

NEW LOCATION



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

JANUARY 20, 2015
1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101
2208 W. CHESTERFIELD BLVD., SPRINGFIELD

Chesterfield Office
Parking

OTO Offices
2208 W.
Chesterfield Blvd
1st Floor

P
Street Parking

P
Street Parking

P
Surface Lot

Main
Entrance

Rear
Entrance

W. Westview St

W. Butterfield Ave

W. Chesterfield Blvd

S. Overland Ave

Kansas
Expressway

James River Freeway

View from Chesterfield Blvd



0 250 500
Feet





OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, January 20, 2015 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the November 18, 2015 Meeting Minutes and December 3, 2015 E-Meeting Minutes Tab 1
(1 minute/Martin)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES

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

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. Staff Report
(5 minutes/Longpine)

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

F. MoDOT Update
(5 minutes/Miller)

An update on any important information from MoDOT will be given.

G. Legislative Reports
(5 minutes/Legislative staff)

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

II. New Business

A. Amendment Number 2 to the Long Range Transportation Plan Tab 2
(5 minutes/Longpine)

An amendment to the Long Range Transportation Plan is requested to add a bridge replacement project on Mt. Vernon Street over Jordan Creek in Springfield.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
AMENDMENT 2 TO THE LONG RANGE TRANSPORTATION PLAN**

B. Amendment Number Nine to the FY 2015-2018 TIP Tab 3
(5 minutes/Longpine)

There are four changes requested to the Transportation Improvement Program which are included for member review.

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

C. Administrative Modification Number Six to the FY2015-2018 TIP Tab 4
(5 minutes/Longpine)

There are twenty-one modifications that have been administratively approved by staff. Please see the attached materials for more information.

NO ACTION REQUESTED - INFORMATIONAL ONLY

D. FAST ACT Update Tab 5
(5 minutes/Longpine)

Staff will provide an update of the new transportation legislation.

NO ACTION REQUESTED - INFORMATIONAL ONLY

E. STP Urban Advance Notice Tab 6
(5 minutes/Longpine)

The City of Republic is electing to use the STP-Urban funds in advance of the current sub allocated balance pursuant to the approved advance policy.

NO ACTION REQUESTED – INFORMATIONAL ONLY

F. OTO In-Kind Match Letters Tab 7
(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. FY 2017 UPWP Subcommittee and Project Proposals Tab 8
(5 minutes/Parks)

OTO is requesting the Technical Planning Committee appoint a subcommittee to prepare the FY 2017 Unified Planning Work Program. Please feel free to propose any project ideas for the upcoming fiscal year (July 1, 2016- June 30, 2017).

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT THE FY 2017 UPWP
SUBCOMMITTEE**

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 9

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 16, 2016 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Bob Cirtin, Presiding Commissioner Greene County
Dan Smith, City of Springfield Mayor's Designee
Senator McCaskill's Office
Senator Blunt's Office
Matt Hough, 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 PLANNING COMMITTEE AGENDA 1/20/2016; ITEM I.C.

November 18, 2015 and December 3, 2015 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the November 18, 2015 Technical Planning Committee meeting and December 3, 2015 electronic 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 PLANNING COMMITTEE ACTION REQUESTED:

“Move to approve the November 18, 2015 and December 3, 2015 Technical Planning Committee Minutes.”

OR

“Move to approve the November 18, 2015 and December 3, 2015 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
November 18, 2015**

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. Rick Artman, Greene County Highway	Mr. Kirk Juranas, City of Springfield
Mr. David Brock, City of Republic	Mr. Jason Ray, SMCOG
Mr. Randall Brown, City of Willard	Mr. Shawn Schroeder, Springfield-Branson
Mr. King Coltrin, City of Strafford	National Airport
Mr. Travis Cossey, City of Nixa	Mr. Andrew Seiler, MoDOT
Mr. Rick Hess, City of Battlefield	Ms. Mary Lilly Smith, City of Springfield
Mr. Adam Humphrey, Greene County (Chair)	Mr. Todd Wiesehan, Christian County
Mr. Joel Keller, Greene County Hwy Dept. (a)	

(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. Kirk Nonen, BNSF
Mr. David Bishop, R-12 School District	Mr. Mark Schenkelberg, FAA Representative
Mr. Justin Cohan, Springfield Chamber of Commerce	Mr. Jeremiah Shuler, FTA Representative
Mr. Tom Johnson, Missouri State University	Mr. Kelly Turner, City Utilities Transit
Mr. Larry Martin, City of Ozark	Ms. Janette Vomund, MoDOT
Mr. Brad McMahon, FHWA	Ms. Eva Voss, MoDOT
Mr. Frank Miller, MoDOT	Mr. Terry Whaley, Ozark Greenways
Mr. Kent Morris, Greene County Planning	

Others present were: Mr. Chris Stueve, Greene County; Mr. Ron Mersch, Olsson Associates; Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, Ms. Natasha Longpine, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Drew Behrens, SMCOG.

Mr. Adam Humphrey called the meeting to order at 1:30 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Ms. Smith made the motion to approve the Technical Planning Committee meeting agenda. Mr. Hess seconded and the motion was carried unanimously.

C. Approval of the September 16, 2015 Meeting Minutes

Mr. Hess made the motion to approve the September 16, 2015 Meeting Minutes. Mr. Coltrin seconded and the motion carried unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

Ms. Fields gave an update, stating there are On-System Bridge funds that are directly allocated to the OTO. The bridge has to be on the Federal Aid System and deficient to be eligible. The City of Springfield is the only place with bridges in the Federal Aid System, so the City of Springfield will submit a project. There will be a TIP Amendment on the next agenda. MoDOT maintains a list of eligible bridges and conducts bridge inspections.

The Long Range Transportation Plan work is continuing. The LRTP Subcommittee is continuing to submit projects and is working on the prioritization, as well as the financial projections, so the plan can be close to being financially constrained. The Congestion Management Subcommittee met as well. The Travel Sensing Units are installed, but not online. The units are having a little issue talking to each other. Hopefully, the OTO will start to get data such as travel times soon. It will give intersection delay information and origin destination information. The data cannot be trusted the first month or so, but after that there should be data. After six months to one year, there will be some historical trends.

The Missouri Highway and Transportation Commission will be in town December 2, 2015. The time has not been announced yet, but it is usually around 9 or 10 a.m. Ms. Fields stated she would be making a presentation on the Battlefield Road/U.S. 65 project as an example of the local partnerships and the Cost Share Program. The objective is to show that it is the regions number one priority is to bring the Cost Share Program back, if there is an opportunity to do so.

Ms. Fields stated that there is a map of the new OTO office location. The January TPC meeting will be at the Chesterfield Village location. She explained in detail the building location and parking situation.

Ms. Fields mentioned that the Traffic Incident Management Subcommittee had started. The subcommittee is made up of a number of emergency responders and will met on December 10, 2015. The objective is to have a plan of the best way to clear accidents quickly and safely. MoDOT and the City of Ozark, gave a presentation on traffic incident management at

the Board of Directors meeting. The subcommittee would focus on a regional coordination effort.

The Technical Planning Committee will have an electronic meeting in December. There are some transit funds available and the only eligible applicant is City Utilities. There will be one TIP Amendment for that, there might be another part of the amendment for MoDOT, but there will be one vote on the TIP Amendment. Ms. Fields stated that the Transportation Bill is beginning to look like there will be a six-year bill with both the Senate and the House having passed a version. It is in Conference Committee this week. The Senate passed funding for three years and the House passed funding for six years. The House is funding it with different allocations. Funding levels are pretty stable, there will not be a big influx of money out of this bill. It is good news so the region can plan ahead.

The OTO had an audit and the auditor brought up the fact that there was a lot spent on agendas. The thought is that it would be cheaper to buy everyone a Kindle. Mrs. Fields surveyed who would be interested in OTO furnishing a Kindle and receiving the agenda electronically instead of paper. Mr. Juranas inquired if the OTO would still be printing the agenda book. Ms. Fields stated the OTO would not be printing anything, just the electronic version of the agenda. Over the course of a few months, the expense of the fifty or hundred dollar Kindle or e-reader would be made up. The devices are so inexpensive that the devices could be checked out. Ms. Smith stated that the City of Springfield furnishes iPads or tablets to the Planning and Zoning Commission and Council. It works pretty well. Her suggestion was to go ahead and still print the front agenda pages and leave those at the front door or desk. Ms. Fields asked if there were objections, this would be the plan unless there were objections. Right now the OTO uses the City of Springfield print shop and it is not going to be close anymore.

Mrs. Fields thanked Mr. Humphrey for being the 2015 Chair.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that the Bicycle and Pedestrian Advisory Committee has been working on the Long Range Transportation Plan, as well as supplementing the work of the LRTP Subcommittee. BPAC has been working on the goal of having all the goals multimodal and in one spot. Previously, there was a Bicycle and Pedestrian chapter in the plan and it contained its own set of goals and objectives. It is being examined to make sure that the priorities are not missed in the overall multimodal goal list. The committee is also looking at safety education. BPAC is looking at getting into the school districts, an opportunity was missed for the combined teacher work days this year, but there is now notice and a website for submitting information to the schools for next year. The "Let's Go Smart" website will be expanded, to put together resources for local contacts and phone numbers for the MoDOT Bike Trailer Program and other information.

G. MoDOT Update

Mr. Seiler stated that MoDOT staff was excited about the new MoDOT Director, Patrick McKenna from New Hampshire. He gave some background information on the new MoDOT director.

H. Legislative Reports

None.

II. New Business

A. Amendment Number Eight to the FY 2015-2018 TIP

Ms. Longpine stated that there was a revised handout. There were several projects showing funds as MoDOT or state funding, so it was corrected to show the split between federal and state. An additional project has also been added for a total of nine projects as part of the TIP Amendment. The City of Republic has decided to use local funding instead of Small Urban for the Transportation Planning Street Assessment. There are new projects from MoDOT, scoping for FY 2016, FY 2017 and resurfacing and pavement rehabilitation in the area. There are generic projects to look at expressway intersection improvements and ramp safety improvement projects. There is also the one deficient bridge in the OTO area on the MoDOT System, which is on Route H.

Ms. Fields asked Mr. Seiler if these projects were coming forward because of the extra \$47 million that MoDOT had in unanticipated revenue. Mr. Seiler stated some were. There was a question if the freeway ramp projects were associated with the designation for a freeway loop. Mr. Seiler stated these would be any projects on U.S.60/I-44/U.S. 65. MoDOT is wanting to know if there are opportunities for an auxiliary lane or improved sight distance. There are no prescribed solutions at this point, just scoping. On U.S. 65 a lot has been addressed, but there are still a lot of interchanges on I-44, including Kansas Expressway that is really limited to help safety. Mr. Juranas inquired if it would be for the signs with the interstate loop. Mr. Seiler replied that any changes made would help contribute.

Mr. Brown made the motion to recommend approval of TIP Amendment Number Eight to the Board of Directors. Ms. Smith seconded and the motion carried unanimously.

B. Federal Functional Classification Map Change Request

Ms. Longpine stated that the Federal Functional Classification is supposed to reflect how the roadway is used today as opposed to the Major Thoroughfare Plan, which is how the road is to function in the future and the improvements associated with that. There are four requests. She outlined the requests for the City of Republic and City of Springfield. The City of Republic change on south Lynn extending the south connection along some newly built roadway to Country Line Road. That part of County Line Road is not classified as local between the two roadways. MoDOT staff thinks it will probably not be a problem since the change is collector status and the roads are roadway status right now. The OTO might have to come back and look at that section if MoDOT does have additional comment on that.

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

C. Annual Listing of Obligated Projects

Ms. Longpine stated that the report comes out of the TIP process. The OTO is required by federal law to create a list of obligated projects for the prior fiscal year. It is required to be published within 90 days of that fiscal year, which would be September 30, 2015, so it is required to be published by December 30. Every project that is eligible for obligations or in

some cases deobligation if it is being closed, is shown. This list includes the federal project information, the project description, the location and how it appeared in the TIP. The projects can be compared with how they were obligated versus programmed. Also indicated in the report is when a project has been officially closed out in the federal system. There is a public participation process required like the TIP. There will be an advertisement for public comment ahead of the Board of Directors meeting to let the public see what is out there.

Ms. Smith made the motion to recommend the Annual Listing of Obligated Projects to the Board of Directors and if there are changes to be made they can be made in the days to come. Mr. Brock seconded and the motion carried unanimously.

D. Federal Funds Balance Report

Ms. Longpine stated that the report had been updated through September 30, 2015. The entire FY 2015 allocation is shown, which was not really know until the final days of 2015. There is also a 2016 allocation included. MAP-21 extensions will carry the funds until there is a new bill approved. It is looking like it will be called the STAR Act. Staff was only able to estimate the FY 2016 allocations. The report includes some projections in here to show what is programmed going forward by each community for their STP-Urban funding. The jurisdictions are still really hitting up to the maximum balances moving forward. Without the Cost Share Program it will be more complicated to try and get all the funding in place and used. If all jurisdictions can keep looking for projects to work on that would be great.

E. Amendment to the STP-Urban Advance

Ms. Fields stated that MoDOT had shared that the OTO could go a year negative in the STP-Urban account. The OTO had approved a policy in the past that would allow any jurisdiction under \$1 million to obligate up to three years in advance. The proposal is to revise the policy to make it \$2 million and any jurisdiction receiving more than \$2 million could go negative by one year. Everyone except for Greene County and the City of Springfield could go negative before. Staff wanted to be sure to balance the account and not get behind. The new information from MoDOT means the OTO can go up to \$5.5 million negative and still be okay. MoDOT is encouraging the OTO to spend the money. The proposal is to let Greene County spend up to three years in advance and the City of Springfield spend up to one year in advance. The City of Springfield's allocation is \$2.8 or \$2.9 million, so that would take half of the OTO's advance spending. That is a fair way to handle it. Staff is really encouraging the members to spend the money and MoDOT is pressing hard to spend the funds. It does not look good to the Missouri Legislature or Congress to have a giant balance. There is also concern with the Cost Share Program not being there, so there is no opportunity to put the funds on a project that MoDOT would manage for us. The members are going to have to do the projects, manage the projects, and spend the money.

Mr. Artman made the motion to recommend approval of the amendment to the STP-Urban Advance Policy to the Board of Directors. Mr. Juranas seconded and the motion carried unanimously.

F. OTO Technical Committee Chair Rotation

Ms. Fields stated that the OTO began the Chair rotation through the member jurisdictions in 2003 and it has worked very well. The City of Ozark, is next in line and Larry Martin is the representative. Ms. Fields asked Mr. Coltrin if the City of Strafford had discussed the Vice-

Chair position. Mr. Coltrin stated that the City of Strafford Council voted on it Monday night. Ms. Fields stated that the City of Strafford wanted Mr. Coltrin to serve as the Vice-Chair in the event of the Chairman's absence for 2016.

Mr. Wiesehan made the motion to elect the Chairman and Chairman-Elect Positions for the 2016 Technical Planning Committee. Mr. Brown seconded and the motion carried unanimously.

G. OTO Technical Committee 2016 Meeting Schedule

Ms. Fields stated that Ms. Parks would send out email reminders. The meetings will be held at the Chesterfield location and that will be noted on the agendas.

III. Other Business

A. Technical Planning Committee Member Announcements

None.

B. Transportation Issues for Technical Planning Committee Member Review

Mr. Hess asked if there was a report on Republic Road. Mr. Humphrey stated that he could give an update on one of the larger county projects. The Republic Road project, the portion between Golden going west to Route FF, completes the end of the corridor that has been progressively widened over the past couple years. The project was originally planned to begin work this year. The county advertised and opened bids on the project earlier in the fall with the intent to award. On the day the bids were opened, the US Army Corp of Engineers sent word that there was a permitting issue with the work scope proposed on the north side of the corridor. There is a large drainage ditch running the length of the corridor. It was determined that it was a Federal Jurisdictional Waterway and would have to go through some additional steps. The impacts of the waterway were so significant that the project could not be completed under a traditional nationwide permit. Greene County has had to go back to the drawing board and come up with a mitigation plan of the impacts that will be created to that segment of waterways. The project will be rebid next spring. Greene County intends to move forward. The permitting process is essentially like starting over, it will take about three or four months to move through the process.

Ms. Fields inquired if that was part of EPA interpretation on Waters of the U.S. Mr. Humphrey stated that to an extent yes. It is a little different interpretation. It is considered a tributary to a navigable waterway. Mr. Hess wanted to know what the standard was. Mr. Humphrey stated that there is an existing ditch running the majority of the roadway. Mr. Juranas stated the ditch dries up. Mr. Artman stated there was a stream that ran that way, on State Route M. Years ago when the subdivision was built, the stream was filled in and houses built in the area. The Army Corp of Engineers is looking at the old location and wanting to restore it at the new location. Mr. Juranas inquired if all the concrete had to be removed. Mr. Artman state that Greene County was looking at different ideas for the permit and had brought Kevin Barnes into the mix.

C. Articles For Technical Planning Committee Member Information

Ms. Fields stated there is an article about TIGER. There was another round of funding released. The awards were named. The OTO region did not get any funding because of the sheer size of the projects, the region was not able to put one together.

IV. Adjournment

Mr. Juransas made the motion to adjourn. Mr. Artman seconded and the meeting was adjourned at 2:10 p.m.

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
December 3, 2015**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting at its scheduled time of 9:00 a.m.

Mr. Adam Humphrey, OTO Technical Planning Committee Chairman, called the electronic meeting of the OTO Technical Planning Committee to order at 9:00 a.m. Thursday, December 3, 2015.

II. New Business

Add Item to Amendment Number 8 to the FY 2015-2018 Transportation Improvement

Program The following one project is proposed to be added to the 9 already recommended by the TPC:

New FY 2016 FTA 5339 Bus and Bus Facilities Program

The Local Coordinating Board for Transit will award FY 2016 5339 funding at an eMeeting on December 2. The total amount available to award is approximately \$260,000 and this funding does require a 20 percent match.

Mr. Frank Miller made the motion to amend TIP Amendment Number 8 for the FY 2015-2018 TIP. Mr. Martin Gugel seconded the motion and it was carried unanimously. OTO received 14 votes from the Technical Planning Committee to recommend approval of the modified TIP amendment to the OTO Board of Directors.

Mr. Adam Humphrey, OTO Technical Planning Committee Chairman, adjourned the electronic meeting of the OTO Technical Planning Committee at 10:50 a.m. Thursday, December 3, 2015.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 1/20/2016; ITEM II.A.

Amendment 2 to the Long Range Transportation Plan

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

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number Two to the Long Range Transportation Plan, *Journey 2035*.

The Ozarks Transportation Organization receives suballocated On-System Bridge Rehabilitation and Maintenance funding as part of the Surface Transportation Program. Traditionally, this funding has been applied to existing and more complex projects. As of November 2015, only MoDOT and the City of Springfield have bridges eligible for BRM funding. MoDOT has indicated they do not intend to seek access to these funds. The City of Springfield has identified one project, the Mount Vernon Street bridge over Jordan Creek, where this funding can be used. This project is estimated to cost \$1,200,000 and will utilize \$731,651 in BRM funding, with \$468,349 local match. *Journey 2035* has projected enough revenue through 2035 to accommodate the addition of this project, leaving a balance of \$38,470,979 for additional project selection.

Total Revenue through 2035	\$650,117,272
Constrained Project List	\$611,646,293
Unconstrained Project List	\$1,107,096,386

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To recommend approval of Amendment 2 to the Long Range Transportation Plan to the OTO Board of Directors.

Ozarks Transportation Organization

J JOURNEY 2035

Long Range Transportation Plan

Approved by the OTO Board of Directors - December 15, 2011

DRAFT Amendment 2 - January 11, 2016



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

Source: Greene County

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

Total Revenue from All Sources

Table 38 - Total Revenue from All Sources

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

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

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

ID	PROJECT NAME	ROADWAY	LOCATION	DESCRIPTION	2015-2019	2020-2025	2026-2035	TOTAL	CONSTRAINT
M119	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS	ROUTE ZZ from ROUTE ZZ to HINES STREET/FARM ROAD 178	REPUBLIC	INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN REPUBLIC		\$1,055,063		\$1,055,063	\$572,487,463
M80	ROUTE ZZ (WILSON'S CREEK BOULEVARD) EXTENSION AND RAILROAD CROSSING	ROUTE ZZ from ROUTE M to ROUTE MM	REPUBLIC, GREENE COUNTY	EXTEND ROUTE ZZ (WILSON'S CREEK BOULEVARD) TO ROUTE MM; GRADE-SEPARATED RAILROAD CROSSING	\$22,996,253			\$22,996,253	\$595,483,716
R13	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 174 INTERSECTION IMPROVEMENTS	ROUTE ZZ from ROUTE ZZ to FARM ROAD 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT FARM ROAD 174		\$605,036		\$605,036	\$596,088,752
N/A	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY	\$1,237,038			\$1,237,038	\$597,325,790
A1	S. GLENSTONE CAPACITY IMPROVEMENTS	GLENSTONE from BATTLEFIELD to US60	SPRINGFIELD	CAPACITY AND INTERSECTION IMPROVEMENTS ALONG S. GLENSTONE FROM BATTLEFIELD TO US60	\$13,120,503			\$13,120,503	\$610,446,293
A2	<u>MT. VERNON STREET BRIDGE OVER JORDAN CREEK</u>	<u>MOUNT VERNON OVER JORDAN CREEK</u>	<u>SPRINGFIELD</u>	<u>BRIDGE REPLACEMENT</u>	<u>\$1,200,000</u>				<u>\$611,646,293</u>
TOTAL					<u>\$431,619,123</u>	<u>\$101,718,240</u>	<u>\$78,308,930</u>	<u>\$611,646,293</u>	

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 1/20/2016; ITEM II.B.

Amendment 9 to the FY 2015-2018 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are four total items included as part of Amendment 9 to the FY 2015-2018 Transportation Improvement Program.

1. ***New*** Scoping for Route 160 Safety Improvements (CC1601)
Scoping for high friction surface treatment on the westbound lanes south of Route AA for a total programmed amount of \$3,000.
2. ***New*** Scoping for Kansas Expressway Safety Improvements (GR1603)
Scoping for high friction surface treatment on the southbound lanes of Kansas Expressway (MO 13) north of Division Street for a total programmed amount of \$3,000.
3. ***New*** Scoping for Chestnut Expressway Safety Improvements (SP1604)
Scoping for high friction surface treatment on the westbound lanes of Chestnut Expressway (LP 44) east of College for a total programmed amount of \$3,000.
4. ***New*** Mount Vernon Street Bridge over Jordan Creek (SP1605)
Replacement of Mount Vernon Street Bridge over Jordan Creek for a total cost of \$1,200,000, using \$731,651 in BRM funding.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Recommend FY 2015-2018 Transportation Improvement Program Amendment 9 to the Board of Directors.



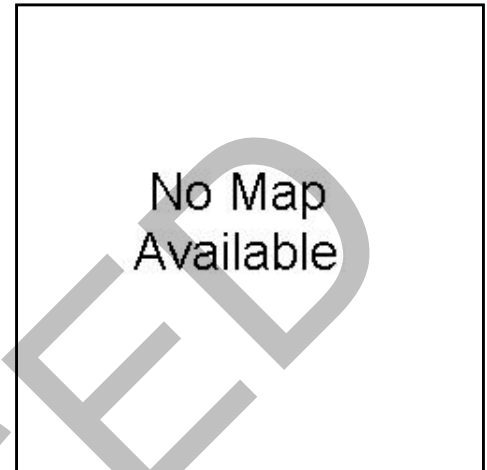
Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # CC1601 SCOPING FOR ROUTE 160 SAFETY IMPROVEMENTS

Route Route 160
From Route AA
To 0.15 mile south of Route AA
Location/Agency Christian County
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category Safety
MoDOT Funding Category Safety
AC Year of Conv.
STIP # 8S3064



Project Description

Scoping for high friction surface treatment on the westbound lanes south of Route AA.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$0	\$1,800	\$900	\$0	\$2,700
MoDOT	State	ENG	\$0	\$200	\$100	\$0	\$300
Totals			\$0	\$2,000	\$1,000	\$0	\$3,000

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$3,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # GR1603 SCOPING FOR KANSAS EXPRESSWAY SAFETY IMPROVEMENTS

Route MO 13

From

To

Location/Agency City of Springfield

Federal Agency FHWA

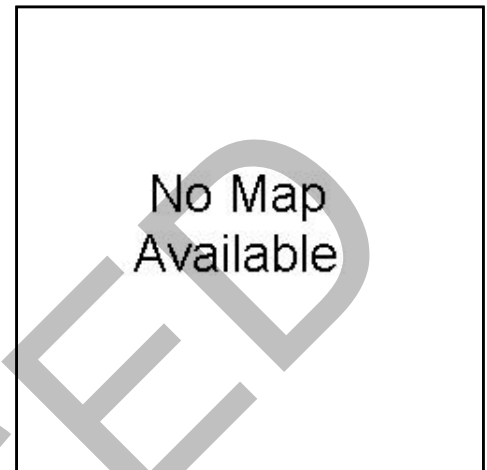
Responsible Agency MoDOT

Federal Funding Category Safety

MoDOT Funding Category Safety

AC Year of Conv.

STIP # 8S3063



Project Description

Scoping for high friction surface treatment on the southbound lanes of Kansas Expressway (MO 13) north of Division Street.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$0	\$1,800	\$900	\$0	\$2,700
MoDOT	State	ENG	\$0	\$200	\$100	\$0	\$300
Totals			\$0	\$2,000	\$1,000	\$0	\$3,000

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$3,000



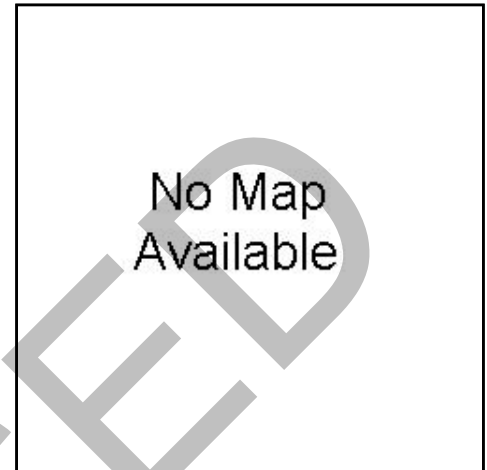
Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1604 SCOPING FOR CHESTNUT EXPRESSWAY SAFETY IMPROVEMENTS

Route LP 44
From 0.18 mile east of College Rd.
To West Ave.
Location/Agency City of Springfield
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category Safety
MoDOT Funding Category Safety
AC Year of Conv.
STIP # 8S3062



Project Description

Scoping for high friction surface treatment on the westbound lanes of Chestnut Expressway (LP 44) east of College Road.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$0	\$1,800	\$900	\$0	\$2,700
MoDOT	State	ENG	\$0	\$200	\$100	\$0	\$300
Totals			\$0	\$2,000	\$1,000	\$0	\$3,000

Notes

Prior Cost \$0
Future Cost \$0
Total Cost \$3,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1605 **MT. VERNON STREET BRIDGE OVER JORDAN CREEK**

Route Mount Vernon

From

To

Location/Agency City of Springfield

Federal Agency FHWA

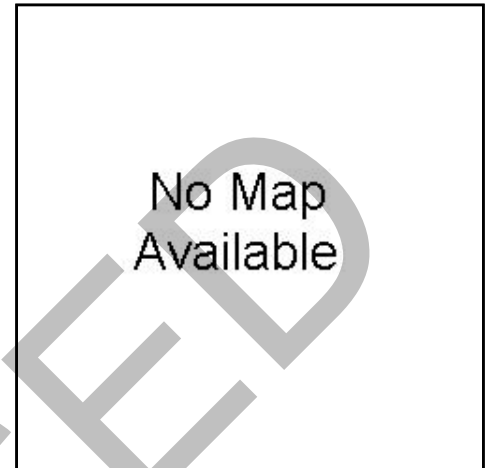
Responsible Agency City of Springfield

Federal Funding Category BRM

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Replacement of the Mount Vernon Street Bridge over Jordan Creek.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (BRM)	Federal	CON	\$0	\$731,651	\$0	\$0	\$731,651
LOCAL	Local	CON	\$0	\$468,349	\$0	\$0	\$468,349
Totals			\$0	\$1,200,000	\$0	\$0	\$1,200,000

Notes

Source of Local Funding: Local transportation revenues.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,200,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
FY 2015															
BA1104	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,044	\$97,600	\$0	\$3,893,356	\$0	\$7,620,000
GR1010	\$0	\$911,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,000	\$0	\$9,071,000	\$0	\$12,351,000
GR1104	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$0	\$0	\$1,417,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$0	\$0	\$464,000
GR1402	\$0	\$0	\$0	\$168,800	\$1,049,967	\$0	\$0	\$0	\$0	\$0	\$105,200	\$1,048,968	\$0	\$126,065	\$2,499,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1502	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$1,200,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$784,000	\$0	\$980,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,800	\$0	\$1,323,200	\$0	\$1,654,000
MO1501	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$134,600	\$0	\$538,400	\$0	\$1,018,000
MO1504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,600	\$0	\$194,400	\$0	\$216,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000
MO1604	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$62,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
NX0601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$43,200	\$0	\$54,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1504	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
RP1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1018	\$0	\$0	\$248,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$0	\$310,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1109	\$0	\$0	\$0	\$0	\$0	\$2,763,298	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,763,298
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1114	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1209	\$0	\$0	\$0	\$487,297	\$0	\$0	\$0	\$0	\$0	\$121,824	\$0	\$0	\$0	\$0	\$609,121
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,200	\$0	\$352,800	\$0	\$441,000

FY 2015 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL	
FY 2015 continued																
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,800	\$0	\$1,567,200	\$0	\$1,959,000	
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,000	\$0	\$932,000	\$0	\$1,165,000	
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984	
SP1323	\$47,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$31,800	\$0	\$127,200	\$0	\$216,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000	
SP1403	\$0	\$0	\$0	\$480,800	\$0	\$0	\$0	\$0	\$0	\$0	\$120,400	\$0	\$800	\$0	\$602,000	
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255,400	\$0	\$1,021,600	\$0	\$1,277,000	
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,300	\$0	\$65,700	\$0	\$73,000	
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$0	\$200,000	
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,600	\$0	\$438,400	\$0	\$548,000	
SP1415	\$734,000	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$184,000	\$42,800	\$0	\$87,200	\$0	\$1,132,000	
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,200	\$0	\$300,800	\$0	\$376,000	
SP1502	\$0	\$0	\$0	\$0	\$0	\$54,400	\$0	\$0	\$0	\$0	\$15,600	\$0	\$0	\$0	\$70,000	
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000	
WI1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000	
SUBTOTAL	\$5,339,000	\$1,000,600	\$248,000	\$1,136,897	\$1,373,967	\$2,901,698	\$0	\$0	\$1,504,800	\$2,872,052	\$5,065,500	\$1,129,968	\$20,934,856	\$126,065	\$43,633,403	
FY 2016																
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC1601	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
GR1104	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000	
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
GR1408	\$0	\$0	\$150,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$302,800	\$0	\$1,060,800	\$0	\$1,514,000	
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000	
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$80,000	\$0	\$0	\$0	\$0	\$400,000	
GR1602	\$0	\$0	\$0	\$0	\$0	\$4,500	\$0	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$5,000	
GR1603	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000	
MO1201	\$0	\$65,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,200	\$0	\$0	\$0	\$74,000	
MO1404	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000	
MO1505	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000	
MO1601	\$0	\$46,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,100	\$0	\$0	\$0	\$51,000	
MO1603	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$538,400	\$0	\$1,048,000	
MO1604	\$0	\$711,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,000	\$0	\$0	\$0	\$790,000	
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,800	\$0	\$151,200	\$0	\$189,000	
MO1606	\$0	\$0	\$0	\$0	\$0	\$194,400	\$0	\$0	\$0	\$0	\$21,600	\$0	\$0	\$0	\$216,000	
MO1607	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
MO1608	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000	
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000	
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000	
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000	

FY 2016 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
FY 2016 continued															
MO1612	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
MO1613	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1614	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1615	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$10,400	\$0	\$0	\$0	\$0	\$2,600	\$0	\$0	\$0	\$13,000
MO1617	\$0	\$200,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,300	\$0	\$0	\$0	\$223,000
MO1618	\$0	\$156,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,400	\$0	\$0	\$0	\$174,000
MO1619	\$0	\$0	\$0	\$118,400	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$148,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX0601	\$949,612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,188,388	\$0	\$0	\$0	\$0	\$2,138,000
NX0906	\$1,307,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,750	\$344,200	\$0	\$1,376,800	\$0	\$3,354,751
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$178,400	\$0	\$0	\$0	\$0	\$44,600	\$0	\$0	\$0	\$223,000
RP1502	\$209,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,280	\$0	\$0	\$0	\$0	\$261,400
SP1018	\$0	\$0	\$4,726,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,600	\$0	\$0	\$0	\$5,908,000
SP1106	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$1,600	\$0	\$4,000
SP1109	\$391,612	\$0	\$0	\$0	\$2,250,000	\$255,200	\$0	\$0	\$0	\$0	\$754,624	\$750,000	\$0	\$343,000	\$4,744,436
SP1112	\$0	\$0	\$0	\$0	\$0	\$64,000	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$80,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1209	\$0	\$0	\$0	\$12,618	\$0	\$0	\$0	\$0	\$0	\$3,155	\$0	\$0	\$0	\$0	\$15,773
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$681,000	\$0	\$0	\$0	\$0	\$147,200	\$0	\$0	\$0	\$905,541	\$112,915	\$0	\$484,440	\$0	\$2,331,096
SP1401	\$0	\$0	\$0	\$0	\$0	\$20,800	\$0	\$0	\$0	\$0	\$5,200	\$0	\$0	\$0	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1409	\$0	\$258,000	\$0	\$0	\$0	\$7,257,000	\$0	\$0	\$0	\$0	\$835,000	\$0	\$0	\$0	\$8,350,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,903,200	\$0	\$11,612,800	\$0	\$14,516,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$218,000	\$0	\$0	\$0	\$0	\$54,000	\$0	\$0	\$0	\$272,000
SP1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000
SP1601	\$0	\$0	\$0	\$0	\$0	\$281,600	\$0	\$0	\$0	\$0	\$70,400	\$0	\$0	\$0	\$352,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$60,000
SP1603	\$1,114,589	\$0	\$0	\$0	\$0	\$1,201,921	\$0	\$0	\$0	\$0	\$300,480	\$0	\$0	\$0	\$2,616,990
SP1604	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
SP1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$731,651	\$0	\$468,349	\$0	\$0	\$0	\$0	\$1,200,000
WI1301	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SUBTOTAL	\$6,162,934	\$1,445,300	\$4,876,800	\$180,618	\$2,378,000	\$9,910,221	\$0	\$731,651	\$320,000	\$3,403,447	\$7,611,819	\$782,000	\$15,259,640	\$343,000	\$53,405,430

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
FY 2017															
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1602	\$0	\$0	\$0	\$0	\$0	\$513,000	\$0	\$0	\$0	\$0	\$57,000	\$0	\$0	\$0	\$570,000
GR1603	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$207,200	\$0	\$0	\$0	\$0	\$51,800	\$0	\$0	\$0	\$259,000
MO1505	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1607	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1608	\$0	\$39,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$0	\$0	\$44,000
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1612	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1613	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1614	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1615	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1617	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1618	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1619	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1701	\$315,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$134,600	\$0	\$538,400	\$0	\$1,066,750
MO1705	\$0	\$0	\$0	\$155,200	\$0	\$0	\$0	\$0	\$0	\$0	\$38,800	\$0	\$0	\$0	\$194,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631
SP1106	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$144,000	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$0	\$180,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$32,800	\$0	\$0	\$0	\$0	\$8,200	\$0	\$0	\$0	\$41,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$405,200	\$0	\$0	\$0	\$0	\$100,800	\$0	\$0	\$0	\$506,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$1,373,908	\$0	\$0	\$0	\$271,823	\$343,977	\$0	\$0	\$0	\$3,079,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$6,890,400	\$0	\$0	\$0	\$0	\$1,722,600	\$0	\$0	\$0	\$8,613,000
SP1604	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
WI1301	\$0	\$0	\$0	\$643,200	\$0	\$0	\$0	\$0	\$0	\$0	\$160,800	\$0	\$0	\$0	\$804,000
SUBTOTAL	\$3,106,795	\$45,900	\$0	\$806,400	\$0	\$9,578,508	\$0	\$0	\$0	\$846,701	\$2,957,077	\$0	\$572,000	\$0	\$17,913,381

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal									Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
FY 2018															
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1505	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$0	\$0	\$0	\$39,800	\$0	\$0	\$0	\$199,000
MO1607	\$0	\$0	\$0	\$0	\$0	\$24,800	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$31,000
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1801	\$331,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$134,600	\$0	\$538,400	\$0	\$1,086,750
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1106	\$0	\$0	\$0	\$1,289,600	\$0	\$0	\$0	\$0	\$0	\$1,179,000	\$297,400	\$0	\$0	\$0	\$2,766,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$2,801,066	\$166,134	\$0	\$0	\$0	\$741,800	\$0	\$0	\$0	\$3,709,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$717,400	\$0	\$0	\$0	\$0	\$179,400	\$0	\$0	\$0	\$896,800
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SUBTOTAL	\$331,000	\$0	\$0	\$1,448,800	\$0	\$3,544,066	\$166,134	\$0	\$0	\$1,261,750	\$1,691,800	\$0	\$572,000	\$0	\$9,015,550
GRAND TOTAL	\$14,939,729	\$2,491,800	\$5,124,800	\$3,572,715	\$3,751,967	\$25,934,493	\$166,134	\$731,651	\$1,824,800	\$8,383,950	\$17,326,196	\$1,911,968	\$37,338,496	\$469,065	\$123,967,764

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source														
	STP-U	Safety	Bridge	STP	130	NHPP	HPP	BRM	BRO	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2015 Funds Programmed	\$5,339,000	\$1,000,600	\$248,000	\$1,136,897	\$1,373,967	\$2,901,698	\$0	\$0	\$1,504,800	\$13,504,962	\$2,872,052	\$27,130,324	\$126,065	\$6,525,006	\$50,158,409
2016 Funds Programmed	\$6,162,934	\$1,445,300	\$4,876,800	\$180,618	\$2,378,000	\$9,910,221	\$0	\$731,651	\$320,000	\$26,005,524	\$3,403,447	\$23,653,459	\$343,000	\$665,506	\$54,070,936
2017 Funds Programmed	\$3,106,795	\$45,900	\$0	\$806,400	\$0	\$9,578,508	\$0	\$0	\$0	\$13,537,603	\$846,701	\$3,529,077	\$0	\$6,788,616	\$24,701,997
2018 Funds Programmed	\$331,000	\$0	\$0	\$1,448,800	\$0	\$3,544,066	\$166,134	\$0	\$0	\$5,490,000	\$1,261,750	\$2,263,800	\$0	\$6,924,388	\$15,939,938
Total	\$14,939,729	\$ 2,491,800	\$ 5,124,800	\$ 3,572,715	\$ 3,751,967	\$ 25,934,493	\$166,134	\$731,651	\$1,824,800	\$58,538,089	\$8,383,950	\$ 56,576,660	\$469,065	\$ 20,903,516	\$144,871,280

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$ -	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,410,663	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,599
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
TOTAL AVAILABLE FUNDING	\$48,956,653	\$39,513,839	\$32,098,246	\$20,475,849	\$19,951,621	\$160,996,208
Prior Year Funding	\$ -	\$48,956,653	\$41,310,200	\$23,083,957	\$19,704,510	--
Programmed State and Federal Funding	\$ -	(\$47,160,292)	(\$50,324,489)	(\$23,855,296)	(\$14,678,188)	(\$136,018,265)
TOTAL REMAINING	\$48,956,653	\$41,310,200	\$23,083,957	\$19,704,510	\$24,977,943	\$24,977,943

Remaining State and Federal Funding	(\$6,213,643)
Remaining Suballocated STP-Urban/Small Urban	\$28,296,870
Remaining Suballocated BRM	\$2,894,716
TOTAL REMAINING	\$24,977,943

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 1/20/2016; ITEM II.C.

Administrative Modification Number 6 to the FY 2015-2018 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are twenty total items included as part of Administrative Modification Six to the FY 2015-2018 Transportation Improvement Program.

- Changes in a project's programmed amount less than 15% (up to \$2,000,000)
 1. **SP1106** – Engineering was reduced in FY 2016 to \$2,000 from \$3,800.
- 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.
 2. **EN1306** – Funding moved to FY 2016
 3. **EN1401** – Unobligated funding moved to FY 2016
 4. **EN1503** – Unobligated funding moved to FY 2016
 5. **EN1504** – Unobligated funding moved to FY 2016
 6. **EN1505** – Unobligated funding moved to FY 2016
 7. **EN1506** – Unobligated funding moved to FY 2016
 8. **EN1507** – Funding moved to FY 2016
 9. **EN1508** – Funding moved to FY 2016
 10. **EN1509** – Funding moved to FY 2016
 11. **EN1510** – Unobligated funding moved to FY 2016
 12. **EN1511** – Unobligated funding moved to FY 2016
 13. **EN1512** – Funding moved to FY 2016
 14. **EN1513** – Funding moved to FY 2016
 15. **EN1514** – Funding moved to FY 2016
 16. **EN1515** – Funding moved to FY 2016
 17. **NX0601** – Unobligated funding moved to FY 2016
 18. **RP1502** – Funding moved to FY 2016
 19. **SP1209** – Unobligated funding moved to FY 2016
 20. **SP1415** – Moved obligated amount to FY 2015
- 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.
- Minor changes to funding sources between federal funding categories or between state and local sources.
- Adding a project to the TIP which is split from a "parent project provided the cumulative, total amount of Federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change.
 21. **SP1109** – Unobligated funding moved to FY 2016 and the creation of a split project (**SP1603**) for just the utilities and access improvements.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1106 **EASTGATE AVENUE RELOCATION**
Route Eastgate Avenue
From North of Chestnut Expressway
To Chestnut Expressway
Location/Agency
Federal Agency
Responsible Agency MoDOT
Federal Funding Category STP
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv. FY 2015, FY 2016
STIP # 8P0850B



Project Description

Relocation Eastgate Avenue (east outer road) intersection east of Route 65.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$0	\$3,200	\$1,600	\$126,400	\$131,200
MoDOT	State	ENG	\$400	\$600	\$400	\$31,600	\$33,000
MoDOT-AC	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ROW	\$0	\$400	\$0	\$0	\$400
MoDOT-AC	State	ROW	\$0	\$1,600	\$0	\$0	\$1,600
FHWA (STP)	Federal	CON	\$0	\$0	\$0	\$1,163,200	\$1,163,200
LOCAL	Local	CON	\$0	\$0	\$0	\$1,179,000	\$1,179,000
MoDOT	State	CON	\$0	\$0	\$0	\$265,800	\$265,800
Totals			\$2,000	\$5,800	\$2,000	\$2,766,000	\$2,775,800

Notes

Source of State Funds: State transportation revenues. Source of Local Funds: City of Springfield 1/8-cent transportation sales tax. \$100,000 STP-Urban attributable to Greene County.

Prior Cost	\$73,000
Future Cost	\$0
Total Cost	\$2,848,800

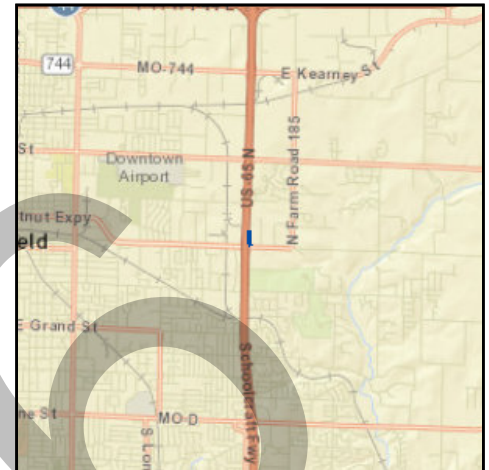


Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1106 **EASTGATE AVENUE RELOCATION**
Route Eastgate Avenue
From North of Chestnut Expressway
To Chestnut Expressway
Location/Agency City of Springfield
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category STP
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv. FY 2015, FY 2016
STIP # 8P0850B



Project Description

Relocation Eastgate Avenue (east outer road) intersection east of Route 65.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$0	\$1,600	\$1,600	\$126,400	\$129,600
MoDOT	State	ENG	\$400	\$400	\$400	\$31,600	\$32,800
MoDOT-AC	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ROW	\$0	\$400	\$0	\$0	\$400
MoDOT-AC	State	ROW	\$0	\$1,600	\$0	\$0	\$1,600
FHWA (STP)	Federal	CON	\$0	\$0	\$0	\$1,163,200	\$1,163,200
LOCAL	Local	CON	\$0	\$0	\$0	\$1,179,000	\$1,179,000
MoDOT	State	CON	\$0	\$0	\$0	\$265,800	\$265,800
Totals			\$2,000	\$4,000	\$2,000	\$2,766,000	\$2,774,000

Notes

Source of State Funds: State transportation revenues. Source of Local Funds: City of Springfield 1/8-cent transportation sales tax. \$100,000 STP-Urban attributable to Greene County.

Prior Cost	\$73,000
Future Cost	\$0
Total Cost	\$2,847,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1306 **JEFFERSON AVENUE STREETSCAPE PHASE 1**

Route Jefferson Avenue

From Phelps Street

To Water Street

Location/Agency

Federal Agency

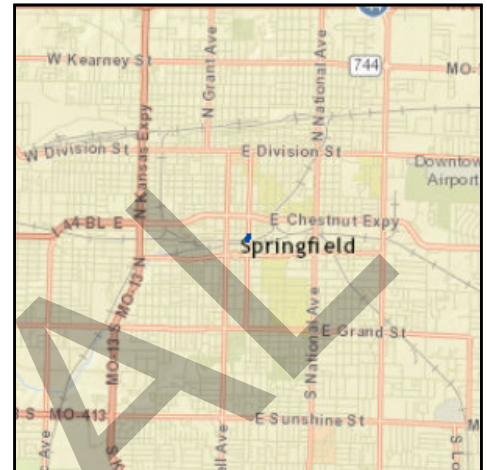
Responsible Agency City of Springfield

Federal Funding Category TE

MoDOT Funding Category None

AC Year of Conv.

STIP #



Project Description

Streetscape improvements on the east and west sides of Jefferson Avenue from Phelps to Water, including an overlay on Jefferson.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TE)	Federal	CON	\$320,000	\$0	\$0	\$0	\$320,000
LOCAL	Local	CON	\$80,000	\$0	\$0	\$0	\$80,000
Totals			\$400,000	\$0	\$0	\$0	\$400,000

Notes

Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$400,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1306 **JEFFERSON AVENUE STREETSCAPE PHASE 1**

Route Jefferson Avenue

From Phelps Street

To Water Street

Location/Agency City of Springfield

Federal Agency FHWA

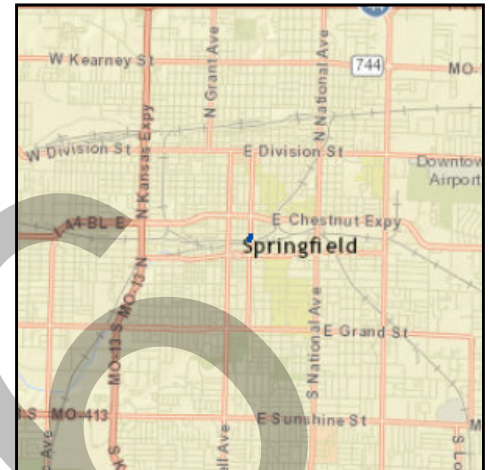
Responsible Agency City of Springfield

Federal Funding Category TE

MoDOT Funding Category None

AC Year of Conv.

STIP # 5921801



Project Description

Streetscape improvements on the east and west sides of Jefferson Avenue from Phelps to Water, including an overlay on Jefferson.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TE)	Federal	CON	\$0	\$320,000	\$0	\$0	\$320,000
LOCAL	Local	CON	\$0	\$80,000	\$0	\$0	\$80,000
Totals			\$0	\$400,000	\$0	\$0	\$400,000

Notes

Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$400,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1401 JACKSON AND MAIN STREET SIDEWALKS

Route BUSINESS 160

From MAIN ST

To EAST END OF BUSINESS DISTRICT

Location/Agency

Federal Agency

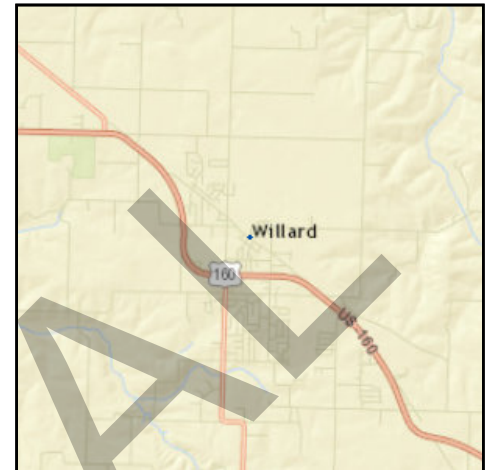
Responsible Agency City of Willard

Federal Funding Category STP-U

MoDOT Funding Category

AC Year of Conv.

STIP #



Project Description

Sidewalk replacement along Jackson St. and Main St.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$16,926	\$0	\$0	\$0	\$16,926
LOCAL	Local	ENG	\$4,231	\$0	\$0	\$0	\$4,231
FHWA (STP-U)	Federal	CON	\$31,074	\$0	\$0	\$0	\$31,074
LOCAL	Local	CON	\$7,769	\$0	\$0	\$0	\$7,769
Totals			\$60,000	\$0	\$0	\$0	\$60,000

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$60,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1401 JACKSON AND MAIN STREET SIDEWALKS

Route BUSINESS 160

From MAIN ST

To EAST END OF BUSINESS DISTRICT

Location/Agency City of Willard

Federal Agency FHWA

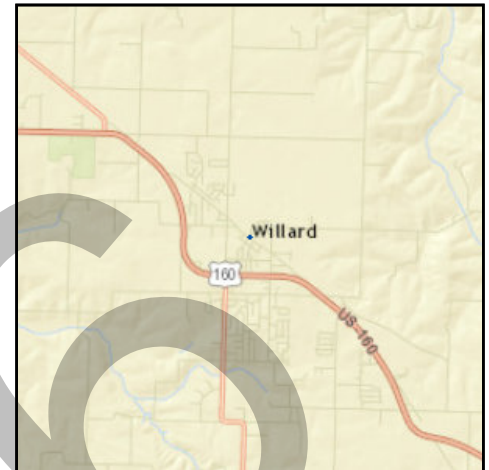
Responsible Agency City of Willard

Federal Funding Category STP-U

MoDOT Funding Category None

AC Year of Conv.

STIP # 5944802



Project Description

Sidewalk replacement along Jackson St. and Main St.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$12,466	\$4,460	\$0	\$0	\$16,926
LOCAL	Local	ENG	\$3,117	\$1,114	\$0	\$0	\$4,231
FHWA (STP-U)	Federal	CON	\$0	\$31,074	\$0	\$0	\$31,074
LOCAL	Local	CON	\$0	\$7,769	\$0	\$0	\$7,769
Totals			\$15,583	\$44,417	\$0	\$0	\$60,000

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$60,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1503 **FINLEY RIVER PARK CONNECTION**

Route North 4th and East Parkside

From Neil Grubagh Park

To Finley River Park

Location/Agency

Federal Agency

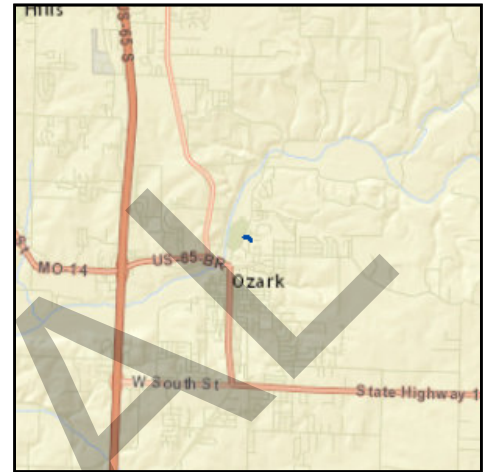
Responsible Agency City of Ozark

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Sidewalk connection between Finley River Park and Neil Grubagh Park, including crosswalks and curb ramps.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$37,040	\$0	\$0	\$0	\$37,040
LOCAL	Local	ENG	\$9,260	\$0	\$0	\$0	\$9,260
FHWA (TAP)	Federal	CON	\$85,926	\$0	\$0	\$0	\$85,926
LOCAL	Local	CON	\$21,482	\$0	\$0	\$0	\$21,482
Totals			\$153,708	\$0	\$0	\$0	\$153,708

Notes

Source of Local Funds: Ozark School District and City of Ozark general fund.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$153,708



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1503 FINLEY RIVER PARK CONNECTION

Route North 4th and East Parkside

From Neil Grubagh Park

To Finley River Park

Location/Agency City of Ozark

Federal Agency FHWA

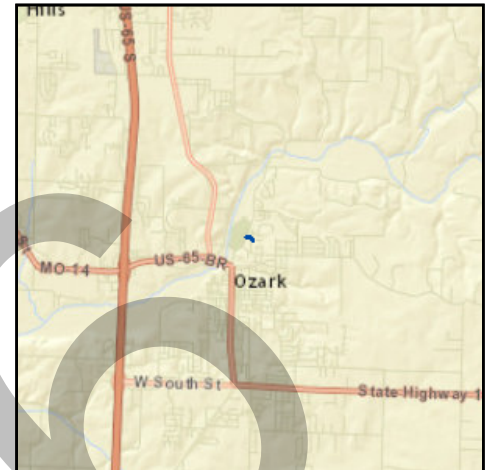
Responsible Agency City of Ozark

Federal Funding Category TAP

MoDOT Funding Category None

AC Year of Conv.

STIP # 9901811



Project Description

Sidewalk connection between Finley River Park and Neil Grubagh Park, including crosswalks and curb ramps.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$18,441	\$18,599	\$0	\$0	\$37,040
LOCAL	Local	ENG	\$4,610	\$4,650	\$0	\$0	\$9,260
FHWA (TAP)	Federal	CON	\$0	\$85,926	\$0	\$0	\$85,926
LOCAL	Local	CON	\$0	\$21,482	\$0	\$0	\$21,482
Totals			\$23,051	\$130,657	\$0	\$0	\$153,708

Notes

Source of Local Funds: Ozark School District and City of Ozark general fund.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$153,708



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1504 **HARTLEY ROAD SIDEWALKS**

Route East Hartley Road

From South 18th Street

To Ozark East Elementary

Location/Agency

Federal Agency

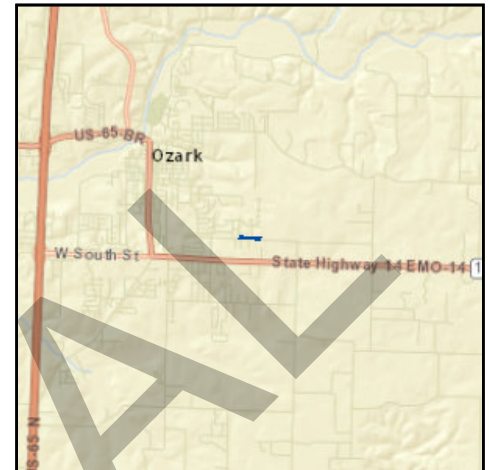
Responsible Agency City of Ozark

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Sidewalk on the north side of East Hartley Road from South 18th Street to Ozark East Elementary, including ramps and crosswalks.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$45,611	\$0	\$0	\$0	\$45,611
LOCAL	Local	ENG	\$11,403	\$0	\$0	\$0	\$11,403
FHWA (TAP)	Federal	CON	\$96,024	\$0	\$0	\$0	\$96,024
LOCAL	Local	CON	\$24,006	\$0	\$0	\$0	\$24,006
Totals			\$177,044	\$0	\$0	\$0	\$177,044

Notes

Source of Local Funds: Ozark School District and City of Ozark general funds.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$177,044



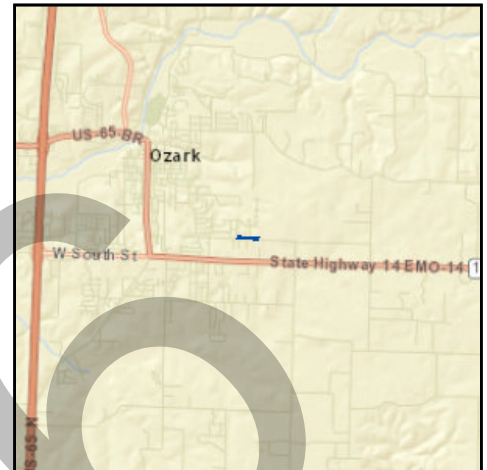
Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1504 HARTLEY ROAD SIDEWALKS

Route East Hartley Road
From South 18th Street
To Ozark East Elementary
Location/Agency City of Ozark
Federal Agency FHWA
Responsible Agency City of Ozark
Federal Funding Category TAP
MoDOT Funding Category N/A
AC Year of Conv.
STIP # 9901812



Project Description

Sidewalk on the north side of East Hartley Road from South 18th Street to Ozark East Elementary, including ramps and crosswalks.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$21,569	\$24,042	\$0	\$0	\$45,611
LOCAL	Local	ENG	\$5,392	\$6,011	\$0	\$0	\$11,403
FHWA (TAP)	Federal	CON	\$0	\$96,024	\$0	\$0	\$96,024
LOCAL	Local	CON	\$0	\$24,006	\$0	\$0	\$24,006
Totals			\$26,961	\$150,083	\$0	\$0	\$177,044

Notes

Source of Local Funds: Ozark School District and City of Ozark general funds.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$177,044



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1505 MCGUFFEY PARK CONNECTION SIDEWALKS

Route W. Ivy Creek Dr., N. 11th St., N. 12th St.

From McGuffey Park Subdivision

To Ozark Upper Elementary

Location/Agency

Federal Agency

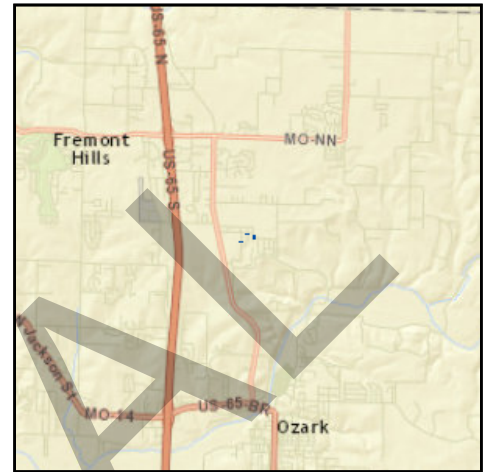
Responsible Agency City of Ozark

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Sidewalk along three streets in the McGuffey Park Subdivision to create an uninterrupted route to Ozark Upper Elementary School, including West Ivy Creek Drive, North 11th Street, and North 12th Street.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$18,394	\$0	\$0	\$0	\$18,394
LOCAL	Local	ENG	\$4,599	\$0	\$0	\$0	\$4,599
FHWA (TAP)	Federal	CON	\$21,640	\$0	\$0	\$0	\$21,640
LOCAL	Local	CON	\$5,410	\$0	\$0	\$0	\$5,410
Totals			\$50,043	\$0	\$0	\$0	\$50,043

Notes

Source of Local Funds: Ozark School District and City of Ozark general fund.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$50,043



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1505 MCGUFFEY PARK CONNECTION SIDEWALKS

Route W. Ivy Creek Dr., N. 11th St., N. 12th St.

From McGuffey Park Subdivision

To Ozark Upper Elementary

Location/Agency City of Ozark

Federal Agency FHWA

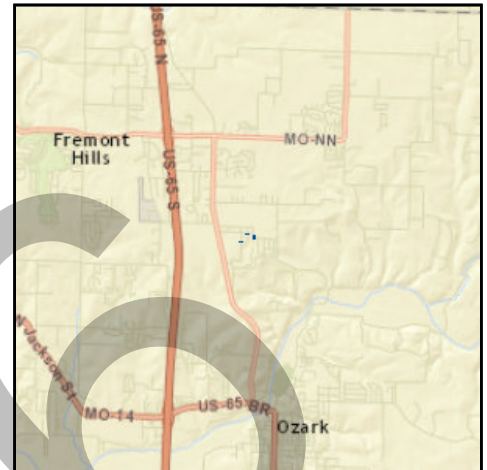
Responsible Agency City of Ozark

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 9901813



Project Description

Sidewalk along three streets in the McGuffey Park Subdivision to create an uninterrupted route to Ozark Upper Elementary School, including West Ivy Creek Drive, North 11th Street, and North 12th Street.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$10,815	\$7,579	\$0	\$0	\$18,394
LOCAL	Local	ENG	\$2,704	\$1,895	\$0	\$0	\$4,599
FHWA (TAP)	Federal	CON	\$0	\$21,640	\$0	\$0	\$21,640
LOCAL	Local	CON	\$0	\$5,410	\$0	\$0	\$5,410
Totals			\$13,519	\$36,524	\$0	\$0	\$50,043

Notes

Source of Local Funds: Ozark School District and City of Ozark general fund.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$50,043



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1506 **ROUTE 174 MULTI-USE TRAIL PHASE I**

Route Route 174

From Main

To Lindsey

Location/Agency

Federal Agency

Responsible Agency City of Republic

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Asphalt path on the north side of Route 174 between Main and Lindsey.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$24,072	\$0	\$0	\$0	\$24,072
LOCAL	Local	ENG	\$66,199	\$0	\$0	\$0	\$66,199
LOCAL	Local	ROW	\$10,323	\$0	\$0	\$0	\$10,323
FHWA (TAP)	Federal	CON	\$225,928	\$0	\$0	\$0	\$225,928
LOCAL	Local	CON	\$64,654	\$0	\$0	\$0	\$64,654
Totals			\$391,176	\$0	\$0	\$0	\$391,176

Notes

Source of Local Funds: City of Republic 1/2-cent Transportation Sales Tax and other local transportation revenue.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$391,176



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1506 **ROUTE 174 MULTI-USE TRAIL PHASE I**

Route Route 174

From Main

To Lindsey

Location/Agency City of Republic

Federal Agency FHWA

Responsible Agency City of Republic

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 6900809



Project Description

Asphalt path on the north side of Route 174 between Main and Lindsey.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$44,535	\$0	\$0	\$0	\$44,535
LOCAL	Local	ENG	\$11,134	\$55,065	\$0	\$0	\$66,199
LOCAL	Local	ROW	\$0	\$10,323	\$0	\$0	\$10,323
FHWA (TAP)	Federal	CON	\$0	\$205,465	\$0	\$0	\$205,465
LOCAL	Local	CON	\$0	\$64,654	\$0	\$0	\$64,654
Totals			\$55,669	\$335,507	\$0	\$0	\$391,176

Notes

Source of Local Funds: City of Republic 1/2-cent Transportation Sales Tax and other local transportation revenue.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$391,176



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1507 SOUTH DRY SAC TRAIL CONNECTIONS

Route South Dry Sac Trail

From Fulbright

To David C. Murray Park

Location/Agency

Federal Agency

Responsible Agency Springfield-Greene County Parks

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Missing connections on South Dry Sac Trail between Fulbright and David C. Murray Park.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$14,400	\$0	\$0	\$0	\$14,400
LOCAL	Local	ENG	\$3,600	\$0	\$0	\$0	\$3,600
FHWA (TAP)	Federal	CON	\$178,280	\$0	\$0	\$0	\$178,280
LOCAL	Local	CON	\$44,570	\$0	\$0	\$0	\$44,570
Totals			\$240,850	\$0	\$0	\$0	\$240,850

Notes

Source of Local Funding: Greene County, Springfield-Greene County Park Board, Ozark Greenways.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$240,850



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1507 SOUTH DRY SAC TRAIL CONNECTIONS

Route South Dry Sac Trail

From Fulbright

To David C. Murray Park

Location/Agency Greene County

Federal Agency FHWA

Responsible Agency Springfield-Greene County Parks

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 5901806



Project Description

Missing connections on South Dry Sac Trail between Fulbright and David C. Murray Park.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$0	\$14,400	\$0	\$0	\$14,400
LOCAL	Local	ENG	\$0	\$3,600	\$0	\$0	\$3,600
FHWA (TAP)	Federal	CON	\$0	\$178,280	\$0	\$0	\$178,280
LOCAL	Local	CON	\$0	\$44,570	\$0	\$0	\$44,570
Totals			\$0	\$240,850	\$0	\$0	\$240,850

Notes

Source of Local Funding: Greene County, Springfield-Greene County Park Board, Ozark Greenways.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$240,850



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1508 **COLLEGE STREET PHASE III**

Route Grant and College

From Grant Avenue

To College Street

Location/Agency

Federal Agency

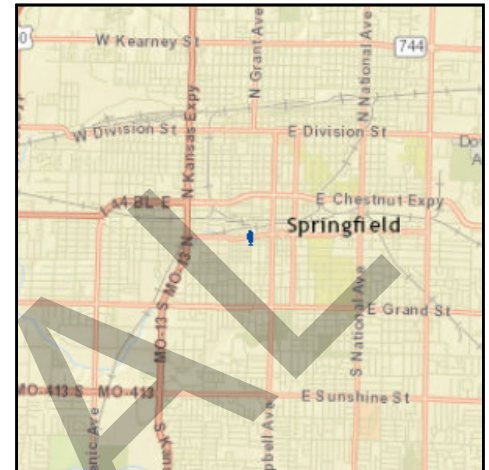
Responsible Agency City of Springfield

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

College Street Phase III - Sidewalk improvements on the east and west sides of Grant from Olive to Walnut, and College at Grant, including the intersection.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$250,000	\$0	\$0	\$0	\$250,000
LOCAL	Local	CON	\$179,000	\$0	\$0	\$0	\$179,000
Totals			\$429,000	\$0	\$0	\$0	\$429,000

Notes

Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program Sales Tax.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$429,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1508 **COLLEGE STREET PHASE III**

Route Grant and College

From Grant Avenue

To College Street

Location/Agency City of Springfield

Federal Agency FHWA

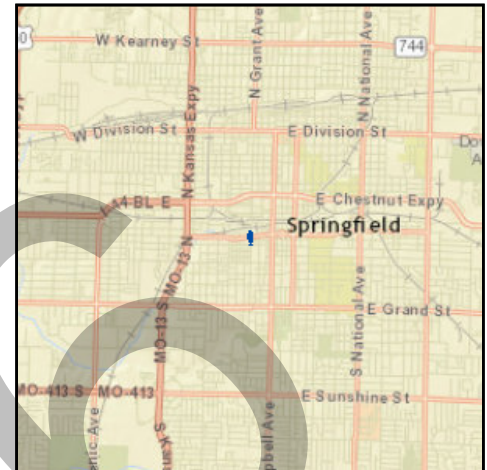
Responsible Agency City of Springfield

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 5911802



Project Description

College Street Phase III - Sidewalk improvements on the east and west sides of Grant from Olive to Walnut, and College at Grant, including the intersection.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$0	\$250,000	\$0	\$0	\$250,000
LOCAL	Local	CON	\$0	\$179,000	\$0	\$0	\$179,000
Totals			\$0	\$429,000	\$0	\$0	\$429,000

Notes

Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program Sales Tax.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$429,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1509 **MAIN AVENUE SIDEWALKS AND BICYCLE TRACK**

Route Main Avenue

From College Street

To Olive Street

Location/Agency

Federal Agency

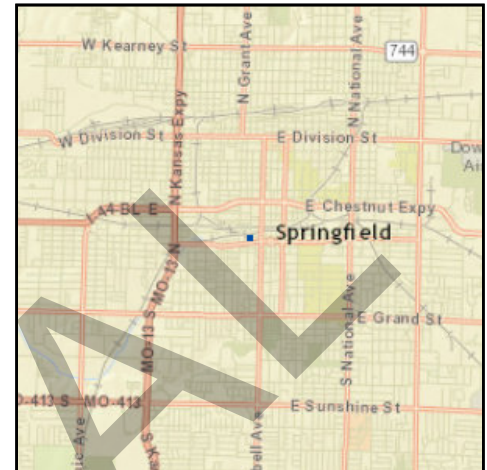
Responsible Agency City of Springfield

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Sidewalk on the east and west sides of Main Avenue and a separate bicycle track on the west side of Main Avenue from College Street to just north of Olive.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$250,000	\$0	\$0	\$0	\$250,000
LOCAL	Local	CON	\$280,000	\$0	\$0	\$0	\$280,000
Totals			\$530,000	\$0	\$0	\$0	\$530,000

Notes

Source of Local Funds: City Utilities and City of Springfield 1/4-cent Capital Improvement Program Sales Tax.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$530,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1509 **MAIN AVENUE SIDEWALKS AND BICYCLE TRACK**

Route Main Avenue

From College Street

To Olive Street

Location/Agency City of Springfield

Federal Agency FHWA

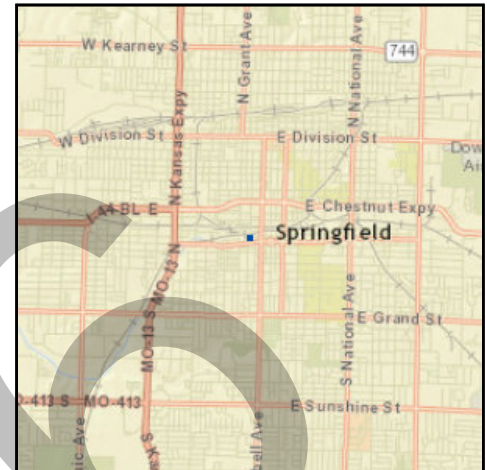
Responsible Agency City of Springfield

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 5901805



Project Description

Sidewalk on the east and west sides of Main Avenue and a separate bicycle track on the west side of Main Avenue from College Street to just north of Olive.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$0	\$250,000	\$0	\$0	\$250,000
LOCAL	Local	CON	\$0	\$280,000	\$0	\$0	\$280,000
Totals			\$0	\$530,000	\$0	\$0	\$530,000

Notes

Source of Local Funds: City Utilities and City of Springfield 1/4-cent Capital Improvement Program Sales Tax.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$530,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1510 STRAFFORD SIDEWALKS ON MADISON, JEFFERSON, AND PINE

Route Madison, Washington, and Pine

From Various

To Various

Location/Agency

Federal Agency

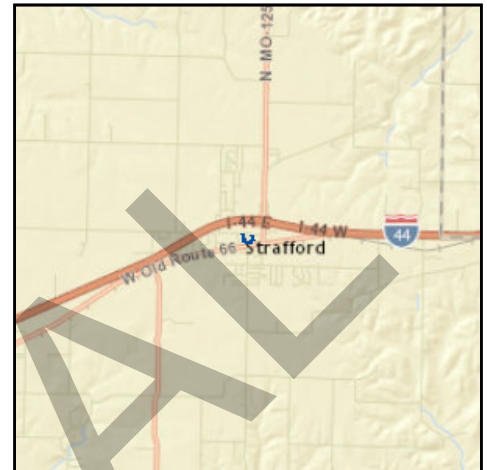
Responsible Agency City of Strafford

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

New and Reconstructed Sidewalk in downtown Strafford on Madison, Jefferson, and Pine Streets.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$56,194	\$0	\$0	\$0	\$56,194
LOCAL	Local	ENG	\$14,048	\$0	\$0	\$0	\$14,048
FHWA (TAP)	Federal	CON	\$193,806	\$0	\$0	\$0	\$193,806
LOCAL	Local	CON	\$48,452	\$0	\$0	\$0	\$48,452
Totals			\$312,500	\$0	\$0	\$0	\$312,500

Notes

Source of Local Funds: City of Strafford and Strafford Schools.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$312,500



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1510 STRAFFORD SIDEWALKS ON MADISON, JEFFERSON, AND PINE

Route Madison, Washington, and Pine

From Various

To Various

Location/Agency City of Strafford

Federal Agency FHWA

Responsible Agency City of Strafford

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 9900843



Project Description

New and Reconstructed Sidewalk in downtown Strafford on Madison, Jefferson, and Pine Streets.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$27,131	\$29,063	\$0	\$0	\$56,194
LOCAL	Local	ENG	\$6,783	\$7,265	\$0	\$0	\$14,048
FHWA (TAP)	Federal	CON	\$0	\$193,806	\$0	\$0	\$193,806
LOCAL	Local	CON	\$0	\$48,452	\$0	\$0	\$48,452
Totals			\$33,914	\$278,586	\$0	\$0	\$312,500

Notes

Source of Local Funds: City of Strafford and Strafford Schools.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$312,500



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1511 STRAFFORD SIDEWALKS ON MCABE AND PINE

Route Pine and McCabe

From Various

To Various

Location/Agency

Federal Agency

Responsible Agency Strafford Public Schools

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

New sidewalk constructed on Pine and McCabe Streets in downtown Strafford to connect downtown Strafford and the existing Strafford Schools Campus to the new Elementary School under construction.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$55,425	\$0	\$0	\$0	\$55,425
LOCAL	Local	ENG	\$13,856	\$0	\$0	\$0	\$13,856
FHWA (TAP)	Federal	CON	\$104,575	\$0	\$0	\$0	\$104,575
LOCAL	Local	CON	\$26,144	\$0	\$0	\$0	\$26,144
Totals			\$200,000	\$0	\$0	\$0	\$200,000

Notes

Source of Local Funds: Strafford School District and City of Strafford.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$200,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1511 STRAFFORD SIDEWALKS ON MCABE AND PINE

Route Pine and McCabe

From Various

To Various

Location/Agency City of Strafford

Federal Agency FHWA

Responsible Agency Strafford Public Schools

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 9900845



Project Description

New sidewalk constructed on Pine and McCabe Streets in downtown Strafford to connect downtown Strafford and the existing Strafford Schools Campus to the new Elementary School under construction.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$26,139	\$29,286	\$0	\$0	\$55,425
LOCAL	Local	ENG	\$6,535	\$7,321	\$0	\$0	\$13,856
FHWA (TAP)	Federal	CON	\$0	\$104,575	\$0	\$0	\$104,575
LOCAL	Local	CON	\$0	\$26,144	\$0	\$0	\$26,144
Totals			\$32,674	\$167,326	\$0	\$0	\$200,000

Notes

Source of Local Funds: Strafford School District and City of Strafford.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$200,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1512 **WILLARD SCHOOL SIDEWALKS PHASE I, KIME**

Route Kime Street

From Miller Road

To Willard East Elementary

Location/Agency

Federal Agency

Responsible Agency Willard Public Schools

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Sidewalks on the south side of Kime Street (Missouri Route O) from the intersection of Miller Road to the east driveway of Willard East Elementary.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$26,614	\$0	\$0	\$0	\$26,614
LOCAL	Local	ENG	\$6,654	\$0	\$0	\$0	\$6,654
FHWA (TAP)	Federal	CON	\$106,466	\$0	\$0	\$0	\$106,466
LOCAL	Local	CON	\$26,616	\$0	\$0	\$0	\$26,616
Totals			\$166,350	\$0	\$0	\$0	\$166,350

Notes

Source of Local Funds: Willard School District Capital Improvement Fund and City of Willard Capital Improvement Fund.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$166,350



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1512 WILLARD SCHOOL SIDEWALKS PHASE I, KIME

Route Kime Street
From Miller Road
To Willard East Elementary
Location/Agency City of Willard
Federal Agency FHWA
Responsible Agency Willard Public Schools
Federal Funding Category TAP
MoDOT Funding Category N/A
AC Year of Conv.
STIP # 9900856



Project Description

Sidewalks on the south side of Kime Street (Missouri Route O) from the intersection of Miller Road to the east driveway of Willard East Elementary.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	ENG	\$0	\$26,614	\$0	\$0	\$26,614
LOCAL	Local	ENG	\$0	\$6,654	\$0	\$0	\$6,654
FHWA (TAP)	Federal	CON	\$0	\$106,466	\$0	\$0	\$106,466
LOCAL	Local	CON	\$0	\$26,616	\$0	\$0	\$26,616
Totals			\$0	\$166,350	\$0	\$0	\$166,350

Notes

Source of Local Funds: Willard School District Capital Improvement Fund and City of Willard Capital Improvement Fund.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$166,350



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1513 **WEAVER ROAD SIDEWALKS**

Route Weaver

From Wilson's Creek Intermediate

To FF

Location/Agency

Federal Agency

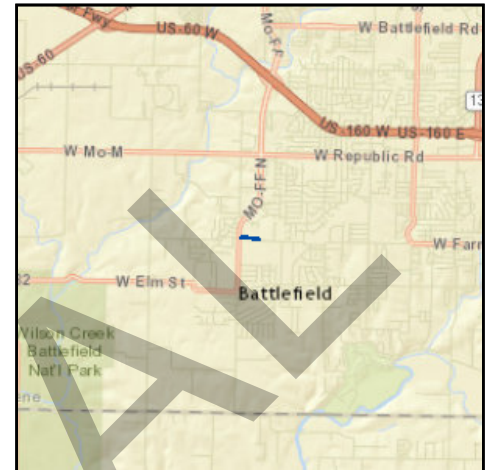
Responsible Agency City of Battlefield

Federal Funding Category STP-U

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Construct a sidewalk from the Wilson's Creek Intermediate School campus west along the north side of Farm Road 178/Weaver Road to State Highway FF.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$8,308	\$9,495	\$0	\$0	\$17,803
LOCAL	Local	ENG	\$2,077	\$2,374	\$0	\$0	\$4,451
FHWA (STP-U)	Federal	ROW	\$1,483	\$0	\$0	\$0	\$1,483
LOCAL	Local	ROW	\$371	\$0	\$0	\$0	\$371
FHWA (STP-U)	Federal	CON	\$0	\$59,344	\$0	\$0	\$59,344
LOCAL	Local	CON	\$0	\$14,836	\$0	\$0	\$14,836
Totals			\$12,239	\$86,049	\$0	\$0	\$98,288

Notes

Source of Local Funding: 1/2-Cent Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$98,288



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1513 **WEAVER ROAD SIDEWALKS**

Route Weaver

From Wilson's Creek Intermediate

To FF

Location/Agency City of Battlefield

Federal Agency FHWA

Responsible Agency City of Battlefield

Federal Funding Category STP-U

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Construct a sidewalk from the Wilson's Creek Intermediate School campus west along the north side of Farm Road 178/Weaver Road to State Highway FF.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$0	\$17,803	\$0	\$0	\$17,803
LOCAL	Local	ENG	\$0	\$4,451	\$0	\$0	\$4,451
FHWA (STP-U)	Federal	ROW	\$0	\$1,483	\$0	\$0	\$1,483
LOCAL	Local	ROW	\$0	\$371	\$0	\$0	\$371
FHWA (STP-U)	Federal	CON	\$0	\$59,344	\$0	\$0	\$59,344
LOCAL	Local	CON	\$0	\$14,836	\$0	\$0	\$14,836
Totals			\$0	\$98,288	\$0	\$0	\$98,288

Notes

Source of Local Funding: 1/2-Cent Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$98,288



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1514 **FF SIDEWALKS**

Route FF

From North of Weaver

To Rose Terrace

Location/Agency

Federal Agency

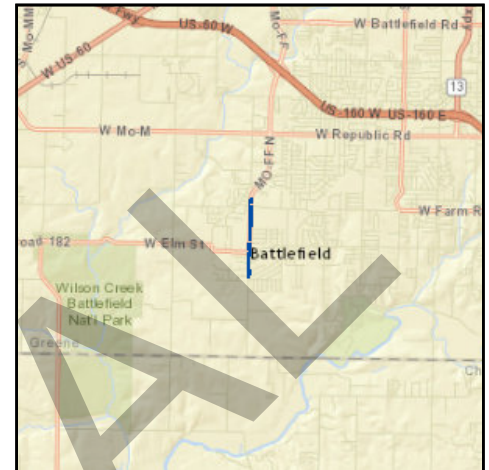
Responsible Agency City of Battlefield

Federal Funding Category STP-U

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Sidewalks along FF from north of Weaver to Rose Terrace.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$37,420	\$42,766	\$0	\$0	\$80,186
LOCAL	Local	ENG	\$9,355	\$10,692	\$0	\$0	\$20,047
FHWA (STP-U)	Federal	ROW	\$6,682	\$0	\$0	\$0	\$6,682
LOCAL	Local	ROW	\$1,671	\$0	\$0	\$0	\$1,671
FHWA (STP-U)	Federal	CON	\$0	\$267,289	\$0	\$0	\$267,289
LOCAL	Local	CON	\$0	\$66,822	\$0	\$0	\$66,822
Totals			\$55,128	\$387,569	\$0	\$0	\$442,697

Notes

Source of Local Funding: 1/2-Cent Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$442,697



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1514 **FF SIDEWALKS**

Route FF

From North of Weaver

To Rose Terrace

Location/Agency City of Battlefield

Federal Agency FHWA

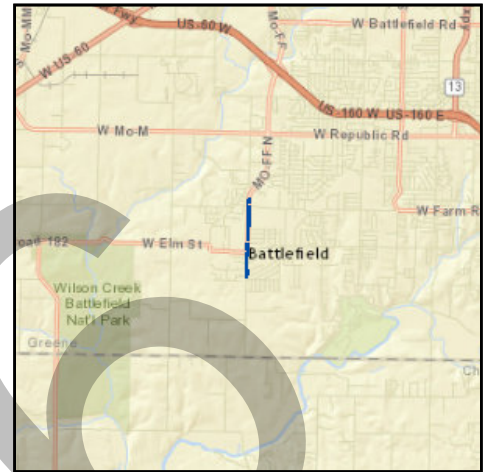
Responsible Agency City of Battlefield

Federal Funding Category STP-U

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Sidewalks along FF from north of Weaver to Rose Terrace.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$0	\$80,186	\$0	\$0	\$80,186
LOCAL	Local	ENG	\$0	\$20,047	\$0	\$0	\$20,047
FHWA (STP-U)	Federal	ROW	\$0	\$6,682	\$0	\$0	\$6,682
LOCAL	Local	ROW	\$0	\$1,671	\$0	\$0	\$1,671
FHWA (STP-U)	Federal	CON	\$0	\$267,289	\$0	\$0	\$267,289
LOCAL	Local	CON	\$0	\$66,822	\$0	\$0	\$66,822
Totals			\$0	\$442,697	\$0	\$0	\$442,697

Notes

Source of Local Funding: 1/2-Cent Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$442,697



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1515 **COLLEGE STREET PHASE II**

Route College Street and Broadway

From College Street

To Broadway

Location/Agency

Federal Agency

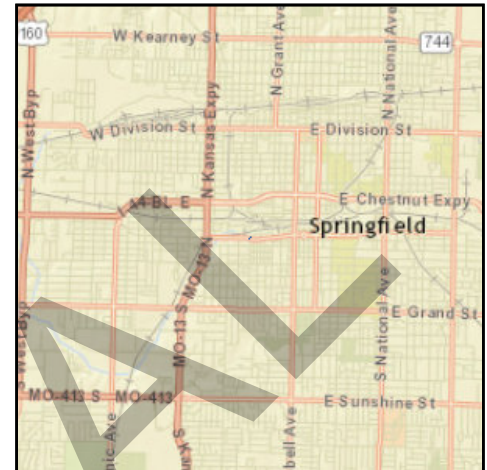
Responsible Agency City of Springfield

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

College Street Phase II - Pedestrian Plaza at Broadway and College (Route 66).

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$240,000	\$0	\$0	\$0	\$240,000
LOCAL	Local	CON	\$110,000	\$0	\$0	\$0	\$110,000
Totals			\$350,000	\$0	\$0	\$0	\$350,000

Notes

Source of Local Funds: City of Springfield 1/4-Cent Capital Improvement Program Sales Tax.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$350,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1515 **COLLEGE STREET PHASE II**

Route College Street and Broadway

From College Street

To Broadway

Location/Agency City of Springfield

Federal Agency FHWA

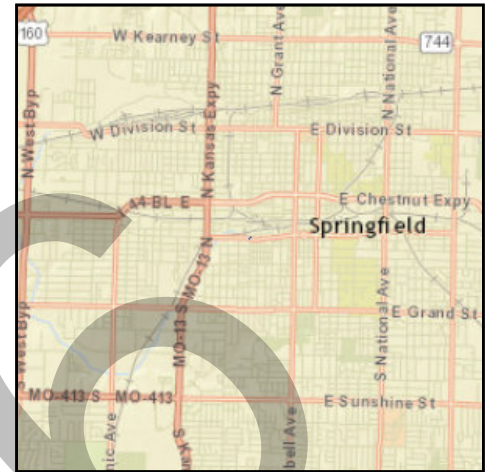
Responsible Agency City of Springfield

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 5911803



Project Description

College Street Phase II - Pedestrian Plaza at Broadway and College (Route 66).

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$0	\$240,000	\$0	\$0	\$240,000
LOCAL	Local	CON	\$0	\$110,000	\$0	\$0	\$110,000
Totals			\$0	\$350,000	\$0	\$0	\$350,000

Notes

Source of Local Funds: City of Springfield 1/4-Cent Capital Improvement Program Sales Tax.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$350,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # NX0601 MAIN STREET - ALDERSGATE TO TRACKER

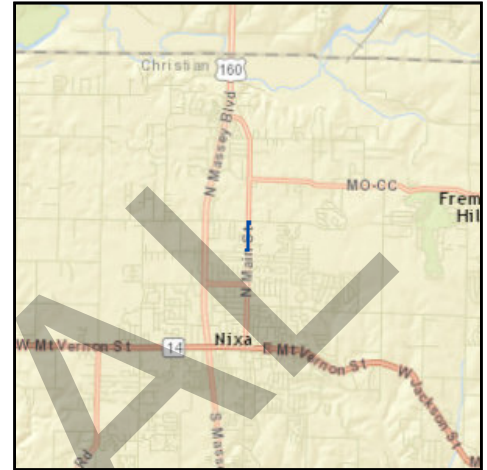
Route Main Street
From Tracker Road
To Aldersgate Drive

Location/Agency

Federal Agency FHWA
Responsible Agency City of Nixa
Federal Funding Category STP-U
MoDOT Funding Category None

AC Year of Conv.

STIP #



Project Description

Acquire right of way and complete designed improvements to Main Street from Tracker Road to Aldersgate Drive; project includes Tracker Road intersection improvements and signalization.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	CON	\$949,612	\$0	\$0	\$0	\$949,612
LOCAL	Local	CON	\$1,188,388	\$0	\$0	\$0	\$1,188,388
Totals			\$2,138,000	\$0	\$0	\$0	\$2,138,000

Notes

Source of Local Funds: Nixa local sales tax.

Prior Cost	\$592,000
Future Cost	\$0
Total Cost	\$2,730,000



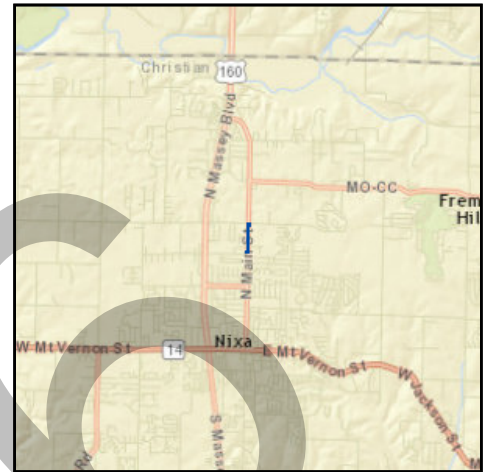
Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # NX0601 MAIN STREET - ALDERSGATE TO TRACKER

Route Main Street
From Tracker Road
To Aldersgate Drive
Location/Agency City of Nixa
Federal Agency FHWA
Responsible Agency City of Nixa
Federal Funding Category STP-U
MoDOT Funding Category None
AC Year of Conv.
STIP # 9901804



Project Description

Acquire right of way and complete designed improvements to Main Street from Tracker Road to Aldersgate Drive; project includes Tracker Road intersection improvements and signalization.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	CON	\$0	\$949,612	\$0	\$0	\$949,612
LOCAL	Local	CON	\$0	\$1,188,388	\$0	\$0	\$1,188,388
Totals			\$0	\$2,138,000	\$0	\$0	\$2,138,000

Notes

Source of Local Funds: Nixa local sales tax.

Prior Cost	\$592,000
Future Cost	\$0
Total Cost	\$2,730,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # RP1502 HINES AND OAKWOOD CORRIDOR IMPROVEMENTS

Route Hines and Oakwood Corridors

From Oakwood and US 60

To Hines and Cherrywood

Location/Agency

Federal Agency

Responsible Agency City of Republic

Federal Funding Category STP-U

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Capacity and geometric improvements to meet current design standards for secondary arterial roadway.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$8,000	\$151,512	\$151,512	\$0	\$311,024
LOCAL	Local	ENG	\$2,000	\$37,878	\$37,878	\$0	\$77,756
FHWA (STP-U)	Federal	ROW	\$0	\$49,608	\$0	\$0	\$49,608
LOCAL	Local	ROW	\$0	\$12,402	\$0	\$0	\$12,402
FHWA (STP-U)	Federal	CON	\$0	\$0	\$1,550,991	\$0	\$1,550,991
LOCAL	Local	CON	\$0	\$0	\$458,250	\$0	\$458,250
Totals			\$10,000	\$251,400	\$2,198,631	\$0	\$2,460,031

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,460,031



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # RP1502 HINES AND OAKWOOD CORRIDOR IMPROVEMENTS

Route Hines and Oakwood Corridors

From Oakwood and US 60

To Hines and Cherrywood

Location/Agency City of Republic

Federal Agency FHWA

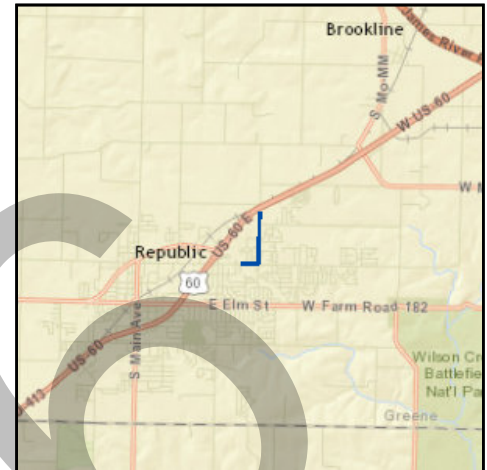
Responsible Agency City of Republic

Federal Funding Category STP-U

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 6900811



Project Description

Capacity and geometric improvements to meet current design standards for secondary arterial roadway.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$0	\$159,512	\$151,512	\$0	\$311,024
LOCAL	Local	ENG	\$0	\$39,878	\$37,878	\$0	\$77,756
FHWA (STP-U)	Federal	ROW	\$0	\$49,608	\$0	\$0	\$49,608
LOCAL	Local	ROW	\$0	\$12,402	\$0	\$0	\$12,402
FHWA (STP-U)	Federal	CON	\$0	\$0	\$1,550,991	\$0	\$1,550,991
LOCAL	Local	CON	\$0	\$0	\$458,250	\$0	\$458,250
Totals			\$0	\$261,400	\$2,198,631	\$0	\$2,460,031

Notes

Source of Local Funds: City revenues. \$546,531.13 available through STP-U Advance Program.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,460,031



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1209 **SHUTTLE TRANSITWAY PHASE I**

Route John Q. Hammons Parkway

From Monroe Street

To Grand Street

Location/Agency

Federal Agency

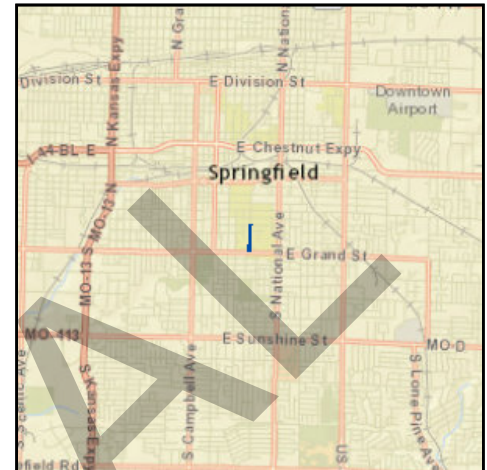
Responsible Agency Missouri State University

Federal Funding Category STP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Construct a transitway along John Q. Hammons Parkway from Monroe Street to Grand Street, as an extension to the existing transitway. These improvements would provide for a dedicated corridor for transit, pedestrians, and bicyclists.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	CON	\$499,915	\$0	\$0	\$0	\$499,915
LOCAL	Local	CON	\$124,979	\$0	\$0	\$0	\$124,979
Totals			\$624,894	\$0	\$0	\$0	\$624,894

Notes

Source of Federal Funds: Federal earmark in the amount of \$499,915. Source of Local Funds: Missouri State University Operating Funds. Phase II (MS1103) is contingent upon application for FTA 5339 funding.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$624,894



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1209 **SHUTTLE TRANSITWAY PHASE I**

Route John Q. Hammons Parkway

From Monroe Street

To Grand Street

Location/Agency City of Springfield

Federal Agency FHWA

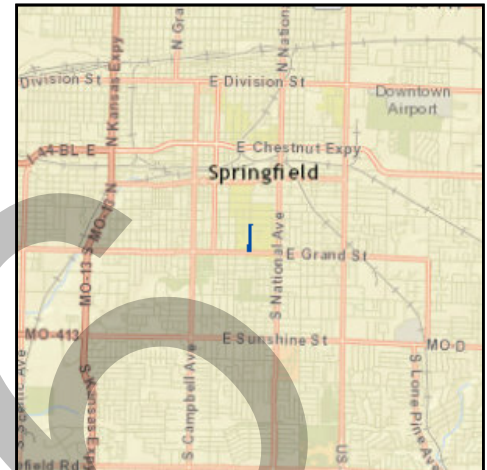
Responsible Agency Missouri State University

Federal Funding Category STP

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 5938802



Project Description

Construct a transitway along John Q. Hammons Parkway from Monroe Street to Grand Street, as an extension to the existing transitway. These improvements would provide for a dedicated corridor for transit, pedestrians, and bicyclists.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	CON	\$487,297	\$12,618	\$0	\$0	\$499,915
LOCAL	Local	CON	\$121,824	\$3,155	\$0	\$0	\$124,979
Totals			\$609,121	\$15,773	\$0	\$0	\$624,894

Notes

Source of Federal Funds: Federal earmark in the amount of \$499,915. Source of Local Funds: Missouri State University Operating Funds. Phase II (MS1103) is contingent upon application for FTA 5339 funding.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$624,894



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1415 **ROUTE 65 AND DIVISION STREET INTERCHANGE**

Route US 65

From Division St.

To Rte. YY

Location/Agency

Federal Agency

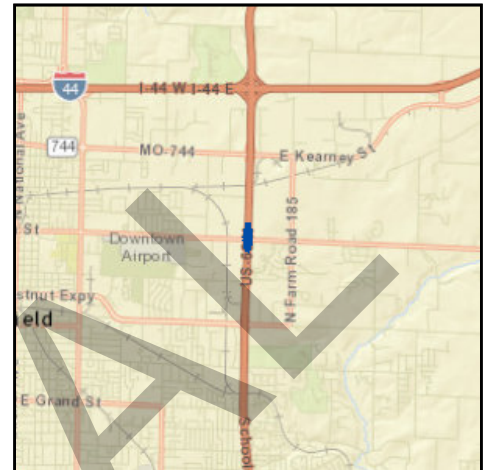
Responsible Agency MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2015, FY 2016

STIP # 8P3036



Project Description

Interchange improvements at US 65 and Division Street (Rte. YY).

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$84,000	\$89,600	\$0	\$173,600
MoDOT	State	ENG	\$21,800	\$21,000	\$22,400	\$0	\$65,200
MoDOT-AC	State	ENG	\$87,200	\$0	\$0	\$0	\$87,200
FHWA (NHPP)	Federal	ROW	\$0	\$218,000	\$0	\$0	\$218,000
FHWA (STP-U)	Federal	ROW	\$0	\$734,000	\$0	\$0	\$734,000
LOCAL	Local	ROW	\$0	\$184,000	\$0	\$0	\$184,000
MoDOT	State	ROW	\$0	\$54,000	\$0	\$0	\$54,000
FHWA (NHPP)	Federal	CON	\$0	\$0	\$1,284,308	\$0	\$1,284,308
FHWA (STP-U)	Federal	CON	\$0	\$0	\$1,089,292	\$0	\$1,089,292
LOCAL	Local	CON	\$0	\$0	\$271,823	\$0	\$271,823
MoDOT	State	CON	\$0	\$0	\$321,577	\$0	\$321,577
Totals			\$109,000	\$1,295,000	\$3,079,000	\$0	\$4,483,000

Notes

Source of State Funds: State transportation revenues. Source of Local Funds: Springfield 1/8-cent transportation sales tax. \$1,519,395 MoDOT Cost Share Program, \$1,823,292 Springfield STP-Urban, \$455,823 Springfield Local.

Prior Cost	\$10,000
Future Cost	\$0
Total Cost	\$4,493,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1415 ROUTE 65 AND DIVISION STREET INTERCHANGE

Route US 65

From Division St.

To Rte. YY

Location/Agency City of Springfield

Federal Agency FHWA

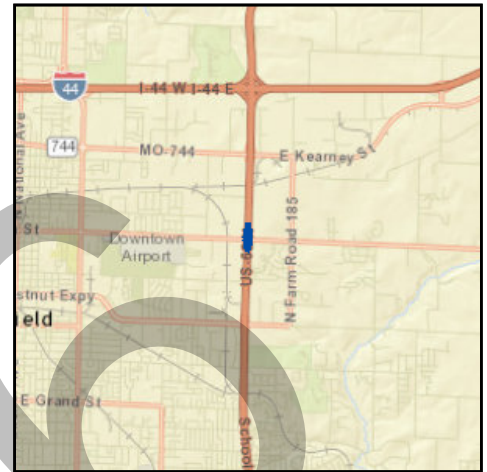
Responsible Agency MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2015, FY 2016

STIP # 8P3036



Project Description

Interchange improvements at US 65 and Division Street (Rte. YY).

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$84,000	\$0	\$89,600	\$0	\$173,600
MoDOT	State	ENG	\$42,800	\$0	\$22,400	\$0	\$65,200
MoDOT-AC	State	ENG	\$87,200	\$0	\$0	\$0	\$87,200
FHWA (NHPP)	Federal	ROW	\$0	\$218,000	\$0	\$0	\$218,000
FHWA (STP-U)	Federal	ROW	\$734,000	\$0	\$0	\$0	\$734,000
LOCAL	Local	ROW	\$184,000	\$0	\$0	\$0	\$184,000
MoDOT	State	ROW	\$0	\$54,000	\$0	\$0	\$54,000
FHWA (NHPP)	Federal	CON	\$0	\$0	\$1,284,308	\$0	\$1,284,308
FHWA (STP-U)	Federal	CON	\$0	\$0	\$1,089,292	\$0	\$1,089,292
LOCAL	Local	CON	\$0	\$0	\$271,823	\$0	\$271,823
MoDOT	State	CON	\$0	\$0	\$321,577	\$0	\$321,577
Totals			\$1,132,000	\$272,000	\$3,079,000	\$0	\$4,483,000

Notes

Source of State Funds: State transportation revenues. Source of Local Funds: Springfield 1/8-cent transportation sales tax. \$1,519,395 MoDOT Cost Share Program, \$1,823,292 Springfield STP-Urban, \$455,823 Springfield Local.

Prior Cost	\$10,000
Future Cost	\$0
Total Cost	\$4,493,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1109 EAST CHESTNUT EXPRESSWAY RAILROAD OVERPASS

Route Chestnut Expressway

From Chestnut Expressway

To BNSF Railway

Location/Agency

Federal Agency

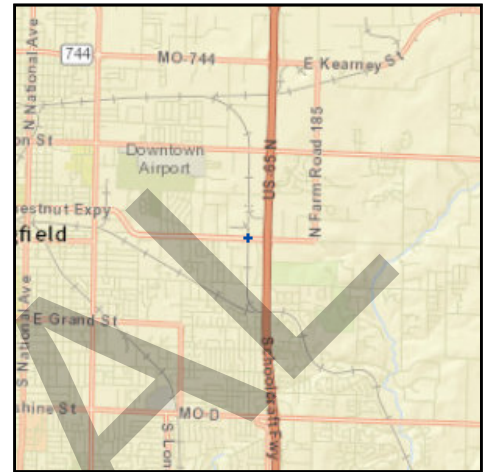
Responsible Agency MoDOT

Federal Funding Category NHPP(NHS), STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2015 and FY 2016

STIP # 8P2196



Project Description

Construct a grade separated crossing at the Chestnut Expressway (Business 65) BNSF railway crossing 0.2 miles west of Route 65.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$429,000	\$0	\$0	\$0	\$429,000
OTHER	Other	CAPITAL	\$343,000	\$0	\$0	\$0	\$343,000
FHWA (130)	Federal	CON	\$2,250,000	\$0	\$0	\$0	\$2,250,000
FHWA (STP-U)	Federal	CON	\$1,506,000	\$0	\$0	\$0	\$1,506,000
MoDOT	State	CON	\$969,400	\$0	\$0	\$0	\$969,400
MoDOT-AC	State	CON	\$3,877,600	\$0	\$0	\$0	\$3,877,600
MoDOT-GCSA	State	CON	\$750,000	\$0	\$0	\$0	\$750,000
Totals			\$10,125,000	\$0	\$0	\$0	\$10,125,000

Notes

Source of State Funds: State transportation revenues in statewide cost share program. Local Funds: Springfield 1/8-cent transportation sales tax. \$4,846,523 MoDOT Cost Share Program (\$969,400 State funds, \$3,877,600 State AC), \$2,000,000 Springfield Local, \$3,633,700 Springfield STP-U, \$400,000 Greene STP-U and \$343,000 BNSF.

Prior Cost	\$4,651,400
Future Cost	\$0
Total Cost	\$14,776,400



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1109 **EAST CHESTNUT EXPRESSWAY RAILROAD OVERPASS**

Route Chestnut Expressway

From Chestnut Expressway

To BNSF Railway

Location/Agency City of Springfield

Federal Agency FHWA

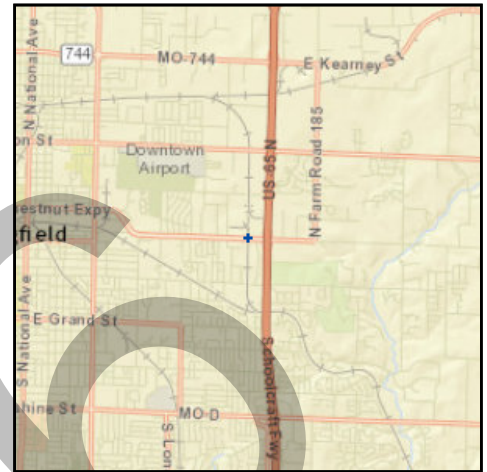
Responsible Agency MoDOT

Federal Funding Category NHPP(NHS), STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2015 and FY 2016

STIP # 8P2196



Project Description

Construct a grade separated crossing at the Chestnut Expressway (Business 65) BNSF railway crossing 0.2 miles west of Route 65.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$255,200	\$0	\$0	\$255,200
MoDOT	State	ENG	\$0	\$63,800	\$0	\$0	\$63,800
FHWA (130)	Federal	CON	\$0	\$2,250,000	\$0	\$0	\$2,250,000
FHWA (NHPP)	Federal	CON	\$2,763,298	\$0	\$0	\$0	\$2,763,298
FHWA (STP-U)	Federal	CON	\$0	\$391,612	\$0	\$0	\$391,612
MoDOT	State	CON	\$0	\$690,824	\$0	\$0	\$690,824
MoDOT-GCSA	State	CON	\$0	\$750,000	\$0	\$0	\$750,000
OTHER	Other	CON	\$0	\$343,000	\$0	\$0	\$343,000
Totals			\$2,763,298	\$4,744,436	\$0	\$0	\$7,507,734

Notes

Source of State Funds: State transportation revenues and statewide cost share program. Local Funds: Springfield 1/8-cent transportation sales tax. \$3,454,122 MoDOT Cost Share Program, \$2,000,000 Springfield Local, \$2,458,612 Springfield STP-U, and \$343,000 BNSF.

Prior Cost	\$4,651,400
Future Cost	\$0
Total Cost	\$12,159,134



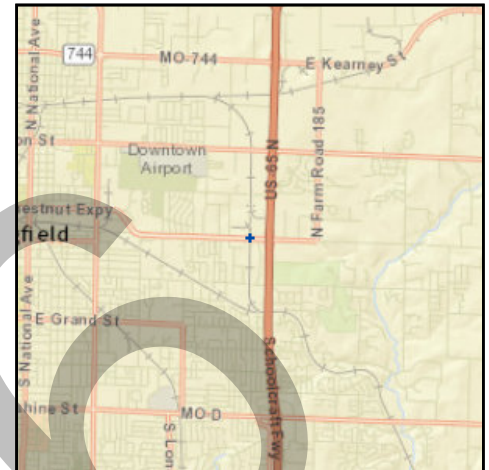
Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1603 UTILITIES AND ACCESS IMPROVEMENTS FOR EAST CHESTNUT EXPRESSWAY

Route Chestnut Expressway
From Chestnut Expressway
To BNSF Railway
Location/Agency City of Springfield
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category NHPP(NHS), STP
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv.
STIP # 8P2196B



Project Description

Utility relocation and access improvements for a grade separated crossing at the Chestnut Expressway (Business 65) BNSF railway crossing 0.2 miles west of Route 65.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$88,000	\$0	\$0	\$88,000
MoDOT	State	ENG	\$0	\$22,000	\$0	\$0	\$22,000
FHWA (NHPP)	Federal	CON	\$0	\$1,113,921	\$0	\$0	\$1,113,921
FHWA (STP-U)	Federal	CON	\$0	\$1,114,589	\$0	\$0	\$1,114,589
MoDOT	State	CON	\$0	\$278,480	\$0	\$0	\$278,480
Totals			\$0	\$2,616,990	\$0	\$0	\$2,616,990

Notes

Source of State Funds: State transportation revenues and statewide Cost Share Program. \$1,392,401 MoDOT Cost Share Program, \$714,589 Springfield STP-U, \$400,000 Greene County STP-U. Split from SP1109.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,616,990

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

					Local	State		
PROJECT	FHWA (STP)	FHWA (STP-U)	FHWA (TE)	FHWA (TAP)	LOCAL	MoDOT	MoDOT-AC	TOTAL
FY 2015								
EN1302	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1305	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1306	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1307	\$0	\$0	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000
EN1401	\$0	\$12,466	\$0	\$0	\$3,117	\$0	\$0	\$15,583
EN1502	\$0	\$0	\$0	\$0	\$0	\$194,800	\$779,200	\$974,000
EN1503	\$0	\$0	\$0	\$18,441	\$4,610	\$0	\$0	\$23,051
EN1504	\$0	\$0	\$0	\$21,569	\$5,392	\$0	\$0	\$26,961
EN1505	\$0	\$0	\$0	\$10,815	\$2,704	\$0	\$0	\$13,519
EN1506	\$0	\$0	\$0	\$44,535	\$11,134	\$0	\$0	\$55,669
EN1507	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1508	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1509	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1510	\$0	\$0	\$0	\$27,131	\$6,783	\$0	\$0	\$33,914
EN1511	\$0	\$0	\$0	\$26,139	\$6,535	\$0	\$0	\$32,674
EN1512	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1513	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1514	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1515	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$0	\$118,600	\$474,400	\$593,000
SP1414	\$69,000	\$0	\$175,000	\$0	\$30,000	\$31,000	\$0	\$305,000
SUBTOTAL	\$69,000	\$12,466	\$375,000	\$148,630	\$120,275	\$349,400	\$1,273,600	\$2,348,371
FY 2016								
EN1305	\$0	\$459,587	\$220,413	\$0	\$170,000	\$0	\$0	\$850,000
EN1306	\$0	\$0	\$320,000	\$0	\$80,000	\$0	\$0	\$400,000
EN1401	\$0	\$35,534	\$0	\$0	\$8,883	\$0	\$0	\$44,417
EN1503	\$0	\$0	\$0	\$104,525	\$26,132	\$0	\$0	\$130,657
EN1504	\$0	\$0	\$0	\$120,066	\$30,017	\$0	\$0	\$150,083
EN1505	\$0	\$0	\$0	\$29,219	\$7,305	\$0	\$0	\$36,524
EN1506	\$0	\$0	\$0	\$205,465	\$130,042	\$0	\$0	\$335,507
EN1507	\$0	\$0	\$0	\$192,680	\$48,170	\$0	\$0	\$240,850
EN1508	\$0	\$0	\$0	\$250,000	\$179,000	\$0	\$0	\$429,000
EN1509	\$0	\$0	\$0	\$250,000	\$280,000	\$0	\$0	\$530,000
EN1510	\$0	\$0	\$0	\$222,869	\$55,717	\$0	\$0	\$278,586
EN1511	\$0	\$0	\$0	\$133,861	\$33,465	\$0	\$0	\$167,326
EN1512	\$0	\$0	\$0	\$133,080	\$33,270	\$0	\$0	\$166,350
EN1513	\$0	\$78,630	\$0	\$0	\$19,658	\$0	\$0	\$98,288
EN1514	\$0	\$354,157	\$0	\$0	\$88,540	\$0	\$0	\$442,697
EN1515	\$0	\$0	\$0	\$240,000	\$110,000	\$0	\$0	\$350,000
EN1601	\$31,200	\$0	\$192,000	\$0	\$0	\$55,800	\$0	\$279,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$31,200	\$927,908	\$732,413	\$1,881,765	\$1,300,199	\$60,800	\$20,000	\$4,954,285
FY 2017								
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
FY 2018								
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
GRAND TOTAL	\$100,200	\$940,374	\$1,107,413	\$2,030,395	\$1,420,474	\$420,200	\$1,333,600	\$7,352,655

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	STP	STP-U	TE	TAP	Local	MoDOT	MoDOT-AC	TOTAL
PRIOR YEAR								
Balance	\$ -	\$ -	\$ -	\$837,863	\$ -	\$ -	\$ -	\$837,863
FY 2015								
Funds Anticipated	\$69,000	\$12,466	\$375,000	\$1,199,376	\$120,275	\$349,400	\$1,273,600	\$3,399,117
Funds Programmed	(\$69,000.00)	(\$12,466.00)	(\$375,000.00)	(\$148,630.00)	(\$120,275.00)	(\$349,400.00)	(\$1,273,600.00)	(\$2,348,371.00)
Running Balance	\$0	\$0	\$0	\$1,888,609	\$0	\$0	\$0	\$1,888,609
FY 2016								
Funds Anticipated	\$ 31,200.00	\$927,908	\$732,413	\$0	\$1,300,199.00	\$60,800	\$20,000	\$3,072,520
Funds Programmed	(\$31,200.00)	(\$927,908.00)	(\$732,413.00)	(\$1,881,765.00)	(\$1,300,199.00)	(\$60,800.00)	(\$20,000.00)	(\$4,954,285.00)
Running Balance	\$0	\$0	\$0	\$6,844	\$0	\$0	\$0	\$6,844
FY 2017								
Funds Anticipated	\$ -	\$ -	\$ -	\$612,826	\$ -	\$5,000	\$20,000	\$637,826
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
Running Balance	\$0	\$0	\$0	\$619,670	\$0	\$0	\$0	\$619,670
FY 2018								
Funds Anticipated	\$ -	\$ -	\$ -	\$612,826	\$ -	\$5,000	\$20,000	\$637,826
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
Running Balance	\$0	\$0	\$0	\$1,232,496	\$0	\$0	\$0	\$1,232,496

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal								Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
FY 2015														
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,044	\$97,600	\$0	\$3,893,356	\$0	\$7,620,000
GR1010	\$0	\$911,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,000	\$0	\$9,071,000	\$0	\$12,351,000
GR1104	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$0	\$0	\$1,417,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$0	\$0	\$464,000
GR1402	\$0	\$0	\$0	\$168,800	\$1,049,967	\$0	\$0	\$0	\$0	\$105,200	\$1,048,968	\$0	\$126,065	\$2,499,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1502	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$1,200,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$784,000	\$0	\$980,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,800	\$0	\$1,323,200	\$0	\$1,654,000
MO1501	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$134,600	\$0	\$538,400	\$0	\$1,018,000
MO1504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,600	\$0	\$194,400	\$0	\$216,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000
MO1604	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$62,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
NX0601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$43,200	\$0	\$54,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1601	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
RP1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1018	\$0	\$0	\$248,000	\$0	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$0	\$310,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1109	\$0	\$0	\$0	\$0	\$0	\$2,763,298	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,763,298
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1114	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1209	\$0	\$0	\$0	\$487,297	\$0	\$0	\$0	\$0	\$121,824	\$0	\$0	\$0	\$0	\$609,121
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,200	\$0	\$352,800	\$0	\$441,000

FY 2015 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal								Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
FY 2015 continued														
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,800	\$0	\$1,567,200	\$0	\$1,959,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,000	\$0	\$932,000	\$0	\$1,165,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$47,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$31,800	\$0	\$127,200	\$0	\$216,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
SP1403	\$0	\$0	\$0	\$480,800	\$0	\$0	\$0	\$0	\$0	\$120,400	\$0	\$800	\$0	\$602,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255,400	\$0	\$1,021,600	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,300	\$0	\$65,700	\$0	\$73,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$0	\$200,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,600	\$0	\$438,400	\$0	\$548,000
SP1415	\$734,000	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$184,000	\$42,800	\$0	\$87,200	\$0	\$1,132,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,200	\$0	\$300,800	\$0	\$376,000
SP1502	\$0	\$0	\$0	\$0	\$0	\$54,400	\$0	\$0	\$0	\$15,600	\$0	\$0	\$0	\$70,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
WI1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
SUBTOTAL	\$5,339,000	\$1,000,600	\$248,000	\$1,136,897	\$1,373,967	\$2,901,698	\$0	\$1,504,800	\$2,872,052	\$5,065,500	\$1,129,968	\$20,934,856	\$126,065	\$43,633,403
FY 2016														
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1104	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$150,400	\$0	\$0	\$0	\$0	\$0	\$0	\$302,800	\$0	\$1,060,800	\$0	\$1,514,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$80,000	\$0	\$0	\$0	\$0	\$400,000
GR1602	\$0	\$0	\$0	\$0	\$0	\$4,500	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$65,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,200	\$0	\$0	\$0	\$74,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
MO1505	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1601	\$0	\$46,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,100	\$0	\$0	\$0	\$51,000
MO1603	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$538,400	\$0	\$1,048,000
MO1604	\$0	\$711,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,000	\$0	\$0	\$0	\$790,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,800	\$0	\$151,200	\$0	\$189,000
MO1606	\$0	\$0	\$0	\$0	\$0	\$194,400	\$0	\$0	\$0	\$21,600	\$0	\$0	\$0	\$216,000
MO1607	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1608	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000

FY 2016 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal								Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
FY 2016 continued														
MO1612	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
MO1613	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1614	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1615	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$10,400	\$0	\$0	\$0	\$2,600	\$0	\$0	\$0	\$13,000
MO1617	\$0	\$200,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,300	\$0	\$0	\$0	\$223,000
MO1618	\$0	\$156,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,400	\$0	\$0	\$0	\$174,000
MO1619	\$0	\$0	\$0	\$118,400	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$148,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX0601	\$949,612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,188,388	\$0	\$0	\$0	\$0	\$2,138,000
NX0906	\$1,307,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,750	\$344,200	\$0	\$1,376,800	\$0	\$3,354,751
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$178,400	\$0	\$0	\$0	\$44,600	\$0	\$0	\$0	\$223,000
RP1502	\$209,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,280	\$0	\$0	\$0	\$0	\$261,400
SP1018	\$0	\$0	\$4,726,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,600	\$0	\$0	\$0	\$5,908,000
SP1106	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$1,600	\$0	\$4,000
SP1109	\$391,612	\$0	\$0	\$0	\$2,250,000	\$255,200	\$0	\$0	\$0	\$754,624	\$750,000	\$0	\$343,000	\$4,744,436
SP1112	\$0	\$0	\$0	\$0	\$0	\$64,000	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$80,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1209	\$0	\$0	\$0	\$12,618	\$0	\$0	\$0	\$0	\$3,155	\$0	\$0	\$0	\$0	\$15,773
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$681,000	\$0	\$0	\$0	\$0	\$147,200	\$0	\$0	\$905,541	\$112,915	\$0	\$484,440	\$0	\$2,331,096
SP1401	\$0	\$0	\$0	\$0	\$0	\$20,800	\$0	\$0	\$0	\$5,200	\$0	\$0	\$0	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1409	\$0	\$258,000	\$0	\$0	\$0	\$7,257,000	\$0	\$0	\$0	\$835,000	\$0	\$0	\$0	\$8,350,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,903,200	\$0	\$11,612,800	\$0	\$14,516,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$218,000	\$0	\$0	\$0	\$54,000	\$0	\$0	\$0	\$272,000
SP1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000
SP1601	\$0	\$0	\$0	\$0	\$0	\$281,600	\$0	\$0	\$0	\$70,400	\$0	\$0	\$0	\$352,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$60,000
SP1603	\$1,114,589	\$0	\$0	\$0	\$0	\$1,201,921	\$0	\$0	\$0	\$300,480	\$0	\$0	\$0	\$2,616,990
WI1301	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SUBTOTAL	\$6,162,934	\$1,439,900	\$4,876,800	\$180,618	\$2,378,000	\$9,910,221	\$0	\$320,000	\$2,935,098	\$7,611,219	\$782,000	\$15,259,640	\$343,000	\$52,199,430

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal								Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
FY 2017														
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1602	\$0	\$0	\$0	\$0	\$0	\$513,000	\$0	\$0	\$0	\$57,000	\$0	\$0	\$0	\$570,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$207,200	\$0	\$0	\$0	\$51,800	\$0	\$0	\$0	\$259,000
MO1505	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1607	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1608	\$0	\$39,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$0	\$0	\$44,000
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1612	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1613	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1614	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1615	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1617	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1618	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1619	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1701	\$315,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$134,600	\$0	\$538,400	\$0	\$1,066,750
MO1705	\$0	\$0	\$0	\$155,200	\$0	\$0	\$0	\$0	\$0	\$38,800	\$0	\$0	\$0	\$194,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631
SP1106	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$144,000	\$0	\$0	\$0	\$36,000	\$0	\$0	\$0	\$180,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$32,800	\$0	\$0	\$0	\$8,200	\$0	\$0	\$0	\$41,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$405,200	\$0	\$0	\$0	\$100,800	\$0	\$0	\$0	\$506,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$1,373,908	\$0	\$0	\$271,823	\$343,977	\$0	\$0	\$0	\$3,079,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$6,890,400	\$0	\$0	\$0	\$1,722,600	\$0	\$0	\$0	\$8,613,000
WI1301	\$0	\$0	\$0	\$643,200	\$0	\$0	\$0	\$0	\$0	\$160,800	\$0	\$0	\$0	\$804,000
SUBTOTAL	\$3,106,795	\$43,200	\$0	\$806,400	\$0	\$9,578,508	\$0	\$0	\$846,701	\$2,956,777	\$0	\$572,000	\$0	\$17,910,381

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal								Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
FY 2018														
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1505	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$0	\$0	\$39,800	\$0	\$0	\$0	\$199,000
MO1607	\$0	\$0	\$0	\$0	\$0	\$24,800	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$31,000
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1801	\$331,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$134,600	\$0	\$538,400	\$0	\$1,086,750
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1106	\$0	\$0	\$0	\$1,289,600	\$0	\$0	\$0	\$0	\$1,179,000	\$297,400	\$0	\$0	\$0	\$2,766,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$2,801,066	\$166,134	\$0	\$0	\$741,800	\$0	\$0	\$0	\$3,709,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$717,400	\$0	\$0	\$0	\$179,400	\$0	\$0	\$0	\$896,800
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SUBTOTAL	\$331,000	\$0	\$0	\$1,448,800	\$0	\$3,544,066	\$166,134	\$0	\$1,261,750	\$1,691,800	\$0	\$572,000	\$0	\$9,015,550
GRAND TOTAL	\$14,939,729	\$2,483,700	\$5,124,800	\$3,572,715	\$3,751,967	\$25,934,493	\$166,134	\$1,824,800	\$7,915,601	\$17,325,296	\$1,911,968	\$37,338,496	\$469,065	\$122,758,764

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source													
	STP-U	Safety	Bridge	STP	130	NHPP	HPP	BRO	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2015 Funds Programmed	\$5,339,000	\$1,000,600	\$248,000	\$1,136,897	\$1,373,967	\$2,901,698	\$0	\$1,504,800	\$13,504,962	\$2,872,052	\$27,130,324	\$126,065	\$6,525,006	\$50,158,409
2016 Funds Programmed	\$6,162,934	\$1,439,900	\$4,876,800	\$180,618	\$2,378,000	\$9,910,221	\$0	\$320,000	\$25,268,473	\$2,935,098	\$23,652,859	\$343,000	\$665,506	\$52,864,936
2017 Funds Programmed	\$3,106,795	\$43,200	\$0	\$806,400	\$0	\$9,578,508	\$0	\$0	\$13,534,903	\$846,701	\$3,528,777	\$0	\$6,788,616	\$24,698,997
2018 Funds Programmed	\$331,000	\$0	\$0	\$1,448,800	\$0	\$3,544,066	\$166,134	\$0	\$5,490,000	\$1,261,750	\$2,263,800	\$0	\$6,924,388	\$15,939,938
Total	\$ 14,939,729	\$ 2,483,700	\$ 5,124,800	\$ 3,572,715	\$ 3,751,967	\$ 25,934,493	\$ 166,134	\$ 1,824,800	\$ 57,798,338	\$ 7,915,601	\$ 56,575,760	\$ 469,065	\$ 20,903,516	\$143,662,280

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$ -	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,410,663	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,599
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
TOTAL AVAILABLE FUNDING	\$48,956,653	\$39,513,839	\$32,098,246	\$20,475,849	\$19,951,621	\$160,996,208
Prior Year Funding	\$ -	\$48,956,653	\$41,310,200	\$23,821,608	\$20,445,161	--
Programmed State and Federal Funding	\$ -	(\$47,160,292)	(\$49,586,838)	(\$23,852,296)	(\$14,678,188)	(\$135,277,614)
TOTAL REMAINING	\$48,956,653	\$41,310,200	\$23,821,608	\$20,445,161	\$25,718,594	\$25,718,594

Remaining State and Federal Funding	(\$5,472,992)
Remaining Suballocated STP-Urban/Small Urban	\$28,296,870
Remaining Suballocated BRM	\$2,894,716
TOTAL REMAINING	\$25,718,594

TAB 5

MoDOT'S EXECUTIVE SUMMARY



OVERVIEW

The Fixing America's Surface Transportation (FAST) Act is five-year legislation to improve the nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and maintains a strong commitment to safety. Congress passed the FAST Act and it was signed into law by the President on December 4, 2015.

THE IMPACT ON MISSOURI

FUNDING

From Fiscal Year 2016 to Fiscal Year 2020, the availability of federal funds Missouri will be able to match will be approximately \$1 billion, which represents an increase of 9.8 percent over the previous federal bill – MAP 21.

With current state revenue projections, it is anticipated that MoDOT will be able to fully match its available federal funds. The best news for Missouri is the FAST Act allows for a five-year period of funding certainty which will allow for effective project planning.

The FAST Act requires that Missouri, North Carolina and Virginia proceed with their pilot projects to toll an existing interstate highway (I-70 in Missouri) within one year or lose their provisional conditional status. The act allows the states to request a one-year extension.

SAFETY

The Office of Highway Safety will be required to conduct a survey every two years of all automated traffic enforcement systems to include red light running cameras and speed enforcement camera systems.

The legislation requires a separate grant application for states to implement the 24-7 sobriety programs.

A study will be conducted on marijuana impaired driving including the issues of methods used to detect and measure marijuana levels and identify the role and extent of marijuana impairment in motor vehicle accidents.

States will be allowed to submit a multi-year plan detailing motor carrier safety efforts. These reports will include annual updates.

States will undertake efforts to emphasize and improve enforcement of state and local traffic safety laws and regulations.

FREIGHT

The bill establishes a new competitive grant program for very large, predominantly highway projects that benefit the national freight network. One condition of this program is a project estimated cost of \$100 million or 30 percent of a state's annual federal appropriation. The minimum grant is \$25 million. However, there are some reserves (10 percent) for smaller projects of less than \$5 million and 25 percent for rural areas (population less than 200,000).

A local match will be required for funds used to support the capital needs of public ferries. FAST revises the formula for apportionment. The biggest change is the minimum fiscal year allocation of \$100,000.

Performance metrics will be developed on the nation's top 25 ports in each category of tonnage, containers and dry bulk. The St. Louis port is the only one that qualifies as a mandate on the list.

New funding is designated to improve the freight highway network. The language includes requirements to be designated as a "freight project." MoDOT will need to add these elements to its planning processes. Missouri has more than two percent of the national freight mileage so its apportionment must be spent on the primary freight network, critical urban and critical rural freight corridors instead of the broader freight system.

State Freight Plans are now mandated and must be in place within two years for Missouri to be able to access the freight funds. State Freight Advisory Committees remain as an encouraged activity, but not mandated.

TRANSIT

The FAST Act provides transit increases of 9 to 11 percent over five years and also increases the annual statewide allocation for buses and bus facilities.

Based on the estimated apportionments, the new surface transportation bill provides modest increases of approximately 3.5 percent in the first year and approximately 2 percent per year increase through Fiscal Year 2020.

The statewide allocation for the Bus & Bus Facilities program has increased from \$1.25 million to \$1.75 million per year. This is an increase for much needed capital projects. This program also includes a new competitive grant program.

Rural Area Funding program appears to remain the same with no significant changes. The funding in Missouri appears to increase modestly in each year based in preliminary estimates from \$17.7 million in 2016 to \$19.4 million in 2020 (8.7 percent).

Enhanced Mobility of Seniors and Individuals with Disabilities program will see modest increased funding from \$4.86 million in 2016 to \$5.37 million in 2020 (9 percent). There is a provision added for a new “pilot program for innovative coordinated access and mobility.” Grant money could be available for eligible entities.

ENVIRONMENT

The environmental provisions of the bill are intended to streamline the project delivery process and ensure interagency cooperation.

New language under Efficient Environmental Review for Project Decisionmaking changes definition of “project” to include multimodal projects and “lead federal agency” to “operating administration” so that projects benefit from review efficiencies; takes into account any source of federal funding. This should be helpful to multimodal projects. Similar streamlining of rail projects can be achieved once regulatory procedures are put in place.

Integration of Planning and Environmental Review: Clarifies and defines the planning products that can be adopted during National Environmental Policy Act development. Includes: financing, modal choice, purpose and need, preliminary screening of alternatives, description of the environmental setting, methodology for analysis and programmatic level mitigation.

DOT and Heads of Federal Agencies will develop coordinated and concurrent environmental review and permitting process for Environmental Impact Statements.

PLANNING

The FAST Act expands the scope of the planning process to include addressing resiliency and reliability of the transportation system, mitigating storm water impacts of surface transportation and enhancing travel and tourism of the transportation system.

The act requires state DOTs to incorporate the performance measures for rural transit agencies into its planning documents.

In addition, the FAST Act requires states to establish a state freight plan in order to receive National Highway Freight Program funds. The state freight plan may be part of the state's long-range transportation plan, but is more granular in requirements than a long-range transportation plan.

PERFORMANCE MANAGEMENT

If a state DOT does not achieve or make significant progress toward achieving targets after one reporting cycle (instead of two reporting cycles), then the state DOT must include a description of the actions they plan to take to achieve their targets in the future in a report.

The penalty for falling below the minimum condition levels for pavements on the interstate system is imposed after the first reporting cycle (instead of after two reporting cycles); eliminates the need to collect safety data and information on unpaved or gravel roads.

USDOT will now assess if the state DOT has made significant progress toward the achievement of freight performance targets. If the state DOT has not made significant progress, then there are additional reporting requirements but not penalties associated with obligating freight funds.

Establishes a performance management data support program to enable the USDOT to better support state DOTs, Metropolitan Planning Organizations and the Federal Highway Administration in the collection and management of data for performance-based planning and programming.

MOTOR CARRIER SERVICES

Changes language to make sure that a tow vehicle is equal to or exceeds the gross vehicle weight of the disabled vehicle it is towing.

The act will allow emergency vehicles that travel the interstate to weigh 86,000 pounds.

The act increases the length limit of some automobile transport trucks; this will require legislative action.

RESEARCH

Every Day Counts Program has been continued.

The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau.

Highway Research, Technology and Education Authorization Program funding mostly stays the same or has small increases.

The Innovative Pavement Research and Deployment Program have been expanded. It now requires the Secretary to develop a program to stimulate deployment of advanced transportation technologies to improve system safety, efficiency and performance.

The goals for the Intelligent Transportation System have been expanded, but are mostly freight-related.

ITS program funds for operational tests can't be used for building physical surface infrastructure unless the construction is incidental and critically necessary to implement the ITS project.

The new Assistant Secretary for Research and Technology's responsibilities would include coordinating departmental Research & Technology activities, advancing innovative technologies, developing comprehensive statistics and data and coordinating multimodal and multidisciplinary research. The Secretary can enter into cooperative contracts with federal, state and local and other agencies to conduct departmental research on a 50/50 cost share basis.

The Transportation Research Board will be required to do a study (\$5 million; report due in 3 years) on how to restore the interstate highway system to premier status.

University Transportation Center funding has been increased; funding levels within ranges will be flexible instead of fixed. No change in matching requirements.

RAIL

This is the first surface transportation bill to include a rail title; passenger rail and other rail investments total \$10.4 billion over the five-year life of the legislation. Federal funding for intercity passenger rail does not begin until Federal Fiscal Year 2017.

FAST Act's most significant language to Missouri pertains to operating assistance. For the first time, Congress has provided states a chance to compete for \$20 million per year to offset costs for state sponsored service. This primarily targets states' new cost from the Passenger Rail Investment and Improvement Act of 2009 (PRIIA).

In Missouri's case, costs were relatively the same after PRIIA. Therefore, it is uncertain how much Missouri will be able to obtain from this new funding source.

States can compete for this funding to improve infrastructure and vehicles used in the delivery of intercity passenger rail. This is similar to what Congress did through ARRA and the creation of the High Speed and Improved Passenger Rail Program – which delivered much needed projects like the Osage River Railroad Bridge.

Grade crossing safety remained a distinct safety program targeting improvements at highway rail grade crossings.

Congress also put funding towards a committee currently working on costs. This committee stems is made up of the Federal Railroad Administration, states, and Amtrak. The committee continues to work to help ensure states are paying only their fair share of costs. For example, this committee is addressing call center costs.

Missouri has identified to Amtrak for years their call center costs are too high and they need a better system to track where these costs are allocated. It seems they are primarily allocated to states, instead of Amtrak, where appropriate. This should continue to help lower costs to Missouri and other states.

For more information, contact:

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Association of Metropolitan Planning Organizations Fixing America's Surface Transportation (FAST) Act
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General Overview

Total authorizations (Highway Trust Fund, HTF, Contract Authority plus General Funds from the Treasury) over the 5-year life of the FAST Act are approximately \$305 billion.

\$281 billion in HTF Contract Authority from the HTF (highway and transit accounts) is provided. \$225.2 billion for highways, \$48.7 billion for mass transit, and \$7.0 billion for highway and motor carrier safety.

\$24 billion in General Funds of the US Treasury is provided. The conference agreement also authorizes appropriations from the General Fund of the Treasury in an amount of \$12.2 billion over five years for mass transit and \$10.4 billion over five years for Amtrak and other passenger rail programs. Almost \$1 billion is provided to the National Traffic Highway Safety Administration for vehicle safety activities. These authorizations are subject to the annual appropriations process and may or may not materialize.

\$281 billion + \$24 billion = \$305 billion in total funding authorizations are provided under the FAST Act.

Positive Train Control - The bill provides \$199 million in contract authority from the Mass Transit Account of the HTF in FY 2017 for positive train control implementation grants and is subject to the obligation limitation for that year in 2017. In order to make room for the PTC grants, transit formula grants will have to be decreased by \$199 million in FY17.

The conference agreement will provide an immediate 5% increase to highways in 2016 (\$2.1 billion over 2015) and an 8% increase to transit in 2016 (\$753 million over 2015). Highway spending would grow by 2.1 to 2.4 percent per year after 2016, while mass transit spending would grow at about 2.1 percent per year.

Rescission - In 2020, the last year of the bill, there is a \$7,569,000,000 rescission of unobligated balances of contract authority of the States. The FAST Act spread the rescission among the States based on a State percent share of the total amount of contract authority provided to all states. Sub-allocated Surface Transportation Block Grant Program (STBGP) funds are not subject to the rescission. As a result, the net amount of HTF contract authority provided in the bill is actually \$273.5 billion.

Paying the bill - the conference report transfers \$70 billion from the General Fund to the Trust Fund immediately - \$51.9 billion to the Highway Account and \$18.1 billion to the Mass Transit Account.

FUNDING LEVELS

Federal-Aid Highways

2015	2016	2017	2018	2019	2020
\$37,798,000,000	\$39,727,500,000	\$40,547,805,000	\$41,424,020,075	\$42,358,903,696	\$43,373,294,311

Transportation Infrastructure Finance and Innovation Act (TIFIA)

2015	2016	2017	2018	2019	2020
\$1,000,000,000	\$275,000,000	\$275,000,000	\$285,000,000	\$300,000,000	\$300,000,000

Nationally Significant Freight and Highway Projects **(New)**

2015	2016	2017	2018	2019	2020
NA	\$800,000,000	\$850,000,000	\$900,000,000	\$950,000,000	\$1,000,000,000

Obligation Ceiling

2015	2016	2017	2018	2019	2020
\$42,256,000,000	\$42,361,000,000	\$43,266,100,000	\$44,234,212,000	\$45,268,596,000	\$46,365,092,000

Establishes a **new National Highway Freight Program** that is apportioned to States

2015	2016	2017	2018	2019	2020
NA	\$1,150,000,000	\$1,100,000,000	\$1,200,000,000	\$1,350,000,000	\$1,500,000,000

- Amounts above are total program funds
- Each State receives a share of the total based on the State's percentage to total apportionments
- The Secretary shall use part of the State's amounts to carry out metropolitan planning

Transit Formula Grants

2015	2016	2017	2018	2019	2020
\$8,585,000,000	\$9,347,604,639	\$9,534,706,043	\$9,733,353,407	\$9,939,380,030	\$10,150,348,462

Capital Investment Grants (New Starts – Authorizations from the General Fund)

2015	2016	2017	2018	2019	2020
\$1,907,000,000	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760

Metropolitan transportation planning funds are apportioned after the amounts are set-aside for the new freight program

PL Funds

2015	2016	2017	2018	2019	2020
\$313,600,000	\$329,300,000	\$336,900,000	\$343,000,000	\$350,400,000	\$358,500,000

Each State receives a base apportionment and then receives supplemental apportionments under National Highway Performance Program (2019, 2020) and STBGP (2016,2017,2018,2019,2020)

HIGHWAY PROGRAMS

Sec. 1105 Nationally Significant Freight and Highway Projects (NEW)

- Competitive grants through USDOT
- Grants must be at least \$25 million
- Eligible applicants include – States, MPOs over 200K in population, local governments, political subdivisions of a State or local government, tribal governments, public authority with a transportation function, federal land management agencies jointly with States
- Eligible projects include – highway freight projects on the NHS, highway or bridge on the NHS (including adding capacity in the Interstate), freight projects (intermodal or freight rail, ports – must a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility), railway-highway grade crossings or grade separation projects
- Project cost must equal or exceed the lesser of \$100 million or 30% of a State's apportionment (in more than 1 State, 50% of apportionments of the participating State with the largest apportionment)
- No more than \$500 million total in the aggregate from 2016-2020 may be used for freight rail, ports, intermodal facility projects (there are additional limitation on the use of funds for these types of projects)
- 10% of the funds shall be reserved for projects that do not meet the cost thresholds – grant must be at least \$5 million
- Eligible costs include but are not limited to – planning, feasibility analysis, environmental review, preliminary engineering, design, construction, and other costs
- Project requirements (Secretary makes the determination) – economic, mobility, safety benefits, be cost-effective, accomplish 1 or more performance goals under law, stable non-federal funding sources, project cannot be completed without federal assistance, project is reasonably expected to begin construction within 18 months after funds are obligated (additional considerations are required)
- 25% of the funds shall be reserved for rural projects
- Federal share may not exceed 60% of costs, but other federal sources may be used to satisfy the non-federal share – total federal assistance is capped at 80% of total project costs
- Grants may be used to pay subsidy and administrative costs of TIFIA
- The Secretary must notify the Congressional infrastructure committees 60 days before awarding a grant – Congress may disapprove funding by enacting a joint resolution before the 60 days expire

Sec. 1106 National Highway Performance Program

- Funds may be used to pay subsidy and administrative costs of TIFIA
- Funds may be used for non-NHS bridges on a federal-aid highway only if a State ensures that the Interstates (excluding bridges) and its NHS bridges are meeting minimum condition levels
- Funds may be used for the installation of vehicle-to-infrastructure communication equipment

Sec. 1108 Railway-Highway Grade Crossings

- Provides increase in funding for elimination of hazards and the installation of protective devices at railway-highway crossings
- \$225,000,000 in 2016 and increase \$5 million per year through 2020
- Half the funding must be set-aside for the installation of protective devices

Sec. 1109 Surface Transportation Block Grant Program

- Funds may be used to develop and implement state asset management plans for the NHS and performance based management program for other public roads
- Funds may be used for the installation of vehicle-to-infrastructure communication equipment
- Increases amounts sub allocated by population to MPOs and other areas of the State – 51% in 2016 increase 1% each year to 55% in 2020
- Reserves \$835 million in 2016 and 2017, and \$850 million in 2018, 19, and 20 for transportation alternatives projects – State amounts are determined using a formula of what a State was required to spend on transportation enhancements in 2009
 - TAP funds are allocated 50/50 between States and MPOs
 - Funds can be obligated to TAP projects as in the law before the FAST Act was enacted
 - States are required to obligate funds to recreational trails unless the Governor opts out
 - Areas over 200,000 in population may use up to 50% of the reserved funds for any purpose under the STBGP
- TAP is repealed from law

Sec. 1111 Bundling of Bridge Projects

- States may bundle 2 or more similar eligible bridge projects and award a single contract for engineering and design or construction – a bundled project may be listed as one project on the MPO TIP or State STIP

Sec. 1114 Congestion Mitigation and Air Quality

- Funds may be used to purchase diesel retrofits for port related freight operations

- Funds may be used for the installation of vehicle-to-infrastructure communication equipment
- For non-attainment or maintenance areas - provides exceptions to the requirement to prioritize funds to projects for PM 2.5 in States with a population density of 80 or fewer persons per square mile of land area based on the most recent decennial census if certain conditions are met
- Specifies that the CMAQ performance plans for MPOs over 1 million in population must include a description of progress made in achieving the “air quality and traffic congestion” performance targets described in law

Sec. 1116 National Highway Freight Program (NEW)

- New Section 167 in title 23 of the US Code
- Establishes a national policy and goals
- The FHWA Administrator shall establish a National Highway Freight Network consisting of – the 41,518 mile network established in MAP-21, critical rural freight corridors, critical urban freight corridors, and portions of the Interstate system not included in the 41,518 mile primary highway freight system
- Redesignation shall occur every 5 years but caps the increase in mileage to not more than 3% of the total system; establishes a process for redesignation
- Establishes criteria to designate critical rural and urban corridors
 - MPOs in areas over 500,000 in population may designate urban corridors in consultation with the State
 - States designate urban corridors in areas under 500,000 in consultation with MPOs
 - Establishes requirements for urban designations
- States may use funding to improve freight mobility on the network; the Secretary shall calculate each State’s proportion of the primary highway freight system based on mileage in a State; if a State’s proportion is greater than or equal to 2% the State may obligate funds on the primary highway freight system, critical rural and urban corridors; in State with less than 2% of the miles the State may obligate funds for any component of the National Highway Freight Network
- States are required to develop a freight plan within 2 years or lose the ability to obligate funds
- Defines project eligibility and caps at 10% what a State can use on intermodal or rail projects
- Further defines uses of the funds such as development phase activities, preliminary engineering and design, other preconstruction activities, construction, ITS, reduction of environmental impacts and many other activities

Sec. 1201 Metropolitan Transportation Planning

- TIP and Plan also must now provide for the development and integrated management of “intermodal facilities that support intercity transportation,

including intercity buses and intercity bus facilities, and commuter vanpool providers.”

- Representatives or officials of an MPO shall be determined by MPO bylaws or enabling statutes; representative of public transportation may also serve as a representative of a local municipality; authority of the transit representative shall be commensurate with other officials
- MPOs are encouraged to consult with State agencies that plan for tourism and, natural disaster risk reduction
- New planning factors - system resiliency and reliability and reduce or mitigate storm-water impacts on surface transportation
- Plans shall identify public transportation facilities and intercity bus facilities
- The plan should include strategies to reduce vulnerability due to natural disasters
- Interested parties also include public ports, intercity bus operators, and commuter vanpool providers
- Adds new optional Congestion Management Plan – MPO in a TMA may develop a plan that includes projects and strategies that shall— (i) develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households

Subtitle C – Acceleration of Project Delivery

- Provides further exemptions for common post-1945 concrete or steel bridges and culverts
- Redefines a multimodal project and project – adds consideration of federal funding or financing
- Establishes requirement for programmatic review
- Allows an operating administration of USDOT to be the lead agency
- Expands the role of the lead agency to consider and respond to comments from participating agencies with special expertise
- Sets a 45-day deadline from the date of publication of a notice of intent to prepare an EIS or EA for the lead agency to identify participating agencies
- To the extent practicable all Federal permits and review for a project shall rely on a single document prepared under NEPA; the lead agency shall develop such a document to satisfy requirements for any Federal approval or other Federal action required for the project; requires participating agencies to cooperate and provide timely information to the lead agency
- Inserts language for the project sponsor to notify the Secretary about any additional information the sponsor considers to be important to the project; the Secretary has 45 days (after receiving a notification from the sponsor to initiate a review) to provide a written response to a project sponsor in the decision to proceed, decline, or request additional information; sets additional deadlines and processes

- Limits comments of participating agencies to subject matter in the agencies jurisdiction
- Participation agencies that decline to participate in the purpose and need and alternatives must comply with the review schedule
- Lead agency may eliminate from detailed consideration an alternative in an EIS if conditions under MPO or State planning have been met
- Lists definitions for environmental review process, lead agency, planning product, project, project sponsor, and relevant agency
- Lead or cooperating agencies may adopt or incorporate by reference and use a planning product in NEPA proceedings; they must identify the agencies that participated in the products development; they may use the entire planning product or portions of the product
- Federal agencies responsible for environmental reviews, permits, or approvals must now give substantial weight to programmatic mitigation plans versus “may use”; and adds other Federal environmental laws
- The Secretary shall provide tech assistance, training or other support to States that want to assume the responsibility of designating certain activities categorical exclusions from under an EA or EIS, developing a MOU; or corrective actions
- Establishes a program to eliminate duplication of environmental reviews and approvals under State laws and NEPA for States that have assumed responsibilities of the Secretary under the Surface Transportation Project Delivery program
- Projects with limited federal assistance designated as a CE are indexed to CPI retroactively to 2012 (Sec 1317 of MAP-21)
- Inserts additional language to allow States to assume the responsibilities of the Secretary during environmental reviews

Sec.1403 Additional Deposits into the HTF

- If additional funds are deposited into the HTF after FAST Act is enacted there is a process to create addition spending authority for both highway and transit programs

Sec 1404 Design Standards

- Changes “may take into account” to “shall consider” the natural environment, scenic, aesthetic, scenic and other design criteria, cost savings by using existing flexibility in current design guidance and regulations
- Permits local jurisdictions to use design standards different from the State’s under certain conditions

Sec.1405 Justification Reports for Access Points on the Interstate System

- Amends the provision on justification reports for access to the Interstate, to include new or modified freeway-to-crossroad interchanges inside a transportation management area

Sec 1408 Federal Share Payable

- Adds engineering or design approaches to innovative project delivery for 100% federal share; adds additional examples to the list of innovative methods

Sec. 1411 Tolling; HOV Facilities; Interstate Reconstruction and Rehabilitation

- Specifies that any public authority that allows public transportation vehicles to use HOV facilities must provide equal access for all public transportation vehicles and over-the-road-buses
- Allows greater tolling of HOV facilities
- MPOs must be consulted if tolls are placed on HOV lanes on an Interstate in its planning area
- Before a State can participate in the Interstate System Reconstruction and Rehabilitation Pilot program it must have approved enabling legislation. An application expires after 3 years if a complete application has not been submitted, NEPA is incomplete, and has not executed a toll agreement with the Secretary. One-year extensions may be approved. States currently in the program have one year to comply with new requirements

Title III – PUBLIC TRANSPORTATION

Planning Funds

2016	2017	2018	2019	2020
\$130,732,00	\$133,398,933	\$136,200,310	\$139,087,757	\$142,036,417

Sec.3004 Urbanized Area Formula Grants

- Provides an exception to the special rule permitting operating assistance in areas over 200,000 in population to allow two or more systems to allocate funds for operations, under a written agreement; allocation of funds does not have to based on vehicle revenue hours
- Facilities and equipment must be maintained in accordance with the asset management plan

Sec. 3005 Fixed Guideway Capital Investment Grants

- Strikes the requirement that corridor based BRT operate short headway bidirectional service for a substantial part of weekend days
- Amends definition of program of interrelated projects to include small starts projects
- Amends the definition of small starts to increase the federal assistance up to \$100 million and increase the total net capital costs to \$300 million
- Strikes an applicant's requirement to develop information enabling the Secretary to make a finding of policies and land use patterns that promote public transportation

- Amends programs of interrelated projects to include new fixed guideway capital project or core capacity improvement during the engineering phase
- Amends project advancement to distinguish between small starts and new fixed guideway capital projects or core capacity improvement projects
- Amends the federal share of a full funding grant agreement for a new fixed guideway capital project to 60%
 - Defines where the remaining costs may come from
- Decrease the number of years funds may be available from 5 to 4 years
- Provides grants for joint public transportation and intercity passenger rail projects
- Adds a new expedited project delivery for capital investment grants pilot program with a 25% limitation on federal share

Sec. 3006 Enhanced Mobility of Seniors and Individuals with Disabilities

- Adds a State or local government entity that operates a public transportation service to the definition of recipient
- Adds a new best practices section to share amongst public transportation agencies
- Adds a pilot program for innovative coordinated access and mobility to assist in financing innovative projects for the transportation disadvantaged

Sec. 3006 Rural Area Formula Grants

- Sets apportionments for Indian reservations: \$5 million competitive, \$30 million by formula
- Includes new methods to pay for the remainder of net project costs
- Determines the allocation of grants to multiples providers on tribal land

Sec. 3007 Public Transportation Innovation

- The Secretary shall provide assistance for projects and activities to advance innovative public transportation R&D
- Directs the Secretary to select at least one facility to engage in research associated with low or no emission vehicle

Sec. 3011 General Provisions

- Grants or loans may not be used to pay incremental costs of art or non-functional landscaping
- Amends the Buy America waiver provision to include rolling stock prototypes under types of rolling stock procured; increases the percentage of costs of components and subcomponents produced in America compared to costs of all components and subcomponents when procuring rolling stock to receive a Buy America waiver; if the Secretary denies a Buy America waiver, the Secretary must issue written certification that the steel, iron, or manufactured goods are produced in America in a sufficient and reasonably available amount

Sec. 3015 State of Good Repair Grants

- Stipulates a grant for a capital project under this section is for 80 percent of the net project cost of the project

Sec. 3017 Grants for Buses and Bus Facilities

- Rewrites 5339, adds a definition section; the amount of funds for the national distribution of grant funds increased to \$90.5 million (each State will receive \$1.750 million)
- Under a pilot program for cost-effective capital investment allows recipients in a specific State to pool their formula funds to allow for the accommodation of larger scale procurements
- Reinstates the competitive grant program at USDOT

Competitive Grants

2016	2017	2018	2019	2020
\$268,000,000	\$283,600,000	\$301,514,000	\$322,059,980	\$344,044,179

Sec. 3028 Grants for PTC

- Authorizes \$199 million from the Mass Transit Account of the HTF for installation of positive train control; awarded competitively; 80 federal share; only recipients of funds under transit are eligible

Title XI – Rail**Funding Authorizations****Amtrak**

2015	2016	2017	2018	2019	2020
\$1,390,000,000	\$1,450,000,000	\$1,500,000,000	\$1,600,000,000	\$1,700,000,000	\$1,800,000,000

Northeast Corridor (NEC)

2016	2017	2018	2019	2020
\$450,000,000	\$474,000,000	\$515,000,000	\$557,000,000	\$600,000,000

National Network (NN)

2016	2017	2018	2019	2020
\$1,000,000,000	\$1,026,000,000	\$1,085,000,000	\$1,143,000,000	\$1,200,000,000

Amtrak Reforms

- DOT and Amtrak to define a budget account structure to separate the Northeast Corridor and National Network into two distinct budget accounts
- Federal appropriations, commuter rail payments, and operating surplus of the NEC are to be reserved for the NEC account

- Federal appropriations, state payments, and any operating surplus of the NN are to be reserved for the NN account
- Amtrak is to submit profit and loss statements for each account
- Amtrak may transfer funds between accounts if they would not materially affect Amtrak's ability to meet its goals and would not violate any grant agreements (subject to Congressional notification procedures)
- Amtrak shall apply to USDOT for release of the appropriations, and DOT has 30 days to complete a review and decide whether or not to approve the application
- Amtrak can modify rejected requests and there is a 15-day review period for modified requests; requires specific information in Amtrak's grant requests
- Provides that, generally, appropriations shall be given to Amtrak 50 percent on October 1, 25 percent on January 1 and 25 percent on April 1 (but this may be changed if necessary)
- Requires Amtrak to submit a 5-year business line and asset plans by February 15 of each year to be "based on funding levels authorized or otherwise available to Amtrak in a fiscal year
- Requires USDOT to establish a State-Supported Route Committee to promote mutual cooperation and planning pertaining to Amtrak's operation of state-supported routes

Sec. 11301 Intercity Passenger Rail

- New Grant Program – to assist in financing the cost of improving passenger and freight rail
 - Establishes eligible applicant which include Class II and III railroads
 - Establishes eligible projects which includes PTC, capital projects, highway-railway grade crossing (include quiet zones)
 - Establishes criteria and limits federal share to 80% but gives preference to projects that request 50% or less; 25% is set aside for rural areas
 - Funding is subject to annual appropriations

2016	2017	2018	2019	2020
\$98,000,000	\$190,000,000	\$230,000,000	\$255,000,000	\$330,000,000

Sec. 11302 Federal-State Partnership for State of Good Repair

- New Grant Program – grants to fund capital projects that reduce the state of good repair backlog of qualified railroad assets
 - Establishes eligible applicants including States, Amtrak, political subdivisions
 - Defines capital project, qualified railroad asset
 - Establishes eligible projects and selection criteria (preference is given to projects Amtrak is not the sole recipient, and projects requesting federal match less than 50%)
 - Federal share capped at 80%

2016	2017	2018	2019	2020
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\$82,000,000	\$140,000,000	\$1750,000,000	\$300,000,000	\$300,000,000
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Sec. 1103 Restoration and Enhancement Grants

- New Grant program – grants for operating assistance for initiating, restoring, or enhancing intercity passenger rail transportation
 - \$20 million in each year
 - Defines applicant; applicant must submit a capital and mobilization plan, an operating plan, and a funding plan, status of negotiations with track owners, rail carrier
 - Operating assistance is limited to 3 years

AMPO 12/11/15

Funding Table for the FAST Act, FY 2016 to FY 2020

In millions of dollars / HTF = Highway Trust Fund / GF = General Fund

Program Category	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	5-Year Avg
HIGHWAYS								
National Highway Performance Program	21,908	22,332 1.9%	22,828 2.2%	23,262 1.9%	23,741 2.1%	24,236 2.1%	116,399	23,280
Surface Transportation Block Grant Program	10,077	10,328 1.1%	10,589 2.5%	10,818 2.2%	11,026 1.9%	11,287 2.4%	11,668	11,876
Highway Safety Improvement Program	2,192	2,226 1.5%	2,275 2.2%	2,318 1.9%	2,360 1.8%	2,407 2.0%	11,585	2,317
Railway-Highway Grade Crossings Program	220	225 2.3%	230 2.2%	235 2.2%	240 2.1%	245 2.1%	1,175	235
Congestion Mitigation and Air Quality Improvement Program	2,267	2,309 1.9%	2,360 2.2%	2,405 1.9%	2,449 1.8%	2,499 2.0%	12,023	2,405
Metropolitan Planning Program	314	329 5.0%	336 2.0%	343 2.1%	350 2.1%	359 2.3%	1,717	343
National Highway Freight Program	n/a	1,140 n/a	1,091 -4.3%	1,190 9.1%	1,339 12.5%	1,487 11.1%	6,247	1,249
Surface Transportation Block Grant Program Set-Aside (Formerly Transportation Alternatives Program)	820	835 n/a	835 0.0%	850 1.8%	850 0.0%	850 0.0%	4,220	844
Total, Apportioned Programs (HTF)	37,798	39,728 5.1%	40,548 2.1%	41,424 2.2%	42,359 2.3%	43,373 2.4%	165,051	33,010
Federal Lands and Tribal Transportation Programs	1,000	1,050 5.0%	1,075 2.4%	1,100 2.3%	1,125 2.3%	1,150 2.2%	5,500	1,100
Research Programs	400	415 3.6%	418 0.7%	418 0.0%	420 0.6%	420 0.0%	2,090	418
Miscellaneous Programs	357	380 6.4%	380 0.0%	380 0.0%	380 0.0%	380 0.0%	1,900	380
Transportation Infrastructure Financing and Innovation Act	1,000	275 -72.5%	275 0.0%	285 3.6%	300 5.3%	300 0.0%	1,435	287
Nationally Significant Highway and Freight Projects	n/a	800 n/a	850 6.3%	900 5.9%	950 5.6%	1,000 5.3%	4,500	900
FHWA Administrative	440	453 3.0%	460 1.5%	467 1.5%	474 1.5%	481 1.5%	2,334	467
Total, Other Programs (HTF)	3,197	3,373 5.5%	3,457 2.5%	3,549 2.7%	3,649 2.8%	3,731 2.3%	17,758	3,552
Total, Federal-Aid Highway Program (HTF)	40,995	43,100 5.1%	44,005 2.1%	44,973 2.2%	46,008 2.3%	47,104 2.4%	225,190	45,038
Total, Other Programs (GF)	30	222 640.0%	210 -5.4%	210 0.0%	210 0.0%	210 0.0%	1,062	212
Total, Federal-aid Highway Program (HTF and GF)	41,025	43,322 5.6%	44,215 2.1%	45,183 2.2%	46,218 2.3%	47,314 2.4%	226,252	45,250
Obligation Limitation	40,256	42,361 5.2%	43,266 2.1%	44,234 2.2%	45,269 2.3%	46,365 2.4%	221,495	44,299
AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms	40,995	42,113 2.7%	43,034 2.2%	43,961 2.2%	45,001 2.4%	46,042 2.3%	220,150	44,030
TRANSIT								
Planning Programs	129	131 1.5%	133 2.0%	136 2.1%	139 2.1%	142 2.1%	681	136
Urbanized Area Formula Grants	4,459	4,539 1.8%	4,630 2.0%	4,727 2.1%	4,827 2.1%	4,929 2.1%	23,652	4,730
Elderly and Disabled	258	263 1.8%	268 2.0%	274 2.1%	280 2.1%	286 2.1%	1,370	274
Rural Formula Grants	608	620 2.0%	632 2.0%	646 2.1%	659 2.1%	673 2.1%	3,231	646
State of Good Repair	2,166	2,507 15.7%	2,550 1.7%	2,594 1.7%	2,638 1.7%	2,684 1.7%	12,973	2,595
Bus and Bus Facility Formula	428	428 0.0%	436 2.0%	446 2.1%	455 2.1%	465 2.1%	2,229	446
Bus and Bus Facility Discretionary	n/a	268 n/a	284 5.8%	302 6.3%	322 6.8%	344 6.8%	1,519	304
Growth States and High Density States	526	536 n/a	544 1.5%	553 1.5%	561 1.5%	570 1.6%	2,765	553
Positive Train Control Grants	n/a	n/a n/a	199 n/a	0 n/a	0 n/a	0 n/a	199	40
Other Programs	22	56 156.3%	57 1.8%	57 0.4%	58 0.4%	58 0.0%	285	57
Total, Apportioned Programs (HTF)	8,595	9,348 8.8%	9,734 4.1%	9,733 0.0%	9,939 2.1%	10,150 2.1%	48,904	9,781
Total, Other Programs (GF)	193	140 -27.5%	140 0.0%	140 0.0%	140 0.0%	140 0.0%	700	140
Capital Investment Grants (GF)	1,907	2,302 20.7%	2,302 0.0%	2,302 0.0%	2,302 0.0%	2,302 0.0%	11,509	2,302
Total, Federal Transit Program (HTF and GF)	10,695	11,789 10.2%	12,175 3.3%	12,175 0.0%	12,381 1.7%	12,592 1.7%	61,113	12,223
AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms	10,694	12,007 12.3%	12,210 1.7%	12,414 1.7%	12,657 2.0%	12,901 1.9%	62,189	12,438
HIGHWAY SAFETY								
Federal Motor Carrier Safety Administration (HTF)	572	580 1.5%	644 11.0%	658 2.1%	666 1.2%	676 1.5%	3,224	645
National Highway Traffic Safety Administration (HTF)	680	716 5.3%	731 2.1%	747 2.1%	762 2.1%	778 2.1%	3,735	747
Total, Highway Safety Program (HTF)	1,252	1,297 3.6%	1,376 6.1%	1,404 2.1%	1,428 1.7%	1,454 1.8%	6,959	1,392
PASSENGER RAIL								
Grants to Amtrak (GF)	1,390	1,450 4.3%	1,500 3.4%	1,600 6.7%	1,700 6.3%	1,800 5.9%	8,050	1,610
Other Federal Railroad Administration Grants (GF)	n/a	200 n/a	350 75.0%	425 21.4%	575 35.3%	650 13.0%	2,200	440
Total, Passenger Rail Program (GF)	1,390	1,670 20.1%	1,870 12.0%	2,046 9.4%	2,297 12.3%	2,472 7.6%	10,355	2,071
GRAND TOTAL (HTF)	50,842	53,744 5.7%	55,114 2.5%	56,111 1.8%	57,375 2.3%	58,709 2.3%	281,053	56,211
GRAND TOTAL (HTF and GF)	54,362	58,078 6.8%	59,636 2.7%	60,809 2.0%	62,324 2.5%	63,832 2.4%	304,679	60,936
Program Category	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	5-Year Avg

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 1/20/2016; ITEM II.E.

City of Republic STP-Urban Advance Agreement

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

AGENDA DESCRIPTION:

In accordance with the Ozark Transportation Organization's STP-Urban Advance Policy, the Executive Director has agreed to allow the City of Republic up to \$546,531.13 in advance of their FY 2017 STP-Urban allocation. This will be used to fund RP1502, the Oakwood and Hines Corridor Project. The project was programmed ahead of approval for advanced funding. With the policy in place, the intent is that future Advance requests will accompany inclusion of that project in the TIP. The amount needed for the City of Republic was calculated accordingly:

FY 2016 Starting Balance	\$1,139,189.03
FY 2016 Programmed	<u>(\$209,120.00)</u>
FY 2017 Starting Balance	\$930,069.03
FY 2017 Est. Allocation	\$225,902.84
FY 2017 Programmed	<u>(\$1,702,503.00)</u>
FY 2017 Ending Balance	(\$546,531.13)
Max Allowed to Borrow	\$677,708.52
Needed to Borrow	\$546,531.13

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Information Only. No Action Requested.

Agreement for STP-Advance Funding

This agreement is made between the Ozarks Transportation Organization (hereinafter, "OTO") and City of Republic (hereinafter, "the City") for the purpose of reducing the balance of STP-Urban funding allocated to OTO that is restricted to a maximum three year allocation balance.

WITNESSETH:

WHEREAS, Moving Ahead for Progress in the 21st Century allocated STP-Urban funding to the OTO region for the purpose of improving and maintaining the transportation system.

WHEREAS, OTO currently sub-allocates STP-Urban funding to member jurisdictions on the basis of population.

WHEREAS, the maximum allowed to be advanced will be three years of the jurisdiction's allocation or \$1 million, whichever is less;

WHEREAS, funding will be programmed on a first come first served basis, subject to OTO staff financial projections and MoDOT's policies;

WHEREAS, the allowance to program future funding may be discontinued at any time, but not for projects with signed agreements.

NOW, THEREFORE, OTO and the City agree as follows:

OTO will allow the programming of future year allocations of STP-Urban funding upon signing this agreement and pursuant to the following:

1. The City will be required to repay any amount expended beyond the current and prior year allocations in the event that the program is discontinued or funds are rescinded by the Federal Highway Administration. The repayment will be coordinated by OTO staff.
2. The City has submitted the TIP project programming form and OTO has placed the project programming on a Technical Committee and Board of Directors agenda. Board of Directors approval of the project's inclusion in the TIP will be considered approval of the use of advance funding, as included in Exhibit A.
3. The project will not be considered programmed until TIP approval is received from the Federal Highway and/or Federal Transit Administration.

The City hereby agrees to repay any amounts received that use future year STP-Urban allocations in the event the funding is no longer available and has submitted proof of governing board approval.

City Administrator, City of Republic

Date

I hereby agree to receipt of this agreement and that OTO staff has verified funding availability.

OTO Executive Director

Date



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # RP1502 HINES AND OAKWOOD CORRIDOR IMPROVEMENTS

Route Hines and Oakwood Corridors

From Oakwood and US 60

To Hines and Cherrywood

Location/Agency City of Republic

Federal Agency FHWA

Responsible Agency City of Republic

Federal Funding Category STP-U

MoDOT Funding Category N/A

AC Year of Conv.

STIP # 6900811



Project Description

Capacity and geometric improvements to meet current design standards for secondary arterial roadway.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$0	\$159,512	\$151,512	\$0	\$311,024
LOCAL	Local	ENG	\$0	\$39,878	\$37,878	\$0	\$77,756
FHWA (STP-U)	Federal	ROW	\$0	\$49,608	\$0	\$0	\$49,608
LOCAL	Local	ROW	\$0	\$12,402	\$0	\$0	\$12,402
FHWA (STP-U)	Federal	CON	\$0	\$0	\$1,550,991	\$0	\$1,550,991
LOCAL	Local	CON	\$0	\$0	\$458,250	\$0	\$458,250
Totals			\$0	\$261,400	\$2,198,631	\$0	\$2,460,031

Notes

Source of Local Funds: City revenues. \$546,531.13 available through STP-U Advance Program.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,460,031

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 1/20/2016; ITEM II.F.

In-Kind Match Documentation Letters

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

AGENDA DESCRIPTION:

OTO is required to provide a 20 percent local match to all federal funding. Time spent at OTO meetings can be used as match in lieu of a portion of local jurisdiction dues. This in-kind match allows the OTO 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 Technical Planning 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 Technical Planning Committee. Employees who derive a salary funded from federal funds cannot be included in the In-Kind calculation.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official motion is needed, however, OTO is requesting that the in-kind letters be completed and returned no later than February 12, 2016.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD SUITE 101, SPRINGFIELD, MO 65807
417-865-3042 [p] 417-862-6013 [f]

Paid Position Form

January 6, 2016

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 2016.

Signature

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

Sincerely,

Debbie Parks
Operations Manager





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD SUITE 101, SPRINGFIELD, MO 65807
417-865-3042 [p] 417-862-6013 [f]

Volunteer Rate Form

January 6, 2016

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 2016: \$ 21.30

Signature

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

Sincerely,

Debbie Parks
Operations manager



OZARKSTRANSPORTATION.ORG

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 1/20/2016; ITEM II.G.

FY 2017 Unified Planning Work Program Subcommittee

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

AGENDA DESCRIPTION:

OTO staff is requesting a Unified Planning Work Program Subcommittee of the Technical Planning Committee be formed to prepare the FY 2017 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 PLANNING COMMITTEE ACTION REQUESTED:

Staff recommends the Technical Planning Committee appoint a FY 2017 UPWP Subcommittee consisting of three or five members.

TAB 9

U.S. Department of Transportation

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

Briefing Room



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News

FHWA 01-16

Friday, January 8, 2015

Contact: Nancy Singer

Tel.: (202) 366-0660

Federal Highway Administration Announces \$1 Million in Emergency Relief for Flood-Damaged Roads and Bridges in Missouri

WASHINGTON – U.S. Transportation Secretary Anthony Foxx today announced the immediate availability of \$1 million in emergency relief funds from the Federal Highway Administration (FHWA) to the Missouri Department of Transportation (MoDOT) to help repair roads and bridges damaged throughout the state by heavy flooding last month.

“Emergency relief funding will help Missouri expedite repairs in the aftermath of the flooding,” said Secretary Foxx. “We know that residents are anxious to see major highways reopened again so they can return to their daily routines.”

A series of severe storms that began December 22 led to flooding throughout the state. The Mississippi, Meramec, and Missouri rivers all flooded, and as a result closed parts of I-44 and I-55 in St. Louis. Portions of other major highways in the state were also closed, including I-70 and I-49. Traffic lights and signs were also damaged.

“Missouri should know that the funds provided today are only an initial installment toward completing all the necessary repairs in the state as the result of this weather event,” said Federal Highway Administrator Gregory Nadeau. “Additional resources will become available as the state continues to assess the damage.”

Missouri will receive \$1 million in initial, or “quick release,” funds to begin the important repair work, further assess damages, and begin to restore traffic to normal as the state continues its work in assessing its repair needs. The quick release funds will be used primarily to restore emergency access and to initiate the most critical repairs in the next few weeks.

The FHWA’s Emergency Relief program provides funding for highways and bridges damaged by natural disasters or catastrophic events.

#

[FHWA Press Releases](#)

Page posted on January 8, 2016.

Nike to sponsor Portland's bike-share program, call it Biketown



[<http://connect.oregonlive.com/staff/njus-e/index.html>] By **Elliot Njus** | The Oregonian/OregonLive [<http://connect.oregonlive.com/staff/njus-e/posts.html>]

Email the author | Follow on Twitter [<http://twitter.com/enjus>]

on January 07, 2016 at 9:05 AM, updated January 07, 2016 at 9:14 PM

Nike has signed on to sponsor Portland's forthcoming bike-rental program, which it's calling Biketown.

The company will pay \$10 million over five years in exchange for the right to put its Swoosh logo and signature orange color on the bicycles that will crisscross the central city when bike-share launches in July, as well as kiosks, racks and promotional materials.

Nike will also periodically create limited-edition wraps, changing up the look of the bikes. (**Sound familiar?** [<http://extra.oregonlive.com/ducks/uniforms>])

The agreement expands on the program approved last year, from 600 to 1,000 bicycles. The coverage area — previously from Goose Hollow to inner North Portland, east to the Lloyd District and south to South Waterfront — will also expand, though new boundaries haven't been determined.

It's an unusual move for the sports apparel giant, which is more inclined to sponsor professional athletes and teams that will wear its products than to seek naming rights for municipal facilities or programs, even in its hometown.

"Part of our commitment to Portland has been to encourage people to move more by incorporating physical activity into their everyday lives," said Jorge Casimiro, Nike's vice president of global community impact. "So to all of us at Nike, the city's bike-share program is the perfect way of doing so."

The company's logo can be spotted in local parks and schools where it's sponsored renovations and new equipment. Nike recently grumbled when the city announced a partnership with competitor Under Armour to **sponsor new renovations at a park once overhauled by Nike** [http://www.oregonlive.com/portland/index.ssf/2015/09/portland_picks_under_armour_de.html], where Under Armour is opening a major office.

But they appear to have overcome any ill will from that turf war.

"It makes perfect sense that the city would have this partnership with Nike," said Commissioner Steve Novick, who oversees the city's transportation bureau. "Nike has a long history of supporting sports and physical activity in Portland, and in working with the city."

The sponsorship goes a long way toward ensuring the program's viability. More than one-third of its operating costs are expected to be covered by contributions from its naming sponsor and other smaller sponsors.

Road test: The good, bad of Portland's new bike-share bicycles

[http://www.oregonlive.com/commuting/index.ssf/2015/09/road_test_the_good_bad_of_port.html]

Under the terms of a \$2 million federal grant that's paying the start-up costs of the program, **the city is on the hook to operate a bike-share program for five years**

[http://www.oregonlive.com/commuting/index.ssf/2015/09/portland_on_the_hook_if_bike_s.html], regardless of

COMMUTING

Man killed by MAX Blue Line train in Hillsboro
[<http://www.oregonlive.com/hillst>]

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Nike to sponsor Portland's bike-share program, call it Biketown
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whether it's profitable.

But officials said they would scale back the program significantly if it doesn't prove self-sustaining to avoid committing more public funds. The program in its earlier, smaller configuration was expected to cost \$1.4 million per year to run.

The city had spent three years soliciting potential sponsors before deciding in September to launch without one. Officials hoped the momentum would help bring a business partner on board.

The bike-share program approved by the Portland City Council in September calls for a fleet supplied by Social Bicycles, Inc., or SoBi, of New York. The program will be operated by Motivate Co., also of New York.

Renting a bike for 30 minutes will cost about \$2.50, which the city said would be the lowest fee in the country. Users can also buy a \$10 to \$15 a month membership, good for up to 90 minutes of bike time a day.

-- Elliot Njus

enjus@oregonian.com

503-294-5034

[@enjus \[http://twitter.com/enjus\]](https://twitter.com/enjus)

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January 11, 2016 7:36 PM

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Courtesy: Getty Images

JEFFERSON CITY, Mo. (AP) – The Missouri Department of Transportation says the worst-case scenario of being unable to maintain state infrastructure has been avoided thanks to federal legislation and an unexpected bump in tax revenue.

After Missouri voters rejected a transportation sales tax in 2014, the department warned its budget would drop too low to maintain much of the state’s infrastructure: three-quarters of state roads couldn’t be fully maintained starting in 2017, and about one out of ten bridges would be in critical condition by 2020.

But the department confirmed Monday that its latest financial forecasts show the situation improving so much so that it now can afford to maintain all of the state’s roads in their current condition and keep the number of critical condition bridges from rising.

Tax revenue from fuel, licenses and vehicles came in \$47 million above projections last fiscal year. And in December, Congress passed the first highway authorization in more than seven years, which guarantees

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increased transportation funding for the next five years.

The Missouri Highways and Transportation Commission voted last week to lift a moratorium on adding projects to its five-year plan. Officials had drafted their plan with estimates that federal funds would drop from \$869 million in fiscal year 2016 to \$491 million in fiscal year 2021.

Instead, a new federal highway law signed by President Barack Obama provides a 5.1 percent increase in road and bridge funding distributed through a formula to states in 2016, with additional annual increases ranging from 2.1 percent to 2.4 percent through 2020. As with past highway laws, it requires state and local governments to spend at least \$1 for every \$4 they receive in federal money.

Arkansas transportation officials already have said they won't be able to meet their federal matching requirement without raising local revenues. That state needs an additional \$50 million to draw down \$200 million in federal highway funds, said Arkansas State Highway and Transportation Department Director Scott Bennett. Arkansas Gov. Asa Hutchinson plans to unveil a highway funding proposal Jan. 19.

Missouri transportation officials say they expect to meet their federal matching requirement, but only by tapping into money that has been saved in recent years and using some creative accounting methods.

"Having to take extraordinary measures to do this is not really the position we ought to be in," said Patrick McKenna, director of the Missouri Department of Transportation. "We ought to be able to do that as a matter of course."

Missouri is expected to receive an average of about \$1 billion annually from the five-year federal highway law. That will require about \$250 million of annual state highway spending to draw down the federal money.

The transportation department is unlikely to have enough incoming revenue to meet that threshold. So it's planning to start draining its bank accounts. By the 2021 state fiscal year, the department said its cash balance is expected to be diminished from its current \$800 million to \$200 million as it uses some of that money to meet federal matching requirements.

The department also plans to employ some creative accounting by seeking federal safety funding for maintenance activities, then converting that into additional federal funding. For example, if Missouri were to receive \$800,000 in federal highway safety funds for a \$1 million project of re-striping roads, department officials said the state then could use that \$800,000 as a state match for an additional \$3.2 million in federal highway funding.

The department hopes to save about \$40 million a year by funding



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maintenance through such federal grants.

Even though its finances have improved, McKenna said the department will be “treading water” instead of planning new projects until the state finds a long-term solution for transportation funding. Legislators are expected to consider several proposals this year, including an increase of 1.5 cents a gallon to the gasoline tax and 3.5 cents to the diesel tax that McKenna described as a “good and healthy first step.”

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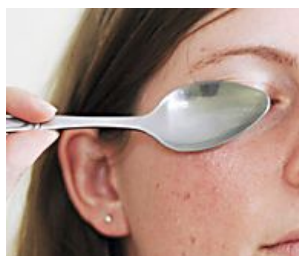
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US Average Retail Price for Gasoline Falls Below \$2 for First Time Since 2009

AASHTO Journal

Analysts had predicted it could happen, but now it's come true: The national average pump price for gasoline slid below \$2 a gallon in the week before Christmas and was at its lowest level since the 2008-09 recession.

The AAA motor club, which surveys fueling stations daily, said the average retail price was right at \$2 on Dec. 20, then fell to \$1.998 on Dec. 21. That was the first time since March 25, 2009, that it was below \$2 a gallon, according to AAA.

"Drivers across the country are [celebrating the historic return of cheaper gas prices](#)," said AAA President Marshall Doney. "The lowest gas prices in nearly seven years are a holiday gift that few consumers could have imagined when gasoline was \$4 a gallon."

AAA said it estimates cheaper gasoline prices saved U.S. drivers more than \$115 billion so far in 2015, or more than \$550 per licensed driver.

It also said more than two-thirds of U.S. fueling stations already are selling gas under \$2 per gallon, and at least one station in each of 47 states is selling it below that level. The most common gas price nationwide on Dec. 21 was \$1.899 per gallon, AAA said, about 41 cents less than at the same point in 2014.

The motor club said the falling motor fuel price comes "because there is more than enough oil and gasoline supplies around the world to meet current demand." In addition, gas prices generally fall through early winter because people drive less during that period.

"The best news of all is that there is room for prices to drop even more in the coming weeks," said Doney.

AAA said that based on normal seasonal trends, gas prices will probably remain low through January, and could drop even further if the cost of crude oil remains weak. U.S. supplies of commercial crude oil are about 29 percent higher than a year ago, it noted, while oil prices are about \$70 per barrel lower than in the summer of 2014.



However, it said that by late winter “gas prices may rise 50 cents per gallon or more as refineries conduct maintenance in advance of the busy summer driving season. The maintenance reduces fuel production and typically leads to higher gas prices.”

Even so, AAA said, the national average price in 2017 may not rise above \$3 “because oil should remain abundant and relatively inexpensive.”

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

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