

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

JANUARY 15, 2014
1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 212
HOLLAND BUILDING, 205 PARK CENTRAL EAST



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, January 15, 2014 1:30 p.m.
OTO Offices
Holland Building
205 Park Central East, Suite 212,
Springfield, MO

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

I. Administration

A. Introductions

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

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

C. Approval of the November 20, 2013 Meeting Minutes Tab 1
(1 minute/Cossey)

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

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

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

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

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

II. New Business

A. Administrative Modification One to the FY 2014-2017 TIPTab 2 (5 minutes/Longpine)

There are two changes that have been administratively approved which are included for member information.

INFORMATIONAL ONLY - NO ACTION REQUIRED

B. Amendment Number Two to the FY 2014-2017 TIPTab 3 (5 minutes/Longpine)

There are three changes requested which are included for member review.

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

C. Regional Priorities for Bicycle and Pedestrian NeedsTab 4 (5 minutes/Longpine)

The Bicycle and Pedestrian Committee is recommending the adoption of a Priority List for Bicycle and Pedestrian Priorities. The proposed list is included.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
PRIORITY LIST TO THE BOARD OF DIRECTORS**

D. Transportation Demand Management ReportTab 5 (3 minutes/Owens)

Included for member information is the first annual Transportation Demand Management (Rideshare) Report.

INFORMATIONAL ONLY - NO ACTION REQUIRED

E. Public Input Process for One-Cent Sales Tax Project List (5 minutes/Fields)

Staff will give an overview of process that will be used to develop the public input process for a project list for a proposed statewide one-cent transportation sales tax.

INFORMATIONAL ONLY - NO ACTION REQUIRED

F. OTO In-Kind Match LettersTab 6 (3 minutes/Parks)

Staff will give an overview of the request that in-kind letters be submitted for each Technical Committee member.

INFORMATIONAL ONLY - NO ACTION REQUIRED

- G. OTO Technical Committee AppointmentTab 7**
(3 minutes/Parks)
Staff will give an overview of the need for new official appointment letters for each member of the Technical Committee

INFORMATIONAL ONLY- NO ACTION REQUIRED

- H. “On the Move” Update**
(2 minutes/Miller)
An update on MoDOT’s new long range plan, “On the Move,” will be given.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- I. FY 2015 Unified Planning Work Program Subcommittee and Project Proposals.....Tab 8**
(2 minutes/Fields)
OTO is requesting the Technical Planning Committee appoint a subcommittee to prepare the FY 2015 Unified Planning Work Program. Please feel free to propose any project ideas for the upcoming fiscal year (July 1, 2014- June 30, 2015).

TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT THE FY 2015 UPWP SUBCOMMITTEE

- J. Title VI PlanTab 9**
(5 minutes/Owens)
Staff has prepared a draft Title VI plan, which explains how to avoid discrimination of minority, low-income and limited English proficiency populations.

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE OTO BOARD OF DIRECTORS REGARDING ADOPTION OF THE TITLE VI PLAN.

III. Other Business

- A. Technical Planning Committee Member Announcements**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.
- B. Transportation Issues for Technical Planning Committee Member Review**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.
- C. Articles For Technical Planning Committee Member Information Tab 10**

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 19, 2014 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Lou Lapaglia, OTO Chair, Christian County Presiding Commissioner
Phil Broyles, City of Springfield Mayor's Designee
Gail Melgren, Senator McCaskill's Office
Stacy Burks, Senator Blunt's Office
Jered Taylor, Congressman Long's Office
Area News Media

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

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

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

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

TAB 1

TECHNICAL COMMITTEE AGENDA 1/15/2014; ITEM I.C.

November 20, 2013 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the November 20, 2013 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED:

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
November 20, 2013**

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

The following members were present:

Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Randall Brown, City of Willard (a)	Mr. Frank Miller, MoDOT
Mr. King Coltrin, City of Strafford	Mr. Bill Robinett, MoDOT
Mr. Travis Cossey, City of Nixa	Mr. Andrew Seiler, MoDOT
Ms. Diane Gallion, City Utilities (a)	Mr. Dan Smith, Greene County Highway Dept.
Mr. Jonathan Gano, City of Springfield	Ms. Eva Voss, MoDOT
Ms. Dawne Gardner, City of Springfield (a)	Mr. Terry Whaley, Ozark Greenways
Mr. Martin Gugel, City of Springfield (a)	Mr. Todd Wiesehan, Christian County
Mr. Adam Humphrey, Greene County	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Brad McMahon, FHWA
Mr. David Bishop, R-12 School District	Mr. Kent Morris, Greene County Planning
Ms. Kristy Bork, SGF (a)	Mr. Ralph Rognstad, City of Springfield
Mr. Don Clark, Missouri State University	Ms. Beth Schaller, MoDOT (a)
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Rick Emling, R-12 School District (a)	Mr. Shawn Schroeder, SGF
Mr. Jason Haynes, City of Springfield (a)	Mr. Jeff Seifried, Springfield Chamber
Mr. Rick Hess, City of Battlefield (Chair)	Ms. Cheryl Townlian, BNSF
Mr. Jay Huff, Missouri State University (a)	Mr. Garrett Tyson, City of Republic (a)
Mr. Kirk Juranas, City of Springfield	Mr. Dan Watts, SMCOG
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Bob Wilslef, City of Ozark (a)
Mr. Larry Martin, City of Ozark	Mr. Chad Zickefoose, MoDOT (a)
Ms. Diane May, SMCOG (a)	

Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Ms. Melissa Richards, Ozarks Transportation Organization; Ms. Stacy Burks, Senator Roy Blunt; Carl Carlson, Olsson Associates; Ms. Melanie Chapman, KOLR10;

Mr. Cossey called the November 20, 2013 Technical Planning Committee meeting to order at 1:30 p.m.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Wiesehan made the motion to approve the November 20, 2013 Technical Planning Committee Meeting Agenda. Mr. Brock seconded and the motion carried unanimously.

C. Approval of the July 17, 2013 Meeting Minutes

Mr. Robinett made the motion to approve the July 17, 2013 Meeting Minutes. Ms. Voss seconded and the motion carried unanimously.

D. Public Comment Period for All Agenda Items

None

E. Executive Director's Report

Ms. Fields stated that there is a possible Initiative Petition Action for a possible 1 cent sales tax in the State of Missouri. The OTO has been asked by MoDOT to eventually come up with a proposed project list for the sales tax. The first step would be to develop a public involvement process and how to engage the public in deciding what projects are most important to the region. The MPO has developed the Priority Projects of Regional Significance so that will be a starting point for any new list. This will be discussed in the coming months and hopefully the process will be developed early in 2014.

Staff has attended training at the Association of Metropolitan Planning Organizations. There was a conference in Oregon this year. There was discussion on Performance Measures. MoDOT has also given information on the Performance Measures. MoDOT has a schedule in the next 18 months in which Federal Highway will be releasing Measures and Targets that the OTO will be required to hit as far as planning for Safety or Congestion. The OTO already have Performance Measures in place, but suspect that the released will be different from what are already being monitored. Hopefully the data will be available and will be the same as what is already being collected.

The OTO is in a new TIP cycle since the TIP was approved October 1. Ms. Longpine has been working with Olsson on the Travel Demand Model development. This is on track for this year. The TPC will be hearing more from staff on the Congestion Management Process. The OTO has asked SMCOG to do traffic counts since there is

some holes in the data. There should be a report issued soon and that will start a new cycle of the OTO data collection effort. Congestion goals was one of the OTO Federal Certification Review items. The OTO needs to not only monitor the Congestion, but also set targets. The Committee will need to discuss that eventually.

On the Transit side, there is 5310 Funding, which is funding for Human Service Organization vehicles capital, this is going beyond ADA requirements. OTO has been working with MoDOT and City Utilities to come up with a MOU which allows MoDOT to administer the grant for the OTO, other than the City Utilities portion. MoDOT would be able to purchase the vehicles in large quantities and would result in large savings.

The Community Focus Report for Springfield/Greene County was released in October and is available on the Springfield Greene County Library website. There is a Transportation Section that several TPC members worked on.

The OTO did not get the TIGER grant. Several different federal representatives have volunteered to do a debriefing. The representatives will tell the OTO where improvements can be made in the application and what is missing.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that BPAC has been working on setting priorities, partly to feed in the larger discussion of the OTO region multimodal priority list. The Committee also is trying to refine the area of focus. The Committee wants something regional in nature, but a same times provides a lot of smaller projects, depending on the type of funding.

The BPAC will bring it to the TPC mapped out with details. The two priorities that BPAC has set at this point is the Route 66 Corridor from the OTO East Boundary to the OTO West Boundary along or near historically designated Route 66, including trails, sidewalks, streetscapes, and bike accommodations. The second priority is Jordan Valley, Wilsons Creek, Schuler Creek or some road equivalents along that corridor from downtown Springfield to downtown Republic. The idea is to have some long connective projects for a future TIGER Grant, but there are still gaps there.

II. New Business

A. Amendment Number 1 to the FY 2014-2017 TIP

Ms. Longpine stated that the 1st TIP Amendment involves six items. The first one is adding additional scope and funding to the ADA accommodations along Glenstone and Sunshine, with Springfield cost sharing with this project. The project was originally a MoDOT project, which focused on curb ramps, but the additional Springfield funding will go to some gaps in those corridors.

The second is the City of Battlefield Weaver Road widening. The city is increasing the amount of programmed funding for the project to help pay for some utility relocation. The Republic Road bridges over James River, going ahead and programming construction for the project. The next project is Republic Road and Farm Road 107 intersection that is a MoDOT and City Utilities project for intersection improvements.

A new project was added for scoping at the Glenstone and Pythian Intersection. Finally, a project that complements an existing project, the Kansas Expressway Pavement rehabilitation between I-44 and Mt. Vernon. It involves some concrete repair in addition to some asphalt overlay that was slated for the entire Kansas Expressway Corridor.

Mr. Gano made the motion to recommend approval of the Amendment Number 1 to the FY 2014-2017 TIP to the Board of Directors. Mr. Smith seconded and the motion carried unanimously.

B. Federal Functional Classification Map Change Request

Ms. Longpine stated that the OTO maintains the Federal Functional Classification System for the local region. The OTO asks for changes to the local roadways and submits the changes through MoDOT to the Federal Highway Administration. There are five different requests included here. MoDOT requested four, basically for cleanup. One is Chestnut Expressway from the US 65 ramp to Eastgate Avenue. There was a short segment that is being changed to match the rest of the corridor, from Minor Arterial to Major Collector. The next two changes have to do with changing the newly relocated Weaver Road at Campbell to local. On West ByPass from I-44 to Chestnut Expressway from Principal Arterial to Freeway/Expressway. The road is now slightly wider and more access controlled. The City of Springfield made the request, for Olive Street just north of the OTO from St. Louis to Main, to become a Major Collector from Minor Arterial.

Mr. Whaley made the motion to recommend approval of the proposed Federal Functional Class Changes to the Board of Directors. Mr. Gano seconded and the motion carried unanimously.

C. Annual Listing of Obligated Projects

Ms. Longpine stated that the Annual Listing of Obligated Projects or ALOP is required to be published annual and is a list of projects where federal funding was applied in the previous federal fiscal year. The report only shows federal funds. It does not show the local or state share and the remaining funds listed on each project is the remaining federal share.

A lot of projects have been completed or closed out on the list. Some projects are just getting started, like the CC relocation where some engineering funding has been obligated. The report is supposed to be published by 90 days after the end of the

federal fiscal year. It will go to the Board of Directors in December and be marked final on the OTO website.

Mr.

Ms. Gallion inquired about the Transit Grant, she thought was overstated by \$3 million. Ms. Longpine stated that the TIP shows the amount programmed for the project. There is more included in the TIP Project then just the purchases made during the past year. Ms. Gallion stated that she thought there was only \$258,000 left in the grant. Ms. Longpine stated she would research the TIP, but thought the project was programmed with a bunch of buses that were included and then the scope was adjusted. Ms. Gallion stated the buses ended up on another grant. Ms. Longpine stated that as far as the TIP goes that was how it was programmed, that the grant funding was probably adjusted in the next TIP.

Mr. Brock made the motion to recommend approval of the Annual Listing of Obligated Projects to the Board of Directors. Mr. King seconded and the motion carried unanimously.

D. Federal Funds Balance Report

Ms. Longpine stated that the STP Balance Report has a new format and title, Federal Funds Balance Report. There has been funding returns and the addition of how the Small Urban is worked so the report has been expanded. It was more complicated to track so it has been moved to QuickBooks from Excel, so the report format looks a little different. There is still a balance of over \$24 million dollars. \$1.2 million of that is BRM, bridge funding. All of that balance is subject to federal rescission. MoDOT allows the OTO to count program cost shares against that balance. MoDOT requests that the OTO does not have more than three years allocation, but once the cost shares are applied the OTO is within the limit. The front page is a summary of all the different fund balances and the cost shares as well. There are individual community pages and in the back there is an index by project of all the obligations. It is not just split by community but for each project as well.

Mr. Miller stated that looking at this report there are balance for each individual jurisdiction based on the OTO distribution of the funds. He reminded everyone that if jurisdictions are teaming up on projects then the lead jurisdiction needs to obligate all the funds and run the funds through the federal aid process just like it is all the lead agencies funds, since the non-lead agency cannot be reimbursed.

Ms. Longpine stated that OTO staff can handle the split on the OTO paper work. Mr. Miller stated that from MoDOT's perspective it is all OTO money. Ms. Fields stated that excluding the City of Springfield, jurisdictions with smaller balances can spend in advance since there are so many cost shares out to FY 15 & FY 16 and there is a large balance on the books. If a jurisdiction is interested in doing something quickly then the funds can be spent up front and then let the federal funds come in. If a jurisdiction has a balance, the agency can talk to the OTO about making accommodations.

Mr. Cossey asked how far out can the funds be advanced. Ms. Fields stated that the cost shares would have to be examined and it depends on the amount and specifics of the project, but probably FY 16.

Ms. Longpine stated the report does not show the allocation for 2014. The government was shut down during the preparation of the report and the funds are still only authorized through January. Hopefully in the next report, staff will be able to show some outer years funding.

E. Request for Support of I-244 Designation

Ms. Fields stated that the OTO received a request from the City of Springfield and MoDOT, looking for the OTO to support the designation for James River Freeway/65/60 as I-244. The purpose is to form a complete interstate loop around the City of Springfield. The City of Springfield and MoDOT listed Safety and Economic Development as good reasons for the designation. In regards to safety, if there is an incident on I-44 there can be messages on the dynamic message signs to detour to I-244, making the detour easy for trucks to find. The second reason is access and visibility. In economic development and business recruitment business like to make location decision to sites where there is an interstate of an interstate loop. It would help the area be more competitive during business recruitment.

The TPC would make a recommendation to the Board of Directors then the OTO would write a letter in support of the designation. MoDOT has been working with federal highway and so federal highway would make a ruling on what needs to happen to declare it an interstate. The thought is that it meets most of the requirements, but are not completely sure until the ruling, to see if there are any ramp issues, such as needing a ramp extension. The primary cost of changing over the signs is know from MoDOT's experience with 49 in Joplin. Once the ruling comes back from Federal Highway the issue would come back to the TPC as a TIP Amendment. Just because there is initial support does not mean it is a foregone conclusion.

Mr. King asked if cost could be known before deciding to support the designation. Ms. Fields stated that the letter could be written that the OTO supports the idea contingent on costs. Obviously there is a threshold where the designation would be unreasonable, and the funding sources has not been identified yet. The first step is finding out how much it costs, then perhaps some Safety funds could be found. Mr. King stated that if the TPC votes on it, there appears to be no going back. Ms. Fields stated that the Technical Committee makes a recommendation to the Board on the TIP Amendments so if it costs too much then the TIP Amendment would not be approved.

Ms. Burks inquired if this would affect the Interstate Maintenance funding. Mr. Miller stated it would not since the Interstate Maintenance funding was replaced

with National Highway System funding. Mr. Cossey inquired if this would free up funding since a section of highway was being converted to the Interstate system. Mr. Miller stated it would not. Mr. Brock asked if there was a reason that I-244 was chosen. Mr. Miller stated he did not know where the number designation came from. There were questions about if there are other I-244s out there. There is one in Tulsa, and this number might change if DOT says the number will not work. Ms. Longpine stated that her understanding is that then numbers reset by state, so unless there is another 244 in the state it should be okay. Mr. Miller stated that it is unknown until federal highway comes through and does a survey.

Ms. Longpine stated it would be similar to St. Louis where the 40 and 64 are on the same. It also puts Nixa and Ozark closer to the nearest Interstate. Mr. King asked if there was a section on James River Freeway that is named something else like Korean War Veterans or something else. Mr. Miller stated it was an overlapping name, there are a lot of roads like that in the area. Mr. Whaley asked if there was a Schoolcraft Highway. Mr. Miller stated that Schoolcraft was the City of Springfield's name for it. The State Legislature designated it the Korean War Veterans Memorial Highway and I-4 used to be the Payne Steward Highway. Ms. Burks stated it was a symbolic naming.

Mr. Smith stated that he really thought from an economic development standpoint it could have an effect on people looking to move into the area.

Mr. Smith made the motion to recommend support of the I-244 Designation to the Board of Directors. Mr. Brock seconded and the motion carried unanimously.

F. "On the Move" Presentation

Mr. Miller presented an update on MoDOT's new Long Range Plan, "On the Move". He passed around "On the Move" cards to the TPC. He played a presentation on the MoDOT website. He stated that the cards have the four items that came out of the plan. The items are pretty basic. The number one items is taking care of the system. That really means not just taking care of the roads and bridges but all the transportation services in the state whether it is transit, bicycle/pedestrian or freight.

Safety is the second theme. The third theme was investing in projects that spur economic growth and create jobs, using the transportation system as a way to foster economic development and create jobs for the state. The final theme was about giving Missourians better transportation choices. This is partially about expanding the road system. There is also an interest in other modes like transit and Bicycle/Pedestrian Transportation.

MoDOT has been directing the public to the website to give feedback about two things. Number one is to make sure MoDOT heard everything correctly, is the input

that was received reflective of the average Missourian. The second is the plan in the right spot for the Long Range Plan of Missouri. There are several videos on the website as well. The Safety video features the Southwest Missouri a little more with pictures from the area.

The public in Springfield and Joplin are thinking that the roads are pretty good, but there is a desire for additional bike and transit systems. There is still conversations about road projects, especially in the rural areas. People alluded that they want shoulders on roads and wider bridges. These comments were all compiled into a list and narrowed down to 600 needs for the Southwest District. There was about \$11 billion dollars of needs in the Southwest Missouri District which was second only to St. Louis.

People also expressed a desire for Amtrak service between St. Louis and Springfield. MoDOT just completed a service survey. One of the questions had to do with passenger rail service satisfaction. Every part of the state was satisfied except Southwest Missouri. The issue would be the cost of bring service down here, but MoDOT needs to talk to the public about it.

MoDOT also incorporated all of the projects in the OTO plan from the constrained plan and all of the high priorities from the regional planning commissions so the SMOG high priorities were included as well. However, it is still an incomplete wish list. The Long Range Plan is meant to provide MoDOT guidance, if there is a situation like the Initiative Petition where a list might be needed.

G. OTO Technical Committee Chair Rotation

Mr. Brock made the motion to elect the Chairman and Chairman-Elect Positions of the 2014 Technical Planning Committee. Mr. Whaley seconded and the motion carried unanimously.

H. OTO Technical Committee 2014 Meeting Schedule

Ms. Fields presented the OTO Technical Committee 2014 Meeting Schedule. Ms. Parks stated she would send out Outlook Meeting Appointments.

III. Other Business

A. Technical Planning Committee Member Announcements

Ms. Burks stated that Senator Blunt, with a bipartisan group of Senators, introduced the Bridge Act (Building and Reviewing Infrastructure for Development and Growth and Employment Act.) This Act would establish an Infrastructure Financing Authority that would produce loans and loan guarantees for infrastructure projects. It will do that by incentivizing the private sector for investment and by leveraging federal funds that go into the initial authority. The

initial investment will be from the federal government but eventually would become self-sustaining. The authority will be an independent nonpartisan board with a CEO and a Board of Directors with no more than 4 members from each party appointed by the President and confirmed by the Senate. It will have a broad project eligibility for transportation, water, and energy projects. The minimum project investment will need to be \$50 million dollars, and must have national and regional significance. It also gives broad latitude to rural projects. Rural projects will have a minimum of \$10 million dollars. The entire IFA will have a minimum of 5% dedicated to rural projects. There are press releases on the Senator's website and there is a project summary sheet. Ms. Fields inquired if the OTO would be considered urban. Ms. Burks stated that the ACT would have to pass before that would be known for sure.

B. Transportation Issues for Technical Planning Committee Member Review
None.

C. Articles For Technical Planning Committee Member Information

Ms. Fields stated that MoDOT received the People's Choice Award for the 802 bridges that were replaced. There was an interesting article by *Nerd Wallet*, named Nixa and second Ozark as the best towns to live in based on Public Schools, affordability, and growth.

IV. Adjournment

Mr. King made the motion to adjourn the November 20, 2013 Technical Planning Committee Meeting. Mr. Smith seconded and the meeting was adjourned at 2:20 p.m.

TAB 2

TECHNICAL COMMITTEE AGENDA 1/15/2014; ITEM II.A.

Administrative Modification Number One to the FY 2014-2016 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are two items included as part of Administrative Modification One to the FY 2014-2017 Transportation Improvement Program.

Revision – Moving a project’s funds to another Fiscal Year provided they are not being moved into or out of the first four FY’s of a TIP:

- *Route NN Pavement Improvements (MO1406)*
- *West Bypass Pavement Improvements (SP1317)*

These projects were both updated to move funding from Fiscal Year 2015 to Fiscal Year 2014.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # MO1406 ROUTE NN PAVEMENT IMPROVEMENTS

Route Route NN

From Route J

To

Route 14

Location/Agency City of Ozark

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Taking Care of the System

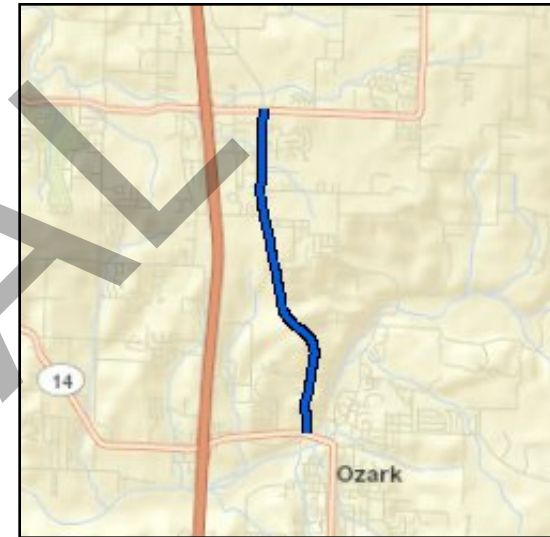
AC Year of Conv. FY 2015, FY 2016

STIP #

8S2267

Project Description

Pavement improvements on various sections from Route J to Route 14 in Ozark.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (STP)	Federal	ENG	\$0	\$8,000	\$33,600	\$0	\$41,600
MoDOT	State	ENG	\$0	\$-8,000	\$-33,600	\$0	\$-41,600
MoDOT	State	ENG	\$10,000	\$42,000	\$0	\$0	\$52,000
FHWA (STP)	Federal	CON	\$0	\$0	\$604,000	\$0	\$604,000
MoDOT	State	CON	\$0	\$0	\$-604,000	\$0	\$-604,000
MoDOT	State	CON	\$0	\$755,000	\$0	\$0	\$755,000
Totals			\$10,000	\$797,000	\$0	\$0	\$807,000

Notes

Source of MoDOT Funds: State transportation revenues. Previously programmed funds of \$2,000. Advance Construction with anticipated conversion in FY 2015 and FY 2016.

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$809,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # MO1406 ROUTE NN PAVEMENT IMPROVEMENTS

Route Route NN

From Route J

To

Route 14

Location/Agency City of Ozark

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Taking Care of the System

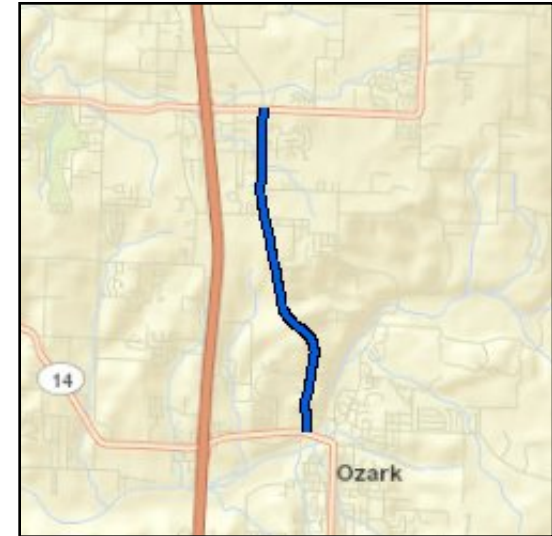
AC Year of Conv. FY 2015, FY 2016

STIP #

8S2267

Project Description

Pavement improvements on various sections from Route J to Route 14 in Ozark.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (STP)	Federal	ENG	\$0	\$8,000	\$33,600	\$0	\$41,600
MoDOT	State	ENG	\$0	\$-8,000	\$-33,600	\$0	\$-41,600
MoDOT	State	ENG	\$52,000	\$0	\$0	\$0	\$52,000
FHWA (STP)	Federal	CON	\$0	\$0	\$604,000	\$0	\$604,000
MoDOT	State	CON	\$0	\$0	\$-604,000	\$0	\$-604,000
MoDOT	State	CON	\$755,000	\$0	\$0	\$0	\$755,000
Totals			\$807,000	\$0	\$0	\$0	\$807,000

Notes

Source of MoDOT Funds: State transportation revenues. Previously programmed funds of \$2,000. Advance Construction with anticipated conversion in FY 2015 and FY 2016.

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$809,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1317 **WEST BYPASS PAVEMENT IMPROVEMENTS**

Route West Bypass (Route 160)

From Sunshine Street (Route 413)

To James River Freeway (Route 60)

Location/Agency City of Springfield

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

AC Year of Conv. FY 2015, FY 2016

STIP # 8P2264D

Project Description

Pavement improvements on various sections of West Bypass (Route 160) from Sunshine Street (Route 413) to the James River Freeway (Route 60).



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (NHS)	Federal	ENG	\$0	\$4,000	\$44,000	\$0	\$48,000
MoDOT	State	ENG	\$0	\$-4,000	\$-44,000	\$0	\$-48,000
MoDOT	State	ENG	\$5,000	\$55,000	\$0	\$0	\$60,000
FHWA (NHS)	Federal	CON	\$0	\$0	\$640,000	\$0	\$640,000
MoDOT	State	CON	\$0	\$0	\$-640,000	\$0	\$-640,000
MoDOT	State	CON	\$0	\$800,000	\$0	\$0	\$800,000
Totals			\$5,000	\$855,000	\$0	\$0	\$860,000

Notes

Source of MoDOT Funds: State transportation revenues. Previously programmed funds of \$2,000. Advance Construction with anticipated conversion in FY 2015 and FY 2016.

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$862,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1317 WEST BYPASS PAVEMENT IMPROVEMENTS

Route West Bypass (Route 160)

From Sunshine Street (Route 413) **To** James River Freeway (Route 60)

Location/Agency City of Springfield

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

AC Year of Conv. FY 2015, FY 2016 **STIP #** 8P2264D

Project Description

Pavement improvements on various sections of West Bypass (Route 160) from Sunshine Street (Route 413) to the James River Freeway (Route 60).



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (NHS)	Federal	ENG	\$0	\$4,000	\$44,000	\$0	\$48,000
MoDOT	State	ENG	\$0	\$-4,000	\$-44,000	\$0	\$-48,000
MoDOT	State	ENG	\$60,000	\$0	\$0	\$0	\$60,000
FHWA (NHS)	Federal	CON	\$0	\$0	\$640,000	\$0	\$640,000
MoDOT	State	CON	\$0	\$0	\$-640,000	\$0	\$-640,000
MoDOT	State	CON	\$800,000	\$0	\$0	\$0	\$800,000
Totals			\$860,000	\$0	\$0	\$0	\$860,000

Notes

Source of MoDOT Funds: State transportation revenues. Previously programmed funds of \$2,000. Advance Construction with anticipated conversion in FY 2015 and FY 2016.

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$862,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2014													
BA1401	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
CC1110	\$228,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$386,000	\$0	\$714,000
CC1201	\$0	\$1,759,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,500	\$0	\$1,955,000
CC1202	\$0	\$200,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,600	\$0	\$223,000
CC1203	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$33,000	\$0	\$353,000
CC1301	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$189,000	\$0	\$239,000
CC1302	\$0	\$891,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,000	\$0	\$990,000
CC1303	\$0	\$184,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,686,000	\$0	\$1,870,000
CC1304	\$0	\$101,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,300	\$0	\$113,000
CC1305	\$0	\$143,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,900	\$0	\$159,000
CC1306	\$0	\$0	\$0	\$2,387,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$2,387,200)	\$0	\$0
CC1401	\$0	\$270,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,100	\$0	\$301,000
GR1010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,160,000	\$0	\$1,160,000
GR1104	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
GR1206	\$0	\$0	\$2,008,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$502,000	\$0	\$2,510,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$1,417,000
GR1303	\$0	\$0	\$0	\$3,588,800	\$0	\$0	\$0	\$0	\$0	\$0	(\$3,588,800)	\$0	\$0
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$26,000
GR1305	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,785,000	\$0	\$2,785,000
GR1306	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,839,000	\$0	\$1,839,000
GR1308	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1309	\$0	\$0	\$0	\$0	\$0	\$0	\$52,852	\$0	\$0	\$0	(\$52,852)	\$0	\$0
GR1311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168,000	\$42,000	\$0	\$0	\$210,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$464,000
GR1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$314,000	\$0	\$314,000
GR1402	\$0	\$0	\$0	\$0	\$0	\$247,500	\$0	\$0	\$0	\$0	\$169,000	\$27,500	\$444,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
GR1404	\$0	\$0	\$0	\$0	\$216,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$216,000
GR1405	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,000	\$0	\$365,000
GR1406	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$689,000	\$0	\$717,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$284,000
MO1150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,000	\$0	\$193,000
MO1201	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$1,000
MO1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$52,000
MO1403	\$268,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$673,000	\$0	\$1,008,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000
MO1406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$807,000	\$0	\$807,000
MO1407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,000	\$0	\$660,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1410	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$15,000
MO1411	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$20,000
MO1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
NX0701	\$301,920	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,480	\$0	\$0	\$377,400
NX0703	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$95,000
NX0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$175,000	\$0	\$0	\$175,000
NX0803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,313,314	\$0	\$0	\$1,313,314
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
NX1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$188,700	\$0	\$0	\$188,700
OK1006	\$0	\$0	\$0	\$535,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$535,200)	\$0	\$0
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
RP1201	\$0	\$0	\$0	\$0	\$0	\$0	\$217,600	\$0	\$0	\$0	(\$217,600)	\$0	\$0
RP1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,683,000	\$0	\$1,683,000
RP1302	\$0	\$0	\$0	\$0	\$0	\$0	\$949,600	\$0	\$0	\$0	(\$949,600)	\$0	\$0
RP1303	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$80,000
RP1305	\$0	\$0	\$0	\$0	\$0	\$0	\$182,400	\$0	\$0	\$0	(\$182,400)	\$0	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2014 continued													
SP1018	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$100,000
SP1021	\$0	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$660,000)	\$0	\$0
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1108	\$2,791,367	\$0	\$0	\$0	\$0	\$0	\$512,000	\$1,189,657	\$0	\$4,153,300	\$3,961,475	\$0	\$12,607,799
SP1109	\$0	\$0	\$0	\$2,067,400	\$0	\$0	\$24,000	\$0	\$0	\$2,000,000	\$56,000	\$0	\$4,147,400
SP1110	\$0	\$0	\$0	\$0	\$0	\$0	\$1,256,800	\$0	\$0	\$0	(\$1,256,800)	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1122	\$0	\$0	\$0	\$29,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,480
SP1202	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	(\$1,175,200)	\$0	\$0
SP1203	\$0	\$0	\$0	\$819,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$819,200)	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1206	\$0	\$129,000	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$542,800	\$0	\$727,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$0	\$124,979	\$0	\$0	\$624,894
SP1213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$230,000	\$0	\$230,000
SP1302	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
SP1306	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,312,000	\$0	\$2,312,000
SP1313	\$3,105,258	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,269	\$4,532,473	\$0	\$8,414,000
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,266,000	\$0	\$1,266,000
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$4,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$17,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$860,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$999,000	\$0	\$999,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$13,984
SP1322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,151,244	\$362,610	\$0	\$1,513,854
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$469,000	\$0	\$469,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$602,000	\$0	\$602,000
SP1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$0	\$390,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1407	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,000	\$780,000	\$0	\$1,222,000
SP1408	\$595,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,000	\$270,000	\$0	\$1,147,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
ST1101	\$0	\$222,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$544,000	\$0	\$766,000
ST1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$584,000	\$0	\$584,000
ST1401	\$0	\$126,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,000	\$0	\$360,000
WI1201	\$0	\$0	\$0	\$470,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$470,200)	\$0	\$0
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
SUBTOTAL	\$7,939,545	\$4,162,500	\$2,088,000	\$11,085,395	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$11,056,470	\$21,711,806	\$67,500	\$66,502,825

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2015													
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$308,800	\$0	\$0	\$1,557,044	\$3,896,200	\$0	\$7,834,044
CC1203	\$0	\$0	\$0	\$0	\$0	\$0	\$282,400	\$0	\$0	\$0	(\$282,400)	\$0	\$0
CC1301	\$0	\$0	\$0	\$146,700	\$0	\$0	\$0	\$0	\$0	\$0	(\$146,700)	\$0	\$0
CC1303	\$0	\$0	\$0	\$1,185,600	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,185,600)	\$0	\$0
GR1010	\$400,000	\$911,000	\$0	\$0	\$0	\$0	\$928,000	\$0	\$0	\$0	\$9,692,000	\$0	\$11,931,000
GR1104	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$20,800	\$0	\$0	\$0	\$2,227,200	\$0	\$2,248,000
GR1305	\$0	\$0	\$0	\$0	\$0	\$0	\$2,228,000	\$0	\$0	\$0	(\$2,228,000)	\$0	\$0
GR1306	\$0	\$0	\$0	\$1,470,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,470,400)	\$0	\$0
GR1308	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1401	\$0	\$0	\$0	\$251,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$251,200)	\$0	\$0
GR1402	\$0	\$0	\$0	\$0	\$0	\$2,002,500	\$0	\$0	\$0	\$0	\$133,000	\$222,500	\$2,358,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
GR1404	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	(\$180,000)	\$0	\$0
GR1405	\$0	\$0	\$0	\$242,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$242,200)	\$0	\$0
GR1406	\$0	\$0	\$0	\$548,800	\$0	\$0	\$0	\$0	\$0	\$0	(\$548,800)	\$0	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$284,000
MO1150	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$155,000)	\$0	\$0
MO1201	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$1,000
MO1403	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
MO1406	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$8,000)	\$0	\$0
MO1407	\$0	\$0	\$0	\$528,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$528,000)	\$0	\$0
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$1,015,600	\$0	\$1,018,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$1,646,200	\$0	\$1,648,000
MO1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$52,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$673,000	\$0	\$1,018,000
MO1505	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$198,000
MO1605	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
NX0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,530,000	\$0	\$1,530,000
NX0906	\$0	\$0	\$0	\$1,748,541	\$0	\$0	\$0	\$0	\$0	\$1,746,941	\$400	\$0	\$3,495,882
NX1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$1,000
RP1301	\$0	\$0	\$0	\$1,257,600	\$0	\$0	\$88,800	\$0	\$0	\$0	(\$1,346,400)	\$0	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SP1018	\$0	\$0	\$328,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,000	\$0	\$410,000
SP1106	\$0	\$0	\$0	\$102,400	\$0	\$0	\$0	\$0	\$0	\$1,179,000	\$1,408,600	\$0	\$2,690,000
SP1108	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600,380	\$0	\$0	\$0	(\$4,600,380)	\$0	\$0
SP1109	\$658,533	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,415	\$5,478,523	\$0	\$7,327,471
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$59,000	\$0	\$63,000
SP1114	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$5,000
SP1122	\$0	\$0	\$0	\$238,568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$238,568
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SP1206	\$0	\$0	\$0	\$0	\$0	\$0	\$466,933	\$0	\$0	\$0	(\$466,933)	\$0	\$0
SP1213	\$0	\$0	\$0	\$184,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$184,000)	\$0	\$0
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$1,849,600	\$0	\$0	\$0	(\$1,849,600)	\$0	\$0
SP1313	\$0	\$0	\$0	\$0	\$0	\$0	\$3,625,942	\$0	\$0	\$0	(\$3,625,942)	\$0	\$0
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,800	\$0	\$0	\$0	(\$1,012,800)	\$0	\$0
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$573,800	\$0	\$577,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$13,600	\$0	\$0	\$0	\$1,896,400	\$0	\$1,910,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	(\$4,000)	\$0	\$0
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$1,258,000	\$0	\$1,266,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$799,200	\$0	\$0	\$0	(\$799,200)	\$0	\$0
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$13,984
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	(\$4,000)	\$0	\$0
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$375,200	\$0	\$0	\$0	(\$375,200)	\$0	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$2,600	\$0	\$5,000
SP1403	\$0	\$0	\$0	\$481,600	\$0	\$0	\$0	\$0	\$0	\$0	(\$481,600)	\$0	\$0

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL	
FY 2015 continued														
SP1404	\$0	\$0	\$0	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$312,000)	\$0	\$0
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1407	\$0	\$0	\$0	\$0	\$0	\$0	\$624,000	\$0	\$0	\$0	\$0	(\$624,000)	\$0	\$0
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,277,000	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$110,200	\$0	\$112,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$394,400	\$0	\$396,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$695,200	\$0	\$700,000
ST1101	\$0	\$0	\$0	\$511,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$511,700)	\$0	\$0
ST1201	\$0	\$0	\$0	\$467,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$467,200)	\$0	\$0
ST1401	\$0	\$0	\$0	\$176,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$176,000)	\$0	\$0
WI1301	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600	\$0	\$5,000
SUBTOTAL	\$3,424,533	\$911,900	\$328,000	\$10,564,709	\$181,800	\$2,206,500	\$17,269,455	\$0	\$0	\$7,428,384	\$8,456,168	\$273,500	\$51,044,949	

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2016													
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
CC1110	\$0	\$0	\$0	\$0	\$0	\$0	\$3,364,000	\$0	\$0	\$0	(\$3,364,000)	\$0	\$0
GR1010	\$0	\$0	\$0	\$0	\$0	\$0	\$8,532,000	\$0	\$0	\$0	(\$8,532,000)	\$0	\$0
GR1104	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$1,798,400	\$0	\$0	\$0	(\$1,798,400)	\$0	\$0
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$284,000
MO1201	\$0	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$3,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$22,400	\$0	\$24,000
MO1406	\$0	\$0	\$0	\$637,600	\$0	\$0	\$0	\$0	\$0	\$0	(\$637,600)	\$0	\$0
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$814,400	\$0	\$0	\$0	(\$814,400)	\$0	\$0
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$1,318,400	\$0	\$0	\$0	(\$1,318,400)	\$0	\$0
MO1503	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0
MO1505	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$164,000)	\$0	\$0
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$51,000
MO1603	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$673,000	\$0	\$1,028,000
MO1604	\$0	\$915,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,700	\$0	\$1,017,000
MO1605	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$197,000	\$0	\$204,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
NX0906	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
NX1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$7,200	\$0	\$8,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$242,400	\$0	\$244,000
SP1018	\$0	\$0	\$5,137,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,284,400	\$0	\$6,422,000
SP1106	\$0	\$0	\$0	\$1,382,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,382,000)	\$0	\$0
SP1109	\$0	\$0	\$0	\$0	\$0	\$0	\$1,928,440	\$0	\$0	\$0	(\$1,928,440)	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$0	\$0	\$49,600	\$0	\$100,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SP1305	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1307	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1308	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1315	\$0	\$0	\$0	\$435,200	\$0	\$0	\$26,400	\$0	\$0	\$0	(\$461,600)	\$0	\$0
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$1,528,000	\$0	\$0	\$0	(\$1,528,000)	\$0	\$0
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$684,000	\$0	\$0	\$0	(\$684,000)	\$0	\$0
SP1318	\$0	\$0	\$0	\$57,600	\$0	\$0	\$955,200	\$0	\$0	\$0	(\$1,012,800)	\$0	\$0
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$13,984
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$22,000	\$0	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$100,800	\$0	\$0	\$0	\$0	\$0	\$9,770,200	\$0	\$9,871,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$316,800	\$0	\$0	\$0	\$8,902,200	\$0	\$9,219,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$560,000	\$0	\$0	\$0	(\$560,000)	\$0	\$0
WI1301	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$46,000	\$0	\$50,000
SUBTOTAL	\$294,000	\$918,000	\$5,137,600	\$3,232,200	\$100,800	\$520,000	\$21,889,240	\$0	\$0	\$1,574,984	(\$2,943,840)	\$10,000	\$30,732,984

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2017													
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$284,000
MO1201	\$0	\$81,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,100	\$0	\$91,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$5,628,800	\$0	\$0	\$0	\$1,383,200	\$0	\$7,012,000
MO1603	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0
MO1605	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$164,000)	\$0	\$0
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$673,000	\$0	\$1,038,000
MO1705	\$0	\$0	\$0	\$2,017	\$0	\$0	\$0	\$0	\$0	\$0	\$203,400	\$0	\$205,417
NX0906	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$339,600	\$0	\$346,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$195,200	\$0	\$0	\$0	(\$195,200)	\$0	\$0
SP1109	\$0	\$0	\$0	\$0	\$0	\$0	\$2,454,378	\$0	\$0	\$0	(\$2,454,378)	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	(\$50,000)	\$0	\$150,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$39,400	\$0	\$41,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$397,600	\$0	\$0	\$0	\$73,400	\$0	\$471,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$8,883,900	\$0	\$0	\$0	\$0	\$0	(\$8,883,900)	\$0	\$0
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$7,375,200	\$0	\$0	\$0	(\$7,375,200)	\$0	\$0
WI1301	\$0	\$0	\$0	\$716,000	\$0	\$0	\$0	\$0	\$0	\$0	\$129,000	\$0	\$845,000
SUBTOTAL	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,262,378	\$0	\$0	\$73,000	(\$16,520,978)	\$0	\$10,497,417
GRAND TOTAL	\$11,950,078	\$6,074,300	\$7,553,600	\$26,307,521	\$9,382,500	\$3,294,000	\$60,166,725	\$1,189,657	\$1,672,800	\$20,132,838	\$10,703,156	\$351,000	\$158,778,175

FINANCIAL CONSTRAINT
Roadways

	FHWA Federal Funding Source										MoDOT Programmed Funds	State Operations and Maintenance	Local	TOTAL
	STP-U	Safety	Bridge	STP	IM	130	NHS	BRM	BRO	TOTAL Federal Funds				
2014 Funds Programmed	\$7,939,545	\$4,162,500	\$2,088,000	\$11,085,395	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$33,667,049	\$21,779,306	\$6,293,898	\$11,056,470	\$72,796,723
2015 Funds Programmed	\$3,424,533	\$911,900	\$328,000	\$10,564,709	\$181,800	\$2,206,500	\$17,269,455	\$0	\$0	\$34,886,897	\$8,729,668	\$6,419,776	\$7,428,384	\$57,464,725
2016 Funds Programmed	\$294,000	\$918,000	\$5,137,600	\$3,232,200	\$100,800	\$520,000	\$21,889,240	\$0	\$0	\$32,091,840	(\$2,933,840)	\$6,548,171	\$1,574,984	\$37,281,155
2017 Funds Programmed	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,262,378	\$0	\$0	\$26,945,395	\$16,520,978	\$6,679,135	\$73,000	\$17,176,552
Total	\$11,950,078	\$ 6,074,300	\$ 7,553,600	\$26,307,521	\$ 9,382,500	\$ 3,294,000	\$60,166,725	\$1,189,657	\$1,672,800	\$127,591,181	\$ 11,054,156	\$25,940,980	\$20,132,838	\$184,719,155

	Prior Year	2014	2015	2016	2017	TOTAL
Available State and Federal Funding	\$0	\$23,240,000	\$23,620,000	\$28,480,000	\$23,040,000	\$98,380,000
Available Operations and Maintenance Funding	\$0	\$6,293,898	\$6,419,776	\$6,548,171	\$6,679,135	\$25,940,980
Available Suballocated STP-U/Small Urban	\$24,683,089	\$5,414,570	\$5,414,570	\$4,580,384	\$4,580,384	\$44,672,997
Available Suballocated BRM	\$2,201,457	\$386,195	\$386,195	\$386,195	\$386,195	\$3,746,237
TOTAL AVAILABLE FUNDING	\$26,884,546	\$35,334,663	\$35,840,541	\$39,994,750	\$34,685,714	\$172,740,214
Programmed State and Federal Funding	\$0	(\$61,740,253)	(\$50,036,341)	(\$35,706,171)	(\$17,103,552)	(\$164,586,317)
TOTAL REMAINING	\$26,884,546	(\$26,405,590)	(\$14,195,800)	\$4,288,579	\$17,582,162	\$8,153,897

Remaining State and Federal Funding	(\$27,125,602)
Remaining Suballocated STP-Urban/Small Urban	\$32,722,919
Remaining Suballocated BRM	\$2,556,580
TOTAL REMAINING	\$8,153,897

TAB 3

TECHNICAL COMMITTEE AGENDA 1/15/2014; ITEM II.B.

Amendment Number Two to the FY 2014-2017 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are three items to be included as part of TIP Amendment Number Two to the FY 2014-2017 Transportation Improvement Program.

1. Scoping for Brookline Avenue Railroad Crossing (RP1002)

Reprogramming a project from a prior TIP and adding additional scoping funding for a total programmed amount of \$20,000.

2. *NEW* Route 65 Resurfacing at Sunshine Street (SP1418)

This project was added as an alternate to SP1319, but due to bids, it was not awarded and is now its own project. This project is for pavement improvements on various sections of Route 65 at Sunshine for a total programmed amount of \$377,000.

3. *NEW* Scoping for I-44 Operational Improvements (SP1419)

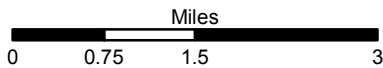
MoDOT is requesting to add a project for scoping operational improvements along I-44 from Chestnut Expressway to Route 744 for a total programmed amount of \$8,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

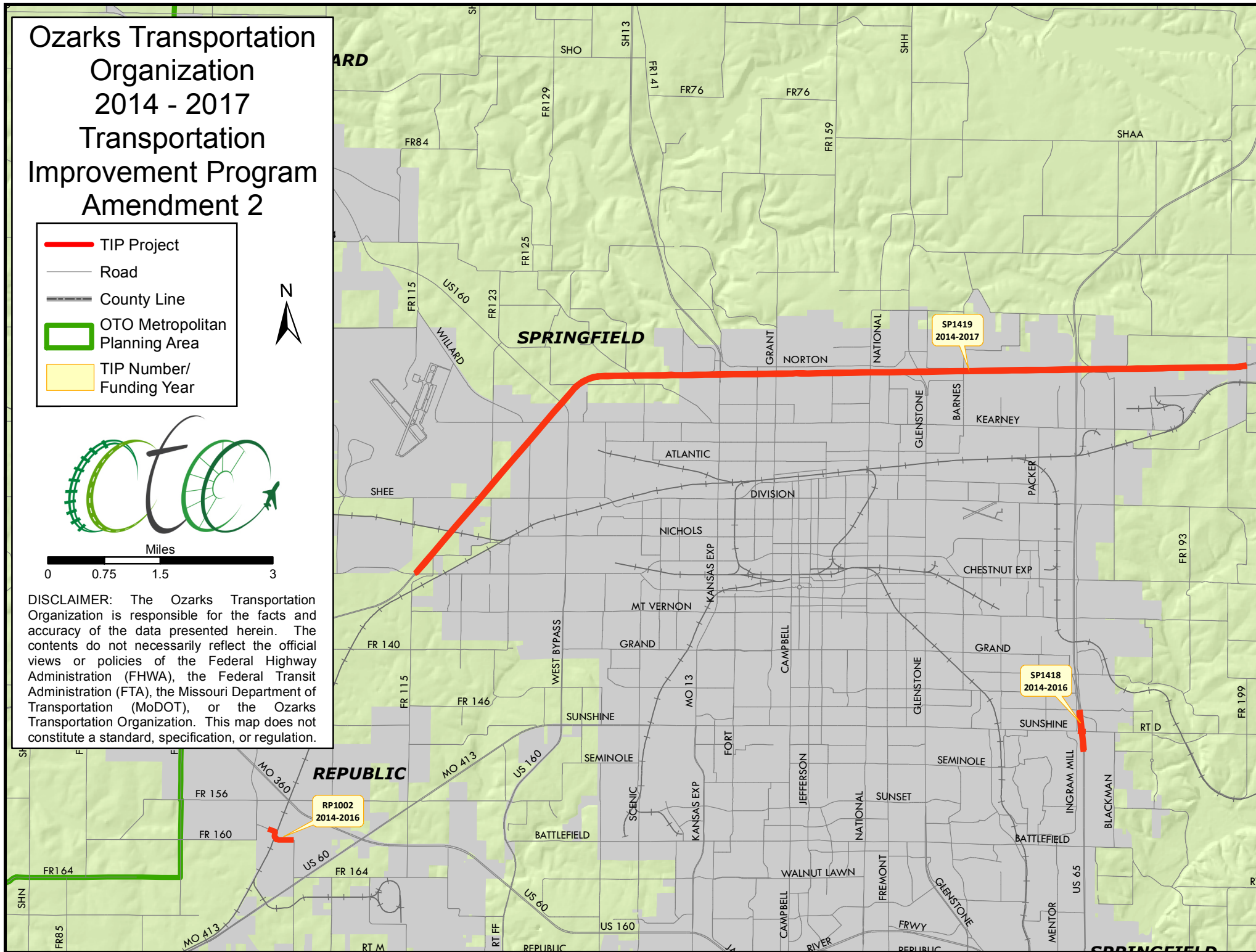
To make a recommendation to the Board of Directors on approving Amendment Number Two to the FY 2014-2017 TIP.

Ozarks Transportation Organization 2014 - 2017 Transportation Improvement Program Amendment 2

- TIP Project
- Road
- County Line
- OTO Metropolitan Planning Area
- TIP Number/
Funding Year



DISCLAIMER: The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.





Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # RP1002 SCOPING FOR BROOKLINE AVENUE RAILROAD CROSSING

Route MM, M

From Farm Road 101

To

Routes M/ZZ intersection

Location/Agency City of Republic

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STP-RR Safety (Section 130)

MoDOT Funding Category Grade Crossing Safety Account

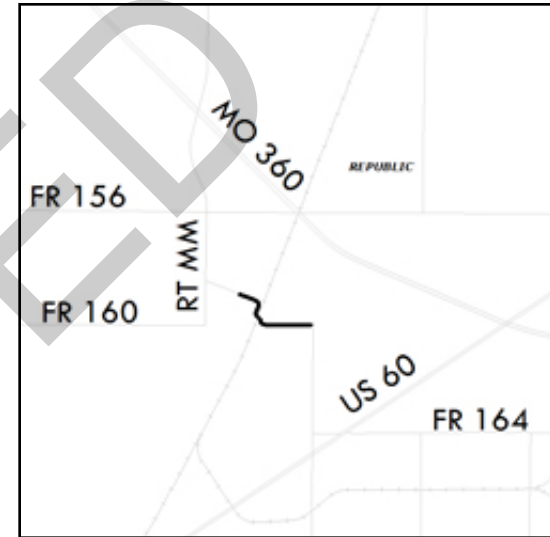
AC Year of Conv. 2015, 2016

STIP #

8S0836

Project Description

Scoping for railroad crossing improvements on Brookline Avenue (Rte. MM) at BNSF railway in Republic.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (NHS)	Federal	ENG	\$0	\$12,000	\$0	\$0	\$12,000
FHWA (STP)	Federal	ENG	\$0	\$0	\$4,000	\$0	\$4,000
MoDOT	State	ENG	\$0	\$-12,000	\$-4,000	\$0	\$-16,000
MoDOT	State	ENG	\$5,000	\$10,000	\$5,000	\$0	\$20,000
Totals			\$5,000	\$10,000	\$5,000	\$0	\$20,000

Notes

Advanced construction with anticipated conversions in FY 2015 and FY 2016.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$20,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1418 **ROUTE 65 RESURFACING AT SUNSHINE STREET**

Route 65

From Rte. D

To Rte. D

Location/Agency City of Springfield

Federal Agency FHWA

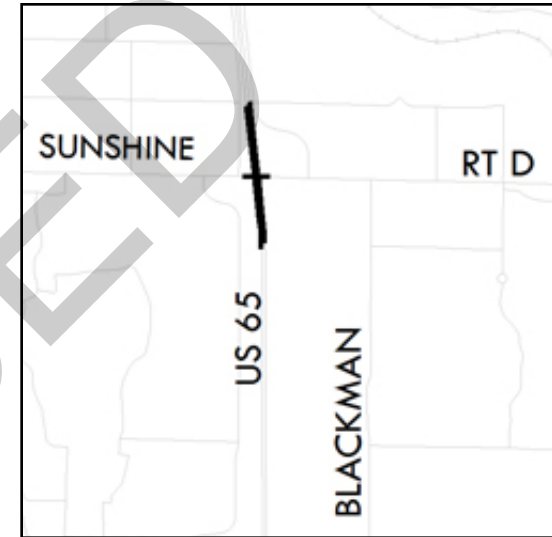
Responsible Agency MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

AC Year of Conv. 2016

STIP # 8P3043



Project Description

Pavement improvements on various sections of Route 65 at the Sunshine Street (Rte. D) interchange.

Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (NHS)	Federal	ENG	\$0	\$0	\$19,200	\$0	\$19,200
MoDOT	State	ENG	\$0	\$0	\$-19,200	\$0	\$-19,200
MoDOT	State	ENG	\$2,000	\$22,000	\$0	\$0	\$24,000
FHWA (NHS)	Federal	CON	\$0	\$0	\$282,400	\$0	\$282,400
MoDOT	State	CON	\$0	\$0	\$-282,400	\$0	\$-282,400
MoDOT	State	CON	\$0	\$353,000	\$0	\$0	\$353,000
Totals			\$2,000	\$375,000	\$0	\$0	\$377,000

Notes

Source of MoDOT Funds: State transportation revenues. Previously an alternate on SP1319, but not awarded due to bids. Source of MoDOT Funds: State transportation revenues. Advanced construction with anticipated conversion in FY 2016.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$377,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

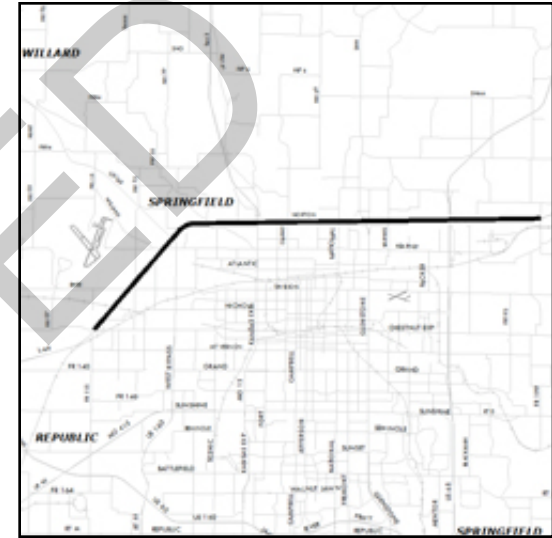
E) Roadways Section

TIP # SP1419 SCOPING FOR I-44 OPERATIONAL IMPROVEMENTS

Route Interstate 44
From Chestnut Expressway **To** Mulroy Road
Location/Agency City of Springfield
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category NHPP
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv. 2017 **STIP #** 813044

Project Description

Scoping for operational improvements on I-44 from Loop 44 West Junction (Chestnut Expressway) to Rte. 744 (Mulroy Road) in Springfield.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (NHS)	Federal	ENG	\$0	\$0	\$0	\$6,400	\$6,400
MoDOT	State	ENG	\$0	\$0	\$0	\$-6,400	\$-6,400
MoDOT	State	ENG	\$2,000	\$2,000	\$4,000	\$0	\$8,000
Totals			\$2,000	\$2,000	\$4,000	\$0	\$8,000

Notes

Source of MoDOT Funds: State transportation revenues. Advanced construction with anticipated conversion in FY 2017.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$8,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2014													
BA1401	\$264,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,175	\$0	\$0	\$330,874
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
CC1110	\$228,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$386,000	\$0	\$714,000
CC1201	\$0	\$1,759,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,500	\$0	\$1,955,000
CC1202	\$0	\$200,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,600	\$0	\$223,000
CC1203	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$33,000	\$0	\$353,000
CC1301	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$189,000	\$0	\$239,000
CC1302	\$0	\$891,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,000	\$0	\$990,000
CC1303	\$0	\$184,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,686,000	\$0	\$1,870,000
CC1304	\$0	\$101,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,300	\$0	\$113,000
CC1305	\$0	\$143,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,900	\$0	\$159,000
CC1306	\$0	\$0	\$0	\$2,387,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$2,387,200)	\$0	\$0
CC1401	\$0	\$270,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,100	\$0	\$301,000
GR1010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,160,000	\$0	\$1,160,000
GR1104	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
GR1206	\$0	\$0	\$2,008,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$502,000	\$0	\$2,510,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$1,417,000
GR1303	\$0	\$0	\$0	\$3,588,800	\$0	\$0	\$0	\$0	\$0	\$0	(\$3,588,800)	\$0	\$0
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$26,000
GR1305	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,785,000	\$0	\$2,785,000
GR1306	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,839,000	\$0	\$1,839,000
GR1308	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1309	\$0	\$0	\$0	\$0	\$0	\$0	\$52,852	\$0	\$0	\$0	(\$52,852)	\$0	\$0
GR1311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168,000	\$42,000	\$0	\$0	\$210,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$464,000
GR1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$314,000	\$0	\$314,000
GR1402	\$0	\$0	\$0	\$0	\$0	\$247,500	\$0	\$0	\$0	\$0	\$169,000	\$27,500	\$444,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
GR1404	\$0	\$0	\$0	\$0	\$216,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$216,000
GR1405	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,000	\$0	\$365,000
GR1406	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$689,000	\$0	\$717,000
GR1407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$18,000	\$0	\$168,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$284,000
MO1150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,000	\$0	\$193,000
MO1201	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$1,000
MO1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$52,000
MO1403	\$268,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$673,000	\$0	\$1,008,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000
MO1406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$807,000	\$0	\$807,000
MO1407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,000	\$0	\$660,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1410	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$15,000
MO1411	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$20,000
MO1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
NX0701	\$301,920	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,480	\$0	\$0	\$377,400
NX0703	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$95,000
NX0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$175,000	\$0	\$0	\$175,000
NX0803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,313,314	\$0	\$0	\$1,313,314
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
NX1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$188,700	\$0	\$0	\$188,700
OK1006	\$0	\$0	\$0	\$535,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$535,200)	\$0	\$0
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
RP1002	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
RP1201	\$0	\$0	\$0	\$0	\$0	\$0	\$217,600	\$0	\$0	\$0	(\$217,600)	\$0	\$0
RP1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,683,000	\$0	\$1,683,000
RP1302	\$0	\$0	\$0	\$0	\$0	\$0	\$949,600	\$0	\$0	\$0	(\$949,600)	\$0	\$0
RP1303	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$80,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2014 continued													
RP1305	\$0	\$0	\$0	\$0	\$0	\$0	\$182,400	\$0	\$0	\$0	(\$182,400)	\$0	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1018	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$100,000
SP1021	\$0	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$660,000)	\$0	\$0
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1108	\$2,791,367	\$0	\$0	\$0	\$0	\$0	\$512,000	\$1,189,657	\$0	\$4,153,300	\$3,961,475	\$0	\$12,607,799
SP1109	\$0	\$0	\$0	\$2,067,400	\$0	\$0	\$24,000	\$0	\$0	\$2,000,000	\$56,000	\$0	\$4,147,400
SP1110	\$0	\$0	\$0	\$0	\$0	\$0	\$1,256,800	\$0	\$0	\$0	(\$1,256,800)	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1122	\$0	\$0	\$0	\$29,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,480
SP1202	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	(\$1,175,200)	\$0	\$0
SP1203	\$0	\$0	\$0	\$819,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$819,200)	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1206	\$0	\$129,000	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$542,800	\$0	\$727,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$0	\$124,979	\$0	\$0	\$624,894
SP1213	\$2,584,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,083,700	\$230,000	\$0	\$3,898,500
SP1302	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
SP1306	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,312,000	\$0	\$2,312,000
SP1313	\$3,105,258	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,269	\$4,532,473	\$0	\$8,414,000
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,266,000	\$0	\$1,266,000
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$4,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$17,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$860,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$999,000	\$0	\$999,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$13,984
SP1322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,151,244	\$362,610	\$0	\$1,513,854
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$469,000	\$0	\$469,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$602,000	\$0	\$602,000
SP1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$0	\$390,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1407	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,000	\$780,000	\$0	\$1,222,000
SP1408	\$595,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,000	\$270,000	\$0	\$1,147,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$8,000
SP1417	\$799,517	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,879	\$999,684	\$0	\$1,999,080
SP1418	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
ST1101	\$0	\$222,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$544,000	\$0	\$766,000
ST1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$584,000	\$0	\$584,000
ST1401	\$0	\$126,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,000	\$0	\$360,000
WI1201	\$0	\$0	\$0	\$470,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$470,200)	\$0	\$0
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
SUBTOTAL	\$11,388,561	\$4,162,500	\$2,088,000	\$11,085,395	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$12,506,224	\$22,746,490	\$67,500	\$72,436,279

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2015													
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$308,800	\$0	\$0	\$1,557,044	\$3,896,200	\$0	\$7,834,044
CC1203	\$0	\$0	\$0	\$0	\$0	\$0	\$282,400	\$0	\$0	\$0	(\$282,400)	\$0	\$0
CC1301	\$0	\$0	\$0	\$146,700	\$0	\$0	\$0	\$0	\$0	\$0	(\$146,700)	\$0	\$0
CC1303	\$0	\$0	\$0	\$1,185,600	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,185,600)	\$0	\$0
GR1010	\$400,000	\$911,000	\$0	\$0	\$0	\$0	\$928,000	\$0	\$0	\$0	\$9,692,000	\$0	\$11,931,000
GR1104	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$20,800	\$0	\$0	\$0	\$2,227,200	\$0	\$2,248,000
GR1305	\$0	\$0	\$0	\$0	\$0	\$0	\$2,228,000	\$0	\$0	\$0	(\$2,228,000)	\$0	\$0
GR1306	\$0	\$0	\$0	\$1,470,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,470,400)	\$0	\$0
GR1308	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1401	\$0	\$0	\$0	\$251,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$251,200)	\$0	\$0
GR1402	\$0	\$0	\$0	\$0	\$0	\$2,002,500	\$0	\$0	\$0	\$0	\$133,000	\$222,500	\$2,358,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
GR1404	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	(\$180,000)	\$0	\$0
GR1405	\$0	\$0	\$0	\$242,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$242,200)	\$0	\$0
GR1406	\$0	\$0	\$0	\$548,800	\$0	\$0	\$0	\$0	\$0	\$0	(\$548,800)	\$0	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$284,000
MO1150	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$155,000)	\$0	\$0
MO1201	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$1,000
MO1403	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
MO1406	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$8,000)	\$0	\$0
MO1407	\$0	\$0	\$0	\$528,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$528,000)	\$0	\$0
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$1,015,600	\$0	\$1,018,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$1,646,200	\$0	\$1,648,000
MO1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$52,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$673,000	\$0	\$1,018,000
MO1505	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$198,000
MO1605	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
NX0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,530,000	\$0	\$0	\$1,530,000
NX0906	\$0	\$0	\$0	\$1,748,541	\$0	\$0	\$0	\$0	\$0	\$1,746,941	\$400	\$0	\$3,495,882
NX1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$1,000
RP1002	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	(\$2,000)	\$0	\$10,000
RP1301	\$0	\$0	\$0	\$1,257,600	\$0	\$0	\$88,800	\$0	\$0	\$0	(\$1,346,400)	\$0	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SP1018	\$0	\$0	\$328,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,000	\$0	\$410,000
SP1106	\$0	\$0	\$0	\$102,400	\$0	\$0	\$0	\$0	\$0	\$1,179,000	\$1,408,600	\$0	\$2,690,000
SP1108	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600,380	\$0	\$0	\$0	(\$4,600,380)	\$0	\$0
SP1109	\$658,533	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,415	\$5,478,523	\$0	\$7,327,471
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$59,000	\$0	\$63,000
SP1114	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$5,000
SP1122	\$0	\$0	\$0	\$238,568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$238,568
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SP1206	\$0	\$0	\$0	\$0	\$0	\$0	\$466,933	\$0	\$0	\$0	(\$466,933)	\$0	\$0
SP1213	\$0	\$0	\$0	\$184,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$184,000)	\$0	\$0
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$1,849,600	\$0	\$0	\$0	(\$1,849,600)	\$0	\$0
SP1313	\$0	\$0	\$0	\$0	\$0	\$0	\$3,625,942	\$0	\$0	\$0	(\$3,625,942)	\$0	\$0
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,800	\$0	\$0	\$0	(\$1,012,800)	\$0	\$0
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$573,800	\$0	\$577,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$13,600	\$0	\$0	\$0	\$1,896,400	\$0	\$1,910,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	(\$4,000)	\$0	\$0
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$1,258,000	\$0	\$1,266,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$799,200	\$0	\$0	\$0	(\$799,200)	\$0	\$0
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$13,984
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	(\$4,000)	\$0	\$0
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$375,200	\$0	\$0	\$0	(\$375,200)	\$0	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$2,600	\$0	\$5,000
SP1403	\$0	\$0	\$0	\$481,600	\$0	\$0	\$0	\$0	\$0	\$0	(\$481,600)	\$0	\$0

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2015 continued													
SP1404	\$0	\$0	\$0	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$312,000)	\$0	\$0
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1407	\$0	\$0	\$0	\$0	\$0	\$0	\$624,000	\$0	\$0	\$0	(\$624,000)	\$0	\$0
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,277,000	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$110,200	\$0	\$112,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$394,400	\$0	\$396,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$695,200	\$0	\$700,000
SP1418	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$375,000	\$0	\$375,000
SP1419	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
ST1101	\$0	\$0	\$0	\$511,700	\$0	\$0	\$0	\$0	\$0	\$0	(\$511,700)	\$0	\$0
ST1201	\$0	\$0	\$0	\$467,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$467,200)	\$0	\$0
ST1401	\$0	\$0	\$0	\$176,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$176,000)	\$0	\$0
WI1301	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600	\$0	\$5,000
SUBTOTAL	\$3,424,533	\$911,900	\$328,000	\$10,564,709	\$181,800	\$2,206,500	\$17,281,455	\$0	\$0	\$7,428,384	\$8,831,168	\$273,500	\$51,431,949

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2016													
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
CC1110	\$0	\$0	\$0	\$0	\$0	\$0	\$3,364,000	\$0	\$0	\$0	(\$3,364,000)	\$0	\$0
GR1010	\$0	\$0	\$0	\$0	\$0	\$0	\$8,532,000	\$0	\$0	\$0	(\$8,532,000)	\$0	\$0
GR1104	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$1,798,400	\$0	\$0	\$0	(\$1,798,400)	\$0	\$0
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$284,000
MO1201	\$0	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$3,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$22,400	\$0	\$24,000
MO1406	\$0	\$0	\$0	\$637,600	\$0	\$0	\$0	\$0	\$0	\$0	(\$637,600)	\$0	\$0
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$814,400	\$0	\$0	\$0	(\$814,400)	\$0	\$0
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$1,318,400	\$0	\$0	\$0	(\$1,318,400)	\$0	\$0
MO1503	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0
MO1505	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$164,000)	\$0	\$0
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$51,000
MO1603	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$673,000	\$0	\$1,028,000
MO1604	\$0	\$915,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,700	\$0	\$1,017,000
MO1605	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$197,000	\$0	\$204,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
NX0906	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
NX1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$7,200	\$0	\$8,000
RP1002	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$5,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$242,400	\$0	\$244,000
SP1018	\$0	\$0	\$5,137,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,284,400	\$0	\$6,422,000
SP1106	\$0	\$0	\$0	\$1,382,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,382,000)	\$0	\$0
SP1109	\$0	\$0	\$0	\$0	\$0	\$0	\$1,928,440	\$0	\$0	\$0	(\$1,928,440)	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$0	\$0	\$49,600	\$0	\$100,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SP1305	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1307	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1308	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1315	\$0	\$0	\$0	\$435,200	\$0	\$0	\$26,400	\$0	\$0	\$0	(\$461,600)	\$0	\$0
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$1,528,000	\$0	\$0	\$0	(\$1,528,000)	\$0	\$0
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$684,000	\$0	\$0	\$0	(\$684,000)	\$0	\$0
SP1318	\$0	\$0	\$0	\$57,600	\$0	\$0	\$955,200	\$0	\$0	\$0	(\$1,012,800)	\$0	\$0
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$13,984
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$22,000	\$0	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$100,800	\$0	\$0	\$0	\$0	\$0	\$9,770,200	\$0	\$9,871,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$316,800	\$0	\$0	\$0	\$8,902,200	\$0	\$9,219,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$560,000	\$0	\$0	\$0	(\$560,000)	\$0	\$0
SP1418	\$0	\$0	\$0	\$0	\$0	\$0	\$301,600	\$0	\$0	\$0	(\$301,600)	\$0	\$0
SP1419	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$4,000
WI1301	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$46,000	\$0	\$50,000
SUBTOTAL	\$294,000	\$918,000	\$5,137,600	\$3,236,200	\$100,800	\$520,000	\$22,190,840	\$0	\$0	\$1,574,984	(\$3,240,440)	\$10,000	\$30,741,984

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State		
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	TOTAL
FY 2017													
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$284,000
MO1201	\$0	\$81,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,100	\$0	\$91,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$5,628,800	\$0	\$0	\$0	\$1,383,200	\$0	\$7,012,000
MO1603	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0
MO1605	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$164,000)	\$0	\$0
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$673,000	\$0	\$1,038,000
MO1705	\$0	\$0	\$0	\$2,017	\$0	\$0	\$0	\$0	\$0	\$0	\$203,400	\$0	\$205,417
NX0906	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$339,600	\$0	\$346,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$195,200	\$0	\$0	\$0	(\$195,200)	\$0	\$0
SP1109	\$0	\$0	\$0	\$0	\$0	\$0	\$2,454,378	\$0	\$0	\$0	(\$2,454,378)	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	(\$50,000)	\$0	\$150,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$39,400	\$0	\$41,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$397,600	\$0	\$0	\$0	\$73,400	\$0	\$471,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$8,883,900	\$0	\$0	\$0	\$0	\$0	(\$8,883,900)	\$0	\$0
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$7,375,200	\$0	\$0	\$0	(\$7,375,200)	\$0	\$0
SP1419	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	(\$6,400)	\$0	\$0
WI1301	\$0	\$0	\$0	\$716,000	\$0	\$0	\$0	\$0	\$0	\$0	\$129,000	\$0	\$845,000
SUBTOTAL	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,268,778	\$0	\$0	\$73,000	(\$16,527,378)	\$0	\$10,497,417
GRAND TOTAL	\$15,399,094	\$6,074,300	\$7,553,600	\$26,311,521	\$9,382,500	\$3,294,000	\$60,486,725	\$1,189,657	\$1,672,800	\$21,582,592	\$11,809,840	\$351,000	\$165,107,629

FINANCIAL CONSTRAINT
Roadways

	FHWA Federal Funding Source													
	STP-U	Safety	Bridge	STP	I/M	130	NHS	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Funds	State Operations and Maintenance	Local	TOTAL
2014 Funds Programmed	\$11,388,561	\$4,162,500	\$2,088,000	\$11,085,395	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$37,116,065	\$22,813,990	\$6,293,898	\$12,506,224	\$78,730,177
2015 Funds Programmed	\$3,424,533	\$911,900	\$328,000	\$10,564,709	\$181,800	\$2,206,500	\$17,281,455	\$0	\$0	\$34,898,897	\$9,104,668	\$6,419,776	\$7,428,384	\$ 57,851,725
2016 Funds Programmed	\$294,000	\$918,000	\$5,137,600	\$3,236,200	\$100,800	\$520,000	\$22,190,840	\$0	\$0	\$32,397,440	(\$3,230,440)	\$6,548,171	\$1,574,984	\$ 37,290,155
2017 Funds Programmed	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,268,778	\$0	\$0	\$26,951,795	(\$16,527,378)	\$6,679,135	\$73,000	\$ 17,176,552
Total	\$ 15,399,094	\$ 6,074,300	\$ 7,553,600	\$ 26,311,521	\$ 9,382,500	\$ 3,294,000	\$ 60,486,725	\$ 1,189,657	\$ 1,672,800	\$ 131,364,197	\$ 12,160,840	\$ 25,940,980	\$ 21,582,592	\$191,048,609

	Prior Year	2014	2015	2016	2017	TOTAL
Available State and Federal Funding	\$0	\$23,240,000	\$23,620,000	\$28,480,000	\$23,040,000	\$98,380,000
Available Operations and Maintenance Funding	\$0	\$6,293,898	\$6,419,776	\$6,548,171	\$6,679,135	\$25,940,980
Available Suballocated STP-U/Small Urban	\$24,683,089	\$5,414,570	\$5,414,570	\$4,580,384	\$4,580,384	\$44,672,997
Available Suballocated BRM	\$2,201,457	\$386,195	\$386,195	\$386,195	\$386,195	\$3,746,237
TOTAL AVAILABLE FUNDING	\$26,884,546	\$35,334,663	\$35,840,541	\$39,994,750	\$34,685,714	\$172,740,214
Programmed State and Federal Funding	\$0	(\$66,223,953)	(\$50,423,341)	(\$35,715,171)	(\$17,103,552)	(\$169,466,017)
TOTAL REMAINING	\$26,884,546	(\$30,889,290)	(\$14,582,800)	\$4,279,579	\$17,582,162	\$3,274,197

Remaining State and Federal Funding	(\$28,556,286)
Remaining Suballocated STP-Urban/Small Urban	\$29,273,903
Remaining Suballocated BRM	\$2,556,580
TOTAL REMAINING	\$3,274,197

TAB 4

TECHNICAL COMMITTEE AGENDA 1/15/2014; ITEM II.C.

Bicycle/Pedestrian Regional Priorities

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Bicycle Pedestrian Advisory Committee has selected two regional priorities which provide a focus for funding and project development of bicycle and pedestrian facilities in the region. These projects are a subset of those priorities included in the long range transportation plan, *Journey 2035*.

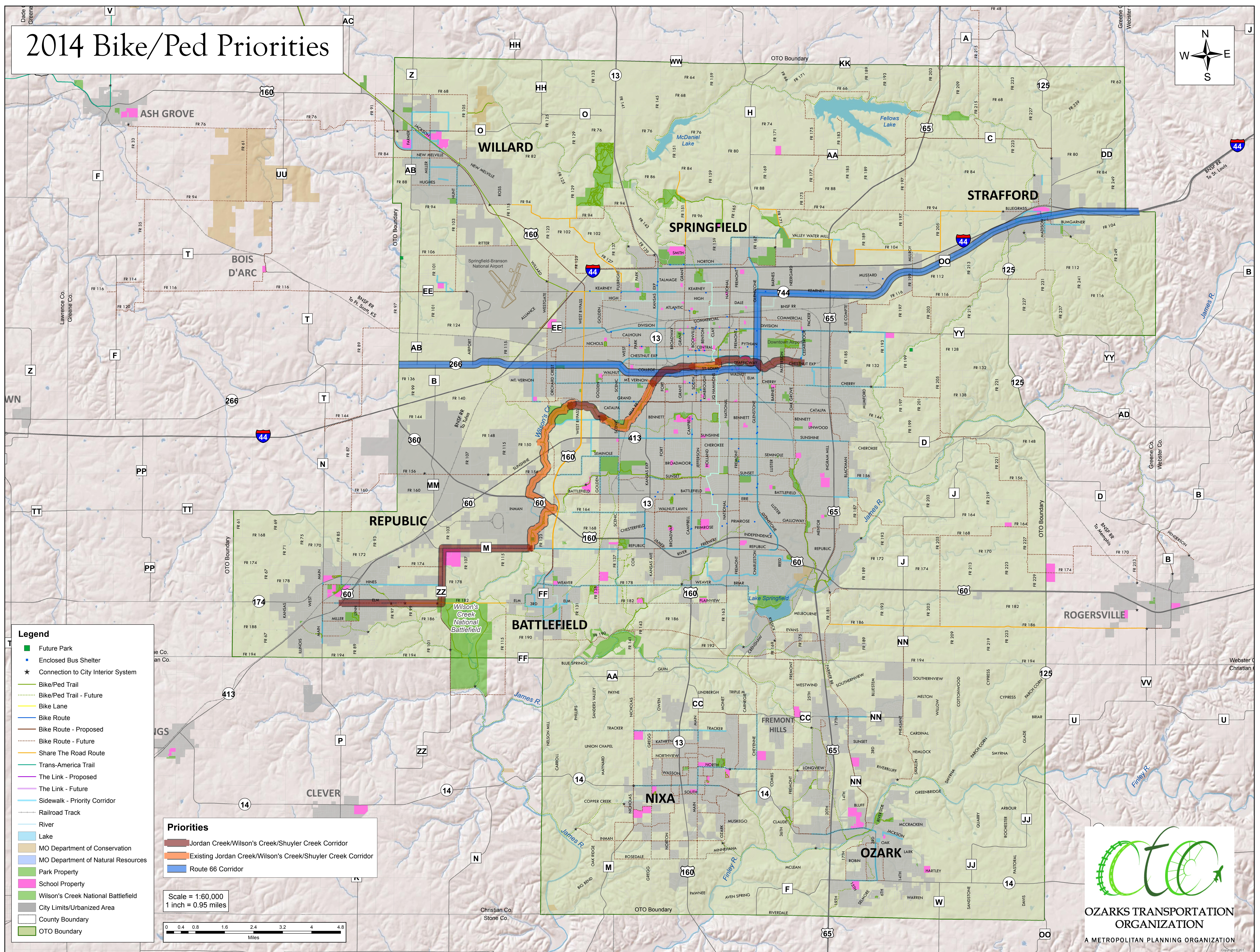
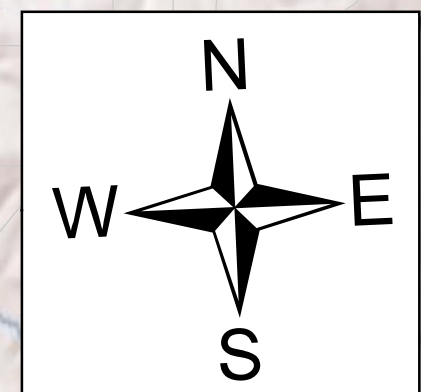
- One is the Route 66 corridor from the OTO east boundary to the OTO west boundary along or near historically designated Route 66. Projects along this corridor may include trail, sidewalk, streetscape, and bicycle accommodations.
- The other is to connect downtown Springfield to downtown Republic via the Jordan Valley/Wilson's Creek/Shuyler Creek Trail or an on-road equivalent route.

The Bicycle Pedestrian Advisory Committee met on January 8, 2014 and unanimously approved the above priorities as mapped on the following page and including this additional language, "with alternatives as opportunities are presented and the route becomes available." This would allow for the annual assessment of the bicycle and pedestrian priorities to ensure they are the most relevant and necessary alignments for the region.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding the Bicycle/Pedestrian Regional Priorities.

2014 Bike/Ped Priorities



**OZARKS TRANSPORTATION
ORGANIZATION**
A METROPOLITAN PLANNING ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

TAB 5

TECHNICAL COMMITTEE AGENDA 01/15/2014; ITEM II.D.

Transportation Demand Management Report

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

AGENDA DESCRIPTION:

On August 16, 2012, the OTO Board of Directors approved a partnership with the City of Springfield to promote ridesharing in the OTO area. The partnership with the City of Springfield was established through an MOU and became active in 2013.

Prior to 2013, OTO had hosted OzarksCommute.com and promoted the ridesharing program at area events. In 2012, FHWA ruled that the funding of a rideshare matching program and promotional materials for the program are ineligible for Metropolitan Planning Funding. Therefore, OTO removed the program from the budget for FY 2013. This meant that without locating another funding source, OzarksCommute.com would be taken offline by the end of the calendar year.

After a review of the program, it was discovered that the Clean Air Alliance and Partnership for Sustainability, along with the City of Springfield Department of Environmental Services, were promoting their programs at the same events that OzarksCommute.com was being promoted. Therefore, Barbara Lucks, the Sustainability Officer with the City of Springfield Department of Environmental Services, volunteered to partner with OTO and was provided \$10,000 in STP-Urban funding for costs associated with the promotion of and promotional materials for the ridesharing program, as well as to keep OzarksCommute.com online. OTO agreed to assist with contacting major employers within the OTO area to develop the rideshare program for employers, not just the general public.

The Transportation Demand Management activities since May 21, 2013 are included in the attached report. This report is provided in order to provide some accountability for the STP-Urban funds that are being used for the rideshare program.

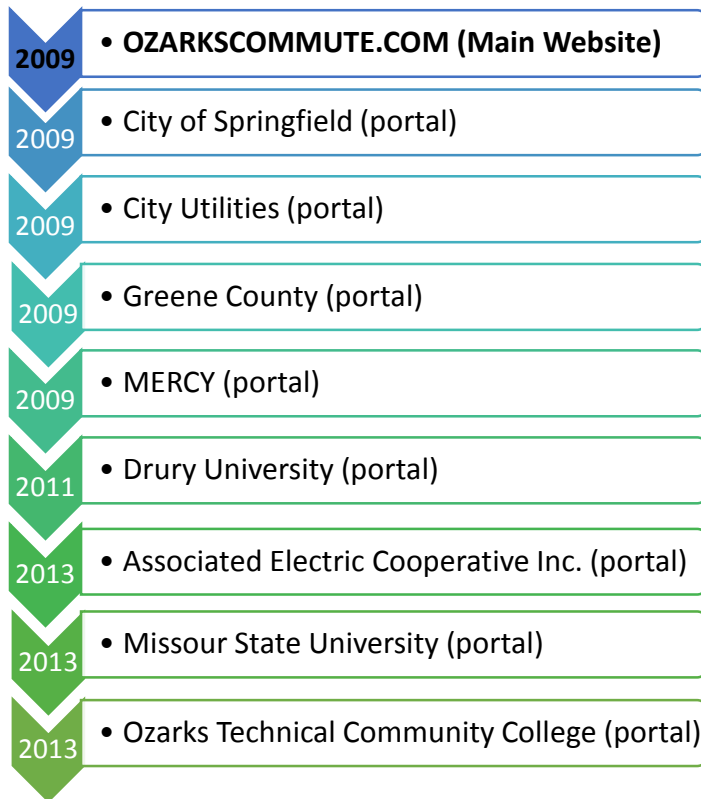
TECHNICAL COMMITTEE ACTION REQUESTED:

No action required. Information only.

HISTORY

In 2009 Ozarks Transportation Organization set in motion the Rideshare program with the focus of a carpool matching website. The website OzarksCommute.com was developed for OTO and is hosted by RideShark.com Mobility Management System. This website was develop to be a user based program that requires minimal man hours from OTO staff and provides a free user friendly carpooling match service for the general public. To use this service each user must have access to the internet and an active email account prior to setting up an account with OzarksCommute.com. Users may also call the website help line to get information about this program.

This program also includes a portal option for up to 50 employers who can have an employer specific search option. Employer portals allow a search option for matches of those employees having the same email domain. This give a sense of security to the user that carpooling with someone to and from the same place of employment is safer than riding with someone that they are unfamiliar with. The employers list below have developed a company portal for their employees.



PROMOTIONAL

In 2012 OTO partnered with the City of Springfield to better promote the OzarksCommute.com program. This partnership was developed with OTO being responsible for continuing to manage the website, portals and the help line. The City of Springfield's Department of Environmental Services -- Sustainability Division became responsible for the promotional materials for OzarksCommute.com. They agreed to attend local events promoting the carpooling program along with environmentally responsible programs.

The Department of Environmental Services - Sustainability Division reported that in calendar 2013 their Education Team participated in or staged nearly 190 events in addition to extensive web presence, media outreach, printed materials and support of local volunteer and professional organizations.

In addition to the introduction of their professionally developed air quality curriculum materials to local public, private and homeschools, including workshops held for formal and non-formal instructors, air quality protection carpooling information was included in approximately 70 of those 190 events, with dedicated air quality displays being presented at approximately 10 events this past year. Encouraging carpooling and other methods of reducing automobile travel is one of the basic air quality protection practices. RideShare is featured as the local program to assist in implementing these practices and is an integral part of the education outreach efforts.

In addition to printed materials, trade show displays and inclusion in oral presentations, they continued featuring the RideShare website in several paid ads that ran in publications such as Greene Magazine and Springfield Business Journal. As a KSMU (local Public Radio affiliate) Community Partner, their paid advertising also featured air quality protection and associated RideShare information in an ad rotation.

RideShare is also included as an incentivized practice in the Ozarks GreenScore Program that encourages businesses, local governments and institutions to adopt sustainable practices and earn increasingly higher levels of recognition for their accomplishments. This exposes all Ozarks GreenScore participants and prospects to the RideShare Program.

OTO continues to promote the website portal option to area employers through personalized letters, phone calls as well as and emails. The list of employers contacted include the following activities by OTO staff.

Phone calls were made and letters were sent May 21, 2013 to:

- Associated Electric Cooperative Inc. (portal developed)
- J.P. Morgan Chase (resend letter)
- Missouri State University (portal developed)
- O'Reilly's Automotive (resend letter)
- Ozarks Technical Community College (portal developed)
- Springfield Remanufacturing Corp (resend letter)

Letters were sent or resent on Nov 25, 2013 to:

- Kum & Go
- O'Reilly's Automotive
- J.P. Morgan Chase
- Springfield Remanufacturing Corp

Phone Calls Nov 25, 2013 to:

- T-Mobile 11/26/2013
- Kum & Go 11/25/2013
- Cox Health 11/25/2013

Phone Calls Dec 23, 2013 to:

- Cox Health

Web link added in 2013 to municipality home page

- Webster County

Since June of 2013 OTO staff have logged 43 rideshare phone calls. The request vary and generally include the following requested information

- Caller is looking for rideshare information
- Caller is looking for a free ride
- Caller is inquiring about the CU transit
- An automated calls
- Caller did not leave a message and a return call could not be made to the number displayed in the phone ID log

City Utilities currently donates a single bus wrap promoting OzarksCommute.com.

Statistics for the past ten months

Since March 21 report

As of March 21, 2013 there were 101 active accounts created within year. Since then, until December 30, 2013 that number increased to 230 active accounts, this reflects an additional 129 accounts.

As of March 21, 2013 there were 186 logins. On December 30, 2013 the number of logins had increased to 406 logins this reflects and additional 220 logins

As of March 21, 2013 63% of the searches did not find a match. That percentage is down to 55% of searches not finding a match

Over the life of the website (1885 days) (5.16 years)

485 accounts created
492 logins
51% no match

TAB 6

TECHNICAL COMMITTEE AGENDA 1/15/2014; ITEM II.F.

In-Kind Match Letters

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

AGENDA DESCRIPTION:

OTO is required to provide a 20 percent local match to all federal funding, however, In-Kind time at OTO meetings can be used as match in lieu of a portion of local jurisdiction dues. This allows us to build a reserve of match funds for operating expenses. In order to report in-kind match, OTO must have a letter from each jurisdiction documenting the billable rate. There are 2 forms for documenting the billable rate. The Volunteer Rate form is for individuals who serve on the Committee as a volunteer for the jurisdiction (consultants and elected officials). The Paid Position form is for individuals who are actual employees of the jurisdictions represented on the Committee. Employees who derive a salary funded from federal funds cannot be included in the In-Kind calculation.

TECHNICAL COMMITTEE ACTION REQUESTED:

No official motion is needed, however, OTO is requesting that the In-Kind letters be completed and returned no later than January 31, 2014.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

Volunteer Rate Form

December 23, 2013

Dear OTO Jurisdiction Member:

Ozarks Transportation Organization (OTO) currently is funded by a Federal Consolidated Planning Grant and matches the grant with local membership dues. In addition the OTO will utilize in-kind match as a source of match funding for the federal grant.

The proposed in-kind match will charge the time OTO Board and Committee Members spend in monthly OTO meetings conducting transportation planning for the region. OTO will use the volunteer rate for all citizens-at-large positions and volunteer positions. Please return the following information for your jurisdiction's members that are appointed to the OTO.

Member Jurisdiction: _____

Member Name: _____

Volunteer Hourly Rate 2014: \$ 19.00

Signature

This information will only be used by OTO, MoDOT, and FHWA for budget and audit purposes.

Sincerely,

Debbie Parks
Office Coordinator



OZARKSTRANSPORTATION.ORG



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

Paid Position Form

December 23, 2013

Dear OTO Jurisdiction Member:

Ozarks Transportation Organization (OTO) currently is funded by a Federal Consolidated Planning Grant and matches the grant with local membership dues. In addition the OTO utilizes in-kind match as a source of match funds for the federal grant.

The proposed in-kind match will charge the time OTO Board and Committee members spend in monthly OTO meetings conducting transportation planning for the region. OTO will use the volunteer rate for all citizens-at-large positions and will not utilize any member positions that are funded with federal funds. In order to complete the request for in-kind match, OTO will need to know the hourly rate of the Board and Committee members who work in paid positions.

Please return the following salary information for your jurisdiction's members that are appointed to the OTO.

Member Jurisdiction: _____

Member Name: _____

Hourly Rate without benefits \$_____ Hourly Rate with benefits \$_____

I certify this is my hourly rate with and without benefits for 2014.

Signature

This information will be used by OTO, MoDOT, and FHWA for budget and audit purposes.

Sincerely,

Debbie Parks



OZARKSTRANSPORTATION.ORG

TAB 7

TECHNICAL COMMITTEE AGENDA 1/15/2014; ITEM II.G.

Technical Committee Member Appointments

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO staff is requesting that each jurisdiction assist in updating records of official representation for the Technical Committee. The following is an excerpt from the OTO bylaws outlining the membership requirements.

Section 7.1: Membership

The Technical Planning Committee shall be composed of people involved in planning, engineering, public policy, or related fields and whose experience and expertise is valuable for supporting the Ozarks Transportation Organization.

A. Technical Planning Committee - Voting Members

1. MoDOT (Jeff City), Urban Planning Engineer
2. MoDOT District 8 Office, District Engineer
3. Springfield/ Branson Airport Director of Aviation
4. Administrator, Greene County Highway Department
5. Traffic Engineer, Springfield Department of Public Works
6. City Utilities Director of Transit Services
7. Director, Greene County Planning Department
8. MoDot (Jeff City), Assistant Administrator of Transit
9. MoDot District 8 Office, Transportation Planning Manager
10. A representative of the Springfield Area Chamber of Commerce
11. A transit representative of Missouri State University
12. A representative of Ozark Greenways
13. Greene County Highway Department Chief Engineer
14. Springfield Director of Public Works
15. Springfield Director of Planning and Development
16. Representative from the City of Willard
17. Representative from the City of Strafford
18. Representative from the City of Republic
19. Burlington-Northern Representative
20. Trucking Representative
21. Private Transportation/Transit Provider Representative
22. R-12 School District Representative
23. Representative from Christian County

24. Representative from the City of Nixa
25. Representative from the City of Ozark
26. Representative from the City of Battlefield

B. Technical Committee - Non-Voting Members

1. Federal Transit Administration Representative
2. Federal Aviation Administration Representative
3. Federal Highway Administration Representative
4. Southwest Missouri Council of Governments Staff Member

C. Appointment of Alternates

Each representative may name one (1) member of their staff or a representative of their jurisdiction as an alternate, in writing, who may exercise full member powers during their absence. No individual, whether elected, appointed, or designated as an alternate, may serve on both the Board of Directors and Technical Committee.

TECHNICAL COMMITTEE ACTION REQUESTED:

No official motion is needed, however, OTO is requesting appointment letters be returned no later than January 31, 2014.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

January 6, 2014

Ms. Sara Fields
Executive Director
205 Park Central East, Suite 205
Springfield, MO 65806

Dear Ms. Fields:

This letter is to notify you that the City of Everywhere, Missouri has appointed an official voting member and alternate for the Ozarks Transportation Organization Technical Planning Committee.

Voting Member: **Ms. Jane Doe**

Contact Information: 1234 South Street
Everywhere, MO 65606
417-888-8888
Jane.doe@everywheremo.gov

Alternative Voting Member: **Mr. John Smith**

Contact Information: 1234 South Street
Everywhere, MO 65606
417-888-7777
John.smith@everywheremo.gov

Please forward any information regarding the TPC to Ms. Jane Doe and Mr. John Smith. If you have any questions regarding this letter please call the number listed below.

Sincerely,

Tom Davis
Mayor



OZARKSTRANSPORTATION.ORG

TAB 8

TECHNICAL COMMITTEE AGENDA 1/15/2014; ITEM II.I.

FY 2015 Unified Planning Work Program Subcommittee

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

AGENDA DESCRIPTION:

OTO staff is requesting a Unified Planning Work Program Subcommittee of the Technical Planning Committee be formed to prepare the FY 2015 UPWP. Each year, OTO is required to develop a Unified Planning Work Program (UPWP). The UPWP spells out the activities, including plans and programs, the MPO will undertake during the fiscal year. Work tasks include administration, corridor planning, ridesharing, transportation planning, transit planning, and special studies. This document also outlines the operating budget of OTO.

The UPWP Subcommittee will make a recommendation to the Technical Planning Committee (TPC) and the TPC will make a recommendation to the Board of Directors on adopting the work program.

TECHNICAL COMMITTEE ACTION REQUESTED:

Staff recommends the Technical Planning Committee appoint a FY 2015 UPWP Subcommittee consisting of three or five members.

TAB 9

TECHNICAL COMMITTEE AGENDA 1/15/2014; ITEM II.J.

Title VI Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Program Overview

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Two new circulars were issued in 2012 which detail the requirements of a Title VI program.

- Federal Transit Administration Circular 4702.1B, dated October 1, 2012. Guidance for this program can be found in Chapter II and VII.
- Federal Transit Administration Circular 4703.1, dated August 15, 2012. Two Executive Orders and related statutes define populations that are protected under Title VI.
 - Executive Order 12898 is concerned with environmental justice for minority and low-income populations.
 - Executive Order 13166 is concerned with providing equal access to services and benefits for individuals with limited English proficiency.

OTO has previously adopted most of the components of the proposed Title VI program. These components are now being compiled into a single program document which allows for easy reference of the components in one place. The required components are listed on Page 3 of the draft program document.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding the approval and adoption of the Title VI Program.



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

TITLE VI PROGRAM 2014

**TITLE VI OF THE
CIVIL RIGHTS ACT
OF 1964**

OZARKSTRANSPORTATION.ORG

Title VI Program

OTO Office Location

205 Park Central East, Suite 205
Springfield, Missouri 65806

Phone: (417) 865-3042
Fax: (417) 862-6013

Email: staff@ozarkstransportation.org

Web: www.ozarkstransportation.org



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Title VI Program Requirements

Below is a summary of the required contents of a Title VI Program, as well as the location in this document where more information on these requirements can be found.

FTA Circular 4702.1B-General Requirements (Chapter III)

1. Title VI Notice to the Public, including a list of locations where the notice is posted.
Page 6 and Appendix A
2. Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)
Pages 6-7 and Appendix B

Title VI Complaint Form
Page 7 and Appendix C
3. List of transit-related Title VI investigations, complaints, and lawsuits
Pages 7-8 and Appendix D
4. Public Participation Plan, including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission
Pages 10 and Appendix E
5. Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance
Pages 11-12 and Appendix F
6. A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees
Table 3 on Page 13
7. Primary recipients shall include a description of how the agency monitors its subrecipients for compliance with Title VI, and a schedule of subrecipient Title VI Program submissions
OTO is a subrecipient of MoDOT and is not directly responsible for monitoring activities of Title VI. OTO does not have any of its own subrecipients to monitor also.
8. A Title VI equity analysis if the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc.
OTO has not constructed any facilities.
9. Additional information as specified in chapters IV, V, and VI, depending on whether the recipient is a transit provider, a State, or a planning entity

OTO is the MPO for the Springfield, MO area and is a planning entity. Chapter VI provides additional applicable requirements (see below).

FTA Circular 4702.1B-Requirements of MPOs (Chapter VI)

10. All requirements set out in Chapter III (General Requirements)
See above
11. Demographic profile of the metropolitan area
Table 4 on Page 15
12. A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process
Page 19
13. Demographic maps that show the impacts of the distribution of State and Federal funds in the aggregate for public transportation projects
Page 15 and Figures 1-3 on Pages 16-18
14. Analysis of the MPO's transportation system investments that identifies and addresses any disparate impacts.
Figure 2 on Page 17
15. The requirements set out in Chapter IV (Transit Provider) if the MPO is a provider of fixed route public transportation
OTO does not provide transit
16. Description of the procedures the agency uses to ensure nondiscriminatory pass through of FTA financial assistance (if requested)
Requirements for Program Administration on page 20 defines the process for which OTO administers a complete grant selection process.
17. Description of the procedures the agency uses to provide assistance to potential subrecipients in a nondiscriminatory manner (if requested)
Requirements for Program Administration on page 20 defines the process for which OTO administers a complete grant selection process.

Additional Requirement

18. A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program. For State DOT's, the appropriate governing entity is the State's Secretary of Transportation or equivalent. The approval must occur prior to submission to FTA.
Page 20 and Appendix G

Introduction

Ozarks Transportation Organization's Commitment to Civil Rights

"No Person shall, on the grounds of race, color, or national origin, be excluded from participating in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance." – Civil Rights Act of 1964

Your Civil Rights

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. It is the full intent of the Ozarks Transportation Organization (OTO) to operate its programs without regards to race, color, and national origin.

Two Executive Orders define populations that are protected under Title VI:

- Executive Order 12898 is concerned with environmental justice for minority and low-income populations.
- Executive Order 13166 is concerned with providing equal access to services and benefits for individuals with limited English proficiency.
- Guidance for this Title VI program can be found in the Federal Transit Administration Circular 4702.1B, dated October 1, 2012.

As President John F. Kennedy said in 1963, ***"Simple justice requires that public funds, to which all taxpayers of all races [colors, and national origins] contribute, not be spent in any fashion which encourages, entrenches, subsidizes or results in racial [color or national origin] discrimination."***

The Ozarks Transportation Organization is proactively committed to preventing discrimination as defined in Title VI of the Civil Rights Act. This program outlines the procedures in place which help guide the OTO in preventing such discrimination. The Title VI Program provides information on the various processes which the OTO has in place, as well as analysis of the populations and programs impacted by Title VI requirements.

Title VI Coordinator Responsibilities

The responsibilities of the Title VI program coordinator is to collect data, develop reports, update relevant Title VI documents, review the Title VI program, disseminate information related to the Title VI program and manage a complaint procedure. The Title VI coordinator, along with OTO staff, are responsible for ensuring that the Title VI program is reasonably implemented and provides opportunity for the public to participate in OTO activities in a nondiscriminatory manner.

Title VI Training: The Title VI Coordinator will distribute updated information to OTO staff as it becomes available. Title VI training will be administered as part of new hire orientation and with annual staff training. All OTO employees are encouraged to participate in Title VI professional development training opportunities. Many training and educational opportunities are available through a variety of sources that are federally funded, such as courses provided by the National Highway Institute (NHI) and National Transit Institute (NTI).

Public Notice - Appendix A

In compliance with 49 CFR Section 21.9(d), the Ozarks Transportation Organization posts a “Notice to Beneficiaries under Title VI” on the OTO public bulletin board and on the OTO website. This notice gives public notification and guidance for OTO’s complaint procedure and complaint form. Information regarding Title VI rights is also included on OTO agendas.

Complaint Procedure - Appendix B

General steps of the OTO complaint process:

1. Alleged act of discrimination
2. Formal complaint received and logged by OTO
3. Formal complaint review by OTO
4. OTO letter of response issued
5. Corrective action or closure letter issued

Alleged act of discrimination: If someone believes that OTO has discriminated their civil rights on the basis of race, color, national origin, age, disability, religion, sex or English proficiency, then that person may file a written complaint by following the Title VI complaint procedure.

Formal complaint received and logged by OTO: The Ozarks Transportation Organization has in place a Title VI Complaint Procedure, which outlines a process for local disposition of Title VI complaints and is consistent with guidelines found in Chapter VII of the Federal Transit Administration Circular 4702.1B, dated October 1, 2012. OTO does not discriminate on the basis of race, color, national origin, age, disability, religion, sex, or English proficiency and makes available a Title VI complaint procedure and guidance for formal complaints against the OTO.

Submission of a civil rights complaint should be filed immediately following the alleged act of discrimination against the complainant. Complaints must be filed with OTO within 180 calendar days of the date the complainant believes the discrimination occurred.

Formal complaint reviewed by OTO: If needed, the Title VI Coordinator shall meet with the complainant within 45 calendar days after receiving the official complaint to clarify any part of the official complaint.

OTO letter of response issued: If it is determined that more time is need to review or investigate the complaint the OTO Executive Director will notify the complainant with an estimated time frame of completing the review.

Corrective action or closure letter issued: If the Title VI Coordinator and the Executive Director concur there was no Title VI violation a letter of closure will be issued summarizing the allegations and stating that there were no Title VI violations or, if a violation did occur then a letter of finding will be issued stating the corrective action. Either response will be notification that the complaint has been resolved and closed.

The complainant may request reconsideration in writing to the OTO Executive Director no later than 10 days of an issued response letter from the OTO. The Executive Director will accept or reject the request for reconsideration within 10 calendar days and notify the complainant of the decision.

The complainant may further appeal in writing a denied decision no later than 10 calendar days after an issued notification. All information will be presented to the OTO Board of Directors to decide whether they agree or disagree with the decision.

A dissatisfied complainant may also file a complaint to the State of Missouri Department of Transportation or Federal Transit Administration no later than 180 days after the alleged date of discrimination.

Complaint Form – Appendix C

The Ozarks Transportation Organization has in place a Title VI Complaint Form. This form can be downloaded from the Ozarks Transportation Organization website at www.ozarkstransportation.org or a copy may be obtained at the OTO office upon request.

Complaints Received – Appendix D

It is the intent and policy of the OTO to practice nondiscrimination, should a formal complaint be brought to the organization's attention, it will be addressed through the complaint procedure at the local level. A list of complaints are kept and made available for semiannual reporting requirements. In compliance with 49 CFR Section 21.9(b), OTO shall prepare and maintain a list of complaints and investigations conducted. The list will consist of lawsuits, or official complaints against OTO that allege discrimination on the basis of race, color, or national origin.

A table that lists complaints shall include the following information:

- Date of the complaint, investigation or lawsuit was filed;
- Summary of the allegation(s);
- The status of the investigation, lawsuit, or complaint; and
- Actions taken in response to the investigation, lawsuit or complaints

Table 1 is a copy of the complaints log for OTO showing the previous two reporting periods. This log is maintained separately from this Title VI program document and is available upon request.

Table 1: Complaints Received Log							
Type			Date Received	Date Resolved	Summary Including Basis of Complaint: Race, Color, or National Origin	Status	Action(s) Taken
Complaint Date	Investigation Date	Lawsuits Date					
None	None	None	Thursday, September 20, 2012	Thursday, September 20, 2012	No complaints to report October-2010 through Sept-2012	NA	None
None	None	None	Tuesday, April 30, 2013	Tuesday, April 30, 2013	No complaints to report September-2012 through March-2013	NA	None

Public Participation Plan – Appendix E

OTO's Public Participation Plan (PPP) has been prepared to ensure that the public has ample opportunity to participate in OTO activities and is also intended to provide direction for OTO staff to help engage public involvement. It is OTO's goal to provide the public with thorough information on transportation planning services and project development in a convenient and timely manner. The PPP contains goals, strategies and policies used by OTO staff for all public involvement and ensures that goals and policies are embraced.

Goals

1. OTO shall actively engage the public in the transportation planning process according to the policies contained in the Public Participation Plan and state and federal law.
2. OTO shall keep the public informed of on-going transportation related activities on a continuous basis.
3. OTO shall encourage the involvement of all area citizens in the transportation planning process.
4. OTO shall follow these public policy goals to ensuring that adverse human or environmental effects of governmental activities do not fall disproportionately upon minority or low-income populations.
5. OTO shall strive to continuously improve public participation.

Policies and Techniques outlined in the PPP offer early, continual, and meaningful opportunity for public participation and for the public's voice to be heard. In general terms, the guiding policies include the following:

Policies

- Updated database of contacts – stakeholders and general public can be added by request and/or identified as a stakeholder
- Electronic mail meeting announcements or information to MPO contact or target groups
- Employ visualization techniques to depict transportation plans
- Publication and work products available electronically through OTO's website and office
- Staff availability to the public during normal business hours and after hours by request
- OTO shall maintain an internet web site that includes contact information, committee membership, meeting calendar, agendas, work products and publications, comment/question form, links to related agencies, by-laws, operating procedures and guidance on public participation.
- Identifying and encouraging participation of target audience
- When possible hold public meetings or forms at convenient public locations
- Provide comment cards at meeting and/or web site related comment periods
- When possible not carrying out activities that are shown to cause disproportionately adverse impacts
- Ensure environmental justice compliance
- Provide materials to describe work products
- Provide press releases to local news agencies
- Continual evaluation of techniques involving public participation
- Continue 3 year update of the PPP

Participation Techniques

OTO uses many traditional techniques to solicit public participation and is always looking to enhance new opportunities for outreach to the public. The traditional techniques utilized by OTO include postings on OTO's web site, contact database, legal advertisement, press releases, open houses, workshops, emails announcements, OTO logo, comment forms, surveys, posters and fliers and recently included social media that takes in a Facebook page and Twitter account. Many of these options are used simultaneously, but may or may not include all public participation activities.

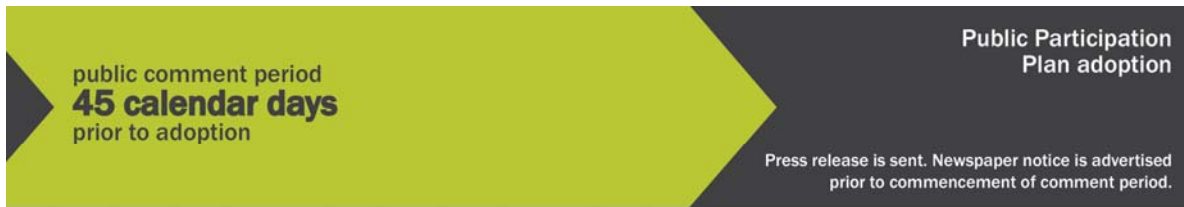
Outreach Efforts

Although public outreach efforts may vary depending on the targeted audience, the general efforts in part are a standard activity. The Public Participation Plan includes the following performance measures as a consideration process for public outreach.

- Reach
- Access
- Effective Communication
- Input
- Impact
- Diversity and Equality

Public Comment Periods

Public comment is solicited prior to approval of OTO drafted documents. A draft document is publicized and made available to the public for a designated comment period.



A horizontal banner with a green left half and a dark grey right half. The green half contains a dark grey arrow pointing right with the text "public comment period 45 calendar days prior to adoption". The dark grey half contains the text "Public Participation Plan adoption" and "Press release is sent. Newspaper notice is advertised prior to commencement of comment period."

public comment period
45 calendar days
prior to adoption

Public Participation
Plan adoption

Press release is sent. Newspaper notice is advertised
prior to commencement of comment period.

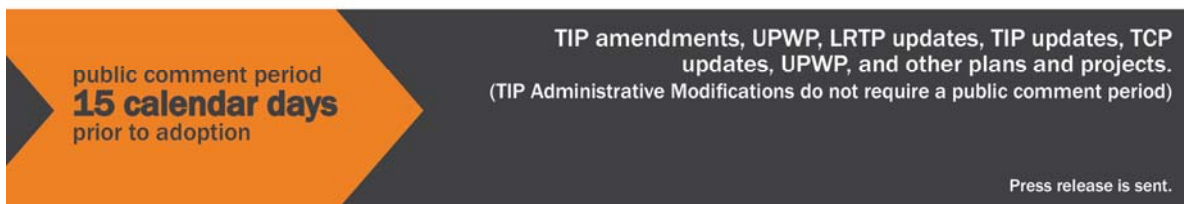


A horizontal banner with an orange left half and a dark grey right half. The orange half contains a dark grey arrow pointing right with the text "public comment period 30 calendar days prior to adoption". The dark grey half contains the text "Long-Range Transportation Plan, the Transportation Improvement Program, and Transit Coordination Plan adoptions" and "Press release is sent. Newspaper notice is advertised prior to commencement of comment period."

public comment period
30 calendar days
prior to adoption

Long-Range Transportation Plan, the
Transportation Improvement Program, and
Transit Coordination Plan adoptions

Press release is sent. Newspaper notice is advertised
prior to commencement of comment period.



A horizontal banner with an orange left half and a dark grey right half. The orange half contains a dark grey arrow pointing right with the text "public comment period 15 calendar days prior to adoption". The dark grey half contains the text "TIP amendments, UPWP, LRTP updates, TIP updates, TCP updates, UPWP, and other plans and projects. (TIP Administrative Modifications do not require a public comment period)" and "Press release is sent."

public comment period
15 calendar days
prior to adoption

TIP amendments, UPWP, LRTP updates, TIP updates, TCP
updates, UPWP, and other plans and projects.
(TIP Administrative Modifications do not require a public comment period)

Press release is sent.

Limited English Proficiency Plan – Appendix F

Individuals who have limited ability to read, write, speak, or understand English are considered to be Limited English Proficient (LEP). OTO's LEP plan addresses the responsibilities of the OTO to LEP persons. Through this policy, these populations are identified within the OTO area. This allows staff opportunity to take the responsible steps before, during, and after an OTO sponsored public event.

To ensure meaningful access to OTO's programs and activities, the information was developed using the Four Factor Analysis. This guides OTO in determining specific LEP needs. The Four Factor Analysis is an assessment of local populations and considers the following factors:

Factor 1: *The Number or Proportion of LEP Persons eligible to be served or likely to encounter an MPO program, activity, or service*

Factor 2: *The Frequency with which LEP Individuals Come into Contact with an MPO Program, Activity, or Service*

Factor 3: *The Nature and Importance of the Program, Activity, or Service Provided by the MPO to LEP Community*

Factor 4: *The Resources Available to the MPO and Overall Costs*

Factor 1: The Number or Proportion of LEP Persons eligible to be served or likely to encounter an MPO program, activity, or service. It is important to understand the elements that should be included in an LEP plan and to understand the population and demographics of the in the service area. This factor includes an analysis of the 2011 American Community Survey table DP02 and B16001 for Christian and Greene County. The data was used to identify the area's LEP population. English and Spanish, respectively, are the top languages identified that are spoken at home by populations 5 years and over and is followed by German, French (including Patois and Cajun) and Chinese.

Factor 2: The Frequency with which LEP Individuals Come into Contact with an MPO Program, Activity, or Service. OTO does not have any knowledge, documented or otherwise, of LEP persons coming into contact with an OTO program or activity. However, 60 bilingual Spanish speaking persons completed a City Utilities On-Board Survey in 2011, but did not indicate a need for any assistance with completing the survey.

Factor 3: The Nature and Importance of the Program, Activity, or Service Provided by the MPO to LEP Community. OTO has three main planning documents which identify and direct OTO's transportation activities in the region. One is the Long Range Transportation Plan, which provides direction for transportation investments twenty years in the future. The Transportation Improvement Program is a schedule of short-range transportation investments and activities intended to be implemented through a combination of State, Federal, and local funding. The Unified Planning Work Program outlines

planning tasks and the budget for the upcoming year. Each of these are publicized to the public for review and a comment period according to the Public Participation Plan

Factor 4: The Resources Available to the MPO and Overall Costs. OTO has assessed its available resources that could be used for providing LEP assistance. This includes identifying what staff and volunteer language interpreters are readily available, which documents should be translated, taking an inventory of available organizations that OTO could partner with for outreach and translation efforts, examining which financial and in-kind sources could be used to provide assistance, and what level of staff training is needed.

There are four populations in the OTO area that exceeded the “Safe Harbor” threshold: Spanish (7,579), German (1,284), Chinese (1,227) and French (incl. Patois, Cajun) (1,049). OTO has translated the LEP into Spanish. This is OTO’s first translated document. Other documents may be translated as resources permit. Other information may also be translated into Spanish. Currently meeting agendas include information in Spanish if assistance is needed. The agendas are posted on the OTO public notices bulletin board, website, and emailed to boards and committees.

Table 2: Analysis of LEP Persons			
	Greene County within OTO Study Area	Christian County within OTO Study Area	Total OTO Study Area
Number of Non-English Indo-European Language Speaking Persons 5+ Years of Age who Speak English Less than “Very Well”	581	86	667
Number of Spanish Speaking Persons 5+ Years of Age who Speak English Less than “Very Well”	1,797	488	2,285
Number of All Persons 5+ Years of Age who Speak English Less than “Very Well”	3,878	615	4,493
Percentage			
Percentage of Non-English Indo-European Language Speaking Persons 5+ Years of Age who Speak English Less than “Very Well”	0.23%	0.13%	0.206%
Percentage of Spanish Speaking Persons 5+ Years of Age who Speak English Less than “Very Well”	0.70%	0.72%	0.705%
Percentage of All Persons 5+ Years of Age who Speak English Less than “Very Well”	1.51%	0.91%	1.38%
Number of Persons 5+ Years of Age	256,180	67,594	323,774

Boards and Committees

OTO has two established boards and two established committees, which are the Board of Directors, Local Coordinating Board for Transit, Technical Planning Committee, and Bicycle and Pedestrian Advisory Committee. These boards and committees also select subcommittee's members on an as needed basis.

The established OTO boards and committees are filled by members who are authorized by the municipalities or agencies where they are elected or employed, as well as citizen-at-large members appointed by the board or committee. These appointments are filled by elected officials, managers, and staff as the member municipality or agency designates. OTO has no control over these appointments other than providing available positions and term limit guidance. OTO does not select board or committee members but rather provides opportunity for participation.

Table 3: Board and Committee Members					
Group	Caucasian	African American	Latin American	Asian American	Native American
Board of Directors	20	0	0	1	0
Local Coordinating Board for Transit	16	0	0	0	0
Technical Planning Committee	28	0	0	1	0
Bicycle and Pedestrian Committee	17	0	0	0	0

Ozarks Transportation Organization Board of Directors

The purpose of the Board of Directors is to serve as the designated Metropolitan Planning Organization (MPO) for the approved Transportation Planning Area in order to provide official decision-making responsibility for the Ozarks Transportation Organization. The coordination of elected officials and policy makers at this decision-making level allows for a broad geographical impact on transportation planning decisions.

Membership: Appointees are selected by the agencies where they are employed. There are two exceptions of citizens at large, which is currently held by one male Caucasian and one female Caucasian who are appointed by OTO Board of Directors.

Local Coordinating Board for Transit

The Local Coordinating Board for Transit is composed of people involved in planning, transit, human services, safety, or related fields, and whose experience and expertise is valuable for supporting the Ozarks Transportation Organization transit planning activities.

The purpose of the Local Coordinating Board for Transit (LCBT) is to confer with and advise on the effectiveness of coordinating transportation in the Ozarks Transportation Organization study area, and to be a problem-solving entity, where possible. This board is tasked with the overall coordination of the local transportation agencies.

Membership: Appointed staff of the human service agency

Technical Planning Committee

The purpose of the Technical Planning Committee (TPC) is to analyze issues from a technical perspective and make recommendations to the Board of Directors. This committee also provides a link between planning and implementation.

The Technical Planning Committee shall be composed of people involved in planning, engineering, public policy, or related fields and whose experience and expertise is valuable for supporting the Ozarks Transportation Organization.

Membership: Appointed staff by the municipal agency

Bicycle and Pedestrian Advisory Committee

The purpose of the Bicycle and Pedestrian Committee (BPAC) is to improve bicycling and pedestrian conditions for commuters, children and recreational bicyclists as well as walkers of the area. The committee will also analyze issues arising within the planning area of the Ozarks Transportation Organization from a bicycle and pedestrian perspective and make recommendations to the MPO Technical Planning Committee.

Membership: People involved in planning, bicycle/pedestrian advocacy, safety, or related fields and whose experience and expertise is valuable for supporting the Ozarks Transportation Organization.

Subrecipient Monitoring

OTO is a subrecipient of the State of Missouri and does not have any of its own subrecipients to monitor. OTO reports to the Missouri Department of Transportation all Title VI activities helping MoDOT to meet their own requirements.

Title VI Equity Facility Analysis

OTO has not constructed any facilities.

Demographic Profile

OTO considers the impact that its programs may have on the mobility needs of Title VI population. OTO identifies the Title VI population using census block data, as well as other means, including transit-related user and provider surveys.

OTO's area is about 93 percent Caucasian, 3 percent Hispanic, 2 percent African American, 1.4 percent Asian, and 0.6 percent Native American.

Table 4: OTO Demographics By Jurisdiction						
Jurisdiction	Total Population 2010 Census	Caucasian	African American	Hispanic	Asian	Native American
Christian County	14,950	14,344	72	306	83	95
Greene County	67,937	66,662	1,774	2,030	1,649	757
Battlefield	5,590	5,188	82	152	115	30
Fremont Hills	826	805	2	7	5	3
Nixa	19,022	17,955	175	595	156	131
Ozark	17,820	16,957	150	572	96	97
Republic	14,751	14,103	97	320	81	85
Springfield	159,498	143,356	5,866	5,440	2,635	863
Strafford	2,358	2,259	12	44	6	19
Willard	5,288	5,098	48	95	5	32
OTO Region	308,040	286,727	8,278	9,561	4,831	2,112
Source: ACS 2007-2011 5 Year Estimates: Forms DP05 Profile of General Population and Housing Characteristics, 2010 Form DP-1						

Minority Population

Figure 1 identifies the minority population at the census block level. The minority population within the OTO area comprises 6.9 percent of the total population and is located primarily within the central core and northern area of Springfield and an area along Battlefield Road at National Avenue.

Low Income Population

Figure 2 shows that the OTO area has a low-income population, which is located in the core and northwest parts of Springfield and two low-income tracts south of the Cities of Nixa and Ozark in Christian County. The average OTO percent of families considered low-income is 25.54 percent. This was determined by GIS analysis using U.S. Census data table C17002.

Federally Funded Projects

Figure 3 represents project locations of 2014-2017 Transportation Improvement Program. These projects are either regionally significant or include federal funding and are identified individually as a callout. The 2013 CU Transit routes are also included and are a clear indication that there are no disparity impacts within the CU Transit Service Area.

Minority Population in OTO Study Area

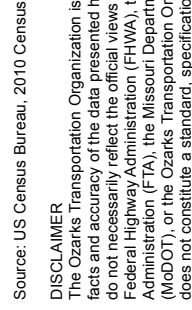
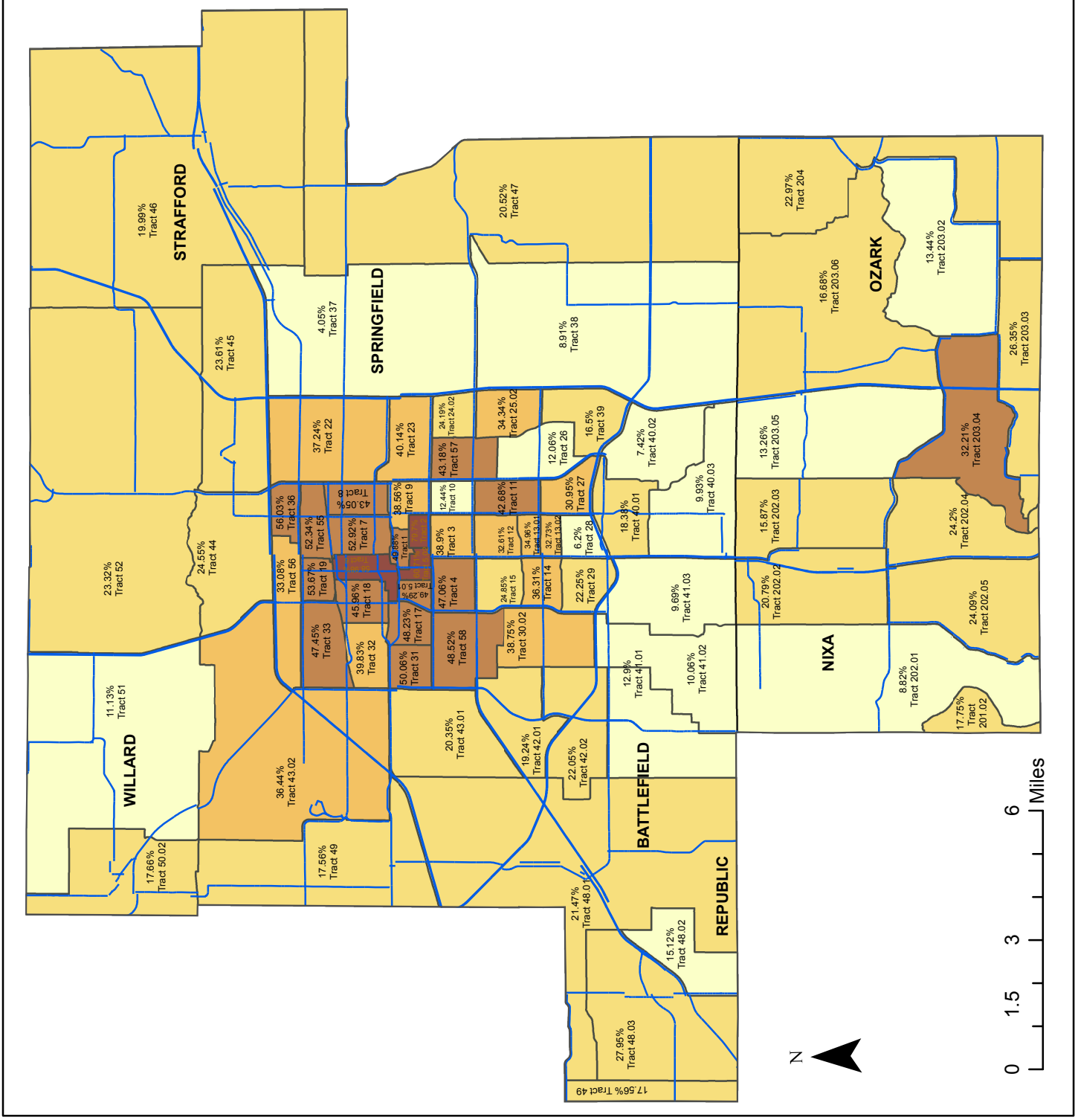


Figure 2

Low Income Population in OTO Study Area



Source: US Census Bureau,
2007-2011 American Community Survey
5-Year Estimates

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The map displays the city of Springfield, Missouri, and its surrounding areas. The city limits are outlined in green, and the surrounding areas are outlined in blue. The map includes major highways, city names, and a scale bar indicating distances up to 6 miles. The map also shows the locations of various city departments and services.

Scale: 0 1.5 3 6 Miles

City Limits: Springfield, Missouri

Surrounding Areas: Willard, Republic, Battlefield, Springfield, Missouri

Highways: I-44, I-76, I-49, I-55, I-65, I-70, I-74, I-76, I-78, I-80, I-85, I-90, I-94, I-96, I-98, I-100, I-105, I-110, I-115, I-120, I-125, I-130, I-135, I-140, I-145, I-150, I-155, I-160, I-165, I-170, I-175, I-180, I-185, I-190, I-195, I-200, I-205, I-210, I-215, I-220, I-225, I-230, I-235, I-240, I-245, I-250, I-255, I-260, I-265, I-270, I-275, I-280, I-285, I-290, I-295, I-300, I-305, I-310, I-315, I-320, I-325, I-330, I-335, I-340, I-345, I-350, I-355, I-360, I-365, I-370, I-375, I-380, I-385, I-390, I-395, I-400, I-405, I-410, I-415, I-420, I-425, I-430, I-435, I-440, I-445, I-450, I-455, I-460, I-465, I-470, I-475, I-480, I-485, I-490, I-495, I-500, I-505, I-510, I-515, I-520, I-525, I-530, I-535, I-540, I-545, I-550, I-555, I-560, I-565, I-570, I-575, I-580, I-585, I-590, I-595, I-600, I-605, I-610, I-615, I-620, I-625, I-630, I-635, I-640, I-645, I-650, I-655, I-660, I-665, I-670, I-675, I-680, I-685, I-690, I-695, I-700, I-705, I-710, I-715, I-720, I-725, I-730, I-735, I-740, I-745, I-750, I-755, I-760, I-765, I-770, I-775, I-780, I-785, I-790, I-795, I-800, I-805, I-810, I-815, I-820, I-825, I-830, I-835, I-840, I-845, I-850, I-855, I-860, I-865, I-870, I-875, I-880, I-885, I-890, I-895, I-900, I-905, I-910, I-915, I-920, I-925, I-930, I-935, I-940, I-945, I-950, I-955, I-960, I-965, I-970, I-975, I-980, I-985, I-990, I-995, I-1000, I-1005, I-1010, I-1015, I-1020, I-1025, I-1030, I-1035, I-1040, I-1045, I-1050, I-1055, I-1060, I-1065, I-1070, I-1075, I-1080, I-1085, I-1090, I-1095, I-1100, I-1105, I-1110, I-1115, I-1120, I-1125, I-1130, I-1135, I-1140, I-1145, I-1150, I-1155, I-1160, I-1165, I-1170, I-1175, I-1180, I-1185, I-1190, I-1195, I-1200, I-1205, I-1210, I-1215, I-1220, I-1225, I-1230, I-1235, I-1240, I-1245, I-1250, I-1255, I-1260, I-1265, I-1270, I-1275, I-1280, I-1285, I-1290, I-1295, I-1300, I-1305, I-1310, I-1315, I-1320, I-1325, I-1330, I-1335, I-1340, I-1345, I-1350, I-1355, I-1360, I-1365, I-1370, I-1375, I-1380, I-1385, I-1390, I-1395, I-1400, I-1405, I-1410, I-1415, I-1420, I-1425, I-1430, I-1435, I-1440, I-1445, I-1450, I-1455, I-1460, I-1465, I-1470, I-1475, I-1480, I-1485, I-1490, I-1495, I-1500, I-1505, I-1510, I-1515, I-1520, I-1525, I-1530, I-1535, I-1540, I-1545, I-1550, I-1555, I-1560, I-1565, I-1570, I-1575, I-1580, I-1585, I-1590, I-1595, I-1600, I-1605, I-1610, I-1615, I-1620, I-1625, I-1630, I-1635, I-1640, I-1645, I-1650, I-1655, I-1660, I-1665, I-1670, I-1675, I-1680, I-1685, I-1690, I-1695, I-1700, I-1705, I-1710, I-1715, I-1720, I-1725, I-1730, I-1735, I-1740, I-1745, I-1750, I-1755, I-1760, I-1765, I-1770, I-1775, I-1780, I-1785, I-1790, I-1795, I-1800, I-1805, I-1810, I-1815, I-1820, I-1825, I-1830, I-1835, I-1840, I-1845, I-1850, I-1855, I-1860, I-1865, I-1870, I-1875, I-1880, I-1885, I-1890, I-1895, I-1900, I-1905, I-1910, I-1915, I-1920, I-1925, I-1930, I-1935, I-1940, I-1945, I-1950, I-1955, I-1960, I-1965, I-1970, I-1975, I-1980, I-1985, I-1990, I-1995, I-2000, I-2005, I-2010, I-2015, I-2020, I-2025, I-2030, I-2035, I-2040, I-2045, I-2050, I-2055, I-2060, I-2065, I-2070, I-2075, I-2080, I-2085, I-2090, I-2095, I-2100, I-2105, I-2110, I-2115, I-2120, I-2125, I-2130, I-2135, I-2140, I-2145, I-2150, I-2155, I-2160, I-2165, I-2170, I-2175, I-2180, I-2185, I-2190, I-2195, I-2200, I-2205, I-2210, I-2215, I-2220, I-2225, I-2230, I-2235, I-2240, I-2245, I-2250, I-2255, I-2260, I-2265, I-2270, I-2275, I-2280, I-2285, I-2290, I-2295, I-2300, I-2305, I-2310, I-2315, I-2320, I-2325, I-2330, I-2335, I-2340, I-2345, I-2350, I-2355, I-2360, I-2365, I-2370, I-2375, I-2380, I-2385, I-2390, I-2395, I-2400, I-2405, I-2410, I-2415, I-2420, I-2425, I-2430, I-2435, I-2440, I-2445, I-2450, I-2455, I-2460, I-2465, I-2470, I-2475, I-2480, I-2485, I-2490, I-2495, I-2500, I-2505, I-2510, I-2515, I-2520, I-2525, I-2530, I-2535, I-2540, I-2545, I-2550, I-2555, I-2560, I-2565, I-2570, I-2575, I-2580, I-2585, I-2590, I-2595, I-2600, I-2605, I-2610, I-2615, I-2620, I-2625, I-2630, I-2635, I-2640, I-2645, I-2650, I-2655, I-2660, I-2665, I-2670, I-2675, I-2680, I-2685, I-2690, I-2695, I-2700, I-2705, I-2710, I-2715, I-2720, I-2725, I-2730, I-2735, I-2740, I-2745, I-2750, I-2755, I-2760, I-2765, I-2770, I-2775, I-2780, I-2785, I-2790, I-2795, I-2800, I-2805, I-2810, I-2815, I-2820, I-2825, I-2830, I-2835, I-2840, I-2845, I-2850, I-2855, I-2860, I-2865, I-2870, I-2875, I-2880, I-2885, I-2890, I-2895, I-2900, I-2905, I-2910, I-2915, I-2920, I-2925, I-2930, I-2935, I-2940, I-29

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Mobility Needs of Minorities

The mobility needs of minority populations are identified through engagement efforts, data collection, and analysis of available census data, public comment, and other available sources. The policy and guidance for public engagement is established in the OTO Public Participation Plan. OTO's policy for public engagement includes, but is not limited to, activities and outreach efforts such as surveys, public meetings, open houses, public notices, website postings, the OTO public bulletin board, emails and public comments, or other means of communication deemed appropriate.

Data analysis through GIS mapping techniques is key to identifying and engaging underrepresented populations. Various data sets are used in map making and are included in OTO products that consider populations needs of minorities, limited English, and low-income populations. OTO also utilizes data for planning products and can identify other populations as sex by age, persons per square mile, persons under the age of 18, persons over the age of 65, Hispanic population, disabled population, zero car households, employment populations, and others populations as needed.

Public Transportation Systems

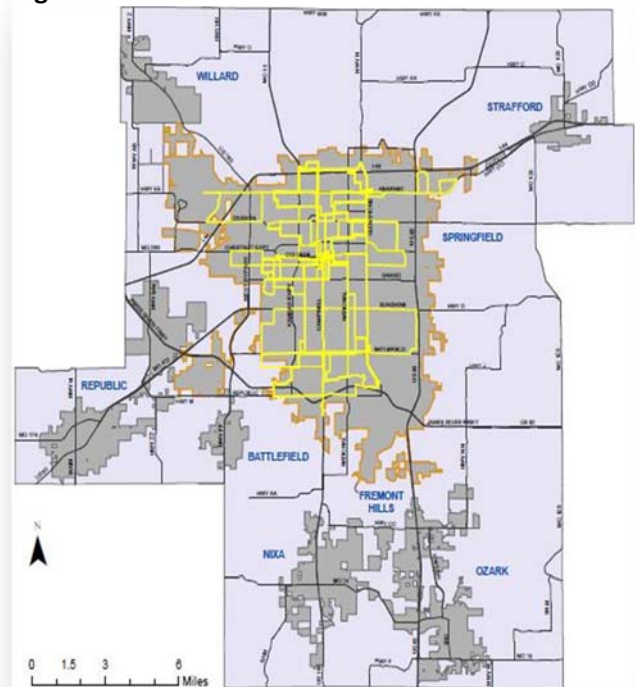
Within the OTO area there are two public transit systems, City Utilities Transit and Missouri State University Bear Line Shuttle, as well as a number of human service agencies that provided transit options for specific populations. OTO has provided CU Transit with the City Utilities Transit Service Analysis 2013. This analysis reviews the system for any disparity impacts.

City Utilities Transit provides fixed route service within the City of Springfield, as well as Access Express, a paratransit service.

The fixed route service includes 15 Day time routes, 4 evening routes, 13 Saturday routes and 4 Sunday evening and holiday routes. Buses may be added to a route, even if only during certain times of the day, when passengers are turned away at a stop.

The paratransit service operates on a demand-response, which is a curb-to-curb service. This service is provided within the City of Springfield and beyond the $\frac{3}{4}$ -mile requirement. Stop placement is reviewed by City Utilities Transit periodically and stops may be added or removed based on customer usage or requests made by passengers.

Figure 4: CU Transit Routes



Missouri State University Bear Line Shuttle provides transit services around the University and the urban core. These routes include the Blue, Gold, Green, Maroon, Orange, Pink, Purple, Red, and Red/Gold and provide public transit service along designated routes. The service schedules are designed to operate efficiently during the spring, summer, and fall semesters. The Bear Line shuttles are a free service to the public.

Title VI Program Adoption – Appendix G

OTO's Board of Directors is the governing body that adopts all policies and planning documents. The adoption of the minutes from the meeting where the Board of Directors has approved this Program shall provide verification that this policy has been adopted. Those minutes will be available via the OTO website.

Figure 5: MSU Transit Routes



Self-Certification – Appendix H

OTO completes a planning process self-certification, which coincides with the annual Transportation Improvement Program update. The certification is submitted to the Missouri Department of Transportation and sent to the Governor of Missouri for final approval. The certification can also be found as part of any currently approved TIP document. The self-certification includes OTO's assurance that the planning process is conducted in accordance with the various non-discrimination laws.

Annual Review

It is a requirement for OTO to report all Title VI activities on a semiannual schedule to the Missouri Department of Transportation. MoDOT currently provides a reporting form to OTO for completion of semiannual reporting.

Requirements for Program Administration

All funds processed through the Ozarks Transportation Organization must be spent on projects in accordance with the OTO Long Range Transportation Plan. The LRTP includes an environmental justice review of the constrained project list, so staff and member jurisdictions can be aware of potential issues ahead of programming projects in the Transportation Improvement Program. In the project selection process, OTO uses a quantitative selection process, keeping objectivity in the process.

Transit Programs

OTO administers a grant selection process for MAP-21 programs. These programs include 5307 Urbanized Area Formula funding and 5310 Enhanced Mobility for Seniors and Individuals with

Disabilities funding. OTO also administers the former SAFETEA-LU programs that included the 5307, 5309, 5310, 5316, and 5317.

OTO's Local Coordinating Board for Transit is the body that scores and ranks each application received during an open application process. The application process has a standardized score sheet for each program that is used during the selection process. The selection criteria can be found in the OTO TIP. The LCBT then awards the grant to highest scored application and continues making awards in descending order until all funds are expended. The Designated Recipients will administer the funds depending on the program.

Highway Programs

OTO is a direct subrecipient of surface transportation and bridge funding, also known as STP-Urban and BRM, respectively. These funds are distributed on a geographic nature among the OTO membership based on project applications to the Transportation Improvement Program and match availability.

Appendix A

Notice to Beneficiaries under Title VI

[http://www.ozarkstransportation.org/Documents/Notice to Beneficiaries Under TitleVI.pdf](http://www.ozarkstransportation.org/Documents/Notice%20to%20Beneficiaries%20Under%20TitleVI.pdf)

Appendix B

Ozarks Transportation Organization Title VI Complaint Procedure:

[http://www.ozarkstransportation.org/Documents/OTO TitleVI PolicyProcedure.pdf](http://www.ozarkstransportation.org/Documents/OTO%20TitleVI%20PolicyProcedure.pdf)

Appendix C

Title VI Notice Complaint Form:

[http://www.ozarkstransportation.org/Documents/OTO TITLEVI ComplaintForm.pdf](http://www.ozarkstransportation.org/Documents/OTO%20TITLEVI%20ComplaintForm.pdf)

Appendix D

OTO manages a list of complaints. For more information about the list, contact the OTO office.

Appendix E

Public Participation Plan:

[http://www.ozarkstransportation.org/Documents/OTO PublicParticipationPlan 2009.pdf](http://www.ozarkstransportation.org/Documents/OTO%20PublicParticipationPlan%202009.pdf)

Appendix F

Ozarks Transportation Organization Limited English Proficiency Plan:

English

[http://www.ozarkstransportation.org/Documents/OTO LimitedEnglishProficiencyPlan 2013.pdf](http://www.ozarkstransportation.org/Documents/OTO%20LimitedEnglishProficiencyPlan%202013.pdf)

Spanish

[http://www.ozarkstransportation.org/Documents/OTO LimitedEnglishProficiencyPlan Espanol 2013.pdf](http://www.ozarkstransportation.org/Documents/OTO%20LimitedEnglishProficiencyPlan%20Espanol%202013.pdf)

Appendix G


Ozarks Transportation Organization Board of Directors Approved Meeting Minutes:

<http://www.ozarkstransportation.org/Committees/BODMinutes.html>

Appendix H

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

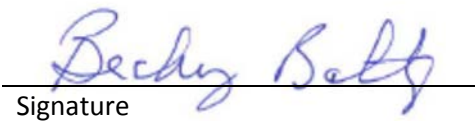
1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40CFR part 93; (NOT APPLICABLE)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of MAP-21 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal Aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Signature
Jim Viebrock
Chairman
Ozarks Transportation Organization

8/15/13

Date



Signature
Becky Baltz
District Engineer
Southwest District
Missouri Department of
Transportation

8/15/13

Date

TAB 10



Southwest District

1025 East Kearney Street • P.O. Box 100 • Springfield, MO 65801
 417-255-1000 • 1-800-368-MODOT (636-192107) • Fax: 417-255-1921


[HOME](#) >> [SOUTHWEST](#) >> [MAJOR PROJECTS](#) >> [PROJECT FREEWAY](#)

Major Projects in Depth

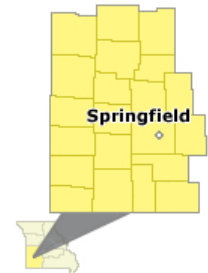
Project Freeway: U.S. 60 Rogersville

[Request for Qualifications Documents](#)
[Document Archive](#)
[Project map \(PDF\)](#)

U.S. 60 between Springfield and Rogersville has needed to be a freeway for many years, and now a project can be developed to build a significant portion of it through Rogersville.



District Map



Traveler Information

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[Project Freeway: U.S. 60 Rogersville](#)
[On the Move](#)

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U.S. 60 near Rogersville

The project will focus on a three-mile long section of four-lane U.S. 60.

Safety is a significant concern driving the project because congestion is increasing. U.S. 60 carries 35,000 vehicles a day through growing eastern Greene and western Webster counties. Rogersville straddles the Greene-Webster county line. Truck traffic accounts for 19-percent of the traffic volume. Studies indicate that the traffic will double within the next 20 years.

The primary purpose of this project will be to improve safety by eliminating at-grade intersections and eliminating the traffic signals at the west junction of Business Route 60 and at Route B/VV. There is adequate funding in MoDOT's Statewide Transportation Improvement Plan to acquire the needed property and construct both points of controlled access in the vicinity of Greene County Farm Road 253 and at Route B/VV.

The project will convert U.S. 60 into a freeway between Greene County Farm Road 241 and west of Chicory Road. It is also believed some outer roadways can be constructed with the funding available. It is not known which outer roads and other enhancements will be built until the design/construction firm is chosen.



At-Grade intersection at U.S. 60 at Route VV/B in Rogersville.

Design-Build is a delivery method that includes hiring one contracting team to complete the design work and build the highway improvement under one contract. MoDOT provides the project goals, budget and schedule. The contractor team completes the work. This technique has saved time and provided cost savings for other projects in Missouri in recent years.



The Design-Build contractor team for the Route 60/Rogersville project will be required to develop innovations in design and in right-of-way acquisition to make the project successful. Those innovations then will be available for use

on future projects anywhere in Missouri.

Project Goals:

1. Deliver the project within the programmed budget of \$35 million.
2. Convert U.S. 60 into a freeway between County Road 241 on the west and near Chicory Road on the east, providing two points of controlled access to U.S. 60 in the vicinity of Greene County Farm Road 253 and Webster County Route B/VV.
3. Engage stakeholders and the community to develop and deliver the project while minimizing impacts.
4. Impress our customers through innovative traffic control solutions that conveniently, efficiently and safely move drivers through the project during and after construction.
5. Create a new model for purchasing right-of-way on a design-build project.
6. Complete the project by December 2016.

60/Rogersville Timeline:

- Fall 2013 -- The district will prepare request for qualifications and request for proposal documents.
- December 2, 2013 -- An [informational meeting](#) for potential design-build teams interested in the project held.
- January through April 2014 -- The process of evaluating design-build teams and their proposals will take place.
- May 2014 -- A recommendation to the commission.
- June 2014 -- The commission will award a contract. Design, right-of-way acquisition and construction process will begin after a contract is executed in July.
- Summer 2014 -- A design public hearing will be scheduled.
- December 2016 -- Project is completed.

[Give us your comments on this project!](#)

For more information, contact our Southwest District Office at 1.888.275.6636 .

Last updated: December 2013

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Street improvements: A few suggestions for 2014 street projects

Dec. 30, 2013 |

news-leader.com

Springfield

Suggestions and/or projects for consideration for 2014/15:

Business Loop I-244 is a poor idea — more traffic! Ask the residents who are in line on South Campbell Avenue, South National Avenue and South Glenstone Avenue. We are improving intersections, but not streets.

Eastgate Avenue traffic has doubled in the last few years and has not received any improvements. Eastgate needs to be widened to include bike paths. We should also complete the patchwork sidewalks along Eastgate. This should include proper lighting at each intersection, as this is needed for the safety of vehicles, bikes and walkers. Painting bike paths is cheap and it leads to unsafe conditions for the biker and motorist.

Please, don't just spend money improving intersections, as we should also be improving streets after the intersection.

Suggested street improvements include: Eastgate from Sunshine to Division; Kansas Expressway to Farm Road 186 (will take some of the pressure off South Campbell); Cherry Street from Lone Pine to National; Grand Street from Glenstone to National; complete the truck route on the east side of Springfield; Farm Road 125.

Lighting along most roadways improves the safety pathways when we drive. I suggest we look at renewable lighting along our streets, as this would be safe and save us utility dollars in the future!



November 22, 2013

FHWA Releases its Proposed Primary Freight Network, Seeks Comments from Stakeholders

The Federal Highway Administration on Monday [announced through the Federal Register](#) the set of highways it believes should be included in the highway Primary Freight Network (PFN), which was mandated in the current surface transportation law, MAP-21. Stakeholders are invited to comment on the proposed PFN through Dec. 19.

In accordance with MAP-21, the Transportation Secretary must designate up to 27,000 existing miles of interstate and other roadways, along with the possibility of 3,000 miles in the future, as part of the PFN. The hope is that doing so will help states direct resources in a strategic manner to improve freight movement.

While MAP-21 calls for a 27,000-mile system, the Federal Register notice "identifies more than 41,000 miles of comprehensive, connected roadways that a FHWA analysis shows would be necessary to transporting goods efficiently on highways throughout the nation to make up the highway PFN."

FHWA is encouraging comments on all aspects of the proposal, including the routes tapped for "final initial designation of the PFN," the size and criteria for the highway PFN, and uses for the network.

At the AASHTO Annual Meeting last month in Denver, the AASHTO Board of Directors passed a [resolution](#) that called for greater flexibility in designating additional segments beyond the National Freight Network's mileage cap of 30,000.

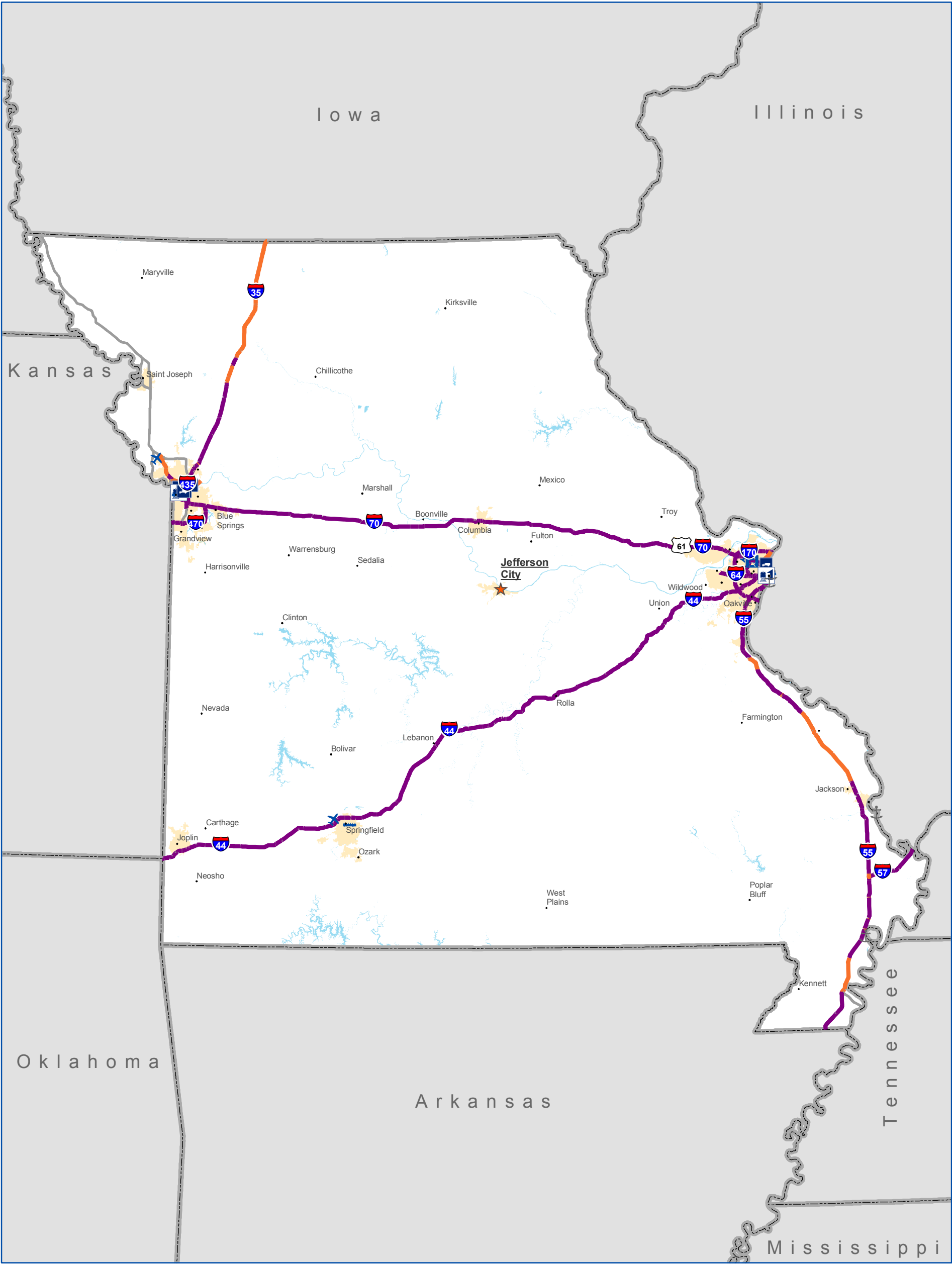
"We applaud the difficult task FHWA has tackled in developing a Primary National Freight Network, limited in its mileage and scope by MAP-21," said AASHTO Executive Director Bud Wright. "State transportation departments look forward to continuing the dialogue with our federal partners in developing a network that truly reflects the nature and dynamics of freight mobility in our nation."

FHWA's highway PFN proposal was drafted based on several factors, including the origins and destinations of freight, shipment tonnage, population, and traffic volumes.

Additional information on the PFN is available [here](#). Comments on the proposed PFN can be filed [here](#).

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

Draft Primary Freight Network: Missouri



PFN Features

- Primary Freight Network (PFN) of 27,000 miles (based on statutory cap and criteria)
- Comprehensive PFN (approx. 41,000 miles based on statutory criteria)
- Remainder of the Interstate System (not part of PFN)

LEGEND

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	State Capital		Ferry Terminal		Truck/Pipeline Terminal
	Census Urbanized Areas		Intercity Bus Terminal		Truck/Rail Facility
	Water		Multipurpose Passenger Facility		

U.S. Department of Transportation,
Federal Highway Administration,
Office of Freight Management and Operations

0 40 80 Miles

0 90 180 Kilometers



December 6, 2013

Rep. Blumenauer Introduces Bills to Raise Gas Tax, Set up VMT Pilot Program

Rep Earl Blumenauer (D-OR) this week introduced two bills aimed at raising revenue to more robustly invest in the nation's aging transportation infrastructure.

Joined Wednesday by representatives from the transportation, commerce, and construction fields, as well as Congressional colleagues, Blumenauer introduced H.R. 3636, or the Update, Promote and Develop America's Transportation Essentials (UPDATE) Act. The bill would phase in a 15-cent-per-gallon federal gas/diesel tax increase over the next three years, which would raise the federal gas tax from 18.4 cents to 33.4 cents per gallon. The bill also would index the gas tax for inflation.

"The gas tax hasn't been increased since the beginning of the Clinton administration," Blumenauer said in a statement. "Today, with inflation and increased fuel efficiency for vehicles, the average motorist is paying about half as much per mile as they did in 1993. It's time for Congress to act. There's a broad and persuasive coalition that stands ready to support Congress. We just need to give them something to support."

Blumenauer estimates the UPDATE Act would generate \$170 billion in revenue for transportation infrastructure investment over the next 10 years. A copy of the bill is available [here](#).

To coincide with introduction of the UPDATE Act, Blumenauer also brought forward H.R. 3638, the Road Usage Fee Pilot Program Act of 2013. H.R. 3638 would allow Congress to create a national VMT pilot program to study how the system would work on a large-scale level. Oregon has been a leader in the matter of mileage-based user fees, as the Oregon Department of Transportation has conducted multiple VMT pilots, the most recent of which began in November 2012 (see related AASHTO Journal story [here](#)). ODOT officials focused on "choice, transparency, ease of use, and protection of privacy" for the most recent pilot.

In addition, Oregon's state legislature passed in July a measure that would make available to the public a voluntary mileage-based user fee system in place of a state fuel excise tax. The program allows up to 5,000 drivers the option of trying the system.

Blumenauer told Washington, D.C. publication The Hill that a VMT system is a long-term solution to the funding gaps that inevitably occur with the gas tax.

"As we extend the gas tax, we must also think about how to replace it with something more sustainable," Blumenauer said, according to [The Hill](#). "The best candidate would be the vehicle miles traveled fee being explored by pilot projects in Oregon and implemented there on a voluntary basis next year."

The text of H.R. 3638 is available [here](#).

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

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OP-ED CONTRIBUTOR

How to Overhaul the Gas Tax

By MICHAEL E. WEBBER

Published: December 23, 2013

AUSTIN, Tex. — WITH the recent congressional budget negotiations putting a spotlight on the need to raise revenues, and with our transportation infrastructure in many places crumbling before our eyes, it is time to consider modernizing the gas tax. Doing so would help fill the budget gap while updating and improving our transportation systems.

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The Highway Trust Fund depends on federal fuel taxes for its finances. And those taxes have remained stuck for two decades at 18.4 and 24.4 cents per gallon for gasoline and diesel, respectively. State taxes tack on another 31.1 cents per gallon on average.

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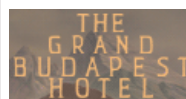
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Keep this fact in mind: There were about 260 million Americans in 1993 when the tax was last raised. Today there are over 315 million. And we travel more miles than we did two decades ago. That means the transportation infrastructure has to do more with less per-mile spending, adjusted for inflation. That's why we see crumbling bridges on the news, outdated traffic-light patterns and clogged roads.

And, as we move into cities and use mass transit we will drive less. As cars become more fuel efficient they require less gasoline. At the same time, alternatively fueled cars such as electric vehicles don't pay gasoline taxes at all, and others, such as natural gas vehicles, pay a lower rate on average, so the current system subsidizes their use. That means our gasoline purchases — and our gas taxes — are declining, putting a strain on our trust fund.

The problem is already acute. Since 2000, spending by the highway fund has generally outpaced revenues; since 2008, the fund has required an infusion of \$41 billion from the federal government's general fund. By 2015, the highway fund is expected to spend more than \$53 billion while collecting less than \$39 billion, leaving a shortfall that Congress will be forced to make up.

As Kim P. Cawley of the Congressional Budget Office argued this summer in testimony before a House subcommittee, "The current trajectory of the highway trust fund is unsustainable."

One choice, of course, would be to raise the gas tax. But this would surely raise the ire of many people and might be politically untenable. Some people have proposed a vehicle miles traveled tax, which could use fancy technologies like onboard GPS or mobile apps to track where we go and levy a fee in real time based on the distance, similar to electronic toll collection systems like E-ZPass. But these contraptions raise concerns about civil

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liberties and privacy protections (as the black box could report your whereabouts to authorities), and the extra technology might be costly to install. A blunt V.M.T. tax also misses the fact that a light car does a lot less damage to the roads than a heavy truck.

A better option is a "ton mile" fee based on how far vehicles travel and how heavy they are, so that all drivers pay their fair share to fix the resulting road damage. A one-ton car (which is typical for a compact car) that is driven 7,500 miles annually inflicts much less road damage than a two-ton truck that is driven 15,000 miles. While the gas tax captures some of that difference, as the truck driver would buy more fuel, it is not perfectly aligned.

Assessing a half-cent fee per ton mile would cost a typical American car owner about \$50 per year and would cover the highway fund's revenue shortfall, according to my calculations. And, rather than using tracking devices, the fee could be assessed during an annual sticker renewal or inspection that is conducted at state level: All the inspector has to do is read the odometer, look up the gross vehicle weight of the car's make and model, then assess the fee. With a fee on the order of two cents per ton mile, gas and diesel taxes could be eliminated entirely.

So politicians could be credited for lowering the cost of gasoline at the pump while building a system that created fair competition between each fuel.

Switching to a ton mile fee solves several problems at once: It raises the revenues we need for our transportation projects while ensuring that electric and natural gas vehicles don't get a free pass. It would also encourage people to drive smaller cars fewer miles, which would achieve additional benefits like reduced petroleum consumption, emissions, traffic congestion and wear and tear on the roads and highways.

Republicans should like it because it would end the subsidies for alternatively fueled vehicles, and Democrats should like it because it would encourage energy conservation. In this new phase of partisan agreement on budgets, revising the gas tax would be one more step in the right direction.

Michael E. Webber is an associate professor of mechanical engineering and deputy director of the Energy Institute at the University of Texas.

A version of this op-ed appears in print on December 24, 2013, on page A23 of the New York edition with the headline: How to Overhaul the Gas Tax.

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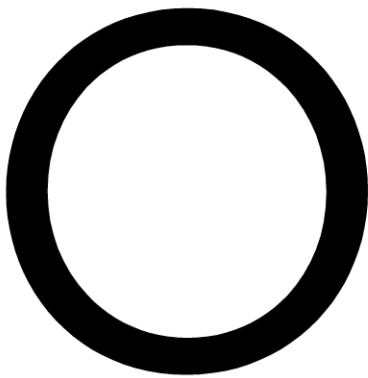
MORE IN OPINION (1 OF 30 ARTICLES)



A Mobility Wunderkind

Transportation lessons from Germany. *Story and photos by* Nicholas Oyler

The Ruhr District has a long history of creative transit approaches. The *Schwebebahn* (literally, hover train) is a century-old mode in the valley city of Wuppertal.



ON AN AUGUST MORNING COOL enough to signal an early autumn, Bernd Knüttel ignites his minivan's engine and pulls away from his house. His hour-long commute to his job as a digital designer in Frankfurt's city center hasn't changed for nearly five years. It's been multimodal from day one.

As always, the first leg of the trip takes Knüttel from the calm of his quaint village to the rush of the German autobahn and eventually to the parking lot of a commuter rail station. He parks his minivan and then hauls his bicycle out of it. From here he cruises along greenways, under highway and railroad overpasses, and eventually to the promenades of the Main River and to his office building. He'll reverse course at the end of the day, again either using or passing elements of infrastructure that together form one of the world's most envied multimodal transportation networks.

German transportation planners and policy makers continually pioneer innovative ideas. The notion of *Gesamtmobilität*—or “full mobility”—stands to revolutionize the meaning of public transportation, while modern technology is opening the doors to new types of electronic transit tickets. These changes mean new and expanded mobility options for Germans like Knüttel, who may



A train in the BOGESTRA system of the Ruhr District. That transit agency is adding miles to its light rail network to meet increasing demand.

soon find a reason to tinker with his traditional commute.

Transportation as a priority

By its very nature, Germany must give priority to an efficient transportation network. The country's roughly 80 million citizens live in an area about the size of Montana. Also, Germany sits in the center of Europe, literally at the continent's crossroads. Bolstered by these circumstances, Germany's federal government supports the view that economic and social prosperity necessitates a transportation network that permits the smooth flow of people and goods.

“It is the goal of the German federal

government to facilitate safe and affordable mobility to the people and to create reliable and competitive transport conditions for the economy,” says Wolfgang Küpper, head of the German Federal Ministry of Transportation, Building, and Urban Development's railway policy section. “The key factor toward this goal is in turn optimally linked and developed infrastructure. The federal government has the task to make the required investment funds available.”

To this end, the 2013 federal budget allots €10.7 billion (\$14.2 billion U.S.) to selected transportation infrastructure projects, which represent a portion of the Federal Transport Infrastructure Plan. A



Greenways, like this one in Münster, act as an integral part of Germany's intermodal transportation network. These kinds of trails exist in most towns and cities, and it's not uncommon for greenways to connect rural villages.

roughly 10-year plan, the FTIP acts as a planning tool and investment strategy for the construction and maintenance of federally funded rail, road, and waterway infrastructure.

Additional federal funding comes in the form of so-called Regionalization Funds, which annually provide around €7 billion (\$9.2 billion U.S.) collectively to Germany's 16 federal states for use at their discretion on public transportation, and from various competitive grant programs. This approach

to federal-level funding and planning clearly displays the priority placed on the country's transportation network and the acknowledged significance of a multimodal one.

"This foundation renders possible an integrated transportation policy that doesn't rely solely on one mode of transport, but rather uses the strengths of each individual mode," says Küpper. "Especially in light of the expected additional volume of traffic no one mode of transport can be set aside or

overlooked."

Perhaps due to this lengthy practice of integrating transport modes, Germany has created a novel approach to public transportation.

Gesamtmobilität: full mobility

In transportation planning circles around Germany, a new buzzword has emerged: *Gesamtmobilität*. The term full mobility has come to denote the concept of combining bike-sharing, car-sharing, and traditional



public transit into one coordinated network.

Over time many German bike-sharing and car-sharing systems eventually partnered with local transit agencies to provide discounts for their users. Full mobility, however, transforms these partnerships into integrated models. The coordinated network eliminates the shortcomings of each of the three modes and allows them to complement each other.

For example, a bicycle may provide the most economic option for short-distance trips, but it's not as practical for transporting groceries as a car. Likewise, a car may provide greater mobility than transit, but using the latter during rush hour may bring the traveler to his destination more quickly. From the user's perspective, personal mobility and convenience both increase when three independent systems begin to connect.

Take, for instance, the commuter from the Frankfurt region. If during his lunch break Knüttel needed to run an errand across town, he could easily check out a car using his full mobility card; that could be a better option than bicycling or taking transit. Similarly, if a sudden thunderstorm were to roll in at five o'clock he could stay dry by taking transit back to his car using the same card.

In theory, full mobility could create a synergy that increases transit ridership and both bike-and car-sharing. City residents—though not necessarily suburban commuters—might decide to forgo car ownership entirely. With these possibilities in mind, transportation planners and agencies across Germany are trying to put theory into practice.

Full mobility trials

Several German cities have attempted pilot projects of full mobility networks. Hamburg's transportation association is bringing the city's transit agency together with the car rental and sharing companies Europcar and Car2Go to establish "mobility service points" where users can find the providers' services and information. The bike-friendly community of Münster is implementing a mobility card that will act as a transit ticket and access card to the local car-sharing program, parking garages, and charging columns for electric bicycles.

And in Berlin, Deutsche Bahn, the German railway company, is testing the exten-

sion of its customer discount card as a ticket for local transit and as an access card for its own bike-sharing and car-sharing companies, Call a Bike and Flinkster.

In Germany's rust belt, the regional transportation association, Verkehrsverbund Rhein-Ruhr, is committed to full mobility. VRR is betting that the term public transit will soon imply cars and bicycles along with traditional buses and streetcars. The organization has been testing its ideas in Düsseldorf since March 2012. For €74.90 (about \$100) a month, customers receive a ticket card that includes a monthly pass for local transit, 90 minutes of Car2Go usage, and four hours' daily usage with nextbike. Users can purchase additional credit as needed.

In another effort, VRR is more closely integrating its own bike-sharing system—called metropolradruhr—with its transit services. Considering that its bike-sharing program is also Germany's largest (300 docking stations and 2,700 bicycles), VRR already finds itself in an advanced position. As of this summer, all subscribers to VRR transit passes who pay an optional charge of €1.50 (nearly \$2) a month receive 30 minutes of credit daily with metropolradruhr, with additional charges applying thereafter.

Two cities profiting from VRR's full mobility offerings are Gelsenkirchen and Bochum, both of them served by the transit agency BOGESTRA. Elke Einhäuser, a geographer in the agency's transportation management and quality department, supports this integrated approach.

"Inexpensive, flexible, and good for the environment: All of that is what a good mix of diverse mobility forms can mean," she says, "particularly when one decides against the car in the transportation choices of everyday life, and instead embraces alternatives like the bus, train, or bicycle."

In the future, she adds, "a further integration of diverse mobility services will be important. Thus, our commitment will be to offer perceivable, one-stop mobility."

Whereas German full-mobility projects typically involve the challenging integration of preexisting systems, many American communities would have the advantage of integrating new systems on the front end and learning from entities like VRR. In that vein, VRR itself and its mission deserve an explanation, as they shed light onto another German innovation in transportation planning.

One ticket, one network

In the mid-1960s the stakeholders of metropolitan Hamburg's disorienting public transit network convened to find an alternative to the jumble of redundant routes, conflicting schedules, and confusing fares. Like most German metropolitan areas, Hamburg's was served by multiple transit providers, each with its own interests and concerns. The solution worked. The idea's originators called their concept a transportation association, or, in German, a *Verkehrsverbund*.

"We can, in principle, declare that a *Verkehrsverbund* is a model of success," says Ralf Dammann, director of VRR's transit service procurement section. "Virtually all German metropolitan areas and cities are now integrated into a *Verkehrsverbund*." The number of such associations between even small municipalities is continually increasing, notes Dammann, and the idea has long since spread to Switzerland and Austria.

At first glance a *Verkehrsverbund* may seem like a simple oversight or funding authority for public transportation in a given region. However, a *Verkehrsverbund* performs much of the nitty-gritty work necessary to merge the region's multiple transit services into a coordinated network.

"The essential advantage of a *Verkehrsverbund* is how it improves the attractiveness of public transportation," says Dammann. The basic deliverables for the customer include "the potential availability of all transit services, a uniformed fare structure—independent from the transit provider," and coordinated timetables and routes between providers to reduce wait times, redundancy, and service gaps.

Riders need only one ticket for a journey involving multiple providers (such as a suburban transit agency, a commuter rail authority, and the core city's transit agency), and can transfer freely between services. This greater convenience has not only led to increased ridership and revenue, but also to a seamless travel experience for riders.

While a *Verkehrsverbund's* required activities or methods may vary from state to state, the association usually acts as the central administrator of fare collection. Disbursement of the revenues to the transit members of the association involves a complicated formula that incorporates various performance measures. Aside from handling farebox revenue, the *Verkehrsverbund* often has the additional task of disbursing

public subsidies from local and state governments. This collective fiscal oversight also opens the door to competitive bidding from public and private companies on the rights to operate specific routes.

Finally, a *Verkehrsverbund* performs the role of transit advocate in the region by planning for future needs, producing a comprehensive marketing campaign locally, and lobbying the state and federal governments for funding. A unified voice in these three areas, as opposed to competing cries, can only enhance the region's transit infrastructure and operations.

"Transit companies and communities should not be afraid to transfer tasks or responsibilities to a *Verkehrsverbund*," Dammann says. "There is no complete loss of duties or competence as these members almost always retain representation in the association's administration."

Trendsetting Verkehrsverbund

In the crowded field of the German *Verkehrsverbünde*, VRR stands out as a model not only for its unique attributes but also for its progressive approaches.

VRR's service area includes the Ruhr District and outlying pastoral landscapes, a polycentric region that covers 2,800 square miles and is home to 8.1 million residents—one of the most densely populated regions of Europe. The service area includes some of Germany's largest cities, such as Essen, Dortmund, and Düsseldorf. Unsurprisingly, VRR holds the title of Germany's largest *Verkehrsverbund*. According to VRR, it is also the largest transport association of its type in all of Europe.

As with any *Verkehrsverbund*, VRR doesn't operate transit services; rather, it coordinates those of its transit-providing members—all 32 of them. These range from municipal transit agencies to private transit companies and even to airport people movers. This far-reaching network encompasses 965 diverse routes, totaling over 7,500 miles and representing essentially all types of existing transit vehicles: bus, trolley bus, streetcar, light rail, heavy rail (subway and elevated), commuter rail, intercity rail, and monorail. With more than three million passengers a day in the network, VRR boasts an annual ridership of 1.2 billion.

One of the 32 members, the BOGESTRA transit agency, is located almost squarely in the middle of the Ruhr District.

"The eight million residents of our

Verkehrsverbund are spread out over 50 municipalities," says Einhäuser. "In this part of the country one city overlaps the other, so that mobility needs are tightly interwoven. Therefore it's good to have a *Verkehrsverbund* that makes it possible for our customers to travel from city to city with one ticket and to be able to use the same timetable, and to benefit from the same standards in local transit."

A ticket that thinks

Perhaps because of the distinct conditions and demands of its service area, VRR often has no choice but to try novel approaches. While pioneering full mobility, VRR is also pursuing another ground-breaking development in German public transportation: the eTicket. VRR wants to discontinue use of paper tickets by 2020. Passengers will instead use electronic passes or their smartphones.

The passes are already widely implemented and in use by riders. All passengers who purchase any one of the assortment of monthly or annual passes offered by VRR receive a plastic card with an electronic chip. This can then be scanned by transit conductors or held up to card readers. The electronic, handheld scanning devices and the card readers on buses are already standard equipment. At the end of the month or year, riders can renew their passes. In the future, these cards will be valid for shorter periods, allowing passengers to retain the card and add credit as necessary.

With the smartphone, an app will allow customers to purchase any type of ticket available in the network and store it in digital form. The ticket will then be readable as a QR code on the customer's phone, which can be scanned by conductors and card readers. Development of the smartphone ticket app is due for bidding in 2014.

VRR will also roll out a check-in/check-out strategy. CiCo, as VRR refers to it, will

completely revamp the network's ticket structure. When buying a ticket, customers now must decide in how many travel zones and how often they plan to travel, but CiCo will eliminate this hassle. By 2017, riders will check in for a trip by holding their electronic passes or smartphones up to card readers in buses and on train platforms. When exiting the bus or leaving the destination platform, passengers will repeat the motion to check out. The ticket, whether an electronic pass or smartphone, automatically determines the cost of the trip and debits the rider's account.

When the total cost of travel for a given period reaches a certain amount, the ticket will cease to charge the account for the remainder of that period. Riders will receive a simple and fail-safe way to buy the cheapest tickets, and VRR likely will see an increase in ridership.

Changes ahead

Back in Frankfurt, Knüttel offers some reflection on Germany's transportation network and his travel habits. "Of course, the bus or train could be cheaper, and since I live in the country with my family I'll never be able to give up a car completely. But in the end I can always get to wherever I want to go, whether it's with a car, bike, or something else. If there are any better alternatives to what we have here in Germany, I'm not sure what they would be."

With their demonstrated innovation, German transportation planners will not only continue to address issues like those raised by Knüttel, but also ensure that other countries will look to Germany for alternatives. ■

Nicholas Oyler practiced planning in Germany for one year as a Robert Bosch Foundation Fellow, working at VRR and the German Federal Ministry of Transportation, Building, and Urban Development. He is now a freelance writer and planning consultant with specializations in alternative transportation and urban design. Contact: noyler15@gmail.com.

RESOURCES

- ONLINE English-language homepage of the Verkehrsverbund Rhein-Ruhr: www.vrr.de/en.
- English-language homepage of the German Federal Ministry of Transportation, Building, and Urban Development: www.bmvbs.de/EN.
- English-language homepage of metropolradruhr: www.metropolradruhr.de/?L=en.
- German-language homepage of BOGESTRA: www.bogestra.de.

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What is Map-21 and 8 Effects on the Freight Industry

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(/wp-content/uploads/2013/06/map-21-affect-on-on-freight.jpg)

If you're asking what is Map-21, and work in freight, you are not alone. As MAP-21 (Moving Ahead for Progress in the 21st Century Act) comes closer to the requirements of the act going into effect this October 1, there are many facets to the Act which will affect those in the freight and transportation industries. Indirectly, this will greatly affect those who ship freight (<http://cerasis.com/services/>), such as manufacturers and distribution companies. If you run a supply chain, it's important you also know about MAP-21, as it could impact the delivery of your products to customers or you receiving supplies from your vendors. Since this is such a complex Act, with many details, we will first do an overview of MAP-21, followed by a deeper dive into different aspects in subsequent posts. This first post should answer your question, "What is MAP-21?" and "How does it affect the Freight industry?"

What is Map-21?

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 provides needed funds and represents a milestone for the U.S. economy:

- The first multi-year transportation authorization enacted since 2005
- Funds surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014
- Transforms the framework for investments to guide the growth and development of the country's vital transportation infrastructure.

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MAP-21 was enacted on October 1, 2012 and its requirements will go into effect on October 1, 2013. MAP-21 directs the Federal Motor Carrier Safety Administration (FMCSA) (<http://www.fta.dot.gov/map21.html>) to begin 29

new rule-makings within a 27-month period, which does not include current rule-makings underway. Knowing what is Map-21 will surely allow you to have no hiccups in your business around freight.

The US Department of Transportation (DOT) Federal Highway Administration states 6 benefits of investment in the US Transportation ecosystem:

- Strengthening of America's Highways through the National Highway Performance Program.
- Establishes a performance-based program providing a means for more efficient investment of Federal transportation funds.
- Creates jobs and supports economic growth by authorizing a \$82 billion for road, bridge, bicycling, and walking improvements as well as including a number of provisions designed to improve freight movement.
- Supports the DOT aggressive safety agenda supporting the Highway Safety Improvement Program by doubling funding for infrastructure safety, including a fight against distracted driving and the push to improve transit and motor carrier safety.
- Streamlines Federal highway transportation programs by simplifying a number of complex programs into a few new core programs
- Accelerates project delivery and promotes innovation with changes aimed at ensuring the timely delivery of transportation projects.

Transportation Secretary Ray LaHood has supported the bill stating, "This is a good, bipartisan bill that will create jobs, strengthen our transportation system and grow our economy. It builds on our aggressive safety efforts, including our fight against distracted driving and our push to improve transit and motor carrier safety. The bill also provides states and communities with two years of steady funding to build the roads, bridges and transit systems they need. We look forward to working with Congress, states and local communities to put this bill to work quickly and effectively."

From reviewing what is MAP-21, it appears that a lot of the focus is not only improving America's infrastructure but also ensuring it's done effectively and efficiently.

The Effect on Freight Brokers and Freight Forwarders

Map-21 includes many important provisions intended to help the Federal Motor Carrier Safety Administration (FMCSA) in its mission to reduce crashes, injuries and fatalities involving large trucks and buses. The FMCSA does have its work cut out for them to educate all on what is Map-21. Many of the provisions in MAP-21 track the FMCSA's strategic framework to improve commercial motor vehicle safety by supporting three core principles:

- Raise the bar to enter the industry and operate on our roads;
- Hold motor carrier and drivers to the highest safety standards to continue operations; and
- Remove the highest risk drivers, vehicles, and carriers from our roads and prevent them from operating.

(<http://cerasis.com/wp-content/uploads/2013/06/map-21-transportation.jpg>) So, in a nutshell, what does this mean to those in the transportation industry? These are 8 impacts on your business and the industry as a whole:

1. Requires disclosure of family ownership of multiple transportation companies: Carriers, brokers and freight forwarders must disclose any familial relationships with owners of other transportation companies.
2. Includes a ban on "reincarnated" carriers. DOT can revoke registration or authority of a "reincarnated" carrier or levy a fine. This also applies to failure to disclose important facts.
3. Requires event-on-board-recorders (EOBRs) on all interstate commercial motor vehicles (CMVs)



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within 2 years: The Department of Transportation (DOT) will issue rules within a year, so that by 2014, CMVs will install an "electronic logging device" to "improve compliance" with hours of service (HOS).

4. Establishes a national driver registry: There will be a national registry of drivers with CDLs, including driving history and drug and alcohol test results.
5. Imposes minimum driver training standards: Within one year, the DOT will establish national driver training standards for a commercial driver's license.
6. Creates a Unified Registration System (URS): All motor carriers, brokers and freight forwarders must register, and carriers and brokers must register with separate authority for each function.
7. Increases the broker bond to \$75,000 (<http://cerasis.com/2013/01/10/freight-broker-surety-bond/>): Brokers are required to post a bond or other financial security of at least \$75,000, starting October 1, 2013. The original version had a \$100,000 minimum.
8. Imposes stricter regulation of bond and trust companies: More transparency and fairness are required in the payment of claims by bond and trust companies.

What are your general thoughts on Map-21? Do you feel more confident when you know what is Map-21, or does it simply make you feel like this is more policy to make the industry have more headache? Let us know in the comments below!

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