would not exceed the salary range that has been approved by the Board. In the future there might be a need to adjust some ranges or job descriptions and those would go through the Board of Directors. The proposal is that within those guidelines of the descriptions and ranges, that the raises be given based on evaluation. Every employee has goals to meet for the year. If the employee exceeds expectations a 4 percent raise would be given, meeting expectations a 3 percent raise, minimum expectations 2 percent, and if the employee fails to meet expectations no raise would be given.

Ms. Fields would evaluate the staff based on the employee goals and objectives and the Executive Committee would evaluate Ms. Fields. This new system would be effective January 1, 2013 and repeal the current step system. Mr. Finnie inquired if this would mean a 10.5 percent raise for an exceptional evaluation. Ms. Fields stated

it would just be a 4 percent increase. Mr. Broyles stated that the 4 percent is the maximum replacing the 6.5 percent.

Mr. Fisk stated that there was discussion in the Executive Committee because many of the jurisdictions that support the OTO have conservative raises. He stated that Ms. Fields agreed that there should not be an automatic raise but instead an earned merit raise. She met the challenge with this proposal. The 6.5 percent would go away and replaced with 4 percent subject to an evaluation.

Mr. Fisk made the motion to approve the merit raise proposal. Mr. Finnie seconded and the motion was carried unanimously.

#### **I. Mission Statement**

Ms. Fields stated that the Executive Committee has been working on a mission statement. It is important for the OTO to have an objective and goals to meet. The mission statement will encompass that work. It should be simple and understandable, something that people could recite. The Executive Committee changed the proposal to read “to provide a forum for cooperative decision making in support of an excellent regional transportation system.” The goals focus on collaboration, regional priorities and partnerships. When it comes to MoDOT, the goal associated with that should be modified to say “to assist in accomplishing their mission statement of providing a world class transportation experience that delights customers and promotes a prosperous Missouri.” The Executive Committee felt it would be important to say that part of what the OTO does is help MoDOT meet their mission statement. The OTO mission statement would be part of the strategic plan document. That is the first step and so the strategic plan document would include other things like what the OTO does and who the OTO’s jurisdictions are, that type of thing. The amended and finalized OTO mission statement is attached to these minutes.

Mr. Compton stated they were trying to keep it concise and yet inclusive of what needs to be done.

Finnie made the motion to adopt the changes to the mission statement as presented. Mr. Lapalia seconded and the changes were adopted.

Mr. Fisk made the motion to approve the proposed mission statement as amended. Mr. Bingle seconded and the motion was carried unanimously.

#### **J. Appointment of a Nominating Committee**

Mr. Compton stated that the Board needed to appoint a nominating committee for a slate of officers for the 2013 calendar year. The tradition has been set by the organization for an elected official from Greene County, Christian County and the City of Springfield to serve as Chairman and Vice Chairman on a rotating basis. Mr. Compton nominated Phil Broyles and Steve Childers for the committee and asked for volunteers. Mr. Kruse volunteered.



Mr. Bengsch made the motion to appoint the nominating committee as named. Mr. Krischke seconded and the motion was carried unanimously.

### **III. Other Business**

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

Mr. Compton mentioned Becky Baltz had been named to 20 most influential women of 2012.

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

Mr. Miller mentioned the trail opening under 60/65. Mr. Fisk mentioned that under the Bike/Ped report that there was one sentence on enforcement needs. He stated that there needs to be more of a focus for the Bike/Ped since the region is mixing bicycles and vehicles and have spent a lot of money on infrastructure. There does not appear to be enough opportunities for enforcement. Mr. Miller responded that the STAR team discussed it and were researching some type of education program. Barbara Lucks volunteered to help with finding avenues for education.

Discussion ensued about insurance and bicyclists and responsibilities in vehicle/bike collisions and the need for enforcement so all are protected. Mr. Fisk reiterated the need for enforcement so all are protected. Mr. Fisk mentioned an example where bikes are required to be licensed for \$5, then required to watch a 30 minute video to get the tag. Mr. McMahon asked the question about using Safe Routes to School non-infrastructure for education efforts.

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

Ms. Fields included the news release from CU on Transfer Station Site. She also included news releases on other area projects.

Mr. Compton welcomed Mr. Ray Weter.

### **IV. Adjournment**

Mr. Compton adjourned the meeting at 1:08 p.m.

## **Mission Statement**

To provide a forum for cooperative decision making in support of an excellent regional transportation system.

## **Goals**

Foster collaboration in the planning, decision-making and construction of the transportation network.

Establish regional priorities in which to focus limited federal, state and local funding.

Encourage partnerships to stretch limited financial resources.

To assist MoDOT in accomplishing their mission statement of “providing a world-class transportation experience that delights customers and promotes a prosperous Missouri”.

Conduct short and long range transportation planning through monitoring system performance, forecasting future needs and prioritizing projects.

Provide a fair and impartial setting to conduct a continuing, comprehensive, and cooperative transportation planning process.

Actively seek participation from local stakeholders and the general public.

Seek to make decisions which improve the air quality of the region.

## **Objectives**

Encourage economic growth and vitality for the region by providing transportation infrastructure and facilities that ensure opportunities for future economic development and promote desired growth.

Develop, implement, and maintain a multi-modal transportation system that supports jobs, housing, education, accessibility, recreation, clean air, water conservation and sustainability.

Improve quality of life and livability by enhancing the effectiveness and aesthetics of the collective transportation system, improving the connectivity and accessibility of the street, pedestrian, and bicycle networks, promoting urban density and efficient development patterns, and increasing the efficiency and convenience of the existing public transit system.

Support the maintenance of streets, sidewalks, trails, transit, and the airport, using the most effective strategies to maximize the efficient operation of the existing systems, keeping in mind safety, accessibility, sustainability, and collaboration.

Ensure the safety and security of all users focusing on reductions in crash rates through engineering, education, enforcement and emergency response, as well as security improvements through incident management and partnerships with local and regional enforcement agencies and the public transit agency.

Monitor the transportation network, providing feedback for the support of the most comprehensive solution for transportation demand, safety, quality of life, economic development, availability of applicable funding, and the maximizing of beneficial returns on transportation investments.

**TAB 2**

## **BOARD OF DIRECTORS AGENDA 12/20/12; ITEM II.A.**

### **Administrative Modifications One, Two, and Three to the FY 2013-2016 Transportation Improvement Program**

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

#### **AGENDA DESCRIPTION:**

The four year Transportation Improvement Program is developed annually and changes can be requested at any time. Administrative modifications are minor revisions that do not result in significant changes to the scope or funding of a project. Per the OTO Public Participation Plan, staff is able to approve these changes upon request, as long as they meet the administrative modification guidelines as listed in the OTO Public Participation Plan. Notification of administrative modifications is provided to the Technical Planning Committee, Board of Directors, and MoDOT, as well as the Federal Highway Administration and Federal Transit Administration. TIP administrative modifications require no public comment period.

##### **Administrative Modification Number One:**

- **Revision – Minor Changes to Funding Sources between Federal Categories:**  
*Pedestrian Accommodations to Transit Stops on MoDOT Roadways (EN1102)*  
City Utilities has requested to update the federal funding source to indicate that the STP funds have not been flexed to FTA Section 5317 – New Freedom funds, but rather are STP funds used for a New Freedom-like project.

##### **Administrative Modification Number Two:**

- **Revision – Minor Changes to the Scope of a Project:**  
*Voice Annunciation System for Fixed Route Fleet > Public Transit ITS Hardware and Software (CU1318)*  
This project was updated to more fully reflect the complete capacity of the voice annunciation system, including passenger information and vehicle location information. The programmed funding has not changed with this minor change in scope.

##### **Administrative Modification Number Three:**

- **Revision – Minor Changes to Funding Sources between Federal Categories or between State and Local Funding Categories AND Changes in Project's Fund Source from Federal to Non-Federal with no Changes to the Project's Scope:**  
*North Glenstone Avenue Sidewalks (SP1320)*  
MoDOT has requested to amend the North Glenstone Avenue Sidewalk project to reflect the receipt of statewide Enhancement funds and to show local funding from the City of Springfield. The total programmed amount for this project remains at \$847,000.

#### **BOARD OF DIRECTORS ACTION REQUESTED:**

No action required. Informational only.

PROGRAMMED IMPROVEMENTS

-Bicycle and Pedestrian-

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

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

**FINANCIAL SUMMARY**  
- Bicycle and Pedestrian -

**YEARLY SUMMARY**  
**FY2013**

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

**FY2014**

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

**FY2015**

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

**FY2016**

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

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

**FINANCIAL SUMMARY**  
- Bicycle and Pedestrian -

**FINANCIAL CONSTRAINTS**

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

PROGRAMMED IMPROVEMENTS

- Transit -

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

CITY UTILITIES		Funding		Fiscal Year				
				2013	2014	2015	2016	TOTALS
MODIFIED								
Project:	PUBLIC TRANSIT ITS HARDWARE/SOFTWARE, INCLUDING VOICE ANNUNCIATION SYSTEM	OPER	FTA (5309)	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	CU1318			\$ -	\$ -	\$ -	\$ -	\$ -
	Integrated software and hardware for a voice annunciation and passenger information system, including the underlying GPS-based automated vehicle location system.	CAPITAL	LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
			FTA (5309)	\$ 374,000	\$ -	\$ -	\$ -	\$ 374,000
				\$ -	\$ -	\$ -	\$ -	\$ -
		MAINT	LOCAL	\$ 93,500	\$ -	\$ -	\$ -	\$ 93,500
Federal Source Agency	FTA		FTA (5309)	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	5309			\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Capital		LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$467,500							
Bus Livability Grant was obtained in FY2012 to fund this project.								
			TOTAL	\$ 467,500	\$ -	\$ -	\$ -	\$ 467,500



# FINANCIAL SUMMARY

- Transit -

## YEARLY SUMMARY

FY2013

PROJECT	FTA Federal Funding Source							Local	Total
	5307	5309	5310	5316	5317	ARRA	MoDOT		
BU1300	\$ -	\$ -	\$ 20,000	\$ -	\$ -		\$ -	\$ 5,000	\$ 25,000
CU0611	\$ -	\$ 2,999,429	\$ -	\$ -	\$ -		\$ -	\$ 2,052,528	\$ 5,051,957
CU0909	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -		\$ -	\$ 939,870	\$ 3,939,870
CU1300	\$ 874,465	\$ -	\$ -	\$ -	\$ -		\$ 36,000	\$ 6,807,535	\$ 7,718,000
CU1301	\$ 941,464	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 235,366	\$ 1,176,830
CU1302	\$ 219,978	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 54,994	\$ 274,972
CU1303	\$ 88,002	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 22,001	\$ 110,003
CU1304	\$ 96,984	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 24,246	\$ 121,230
CU1305	\$ 21,998	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 5,499	\$ 27,497
CU1306	\$ -	\$ 26,400	\$ -	\$ -	\$ -		\$ -	\$ 6,600	\$ 33,000
CU1211	\$ -	\$ 2,909,562	\$ -	\$ -	\$ -	\$ 257,047	\$ -	\$ 727,391	\$ 3,894,000
CU1313	\$ -	\$ -	\$ -	\$ 170,032	\$ -		\$ -	\$ 948,709	\$ 1,118,741
CU1314	\$ -	\$ -	\$ -	\$ -	\$ 68,372		\$ -	\$ 17,093	\$ 85,465
CU1315	\$ -	\$ 673,640	\$ -	\$ -	\$ -		\$ -	\$ 168,410	\$ 842,050
CU1316	\$ -	\$ 149,600	\$ -	\$ -	\$ -		\$ -	\$ 37,400	\$ 187,000
CU1317	\$ -	\$ 27,390	\$ -	\$ -	\$ -		\$ -	\$ 5,610	\$ 33,000
CU1318		\$ 374,000						\$ 93,500	\$ 467,500
MS1008	\$ -	\$ 63,774	\$ -	\$ -	\$ -		\$ -	\$ 15,944	\$ 79,718
MS1009	\$ -	\$ 29,086	\$ -	\$ -	\$ -		\$ -	\$ 7,272	\$ 36,358
MS1103	\$ -	\$ 524,911	\$ -	\$ -	\$ -		\$ -	\$ 131,228	\$ 656,139
MS1104	\$ -	\$ 187,901	\$ -	\$ -	\$ -		\$ -	\$ 46,976	\$ 234,877
MS1107	\$ -	\$ 1,092,000	\$ -	\$ -	\$ -		\$ -	\$ 273,000	\$ 1,365,000
MS1110	\$ -	\$ 150,448	\$ -	\$ -	\$ -		\$ -	\$ 37,612	\$ 188,060
OA1300	\$ -	\$ -	\$ 37,762	\$ -	\$ -		\$ -	\$ 9,440	\$ 47,202
OA1301		\$ 35,000						\$ 9,000	\$ 44,000
OA1302		\$ 81,000						\$ 21,000	\$ 102,000
<b>TOTAL</b>	<b>\$ 2,242,891</b>	<b>\$ 12,324,141</b>	<b>\$ 57,762</b>	<b>\$ 170,032</b>	<b>\$ 68,372</b>	<b>\$ 257,047</b>	<b>\$ 36,000</b>	<b>\$ 12,703,224</b>	<b>\$ 27,859,469</b>

# FINANCIAL SUMMARY

- Transit -

## FY2014

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

## FY2015

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

# FINANCIAL SUMMARY

- Transit -

FY2016

PROJECT	FTA Federal Funding Source							Local	Total
	5307	5309	5310	5316	5317		MoDOT		
CU1600	\$ 874,465	\$ -	\$ -	\$ -	\$ -		\$ 36,000	\$ 8,016,535	\$ 8,927,000
CU1601	\$ 1,028,763	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 257,191	\$ 1,285,954
CU1602	\$ 240,376	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 60,094	\$ 300,470
CU1603	\$ 93,882	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 23,471	\$ 117,353
CU1604	\$ 105,977	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 26,494	\$ 132,471
CU1605	\$ 24,037	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 6,009	\$ 30,046
CU1606	\$ -	\$ 26,400	\$ -	\$ -	\$ -		\$ -	\$ 6,600	\$ 33,000
CU1613	\$ -	\$ -	\$ -	\$ 185,799	\$ -		\$ -	\$ 1,036,680	\$ 1,222,479
CU1516	\$ -	\$ -	\$ -	\$ -	\$ 74,712		\$ -	\$ 18,678	\$ 93,390
CU1619		\$ 308,000						\$ 77,000	\$ 385,000
MS1310		\$ 169,234						\$ 42,309	\$ 211,543
OA1601		\$ 32,000						\$ 8,000	\$ 40,000
<b>TOTAL</b>	<b>\$ 2,367,500</b>	<b>\$ 535,634</b>	<b>\$ -</b>	<b>\$ 185,799</b>	<b>\$ 74,712</b>	<b>\$ -</b>	<b>\$ 36,000</b>	<b>\$ 9,579,061</b>	<b>\$ 12,778,706</b>

# FINANCIAL SUMMARY

- Transit -

## FINANCIAL CONSTRAINTS

	Funding Source									
	5307	5309	5310	5316	5317	ARRA	Total	MoDOT	Local	TOTAL
<b>2013</b>										
Funds Anticipated	\$ 2,242,891	\$ 12,324,141	\$ 57,762	\$ 170,032	\$ 68,372	\$ 257,047	\$ 14,863,198	\$ 36,000	\$ 12,703,224	\$ 27,602,422
Funds Programmed	\$ (2,242,891)	\$ (12,324,141)	\$ (57,762)	\$ (170,032)	\$ (68,372)	\$ (257,047)	\$ (14,863,198)	\$ (36,000)	\$ (12,703,224)	\$ (27,602,422)
Balance FY 2012	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>2014</b>										
Funds Anticipated	\$ 2,309,683	\$ 5,724,790	\$ -	\$ 175,133	\$ 70,423	\$ -	\$ 8,280,029	\$ 36,000	\$ 9,809,151	\$ 18,125,180
Funds Programmed	\$ (2,309,683)	\$ (5,724,790)	\$ -	\$ (175,133)	\$ (70,423)	\$ -	\$ (8,280,029)	\$ (36,000)	\$ (9,809,151)	\$ (18,125,180)
Balance FY 2013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>2015</b>										
Funds Anticipated	\$ 2,351,207	\$ 956,125	\$ -	\$ 180,387	\$ 70,423	\$ -	\$ 3,558,142	\$ 53,000	\$ 9,218,620	\$ 12,829,762
Funds Programmed	\$ (2,351,207)	\$ (956,125)	\$ -	\$ (180,387)	\$ (70,423)	\$ -	\$ (3,558,142)	\$ (53,000)	\$ (9,218,620)	\$ (12,829,762)
Balance FY 2014	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>2016</b>										
Funds Anticipated	\$ 2,367,500	\$ 535,634	\$ -	\$ 185,799	\$ 74,712	\$ -	\$ 3,163,645	\$ 36,000	\$ 9,579,061	\$ 12,778,706
Funds Programmed	\$ (2,367,500)	\$ (535,634)	\$ -	\$ (185,799)	\$ (74,712)	\$ -	\$ (3,163,645)	\$ (36,000)	\$ (9,579,061)	\$ (12,778,706)
Balance FY 2015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Balance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

PROGRAMMED IMPROVEMENTS

-Roadways-

CITY OF SPRINGFIELD			Funding	Fiscal Year					
				2013	2014	2015	2016	TOTALS	
ORIGINAL									
Project Title:	NORTH GLENSTONE AVENUE SIDEWALKS	ENG	FHWA (STP)	\$ -	\$ 88,000	\$ -	\$ -	\$ 88,000	
MoDOT #	8P2280B		MoDOT	\$ 110,000	\$ (88,000)	\$ -	\$ -	\$ 22,000	
TIP #	SP1320		Local	\$ -	\$ -	\$ -	\$ -	\$ -	
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Description:	Pedestrian accommdations on various sections of Glenstone Avenue (Business 65/Loop 44) from Evergreen Street to St Louis Street.	ROW	FHWA (___)	\$ -	\$ -	\$ -	\$ -	\$ -	
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ -	\$ -	\$ -	\$ -	\$ -	
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ -	\$ 589,600	\$ -	\$ -	\$ 589,600	
Federal Funding Category	STP		MoDOT	\$ 737,000	\$ (589,600)	\$ -	\$ -	\$ 147,400	
MoDOT Funding Category	Major Projects and Emerging Needs		Local	\$ -	\$ -	\$ -	\$ -	\$ -	
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Project Cost	\$847,000								
Source of MoDOT Funds: State transportation revenues. Advance Construction with conversion anticipated in FY 2014.									
			TOTAL	\$ 847,000	\$ -	\$ -	\$ -	\$ 847,000	

CITY OF SPRINGFIELD		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
MODIFIED								
Project Title:	NORTH GLENSTONE AVENUE SIDEWALKS	ENG	FHWA (STP)	\$ 88,000	\$ -	\$ -	\$ -	\$ 88,000
			MoDOT	\$ 22,000	\$ -	\$ -	\$ -	\$ 22,000
MoDOT #	8P2280B		Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	SP1320		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Pedestrian accommdations on various sections of Glenstone Avenue (Business 65/Loop 44) from Evergreen Street to St Louis Street.	ROW	FHWA (___)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ 539,000	\$ -	\$ -	\$ -	\$ 539,000
Federal Funding Category	STP		MoDOT	\$ 87,500	\$ -	\$ -	\$ -	\$ 87,500
MoDOT Funding Category	Major Projects and Emerging Needs		Local	\$ 110,500	\$ -	\$ -	\$ -	\$ 110,500
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$847,000							
Source of MoDOT Funds: State transportation revenues. Source of Local Funds: City of Springfield 1/8-cent Transportation Sales Tax.			TOTAL	\$ 847,000	\$ -	\$ -	\$ -	\$ 847,000

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

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

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2013 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
RG0901											\$ 2,000			\$ 2,000
RG1201											\$ 1,000			\$ 1,000
SP1018								\$ 80,000			\$ 20,000			\$ 100,000
SP1021											\$ 825,000			\$ 825,000
SP1106	\$ 100,000										\$ 1,349,942	\$ 1,178,942		\$ 2,628,884
SP1107											\$ 830,000			\$ 830,000
SP1108											\$ 25,000			\$ 25,000
SP1109											\$ 2,000			\$ 2,000
SP1110											\$ 1,571,000			\$ 1,571,000
SP1112											\$ 5,000			\$ 5,000
SP1113							\$ 80,000				\$ 20,000			\$ 100,000
SP1115							\$ 160,000				\$ 40,000			\$ 200,000
SP1202											\$ 1,469,000			\$ 1,469,000
SP1203											\$ 1,024,000			\$ 1,024,000
SP1204											\$ 2,000			\$ 2,000
SP1206											\$ 120,000			\$ 120,000
SP1212							\$ 160,000				\$ 40,000			\$ 200,000
SP1213											\$ 100,000			\$ 100,000
SP1302							\$ 80,000				\$ 20,000			\$ 100,000
SP1303							\$ 160,000				\$ 40,000			\$ 200,000
SP1304							\$ 160,000				\$ 40,000			\$ 200,000
SP1305							\$ 160,000				\$ 40,000			\$ 200,000
SP1306							\$ 160,000				\$ 40,000			\$ 200,000
SP1307							\$ 160,000				\$ 40,000			\$ 200,000
SP1308							\$ 160,000				\$ 40,000			\$ 200,000
SP1309							\$ 160,000				\$ 40,000			\$ 200,000
SP1310											\$ 1,000			\$ 1,000
SP1311											\$ 2,000			\$ 2,000
SP1312											\$ 6,000			\$ 6,000
SP1313	\$ 2,135,742										\$ 2,669,677	\$ 533,936		\$ 5,339,355
SP1314											\$ 12,000			\$ 12,000
SP1315											\$ 2,000			\$ 2,000
SP1316											\$ 2,000			\$ 2,000
SP1317											\$ 2,000			\$ 2,000
SP1318											\$ 2,000			\$ 2,000
SP1319											\$ 4,000			\$ 4,000
SP1320	\$ 627,000										\$ 109,500	\$ 110,500		\$ 847,000
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1322											\$ 190,000	\$ 560,000		\$ 750,000
SP1401											\$ 2,000			\$ 2,000
ST1201											\$ 133,000			\$ 133,000
ST1204							\$ 400,000				\$ 100,000			\$ 500,000
WI1201		\$ 21,000									\$ 593,000			\$ 614,000
WI1301											\$ 2,000			\$ 2,000
TOTAL	\$ 2,862,742	\$ 3,739,520	\$ -	\$ 1,708,800	\$ -	\$ -	\$ 2,320,130	\$ 3,456,800	\$ -	\$ 960,000	\$ 25,496,519	\$ 3,587,242	\$ -	\$ 44,131,623

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

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

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program



# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2014 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
SP1206											\$ 715,000			\$ 715,000
SP1213											\$ 100,000			\$ 100,000
SP1310											\$ 2,000			\$ 2,000
SP1311											\$ 2,000			\$ 2,000
SP1312											\$ 1,027,000			\$ 1,027,000
SP1313	\$ 3,105,079										\$ 3,881,350	\$ 776,269		\$ 7,762,698
SP1314											\$ 1,880,000			\$ 1,880,000
SP1315											\$ 2,000			\$ 2,000
SP1316											\$ 13,000			\$ 13,000
SP1317											\$ 2,000			\$ 2,000
SP1318											\$ 7,000			\$ 7,000
SP1319											\$ 748,000			\$ 748,000
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1322											\$ 125,000	\$ 375,000		\$ 500,000
SP1401											\$ 3,000			\$ 3,000
ST1201											\$ 549,000			\$ 549,000
WI1201	\$ 470,200										\$ (470,200)			\$ -
WI1301											\$ 3,000			\$ 3,000
TOTAL	\$ 15,053,551	\$ 516,000	\$ 3,781,600	\$ 3,573,900	\$ -	\$ -	\$ 80,130	\$ 114,400	\$ -	\$ -	\$ 3,791,604	\$ 4,925,018	\$ -	\$ 31,836,073

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

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

2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

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

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

## FINANCIAL SUMMARY

- Roadways -

### FINANCIAL CONSTRAINT

	FHWA Federal Funding Source															
	STP	STP-Urban	NHS	Safety	I/M	130	Bridge	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Funds	Operations and Maintenance	TOTAL	Local	Other	TOTAL
2013 Funds Programmed	\$ 2,862,742	\$ 3,739,520	\$ -	\$ 1,708,800	\$ -	\$ 2,320,130	\$ 3,456,800	\$ -	\$ 960,000	\$ 15,047,992	\$ 25,496,519	\$ 6,245,959	\$ 46,790,470	\$ 3,587,242	\$ -	\$ 50,377,712
2014 Funds Programmed	\$ 15,053,551	\$ 516,000	\$ 3,781,600	\$ 3,573,900	\$ -	\$ 80,130	\$ 114,400	\$ -	\$ -	\$ 23,119,581	\$ 3,791,604	\$ 6,439,584	\$ 33,350,769	\$ 4,925,018	\$ -	\$ 38,275,787
2015 Funds Programmed	\$ 16,322,932	\$ 2,358,000	\$ 2,849,520	\$ 900	\$ -	\$ 204,000	\$ 7,348,000	\$ -	\$ -	\$ 29,083,352	\$ 22,280,348	\$ 6,639,211	\$ 58,002,911	\$ 11,258,496	\$ -	\$ 69,261,407
2016 Funds Programmed	\$ 6,934,400	\$ 294,000	\$ 9,583,200	\$ 2,700	\$ 166,134	\$ 40,000	\$ -	\$ -	\$ -	\$ 17,020,434	\$ (12,269,434)	\$ 6,838,387	\$ 11,589,387	\$ 1,574,984	\$ -	\$ 13,164,371
<b>Total</b>	<b>\$ 41,173,625</b>	<b>\$ 6,907,520</b>	<b>\$ 16,214,320</b>	<b>\$ 5,286,300</b>	<b>\$ 166,134</b>	<b>\$ 2,644,260</b>	<b>\$ 10,919,200</b>	<b>\$ -</b>	<b>\$ 960,000</b>	<b>\$ 84,271,359</b>	<b>\$ 39,299,037</b>	<b>\$ 26,163,141</b>	<b>\$ 149,733,537</b>	<b>\$ 21,345,740</b>	<b>\$ -</b>	<b>\$ 157,914,906</b>

	Prior Year	2013	2014	2015	2016	TOTAL
Available State and Federal Funding	\$0	\$21,534,163	\$28,611,163	\$19,949,000	\$31,800,000	\$101,894,325
Available Operations and Maintenance Funding	\$0	\$ 6,245,959	\$ 6,439,584	\$ 6,639,211	\$ 6,838,387	\$26,163,141
Available Suballocated STP-U	\$20,641,220	\$4,346,528	\$4,346,528	\$4,346,528	\$4,346,528	\$38,027,332
Available Suballocated BRM	\$1,420,249	\$326,535.00	\$326,535.00	\$326,535.00	\$326,535.00	\$2,726,389
TOTAL AVAILABLE FUNDING	\$22,061,469	\$32,453,185	\$39,723,810	\$31,261,274	\$43,311,450	\$168,811,187
Programmed State and Federal Funding	\$0	\$ (46,790,470)	\$ (33,350,769)	\$ (58,002,911)	\$ (11,589,387)	(\$149,733,537)
<b>TOTAL REMAINING</b>	<b>\$22,061,469</b>	<b>(\$14,337,286)</b>	<b>\$6,373,041</b>	<b>(\$26,741,637)</b>	<b>\$31,722,063</b>	<b>\$19,077,650</b>

Remaining State and Federal Funding	(\$14,768,551)
Remaining Suballocated STP-Urban	\$31,119,812
Remaining Suballocated BRM	\$2,726,389
<b>TOTAL REMAINING</b>	<b>\$19,077,650</b>

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

**TAB 3**

## **BOARD OF DIRECTORS AGENDA 12/20/12; ITEM II.B.**

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

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

#### **AGENDA DESCRIPTION:**

The four year Transportation Improvement Program is developed annually and amendments can be requested at any time. The following four items are requested to be included as part of TIP Amendment Number Two to the FY 2013-2016 Transportation Improvement Program.

1. OzarksTraffic Signal System Upgrade (SP1322)

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

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

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

3. Campbell and Plainview Intersection (GR1309)

Update Campbell and Plainview Intersection Improvements to reflect Phase I construction costs, for a total programmed amount of \$1,975,215.

4. Transit/Fleet Maintenance Campus (CU1211)

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

#### **TECHNICAL PLANNING COMMITTEE RECOMMENDATION:**

At the November 14, 2012 meeting, the Technical Planning Committee voted to recommend Amendment Number Two to the FY 2013-2016 TIP to the Board of Directors.

#### **BOARD OF DIRECTORS ACTION REQUESTED**

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

“Move to approve Amendment Number Two (2) to the FY 2013-2016 Transportation Improvement Program.”

OR

“Move to return the requested TIP amendment to the Technical Planning Committee and ask that the Technical Planning Committee consider the following...”

PROGRAMMED IMPROVEMENTS

-Roadways-

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

GREENE AND CHRISTIAN COUNTIES		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
PROPOSED								
Project Title:	ROUTES 125 AND D PAVEMENT AND SAFETY IMPROVEMENTS	ENG	FHWA ( )	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8S3018		MoDOT	\$ 171,000	\$ -	\$ -	\$ -	\$ 171,000
TIP #	GR1310		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Pavement and safety improvements on various sections of Rte. 125 from 0.3 miles south of Rte. OO in Strafford to Smyrna Rd. in Chrisian County and safety improvements on various sections of Route D in Greene County from Rte. J to Rte. 125.	ROW	FHWA ( )	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (Safety)	\$ 861,000	\$ -	\$ -	\$ -	\$ 861,000
Federal Funding Category	Safety		MoDOT	\$ 876,000	\$ -	\$ -	\$ -	\$ 876,000
MoDOT Funding Category	Taking Care of the System		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$1,908,000							
Source of MoDOT Funds: MoDOT operating budget savings, \$5,000 High Risk Rural Roads funds, \$21,000 Open Container Penalty funds, and \$835,000 Repeat Offender Penalty funds.								
TOTAL			\$ 1,908,000	\$ -	\$ -	\$ -	\$ 1,908,000	

PROGRAMMED IMPROVEMENTS

-Roadways-

GREENE COUNTY			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
ORIGINAL								
Project Title:	SCOPING FOR CAMPBELL & PLAINVIEW INTERSECTION	ENG	FHWA (NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8S0690		MoDOT	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ 10,000
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	GR1309		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Scoping for intersection improvements at Campbell Avenue (Route 160) and Plainview Road.	ROW	FHWA ( )	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA ( )	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	NHS		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Major Projects and Emerging Needs		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Scoping		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$2.0 - \$5.0 million							
Source of MoDOT Funds: State transportation revenues. Previously programmed funds of \$103,000. Advance Construction with anticipated conversion beyond FY 2016.			TOTAL	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ 10,000

GREENE COUNTY			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	CAMPBELL & PLAINVIEW INTERSECTION	ENG	FHWA (___)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8S0690		MoDOT	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ 10,000
TIP #	GR1309		Local	\$ 107,785	\$ -	\$ -	\$ -	\$ 107,785
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Phase I intersection improvements at Campbell Avenue (Route 160) and Plainview Road, including design for Phase I and scoping for Phases II and III.	ROW	FHWA (STP-U)	\$ 8,798	\$ -	\$ -	\$ -	\$ 8,798
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ 654,130	\$ -	\$ -	\$ -	\$ 654,130
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP-U)	\$ 282,050	\$ -	\$ -	\$ -	\$ 282,050
Federal Funding Category	STP		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Major Projects and Emerging Needs		Local	\$ 912,452	\$ -	\$ -	\$ -	\$ 912,452
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$2.0 - \$5.0 million							
Source of MoDOT Funds: State transportation revenues. Previously programmed funds of \$103,000. Source Local Funds: Springfield 1/8-cent Transportation Sales Tax.								
			TOTAL	\$ 1,970,215	\$ 5,000	\$ -	\$ -	\$ 1,975,215



# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											\$ 284,000			\$ 284,000
MO1106											\$ 7,000			\$ 7,000
MO1107				\$ 27,000							\$ 3,000			\$ 30,000
MO1150											\$ 195,000			\$ 195,000
MO1201				\$ 900							\$ 100			\$ 1,000
MO1206											\$ 13,000			\$ 13,000
MO1303		\$ 260,000									\$ 451,000	\$ 65,000		\$ 776,000
MO1304											\$ 39,000			\$ 39,000
MO1306											\$ 4,000			\$ 4,000
MO1308											\$ 25,000			\$ 25,000
MO1309											\$ 25,000			\$ 25,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110											\$ 22,000			\$ 22,000
CC1201				\$ 288,000							\$ 32,000			\$ 320,000
CC1202				\$ 1,800							\$ 200			\$ 2,000
CC1203											\$ 447,000			\$ 447,000
CC1301											\$ 1,000			\$ 1,000
CC1302				\$ 504,000							\$ 56,000			\$ 560,000
CC1303											\$ 12,000			\$ 12,000
CC1304				\$ 11,700							\$ 1,300			\$ 13,000
CC1305				\$ 2,700							\$ 300			\$ 3,000
CC1306											\$ 2,984,000			\$ 2,984,000
CC1307											\$ 10,000			\$ 10,000
CC1401				\$ 11,700							\$ 1,300			\$ 13,000
GR0909		\$ 320,000										\$ 80,000		\$ 400,000
GR1010											\$ 2,000			\$ 2,000
GR1206								\$ 33,600			\$ 8,400			\$ 42,000
GR1212										\$ 960,000		\$ 240,000		\$ 1,200,000
GR1213							\$ 160,000					\$ 40,000		\$ 200,000
GR1302							\$ 160,000				\$ 40,000			\$ 200,000
GR1303											\$ 4,486,000			\$ 4,486,000
GR1304											\$ 2,000			\$ 2,000
GR1305											\$ 10,000			\$ 10,000
GR1306											\$ 2,000			\$ 2,000
GR1307											\$ 216,000			\$ 216,000
GR1308											\$ 2,000			\$ 2,000
GR1309		\$ 290,848									\$ 5,000	\$ 1,674,367		\$ 1,970,215
GR1310				\$ 861,000							\$ 1,047,000			\$ 1,908,000
NX0601		\$ 1,989,600										\$ 633,400		\$ 2,623,000
NX0701		\$ 301,920										\$ 75,480		\$ 377,400
NX1201												\$ 30,000		\$ 30,000
NX1301											\$ 189,000			\$ 189,000
OK1004								\$ 2,433,600			\$ 608,400			\$ 3,042,000
OK1006		\$ 723,000									\$ 767,000	\$ 20,000		\$ 1,510,000
OK1101								\$ 909,600			\$ 227,400			\$ 1,137,000
RP1201											\$ 272,000			\$ 272,000
RP1301											\$ 2,000			\$ 2,000
RP1302											\$ 1,187,000			\$ 1,187,000
RP1303		\$ 64,000										\$ 16,000		\$ 80,000
RP1304		\$ 50,000												\$ 50,000
RP1305											\$ 228,000			\$ 228,000

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2013 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
RG0901											\$ 2,000			\$ 2,000
RG1201											\$ 1,000			\$ 1,000
SP1018								\$ 80,000			\$ 20,000			\$ 100,000
SP1021											\$ 825,000			\$ 825,000
SP1106	\$ 100,000										\$ 1,349,942	\$ 1,178,942		\$ 2,628,884
SP1107											\$ 830,000			\$ 830,000
SP1108											\$ 25,000			\$ 25,000
SP1109											\$ 2,000			\$ 2,000
SP1110											\$ 1,571,000			\$ 1,571,000
SP1112											\$ 5,000			\$ 5,000
SP1113							\$ 80,000				\$ 20,000			\$ 100,000
SP1115							\$ 160,000				\$ 40,000			\$ 200,000
SP1202											\$ 1,469,000			\$ 1,469,000
SP1203											\$ 1,024,000			\$ 1,024,000
SP1204											\$ 2,000			\$ 2,000
SP1206											\$ 120,000			\$ 120,000
SP1212							\$ 160,000				\$ 40,000			\$ 200,000
SP1213											\$ 100,000			\$ 100,000
SP1302							\$ 80,000				\$ 20,000			\$ 100,000
SP1303							\$ 160,000				\$ 40,000			\$ 200,000
SP1304							\$ 160,000				\$ 40,000			\$ 200,000
SP1305							\$ 160,000				\$ 40,000			\$ 200,000
SP1306							\$ 160,000				\$ 40,000			\$ 200,000
SP1307							\$ 160,000				\$ 40,000			\$ 200,000
SP1308							\$ 160,000				\$ 40,000			\$ 200,000
SP1309							\$ 160,000				\$ 40,000			\$ 200,000
SP1310											\$ 1,000			\$ 1,000
SP1311											\$ 2,000			\$ 2,000
SP1312											\$ 6,000			\$ 6,000
SP1313	\$ 2,135,742										\$ 2,669,677	\$ 533,936		\$ 5,339,355
SP1314											\$ 12,000			\$ 12,000
SP1315											\$ 2,000			\$ 2,000
SP1316											\$ 2,000			\$ 2,000
SP1317											\$ 2,000			\$ 2,000
SP1318											\$ 2,000			\$ 2,000
SP1319											\$ 4,000			\$ 4,000
SP1320	\$ 627,000										\$ 109,500	\$ 110,500		\$ 847,000
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1322											\$ 190,000	\$ 560,000		\$ 750,000
SP1401											\$ 2,000			\$ 2,000
ST1201											\$ 133,000			\$ 133,000
ST1204							\$ 400,000				\$ 100,000			\$ 500,000
WI1201		\$ 21,000									\$ 593,000			\$ 614,000
WI1301											\$ 2,000			\$ 2,000
TOTAL	\$ 2,862,742	\$ 4,030,368	\$ -	\$ 1,708,800	\$ -	\$ -	\$ 2,320,130	\$ 3,456,800	\$ -	\$ 960,000	\$ 25,496,519	\$ 5,261,609	\$ -	\$ 46,096,838

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

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YEARLY SUMMARY

FY 2014

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

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

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YEARLY SUMMARY

2014 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
SP1206											\$ 715,000		\$ 715,000	
SP1213											\$ 100,000		\$ 100,000	
SP1310											\$ 2,000		\$ 2,000	
SP1311											\$ 2,000		\$ 2,000	
SP1312											\$ 1,027,000		\$ 1,027,000	
SP1313	\$ 3,105,079										\$ 3,881,350	\$ 776,269	\$ 7,762,698	
SP1314											\$ 1,880,000		\$ 1,880,000	
SP1315											\$ 2,000		\$ 2,000	
SP1316											\$ 13,000		\$ 13,000	
SP1317											\$ 2,000		\$ 2,000	
SP1318											\$ 7,000		\$ 7,000	
SP1319											\$ 748,000		\$ 748,000	
SP1321		\$ 10,000										\$ 3,984	\$ 13,984	
SP1322											\$ 125,000	\$ 375,000	\$ 500,000	
SP1401											\$ 3,000		\$ 3,000	
ST1201											\$ 549,000		\$ 549,000	
WI1201	\$ 470,200										\$ (470,200)		\$ -	
WI1301											\$ 3,000		\$ 3,000	
TOTAL	\$ 15,053,551	\$ 516,000	\$ 3,781,600	\$ 3,573,900	\$ -	\$ -	\$ 80,130	\$ 114,400	\$ -	\$ -	\$ 3,791,604	\$ 4,925,018	\$ - \$ 31,836,073	

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

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YEARLY SUMMARY

FY 2015

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

2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

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

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

## FINANCIAL SUMMARY

- Roadways -

### FINANCIAL CONSTRAINT

	FHWA Federal Funding Source															
	STP	STP-Urban	NHS	Safety	I/M	130	Bridge	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Funds	Operations and Maintenance	TOTAL	Local	Other	TOTAL
2013 Funds Programmed	\$ 2,862,742	\$ 4,030,368	\$ -	\$ 1,708,800	\$ -	\$ 2,320,130	\$ 3,456,800	\$ -	\$ 960,000	\$ 15,338,840	\$ 25,496,519	\$ 6,245,959	\$ 47,081,318	\$ 5,261,609	\$ -	\$ 52,342,927
2014 Funds Programmed	\$ 15,053,551	\$ 516,000	\$ 3,781,600	\$ 3,573,900	\$ -	\$ 80,130	\$ 114,400	\$ -	\$ -	\$ 23,119,581	\$ 3,791,604	\$ 6,439,584	\$ 33,350,769	\$ 4,925,018	\$ -	\$ 38,275,787
2015 Funds Programmed	\$ 16,322,932	\$ 2,358,000	\$ 2,849,520	\$ 900	\$ -	\$ 204,000	\$ 7,348,000	\$ -	\$ -	\$ 29,083,352	\$ 22,280,348	\$ 6,639,211	\$ 58,002,911	\$ 11,258,496	\$ -	\$ 69,261,407
2016 Funds Programmed	\$ 6,934,400	\$ 294,000	\$ 9,583,200	\$ 2,700	\$ 166,134	\$ 40,000	\$ -	\$ -	\$ -	\$ 17,020,434	\$ (12,269,434)	\$ 6,838,387	\$ 11,589,387	\$ 1,574,984	\$ -	\$ 13,164,371
<b>Total</b>	<b>\$ 41,173,625</b>	<b>\$ 7,198,368</b>	<b>\$ 16,214,320</b>	<b>\$ 5,286,300</b>	<b>\$ 166,134</b>	<b>\$ 2,644,260</b>	<b>\$ 10,919,200</b>	<b>\$ -</b>	<b>\$ 960,000</b>	<b>\$ 84,562,207</b>	<b>\$ 39,299,037</b>	<b>\$ 26,163,141</b>	<b>\$ 150,024,385</b>	<b>\$ 23,020,107</b>	<b>\$ -</b>	<b>\$ 159,880,121</b>

	Prior Year	2013	2014	2015	2016	TOTAL
Available State and Federal Funding	\$0	\$21,534,163	\$28,611,163	\$19,949,000	\$31,800,000	\$101,894,325
Available Operations and Maintenance Funding	\$0	\$ 6,245,959	\$ 6,439,584	\$ 6,639,211	\$ 6,838,387	\$26,163,141
Available Suballocated STP-U	\$20,641,220	\$4,346,528	\$4,346,528	\$4,346,528	\$4,346,528	\$38,027,332
Available Suballocated BRM	\$1,420,249	\$326,535.00	\$326,535.00	\$326,535.00	\$326,535.00	\$2,726,389
TOTAL AVAILABLE FUNDING	\$22,061,469	\$32,453,185	\$39,723,810	\$31,261,274	\$43,311,450	\$168,811,187
Programmed State and Federal Funding	\$0	\$ (47,081,318)	\$ (33,350,769)	\$ (58,002,911)	\$ (11,589,387)	(\$150,024,385)
<b>TOTAL REMAINING</b>	<b>\$22,061,469</b>	<b>(\$14,628,134)</b>	<b>\$6,373,041</b>	<b>(\$26,741,637)</b>	<b>\$31,722,063</b>	<b>\$18,786,802</b>

Remaining State and Federal Funding	(\$14,768,551)
Remaining Suballocated STP-Urban	\$30,828,964
Remaining Suballocated BRM	\$2,726,389
<b>TOTAL REMAINING</b>	<b>\$18,786,802</b>

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

PROGRAMMED IMPROVEMENTS

- Transit -

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

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



# FINANCIAL SUMMARY

- Transit -

## YEARLY SUMMARY

FY2013

PROJECT	FTA Federal Funding Source							Local	Total
	5307	5309	5310	5316	5317	ARRA	MoDOT		
BU1300	\$ -	\$ -	\$ 20,000	\$ -	\$ -		\$ -	\$ 5,000	\$ 25,000
CU0611	\$ -	\$ 2,999,429	\$ -	\$ -	\$ -		\$ -	\$ 2,052,528	\$ 5,051,957
CU0909	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -		\$ -	\$ 939,870	\$ 3,939,870
CU1300	\$ 874,465	\$ -	\$ -	\$ -	\$ -		\$ 36,000	\$ 6,807,535	\$ 7,718,000
CU1301	\$ 941,464	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 235,366	\$ 1,176,830
CU1302	\$ 219,978	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 54,994	\$ 274,972
CU1303	\$ 88,002	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 22,001	\$ 110,003
CU1304	\$ 96,984	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 24,246	\$ 121,230
CU1305	\$ 21,998	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 5,499	\$ 27,497
CU1306	\$ -	\$ 26,400	\$ -	\$ -	\$ -		\$ -	\$ 6,600	\$ 33,000
CU1211	\$ -	\$ 5,280,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,320,000	\$ 6,600,000
CU1313	\$ -	\$ -	\$ -	\$ 170,032	\$ -		\$ -	\$ 948,709	\$ 1,118,741
CU1314	\$ -	\$ -	\$ -	\$ -	\$ 68,372		\$ -	\$ 17,093	\$ 85,465
CU1315	\$ -	\$ 673,640	\$ -	\$ -	\$ -		\$ -	\$ 168,410	\$ 842,050
CU1316	\$ -	\$ 149,600	\$ -	\$ -	\$ -		\$ -	\$ 37,400	\$ 187,000
CU1317	\$ -	\$ 27,390	\$ -	\$ -	\$ -		\$ -	\$ 5,610	\$ 33,000
CU1318		\$ 374,000						\$ 93,500	\$ 467,500
MS1008	\$ -	\$ 63,774	\$ -	\$ -	\$ -		\$ -	\$ 15,944	\$ 79,718
MS1009	\$ -	\$ 29,086	\$ -	\$ -	\$ -		\$ -	\$ 7,272	\$ 36,358
MS1103	\$ -	\$ 524,911	\$ -	\$ -	\$ -		\$ -	\$ 131,228	\$ 656,139
MS1104	\$ -	\$ 187,901	\$ -	\$ -	\$ -		\$ -	\$ 46,976	\$ 234,877
MS1107	\$ -	\$ 1,092,000	\$ -	\$ -	\$ -		\$ -	\$ 273,000	\$ 1,365,000
MS1110	\$ -	\$ 150,448	\$ -	\$ -	\$ -		\$ -	\$ 37,612	\$ 188,060
OA1300	\$ -	\$ -	\$ 37,762	\$ -	\$ -		\$ -	\$ 9,440	\$ 47,202
OA1301		\$ 35,000						\$ 9,000	\$ 44,000
OA1302		\$ 81,000						\$ 21,000	\$ 102,000
<b>TOTAL</b>	<b>\$ 2,242,891</b>	<b>\$ 14,694,579</b>	<b>\$ 57,762</b>	<b>\$ 170,032</b>	<b>\$ 68,372</b>	<b>\$ -</b>	<b>\$ 36,000</b>	<b>\$ 13,295,833</b>	<b>\$ 30,565,469</b>

# FINANCIAL SUMMARY

- Transit -

## FY2014

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

## FY2015

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

# FINANCIAL SUMMARY

- Transit -

FY2016

PROJECT	FTA Federal Funding Source							Local	Total
	5307	5309	5310	5316	5317		MoDOT		
CU1600	\$ 874,465	\$ -	\$ -	\$ -	\$ -		\$ 36,000	\$ 8,016,535	\$ 8,927,000
CU1601	\$ 1,028,763	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 257,191	\$ 1,285,954
CU1602	\$ 240,376	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 60,094	\$ 300,470
CU1603	\$ 93,882	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 23,471	\$ 117,353
CU1604	\$ 105,977	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 26,494	\$ 132,471
CU1605	\$ 24,037	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 6,009	\$ 30,046
CU1606	\$ -	\$ 26,400	\$ -	\$ -	\$ -		\$ -	\$ 6,600	\$ 33,000
CU1613	\$ -	\$ -	\$ -	\$ 185,799	\$ -		\$ -	\$ 1,036,680	\$ 1,222,479
CU1516	\$ -	\$ -	\$ -	\$ -	\$ 74,712		\$ -	\$ 18,678	\$ 93,390
CU1619		\$ 308,000						\$ 77,000	\$ 385,000
MS1310		\$ 169,234						\$ 42,309	\$ 211,543
OA1601		\$ 32,000						\$ 8,000	\$ 40,000
<b>TOTAL</b>	<b>\$ 2,367,500</b>	<b>\$ 535,634</b>	<b>\$ -</b>	<b>\$ 185,799</b>	<b>\$ 74,712</b>	<b>\$ -</b>	<b>\$ 36,000</b>	<b>\$ 9,579,061</b>	<b>\$ 12,778,706</b>

# FINANCIAL SUMMARY

- Transit -

## FINANCIAL CONSTRAINTS

	Funding Source									
	5307	5309	5310	5316	5317	ARRA	Total	MoDOT	Local	TOTAL
<b>2013</b>										
Funds Anticipated	\$ 2,242,891	\$ 14,694,579	\$ 57,762	\$ 170,032	\$ 68,372	\$ -	\$ 17,233,636	\$ 36,000	\$ 13,295,833	\$ 30,565,469
Funds Programmed	\$ (2,242,891)	\$ (14,694,579)	\$ (57,762)	\$ (170,032)	\$ (68,372)	\$ -	\$ (17,233,636)	\$ (36,000)	\$ (13,295,833)	\$ (30,565,469)
Balance FY 2012	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>2014</b>										
Funds Anticipated	\$ 2,309,683	\$ 5,724,790	\$ -	\$ 175,133	\$ 70,423	\$ -	\$ 8,280,029	\$ 36,000	\$ 9,809,151	\$ 18,125,180
Funds Programmed	\$ (2,309,683)	\$ (5,724,790)	\$ -	\$ (175,133)	\$ (70,423)	\$ -	\$ (8,280,029)	\$ (36,000)	\$ (9,809,151)	\$ (18,125,180)
Balance FY 2013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>2015</b>										
Funds Anticipated	\$ 2,351,207	\$ 956,125	\$ -	\$ 180,387	\$ 70,423	\$ -	\$ 3,558,142	\$ 53,000	\$ 9,218,620	\$ 12,829,762
Funds Programmed	\$ (2,351,207)	\$ (956,125)	\$ -	\$ (180,387)	\$ (70,423)	\$ -	\$ (3,558,142)	\$ (53,000)	\$ (9,218,620)	\$ (12,829,762)
Balance FY 2014	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>2016</b>										
Funds Anticipated	\$ 2,367,500	\$ 535,634	\$ -	\$ 185,799	\$ 74,712	\$ -	\$ 3,163,645	\$ 36,000	\$ 9,579,061	\$ 12,778,706
Funds Programmed	\$ (2,367,500)	\$ (535,634)	\$ -	\$ (185,799)	\$ (74,712)	\$ -	\$ (3,163,645)	\$ (36,000)	\$ (9,579,061)	\$ (12,778,706)
Balance FY 2015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Balance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**TAB 4**

## **BOARD OF DIRECTORS AGENDA 12/20/12; ITEM II.C.**

### **Annual Listing of Obligated Projects (ALOP)**

#### **Ozarks Transportation Organization (Metropolitan Planning Organization)**

**AGENDA DESCRIPTION:** Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects. This lists all projects that have obligated federal funding during the 2012 federal fiscal year.

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

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

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

**TECHNICAL COMMITTEE RECOMMENDATION :** The Technical Committee unanimously recommended that the Board of Directors approve the 2012 Annual Listing of Obligated Projects.

#### **BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes the following motion(s):

“Move to approve the 2012 Annual Listing of Obligated Projects”

Or

“Move to approve the 2012 Annual Listing of Obligated Projects with the following changes.....”

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

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



PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	DISTRICT	PROGRAM CODE	STIP/TIP	TRANS DATE	FED FUND CHANGE	PROGRAMMED FEDERAL FUNDS
9900886		CITY OF SPRINGFIELD, COMMERCIAL ST. PHASE IV, SIDEWALK, LIGHTING AND LANDSCAPING IMPROVEMENTS BETWEEN CAMPBELL AVE AND LYON AVE.	GREENE	SW	L22E	EN1110	03/08/2012	(\$4,631.98)	\$256,000.00
9900887		CONSTRUCTION OF STREETScape IMPROVEMENTS ON THE EAST AND WEST SIDES OF CAMPBELL AVE FROM OLIVE ST TO SOUTH OF MILL ST.	GREENE	SW	L22E	EN1111	02/24/2012	\$131,755.20	\$200,000.00
9900887		CONSTRUCTION OF STREETScape IMPROVEMENTS ON THE EAST AND WEST SIDES OF CAMPBELL AVE FROM OLIVE ST TO SOUTH OF MILL ST.	GREENE	SW	L22E	EN1111	05/22/2012	(\$7,136.15)	\$200,000.00
9900888		GREENE COUNTY, SPRINGFIELD S. CAMPBELL AVE. SIDEWALKS	GREENE	SW	L22E	EN1112	02/09/2012	\$219,840.00	\$219,840.00
9900889		SPRINGFIELD WARD BRANCH TRAIL	GREENE	SW	L22E	EN1113	04/25/2012	\$216,000.00	\$216,000.00
9900890		SIDEWALK ENHANCEMENT: CHESTNUT/WASHINGTON/BUMGARNER STREETS IN CITY OF STRAFFORD, GREENE COUNTY	GREENE	SW	L22E	EN1114	08/17/2012	\$183,863.20	\$199,967.00
9900891		GREENE COUNTY, WIDEN NORTHBOUND & SOUTHBOUND HIGHWAY 65 OFF RAMP AT EVANS RD TO TWO LANES WITH SIGNALS	GREENE	SW	L230	SP1208	08/31/2012	\$500,000.00	\$500,000.00
D602065	J8P0683C	RT 60/65, GREENE CO-IMPROVE INTERCHANGE AND RAMP AT 60-65, CONSTRUCT FLYOVER RAMP AND BRIDGES, 1.4 MI	GREENE	SW	L930	SP0626	08/08/2012	(\$32,845.66)	\$38,553,000.00
D602065	J8P0683C	RT 60/65, GREENE CO-IMPROVE INTERCHANGE AND RAMP AT 60-65, CONSTRUCT FLYOVER RAMP AND BRIDGES, 1.4 MI	GREENE	SW	LY20	SP0626	08/08/2012	(\$77,399.32)	\$38,553,000.00
D602065	J8P0683C	RT 60/65, GREENE CO-IMPROVE INTERCHANGE AND RAMP AT 60-65, CONSTRUCT FLYOVER RAMP AND BRIDGES, 1.4 MI	GREENE	SW	L930	SP0626	08/31/2012	(\$20,000.28)	\$38,553,000.00
D602065	J8P0683C	RT 60/65, GREENE CO-IMPROVE INTERCHANGE AND RAMP AT 60-65, CONSTRUCT FLYOVER RAMP AND BRIDGES, 1.4 MI	GREENE	SW	LY20	SP0626	08/31/2012	(\$19,999.91)	\$38,553,000.00
NBIS814		GREENE CO, 2012 NAT'L BRIDGE INSPECTION STANDARDS	GREENE	SW	L110	MO1210	03/21/2012	\$10,568.55	\$76,000.00
S944007	J8S2195	ROUTE D, GREENE COUNTY, HYDRO DEMOLITION & LOW SLUMP OVERLAY ON BRIDGES OVER BNSF RAILWAY & PEARSON CREEK EAST OF SPRGFD, 0.067 MI	GREENE	SW	L24E	GR0907	02/09/2012	\$112,080.73	\$750,000.00
S947010	J8S0724	RT H, GREENE CO--ROW AND FROM NORTH OF VALLEY WATER MILL RD TO I-44, REPLACE BRIDGES, WIDEN	GREENE	SW	L200	SP0703	01/04/2012	(\$214,982.41)	\$7,110,000.00
S959003	J8S2233	RTE FF, GREENE CO, PAVEMENT IMPROVEMENTS FROM S/O WEAVER RD TO END OF ROUTE, 2.976 MI	GREENE	SW	L230	BA1001	09/07/2012	(\$3,552.55)	\$200,000.00
	MO-90-X283	OPERATING ASSISTANCE	CITY UTILITIES	SW	FTA	CU1200	07/27/2012	\$874,465.00	\$874,465.00
	MO-90-X283	PREVENTIVE MAINTENANCE	CITY UTILITIES	SW	FTA	CU1201	07/27/2012	\$905,180.00	\$995,500.00
	MO-90-X283	MAINTENANCE PARATRANSIT OPERATIONS	CITY UTILITIES	SW	FTA	CU1202	07/27/2012	\$212,564.00	\$218,258.00
	MO-90-X283	TRANSIT SECURITY	CITY UTILITIES	SW	FTA	CU1205	07/27/2012	\$21,256.00	\$21,257.00
	MO-90-X283	TRANSIT ENHANCEMENTS	CITY UTILITIES	SW	FTA	CU1203	07/27/2012	\$21,257.00	\$21,257.00
	MO-90-X283	TRANSIT PLANNING	CITY UTILITIES	SW	FTA	CU1204	07/27/2012	\$90,913.00	\$90,913.00
	MO-37-X046	JARC LINES 8, 10, 11, 15	CITY UTILITIES	SW	FTA	CU1213	08/13/2012	\$153,253.00	\$303,606.00
	MO-57-X010	NEW FREEDOM	CITY UTILITIES	SW	FTA	CU1214	07/25/2012	\$95,948.00	\$151,752.00
	MO-04-0140	STATE OF GOOD REPAIR - PURCHASE TEN, 35 FOOT BUSES	CITY UTILITIES	SW	FTA	CU1009	4/17/2012	\$3,000,000.00	\$4,274,778.00

**TAB 5**

## **BOARD OF DIRECTORS AGENDA 12/20/2012; ITEM II.D.**

### **Financial Statements for 1<sup>st</sup> Quarter 2012-2013 Budget Year**

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

#### **AGENDA DESCRIPTION:**

Included for consideration are the 1<sup>st</sup> Quarter financial statements for the 2012-2013 Budget Year. This period includes July 1, 2012 through September 30, 2012. The *Profit and Loss Statement*, *Balance Sheet*, and *OTO Quarterly Expenditures Statement* (categorized to match the approved Unified Planning Work Program Budget) are included for Board Member review. During this period, revenue exceeded expenditures in the amount of \$50,066.72. Also included is the Operating Fund Balance Report which shows a healthy fund balance of \$163,771.95.

The OTO was able to utilize \$1,589.64 of In-Kind Match Income during the 1<sup>st</sup> Quarter. Staff would like to thank all member jurisdictions for helping with the in-kind match documentation.

The OTO budgeted expenses in the amount of \$805,087.78 for the budget year. Actual expenses for the 1<sup>st</sup> Quarter are \$185,868.19. This is 22.9% of budgeted expenses.

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

#### **BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to accept the 1<sup>st</sup> Quarter Financial Statements for the 2012-2013 Budget Year”

OR

“Move to return to staff the 1<sup>st</sup> Quarter Financial Statements for the 2012-2013 Budget Year in order to \_\_\_\_\_”

8:43 AM  
11/29/12  
Cash Basis

# Ozarks Transportation Organization

## Profit & Loss

### July through September 2012

	Jul - Sep 12
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Interest Income	183.79
Other Types of Income	
City of Sfld Aerial Photo Match	10,000.00
Consolidated Planning Grant CPG	149,488.02
In-Kind Match, Donated Direct C	1,589.64
<b>Total Other Types of Income</b>	161,077.66
<b>Program Income</b>	
Local Jurisdiction Match Funds	75,485.10
<b>Total Program Income</b>	75,485.10
<b>Total Income</b>	236,746.55
<b>Expense</b>	
Board of Director Insurance	2,395.00
Business Expenses	
Membership Dues	971.00
<b>Total Business Expenses</b>	971.00
Contract Services	
Consultant Services	1,925.00
Legal Fees	827.50
Payroll Company Fee	532.10
<b>Total Contract Services</b>	3,284.60
Facilities and Equipment	
Building Rental	21,295.00
Copy Machine Lease	714.75
<b>Total Facilities and Equipment</b>	22,009.75
In-Kind Match Expense	
Member Attendance at Meetings	2,184.06
In-Kind Match Expense - Other	-594.42
<b>Total In-Kind Match Expense</b>	1,589.64
Operations	
Advertising	858.17
Aerial Photos	50,000.00
Computer Software	1,149.00
Computer Upgrades	3,134.95
Data Storage/Backup	831.85
Food Supplies	540.10
IT Maintenance Contract	3,510.00
Mileage	553.92
Office Supplies/Furniture	1,980.30
Parking	240.00
Postage	375.18
Publications	79.00
Telephone	1,040.41
Web Hosting	450.00
<b>Total Operations</b>	64,742.88
Other Types of Expenses	
Insurance - Liability	981.00
Mobile Data Plans	485.57
Workmen's Compensation Ins	-278.00
<b>Total Other Types of Expenses</b>	1,188.57
Salaries	
Payroll Tax Expense	4,864.92
SEP-IRA Contribution	8,627.34
Salaries - Other	69,565.70
<b>Total Salaries</b>	83,057.96

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Cash Basis

**Ozarks Transportation Organization**  
**Profit & Loss**  
**July through September 2012**

	<u>Jul - Sep 12</u>
Training/Travel/Education	
Employee Education	998.00
Hotel	1,751.21
Meals	417.65
Registration	895.00
Training	319.00
Transportation	2,605.57
Travel Miscellaneous	255.00
Training/Travel/Education - Other	199.00
<b>Total Training/Travel/Education</b>	<u>7,440.43</u>
<b>Total Expense</b>	<u>186,679.83</u>
<b>Net Ordinary Income</b>	<u>50,066.72</u>
<b>Net Income</b>	<u><u>50,066.72</u></u>

8:46 AM  
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Cash Basis

**Ozarks Transportation Organization**  
**Balance Sheet**  
As of September 30, 2012

	<u>Sep 30, 12</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
Great Southern Bank	231,951.93
Total Checking/Savings	<u>231,951.93</u>
Total Current Assets	<u>231,951.93</u>
<b>TOTAL ASSETS</b>	<b><u>231,951.93</u></b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Credit Cards	
US Bank Purchasing Card	4,754.74
Total Credit Cards	<u>4,754.74</u>
Other Current Liabilities	
Dependent FSA - Employee 003	39.91
Dependent FSA - Employee 004	188.75
Health FSA - Employee 002	-548.93
Health FSA - Employee 003	-878.06
Health FSA - Employee 004	-231.25
Total Other Current Liabilities	<u>-1,429.58</u>
Total Current Liabilities	<u>3,325.16</u>
Total Liabilities	3,325.16
Equity	
Unrestricted Net Assets	178,560.05
Net Income	50,066.72
Total Equity	<u>228,626.77</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b><u>231,951.93</u></b>

8:46 AM  
11/29/12  
Cash Basis

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

	Jul - Sep 12	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
Interest Income	183.79			
Other Types of Income				
City of Sfld Aerial Photo Match	10,000.00	10,000.00	0.00	100.0%
Consolidated Planning Grant CPG	149,488.02	651,251.82	-501,763.80	23.0%
In-Kind Match, Donated Direct C	1,589.64	23,977.00	-22,387.36	6.6%
<b>Total Other Types of Income</b>	<b>161,077.66</b>	<b>685,228.82</b>	<b>-524,151.16</b>	<b>23.5%</b>
<b>Program Income</b>				
Local Jurisdiction Match Funds	75,485.10	128,835.96	-53,350.86	58.6%
<b>Total Program Income</b>	<b>75,485.10</b>	<b>128,835.96</b>	<b>-53,350.86</b>	<b>58.6%</b>
<b>Total Income</b>	<b>236,746.55</b>	<b>814,064.78</b>	<b>-577,318.23</b>	<b>29.1%</b>
<b>Expense</b>				
Board of Director Insurance	2,395.00	2,300.00	95.00	104.1%
Business Expenses				
Membership Dues	971.00	4,200.00	-3,229.00	23.1%
<b>Total Business Expenses</b>	<b>971.00</b>	<b>4,200.00</b>	<b>-3,229.00</b>	<b>23.1%</b>
Contract Services				
Consultant Services	1,925.00	8,000.00	-6,075.00	24.1%
Legal Fees	827.50			
Payroll Company Fee	532.10	2,600.00	-2,067.90	20.5%
Travel Model Consultant	0.00	150,000.00	-150,000.00	0.0%
Travel Time Runs and Traffic	0.00	20,000.00	-20,000.00	0.0%
<b>Total Contract Services</b>	<b>3,284.60</b>	<b>180,600.00</b>	<b>-177,315.40</b>	<b>1.8%</b>
Facilities and Equipment				
Building Rental	21,295.00	55,367.00	-34,072.00	38.5%
Copy Machine Lease	714.75	4,000.00	-3,285.25	17.9%
<b>Total Facilities and Equipment</b>	<b>22,009.75</b>	<b>59,367.00</b>	<b>-37,357.25</b>	<b>37.1%</b>
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	0.00	15,977.00	-15,977.00	0.0%
Member Attendance at Meetings	2,184.06	8,000.00	-5,815.94	27.3%
In-Kind Match Expense - Other	-594.42			
<b>Total In-Kind Match Expense</b>	<b>1,589.64</b>	<b>23,977.00</b>	<b>-22,387.36</b>	<b>6.6%</b>

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11/29/12

Cash Basis

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

	Jul - Sep 12	Budget	\$ Over Budget	% of Budget
<b>Operations</b>				
Advertising	858.17	3,800.00	-2,941.83	22.6%
Aerial Photos	50,000.00	50,000.00	0.00	100.0%
Audit	0.00	4,750.00	-4,750.00	0.0%
Computer Software	1,149.00	2,000.00	-851.00	57.5%
Computer Upgrades	3,134.95	4,000.00	-865.05	78.4%
Data Storage/Backup	831.85	3,600.00	-2,768.15	23.1%
Food Supplies	540.10	4,500.00	-3,959.90	12.0%
GIS Maintenance	0.00	7,000.00	-7,000.00	0.0%
IT Maintenance Contract	3,510.00	12,000.00	-8,490.00	29.3%
Mapping/Drafting Supplies	0.00	1,500.00	-1,500.00	0.0%
Mileage	553.92	2,000.00	-1,446.08	27.7%
Office Equip Repair	0.00	500.00	-500.00	0.0%
Office Supplies/Furniture	1,980.30	16,000.00	-14,019.70	12.4%
Parking	240.00	1,000.00	-760.00	24.0%
Postage	375.18	4,000.00	-3,624.82	9.4%
Printing	0.00	13,000.00	-13,000.00	0.0%
Publications	79.00	1,000.00	-921.00	7.9%
Telephone	1,040.41	5,000.00	-3,959.59	20.8%
TIP Software	0.00	10,000.00	-10,000.00	0.0%
Web Hosting	450.00	550.00	-100.00	81.8%
<b>Total Operations</b>	<b>64,742.88</b>	<b>146,200.00</b>	<b>-81,457.12</b>	<b>44.3%</b>
<b>Other Types of Expenses</b>				
Insurance - Liability	981.00	1,400.00	-419.00	70.1%
Mobile Data Plans	485.57	1,620.00	-1,134.43	30.0%
Workmen's Compensation Ins	-278.00	1,400.00	-1,678.00	-19.9%
<b>Total Other Types of Expenses</b>	<b>1,188.57</b>	<b>4,420.00</b>	<b>-3,231.43</b>	<b>26.9%</b>
<b>Salaries</b>				
Payroll Tax Expense	4,864.92			
SEP-IRA Contribution	8,627.34			
Salaries - Other	69,565.70	361,000.78	-291,435.08	19.3%
<b>Total Salaries</b>	<b>83,057.96</b>	<b>361,000.78</b>	<b>-277,942.82</b>	<b>23.0%</b>
<b>Training/Travel/Education</b>				
Employee Education	998.00			
Hotel	1,751.21			
Meals	417.65			
Registration	895.00			
Training	319.00			
Transportation	2,605.57			



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11/29/12  
Cash Basis

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

	Jul - Sep 12	Budget	\$ Over Budget	% of Budget
Travel Miscellaneous	255.00			
Training/Travel/Education - Other	199.00	32,000.00	-31,801.00	0.6%
Total Training/Travel/Education	7,440.43	32,000.00	-24,559.57	23.3%
Total Expense	186,679.83	814,064.78	-627,384.95	22.9%
Net Ordinary Income	50,066.72	0.00	50,066.72	100.0%
Net Income	50,066.72	0.00	50,066.72	100.0%

Ozarks Transportation Organization  
July 2012 Through June 2013

	Budgeted Amount	July	August	September	October	November	December	January	February	March	April	May	June	YTD	Remaining
Salaries & Fringe	\$361,001.00	\$25,206.03	\$34,931.58	\$22,920.35										\$83,057.96	\$277,943.04
Springfield Contract for Staff & Services	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00	\$0.00
TIP Software	\$25,000.00	\$0.00	\$0.00	\$0.00										\$0.00	\$25,000.00
Rideshare Software/Materials	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00	\$0.00
Publications	\$1,000.00	\$79.00	\$0.00	\$0.00										\$79.00	\$921.00
Office Supplies/Furniture	\$16,000.00	\$89.93	\$262.44	\$1,627.93										\$1,980.30	\$14,019.70
Mapping	\$1,500.00	\$0.00	\$0.00	\$0.00										\$0.00	\$1,500.00
Training	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00	\$0.00
Travel	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00	\$0.00
Training/Travel/Education	\$32,000.00	\$2,208.34	\$1,844.94	\$3,387.15										\$7,440.43	\$24,559.57
Dues	\$4,200.00	\$0.00	\$396.00	\$575.00										\$971.00	\$3,229.00
Postage	\$4,000.00	\$88.29	\$786.89	\$0.00										\$875.18	\$3,124.82
Telephone/Internet	\$5,000.00	\$357.35	\$432.76	\$250.30										\$1,040.41	\$3,959.59
Advertising	\$3,800.00	\$419.00	\$263.75	\$175.42										\$858.17	\$2,941.83
Printing	\$13,000.00	\$0.00	\$0.00	\$0.00										\$0.00	\$13,000.00
Food	\$4,500.00	\$176.44	\$319.10	\$44.56										\$540.10	\$3,959.90
Computer Upgrades	\$4,000.00	\$0.00	\$0.00	\$3,134.95										\$3,134.95	\$865.05
Software	\$2,000.00	\$0.00	\$0.00	\$1,149.00										\$1,149.00	\$851.00
GIS Licenses	\$7,000.00	\$0.00	\$0.00	\$0.00										\$0.00	\$7,000.00
Rent	\$55,367.00	\$8,518.00	\$4,259.00	\$8,518.00										\$21,295.00	\$34,072.00
Mileage	\$2,000.00	\$46.51	\$143.54	\$363.87										\$553.92	\$1,446.08
Copy Machine Lease	\$4,000.00	\$238.25	\$238.25	\$238.25										\$714.75	\$3,285.25
Parking	\$1,000.00	\$0.00	\$80.00	\$160.00										\$240.00	\$760.00
Aerial Photos	\$50,000.00	\$0.00	\$50,000.00	\$0.00										\$50,000.00	\$0.00
Travel Model Consultant	\$150,000.00	\$0.00	\$0.00	\$0.00										\$0.00	\$150,000.00
Liability Insurance	\$1,400.00	\$981.00	\$0.00	\$0.00										\$981.00	\$419.00
Consultant Services (formerly legal and accounting)	\$8,000.00	\$40.00	\$1,925.00	\$787.50										\$2,752.50	\$5,247.50
Payroll Services	\$2,600.00	\$157.00	\$226.80	\$148.30										\$532.10	\$2,067.90
Audit	\$4,750.00	\$0.00	\$0.00	\$0.00										\$0.00	\$4,750.00
Infill Costs	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00	\$0.00
Equipment Repair	\$500.00	\$0.00	\$0.00	\$0.00										\$0.00	\$500.00
Workers Comp	\$1,400.00	\$0.00	\$0.00	\$0.00										\$0.00	\$1,400.00
Web Hosting	\$550.00	\$479.99	(\$29.99)	\$0.00										\$450.00	\$100.00
Data Storage/Backup	\$3,600.00	\$0.00	\$675.97	\$155.88										\$831.85	\$2,768.15
IT Maintenance Contract	\$12,000.00	\$1,220.00	\$1,120.00	\$1,170.00										\$3,510.00	\$8,490.00
Mobile Data Plans	\$1,620.00	\$180.00	\$225.00	\$80.57										\$485.57	\$1,134.43
Fixed Route Transit Analysis	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00	\$0.00
Board of Director Insurance	\$2,300.00	\$0.00	\$0.00	\$2,395.00										\$2,395.00	(\$95.00)
Travel Time Runs and Traffic Counts	\$20,000.00	\$0.00	\$0.00	\$0.00										\$0.00	\$20,000.00
Statewide Passenger Rail Study (OTO Portion)	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00	\$0.00
Presentation System	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00	\$0.00
Moving Expense	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00	\$0.00
Total	\$805,088.00	\$40,485.13	\$98,101.03	\$47,282.03	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$185,868.19	\$619,219.81

	Budgeted Amount	July In-Kind	Aug In-Kind	Sept In-Kind	Oct. In-Kind	Nov. In-Kind	Dec. In-Kind	Jan. In-Kind	Feb. In-Kind	Mar. In-Kind	Apr. In-Kind	May. In-Kind	June In-Kind	YTD In-Kind	Remaining
In-Kind Match, Direct Cost, Donated															
Member Attendance at Meetings	\$8,000.00	(\$27.28)	\$876.00	\$740.92										\$1,589.64	\$6,410.36
Direct Cost - MoDOT Salaries	\$15,977.00	\$0.00	\$0.00	\$0.00	\$0.00									\$0.00	\$15,977.00
Total In-Kind Match, Direct Cost Donated	\$23,977.00	-\$27.28	\$876.00	\$740.92	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,589.64	\$22,387.36

Total Expenditures Plus In-Kind Match	\$829,065.00	\$40,457.85	\$98,977.03	\$48,022.95	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$187,457.83	\$641,607.17
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Minus Non Reimbursable Expenses	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
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Adjusted Total Expenditures Plus In-Kind Match	\$829,065.00	\$40,457.85	\$98,977.03	\$48,022.95	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$187,457.83	\$641,607.17
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\*July - credit of \$594.42 issued for overage of In-kind expense on March 12 invoice.

### Breakdown by Task Item

[illegible]

Ozarks Transportation Organization  
Operating Fund Balance Report  
1st Quarter FY 12 - 13

Bank Statement Balance

Date	Previous Balance	Deposits	Interest	Withdrawals	Current Balance
6/30/2012	\$132,642.53	\$98,449.36	\$66.50	\$36,973.08	\$194,185.31
7/31/2012	\$194,185.31	\$0.00	\$62.14	\$48,823.03	\$145,424.42
8/31/2012	\$145,424.42	\$113,703.22	\$77.16	\$88,992.95	\$170,211.85
9/28/2012	\$170,211.85	\$111,547.90	\$44.49	\$49,827.31	\$231,976.93

Checkbook Ledger Balance

Bank Balance 9/28/2012	\$231,976.93
Total Outstanding Withdrawals	\$25.00
Total available Balance 9/28/12	\$231,951.93

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

<b>FY 2013 Budget</b>	<b>\$805,087.78</b>
<b>3 months of expenses</b>	<b>\$201,271.95</b>
<b>6 months of expenses</b>	<b>\$402,543.89</b>

**Ozarks Transportation Organization**  
**Unified Planning Work Program Progress Report**  
**Period: July 1, 2012 to September 30, 2012**

**010 General Administration 27% Complete**

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

OTO prepared FY11-12 year-end financial reports and progress report.

Staff attended:

- Dreamweaver website software training
- Association of MPOs – MAP-21 Teleconference
- FTA – MAP-21 Teleconference
- Association for Commuter Transportation - International Conference
- SMCOG -Municipal Official Training Workshop
- Missouri Public Transit Association Annual Conference
- Pictometry (aerial photo) Training with Greene County/Springfield
- Missouri Bicycle and Pedestrian Federation - SRTS Teleconference
- FHWA – Congestion Management Process
- Association of MPOs Conference
- Organizational Leadership classes
- Springfield Area Human Resource Association Annual Conference
- Introduction to Travel Forecasting Webinar
- Cars, Streets, and Policy in 2035 Webinar
- TRB Tools of the Trade Conference
- 9th Annual Economic Outlook Conference
- Talking Freight - Integrating Sustainability Analysis into Freight Transportation Projects and Programs Webinar
- MAP-21 Implementation Webinar
- VMT Webinar
- Housing and Transportation for Boomers and Beyond Webinar

The FY11-12 audit was conducted. Results of the FY11-12 audit will be presented to the Board of Directors in October with no significant findings.

The FY13 UPWP was amended and approved by ONEDOT. The FY13 UPWP amendment was approved in order to add the purchase of the development of an electronic TIP and online hosting.

Staff continues to monitor guidance and apportionments for MAP-21

## **020 OTO Committee Support 25% Complete**

One Board of Directors and Two Technical Committee meetings were conducted. The rideshare program was transferred to the City of Springfield. The FY13-16 TIP was approved. The Board voted to seek an IRS letter ruling for tax classification, and two additional job descriptions were added.

One BPAC meeting was held in September. This included a presentation and discussion on needs throughout the south Campbell corridor. Staff met with Christian County to discuss a trail plan for the metropolitan portion of the County. Staff finalized the draft FY2012 implementation report which highlights bike/ped activities throughout the region during the 2012 fiscal year. Staff was involved with the Ozark Greenways Technical and Sustainable Transportation Committees. Updates on bicycle and pedestrian activities were provided to the Technical Planning Committee. Staff continued involvement with the Missouri Livable Streets Advisory Team, the Missouri Safe Routes to School Network and the Childhood Obesity Action Group. Staff has continued to serve in an advisory role as the City of Springfield updates its policies regarding bicycling and pedestrians.

## **030 OTO General Planning and Plan Implementation 20% Complete**

An Executive Summary to the Long Range Plan was distributed.

An STP-Urban obligation report was prepared and distributed.

Meetings were conducted to begin data collection for a CMP update. Consultants were hired to do travel time runs for the update.

Research began on the Travel Demand Model update.

Staff received an electronic copy of the aerial photos and was trained on software to view the aerial photos.

A call for federal functional classification changes was issued.

## **040 Transportation Improvement Program 15% Complete**

The FY2013-2016 Transportation Improvement Program was approved by the Board of Directors, Governor and ONEDOT in September.

One TIP amendment was recommended by the Technical Committee and will be heard at the October Board of Directors meeting.

The electronic TIP software modifications were completed. The project will be online by the end of the year.

Enhancement and BRM Subcommittees were appointed to approve application guidelines and recommend project selection.

### **060 OTO and City Utilities Transit Planning 10% Complete**

The transit provider brochure continues to be available for distribution.

Discussions continue on the bus transfer facility.

### **070 OTO and MoDOT Special Studies and Projects 20% Complete**

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

Staff sat on the project committee for the South Campbell/James River Freeway Interchange conceptual design study. Public meetings to look at alternatives are scheduled for November.

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

Staff attended the FHWA roundtable on fiscal constraint and planning.

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

**TAB 6**



## **BOARD OF DIRECTORS AGENDA 12/20/12; I.I.E.**

### **OTO Nominating Committee Report**

#### **Ozarks Transportation Organization (Metropolitan Planning Organization)**

#### **AGENDA DESCRIPTION:**

Pursuant to OTO By-Laws, the OTO Board of Directors is required to elect the following four positions for the 2013 OTO Board of Directors:

<b>Position</b>	<b>2013 Nominations</b>	<b>Affiliation</b>	<b>2012 Current Officers</b>	<b>Affiliation</b>
Chairman	Jim Viebrock	Greene County	Jerry Compton	Springfield City Council
Vice-Chairman	Lou Lapaglia	Christian County	Jim Viebrock	Greene County
Secretary	J. Howard Fisk	OTO At-Large	J. Howard Fisk	OTO At-Large
Treasurer	Jim Krischke	City of Republic	Jim Krischke	City of Republic

The 2011 Nominating Committee is made up of the following three board members of OTO:

- Aaron Kruse, Mayor, City of Battlefield
- Steve Childers, City Administrator, City of Ozark
- Phil Broyles, Public Works Director, City of Springfield

The nominating committee will present the slate of officers at this meeting. Greene County is next in the rotation schedule for Chairman of the OTO Board of Directors as set out in the OTO By-Laws and Christian County is next in the rotation for Vice-Chairman. Nominations from the floor may also be made at this Board meeting prior to electing each officer.

#### **The By-Laws as amended at the August 21, 2008 meeting:**

##### **Section 6.4: Officers**

A. The Board of Directors shall elect a representative from their membership to serve as Chairman at their initial meeting. The Chairman shall serve a one (1) year term to expire the first meeting of the calendar year following the first full-year of the position. Thereafter, each one (1) year term shall commence at the first meeting of the calendar year and end at the first meeting of the following calendar year. There must be a majority of the voting members present to vote on the Chairman position. The Chairman shall follow the adopted rotation schedule between Springfield, Greene County and Christian County as approved by the Board of Directors on December 18, 2003.

B. The Board of Directors shall elect a Vice Chairman. The Vice Chairman shall assume the responsibilities of the Chairman in his or her absence.

C. The Board of Directors shall elect a Treasurer. The Treasurer shall be in charge of funds of the corporation and approve payments and expenses as authorized by the Board of Directors.

The treasurer shall be responsible for an annual audit of the finances of the corporation as well as other financial reports as may be desirable.

D. The Board of Directors shall elect a Secretary. The secretary shall be responsible for all permanent records of the corporation, its minutes, contracts and other documents and for official notifications and correspondence as may be required.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes the following motion(s):

“Move to accept slate of officers as recommended by the 2013 Nominating Committee”

Or

“Move to nominate the following Board Member(s) for the following position(s)...”

**TAB 7**

# **Board of Directors Meeting Schedule**

**Meetings are held on the third Thursday every other month, from 12:00 - 1:00 pm.**

February 21, 2013

April 18, 2013

June 20, 2013

August 15, 2013

October 17, 2013

December 19, 2013

## **Meetings will be held:**

Ozarks Transportation Organization

Conference Room, Suite 212

205 Park Central East, Springfield, Missouri

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

**TAB 8**



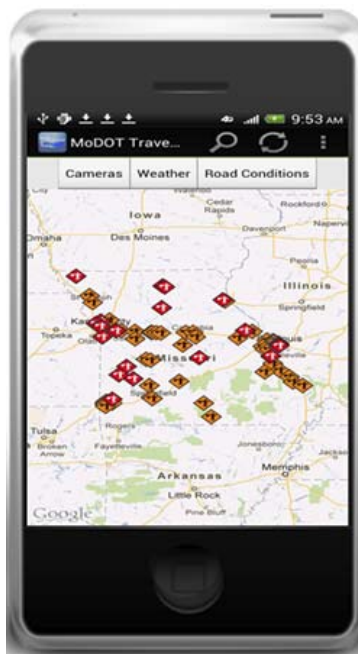
**Mark Fidelman**, Contributor  
An OP/ED View of the Next Generation Enterprise

TECH | 12/01/2012 @ 1:26AM | 2,935 views

## How This Government Agency is Saving \$500 Million by Using Social and Mobile Technologies

On the face of it, government is a wasteful spender. It offers its employees little incentive to be thrifty or strategic about how it spends tax payer funds. But alongside this apathy, a small team in the middle of the country is quietly revolutionizing the 'bureaucracy as usual' mindset.

Most people don't look to Jefferson City, Missouri as a source of technical innovation, and they especially would never think to look at its government. But they'd be surprised to learn that the [Missouri Department of Transportation](#) (MODOT) is one of the most innovative organizations using social and mobile technologies in the country. In fact, they are a model for how government can and should cut spending by leveraging new technologies.



"We shut down two major interstates for an entire year. Because rather than take eight years to rebuild them while keeping two lanes open and have workers in danger – we decided to give our residents mobile maps and apps to maneuver them around the freeway," Mike Miller, MODOT's Assistant Information Systems Director told me.

That decision alone saved MODOT over \$100 million in taxpayer funds. But it almost didn't come to be. Critics of the decision to completely shut down 12 miles of interstate called the move a one year catastrophe and irresponsible and it nearly wasn't implemented. Sure enough however, they moved forward and pulled it off under budget and with few complaints from the public.

Miller credits the [former head of MODOT, Pete Rahn](#) (now at HNTB) as the real catalyst of the program which also included a much bolder goal to save \$500 million over 5 years. Rahn was famous for a bumper sticker on his wall that read, "Dreams Minus Action = Squat". Now that's a guy I want to work with.



### The 5 Year Plan to Save \$500 Million

"Our target for the 5 year plan was to save the taxpayers \$500 million, and we're 70% there already. We started in 2010 and we believe we'll beat the original target," Miller said hinting that the eventual savings figure could be much larger.

When I asked him how a government transportation agency in the middle of the country became so innovative, Miller responded, "Rahn drove innovation, change and the ability to take action throughout the entire culture. His pronouncements weren't posters on the wall, they were real initiatives backed up by data. At each quarterly review meeting, we had to get up in front of the crowd and talk about what we've done since the last one. We could never say "we're going to" or else Rahn would blow a portable air horn. We could only talk about what we've done."

### Here are some of the things MODOT has done as a result of Rahn's 5 year plan:

- MODOT uses vans that are equipped with video cameras that film the roadways and record the roughness of the road. Similar to Google, but they also put that video in front of people and they rate that stretch of road. When the roads are in need of repair, MODOT proactively goes out and fixes it.
- MODOT uses a system called Tracker that measures the agency's performance versus goals. Miller believes this created a philosophy that better holds the agency accountable.
- Was able to reduce headcount by 1200 people as a result of using solutions like [Microsoft's SharePoint](#) and [harmon.ie](http://harmon.ie)'s social email tool for increased collaboration and time efficiency.
- Every MODOT building and hundreds of roadside access points are wirelessly enabled for MODOT employees. They're not wasting time trying to find information.
- According to [Charles \(Matt\) Hiebert](#), MODOT's Central Office Customer Relations Manager, MODOT leverages its [social channels](#) like [Twitter](#), [Facebook](#) and [podcasts](#) to update the public on updates and changes. Big savings in communication expenses.
- MODOT manages the records and maintains 33,000 miles of road and thousands of bridges using SharePoint as the project management solution. This has dramatically cut project management and oversight costs.
- According to Hiebert, all of the info that MODOT releases in their public meetings are posted online and they allow comments from the public. As a

result, public involvement shot up because they could now get involved in the public meetings anytime they wanted.

“Internally, we manage all of our projects through SharePoint. And just this year, we’ve added the ability to collaborate with external entities. On the social side, harmon.ie enables most of our team to stay in email and access SharePoint through their side panel that sits in IBM’s Lotus Notes,” Miller explained.

In the future, Miller believes MODOT’s innovation and cost reduction strategies will focus on mobile and mobile apps. He also sees MODOT adopting solutions like Yammer where they will have the ability to see the activity streams from all of their 5000+ employees. Miller believes contextual analytics will be critical, and he believes the agency will find innovative ways to create action from the data.

What’s most shocking to me is how much further ahead MODOT is compared to most businesses today. How a government agency is leading the march of progress. They’re showing everyone that you can cut costs while remaining effective, provide better services through technology, and be as innovative as some of the top companies in the world. Perhaps congress should take note.

And for those skeptics that believe it can’t be done in their situation, we need only listen to Rahn’s advice: “The secret to success – is to get at least 30 percent of the people behind you. They’ll turn the opinion of another 50 percent. The 20 percent left over will have to decide to either get on the bus or get out of the way.”

So I’m left wondering how we get more people like Rahn to drive the bus. Applications anyone?

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This article is available online at:

<http://www.forbes.com/sites/markfidelman/2012/12/01/how-this-government-agency-is-saving-500-million-by-using-social-mobile-technologies/>



## A Brief Summary

### White House Report on Sequestration Impacts

Please contact Shannon Baxevanis at [shannon@narc.org](mailto:shannon@narc.org) for more information.

#### General Information:

- Sequestration, required by the August 2011-passed Budget Control Act, is automatic, across-the-board cuts on federal domestic and defense discretionary and mandatory funding starting on January 2, 2013.
- Sequestration requires \$1.2 trillion to be cut evenly over 2013 through 2012 (approximately \$109 billion/year).
- On September 14, the White House released a congressionally-mandated report on the anticipated impacts of sequestration across more than 1,200 federal accounts for 2013.
- According to the report, "...sequestration would be deeply destructive to national security, domestic investments, and core government functions."
- **The report provides a high-level overview of preliminary numbers but does not get into too many program specifics, and is still subject to revision. Please note that the numbers provided in the report and summarized below are not finalized or exactly what will occur come January 2, 2013. There are still several factors that need to be addressed.**
- Click [HERE](#) to access the full report.
- Click [HERE](#) to access a NARC PowerPoint presentation on sequestration.

#### Report Details:

##### Overall Reductions

- 9.4 percent reduction in defense discretionary funding (\$54.67 billion)
- 8.2 percent reduction in domestic discretionary spending (\$38 billion)
- 2 percent reduction in Medicare

	Subject to sequester	Sequester amount	Percentage cut
Defense discretionary	\$580.073	\$54.599	9.4%
Defense mandatory	\$0.679	\$0.068	10.0%
Nondefense discretionary	\$463.465	\$38.021	8.2%
Medicare	\$554.265	\$11.085	2.0%
Indian and community health	\$1.344	\$0.027	2.0%
Other mandatory	\$71.958	\$5.443	7.6%

SOURCE: Office of Management and Budget

##### Reductions by Federal Agency (NOTE: the programs listed are most relevant to regional planning organizations.)

##### U.S. Department of Agriculture – sequester reduction 8.2% for discretionary programs; 7.6% for mandatory programs

Program	Total Budget*	Sequester Reduction	Post-Sequester Budget Total**
Natural Resources Conservation	\$837 million	\$69 million	\$768 million
Watershed Rehabilitation	\$15 million	\$1 million	\$14 million
Watershed & Flood Prevention	\$216 million	\$18 million	\$198 million
Rural Electrification & Telecommunications Loans	\$37 million	\$3 million	\$34 million
Distance Learning, Telemedicine & Broadband	\$37 million	\$3 million	\$34 million
Rural Water & Waste Water Disposal	\$503 million	\$41 million	\$462 million
Rural Housing Assistance Program	\$905 million	\$74 million	\$831 million
Rural Community Facilities	\$29 million	\$2 million	\$27 million
Rural Housing Assistance Grants	\$33 million	\$3 million	\$30 million
Rural Cooperative Development Grants	\$25 million	\$2 million	\$23 million
Rural Business Program	\$75 million	\$6 million	\$69 million
Rural Energy for America Program (discretionary)	\$3 million	\$246,000	\$2.754 million
Rural Energy for America Program (mandatory)	\$22 million	\$2 million	\$20 million
Rural Development Loan Fund	\$11 million	\$1 million	\$10 million
Supplemental Nutrition Assistance Program (SNAP) (mandatory)	\$108 million	\$8 million	\$100 million

\*Total that can be sequestered

\*\*Of the amount that can be sequestered; Does not include other available, exempt amounts

**U.S. Department of Commerce** – sequester reduction 8.2% for discretionary programs; 7.6% for mandatory programs

Program	Total Budget*	Sequester Reduction	Post-Sequester Budget Total**
Economic Development Administration Economic Development Assistance Programs	\$420 million	\$34 million	\$386 million
Periodic Censuses & Programs	\$689 million	\$56 million	\$633 million

**U.S. Department of Labor** – sequester reduction 8.2% for discretionary programs; 7.6% for mandatory programs

Program	Total Budget*	Sequester Reduction	Post-Sequester Budget Total**
Employment & Training Administration Training & Employment Services	\$3.408 billion	\$279 million	\$3.129 billion

\*Total that can be sequestered

\*\*Of the amount that can be sequestered; Does not include other available, exempt amounts

**U.S. Department of Transportation** – sequester reduction 8.2% for discretionary programs; 7.6% for mandatory programs

Program	Total Budget*	Sequester Reduction	Post-Sequester Budget Total**
Transportation Planning, Research & Development	\$9 million	\$1 million	\$8 million
National Infrastructure Investments	\$500 million	\$41 million	\$459 million
Essential Air Service & Rural Airport Improvement Fund (mandatory)	\$50 million	\$4 million	\$46 million
Federal Aviation Administration Grants-in-aid for Airports	\$1 million	\$82,000	\$918,000
Federal Aviation Administration Facilities & Equipment	\$2.793 billion	\$229 million	\$2.564 billion
Federal Highway Administration Federal-Aid Highways (mandatory)	\$739 million	\$56 million	\$683 million
Federal Railroad Administration Operating Subsidy to AMTRAK	\$466 million	\$38 million	\$428 million
Federal Railroad Administration Capital & Debt Service Grants to AMTRAK	\$952 million	\$78 million	\$876 million
Federal Transit Administration Capital Investment Grants	\$1.906 billion	\$156 million	\$1.750 billion

\*Total that can be sequestered

\*\*Of the amount that can be sequestered; Does not include other available, exempt amounts

**U.S. Environmental Protection Agency** – sequester reduction 8.2% for discretionary programs; 7.6% for mandatory programs

Program	Total Budget*	Sequester Reduction	Post-Sequester Budget Total**
State & Tribal Assistance Grants	\$3.568 billion	\$293 million	\$3.275 billion

\*Total that can be sequestered

\*\*Of the amount that can be sequestered; Does not include other available, exempt amounts

**U.S. Small Business Administration** – sequester reduction 8.2% for discretionary programs; 7.6% for mandatory programs

Program	Total Budget*	Sequester Reduction	Post-Sequester Budget Total**
Disaster Loans Program	\$116 million	\$10 million	\$106 million
Business Loans Program	\$359 million	\$29 million	\$330 million

\*Total that can be sequestered

\*\*Of the amount that can be sequestered; Does not include other available, exempt amounts

**Regional Commissions** – sequester reduction 8.2% for discretionary programs; 7.6% for mandatory programs

Program	Total Budget*	Sequester Reduction	Post-Sequester Budget Total**
Appalachian Regional Commission	\$64 million	\$5 million	\$59 million
Appalachian Regional Commission Trust Fund (mandatory)	\$8 million	\$1 million	\$7 million
Delta Regional Commission	\$12 million	\$1 million	\$11 million
Denali Commission	\$17 million	\$1 million	\$16 million
Denali Commission Trust Fund	\$8 million	\$1 million	\$7 million
Northern Border Regional Commission	\$1 million	\$82,000	\$918,000

\*Total that can be sequestered

\*\*Of the amount that can be sequestered; Does not include other available, exempt amounts

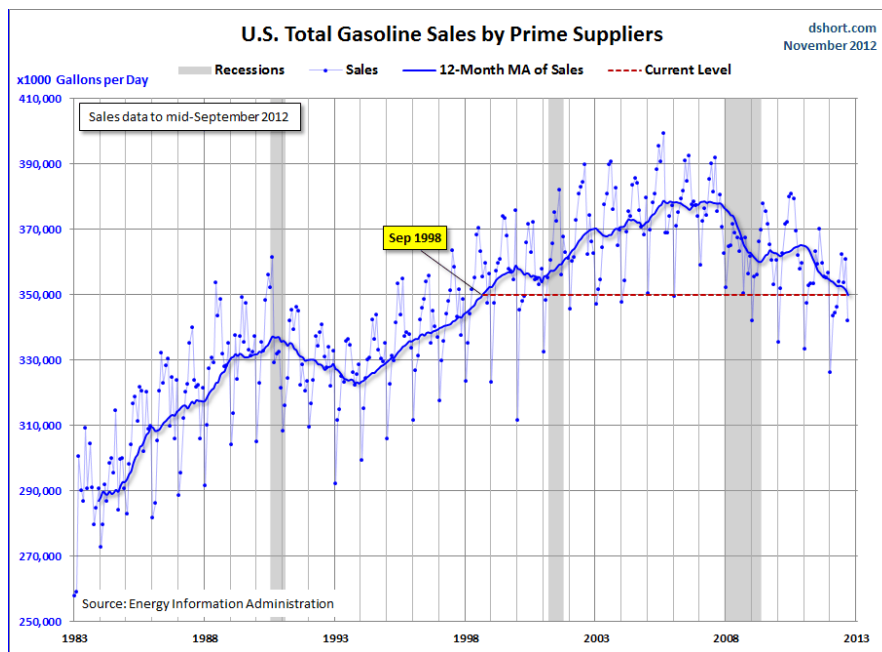
## Gasoline Volume Sales, Demographics and our Changing Culture

By Doug Short

November 28, 2012 (Monthly Update)

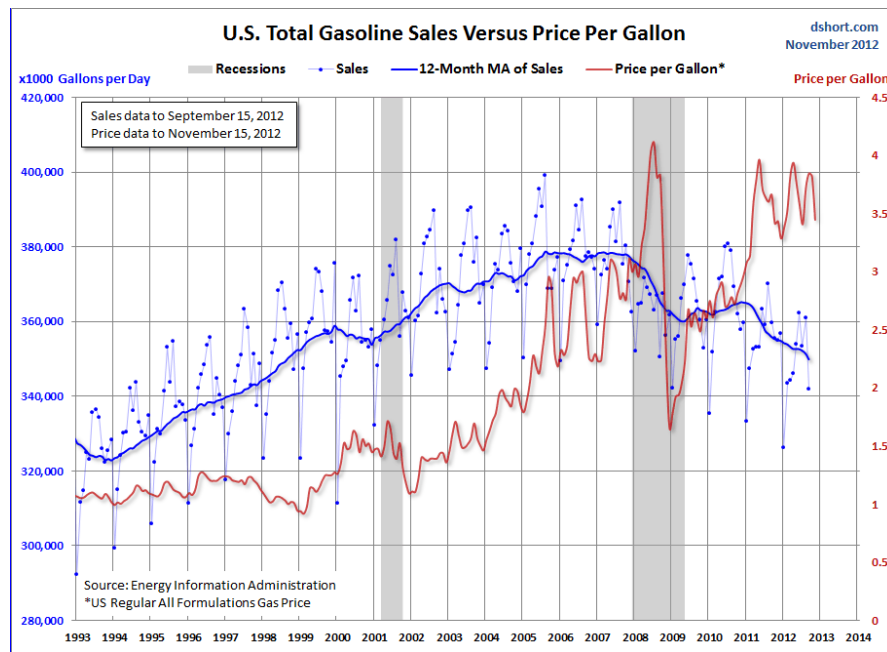
The Department of Energy's [Energy Information Administration](#) (EIA) data on volume sales is over two months old when it is released. The latest numbers through mid-September were released are now available. However, this report offers an interesting perspective on fascinating aspects of the US economy. Gasoline prices and increases in fuel efficiency are important factors, but there are also some significant demographic and cultural dynamics in this data series.

Because the sales data are highly volatile with some obvious seasonality, I've added a 12-month moving average (MA) to give a clearer indication of the long-term trends.



[Click for a larger image](#)

The next chart includes an overlay of monthly retail gasoline prices, all grades and formulations. I've shortened the timeline to start with EIA price series, which dates from April 1993. The retail prices are [updated weekly](#), so the price series is the more current of the two.



[Click for a larger image](#)

As we would expect, the rapid rise in gasoline prices in 2008 was accompanied by a significant drop in sales volume. With the official end of the recession in June 2009, sales reversed direction ... slightly. The 12-month MA hit an interim high in November 2010, and then resumed contraction. The moving average for the latest month (September 2012) is about 7.3% below the pre-recession level and 4.2% off the November 2010 interim high. In fact, the latest data point is a level first achieved over fourteen years ago, in September 1998.

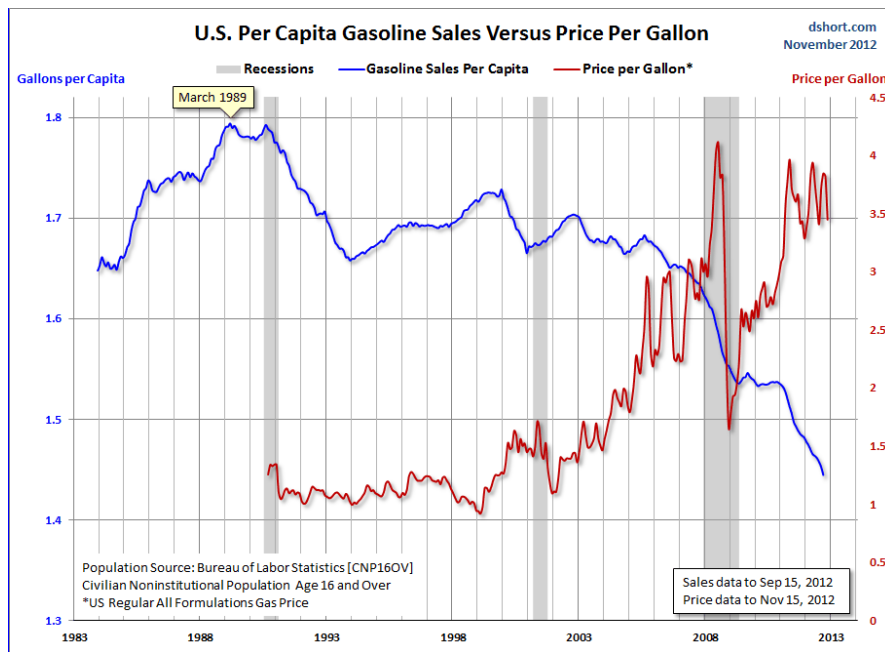
Some of the shrinkage in sales can be attributed to more fuel-efficient cars. But that presumably would be minor over shorter time frames and would be offset to some extent by population growth. Also, if we look at Edmunds.com for data on the [top 10 best-selling vehicles](#), energy efficiency doesn't seem to be a key factor, to judge from the weighting towards pickup trucks and of SUVs.

While on the topic of fuel-efficiency on gasoline sales, I was rather surprised by a Polk survey report that made the rounds back in April.

While the selection of hybrid models in the U.S. has more than doubled since 2007, only 35 percent of hybrid vehicle owners choose to purchase a hybrid again when returning to market in 2011, according to recent analysis by Polk (See Table A). If repurchase behavior among the high volume audience of Toyota Prius owners isn't factored in, hybrid loyalty drops to under 25 percent. [\[Full Report\]](#)

### Average Daily Volume Sales Per Capita

The next chart adjusts the 12-month MA of sales volume for population growth based on the monthly data for Civilian Non-Institutional Population over age 16 from the Bureau of Labor Statistics, via the St. Louis [FRED](#) repository. What we see here is that gasoline sales on a per-capita basis are 6.7% lower than it was at the end of the Great Recession. The gallons-per-capita series includes the complete EIA data, but since I'm using the 12-month MA, the red line starts in 1984. We see the double peak in March 1989 (the all-time high) and August 1990. The latest per-capita daily average is 19.5% below the 1989 high.



[Click for a larger image](#)

What does this analysis suggest about the state of the economy? From an official standpoint, the Great Recession ended 39 months before the most recent gasoline sales monthly data point. But if we want a simple confirmation that the economy is in recovery, gasoline sales continues to be the wrong place to look.

In addition to improvements in fuel efficiency, the decline in gasoline consumption is attributable in large part to some powerful secular changes in US demographics and cultural in general:

1. We have an aging population leaving the workforce, which we clearly see in the sustained contraction in the [employment-population ratio](#).
2. There is growing trend toward a portable workplace and the ability to work from home (I'm a typical example).
3. Social media have provided powerful alternatives to face-to-face interaction requiring transportation (Internet apps, games, the ubiquitous cell phone for talk and texting).
4. There has been general trend in young adults to drive less (related to points two and three above). See this [PDF report](#) for details.

We are indeed living in interesting times.

Website by the [Boston Web Company](#)

Username:

Password:

Log in

Create new account

Request new password



LONG SLEEVE MERINO T

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## Cyclists' GPS data used to improve cycle infrastructure

Fort Collins university and city authority scheme via iPhone

3

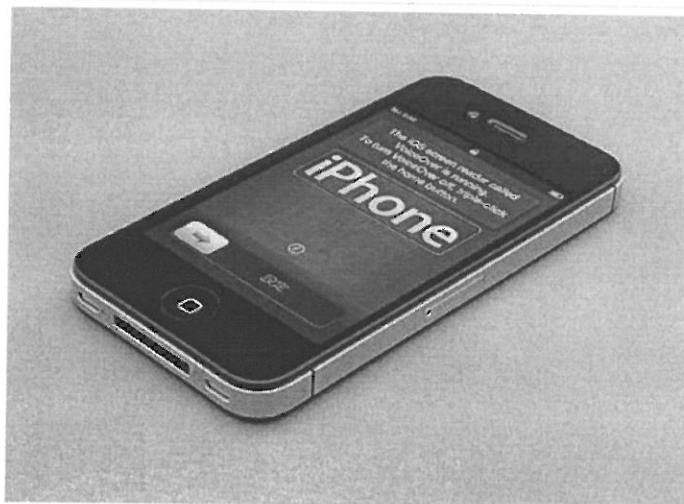
Tweet

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3

5 comments

Sarah Barth, November 4, 2012



iPhone 4S - Brett Jordan

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

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

The anonymous data began to be gathered this summer and will continue through next summer, according to the Coloradoan.

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

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

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

<http://askstato.blogspot.com>



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

Login or register to post comments

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

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David Millar: Cycling has already become clean

Merckx: Half Man, Half Bike by William Fotheringham

Cyclists' GPS data used to improve cycle infrastructure

Schwag grab: cupboard raid!

Kinesis Crosslight CXDisc wheels

The Times launches second phase of Cities fit for Cycling campaign

[more](#)

Cycling Cyprus Charity Challenge 2012  
November 5, 2012 - 00:01

Cycling Cyprus Charity Challenge 2012  
November 5, 2012 - 00:01

Devon Bike Builders Tuesday Ride  
November 6, 2012 - 08:00

Cowley Road Condor Tues night club run  
November 6, 2012 - 18:30

Paphos Cycling Club - Weekly meeting  
November 7, 2012 - 19:30

[See all events](#)

### Recent comments Forum topics

yes, excellent book, however

JonD wrote: Tracking those

Yes, I agree

No, I want to find out m

November 2, 2012

## **Missouri Coalition for Roadway Safety Announces New Fatality Reduction Goal**

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

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

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

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

Additional information on Missouri's Blueprint to Save More Lives is available at [saveMOLives.com](http://saveMOLives.com).

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



# walk

## SPRINGFIELD

Explore the Ozarks  
in 30 minute walks.



Scan to  
find a walk!



## Take a walk around town

### Central Springfield

Cruse Dog Park (part of Jordan Valley Greenway)  
Drury University & Midtown  
Jordan Valley Park  
Historic Battle of Springfield  
Historic Commercial Street  
Historic Downtown Springfield  
Historic Walnut Street  
Missouri State University  
Phelps Grove Park  
Rountree Neighborhood  
South Creek Greenway: McDaniel Park Trailhead  
West Central Neighborhood

### South Springfield

Burrell Park  
Chesterfield Village  
Close Memorial Park-Southwest  
James River Greenway #1  
James River Greenway #2  
Lake Springfield Park  
Southern Hills Neighborhood-Southeast  
South Creek Greenway: Nathanael Greene Park-Southwest  
Springfield Nature Center  
Wilson Creek Greenway

### North Springfield

Cooper Park-Northeast  
Doling Park  
Frisco Highline Trail  
Nichols Park  
North Jordan Creek Greenway (near Evangel University)  
Ritter Springs Park  
Sac River Mountain Bike Trail



Healthy Living Alliance (HLA) and the Childhood Obesity Action Group (COAG) are happy to provide you with an easy-to-use guide to some of our favorite scenic walking paths you can find right here in the Ozarks. It only takes 30 minutes to get out and see a few sights. Best of all (we think, anyway) you get a bit of exercise as well.

To explore all of our walking maps of the Ozarks, visit <http://www.startwalkingnow.org> Click on **Find a Walking Path**. Type in the zip code **65806** and click search, then on the next page type in **Walk Springfield** under path name.

## Walk Springfield Walking Tips

- Bring water to stay hydrated.
- Wear multiple thin layers so that you can add or remove them as necessary.
- Walk at your own pace.
- Walk with a buddy and pay attention to your surroundings to stay safe.
- Wear proper shoes and replace those that are 1-2 years old as they can cause added stress to your joints.

Springfield, MO is a



Find us on [www.facebook.com/walkspringfield](http://www.facebook.com/walkspringfield)

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