



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

JUNE 11, 2014
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, June 11, 2014 1:30 p.m.
OTO Offices
Holland Building
205 Park Central East, Suite 212
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA.

C. Approval of the March 19, 2014 Meeting Minutes Tab 1
(1 minute/Cossey)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES.

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

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

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

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

F. Bicycle and Pedestrian Committee Report
(5 minutes/Longpine)

Staff will provide a review of BPAC's current activities.

G. Legislative Reports
(5 minutes/Cossey)

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

II. New Business

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

There is one item that has been administratively approved by staff.

NO ACTION REQUESTED - INFORMATIONAL ONLY

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

OTO is requesting the Technical Planning Committee review Amendment Number Three to the FY 2014-2017 Transportation Improvement Program (TIP). The request is for one item. Please see the attached materials for more information.

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

C. 2015-2019 Draft STIP Tab 4
(5 minutes/Miller)

The Draft FY 2015-2019 Statewide Transportation Improvement Program is included for committee review and comment.

**TECHNICAL COMMITTEE ACTION REQUESTED TO REVIEW AND COMMENT ON THE DRAFT
FY 2015-2019 STIP.**

D. Funds Balance Report Tab 5
(10 minutes/Longpine)

Staff will present the OTO Funds Balance Report and OTO's current obligation of STP-Urban, Small Urban, Bridge, and Transportation Alternative Funds.

NO ACTION REQUIRED - INFORMATIONAL ONLY

E. Unified Planning Work Program Amendment Tab 6
(5 minutes/Parks)

Staff is proposing an amendment to the FY 2014 UPWP in order to capture additional direct costs that defer the amount of cash match required for OTO's federal operating grant.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
PROPOSED UPWP AMENDMENT TO THE BOARD OF DIRECTORS.**

F. Program Management Plan Tab 7
(10 minutes/Owens)

A draft FTA 5310 Program Management Plan is included for review and approval.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE DRAFT
PROGRAM MANAGEMENT PLAN TO THE BOARD OF DIRECTORS.**

G. ¾-Cent Project List Tab 8
(10 minutes/Fields)

The ¾-Cent Project List Subcommittee has recommended the attached project list for review and recommendation.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE ¾-CENT PROJECT LIST TO THE BOARD OF DIRECTORS.

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 discussions by the OTO TPC.

C. Articles For Technical Planning Committee Member Information..... Tab 9

IV. Adjournment

Targeted for 2:30 P.M.

The next regular Technical Planning Committee meeting is scheduled for Wednesday, July 16, 2014 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

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

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

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

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

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

TAB 1

TECHNICAL COMMITTEE AGENDA 6/11/2014; ITEM I.C.

March 19, 2014 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the March 19, 2014 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED:

“Move to approve the March 19, 2014 Technical Planning Committee Minutes.”

Or

“Move to approve the March 19, 2014 Technical Planning Committee Minutes with the following corrections”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
March 19, 2014**

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

The following members were present:

Mr. David Brock, City of Republic	Mr. Brad McMahon, FHWA
Mr. Randall Brown, City of Willard (a)	Mr. Frank Miller, MoDOT
Mr. Don Clark, Missouri State University	Mr. Bill Robinett, MoDOT
Mr. Travis Cossey, City of Nixa	Mr. Ralph Rognstad, City of Springfield
Mr. Jonathan Gano, City of Springfield	Mr. Shawn Schroeder, SGF
Mr. Rick Hess, City of Battlefield (Chair)	Mr. Andrew Seiler, MoDOT
Mr. Adam Humphrey, Greene County	Mr. Dan Smith, Greene County Highway Dept.
Mr. Chris Jones, City Utilities Transit	Ms. Eva Voss, MoDOT
Mr. Kirk Juranas, City of Springfield	Mr. Terry Whaley, Ozark Greenways

(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. Larry Martin, City of Ozark
Mr. David Bishop, R-12 School District	Ms. Diane May, SMCOG (a)
Ms. Kristy Bork, SGF (a)	Mr. Kent Morris, Greene County Planning
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. King Coltrin, City of Strafford	Ms. Beth Schaller, MoDOT (a)
Mr. Rick Emling, R-12 School District (a)	Mr. Jeff Seifried, Springfield Chamber
Ms. Diane Gallion, City Utilities (a)	Ms. Cheryl Townlian, BNSF
Ms. Dawne Gardner, City of Springfield (a)	Mr. Garrett Tyson, City of Republic (a)
Mr. Martin Gugel, City of Springfield (a)	Mr. Dan Watts, SMCOG
Mr. Jason Haynes, City of Springfield (a)	Mr. Todd Wiesehan, Christian County
Mr. Jay Huff, Missouri State University (a)	Mr. Bob Wilslef, City of Ozark (a)
Mr. Joel Keller, Greene County Hwy Dept. (a)	Mr. Chad Zickefoose, MoDOT (a)
Mr. Kevin Lambeth, City of Battlefield (a)	

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

Mr. Travis Cossey called the meeting to order at 1:31 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Cossey stated that staff had requested to add item I. to the agenda.

Mr. Smith made the motion to approve the March 19, 2014 Technical Planning Committee meeting agenda with the addition. Mr. Hess seconded and the motion was approved unanimously.

C. Approval of the January 15, 2013 Meeting Minutes

Mr. Rognstad made the motion to approve the January 15, 2014 meeting minutes. Mr. Brock seconded and the motion was carried unanimously.

D. Public Comment Period for All Agenda Items

No comments.

E. Executive Director's Report

Ms. Fields stated that staff had been working on the Travel Demand Model. The Subcommittee had met and reviewed the data that is going into the model and some of the assumptions. The model is still on track to be completed by June. MoDOT is still working on a Statewide Freight Study that is due out in May. Mr. Miller stated that there would be a business partner meeting in St. Louis, Kansas City, and Springfield toward the end of April. Ms. Fields stated that Missouri State University has expressed interest in applying for a TIGER Grant. The notice of TIGER funding availability came out a couple of weeks ago. The applications are due April 28 and staff sent a notice out. There is one application that staff is aware of. Staff attended a MoDOT Planning Partner meeting in Jefferson City, where staff learned that MoDOT does not have any funding and nothing new will be added to the STIP this year other than maintenance projects.

Ms. Fields stated that she would be going to Washington, D.C. to meet with the Association of MPOs on the new planning guidance and performance measures that is coming out of Federal Highway. Staff is getting ready to solicit applications for the TIP. OTO will not be soliciting any Enhancement Applications at this time, since staff is waiting on the new transportation bill. There will be multiple years of funding available at that time. November would be the earliest availability of Enhancement Funding. Mr. Rognstad inquired if November would be when the Enhancement Applications would be solicited. Ms. Fields stated that it would be November. She stated that new information states that the Trust Fund would be bankrupt in July. It is unknown if there could be another government shutdown and if the reimbursements would be affected. When the fund gets to a certain level there will be partial reimbursements. She wanted everyone to be aware that July and

August could have reimbursement delays if there is not a new transportation bill or general fund transfer.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that the BPAC was excited about the adoption of the Two Priority Projects for Bicycle and Pedestrian needs for the region. The committee will be taking the Enhancement Application and adapting it to the new transportation alternatives programming requirements. The last time there was an enhancement funding round, the old requirements were mixed in with new requirements. The next set of funding will be purely the new set of requirements unless there is another new set issued in October. The committee will start looking at how the Enhancement application should look.

G. Legislative Reports

Ms. Burks stated that she did not have an update at this time on the Transportation Bill. Senator Blunt is in the state this week. She gave an update on the Senator's schedule and the bills that he has sponsored. She mentioned that he was sponsoring the Bridges Act and the Build America Act that have to do with infrastructure, cities, and communities. The Senator would like for there to be infrastructure bills to produce jobs and create projects.

Mr. Juranas inquired if the Bridges Act and Build America Act were all for bonds or loan guarantees. Ms. Burks stated that they were interest loans, bonds and bonding authorities. They are not from the government though, they would set up with a separate entity with a board. Ms. Fields asked about the likelihood of a general funds transfer in the full amount needed for the Trust Fund. Ms. Burks stated she could not answer that question, only that there is a very compacted year in terms of schedule. Mr. Miller stated that the Trust Fund depends on the weather, how fast contractors can get to work and get reimbursement requests turned in.

II. New Business

A. FY 2015 Unified Planning Work Program

Ms. Fields stated there was a new Tab 2 passed out. The OTO prepares a Unified Planning Work Program that is worked on over the next fiscal year. The fiscal year runs July 1 through June 30. It is programmed into tasks. The proposed OTO budget is \$865,338, then the City Utilities Transit Planning is included to bring the total to \$1,065,038. The changes involve Task 080 found on pages 22 and 23. Federal Highway gave some helpful suggestions on how to capture more Direct Cost from MoDOT. That allowed the Task 080 from \$65,000 to \$115,000 and that allowed the OTO to get about \$40,000 more in federal funds. That allows the OTO to save some of the Local Jurisdiction dues. The numbers on pages 24 and 25 changed as well. The overall budget increased because of Task 080 and the Consolidated Planning Grant funds increased.

There was a federal fund balance of \$969,545 left so the OTO is in good shape. The annual allocation for FY 2014 is \$551,000 so the OTO is under two years of the annual allocation.

The OTO has a balance in part because when Congress appropriates money, it usually comes a piece at a time, so the whole balance is not usually available. The FY 2014 allocation was only announced this month and the FY 2014 is over half way complete. The rest of the balance is to save for projects like the Travel Model and other special projects. Work

projects planned for FY 2015 include reviewing the Major Thoroughfare Plan, the Roadway Design Standards brochure, and continued work on giveusyourinput.org. The Travel Time Collection Units were proposed for last year's budget but the legal paperwork was not completed in time. The UPWP also accounts for continued work with the OTO committees and TIP.

Ms. Longpine stated that OCITE was hosting a lunch on March 26 where Jason Haynes from the City of Springfield would be talking about the bluetooth units and their use in the area.

Mr. Rognstad inquired if the Long Range Transportation Plan would be updated for 2016. Ms. Longpine stated it would be adopted by that December.

Mr. Rognstad made the motion to recommend approval of the FY 2015 UPWP to the Board of Directors. Mr. Gano seconded and the motion carried unanimously.

B. FY 2015-2018 TIP Subcommittee Appointment

Ms. Longpine stated that each year the Transportation Improvement Program is developed and part of the process is a review by the subcommittee of all the project requests. The project subcommittee would involve one or two meetings. The first meeting would be towards the end of May.

The following members volunteered for the FY 2015-2018 TIP Subcommittee: Joel Keller, Randy Brown, David Brock, Bill Robinett, Frank Miller, someone from the City of Springfield, and Rick Hess.

Mr. Juranas made the motion to accept the TIP Subcommittee. Mr. Rognstad seconded and the motion carried unanimously.

C. FTA Section 5310 Selection Criteria

Mr. Owens stated that there was a handout with three changes. He described the changes in the new handout. The FTA 5310 program includes some New Freedom type projects. This program is going from SAFETEA-LU to MAP-21, which requires the selection criteria to be rewritten. It now includes operating assistance for this program. The old program simply provided vans, basically for human service agencies. The new program includes ADA type projects and consolidated the 5310 projects into that.

The actual selection criteria on the final page gives each project a ranking. That is the process that will be used when each project goes through the program. The thought is that it would be open so that a variety of projects can be compared, including vehicles and operating assistance. Vehicle and capital projects are still at an 80/20 ratio. Operating assistance is at 50/50. All the projects that come in will fall into one of those two matching criteria. One of the differences in the funding is a minimum of 55 percent of the program has to be spent on capital, 45 percent minus a 10 percent administrative fee for capital projects and ADA type projects. The Local Coordinating Transit Board has been working on this criteria. In 2013, the LCTB went through the application process and awarded two vehicles. Since then, there has been more funding identified, so those will be put into one grant cycle. The next application process will include the remainder of FY 2013 and all of FY 2014.

Mr. Whaley inquired what the implementation was for coordinated services. Mr. Owens stated that it could be like a single source call center. Ms. Fields stated it would be a website or a call-in line where there was one number and then they could put the caller in touch with the agencies that would be most appropriate to provide service. There is not local interest at this time, but OTO did not want to preclude it in case there was in the future.

Ms. Fields stated that once the criteria is approved it will be incorporated it into an application. The applications will go to the Local Coordinating Board of Transit. The LCBT will make a recommendation and then it will run along with the other TIP projects.

Mr. Whaley made the motion to recommend approval of the selection criteria to the Board of Directors. Mr. Brock seconded and the motion carried unanimously.

D. Title VI Policy Revision to Include ADA

Mr. Owens stated that at the last TPC meeting, the Title VI Policy was approved and forwarded to the Board of Directors. Since the approval of the Title VI Policy there is a need to amend some of the documents in the Program. The documents are being updated to include ADA requirements and update the logo. The revised documents include notifying the public under Title VI and ADA. This notice is on the page posted outside of the office and on the website. The amendment to this is the title and the logo.

The title and logo on the complaint procedure was also amended. The steps for the complaint process was updated for the process with other agencies should there be a complaint. The last change was the Title VI/ADA title and logo. Appendices A, B, C were updated to correlate with the particular titles of these documents to go into the program.

Ms. Fields stated that a member of the public does not want to figure out what complaint form to fill out. The decision was made to not have multiple forms so one form was put together. If there is an issue with discrimination of disability or minority or low income they do not have to distinguish which form to fill out. Ms. Fields stated that the Title VI Coordinator for the OTO was Mr. Owens.

Mr. Rognstad made the motion to recommend approval of the Title VI Policy Revisions to the Board of Directors. Mr. Hess seconded and the motion carried unanimously.

E. STP-Urban Advance Policy and Agreement

Ms. Fields stated that the Executive Committee of the Board of Directors has been working for several months on coming up with a policy that could be put in place to spend STP-Urban funds in advance. Included in the agenda is a history of the OTO fund balance. MoDOT allows staff to keep up to \$16 million without reallocating it away from the OTO. The OTO has carried a balance of more than \$16 million most years. OTO has reduced the appearance of this balance with future cost shares, but that program has now been suspended.

The developed policy is for jurisdictions that get less than \$1 million, so the smaller jurisdictions would be able to spend the funds in advance. The smaller jurisdictions would be able to amend a TIP project and note that there is advance spending. The Board would approve it then and the jurisdiction would enter into this advance funding agreement. The

policy states that in the event the STP funding is discontinued and the jurisdiction has spent it in advance and Congress did not appropriate it in the future, the jurisdiction agrees to pay it back to the general OTO fund to be reallocated. The policy is for only three years in advance. MoDOT has agreed to let OTO go negative. If every dime of the \$26 million balance gets spent and the OTO accidentally goes negative, there is enough funding around the state to cover it until the OTO could make it up. There is no real risk for the OTO as a whole. The individual jurisdiction would take on a little risk in the event that the federal funding was discontinued. STP-Urban has been around for a long time. Ms. Fields stated she wanted the policy to be in place to allow advance spending to reduce the overall STP balance so that the OTO will not lose it per federal rescission or going over the fund balance with the State. The Executive Committee has reviewed it for several months and are recommending the policy, but it is coming to the Technical Committee for recommendation. Mr. Cossey inquired if there was a maximum. Ms. Fields stated that it is a three year maximum.

Mr. Rognstad made the motion to recommend approval of the STP-Urban Advance Policy and Agreement to the Board of Directors. Mr. Miller seconded and the motion was carried unanimously.

F. Amendment 1 to the Priority Projects of Regional Significance

Ms. Fields stated that there would be a discussion on the Transportation Input Initiative. As part of this Transportation Input Initiative there was a rush priority project amendment through the Board of Directors on February 20. There was a request to add the MM Corridor, from I-44 to US 60 and expand the Route 14 priority, which currently stops short at Ozark, to run through Ozark to Route W, and include Business Route 65. The dashed lines on the map are the proposed projects to be added. There is a little bit of history on the priority project list included. In 2008, the Board adopted this priority list. It has been used to distribute to the legislature, the public, and for grant applications. It has been successful. The projects that have been completed in the priority project list have been listed.

The second map in the agenda is the volume-to-capacity map which has some errors on the capacities. The formula was run on US 65 and I-44 and on the James River Freeway. It used half the capacity and staff doubled that. The map handout is more accurate. Staff added to it so that the volume-to-capacity could be compared. The proposal for Highway 14/65 in Ozark is at a level of service E, at or above capacity. MM is not as much an issue of volume-to-capacity, but it is an issue of development and truck traffic occurring.

The accident rates have been included on the next map. Route MM is not as high. That is because a lot of the accidents are single truck accidents and are not being reported as accidents since the accidents are not fatalities or injuries. Both jurisdictions included letters of support and information about the issues. The projects were run through the scoring criteria that was in the Long Range Transportation Plan and both scored well under the criteria. Those are scores on existing conditions. There were some projections done on the possible development of MM. The acreage was compared to the development of PIC East. The traffic will double or triple causing it to have a problem. The Board approved it subject to Technical Committee review. The Board wanted to get the Technical Planning Committee concurrence to add it to the list.

Mr. Cossey stated that in 2008, the TPC went through and created the Priority List and scored the Priority List. That was the document that local jurisdictions could use towards providing input to the citizens that on the projects ranking and as funding became available and when the issues would be taken down. In addition to the Priority List, Mr. Cossey asked if the OTO making a separate list with these three new projects or would this be taken care of after the other ranking projects. The concern is that projects that were ranked high in 2008 would no longer be ranking as more projects are added to the list.

Ms. Fields stated that the original priority list was never in priority order. The list was of equal priority. The intent is that the OTO provides a geographical distribution that can provide roadways of different types so when different funding pots become available, the funds can be allocated as appropriate. Republic is hoping that MM will have Economic Development Cost Share money or TIGER grant money, since it is geared for economic development. Republic felt that if the project was on the list it would help with the grant applications. As far as stating that MM and Highway 14 would be funded last after all these projects might not be correct. Mr. Cossey stated that all of these are worthy projects, he just wanted to make sure that the OTO was not creating a slippery slope. Mr. Miller stated that he did not look at it as a list, just a map of priority corridors that need work.

Ms. Burks stated that from a federal perspective, if there were earmarks, then the corridors would be looked at to see what corridors fit project funding availabilities. That is how the legislature looks for those types of projects and take it into account. There are no earmarks right now, but the projects are still looked at as corridors. Mr. Cossey wanted to ensure adding to it does not create a misconception. Ms. Burks stated that it is a living document, because as people move there are different patterns that develop. There may be a change that takes place, even though it is only 6 years, to the priorities in those corridors.

Mr. Juranas stated that even now the mind mixer survey has different sections of Route 14 that are being rated in pieces. There is no guarantee that the whole route will be funded.

Mr. Juranas made the motion to agree with Amendment 1 to the Priority Projects of Regional Significance. Mr. Smith seconded and the motion was carried unanimously.

G. Amendment 2 to the Priority Projects of Regional Significance

Ms. Fields stated that the tab was in the wrong place in the agenda. Greene County has requested that the TPC consider another amendment to the Priority Projects of Regional Significance list. The amendment is the Kansas Expressway Extension from Republic Road to Highway 14 in Nixa. It has a score sheet. It scores low because the scoring does not consider proposed roads. Existing roads have existing accident data so that can be scored. A proposed road does not have that data. An excerpt from the North South Corridor Study is included which talks about the growth that was projected and the volumes south of James River Freeway, projected at 112,000. The capacity added at the time was 37,000, which is a little higher now with the addition of the lanes. The speeds would be low with the projected growth. It would be over capacity several times over. The study evaluated different alternatives. The alternatives were the West Bypass Extension, the Kansas Expressway Extension, expanding U.S. 160, and National Avenue. The alternatives were ranked based on travel time reductions, economic development and the impact on natural resources, funding eligibility, and so forth. At that time, FF scored the highest. A lot was due to the potential economic development and the impact of federal and state funding, but at the end

of the study, the conclusion was that both routes were needed to reduce the impact of congestion and growth in Christian County. This shows evidence as to the need of some improved connections to Christian County.

Mr. Smith stated that Greene County has been working on the planning since the early 1980's knowing that another corridor was going to be necessary as growth occurred. Greene County defined the corridor in Greene County and has preserved 80 to 90 percent of the right-of-way. Greene County is getting to the point to be able to start putting dollars into construction. Greene County has also been discussing with the City of Springfield about potentially doing an environmental study and using federal funding. The County is to the point where construction can actually start. There is a lot of opportunity with the intersection of Republic Road.

Mr. Juranas stated it is seen as a viable alternative to expanding U.S. 160, where traffic could go south on Kansas and relieve some of the traffic there. Mr. Whaley stated that he sees state of the art Bicycle and Pedestrian facilities on each side.

Mr. Rognstad made the motion to recommend approval of Amendment 2 to the Priority Projects of Regional Significance to the Board of Directors with Bicycle and Pedestrian facilities. Mr. Whaley seconded and the motion was carried unanimously.

Mr. Rognstad inquired about the map for the US 65, it shows it from I-44 down south then in the description is only from U.S. 160. Ms. Fields stated staff noticed it and fixed it on the actual website. It was caught after the agenda was published. Ms. Longpine stated that some of it relates to the fact that the capacity is still needed south of 60, the interchange improvements are still needed north of there. Mr. Miller stated that the changes were on the map on the main website and not in the agenda on the web.

H. Transportation Input Initiative Update

Ms. Fields stated that there was a postcard telling everyone how to give input at Giveusyourinput.org and a text number. There were three public meetings March 18th, one at Republic High school, one at the Library Center, and one at Strafford City Hall. There are three more coming up in Willard, the Springfield Chamber, and the OTC campus in Ozark. There were probably 50 people total at the three meetings.

Ms. Fields gave a summary of the online voting to date. She stated that when the public input process is done there will be a public input report compiled. It will include all the outreach that was done and the number of participants. Mr. Whaley inquired if any of the input gathered would change any of the OTO priorities that have been discussed over the past couple months. He inquired if it could be used for that purpose. Ms. Fields stated that yes it potentially could. The Board of Directors at the last Board meeting established a one-cent subcommittee to put together a list in the event a one-cent sales tax made it through the legislature. The committee will look at the data from the priority projects and made the decisions based on that. Right now, based on that public input, there is nothing that suggests there will be changes. Mr. Whaley stated that looking at the Bicycle and Pedestrian page, the number 5 item is the number one priority on the Bicycle and Pedestrian Committee, which is on-street facilities for bicyclists. He stated that the number one listed is the Wilson Creek/Schuyler Trail, but it is not the number one at the committee. Ms. Longpine stated it actually was one of the priorities that was adopted, the downtown

Springfield to downtown Republic corridor. Ms. Fields stated that is why the projects were listed on the input questions. Ms. Longpine stated that these preliminary votes would probably change by April 4 when the public meeting votes and website votes had been counted.

Ms. Fields stated that the text questions were open ended. Individuals could text in and let the OTO know of any additional projects that were not covered in the other places. Ms. Burks stated that some people did not understand the location that was surveyed. Ms. Fields stated that there was actually a question added for the SMCOG area, since the OTO was asked to look at the 10 county area. Staff will forward that information to SMCOG. The feeling was that in Christian or Greene Counties not everyone understands the OTO boundary, so that way there would be a category for their feedback.

Ms. Longpine stated that this is also giving input for the next Long Range Transportation Plan. This such a large outreach effort there is no reason not to include it. MoDOT has helped with signs and Greene County made the signs and installed them. There have been a couple of billboards purchased on Glenstone, so there has been a lot of partners involved. The input is being run by a joint subcommittee with the Springfield Chamber Transportation Committee. Ms. Richards mentioned that there have been some shares on Facebook and a recent post had about 8,000 views. Ms. Longpine stated that the Giveusyourinput.org belongs to the OTO. After this campaign ends that is going to be where the OTO directs people for public comment on all of the OTO initiatives.

I. MoDOT Request to Withdraw Amendment Number Two

Ms. Longpine stated that there was a handout with a map and letter from MoDOT. This request had been approved by the Board of Directors for USDOT to approve the amendment for the TIP. In the meantime MoDOT examined their funding and decided that even though there might be funding for scoping on this project, there is not any committed funding for actual project completion after the scoping. MoDOT has requested the project be pulled from the TIP. The decision was to go through the proper approval process to rescind the TIP amendment.

Mr. Miller stated that the multimodal division receives funds for federal and state railroad crossing safety. Usually, this is spent on resurfacing and new gates. Occasionally there is enough funding to do a full priority grade separation. There were some funds built up for a big project in St. Louis that fell through, so there was some additional funds to be spent. The Southwest District had been identified for two railroad grade separations that the state had agreed to fund. One is at Chestnut Expressway, the BNSF just west of 65, which was a cost share.

There were significant overruns, so the City and the Southwest District will not have to pay those overruns. The other one was the Route 125 crossing just south of Route D on the eastern boundary of the MPO. MoDOT was going to scope some more projects including this one. This map has the wrong location. It is closer to 60 where Route M goes over the tracks west of the intersection. There is not enough funding right now to finish the project. The second problem with Multimodal on this particular project is that there is a lot going on with it beyond the crossing. There would be additional state and district money needed to complete it. With the cost share program suspended, there would be no reason to scope

the project. It needs to be officially removed from the STIP. Ms. Fields stated that if the scoping was to be done in the future it would need to go through the whole process again.

Mr. Rognstad made the motion to recommend withdrawal of TIP Amendment Number Two to the Board of Directors. Mr. Smith seconded and the motion was approved unanimously.

III. Other Business

A. Technical Planning Committee Member Announcements

None.

B. Transportation Issues for Technical Planning Committee Member Review

None.

C. Articles For Technical Planning Committee Member Information

No comments.

IV. Adjournment

Mr. Rognstad made the motion to adjourn at 2:38 p.m. Mr. Juranas seconded and the meeting was adjourned.

TAB 2

TECHNICAL COMMITTEE AGENDA 6/11/2014; ITEM II.A.

Administrative Modification Number Two to the FY 2014-2017 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one item included as part of Administrative Modification Two to the FY 2014-2017 Transportation Improvement Program.

Route 65 Pavement Improvements (GR1304)

This project was to move funding from Fiscal Years 2015 and 2016 to Fiscal Year 2014 and to reflect less required funding.

Revisions –

- **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**
- **Changes in a project's programmed amount less than 15 percent (up to \$2 million)**

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # GR1304 ROUTE 65 PAVEMENT IMPROVEMENTS

Route Route 65

From Route KK

To I-44

Location/Agency Greene County

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

AC Year of Conv. FY 2015 and FY 2106

STIP # 8P3006

Project Description

Pavement improvements on various sections of northbound Route 65 from Route KK to I-44.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (NHS)	Federal	ENG	\$0	\$20,800	\$52,800	\$0	\$73,600
MoDOT	State	ENG	\$0	\$-20,800	\$-52,800	\$0	\$-73,600
MoDOT	State	ENG	\$26,000	\$66,000	\$0	\$0	\$92,000
FHWA (NHS)	Federal	CON	\$0	\$0	\$1,745,600	\$0	\$1,745,600
MoDOT	State	CON	\$0	\$0	\$-1,745,600	\$0	\$-1,745,600
MoDOT	State	CON	\$0	\$2,182,000	\$0	\$0	\$2,182,000
Totals			\$26,000	\$2,248,000	\$0	\$0	\$2,274,000

Notes

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

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$2,276,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # GR1304 ROUTE 65 PAVEMENT IMPROVEMENTS

Route Route 65

From Route KK

To I-44

Location/Agency Greene County

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category NHPP(NHS)

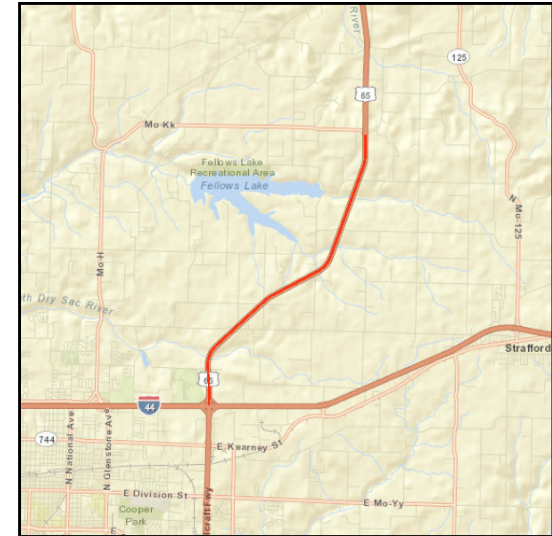
MoDOT Funding Category Taking Care of the System

AC Year of Conv. FY 2015 and FY 2106

STIP # 8P3006

Project Description

Pavement improvements on various sections of northbound Route 65 from Route KK to I-44.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
MoDOT	State	ENG	\$26,000	\$0	\$0	\$0	\$26,000
MoDOT-AC	State	ENG	\$104,000	\$0	\$0	\$0	\$104,000
MoDOT	State	CON	\$361,400	\$0	\$0	\$0	\$361,400
MoDOT-AC	State	CON	\$1,445,600	\$0	\$0	\$0	\$1,445,600
Totals			\$1,937,000	\$0	\$0	\$0	\$1,937,000

Notes

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

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$1,939,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
PROJECT	Federal									Local	State			TOTAL
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	
FY 2014														
BA1401	\$264,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,175	\$0	\$0	\$0	\$330,874
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
CC1110	\$228,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$386,000	\$0	\$0	\$714,000
CC1201	\$0	\$1,759,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,500	\$0	\$0	\$1,955,000
CC1202	\$0	\$200,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,600	\$0	\$0	\$223,000
CC1203	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$33,000	\$0	\$0	\$353,000
CC1301	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$189,000	\$0	\$0	\$239,000
CC1302	\$0	\$891,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,000	\$0	\$0	\$990,000
CC1303	\$0	\$184,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,686,000	\$0	\$0	\$1,870,000
CC1304	\$0	\$101,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,300	\$0	\$0	\$113,000
CC1305	\$0	\$143,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,900	\$0	\$0	\$159,000
CC1306	\$0	\$0	\$0	\$2,387,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$2,387,200)	\$0	\$0	\$0
CC1401	\$0	\$270,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,100	\$0	\$0	\$301,000
GR1010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,160,000	\$0	\$0	\$1,160,000
GR1104	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
GR1206	\$0	\$0	\$2,008,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$502,000	\$0	\$0	\$2,510,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$0	\$1,417,000
GR1303	\$0	\$0	\$0	\$3,588,800	\$0	\$0	\$0	\$0	\$0	\$0	(\$3,588,800)	\$0	\$0	\$0
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$387,400	\$1,549,600	\$0	\$1,937,000
GR1305	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,785,000	\$0	\$0	\$2,785,000
GR1306	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,839,000	\$0	\$0	\$1,839,000
GR1308	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1309	\$0	\$0	\$0	\$0	\$0	\$0	\$52,852	\$0	\$0	\$0	(\$52,852)	\$0	\$0	\$0
GR1311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168,000	\$42,000	\$0	\$0	\$0	\$210,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$0	\$464,000
GR1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$314,000	\$0	\$0	\$314,000
GR1402	\$0	\$0	\$0	\$0	\$0	\$247,500	\$0	\$0	\$0	\$0	\$169,000	\$0	\$27,500	\$444,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
GR1404	\$0	\$0	\$0	\$0	\$216,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$216,000
GR1405	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,000	\$0	\$0	\$365,000
GR1406	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$689,000	\$0	\$0	\$717,000
GR1407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$18,000	\$0	\$0	\$168,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,000	\$0	\$0	\$193,000
MO1201	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$0	\$52,000
MO1403	\$268,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$673,000	\$0	\$0	\$1,008,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
MO1406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$807,000	\$0	\$0	\$807,000
MO1407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,000	\$0	\$0	\$660,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1410	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$15,000
MO1411	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
MO1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
NX0701	\$301,920	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,480	\$0	\$0	\$0	\$377,400
NX0703	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
NX0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$175,000	\$0	\$0	\$0	\$175,000
NX0803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,313,314	\$0	\$0	\$0	\$1,313,314
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
NX1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$188,700	\$0	\$0	\$0	\$188,700
OK1006	\$0	\$0	\$0	\$535,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$535,200)	\$0	\$0	\$0
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
RP1201	\$0	\$0	\$0	\$0	\$0	\$0	\$217,600	\$0	\$0	\$0	(\$217,600)	\$0	\$0	\$0
RP1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,683,000	\$0	\$0	\$1,683,000
RP1302	\$0	\$0	\$0	\$0	\$0	\$0	\$949,600	\$0	\$0	\$0	(\$949,600)	\$0	\$0	\$0
RP1303	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$80,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
	Federal									Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2014 continued														
RP1305	\$0	\$0	\$0	\$0	\$0	\$0	\$182,400	\$0	\$0	\$0	\$0	(\$182,400)	\$0	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1018	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$100,000
SP1021	\$0	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$660,000)	\$0	\$0
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1108	\$2,791,367	\$0	\$0	\$0	\$0	\$0	\$512,000	\$1,189,657	\$0	\$4,153,300	\$3,961,475	\$0	\$0	\$12,607,799
SP1109	\$0	\$0	\$0	\$2,067,400	\$0	\$0	\$24,000	\$0	\$0	\$2,000,000	\$56,000	\$0	\$0	\$4,147,400
SP1110	\$0	\$0	\$0	\$0	\$0	\$0	\$1,256,800	\$0	\$0	\$0	(\$1,256,800)	\$0	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
SP1122	\$0	\$0	\$0	\$29,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,480
SP1202	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	(\$1,175,200)	\$0	\$0	\$0
SP1203	\$0	\$0	\$0	\$819,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$819,200)	\$0	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1206	\$0	\$129,000	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$542,800	\$0	\$0	\$727,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$0	\$124,979	\$0	\$0	\$0	\$624,894
SP1213	\$2,584,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,083,700	\$230,000	\$0	\$0	\$3,898,500
SP1302	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
SP1306	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,312,000	\$0	\$0	\$2,312,000
SP1313	\$3,105,258	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,269	\$4,532,473	\$0	\$0	\$8,414,000
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,266,000	\$0	\$0	\$1,266,000
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$4,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$17,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$860,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$999,000	\$0	\$0	\$999,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,151,244	\$362,610	\$0	\$0	\$1,513,854
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$469,000	\$0	\$0	\$469,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$602,000	\$0	\$0	\$602,000
SP1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$0	\$0	\$390,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1407	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,000	\$780,000	\$0	\$0	\$1,222,000
SP1408	\$595,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,000	\$270,000	\$0	\$0	\$1,147,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$6,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$8,000
SP1417	\$799,517	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,879	\$999,684	\$0	\$0	\$1,999,080
ST1101	\$0	\$222,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$544,000	\$0	\$0	\$766,000
ST1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$584,000	\$0	\$0	\$584,000
ST1401	\$0	\$126,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,000	\$0	\$0	\$360,000
WI1201	\$0	\$0	\$0	\$470,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$470,200)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
SUBTOTAL	\$11,388,561	\$4,162,500	\$2,088,000	\$11,085,395	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$12,506,224	\$23,098,890	\$1,549,600	\$67,500	\$74,338,279

FINANCIAL SUMMARY

Roadways

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
	Federal									Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2015 continued														
SP1404	\$0	\$0	\$0	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$312,000)	\$0	\$0	\$0
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1407	\$0	\$0	\$0	\$0	\$0	\$0	\$624,000	\$0	\$0	\$0	(\$624,000)	\$0	\$0	\$0
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,277,000	\$0	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$110,200	\$0	\$0	\$112,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$394,400	\$0	\$0	\$396,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$695,200	\$0	\$0	\$700,000
ST1101	\$0	\$0	\$0	\$511,700	\$0	\$0	\$0	\$0	\$0	\$0	(\$511,700)	\$0	\$0	\$0
ST1201	\$0	\$0	\$0	\$467,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$467,200)	\$0	\$0	\$0
ST1401	\$0	\$0	\$0	\$176,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$176,000)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600	\$0	\$0	\$5,000
SUBTOTAL	\$3,424,533	\$911,900	\$328,000	\$10,564,709	\$181,800	\$2,206,500	\$17,248,655	\$0	\$0	\$7,428,384	\$6,228,968	\$0	\$273,500	\$48,796,949

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
	Federal									Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2016														
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1110	\$0	\$0	\$0	\$0	\$0	\$0	\$3,364,000	\$0	\$0	\$0	(\$3,364,000)	\$0	\$0	\$0
GR1010	\$0	\$0	\$0	\$0	\$0	\$0	\$8,532,000	\$0	\$0	\$0	(\$8,532,000)	\$0	\$0	\$0
GR1104	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$0	\$3,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$22,400	\$0	\$0	\$24,000
MO1406	\$0	\$0	\$0	\$637,600	\$0	\$0	\$0	\$0	\$0	\$0	(\$637,600)	\$0	\$0	\$0
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$814,400	\$0	\$0	\$0	(\$814,400)	\$0	\$0	\$0
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$1,318,400	\$0	\$0	\$0	(\$1,318,400)	\$0	\$0	\$0
MO1503	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0	\$0
MO1505	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$164,000)	\$0	\$0	\$0
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$51,000
MO1603	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$673,000	\$0	\$0	\$1,028,000
MO1604	\$0	\$915,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,700	\$0	\$0	\$1,017,000
MO1605	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$197,000	\$0	\$0	\$204,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX0906	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$7,200	\$0	\$0	\$8,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$242,400	\$0	\$0	\$244,000
SP1018	\$0	\$0	\$5,137,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,284,400	\$0	\$0	\$6,422,000
SP1106	\$0	\$0	\$0	\$1,382,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,382,000)	\$0	\$0	\$0
SP1109	\$0	\$0	\$0	\$0	\$0	\$0	\$1,928,440	\$0	\$0	\$0	(\$1,928,440)	\$0	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$0	\$0	\$49,600	\$0	\$0	\$100,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1305	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1307	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1308	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1315	\$0	\$0	\$0	\$435,200	\$0	\$0	\$26,400	\$0	\$0	\$0	(\$461,600)	\$0	\$0	\$0
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$1,528,000	\$0	\$0	\$0	(\$1,528,000)	\$0	\$0	\$0
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$684,000	\$0	\$0	\$0	(\$684,000)	\$0	\$0	\$0
SP1318	\$0	\$0	\$0	\$57,600	\$0	\$0	\$955,200	\$0	\$0	\$0	(\$1,012,800)	\$0	\$0	\$0
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$22,000	\$0	\$0	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$100,800	\$0	\$0	\$0	\$0	\$0	\$9,770,200	\$0	\$0	\$9,871,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$316,800	\$0	\$0	\$0	\$8,902,200	\$0	\$0	\$9,219,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$560,000	\$0	\$0	\$0	(\$560,000)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$50,000
SUBTOTAL	\$294,000	\$918,000	\$5,137,600	\$3,232,200	\$100,800	\$520,000	\$20,090,840	\$0	\$0	\$1,574,984	(\$1,145,440)	\$0	\$10,000	\$30,732,984

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
	Federal									Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2017														
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$81,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,100	\$0	\$0	\$91,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$5,628,800	\$0	\$0	\$0	\$1,383,200	\$0	\$0	\$7,012,000
MO1603	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0	\$0
MO1605	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$164,000)	\$0	\$0	\$0
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$673,000	\$0	\$0	\$1,038,000
MO1705	\$0	\$0	\$0	\$2,017	\$0	\$0	\$0	\$0	\$0	\$0	\$203,400	\$0	\$0	\$205,417
NX0906	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$339,600	\$0	\$0	\$346,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$195,200	\$0	\$0	\$0	(\$195,200)	\$0	\$0	\$0
SP1109	\$0	\$0	\$0	\$0	\$0	\$0	\$2,454,378	\$0	\$0	\$0	(\$2,454,378)	\$0	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	(\$50,000)	\$0	\$0	\$150,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$39,400	\$0	\$0	\$41,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$397,600	\$0	\$0	\$0	\$73,400	\$0	\$0	\$471,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$8,883,900	\$0	\$0	\$0	\$0	\$0	(\$8,883,900)	\$0	\$0	\$0
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$7,375,200	\$0	\$0	\$0	(\$7,375,200)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$716,000	\$0	\$0	\$0	\$0	\$0	\$0	\$129,000	\$0	\$0	\$845,000
SUBTOTAL	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,262,378	\$0	\$0	\$73,000	(\$16,520,978)	\$0	\$0	\$10,497,417
GRAND TOTAL	\$15,399,094	\$6,074,300	\$7,553,600	\$26,307,521	\$9,382,500	\$3,294,000	\$58,347,525	\$1,189,657	\$1,672,800	\$21,582,592	\$11,661,440	\$1,549,600	\$351,000	\$164,365,629

FINANCIAL CONSTRAINT
Roadways

	FHWA Federal Funding Source										MoDOT Programmed Funds	State Operations and Maintenance	Local	TOTAL
	STP-U	Safety	Bridge	STP	IM	130	NHS	BRM	BRO	TOTAL Federal Funds				
2014 Funds Programmed	\$11,388,561	\$4,162,500	\$2,088,000	\$11,085,395	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$37,116,065	\$24,715,990	\$6,293,898	\$12,506,224	\$80,632,177
2015 Funds Programmed	\$3,424,533	\$911,900	\$328,000	\$10,564,709	\$181,800	\$2,206,500	\$17,248,655	\$0	\$0	\$34,866,097	\$6,502,468	\$6,419,776	\$7,428,384	\$55,216,725
2016 Funds Programmed	\$294,000	\$918,000	\$5,137,600	\$3,232,200	\$100,800	\$520,000	\$20,090,840	\$0	\$0	\$30,293,440	(\$1,135,440)	\$6,548,171	\$1,574,984	\$37,281,155
2017 Funds Programmed	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,262,378	\$0	\$0	\$26,945,395	\$16,520,978	\$6,679,135	\$73,000	\$17,176,552
Total	\$15,399,094	\$ 6,074,300	\$ 7,553,600	\$26,307,521	\$ 9,382,500	\$ 3,294,000	\$58,347,525	\$1,189,657	\$1,672,800	\$129,220,997	\$ 13,562,040	\$25,940,980	\$21,582,592	\$190,306,609

	Prior Year	2014	2015	2016	2017	TOTAL
Available State and Federal Funding	\$25,292,494	\$23,240,000	\$23,620,000	\$28,480,000	\$23,040,000	\$123,672,494
Available Operations and Maintenance Funding	\$0	\$6,293,898	\$6,419,776	\$6,548,171	\$6,679,135	\$25,940,980
Available Suballocated STP-U/Small Urban	\$24,683,089	\$5,414,570	\$5,414,570	\$4,580,384	\$4,580,384	\$44,672,997
Available Suballocated BRM	\$2,201,457	\$386,195	\$386,195	\$386,195	\$386,195	\$3,746,237
TOTAL AVAILABLE FUNDING	\$52,177,040	\$35,334,663	\$35,840,541	\$39,994,750	\$34,685,714	\$198,032,708
Programmed State and Federal Funding	\$0	(\$68,125,953)	(\$47,788,341)	(\$35,706,171)	(\$17,103,552)	(\$168,724,017)
TOTAL REMAINING (including prior balance)	\$52,177,040	\$19,385,750	\$7,437,950	\$11,726,529	\$29,308,691	\$29,308,691

Remaining State and Federal Funding	(\$2,521,792)
Remaining Suballocated STP-Urban/Small Urban	\$29,273,903
Remaining Suballocated BRM	\$2,556,580
TOTAL REMAINING	\$29,308,691

TAB 3

TECHNICAL COMMITTEE AGENDA 6/11/2014; ITEM II.B.

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

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

AGENDA DESCRIPTION:

There is one item to be included as part of TIP Amendment Number Three to the FY 2014-2017 Transportation Improvement Program.

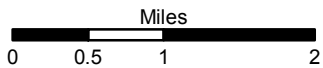
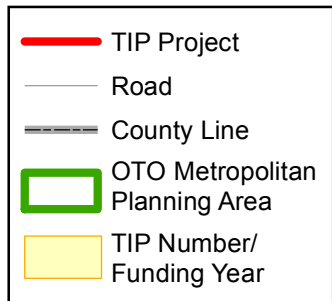
1. *New* Scoping for Route 13 Bridge over Radio Lane (GR1408)

Programming scoping for improvements to the bridge on Route 13 over Radio Lane for a total cost of \$6,000.

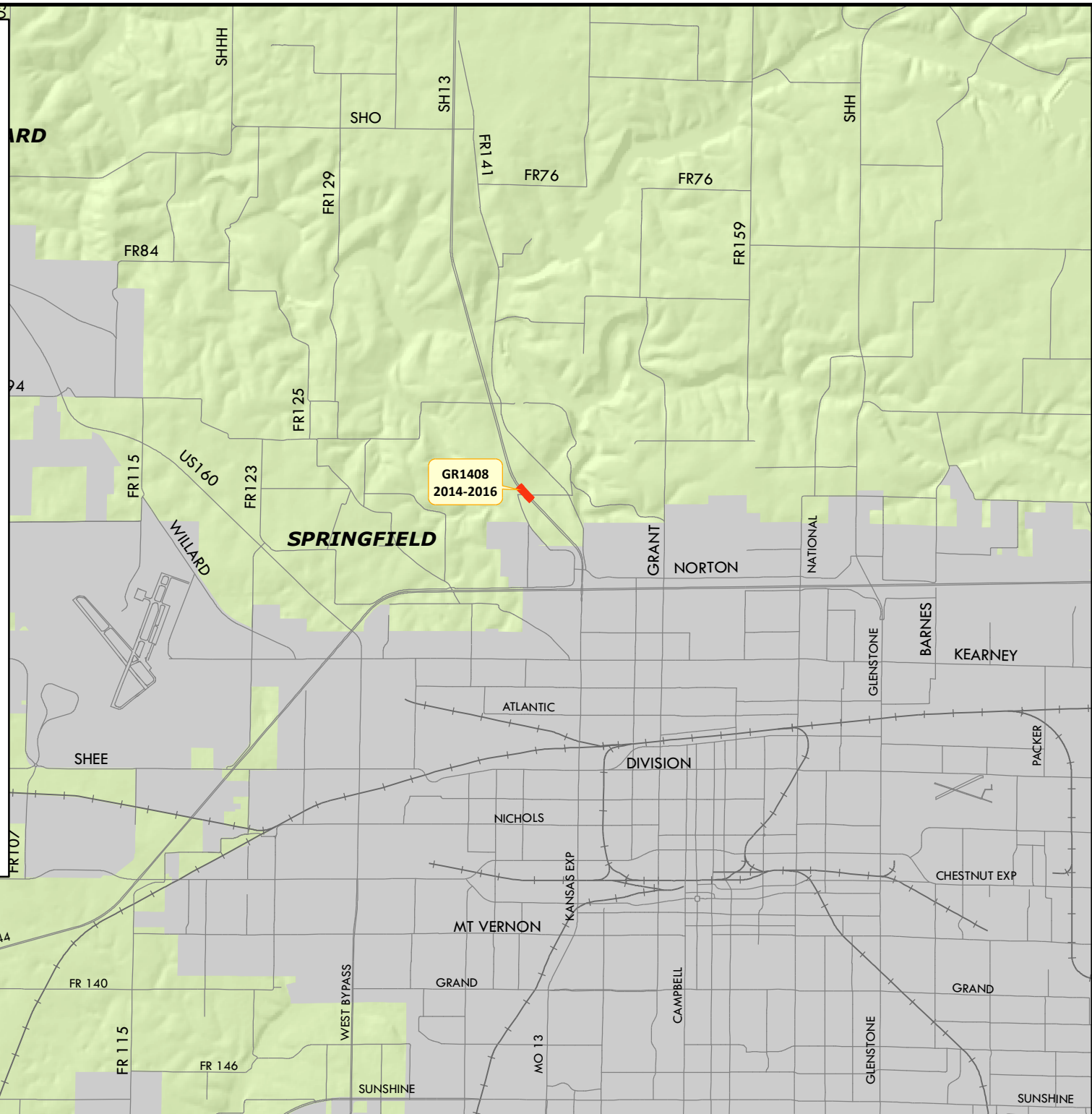
TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

Ozarks Transportation Organization 2014 - 2017 Transportation Improvement Program Amendment 3



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





Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

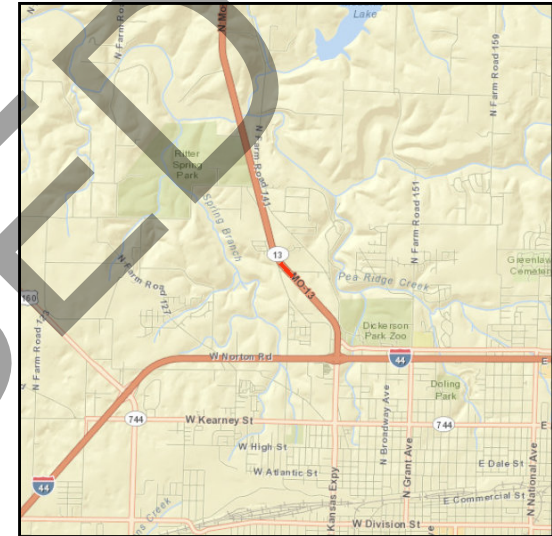
E) Roadways Section

TIP # GR1408 SCOPING FOR ROUTE 13 BRIDGE OVER RADIO LANE

Route 13
From Radio Lane **To** Radio Lane
Location/Agency Greene County
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category NHPP(NHS), STP, BRM
MoDOT Funding Category Taking Care of the System
AC Year of Conv. FY 2015 and FY 2106 **STIP #** 8P3039

Project Description

Scoping for bridge improvements on Route 13 over Radio Lane.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
MoDOT	State	ENG	\$400	\$400	\$400	\$0	\$1,200
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$1,600	\$0	\$4,800
Totals			\$2,000	\$2,000	\$2,000	\$0	\$6,000

Notes

Source of State Funds: State Transportation Tax Revenues. Advance Construction with anticipated conversions in FY 2015 and FY 2016.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$6,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
PROJECT	Federal									Local	State			TOTAL
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	
FY 2014														
BA1401	\$264,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,175	\$0	\$0	\$0	\$330,874
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
CC1110	\$228,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$386,000	\$0	\$0	\$714,000
CC1201	\$0	\$1,759,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,500	\$0	\$0	\$1,955,000
CC1202	\$0	\$200,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,600	\$0	\$0	\$223,000
CC1203	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$33,000	\$0	\$0	\$353,000
CC1301	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$189,000	\$0	\$0	\$239,000
CC1302	\$0	\$891,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,000	\$0	\$0	\$990,000
CC1303	\$0	\$184,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,686,000	\$0	\$0	\$1,870,000
CC1304	\$0	\$101,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,300	\$0	\$0	\$113,000
CC1305	\$0	\$143,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,900	\$0	\$0	\$159,000
CC1306	\$0	\$0	\$0	\$2,387,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$2,387,200)	\$0	\$0	\$0
CC1401	\$0	\$270,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,100	\$0	\$0	\$301,000
GR1010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,160,000	\$0	\$0	\$1,160,000
GR1104	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
GR1206	\$0	\$0	\$2,008,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$502,000	\$0	\$0	\$2,510,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$0	\$1,417,000
GR1303	\$0	\$0	\$0	\$3,588,800	\$0	\$0	\$0	\$0	\$0	\$0	(\$3,588,800)	\$0	\$0	\$0
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$387,400	\$1,549,600	\$0	\$1,937,000
GR1305	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,785,000	\$0	\$0	\$2,785,000
GR1306	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,839,000	\$0	\$0	\$1,839,000
GR1308	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1309	\$0	\$0	\$0	\$0	\$0	\$0	\$52,852	\$0	\$0	\$0	(\$52,852)	\$0	\$0	\$0
GR1311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168,000	\$42,000	\$0	\$0	\$0	\$210,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$0	\$464,000
GR1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$314,000	\$0	\$0	\$314,000
GR1402	\$0	\$0	\$0	\$0	\$0	\$247,500	\$0	\$0	\$0	\$0	\$169,000	\$0	\$27,500	\$444,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
GR1404	\$0	\$0	\$0	\$0	\$216,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$216,000
GR1405	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,000	\$0	\$0	\$365,000
GR1406	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$689,000	\$0	\$0	\$717,000
GR1407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$18,000	\$0	\$0	\$168,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,000	\$0	\$0	\$193,000
MO1201	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$0	\$52,000
MO1403	\$268,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$673,000	\$0	\$0	\$1,008,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
MO1406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$807,000	\$0	\$0	\$807,000
MO1407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,000	\$0	\$0	\$660,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1410	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$15,000
MO1411	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
MO1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
NX0701	\$301,920	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,480	\$0	\$0	\$0	\$377,400
NX0703	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
NX0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$175,000	\$0	\$0	\$0	\$175,000
NX0803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,313,314	\$0	\$0	\$0	\$1,313,314
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
NX1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$188,700	\$0	\$0	\$0	\$188,700
OK1006	\$0	\$0	\$0	\$535,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$535,200)	\$0	\$0	\$0
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
RP1201	\$0	\$0	\$0	\$0	\$0	\$0	\$217,600	\$0	\$0	\$0	(\$217,600)	\$0	\$0	\$0
RP1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,683,000	\$0	\$0	\$1,683,000
RP1302	\$0	\$0	\$0	\$0	\$0	\$0	\$949,600	\$0	\$0	\$0	(\$949,600)	\$0	\$0	\$0
RP1303	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$80,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
PROJECT	Federal									Local	State			TOTAL
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	
FY 2014 continued														
RP1305	\$0	\$0	\$0	\$0	\$0	\$0	\$182,400	\$0	\$0	\$0	\$0	(\$182,400)	\$0	\$0
RP1401	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1018	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$100,000
SP1021	\$0	\$0		\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$660,000)	\$0	\$0
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1108	\$2,791,367	\$0	\$0	\$0	\$0	\$0	\$512,000	\$1,189,657	\$0	\$4,153,300	\$3,961,475	\$0	\$0	\$12,607,799
SP1109	\$0	\$0		\$2,067,400	\$0	\$0	\$24,000	\$0	\$0	\$2,000,000	\$56,000	\$0	\$0	\$4,147,400
SP1110	\$0	\$0	\$0	\$0	\$0	\$0	\$1,256,800	\$0	\$0	\$0	(\$1,256,800)	\$0	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
SP1122	\$0	\$0	\$0	\$29,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,480
SP1202	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	(\$1,175,200)	\$0	\$0	\$0
SP1203	\$0	\$0	\$0	\$819,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$819,200)	\$0	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1206	\$0	\$129,000	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$542,800	\$0	\$0	\$727,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$0	\$124,979	\$0	\$0	\$0	\$624,894
SP1213	\$2,584,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,083,700	\$230,000	\$0	\$0	\$3,898,500
SP1302	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
SP1306	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,312,000	\$0	\$0	\$2,312,000
SP1313	\$3,105,258	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,269	\$4,532,473	\$0	\$0	\$8,414,000
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,266,000	\$0	\$0	\$1,266,000
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$4,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$17,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$860,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$999,000	\$0	\$0	\$999,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,151,244	\$362,610	\$0	\$0	\$1,513,854
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$469,000	\$0	\$0	\$469,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$602,000	\$0	\$0	\$602,000
SP1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$0	\$0	\$390,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1407	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,000	\$780,000	\$0	\$0	\$1,222,000
SP1408	\$595,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,000	\$270,000	\$0	\$0	\$1,147,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$6,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$8,000
SP1417	\$799,517	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,879	\$999,684	\$0	\$0	\$1,999,080
ST1101	\$0	\$222,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$544,000	\$0	\$0	\$766,000
ST1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$584,000	\$0	\$0	\$584,000
ST1401	\$0	\$126,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,000	\$0	\$0	\$360,000
WI1201	\$0	\$0	\$0	\$470,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$470,200)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
SUBTOTAL	\$11,388,561	\$4,162,500	\$2,088,000	\$11,085,395	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$12,506,224	\$23,099,290	\$1,551,200	\$67,500	\$74,340,279

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
PROJECT	Federal										Local	State		
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2015														
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$308,800	\$0	\$0	\$1,557,044	\$3,896,200	\$0	\$0	\$7,834,044
CC1203	\$0	\$0	\$0	\$0	\$0	\$0	\$282,400	\$0	\$0	\$0	(\$282,400)	\$0	\$0	\$0
CC1301	\$0	\$0	\$0	\$146,700	\$0	\$0	\$0	\$0	\$0	\$0	(\$146,700)	\$0	\$0	\$0
CC1303	\$0	\$0	\$0	\$1,185,600	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,185,600)	\$0	\$0	\$0
GR1010	\$400,000	\$911,000	\$0	\$0	\$0	\$0	\$928,000	\$0	\$0	\$0	\$9,692,000	\$0	\$0	\$11,931,000
GR1104	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1305	\$0	\$0	\$0	\$0	\$0	\$0	\$2,228,000	\$0	\$0	\$0	(\$2,228,000)	\$0	\$0	\$0
GR1306	\$0	\$0	\$0	\$1,470,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,470,400)	\$0	\$0	\$0
GR1308	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1401	\$0	\$0	\$0	\$251,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$251,200)	\$0	\$0	\$0
GR1402	\$0	\$0	\$0	\$0	\$0	\$2,002,500	\$0	\$0	\$0	\$0	\$133,000	\$0	\$222,500	\$2,358,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
GR1404	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	(\$180,000)	\$0	\$0	\$0
GR1405	\$0	\$0	\$0	\$242,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$242,200)	\$0	\$0	\$0
GR1406	\$0	\$0	\$0	\$548,800	\$0	\$0	\$0	\$0	\$0	\$0	(\$548,800)	\$0	\$0	\$0
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1150	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$155,000)	\$0	\$0	\$0
MO1201	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1403	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0	\$0
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1406	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$8,000)	\$0	\$0	\$0
MO1407	\$0	\$0	\$0	\$528,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$528,000)	\$0	\$0	\$0
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$1,015,600	\$0	\$0	\$1,018,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$1,646,200	\$0	\$0	\$1,648,000
MO1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$0	\$52,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$673,000	\$0	\$0	\$1,018,000
MO1505	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$0	\$198,000
MO1605	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,530,000	\$0	\$0	\$0	\$1,530,000
NX0906	\$0	\$0	\$0	\$1,748,541	\$0	\$0	\$0	\$0	\$0	\$1,746,941	\$400	\$0	\$0	\$3,495,882
NX1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1301	\$0	\$0	\$0	\$1,257,600	\$0	\$0	\$88,800	\$0	\$0	\$0	(\$1,346,400)	\$0	\$0	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1018	\$0	\$0	\$328,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,000	\$0	\$0	\$410,000
SP1106	\$0	\$0	\$0	\$102,400	\$0	\$0	\$0	\$0	\$0	\$1,179,000	\$1,408,600	\$0	\$0	\$2,690,000
SP1108	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600,380	\$0	\$0	\$0	(\$4,600,380)	\$0	\$0	\$0
SP1109	\$658,533	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,415	\$5,478,523	\$0	\$0	\$7,327,471
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$59,000	\$0	\$0	\$63,000
SP1114	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$5,000
SP1122	\$0	\$0	\$0	\$238,568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$238,568
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1206	\$0	\$0	\$0	\$0	\$0	\$0	\$466,933	\$0	\$0	\$0	(\$466,933)	\$0	\$0	\$0
SP1213	\$0	\$0	\$0	\$184,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$184,000)	\$0	\$0	\$0
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$1,849,600	\$0	\$0	\$0	(\$1,849,600)	\$0	\$0	\$0
SP1313	\$0	\$0	\$0	\$0	\$0	\$0	\$3,625,942	\$0	\$0	\$0	(\$3,625,942)	\$0	\$0	\$0
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,800	\$0	\$0	\$0	(\$1,012,800)	\$0	\$0	\$0
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$573,800	\$0	\$0	\$577,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$13,600	\$0	\$0	\$0	\$1,896,400	\$0	\$0	\$1,910,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	(\$4,000)	\$0	\$0	\$0
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$1,258,000	\$0	\$0	\$1,266,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$799,200	\$0	\$0	\$0	(\$799,200)	\$0	\$0	\$0
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	(\$4,000)	\$0	\$0	\$0
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$375,200	\$0	\$0	\$0	(\$375,200)	\$0	\$0	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$2,600	\$0	\$0	\$5,000
SP1403	\$0	\$0	\$0	\$481,600	\$0	\$0	\$0	\$0	\$0	\$0	(\$481,600)	\$0	\$0	\$0

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
PROJECT	Federal										Local	State		
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2015 continued														
SP1404	\$0	\$0	\$0	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$312,000)	\$0	\$0	\$0
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1407	\$0	\$0	\$0	\$0	\$0	\$0	\$624,000	\$0	\$0	\$0	(\$624,000)	\$0	\$0	\$0
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,277,000	\$0	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$110,200	\$0	\$0	\$112,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$394,400	\$0	\$0	\$396,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$695,200	\$0	\$0	\$700,000
ST1101	\$0	\$0	\$0	\$511,700	\$0	\$0	\$0	\$0	\$0	\$0	(\$511,700)	\$0	\$0	\$0
ST1201	\$0	\$0	\$0	\$467,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$467,200)	\$0	\$0	\$0
ST1401	\$0	\$0	\$0	\$176,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$176,000)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600	\$0	\$0	\$5,000
SUBTOTAL	\$3,424,533	\$911,900	\$328,000	\$10,564,709	\$181,800	\$2,206,500	\$17,248,655	\$0	\$0	\$7,428,384	\$6,229,368	\$1,600	\$273,500	\$48,798,949

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
	Federal									Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2016														
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1110	\$0	\$0	\$0	\$0	\$0	\$0	\$3,364,000	\$0	\$0	\$0	(\$3,364,000)	\$0	\$0	\$0
GR1010	\$0	\$0	\$0	\$0	\$0	\$0	\$8,532,000	\$0	\$0	\$0	(\$8,532,000)	\$0	\$0	\$0
GR1104	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$0	\$3,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$22,400	\$0	\$0	\$24,000
MO1406	\$0	\$0	\$0	\$637,600	\$0	\$0	\$0	\$0	\$0	\$0	(\$637,600)	\$0	\$0	\$0
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$814,400	\$0	\$0	\$0	(\$814,400)	\$0	\$0	\$0
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$1,318,400	\$0	\$0	\$0	(\$1,318,400)	\$0	\$0	\$0
MO1503	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0	\$0
MO1505	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$164,000)	\$0	\$0	\$0
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$51,000
MO1603	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$673,000	\$0	\$0	\$1,028,000
MO1604	\$0	\$915,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,700	\$0	\$0	\$1,017,000
MO1605	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$197,000	\$0	\$0	\$204,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX0906	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$7,200	\$0	\$0	\$8,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$242,400	\$0	\$0	\$244,000
SP1018	\$0	\$0	\$5,137,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,284,400	\$0	\$0	\$6,422,000
SP1106	\$0	\$0	\$0	\$1,382,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,382,000)	\$0	\$0	\$0
SP1109	\$0	\$0	\$0	\$0	\$0	\$0	\$1,928,440	\$0	\$0	\$0	(\$1,928,440)	\$0	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$0	\$0	\$49,600	\$0	\$0	\$100,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1305	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1307	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1308	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1315	\$0	\$0	\$0	\$435,200	\$0	\$0	\$26,400	\$0	\$0	\$0	(\$461,600)	\$0	\$0	\$0
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$1,528,000	\$0	\$0	\$0	(\$1,528,000)	\$0	\$0	\$0
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$684,000	\$0	\$0	\$0	(\$684,000)	\$0	\$0	\$0
SP1318	\$0	\$0	\$0	\$57,600	\$0	\$0	\$955,200	\$0	\$0	\$0	(\$1,012,800)	\$0	\$0	\$0
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$22,000	\$0	\$0	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$100,800	\$0	\$0	\$0	\$0	\$0	\$9,770,200	\$0	\$0	\$9,871,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$316,800	\$0	\$0	\$0	\$8,902,200	\$0	\$0	\$9,219,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$560,000	\$0	\$0	\$0	(\$560,000)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$50,000
SUBTOTAL	\$294,000	\$918,000	\$5,137,600	\$3,232,200	\$100,800	\$520,000	\$20,090,840	\$0	\$0	\$1,574,984	(\$1,145,040)	\$1,600	\$10,000	\$30,734,984

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
PROJECT	Federal									Local	State			TOTAL
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	
FY 2017														
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$81,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,100	\$0	\$0	\$91,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$5,628,800	\$0	\$0	\$0	\$1,383,200	\$0	\$0	\$7,012,000
MO1603	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0	\$0
MO1605	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$164,000)	\$0	\$0	\$0
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$673,000	\$0	\$0	\$1,038,000
MO1705	\$0	\$0	\$0	\$2,017	\$0	\$0	\$0	\$0	\$0	\$0	\$203,400	\$0	\$0	\$205,417
NX0906	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$339,600	\$0	\$0	\$346,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$195,200	\$0	\$0	\$0	(\$195,200)	\$0	\$0	\$0
SP1109	\$0	\$0	\$0	\$0	\$0	\$0	\$2,454,378	\$0	\$0	\$0	(\$2,454,378)	\$0	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	(\$50,000)	\$0	\$0	\$150,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$39,400	\$0	\$0	\$41,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$397,600	\$0	\$0	\$0	\$73,400	\$0	\$0	\$471,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$8,883,900	\$0	\$0	\$0	\$0	\$0	(\$8,883,900)	\$0	\$0	\$0
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$7,375,200	\$0	\$0	\$0	(\$7,375,200)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$716,000	\$0	\$0	\$0	\$0	\$0	\$0	\$129,000	\$0	\$0	\$845,000
SUBTOTAL	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,262,378	\$0	\$0	\$73,000	(\$16,520,978)	\$0	\$0	\$10,497,417
GRAND TOTAL	\$15,399,094	\$6,074,300	\$7,553,600	\$26,307,521	\$9,382,500	\$3,294,000	\$58,347,525	\$1,189,657	\$1,672,800	\$21,582,592	\$11,662,640	\$1,554,400	\$351,000	\$164,371,629

FINANCIAL CONSTRAINT
Roadways

	FHWA Federal Funding Source										MoDOT Programmed Funds	State Operations and Maintenance	Local	TOTAL
	STP-U	Safety	Bridge	STP	IM	130	NHS	BRM	BRO	TOTAL Federal Funds				
2014 Funds Programmed	\$11,388,561	\$4,162,500	\$2,088,000	\$11,085,395	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$37,116,065	\$24,717,990	\$6,293,898	\$12,506,224	\$80,634,177
2015 Funds Programmed	\$3,424,533	\$911,900	\$328,000	\$10,564,709	\$181,800	\$2,206,500	\$17,248,655	\$0	\$0	\$34,866,097	\$6,504,468	\$6,419,776	\$7,428,384	\$55,218,725
2016 Funds Programmed	\$294,000	\$918,000	\$5,137,600	\$3,232,200	\$100,800	\$520,000	\$20,090,840	\$0	\$0	\$30,293,440	(\$1,133,440)	\$6,548,171	\$1,574,984	\$37,283,155
2017 Funds Programmed	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,262,378	\$0	\$0	\$26,945,395	\$16,620,978	\$6,679,135	\$73,000	\$17,176,552
Total	\$15,399,094	\$ 6,074,300	\$ 7,553,600	\$26,307,521	\$ 9,382,500	\$ 3,294,000	\$58,347,525	\$1,189,657	\$1,672,800	\$129,220,997	\$ 13,568,040	\$25,940,980	\$21,582,592	\$190,312,609

	Prior Year	2014	2015	2016	2017	TOTAL
Available State and Federal Funding	\$25,292,494	\$23,240,000	\$23,620,000	\$28,480,000	\$23,040,000	\$123,672,494
Available Operations and Maintenance Funding	\$0	\$6,293,898	\$6,419,776	\$6,548,171	\$6,679,135	\$25,940,980
Available Suballocated STP-U/Small Urban	\$24,683,089	\$5,414,570	\$5,414,570	\$4,580,384	\$4,580,384	\$44,672,997
Available Suballocated BRM	\$2,201,457	\$386,195	\$386,195	\$386,195	\$386,195	\$3,746,237
TOTAL AVAILABLE FUNDING	\$52,177,040	\$35,334,663	\$35,840,541	\$39,994,750	\$34,685,714	\$198,032,708
Programmed State and Federal Funding	\$0	(\$68,127,953)	(\$47,790,341)	(\$35,708,171)	(\$17,103,552)	(\$168,730,017)
TOTAL REMAINING (including prior balance)	\$52,177,040	\$19,383,750	\$7,433,950	\$11,720,529	\$29,302,691	\$29,302,691

Remaining State and Federal Funding	(\$2,527,792)
Remaining Suballocated STP-Urban/Small Urban	\$29,273,903
Remaining Suballocated BRM	\$2,556,580
TOTAL REMAINING	\$29,302,691

TAB 4

TECHNICAL COMMITTEE AGENDA 6/11/2014; ITEM II.C.

2015-2019 Draft Statewide Transportation Improvement Program (STIP)

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

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The 2015 to 2019 Draft STIP was presented at the May 2014 Missouri Highways and Transportation Commission Meeting.

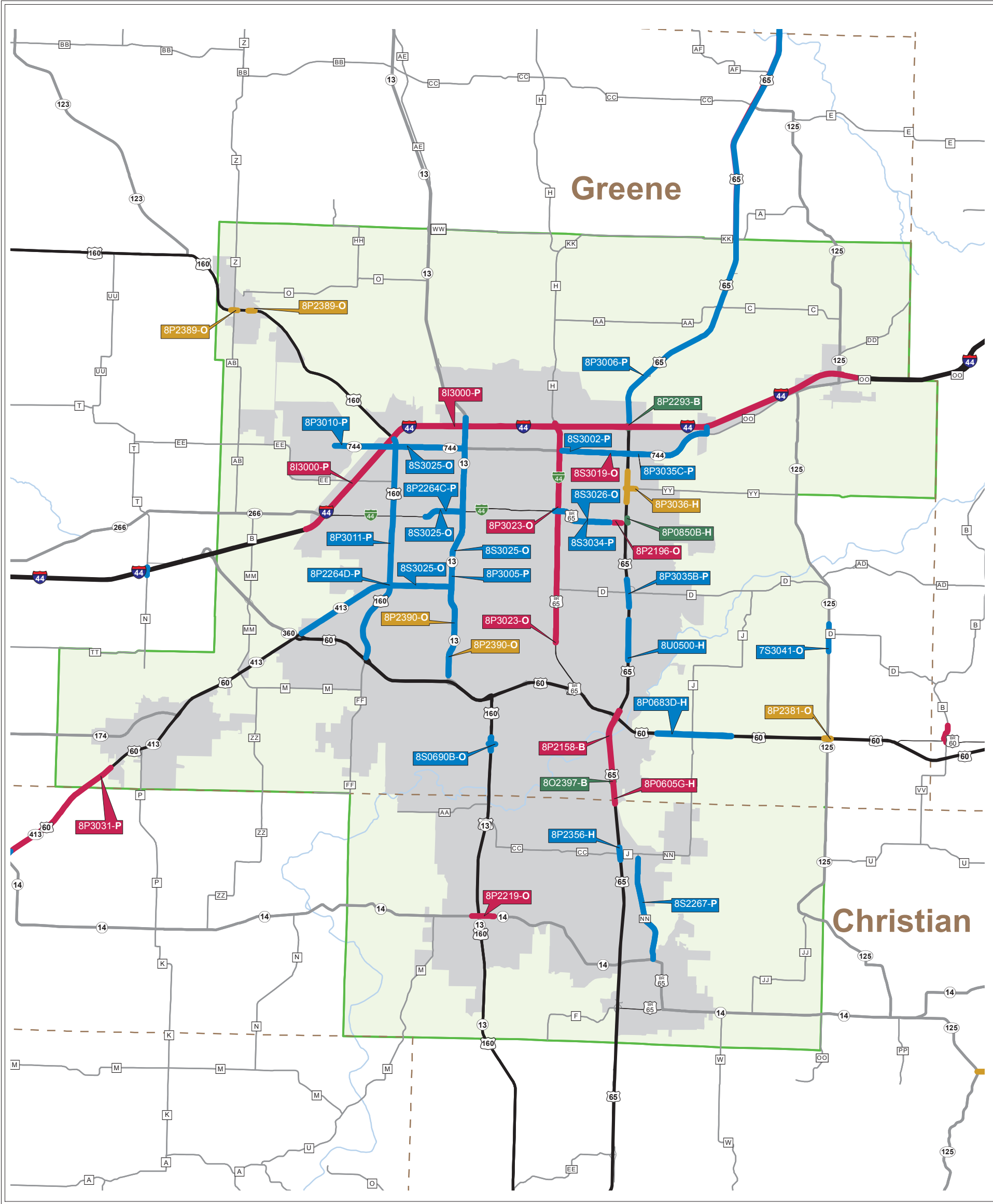
The projects listed in the STIP for the OTO area (attached) will be incorporated into the Draft OTO 2015-2018 Transportation Improvement Program. MoDOT is requesting review and comment on the 2015-2019 STIP as part of the process to work in collaboration with its planning partners to develop the transportation improvement program.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation on any comments that should be submitted to the Board of Directors regarding any projects in the Draft 2015-2019 Statewide Transportation Improvement Program.

DRAFT

Statewide Transportation Improvement Program
2015-2019
Southwest District-Ozarks Transportation Organization
Highway and Bridge Construction Projects



2015

2016

2017

2018

2019

Urban Areas

Ozark Transportation Organization

Type of Work

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

Label Key

Job No.-Type of Work

0 1 2 4 Miles

North Arrow

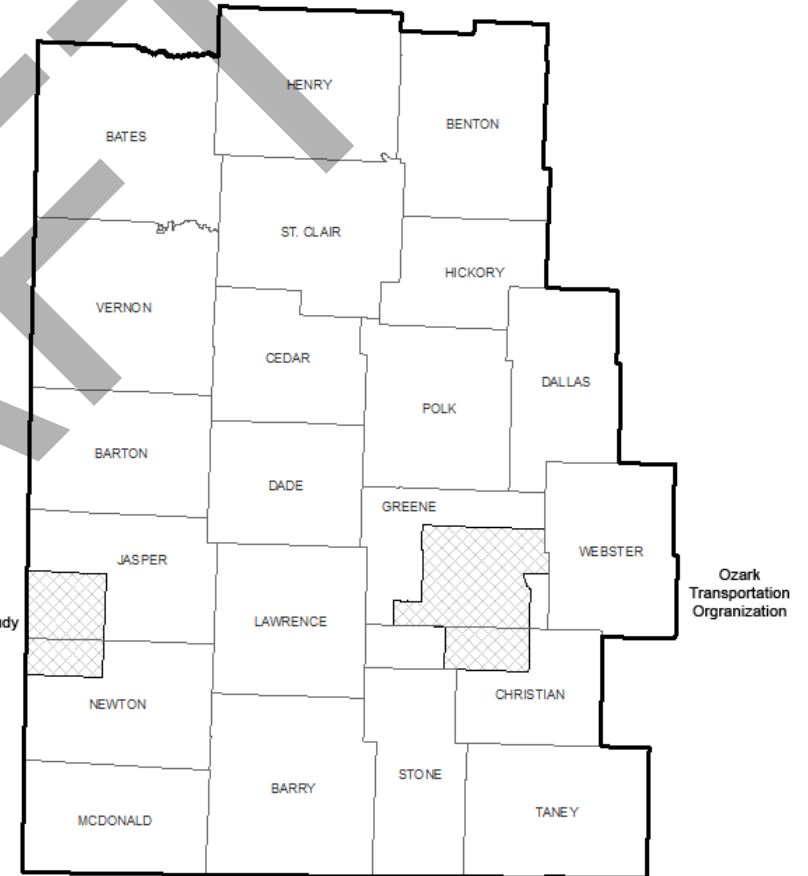
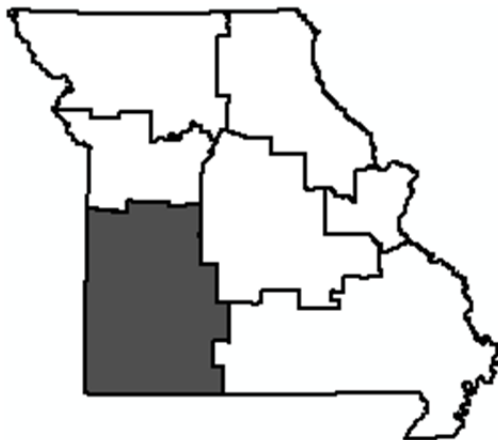
* July 1 - June 30

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

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

May 14, 2014

tp on ghvwp07\Map Projects\STIP\STIP2015-2019\District_06\STIP15_D06_TMA.mxd



TMA

MoDOT's Southwest District

Ozarks Transportation Organization

(Note: The following MoDOT projects are located inside the Springfield Metropolitan Planning area boundary.)

PROJECT DESCRIPTION KEY

2015-2019 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction in program years 2, 3, 4, and 5.

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

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

STATE FISCAL YEAR PROJECT BUDGETING					
Prior Prog.	7/2014 6/2015	7/2015 6/2016	7/2016 6/2017	7/2017 6/2018	7/2018 6/2019
Engineering:	99	9	0	0	0
R/W:	0	0	99	0	0
Construction:	0	0	0	999	0
FFOS:	0	0	0	99	0
Payments:	0	99	0	0	0

County: _____
 Route: _____
 Job No.: _____
 Length: _____
 Fund Cat: _____
 Sec Cat: _____
 TIP#: _____

MPO: _____ Fed: _____ State: _____ Local: _____
 Federal Oversight

Award Date: _____ Anticipated Fed Cat: _____
 Future Cost: _____ Estimate Total: _____

Anticipated Federal Funding Category** (See Section 5 for AC conversion year).

Estimated cost range beyond 2019.

Date project is to be awarded to begin construction (Season and calendar year for 2014 & 2015. SFY only beyond 2015).

Metropolitan Planning Organization (Y/N).

Project description and location.

County location of project.

Route location of project.

Project number used to track project costs.

Total Length in 1/100 miles.

Primary Funding Category.*

Secondary Funding Category.

Transportation Improvement Plan number (MPO projects only).

Projects with full oversight by the Federal Highway Administration.

Total project cost estimate.

Federal, Advanced CN-State, State and Local share of project costs.

Dollars programmed in previous STIPs.

Dollars funded from other sources.

Dollars for construction, utilities and contingency.

Dollars for right-of-way (land acquisition).

Dollars to be paid back for accelerating the project or

Dollars for engineering that include preliminary engineering, construction engineering and right-of-way incidentals.

*Primary funding category:

Take Care of System
 Statewide Interstate & Major Bridge
 Safety
 Major Projects & Emerging Needs
 Amendment 3

**Federal funding category:

CMAQ - Congestion Mitigation and Air Quality

* usually 80% Federal & 20% State funds

Earmark - usually 80% Federal & 20% State funds

NHPP - National Highway Performance Program

* usually 80% Federal & 20% State funds

* sometimes 90% Federal & 10% State funds

Safety - usually 90% Federal & 10% State funds

State - No federal funds, state only funded

STP - Surface Transportation Program

* usually 80% Federal & 20% State funds

(All Costs in Thousands)



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

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

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

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
County: Christian	Intersection improvements at the Rte. 160 (Massey Boulevard) and Rte. 14 (Mount Vernon Street) intersection in Nixa. \$1,199,514 Cost Share and \$1,633,751 Nixa.					Engineering:	24	34	389	0	0
Route: MO 14						R/W:	0	20	0	0	0
Job No.: 8P2219						Construction:	0	0	3,055	0	0
Length: 0.65	MPO: Y			AC-State: 1,776	State: 88 Local: 1,634	FFOS:	0	10	2,824	0	0
Fund Cat: Major Projects & Emerging Needs			Awd Date: Fall 15	Anticipated Fed Cat: S.T.P.		Payments:	0	0	0	0	0
Sec Cat: System Expansion			TIP #: NX0906	Future Cost: 0	Estimate Total: 3,522						
County: Christian	Interchange improvements at Rtes. CC and J in Ozark. \$3,844,152 Cost Share, \$1,657,044 Christian County, \$2,300,000 Christian County STP-Urban.					Engineering:	130	488	0	0	0
Route: US 65						R/W:	618	0	0	0	0
Job No.: 8P2356						Construction:	0	7,132	0	0	0
Length: 1.97	MPO: Y			AC-State: 5,966	State: 97 Local: 1,557	FFOS:	328	7,473	0	0	0
Fund Cat: Major Projects & Emerging Needs			Awd Date: Fall 14	Anticipated Fed Cat: NHPP		Payments:	0	0	0	0	0
Sec Cat: System Expansion			TIP #: CC1110	Future Cost: 0	Estimate Total: 8,368						
County: Christian	Pavement improvements on various sections from Rte. J to Rte. 14 in Ozark.					Engineering:	12	36	0	0	0
Route: RT NN						R/W:	0	0	0	0	0
Job No.: 8S2267						Construction:	0	539	0	0	0
Length: 3.37	MPO: Y			AC-State: 460	State: 115 Local: 0	FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System			Awd Date: Summer 14	Anticipated Fed Cat: S.T.P.		Payments:	0	0	0	0	0
Sec Cat: Thin Lift Overlay			TIP #: MO1206	Future Cost: 0	Estimate Total: 587						
County: Greene	Railroad crossing grade separation 0.1 mile south of Rte. D. \$1,360,000 STP Rail Safety and \$1,140,000 Grade Crossing Safety Account.					Engineering:	14	366	0	0	0
Route: MO 125						R/W:	275	0	0	0	0
Job No.: 7S3041						Construction:	0	2,288	0	0	0
Length: 0.80	MPO: Y			Fed: 2,123	State: 531 Local: 0	FFOS:	275	2,225	0	0	0
Fund Cat: Safety			Awd Date: Winter 15	Anticipated Fed Cat: S.T.P.		Payments:	0	0	0	0	0
Sec Cat: Safety			TIP #: GR1402	Future Cost: 0	Estimate Total: 2,943						
County: Greene	Signal improvements on Kansas Expressway at Sunset Street and Walnut Lawn Street in Springfield.					Engineering:	5	5	26	22	0
Route: MO 13						R/W:	0	0	0	0	0
Job No.: 8P2390						Construction:	0	0	0	436	0
Length: 0.20	MPO: Y			AC-State: 392	State: 97 Local: 0	FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System			Awd Date: 2017	Anticipated Fed Cat: NHPP		Payments:	0	0	0	0	0
Sec Cat: Systems Operations			TIP #: SP1401	Future Cost: 0	Estimate Total: 494						

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

Apr-30-2014

Section 4 - 1

District Southwest

TMA

Dollars in Thousands



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

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

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
County: Greene Route: MO 13 Job No.: 8P3005 Length: 8.21 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Fall 14 Anticipated Fed Cat: NHPP TIP #: SP1316 Future Cost: 0 Estimate Total: 1,978	Pavement improvements on various sections of Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway).						Engineering: 19	113	0	0	0	0
							R/W: 0	0	0	0	0	0
							Construction: 0	1,846	0	0	0	0
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Greene Route: US 160 Job No.: 8P2264D Length: 2.47 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Summer 14 Anticipated Fed Cat: NHPP TIP #: SP1317 Future Cost: 0 Estimate Total: 793	Pavement improvements on various sections of West Bypass from Rte. 413 (Sunshine Street) to Rte. 60 (James River Freeway) in Springfield.						Engineering: 7	50	0	0	0	
							R/W: 0	0	0	0	0	0
							Construction: 0	736	0	0	0	0
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Greene Route: US 160 Job No.: 8P2389 Length: 0.20 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Systems Operations Awd Date: 2017 Anticipated Fed Cat: S.T.P. TIP #: WL1301 Future Cost: 0 Estimate Total: 884	Intersection improvements at Rte. AB and at Miller Road in Willard.						Engineering: 5	5	50	121	0	
							R/W: 0	0	0	0	0	0
							Construction: 0	0	0	703	0	0
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Greene Route: US 160 Job No.: 8P3011 Length: 4.26 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Fall 14 Anticipated Fed Cat: NHPP TIP #: MO1409 Future Cost: 0 Estimate Total: 1,658	Pavement improvements on various sections of West Bypass from I-44 to Rte. 413 (Sunshine Street).						Engineering: 4	105	0	0	0	
							R/W: 0	0	0	0	0	0
							Construction: 0	1,549	0	0	0	0
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Greene Route: US 160 Job No.: 8S0690B Length: 0.40 MPO: Y Fund Cat: Major Projects & Emerging Needs Sec Cat: Regional Awd Date: Winter 15 Anticipated Fed Cat: NHPP TIP #: SP1408 Future Cost: 0 Estimate Total: 2,469	Intersection and outer road improvements at Campbell Avenue and Plainview Road intersection in Springfield. \$1,037,526 Cost Share, \$148,837 Springfield, \$132,944 Greene County, \$595,344 Springfield STP-Urban.						Engineering: 225	129	0	0	0	
							R/W: 967	0	0	0	0	0
							Construction: 0	1,148	0	0	0	0
							FFOS: 877	1,038	0	0	0	0
							Payments: 0	0	0	0	0	0

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Apr-30-2014

Section 4 - 2

District Southwest

TMA

Dollars in Thousands



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

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

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
County: Greene Route: MO 413 Job No.: 8S3025 Length: 18.84 MPO: Y Fund Cat: Major Projects & Emerging Needs Sec Cat: Regional Awd Date: Winter 15 TIP #: SP1412	ADA accommodations at various locations on Rte. 413 (Sunshine Street), Rte. 744 (Kearney Street), Rte. 13 (Kansas Expressway) and Loop 44 (Chestnut Expressway). \$35,000 Statewide Transportation Enhancement funds.					AC-State: 474 State: 119 Local: 0	Engineering: 29 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	129 0 464 35 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0				
County: Greene Route: IS 44 Job No.: 0I3001M Length: 21.85 MPO: Y Fund Cat: Statewide Interstate And Major Bridge Sec Cat: Preventive Maint Awd Date: Winter 15 TIP #: 	Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.					AC-State: 195 State: 21 Local: 0	Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	16 0 200 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0				
County: Greene Route: IS 44 Job No.: 8I3000 Length: 5.67 MPO: Y Fund Cat: Statewide Interstate And Major Bridge Sec Cat: Rehab And Reconst Awd Date: Fall 15 TIP #: GR1308	Pavement improvements on various sections from Rte. 266 (Chestnut Expressway) to 2 miles east of Rte. 65.					AC-State: 9,033 State: 1,004 Local: 0	Engineering: 4 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	73 0 0 0 0	553 0 9,411 0 0	0 0 0 0 0	0 0 0 0 0				
County: Greene Route: LP 44 Job No.: 8P2264C Length: 1.08 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Fall 14 TIP #: SP1315	Pavement improvements on various sections of Chestnut Expressway from College Street to Rte. 13 (Kansas Expressway) in Springfield.					AC-State: 352 State: 89 Local: 0	Engineering: 6 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	28 0 413 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0				
County: Greene Route: LP 44 Job No.: 8P3023 Length: 6.42 MPO: Y Fund Cat: Safety Sec Cat: Safety Awd Date: Fall 15 TIP #: 	Safety improvements on various sections of Glenstone Avenue from I-44 to Battlefield Road. \$959,000 Open Container funds.					Fed: 1,036 State: 115 Local: 0	Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	62 0 0 0 0	101 0 988 959 0	0 0 0 0 0	0 0 0 0 0				

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

Apr-30-2014

Section 4 - 3

District Southwest

TMA

Dollars in Thousands



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

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

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
County: Greene Route: US 60 Job No.: 8P0683D Length: 3.50 MPO: Y Fund Cat: Major Projects & Emerging Needs AC-State: 9,881 State: 2,470 Local: 0 Sec Cat: System Expansion Awd Date: Winter 15 Anticipated Fed Cat: NHPP TIP #: GR1010 Future Cost: 0 Estimate Total: 13,803	Engineering:	752	2,521	0	0	0	0					
	R/W:	700	0	0	0	0	0					
	Construction:	0	9,830	0	0	0	0					
	FFOS:	0	911	0	0	0	0					
	Payments:	0	0	0	0	0	0					
County: Greene Route: US 60 Job No.: 8P2381 Length: 0.20 MPO: Y Fund Cat: Taking Care Of System AC-State: 278 State: 69 Local: 0 Sec Cat: Systems Operations Awd Date: 2017 Anticipated Fed Cat: NHPP TIP #: RG1201 Future Cost: 0 Estimate Total: 379	Engineering:	32	2	7	21	0	0					
	R/W:	0	0	0	0	0	0					
	Construction:	0	0	0	317	0	0					
	FFOS:	0	0	0	0	0	0					
	Payments:	0	0	0	0	0	0					
County: Greene Route: US 60 Job No.: 8P3031 Length: 1.19 MPO: Y Fund Cat: Taking Care Of System AC-State: 166 State: 41 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: Fall 15 Anticipated Fed Cat: NHPP TIP #: RP1401 Future Cost: 0 Estimate Total: 209	Engineering:	2	2	11	0	0	0					
	R/W:	0	0	0	0	0	0					
	Construction:	0	0	194	0	0	0					
	FFOS:	0	0	0	0	0	0					
	Payments:	0	0	0	0	0	0					
County: Greene Route: US 65 Job No.: 8P0605G Length: 2.79 MPO: Y Fund Cat: Major Projects & Emerging Needs AC-State: 7,492 State: 1,873 Local: 0 Sec Cat: System Expansion Awd Date: 2016 Anticipated Fed Cat: NHPP TIP #: SP1410 Future Cost: 0 Estimate Total: 9,367	Engineering:	2	200	760	0	0	0					
	R/W:	0	0	0	0	0	0					
	Construction:	0	0	8,405	0	0	0					
	FFOS:	0	0	0	0	0	0					
	Payments:	0	0	0	0	0	0					
County: Greene Route: OR 65 Job No.: 8P0850B Length: 0.02 MPO: Y Fund Cat: Major Projects & Emerging Needs AC-State: 1,643 State: 31 Local: 1,179 Sec Cat: System Expansion Awd Date: 2018 Anticipated Fed Cat: S.T.P. TIP #: SP1106 Future Cost: 0 Estimate Total: 2,926	Engineering:	73	3	2	2	158	0					
	R/W:	0	2	0	0	0	0					
	Construction:	0	0	0	0	2,686	0					
	FFOS:	0	0	0	0	1,279	0					
	Payments:	0	0	0	0	0	0					

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Apr-30-2014

Section 4 - 4

District Southwest

TMA

Dollars in Thousands



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

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

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										Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
County: Greene Route: US 65 Job No.: 8P2158 Length: 0.16 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: Fall 15 Anticipated Fed Cat: NHPP TIP #: SP1018 Future Cost: 0 Estimate Total: 6,752	Bridge improvements on northbound bridge over Lake Springfield 0.6 mile south of Rte. 60. Project involves bridge A0649.				Engineering: 628	310	551	0	0	0					
						R/W: 0	0	0	0	0	0				
						Construction: 0	0	5,263	0	0	0				
						FFOS: 0	0	0	0	0	0				
						Payments: 0	0	0	0	0	0				
County: Greene Route: BU 65 Job No.: 8P2196 Length: 0.23 MPO: Y Fund Cat: Major Projects & Emerging Needs Sec Cat: System Expansion Awd Date: Summer 15 AC-State: 9,647 State: 648 Local: 2,940 Anticipated Fed Cat: NHPP TIP #: SP1109 Future Cost: 0 Estimate Total: 15,067	Railroad crossing grade separation at Chestnut Expressway and BNSF railway 0.2 mile west of Rte. 65. \$4,846,523 Cost Share, \$3,190,415 Springfield, \$2,400,000 STP-Rail, \$2,325,663 Springfield STP-U, \$600,000 Grade Crossing Safety Account and \$400,000 Greene Co. STP-U.				Engineering: 582	2	429	0	0	0					
						R/W: 1,250	2,817	0	0	0	0				
						Construction: 0	0	9,987	0	0	0				
						FFOS: 1,250	2,817	9,696	0	0	0				
						Payments: 0	0	0	0	0	0				
County: Greene Route: US 65 Job No.: 8P2293 Length: 0.09 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: 2018 AC-State: 3,354 State: 838 Local: 0 Anticipated Fed Cat: NHPP Federal Oversight TIP #: SP1112 Future Cost: 0 Estimate Total: 4,419	Replace southbound bridge over I-44 in Springfield. \$166,134.42 MO108 SAFETEA-LU earmark. Project involves bridge A2071.				Engineering: 227	2	80	150	328	0					
						R/W: 0	0	0	0	0	0				
						Construction: 0	0	0	0	3,632	0				
						FFOS: 0	0	0	0	0	0				
						Payments: 0	0	0	0	0	0				
County: Greene Route: US 65 Job No.: 8P3006 Length: 6.72 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Summer 14 AC-State: 1,529 State: 382 Local: 0 Anticipated Fed Cat: NHPP TIP #: GR1304 Future Cost: 0 Estimate Total: 1,939	Pavement improvements on various sections of the northbound lanes from Rte. KK to I-44.				Engineering: 28	104	0	0	0	0					
						R/W: 0	0	0	0	0	0				
						Construction: 0	1,807	0	0	0	0				
						FFOS: 0	0	0	0	0	0				
						Payments: 0	0	0	0	0	0				
County: Greene Route: US 65 Job No.: 8P3035B Length: 0.74 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Fall 14 AC-State: 301 State: 75 Local: 0 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 376	Pavement improvements on various sections at the Rte. D (Sunshine Street) interchange in Springfield.				Engineering: 0	23	0	0	0	0					
						R/W: 0	0	0	0	0	0				
						Construction: 0	353	0	0	0	0				
						FFOS: 0	0	0	0	0	0				
						Payments: 0	0	0	0	0	0				

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District Southwest

TMA

Dollars in Thousands



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

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										Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
County: Greene Route: US 65 Job No.: 8P3036 Length: 1.20 MPO: Y Fund Cat: Major Projects & Emerging Needs AC-State: 3,687 State: 465 Local: 456 Sec Cat: System Expansion Awd Date: 2017 Anticipated Fed Cat: NHPP Federal Oversight TIP #: SP1408 Future Cost: 0 Estimate Total: 4,618	Engineering: R/W: Construction: FFOS: Payments:	10 0 0 0 0	109 0 0 0 0	105 1,226 0 918 0	112 0 3,056 2,880 0	0 0 0 0 0									
County: Greene Route: BU 65 Job No.: 8S3026 Length: 1.75 MPO: Y Fund Cat: Major Projects & Emerging Needs Fed: 244 State: 61 Local: 0 Sec Cat: Regional Awd Date: Winter 15 Anticipated Fed Cat: S.T.P. TIP #: Future Cost: 0 Estimate Total: 327	Engineering: R/W: Construction: FFOS: Payments:	22 0 0 0 0	81 0 224 175 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0									
County: Greene Route: BU 65 Job No.: 8S3034 Length: 1.64 MPO: Y Fund Cat: Taking Care Of System AC-State: 438 State: 110 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: Fall 14 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 554	Engineering: R/W: Construction: FFOS: Payments:	6 0 0 0 0	35 0 513 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0									
County: Greene Route: US 65 Job No.: 8U0500 Length: 1.20 MPO: Y Fund Cat: Major Projects & Emerging Needs AC-State: 7,794 State: 135 Local: 4,040 Sec Cat: System Expansion Awd Date: Summer 14 Anticipated Fed Cat: NHPP TIP #: SP1108 Future Cost: 0 Estimate Total: 13,885	Engineering: R/W: Construction: FFOS: Payments:	1,350 566 0 566 0	679 0 11,290 11,278 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0									
County: Greene Route: MO 744 Job No.: 8P3010 Length: 3.74 MPO: Y Fund Cat: Taking Care Of System AC-State: 784 State: 196 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: Fall 14 Anticipated Fed Cat: NHPP TIP #: MO1306 Future Cost: 0 Estimate Total: 985	Engineering: R/W: Construction: FFOS: Payments:	5 0 0 0 0	62 0 918 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0									

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District Southwest

TMA

Dollars in Thousands



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Transportation Planning

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.											STATE FISCAL YEAR PROJECT BUDGETING					
											Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
County: Greene Route: MO 744 Job No.: 8P3035C Length: 1.91 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: 	ADA accommodations at various locations on Kearney Street from west of Loop 44 (Glenstone Avenue) to Mulroy Road in Springfield.					AC-State: 779 State: 195 Local: 0	Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	256 0 718 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0					
Awd Date: Winter 15 Future Cost: 0 Estimate Total: 974	Anticipated Fed Cat: NHPP															
County: Greene Route: MO 744 Job No.: 8S3002 Length: 4.88 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: SP1318	Pavement improvements on various sections of Kearney Street from east of Loop 44 (Glenstone Avenue) in Springfield to Mulroy Road and on Mulroy Road from Rte. 00 to I-44.					AC-State: 932 State: 233 Local: 0	Engineering: 12 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	74 0 1,091 0 0	0 0 0 0 0	0 0 0 0 0						
Awd Date: Fall 14 Future Cost: 0 Estimate Total: 1,177	Anticipated Fed Cat: NHPP															
County: Greene Route: MO 744 Job No.: 8S3019 Length: 0.02 MPO: Y Fund Cat: Major Projects & Emerging Needs Sec Cat: Regional TIP #: 	Intersection improvements at Rte. 744 (Kearney Street) and Packer Road. \$582,977 Cost Share, \$728,721 Springfield STP-Urban, \$182,180 Springfield.					AC-State: 1,482 State: 188 Local: 182	Engineering: 12 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	98 118 0 94 0	184 0 1,452 1,399 0	0 0 0 0 0						
Awd Date: 2016 Future Cost: 0 Estimate Total: 1,864	Anticipated Fed Cat: NHPP															
County: Greene Route: CRD EVANS RD Job No.: 8O2397 Length: 0.07 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst TIP #: SP1204	Bridge improvements on Evans Road over Rte. 65 in Springfield. Project involves bridge A3107.					AC-State: 826 State: 204 Local: 0	Engineering: 15 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	2 0 0 0 0	2 0 0 0 0	41 0 0 0 0						
Awd Date: 2018 Future Cost: 0 Estimate Total: 1,045	Anticipated Fed Cat: NHPP															
County: Various Route: Various Job No.: 0P30111 Length: 0.00 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans TIP #: 	Enhancement projects at various locations in the urban Southwest District. \$240,000 Statewide Transportation Enhancement funds.					Fed: 192 State: 48 Local: 0	Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	0 0 0 0 0	0 0 240 240 0	0 0 0 0 0						
Awd Date: 2016 Future Cost: 0 Estimate Total: 240	Anticipated Fed Cat: S.T.P.															

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District Southwest

TMA

Dollars in Thousands



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

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

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

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
County: Various	Job Order Contracting for guard cable and guardrail repair at various locations in the urban Southwest District.	Engineering:	4	14	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8P2243		Construction:	0	175	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 152 State: 37 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Routine Maintenance	Awd Date: Spring 15 Anticipated Fed Cat: S.T.P.										
TIP #: MO1150	Future Cost: 0 Estimate Total: 193										
County: Various	Job Order Contracting for guard cable and guardrail repair at various locations in the urban Southwest District.	Engineering:	4	2	14	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8P2245		Construction:	0	0	180	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 158 State: 38 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Routine Maintenance	Awd Date: 2016 Anticipated Fed Cat: S.T.P.										
TIP #: MO1150	Future Cost: 0 Estimate Total: 200										
County: Various	Safety improvements at various locations in the urban Southwest District.	Engineering:	7	2	3	36	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8P2383		Construction:	0	0	0	53	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Safety	Fed: 86 State: 8 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Safety	Awd Date: 2017 Anticipated Fed Cat: Safety										
TIP #: MO1201	Future Cost: 0 Estimate Total: 101										
County: Various	Job Order Contracting for guard cable and guardrail repair at various locations in the urban Southwest District.	Engineering:	2	2	2	14	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8P3009		Construction:	0	0	0	186	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 165 State: 39 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Routine Maintenance	Awd Date: 2017 Anticipated Fed Cat: S.T.P.										
TIP #: MO1150	Future Cost: 0 Estimate Total: 206										
County: Various	Installation of traffic sensing equipment at various locations in the Ozarks Transportation Organization area.	Engineering:	1	1	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8P3030		Construction:	0	600	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 481 State: 120 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: S.T.P.										
TIP #: MO1150	Future Cost: 0 Estimate Total: 602										

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District Southwest

TMA

Dollars in Thousands



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.										STATE FISCAL YEAR PROJECT BUDGETING							
										Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019		
County: Various	Pavement improvements on various major routes in the urban Southwest District.									Engineering:	2	2	24	223	0	0	
Route: Various										R/W:	0	0	0	0	0	0	
Job No.: 8P3035										Construction:	0	0	0	5,356	0	0	
Length: 0.00	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 4,485 State: 1,120 Local: 0									Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2017	Anticipated Fed Cat: NHPP															
TIP #:	Future Cost: 0 Estimate Total: 5,607																

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District Southwest

TMA

Dollars in Thousands



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
FFOS:	3,296	26,056	16,036	2,880	1,279	0
Total R/W:	4,376	2,957	1,226	0	0	0
Total Construction:	0	43,834	39,175	10,107	7,235	0
Paybacks:	0	0	0	0	0	0
Sub-Total:	4,376	46,791	40,401	10,107	7,235	0
Total Engineering:	4,262	6,227	3,293	742	554	0
Grand Total:	8,638	53,018	43,694	10,849	7,789	0

	2015	2016	2017	2018	2019
State	6,877	4,838	1,701	1,019	0
AC-State	37,871	28,274	8,611	5,591	0
Local	5,597	4,756	456	1,179	0
Sub-total State	50,345	37,868	10,768	7,789	0
Federal					
Sub-total Federal	2,673	5,826	81	0	0
Grand Total	53,018	43,694	10,849	7,789	0

Project Count: 41

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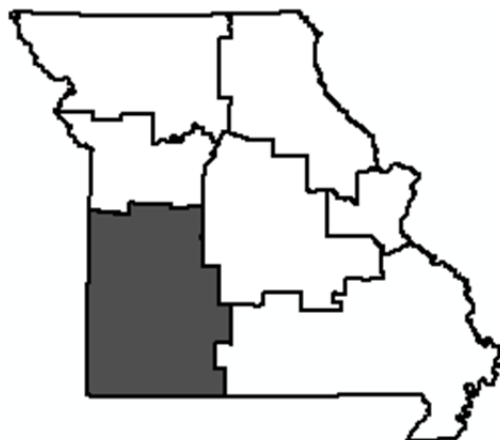
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District Southwest

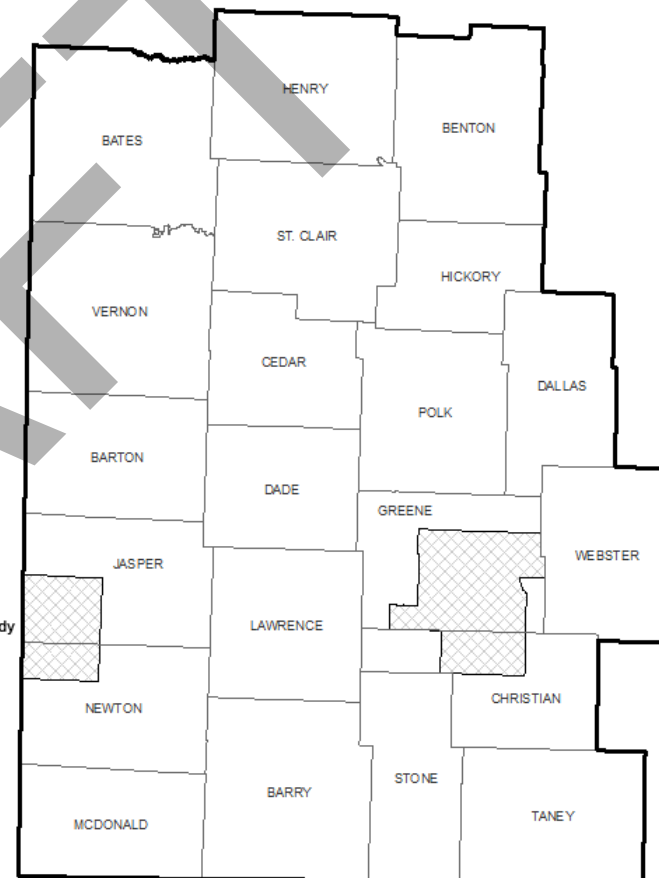
TMA

Dollars in Thousands

PAYMENT PROJECTS



Joplin Area
Transportation Study
Organization



Ozark
Transportation
Organization

TMA

MoDOT's Southwest District

Ozarks Transportation Organization

(Note: The following MoDOT projects are located inside the Springfield Metropolitan Planning area boundary.)

DRAFT



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

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

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2014-6/2015	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019
County: Various	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District. Formerly District 8 SAS payments. Funding for right of way in 2009 from contractor.	Engineering:	0	0	0	0	0	0	0	0	0
Route: Various		R/W:	7	0	0	0	0	0	0	0	0
Job No.: 5B0800X		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	7	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 0 State: 1,420 Local: 0	Payments:	1,150	284	284	284	284	284	284	284	284
Sec Cat: Rehab And Reconst	Awd Date: N/A Anticipated Fed Cat:										
TIP #: MO1105	Future Cost: 2,001 - 5,000 Estimate Total: 2,577										
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.	Engineering:	2	0	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8P2279		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Safety	Fed: 29 State: 3 Local: 0	Payments:	0	32	0	0	0	0	0	0	0
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety										
TIP #: MO1501	Future Cost: 0 Estimate Total: 34										
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.	Engineering:	0	2	3	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8P2377		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Safety	Fed: 50 State: 5 Local: 0	Payments:	0	0	50	0	0	0	0	0	0
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety										
TIP #: MO1503	Future Cost: 0 Estimate Total: 55										
County: Various	Operations and management of Ozarks Traffic Intelligent Transportation System in the urban Southwest District.	Engineering:	0	0	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8Q2248		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 538 State: 135 Local: 0	Payments:	0	673	0	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: S.T.P.										
TIP #: MO1503	Future Cost: 0 Estimate Total: 673										
County: Various	Operations and management of Ozarks Traffic Intelligent Transportation System in the urban Southwest District.	Engineering:	0	0	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8Q3000		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	AC-State: 538 State: 135 Local: 0	Payments:	0	0	673	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: S.T.P.										
TIP #: MO1603	Future Cost: 0 Estimate Total: 673										

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

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
County:	Various	Operations and management of Ozarks Traffic Intelligent Transportation System in the urban Southwest District.				Engineering:	0	0	0	0	0
Route:	Various					R/W:	0	0	0	0	0
Job No.:	8Q3001					Construction:	0	0	0	0	0
Length:	0.00	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Major Projects & Emerging Needs			AC-State:	538	State:	135	Local:	0		
Sec Cat:	Systems Operations	Awd Date:	N/A	Anticipated Fed Cat:	S.T.P.	Payments:	0	0	0	673	0
TIP #:				Future Cost:	0	Estimate Total:	673				

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District Southwest

TMA

Dollars in Thousands



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Construction contingency applied to construction cost in the year the project is awarded.
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

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

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

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2014- 6/2015	7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019
FFOS:	7	0	0	0	0	0
Total R/W:	7	0	0	0	0	0
Total Construction:	0	0	0	0	0	0
Paybacks:	1,150	989	1,007	957	284	284
Sub-Total:	1,157	989	1,007	957	284	284
Total Engineering:	2	2	3	0	0	0
Grand Total:	1,159	991	1,010	957	284	284

	2015	2016	2017	2018	2019
State	422	424	419	284	284
AC-State	538	538	538	0	0
Local	0	0	0	0	0
Sub-total State	960	962	957	284	284
Federal					
Sub-total Federal	31	48	0	0	0
Grand Total	991	1,010	957	284	284

Project Count: 6

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

Apr-30-2014

Section 4 - 1

District Southwest

TMA

Dollars in Thousands



2015-2019 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

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

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

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

	STATE FISCAL YEAR PROJECT BUDGETING					
	Prior Prog.	7/2014-6/2015	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019
FFOS:	3,303	26,056	16,036	2,880	1,279	0
Total R/W:	4,383	2,957	1,226	0	0	0
Total Construction:	0	43,834	39,175	10,107	7,235	0
Paybacks:	1,150	989	1,007	957	284	284
Sub-Total:	5,533	47,780	41,408	11,064	7,519	284
Total Engineering:	3,999	6,229	3,296	742	554	0
Grand Total:	9,532	54,009	44,704	11,806	8,073	284

Project Count: 47

	2015	2016	2017	2018	2019
State	7,299	5,262	2,120	1,303	284
AC-State	38,409	28,812	9,149	5,591	0
Local	5,597	4,756	456	1,179	0
Sub-total State	51,305	38,830	11,725	8,073	284
Federal					
Sub-total Federal	2,704	5,874	81	0	0
Grand Total	54,009	44,704	11,806	8,073	284

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

Apr-30-2014

Section 4 - 1

Dollars in Thousands

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

Amounts include construction and right of way, excludes engineering.

State Fiscal Year	2015	2016	2017	2018	2019
Statewide Interstate And Major Bridge - Available					
Statewide Interstate And Major Bridge - FFOS	0.00	0.00	0.00	0.00	0.00
Statewide Interstate And Major Bridge - Fund Transfers	0.20	8.74	0.00	0.00	0.00
Statewide Interstate And Major Bridge - Carryover	0.00	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	0.00	0.00	0.00	0.00	0.00
Statewide Interstate And Major Bridge - Total Available	0.20	8.74	0.00	0.00	0.00
Statewide Interstate And Major Bridge - Programmed	0.20	9.41	0.00	0.00	0.00
Safety - Available	1.03	1.12	0.90	0.91	0.91
Safety - FFOS	2.23	0.96	0.00	0.00	0.00
Safety - Fund Transfers	0.00	0.00	0.00	0.00	0.00
Safety - Carryover	-1.05	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	4.54	0.21	-0.21	0.03	0.00
Safety - Total Available	6.75	2.29	0.69	0.94	0.91
Safety - Programmed	2.32	1.04	0.05	0.00	0.00
Taking Care Of System - Available	6.36	7.32	5.70	5.96	5.59
Taking Care Of System - FFOS	0.00	0.24	0.00	0.00	0.00
Taking Care Of System - Fund Transfers	2.81	5.00	0.00	0.00	0.00
Taking Care Of System - Carryover	1.68	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	1.42	-0.06	0.44	0.53	0.00
Taking Care Of System - Total Available	12.27	12.50	6.14	6.49	5.59
Taking Care Of System - Programmed	10.94	6.16	7.28	4.83	0.28
Major Projects & Emerging Needs - Available	2.52	3.30			
Major Projects & Emerging Needs - FFOS	23.83	14.84	2.88	1.28	0.00
Major Projects & Emerging Needs - Fund Transfers	4.00	0.00	0.00	0.00	0.00
Major Projects & Emerging Needs - Carryover	0.33	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	5.38	-0.37	1.92	0.66	0.00
Major Projects & Emerging Needs - Total Available	36.06	17.77	4.80	1.94	0.00
Major Projects & Emerging Needs - Programmed	34.32	24.79	3.73	2.69	0.00
Statewide Major Projects & Emerging Needs - Available					
Statewide Major Projects & Emerging Needs - FFOS	0.00	0.00	0.00	0.00	0.00
Statewide Major Projects & Emerging Needs - Fund Transfers	0.00	0.00	0.00	0.00	0.00
Statewide Major Projects & Emerging Needs - Carryover	0.00	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	0.00	0.00	0.00	0.00	0.00
Statewide Major Projects & Emerging Needs - Total Available	0.00	0.00	0.00	0.00	0.00
Statewide Major Projects & Emerging Needs - Programmed	0.00	0.00	0.00	0.00	0.00
Statewide Amendment 3 - Available					
Statewide Amendment 3 - FFOS	0.00	0.00	0.00	0.00	0.00
Statewide Amendment 3 - Fund Transfers	0.00	0.00	0.00	0.00	0.00
Statewide Amendment 3 - Carryover	-3.51	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	0.00	0.00	0.00	0.00	0.00
Statewide Amendment 3 - Total Available	-3.51	0.00	0.00	0.00	0.00
Statewide Amendment 3 - Programmed	0.00	0.00	0.00	0.00	0.00
Total Categorized Funding Available by SFY	51.77	41.30	11.63	9.37	6.50
Total Flexible Funds Available	1.53	0.42	0.00	0.00	0.00
Adjustments	11.34	-0.22	2.15	1.22	0.00
Carryovers	-2.55				
Total Available by SFY	53.30	41.72	11.63	9.37	6.50
Total Programmed by SFY	47.78	41.40	11.06	7.52	0.28

*Note: Three percent inflation compounded annually applied to program years 2016 - 2019
Two percent construction contingency applied to construction.*

TAB 5

TECHNICAL COMMITTEE AGENDA 6/11/2014; ITEM II.D.

Federal Funds Balance Report – March 31, 2014

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Ozarks Transportation Organization is allocated STP-Urban, Small Urban, Transportation Alternative Program, and BRM (On-System Bridge) funds each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of these allocations to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

OTO has elected to sub-allocate the STP-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2014.

Staff has included a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order not to be rescinded by MoDOT. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2014, therefore, there is not an immediate threat of rescission by MoDOT. The report also outlines activity in other OTO funding accounts, such as BRM, Small Urban, and the Transportation Alternatives Program. These accounts are subject to the same rescission policy.

MODOT Funds Lapse

The Obligation Summary Report Balance Sheet (Page 1) indicates the STP-Urban balance for OTO as a whole. OTO has an ending balance of \$23,195,224.88 as of March 31, 2014. After the MoDOT cost share projects that appear in the STIP are subtracted, the balance is \$10,556,311.31. This is well within the balance MoDOT allows to be carried by OTO.

Please note that although there is not an immediate threat of rescission by MoDOT this year, **if over \$5 million is not obligated or programmed in a cost share by September 2016, these funds will be taken and given the Southwest District for use on roadway maintenance.**

Note: Although not yet obligated, The City of Springfield has programmed Kansas Pavement Improvements and Expansion of the Republic Road Bridges using STP-Urban funds of \$3,384,317. This leaves \$1,779,347 remaining to be obligated by September 2016.

The MoDOT cost share program has been suspended and will not be reinstated until additional funding has been provided by additional state or federal funding. Therefore, OTO jurisdictions must be prepared to expend these funds without a MoDOT partnership.

	Balance	Estimated Oct 2014 Allocation	Estimated Oct 2015 Allocation	Total
Christian County	\$92,278.38	\$283,176.98	\$283,176.98	\$658,632.34
Greene County	\$3,205,093.52	\$1,205,268.10	\$1,205,268.10	\$5,615,629.72
Battlefield	\$511,740.75	\$97,737.67	\$97,737.67	\$707,216.09
Nixa	\$273,867.13	\$332,587.84	\$332,587.84	\$939,042.81
Ozark	\$918,079.33	\$311,571.61	\$311,571.61	\$1,541,222.55
Republic	\$640,888.09	\$257,912.06	\$257,912.06	\$1,156,712.21
Springfield	\$4,541,432.50	\$2,788,723.30	\$2,788,723.30	\$10,118,879.10
Strafford	\$88,394.93	\$41,228.16	\$41,228.16	\$170,851.25
Willard	\$302,552.23	\$92,457.39	\$92,457.39	\$487,467.01
	\$10,574,326.86	\$5,410,663.11	\$5,410,663.11	\$21,395,653.08
Maximum Balance Allowed				\$16,231,989.33
Amount Subjected to Funds Lapse by MoDOT				\$5,163,663.75

Federal Funds Rescission

In 2009, \$3.5 million in STP-Urban funding was rescinded when SAFETEA-LU expired, though it was restored nine months later. The only action that prevents a rescission of federal funding is obligation. The OTO unobligated balance of all funds that is subject to rescission is \$25,779,636.70. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. Several jurisdictions have partnered with MoDOT to spend these funds. OTO commends those who have acted in response to the suggestion that these funds be spent.

TECHNICAL COMMITTEE ACTION:

No official action requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

March 2014

FUND BALANCE REPORT

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Surface Transportation Program Funding

The federal surface transportation authorization legislation, MAP-21 (Moving Ahead for Progress in the 21st Century Act), reauthorizes federal highway, transit, and other surface transportation programs through September 30, 2014. MAP-21 is a continuation of prior surface transportation authorization legislation including TEA-21, ISTEA, and others dating back to the first Federal Aid Highway Act of 1956.

The Surface Transportation Program (STP) funding is distributed to varying programs and public agencies for implementation of the authorizing legislation requirements. This distribution includes a specific allocation to urbanized areas over 200,000 by percentage of population. These urbanized areas are part of metropolitan planning areas, and more specifically, transportation management areas (TMAs). The Ozarks Transportation Organization (OTO) is the TMA for the Springfield, Missouri urbanized area.

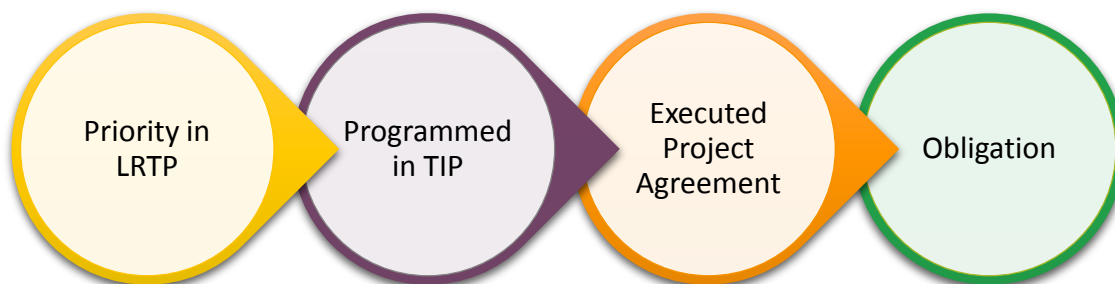
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for three subcategories of STP funding – Transportation Alternatives Program, On-System Bridge (BRM), and STP funding (both Urban and Small Urban). This report monitors the funding balance and obligations made by OTO member jurisdictions for this funding. OTO has been receiving sub-allocated funding since 2003.

Eligible Entities for OTO Suballocated STP Funds

- All cities and counties within OTO's metropolitan planning boundary
- All transportation corporations within OTO's metropolitan planning boundary
- Missouri Department of Transportation
- All public transit agencies within OTO's metropolitan planning boundary
- OTO

An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. Obligation is a key step in financing and obligated funds are considered "used" even though no cash is transferred.

Obligating a Project



To ensure each jurisdiction has access to STP funding, OTO monitors how each OTO member utilizes available STP funding. Also, MoDOT has a statewide policy regarding the accumulation of STP funds, which is limited to a three year accrual. Committed cost share funds are allowed to count toward that balance. Any unobligated funding, however, is subject to rescission by Congress. The following report highlights the amount of funding which needs to be obligated to meet MoDOT's accrual policy, as well as the amount of funding subject to rescission by Congress.

Program Balances

OTO has elected to sub-allocate the STP-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2014.

Staff has included a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order not to be rescinded by MoDOT. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2014, therefore, there is not an immediate threat of rescission by MoDOT. The report also outlines activity in other OTO funding accounts, such as BRM, Small Urban, and the Transportation Alternatives Program. These accounts are subject to the same rescission policy.

STP-Urban

STP-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

March 31 Ending Balance (including Payback Account):	\$23,195,224.88
Balance after Programmed Cost Shares:	\$10,556,311.31
Max Balance Allowed:	\$16,132,756.35
Rescission Risk:	Moderate

Small-Urban

The Small-Urban program is a subset of statewide STP funding, which is allocated to jurisdictions whose urbanized cluster or area population is greater than 5,000, but smaller than 200,000. The Missouri Highways and Transportation Commission allocates \$3.5 million in surface transportation program funds annually to this small-urban program. Project eligibility is the same as that described under the STP-Urban program.

Currently, one OTO jurisdiction, the City of Republic, receives an allocation of Small-Urban funding. The amount of this funding is considered when determining the STP-Urban suballocation, ensuring that each jurisdiction receives the appropriate share of all available funding. There is a remaining balance from when Springfield qualified to receive Small Urban.

March 31 Ending Balance:	\$18,015.55
Balance after Programmed Cost Shares:	\$18,015.55
Max Balance Allowed:	\$99,232.98
Rescission Risk:	Low

Bridge Rehabilitation and Maintenance

On-System Bridge Replacement and Rehabilitation Program (BRM) funding is not suballocated in the OTO area. Instead, a review committee is appointed that examines the eligible bridges for BRM funding, and in working with those jurisdictions and MoDOT, a selection is made for the use of that money.

This program funds the replacement or rehabilitation of deficient bridges located on roads federally functionally classified as urban collectors, rural major collectors, and arterials. Previously, this funding was a subcategory of the Highway Bridge Program under SAFETEA-LU, but MAP-21 discontinued the Highway Bridge Program. Highway bridges continue to be eligible under the Surface Transportation Program and the new National Highway Performance Program. The Missouri Highways and Transportation Commission has allocated \$6.3 million of Surface Transportation Program funds annually during MAP-21 to the Transportation Management Areas (urbanized area over 200,000) of Kansas City, St. Louis, and Springfield. The funding is determined based upon the ratio of the replacement cost of the square footage of deficient bridge deck in the TMA to the replacement cost of the square footage of deficient bridge deck in all TMAs of the state.

Currently, one project is programmed using BRM funding. Though not obligated, this project, Battlefield/65 Interchange, is programmed in the Statewide Transportation Improvement Program as part of the cost share program. Future allocations for this funding have not yet been determined.

March 31 Ending Balance:	\$1,542,036.39
Balance after Programmed Cost Shares:	\$352,379.39
Max Balance Allowed:	\$1,014,512.13
Rescission Risk:	Low

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a new funding category under MAP-21. It encompasses Enhancements, Recreational Trails, and Safe Routes to School. Previously, the Enhancements were distributed by the Missouri Department of Transportation to the urban and rural areas of the state, while Safe Routes to School was a statewide process. With the changes in MAP-21, TAP funding is directly allocated to the OTO and other TMAs across the country. Federal law requires that each year's funding be obligated within three years of the initial allocation. This coincides with MoDOT's funds lapse policy, but there are not exceptions to the potential for rescission.

OTO has only allocated one year's worth of funding for TAP (FY 2013). Due to changes in federal obligation limitations, more funding than was initially allocated was awarded by the OTO, and this difference will come from the FY 2014 allocation. OTO awards TAP funding on a competitive basis and provides a Board of Directors approved application and scoring process to the OTO jurisdictions when funding is made available.

March 31 Ending Balance:	\$1,024,359.88
Balance after Programmed Cost Shares:	\$1,024,359.88
Max Balance Allowed:	\$1,763,241.99
Rescission Risk:	Moderate

Summary

All funding that is not obligated continues to be subject to rescission by Congress. In 2009, \$3.5 million in STP-Urban funding was rescinded when SAFETEA-LU expired, though it was fortunately restored nine months later. The only action that prevents a rescission of federal funding is obligation. The OTO unobligated balance of all funds that is subject to rescission is \$25,779,636.70. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. Several jurisdictions have partnered

with MoDOT to spend these funds. OTO commends those who have acted in response to the suggestion that these funds be spent. With the suspension of the MoDOT Cost Share Program, however, it will become more difficult for OTO jurisdictions and the OTO as a whole to meet MoDOT's Funds Lapse Policy, and continuing to leave all fund balances exposed to federal rescission.

All Funds

March 31 Ending Balance:	\$25,779,636.70
Balance after Programmed Cost Shares:	\$11,951,066.13
Max Balance Allowed:	\$19,108,976.43
Rescission Risk:	Moderate

Balance Summary

Accounts	3/31/2014 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Bridge (BRM)	1,542,036.39	352,379.39	1,014,512.13
Transportation Alternatives Program (TAP)	1,024,359.88	1,024,359.88	1,763,241.99
Total Small Urban	18,015.55	18,015.55	99,232.98
Republic Small Urban	0.00	--	--
Springfield Area Small Urban	18,015.55	--	--
Total STP-Urban	23,195,224.88	10,556,311.31	16,132,756.35
STP-Urban	23,020,667.19	--	--
OTO STP Payback	174,557.69	--	--
	25,779,636.70	11,951,066.13	19,009,743.45

Total Balance All Accounts (10/1/2002-3/31/2014)

Allocations	58,904,870.19
Obligations	(33,125,233.49)
	25,779,636.70

Ending Balance (All Funding Sources)	All Accounts	Unobligated Cost Shares	Remaining Balance
Bridge (BRM)	1,542,036.39	(1,189,657.00)	352,379.39
Transportation Alternatives Program (TAP)	1,024,359.88	0.00	1,024,359.88
Christian County	2,164,278.38	(2,072,000.00)	92,278.38
Greene County	3,352,293.52	(147,200.00)	3,205,093.52
City of Battlefield	511,740.75	0.00	511,740.75
City of Nixa	1,580,868.13	(1,307,001.00)	273,867.13
City of Ozark	918,079.33	0.00	918,079.33
City of Republic	640,888.09	0.00	640,888.09
City of Springfield	13,654,145.07	(9,112,712.57)	4,541,432.50
City of Strafford	88,394.93	0.00	88,394.93
City of Willard	302,552.23	0.00	302,552.23
	25,779,636.70	(13,828,570.57)	11,951,066.13

MoDOT Cost Shares	Total	Obligated	Balance
0651056 65/CC/J (Christian County)	2,300,000.00	(228,000.00)	2,072,000.00
0652086 Battlefield/65 (Greene)	500,000.00	(452,800.00)	47,200.00
0652086 Battlefield/65 (Springfield)	2,291,368.00	0.00	2,291,368.00
0652086 Battlefield/65 (BRM)*	1,189,657.00	0.00	1,189,657.00
0652087 Chestnut RR (Greene)	400,000.00	(400,000.00)	0.00
0652087 Chestnut RR (Springfield)	2,325,663.00	(100,000.00)	2,225,663.00
0652074 South Glenstone (Springfield)	5,241,000.00	(3,792,675.43)	1,448,324.57
0652074 South Glenstone (Greene County)	500,000.00	(500,000.00)	0.00
160/14 8P2219 (Nixa)	1,307,001.00	0.00	1,307,001.00
9900824 Third Street/14 (Ozark)	895,091.30	(950,204.27)	0.00
1601054 160/Campbell/Plainview 3 (Springfield)	595,344.00	0.00	595,344.00
0652088 Division/65 (Springfield)	1,823,292.00	0.00	1,823,292.00
Eastgate Relocation 8P0850B (Greene)	100,000.00	0.00	100,000.00
Kearney/Packer 8S3019 (Springfield)	728,721.00	0.00	728,721.00
	16,949,780.30	(6,423,679.70)	13,828,570.57

*All Cost Shares are STP-Urban except Battlefield/65 (BRM)

Balance Based on Current Obligations

Bridge (BRM)

Name	Account	Amount	Balance
FY 2004 BRM Allocation	BRM	210,242.66	210,242.66
FY 2005 BRM Allocation	BRM	203,613.48	413,856.14
FY 2006 BRM Allocation	BRM	265,090.64	678,946.78
Adjustment to Balance	BRM	(0.43)	678,946.35
FY 2007 BRM Allocation	BRM	255,748.00	934,694.35
FY 2008 BRM Allocation	BRM	297,860.03	1,232,554.38
FY 2009 Allocation	BRM	299,406.62	1,531,961.00
0602066 James River Bridge	BRM	(780,000.00)	751,961.00
FY 2010 Allocation	BRM	341,753.00	1,093,714.00
FY 2011 Allocation	BRM	326,535.00	1,420,249.00
FY 2012 Allocation	BRM	395,013.02	1,815,262.02
FY 2013 Allocation	BRM	388,603.66	2,203,865.68
0651064 Farmer Branch	BRM	(1,000,000.00)	1,203,865.68
FY 2014 Allocation	BRM	338,170.71	1,542,036.39
		1,542,036.39	1,542,036.39

MoDOT Cost Shares	Total	Obligated	Balance
0652086 Battlefield/65	1,189,657.00	0.00	1,189,657.00
	1,189,657.00	0.00	1,189,657.00

Remaining Balance BRM Funds (After MoDOT Cost Shares) 352,379.39

Maximum BRM Balance Allowed 1,014,512.13

Amount Subject to MoDOT Lapse Policy 0.00

Balance Based on Current Obligations

Transportation Alternatives Program (TAP)

Name	Account	Amount	Balance
FY 2013 TAP Allocation	TAP	602,199.55	602,199.55
0141021 14ADA	TAP	(165,587.00)	436,612.55
FY 2014 TAP Allocation	TAP	587,747.33	1,024,359.88
		1,024,359.88	1,024,359.88
Maximum TAP Balance Allowed			1,763,241.99
Amount Subject to MoDOT Lapse Policy			0.00

Balance Based on Current Obligations

Christian County

Name	Account	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	348,765.16	348,765.16
FY 2005 Allocation	STP-Urban	210,184.62	558,949.78
FY 2006 Allocation	STP-Urban	186,862.21	745,811.99
FY 2007 Allocation	STP-Urban	205,358.35	951,170.34
FY 2008 Allocation	STP-Urban	219,817.75	1,170,988.09
5900837 NS Corridor Study	Springfield Area Small Urban	(10,182.16)	1,160,805.93
FY 2009 Allocation	STP-Urban	225,611.20	1,386,417.13
9900861 CC Study	STP-Urban	(320,000.00)	1,066,417.13
FY 2010 Allocation	STP-Urban	263,786.21	1,330,203.34
5900837 NS Corridor Study	Springfield Area Small Urban	0.81	1,330,204.15
FY 2011 Allocation	STP-Urban	255,649.77	1,585,853.92
FY 2012 Allocation	STP-Urban	239,722.79	1,825,576.71
FY 2013 Allocation	STP-Urban	284,571.43	2,110,148.14
FY 2013 Rideshare	City of Springfield	(523.37)	2,109,624.77
FY 2014 Allocation	STP-Urban	283,176.98	2,392,801.75
FY 2014 Rideshare	City of Springfield	(523.37)	2,392,278.38
0651056 65/CC/J	STP-Urban	(228,000.00)	2,164,278.38
		2,164,278.38	2,164,278.38
MoDOT Cost Shares	Total	Obligated	Balance
0651056 65/CC/J	2,300,000.00	(228,000.00)	2,072,000.00
	2,300,000.00	(228,000.00)	2,072,000.00
Remaining Balance All Funds (After MoDOT Cost Shares)			92,278.38
Maximum STP-Urban Balance Allowed			\$ 849,530.94
Amount Subject to MoDOT Lapse Policy			\$ -

Note:

5900837 NS Corridor Study - MPO area wide funds from all jurisdictions

Rideshare - MPO area wide funds from all jurisdictions

Balance Based on Current Obligations

Greene County

Name	Split	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	1,399,042.73	1,399,042.73
FY 2005 Allocation	STP-Urban	843,138.29	2,242,181.02
Transfer	City of Battlefield	45,000.00	2,287,181.02
Remaining Balance	Springfield Area Small Urban	344,278.68	2,631,459.70
FY 2006 Allocation	STP-Urban	749,582.31	3,381,042.01
5904810 Division Underground Tank	Springfield Area Small Urban	(64,027.15)	3,317,014.86
0602064 JRF/Glenstone	Springfield Area Small Urban	(500,000.00)	2,817,014.86
FY 2007 Allocation	STP-Urban	823,778.07	3,640,792.93
FY 2008 Allocation	STP-Urban	881,780.76	4,522,573.69
5935803 Chestnut/National	Springfield Area Small Urban	500,000.00	5,022,573.69
5900837 NS Corridor Study	Springfield Area Small Urban	(40,844.89)	4,981,728.80
0602064 JRF/Glenstone	STP-Urban	(500,000.00)	4,481,728.80
2661009 Midfield Terminal Access	STP-Urban	(1,000,000.00)	3,481,728.80
9900846 Scenic Sidewalks	STP-Urban	(74,642.40)	3,407,086.40
9900846 Scenic Sidewalks	STP-Urban	18,089.16	3,425,175.56
S947010 Glenstone (H) I-44 to VWM	STP-Urban	(1,500,000.00)	1,925,175.56
Transfer	City of Springfield	43,450.00	1,968,625.56
FY 2009 Allocation	STP-Urban	905,020.70	2,873,646.26
Transfer	City of Battlefield	20,000.00	2,893,646.26
FY 2010 Allocation	STP-Urban	1,058,156.57	3,951,802.83
5900837 NS Corridor Study	Springfield Area Small Urban	3.25	3,951,806.08
5907801 Campbell/Weaver	STP-Urban	(1,328,793.88)	2,623,012.20
9900846 Scenic Sidewalks	STP-Urban	(7,350.46)	2,615,661.74
5907801 Campbell/Weaver	STP-Urban	164,058.91	2,779,720.65
0602068 JRF/Campbell (160)	STP-Urban	(1,000,000.00)	1,779,720.65
FY 2011 Allocation	STP-Urban	1,025,518.01	2,805,238.66
5900845 Bicycle Destination Plan	STP-Urban	(40,033.84)	2,765,204.82
FY 2012 Allocation	STP-Urban	1,020,316.77	3,785,521.59
0132070 Kansas/JRF	STP - OTO Payback	(385,519.89)	3,400,001.70
0652076 65/Chestnut	STP-Urban	(589,570.53)	2,810,431.17
9900891 Evans/65	STP-Urban	(500,000.00)	2,310,431.17
FY 2013 Allocation	STP-Urban	1,211,203.16	3,521,634.33
0132070 Kansas/JRF	STP - OTO Payback	48,882.69	3,570,517.02
FY 2013 Rideshare	City of Springfield	(2,227.58)	3,568,289.44

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Balance Based on Current Obligations

Greene County, continued

FY 2014 Allocation	STP-Urban	1,205,268.10	4,773,557.54
0652086 Battlefield/65	STP-Urban	(452,800.00)	4,320,757.54
FY 2014 Rideshare	City of Springfield	(2,227.58)	4,318,529.96
0652065 US 65 6-Laning	STP-Urban	(240,794.13)	4,077,735.83
0652065 US 65 6-Laning	STP - OTO Payback	240,794.13	4,318,529.96
0652074 South Glenstone	STP-Urban	(500,000.00)	3,818,529.96
0652087 Chestnut RR	STP-Urban	(400,000.00)	3,418,529.96
9900878 OO/125	City of Strafford	(66,236.44)	3,352,293.52
		<u>3,352,293.52</u>	<u>3,352,293.52</u>

MoDOT Cost Shares	Total	Obligated	Balance
0652086 Battlefield/65	500,000.00	(452,800.00)	47,200.00
0652074 South Glenstone	500,000.00	(500,000.00)	0.00
Eastgate Relocation (8P0850B)	100,000.00	0.00	100,000.00
0652087 Chestnut RR	400,000.00	(400,000.00)	0.00
	<u>1,500,000.00</u>	<u>(1,352,800.00)</u>	<u>147,200.00</u>

Remaining Balance All Funds (After MoDOT Cost Shares) **3,205,093.52**

Maximum STP-Urban Balance Allowed **\$ 3,615,804.30**

Amount Subject to MoDOT Lapse Policy **\$ -**

Note:

5900837 NS Corridor Study - MPO area wide funds from all jurisdictions

Rideshare - MPO area wide funds from all jurisdictions

Balance Based on Current Obligations

City of Battlefield

Name	Split	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	63,402.45	63,402.45
FY 2005 Allocation	STP-Urban	38,209.72	101,612.17
Transfer	Greene County	(45,000.00)	56,612.17
FY 2006 Allocation	STP-Urban	33,969.91	90,582.08
FY 2007 Allocation	STP-Urban	37,332.34	127,914.42
FY 2008 Allocation	STP-Urban	39,960.94	167,875.36
5900837 NS Corridor Study	Springfield Area Small Urban	(1,851.03)	166,024.33
FY 2009 Allocation	STP-Urban	41,014.13	207,038.46
Transfer	Greene County	(20,000.00)	187,038.46
FY 2010 Allocation	STP-Urban	47,954.01	234,992.47
5900837 NS Corridor Study	Springfield Area Small Urban	0.15	234,992.62
5916806 Highway M Study	STP-Urban	(14,399.22)	220,593.40
9900866 Elm Street Sidewalks	STP-Urban	(1,998.24)	218,595.16
9900867 Cloverdale Lane Sidewalks	STP-Urban	(795.68)	217,799.48
S959003 Route FF Pavement Imp	STP-Urban	(70,000.00)	147,799.48
FY 2011 Allocation	STP-Urban	46,474.89	194,274.37
S959003 Route FF Pavement Imp	STP-Urban	35,578.89	229,853.26
FY 2012 Allocation	STP-Urban	82,739.59	312,592.85
S959003 Route FF Pavement Imp	STP-Urban	3,552.55	316,145.40
FY 2013 Allocation	STP-Urban	98,218.96	414,364.36
FY 2013 Rideshare	City of Springfield	(180.64)	414,183.72
FY 2014 Allocation	STP-Urban	97,737.67	511,921.39
FY 2014 Rideshare	City of Springfield	(180.64)	511,740.75
		511,740.75	511,740.75
Maximum STP-Urban Balance Allowed			\$ 293,213.01
Amount Subject to MoDOT Lapse Policy			\$ 218,527.74

Note:

5900837 NS Corridor Study - MPO area wide funds from all jurisdictions

Rideshare - MPO area wide funds from all jurisdictions

Balance Based on Current Obligations

City of Nixa

Name	Split	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	315,253.93	315,253.93
FY 2005 Allocation	STP-Urban	189,988.95	505,242.88
FY 2006 Allocation	STP-Urban	168,907.47	674,150.35
FY 2007 Allocation	STP-Urban	185,626.40	859,776.75
FY 2008 Allocation	STP-Urban	198,696.47	1,058,473.22
5900837 NS Corridor Study	Springfield Area Small Urban	(9,203.80)	1,049,269.42
9900854 CC Realignment	STP-Urban	(236,800.00)	812,469.42
9900859 Main Street	STP-Urban	(53,822.02)	758,647.40
9900858 Gregg/14	STP-Urban	(38,133.92)	720,513.48
FY 2009 Allocation	STP-Urban	203,933.25	924,446.73
9900861 Northview Road	STP-Urban	(17,386.10)	907,060.63
FY 2010 Allocation	STP-Urban	238,440.19	1,145,500.82
5900837 NS Corridor Study	Springfield Area Small Urban	0.73	1,145,501.55
FY 2011 Allocation	STP-Urban	231,085.56	1,376,587.11
9900861 Northview Road	STP-Urban	(89,798.40)	1,286,788.71
9900869 14/Gregg	STP-Urban	(54,780.00)	1,232,008.71
FY 2012 Allocation	STP-Urban	281,551.42	1,513,560.13
9900861 Northview Road	STP-Urban	107,184.50	1,620,744.63
9900869 14/Gregg	STP-Urban	(209,764.71)	1,410,979.92
FY 2013 Allocation	STP-Urban	334,225.59	1,745,205.51
FY 2013 Rideshare	City of Springfield	(614.69)	1,744,590.82
9900858 Gregg/14	STP-Urban	104.26	1,744,695.08
9900854 CC Realignment	STP-Urban	3,168.42	1,747,863.50
9900859 Main Street	STP-Urban	7,167.08	1,755,030.58
9900869 14/Gregg	STP-Urban	(32,535.60)	1,722,494.98
FY 2014 Allocation	STP-Urban	332,587.84	2,055,082.82
FY 2014 Rideshare	City of Springfield	(614.69)	2,054,468.13
9901804 Tracker/Main	STP-Urban	(473,600.00)	1,580,868.13
		<u>1,580,868.13</u>	<u>1,580,868.13</u>
MoDOT Cost Shares	Total	Obligated	Balance
160/14	<u>1,307,001.00</u>		<u>1,307,001.00</u>
	1,307,001.00	0.00	1,307,001.00

Remaining Balance All Funds (After MoDOT Cost Shares) 273,867.13

Maximum STP-Urban Balance Allowed \$ 997,763.52

Amount Subject to MoDOT Lapse Policy \$ -

Note:

5900837 NS Corridor Study - MPO area wide funds from all jurisdictions

Rideshare - MPO area wide funds from all jurisdictions

Balance Based on Current Obligations

City of Ozark

Name	Split	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	257,927.98	257,927.98
FY 2005 Allocation	STP-Urban	155,441.25	413,369.23
FY 2006 Allocation	STP-Urban	138,193.24	551,562.47
9900824 Third Street/14	Springfield Area Small Urban	(89,600.00)	461,962.47
9900824 Third Street/14	Springfield Area Small Urban	(43,200.00)	418,762.47
FY 2007 Allocation	STP-Urban	151,872.00	570,634.47
FY 2008 Allocation	STP-Urban	162,565.39	733,199.86
5900837 NS Corridor Study	Springfield Area Small Urban	(7,530.18)	725,669.68
0141014 17th Street Relocation	STP-Urban	(244,800.00)	480,869.68
9900855 Roadway Prioritization	STP-Urban	(14,681.60)	466,188.08
FY 2009 Allocation	STP-Urban	166,849.92	633,038.00
9900855 Roadway Prioritization	STP-Urban	349.91	633,387.91
ES08006 Traffic Analysis	STP-Urban	(6,821.60)	626,566.31
ES08007 Master Transportation Pln	STP-Urban	(7,243.20)	619,323.11
FY 2010 Allocation	STP-Urban	195,082.09	814,405.20
5900837 NS Corridor Study	Springfield Area Small Urban	0.60	814,405.80
9900824 Third Street/14	STP-Urban	(56,192.80)	758,213.00
ES08007 Master Transportation Pln	STP-Urban	7,243.20	765,456.20
FY 2011 Allocation	STP-Urban	189,064.84	954,521.04
9900824 Third Street/14	STP-Urban	(72,962.40)	881,558.64
ES08006 Traffic Analysis	STP-Urban	17.39	881,576.03
FY 2012 Allocation	STP-Urban	263,760.19	1,145,336.22
9900824 Third Street/14	STP-Urban	(177,500.00)	967,836.22
FY 2013 Allocation	STP-Urban	313,105.87	1,280,942.09
FY 2013 Rideshare	City of Springfield	(575.85)	1,280,366.24
9900824 Third Street/14	Springfield Area Small Urban	(29,733.60)	1,250,632.64
FY 2014 Allocation	STP-Urban	311,571.61	1,562,204.25
FY 2014 Rideshare	City of Springfield	(575.85)	1,561,628.40
9900824 Third Street/14	STP-Urban	(643,549.07)	918,079.33
		918,079.33	918,079.33
MoDOT Cost Shares	Total	Obligated	Balance
9900824 Third Street/14	895,091.30	(950,204.27)	(55,112.97)
	895,091.30	(950,204.27)	0.00

Remaining Balance All Funds (After MoDOT Cost Shares)

918,079.33

Maximum STP-Urban Balance Allowed

\$ 939,317.61

Amount Subject to MoDOT Lapse Policy

\$ -

Balance Based on Current Obligations

City of Republic

Name	Split	Amount	Balance
Opening Balance	Republic Small Urban	278,258.25	278,258.25
FY 2003 Allocation	Republic Small Urban	25,177.78	303,436.03
FY 2004 Allocation	Republic Small Urban	33,077.66	336,513.69
6900804 60 East	Republic Small Urban	(303,436.00)	33,077.69
FY 2005 Allocation	Republic Small Urban	33,077.66	66,155.35
FY 2006 Allocation	Republic Small Urban	33,077.66	99,233.01
FY 2007 Allocation	Republic Small Urban	33,077.66	132,310.67
FY 2008 Allocation	Republic Small Urban	33,077.66	165,388.33
FY 2009 Allocation	Republic Small Urban	33,077.66	198,465.99
S950012 M/ZZ	Republic Small Urban	(198,465.00)	0.99
FY 2010 Allocation	Republic Small Urban	33,077.66	33,078.65
FY 2011 Allocation	STP-Urban	127,291.02	160,369.67
FY 2011 Allocation	Republic Small Urban	33,077.66	193,447.33
FY 2012 Allocation	STP-Urban	185,257.16	378,704.49
0602076 Oakwood/60	STP-Urban	(173,050.00)	205,654.49
FY 2012 Allocation	Republic Small Urban	33,077.66	238,732.15
FY 2013 Allocation	STP-Urban	226,104.43	464,836.58
FY 2013 Rideshare	City of Springfield	(476.67)	464,359.91
FY 2013 Allocation	Republic Small Urban	33,077.66	497,437.57
0602076 Oakwood/60	Republic Small Urban	(50,000.00)	447,437.57
FY 2014 Allocation	STP-Urban	224,834.40	672,271.97
FY 2014 Rideshare	City of Springfield	(476.67)	671,795.30
9900077 Republic Trans. Plan	STP-Urban	(14,751.58)	657,043.72
FY 2014 Allocation	Republic Small Urban	33,077.66	690,121.38
9900077 Republic Trans. Plan	Republic Small Urban	(49,233.29)	640,888.09
		640,888.09	640,888.09
Maximum STP-Urban Balance Allowed			\$ 674,503.20
Amount Subject to MoDOT Lapse Policy			\$ -

Note:

5900837 NS Corridor Study - MPO area wide funds from all jurisdictions

Rideshare - MPO area wide funds from all jurisdictions

Balance Based on Current Obligations

City of Springfield

Name	Account	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	3,925,754.34	3,925,754.34
FY 2005 Allocation	STP-Urban	2,365,870.41	6,291,624.75
Remaining Balance	Springfield Area Small Urban	3,163,403.16	9,455,027.91
FY 2006 Allocation	STP-Urban	2,103,349.64	11,558,377.55
0602064 JRF/Glenstone	Springfield Area Small Urban	(2,103,741.90)	9,454,635.65
0602064 JRF/Glenstone	Springfield Area Small Urban	(446,611.27)	9,008,024.38
5935803 Chestnut/National	Springfield Area Small Urban	(948,888.79)	8,059,135.59
5935803 Chestnut/National	STP-Urban	(20,056.73)	8,039,078.86
0652048 44/65	Springfield Area Small Urban	(74,000.00)	7,965,078.86
FY 2007 Allocation	STP-Urban	2,311,545.07	10,276,623.93
FY 2008 Allocation	STP-Urban	2,474,302.31	12,750,926.24
5935803 Chestnut/National	Springfield Area Small Urban	446,611.27	13,197,537.51
5900837 NS Corridor Study	Springfield Area Small Urban	(114,611.94)	13,082,925.57
0602064 JRF/Glenstone	STP-Urban	(446,611.27)	12,636,314.30
5905804 FY 2008 TMC Staff	STP-Urban	(112,000.00)	12,524,314.30
2661009 Midfield Terminal Access	STP-Urban	(993,062.73)	11,531,251.57
2661009 Midfield Terminal Access	STP-Urban	(2,461,290.27)	9,069,961.30
0652058 Glenstone/Primrose	STP-Urban	(134,432.60)	8,935,528.70
2661009 Midfield Terminal Access	STP-Urban	1,069,858.00	10,005,386.70
2661009 Midfield Terminal Access	STP-Urban	(508,570.80)	9,496,815.90
0652058 Glenstone/Primrose	STP-Urban	22,101.02	9,518,916.92
5907801 Campbell/Weaver	STP-Urban	(124,524.56)	9,394,392.36
S947010 Glenstone (H) I-44 to VWM	STP-Urban	(1,200,000.00)	8,194,392.36
Transfer	Greene County	(43,450.00)	8,150,942.36
FY 2009 Allocation	STP-Urban	2,539,514.25	10,690,456.61
5935803 Chestnut/National	Springfield Area Small Urban	124,524.56	10,814,981.17
5905805 FY 2009 TMC Staff	STP-Urban	(128,800.00)	10,686,181.17
5935803 Chestnut/National	STP-Urban	(78,307.24)	10,607,873.93
5905805 FY 2009 TMC Staff	STP-Urban	(61,600.00)	10,546,273.93
5933803 Kansas/Evergreen	STP-Urban	(300,000.00)	10,246,273.93
5933803 Kansas/Evergreen	STP-Urban	19,036.04	10,265,309.97
0602067 National/JRF	STP-Urban	(1,244,617.00)	9,020,692.97
0652058 Glenstone/Primrose	STP-Urban	(312,694.65)	8,707,998.32
0132056 13/I-44	STP-Urban	(978,000.00)	7,729,998.32
5933803 Kansas/Evergreen	STP-Urban	38,753.65	7,768,751.97

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Balance Based on Current Obligations

City of Springfield, continued

Name	Account	Amount	Balance
FY 2010 Allocation	STP-Urban	2,969,217.93	10,737,969.90
0602067 National/JRF	STP - OTO Payback	1,244,617.00	11,982,586.90
5907801 Campbell/Weaver	Springfield Area Small Urban	(124,524.56)	11,858,062.34
0602064 JRF/Glenstone	Springfield Area Small Urban	47,734.48	11,905,796.82
5900837 NS Corridor Study	Springfield Area Small Urban	9.13	11,905,805.95
0652058 Glenstone/Primrose	STP-Urban	(7,570.99)	11,898,234.96
0652067 US65	STP-Urban	(1,061,000.00)	10,837,234.96
5905804 FY 2008 TMC Staff	STP-Urban	659.24	10,837,894.20
5905805 FY 2009 TMC Staff	STP-Urban	859.06	10,838,753.26
5905806 FY 2010 TMC Staff	STP-Urban	(228,000.00)	10,610,753.26
5907801 Campbell/Weaver	STP-Urban	(1,328,793.88)	9,281,959.38
5907801 Campbell/Weaver	STP-Urban	164,058.91	9,446,018.29
0602068 JRF/Campbell (160)	STP-Urban	(800,000.00)	8,646,018.29
FY 2011 Allocation	STP-Urban	2,877,633.17	11,523,651.46
0652069 Glenstone Sidewalks	STP-Urban	(106,000.00)	11,417,651.46
2661009 Midfield Terminal Access	STP-Urban	(43,205.64)	11,374,445.82
2661009 Midfield Terminal Access	STP-Urban	(59,268.28)	11,315,177.54
2661009 Midfield Terminal Access	STP-Urban	0.15	11,315,177.69
5938801 FY 2011 TMC Staff	STP-Urban	(276,000.00)	11,039,177.69
FY 2012 Allocation	STP-Urban	2,360,786.90	13,399,964.59
0602065 60/65	STP-Urban	(100,000.00)	13,299,964.59
0652076 65/Chestnut	STP-Urban	(779,945.21)	12,520,019.38
FY 2013 Allocation	STP-Urban	2,802,455.71	15,322,475.09
5938803 FY 2013 TMC Staff	STP - OTO Payback	(260,000.00)	15,062,475.09
0652074 South Glenstone	STP - OTO Payback	(233,600.00)	14,828,875.09
0652074 South Glenstone	STP - OTO Payback	(395,760.80)	14,433,114.29
FY 2013 Rideshare	Christian County	523.37	14,433,637.66
FY 2013 Rideshare	City of Battlefield	180.64	14,433,818.30
FY 2013 Rideshare	Greene County	2,227.58	14,436,045.88
FY 2013 Rideshare	City of Nixa	614.69	14,436,660.57
FY 2013 Rideshare	City of Ozark	575.85	14,437,236.42
FY 2013 Rideshare	City of Republic	476.67	14,437,713.09
FY 2013 Rideshare	City of Strafford	76.20	14,437,789.29
FY 2013 Rideshare	City of Willard	170.88	14,437,960.17
5938801 FY 2011 TMC Staff	STP-Urban	9,145.43	14,447,105.60
0652074 South Glenstone	STP-Urban	(1,244,239.20)	13,202,866.40

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Balance Based on Current Obligations

City of Springfield, continued

FY 2014 Allocation	STP-Urban	2,788,723.30	15,991,589.70
0652074 South Glenstone	STP-Urban	145,628.38	16,137,218.08
0652074 South Glenstone	STP-Urban	(2,064,703.81)	14,072,514.27
0652087 Chestnut RR	STP-Urban	(100,000.00)	13,972,514.27
1601053 160/Campbell/Plainview	STP-Urban	(231,767.60)	13,740,746.67
5933803 Kansas/Evergreen	STP-Urban	4,818.49	13,745,565.16
1601054 160/Campbell/Plainview	STP-Urban	(386,800.00)	13,358,765.16
5905806 FY 2010 TMC Staff	STP-Urban	130.02	13,358,895.18
FY 2013 Rideshare	Christian County	523.37	13,359,418.55
FY 2013 Rideshare	City of Battlefield	180.64	13,359,599.19
FY 2013 Rideshare	Greene County	2,227.58	13,361,826.77
FY 2013 Rideshare	City of Nixa	614.69	13,362,441.46
FY 2013 Rideshare	City of Ozark	575.85	13,363,017.31
FY 2013 Rideshare	City of Republic	476.67	13,363,493.98
FY 2013 Rideshare	City of Strafford	76.20	13,363,570.18
FY 2013 Rideshare	City of Willard	170.88	13,363,741.06
5907801 Campbell/Weaver	STP-Urban	290,404.01	13,654,145.07
		<u>13,654,145.07</u>	<u>13,654,145.07</u>

MoDOT Cost Shares	Total	Obligated	Balance
0652086 Battlefield/65	2,291,368.00	0.00	2,291,368.00
0652087 Chestnut RR	2,325,663.00	(100,000.00)	2,225,663.00
1601054 160/Campbell/Plainview 3	595,344.00	0.00	595,344.00
Kearney/Packer (8S3019)	728,721.00	0.00	728,721.00
0652088 Division/65	1,823,292.00	0.00	1,823,292.00
0652074 South Glenstone	5,241,000.00	(3,792,675.43)	1,448,324.57
	<u>13,005,388.00</u>	<u>(3,892,675.43)</u>	<u>9,112,712.57</u>

Remaining Balance All Funds (After MoDOT Cost Shares) **\$ 4,541,432.50**

Maximum STP-Urban Balance Allowed **\$ 8,366,169.90**

Amount Subject to MoDOT Lapse Policy **\$ -**

Note:

5900837 NS Corridor Study - MPO area wide funds from all jurisdictions

Rideshare - MPO area wide funds from all jurisdictions

Balance Based on Current Obligations

City of Strafford

Name	Split	Amount	Balance
FY 2011 Allocation	STP-Urban	34,761.39	34,761.39
FY 2012 Allocation	STP-Urban	34,901.60	69,662.99
9900878 125/OO	STP - OTO Payback	(9,819.76)	59,843.23
9900878 125/OO	STP - OTO Payback	(53,955.24)	5,887.99
FY 2013 Allocation	STP-Urban	41,431.18	47,319.17
FY 2013 Rideshare	City of Springfield	(76.20)	47,242.97
FY 2014 Allocation	STP-Urban	41,228.16	88,471.13
FY 2014 Rideshare	City of Springfield	(76.20)	88,394.93
9900878 125/OO	STP - OTO Payback	(66,236.44)	22,158.49
9900878 125/OO	Greene County	66,236.44	88,394.93
		88,394.93	88,394.93

Maximum STP-Urban Balance Allowed **\$ 123,684.48**

Amount Subject to MoDOT Lapse Policy **\$ -**

Note:

5900837 NS Corridor Study - MPO area wide funds from all jurisdictions

Rideshare - MPO area wide funds from all jurisdictions

Balance Based on Current Obligations

City of Willard

Name	Account	Amount	Balance
FY 2011 Allocation	STP-Urban	60,254.35	60,254.35
FY 2012 Allocation	STP-Urban	78,269.58	138,523.93
FY 2013 Allocation	STP-Urban	92,912.67	231,436.60
1601043 160/Hunt Road	STP - OTO Payback	(21,000.00)	210,436.60
FY 2013 Rideshare	City of Springfield	(170.88)	210,265.72
FY 2014 Allocation	STP-Urban	92,457.39	302,723.11
FY 2013 Rideshare	City of Springfield	(170.88)	302,552.23
		<u>302,552.23</u>	<u>302,552.23</u>
Maximum STP-Urban Balance Allowed			\$ 277,372.17
Amount Subject to MoDOT Lapse Policy			\$ 25,180.06

Note:

5900837 NS Corridor Study - MPO area wide funds from all jurisdictions

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003	FY 2003/2004	FY 2005	FY 2006
Republic Small Urban Allocation	25,177.78	33,077.66	33,077.66	33,077.66
STP-Urban Allocation		6,310,146.59	3,802,833.24	3,380,864.78
STP-Urban Distribution				
Christian County		348,765.16	210,184.62	186,862.21
Greene County		1,399,042.73	843,138.29	749,582.31
City of Battlefield		63,402.45	38,209.72	33,969.91
City of Nixa		315,253.93	189,988.95	168,907.47
City of Ozark		257,927.98	155,441.25	138,193.24
City of Republic		N/A	N/A	N/A
City of Springfield		3,925,754.34	2,365,870.41	2,103,349.64
City of Strafford		N/A	N/A	N/A
City of Willard		N/A	N/A	N/A
		6,310,146.59	3,802,833.24	3,380,864.78
Republic Small Urban Distribution	25,177.78	33,077.66	33,077.66	33,077.66
	FY 2007	FY 2008	FY 2009	FY 2010
Republic Small Urban Allocation	33,077.66	33,077.66	33,077.66	33,077.66
STP-Urban Allocation	3,715,512.23	3,977,123.62	4,081,943.45	4,772,637.00
STP-Urban Distribution				
Christian County	205,358.35	219,817.75	225,611.20	263,786.21
Greene County	823,778.07	881,780.76	905,020.70	1,058,156.57
City of Battlefield	37,332.34	39,960.94	41,014.13	47,954.01
City of Nixa	185,626.40	198,696.47	203,933.25	238,440.19
City of Ozark	151,872.00	162,565.39	166,849.92	195,082.09
City of Republic	N/A	N/A	N/A	N/A
City of Springfield	2,311,545.07	2,474,302.31	2,539,514.25	2,969,217.93
City of Strafford	N/A	N/A	N/A	N/A
City of Willard	N/A	N/A	N/A	N/A
	3,715,512.23	3,977,123.62	4,081,943.45	4,772,637.00
Republic Small Urban Distribution	33,077.66	33,077.66	33,077.66	33,077.66
	FY 2011	FY 2012	FY 2013	FY2014
Republic Small Urban Allocation	33,077.66	33,077.66	33,077.66	33,077.66
STP-Urban Allocation	4,847,733.00	4,547,306.00	5,404,229.00	5,377,585.45
STP-Urban Distribution				
Christian County	255,649.77	239,722.79	284,571.43	283,176.98
Greene County	1,025,518.01	1,020,316.77	1,211,203.16	1,205,268.10
City of Battlefield	46,474.89	82,739.59	98,218.96	97,737.67
City of Nixa	231,085.56	281,551.42	334,225.59	332,587.84
City of Ozark	189,064.84	263,760.19	313,105.87	311,571.61
City of Republic	127,291.02	185,257.16	226,104.43	224,834.40
City of Springfield	2,877,633.17	2,360,786.90	2,802,455.71	2,788,723.30
City of Strafford	34,761.39	34,901.60	41,431.18	41,228.16
City of Willard	60,254.35	78,269.58	92,912.67	92,457.39
	4,847,733.00	4,547,306.00	5,404,229.00	5,377,585.45
Republic Small Urban Distribution	33,077.66	33,077.66	33,077.66	33,077.66

Funding Allocation

OTO Population Distribution

Jurisdiction	2000 Population in MPO Area	Population in Urbanized Area	% of MPO Population	% of Urbanized Area Population	2010 Population in MPO Area	% of MPO Population
Christian County	13,488	13,488	5.24%	5.53%	16,196	5.23%
Greene County	54,106	54,106	21.01%	22.17%	68,934	22.28%
City of Battlefield	2,452	2,452	0.95%	1.00%	5,590	1.81%
City of Nixa	12,192	12,192	4.73%	5.00%	19,022	6.15%
City of Ozark	9,975	9,975	3.87%	4.09%	17,820	5.76%
City of Republic	8,461	-	3.29%	-	14,751	4.77%
City of Springfield	151,823	151,823	58.96%	62.21%	159,498	51.54%
City of Strafford	1,834	-	0.71%	-	2,358	0.76%
City of Willard	3,179	-	1.23%	-	5,288	1.71%
	257,510	244,036	100.00%	100.00%	309,457	100.00%

OTO Special Projects

	N/S Corridor Study	N/S Corridor Credit	Rideshare
Springfield Area Small Urban	(184,224.00)	14.67	
STP-Urban			(10,000.00)
Distribution			
Christian County	(10,182.16)	0.81	(523.37)
Greene County	(40,844.89)	3.25	(2,227.58)
City of Battlefield	(1,851.03)	0.15	(180.64)
City of Nixa	(9,203.80)	0.73	(614.69)
City of Ozark	(7,530.18)	0.60	(575.85)
City of Republic	N/A	N/A	(476.67)
City of Springfield	(114,611.94)	9.13	(5,154.12)
City of Strafford	N/A	N/A	(76.20)
City of Willard	N/A	N/A	(170.88)
	(184,224.00)	14.67	(10,000.00)

Notes:

FY2003-FY2010 STP-Urban funds distribution based on percentage of 2000 Urbanized Population.

FY2011 STP-Urban funds distributed based on percentage of 2000 MPO Population.

FY2012-FY2013 STP-Urban funds distribution based on percentage of 2010 MPO Population.

Republic Small Urban FY04-10 not included in overall distribution

Republic Small Urban FY11-13 included in overall distribution

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2003 Allocation					
	Deposit	10/01/2002	City of Republic	25,177.78	25,177.78
Total FY 2003 Allocation				25,177.78	25,177.78
FY 2003/2004 Allocation					
	Deposit	10/01/2003	Christian County	348,765.16	348,765.16
	Deposit	10/01/2003	Greene County	1,399,042.73	1,747,807.89
	Deposit	10/01/2003	City of Battlefield	63,402.45	1,811,210.34
	Deposit	10/01/2003	City of Nixa	315,253.93	2,126,464.27
	Deposit	10/01/2003	City of Ozark	257,927.98	2,384,392.25
	Deposit	10/01/2003	City of Springfield	3,925,754.34	6,310,146.59
Total FY 2003/2004 Allocation				6,310,146.59	6,310,146.59
FY 2004 Allocation					
	Deposit	10/01/2003	City of Republic	33,077.66	33,077.66
Total FY 2004 Allocation				33,077.66	33,077.66
FY 2004 BRM Allocation					
	Deposit	10/01/2003	Bridge (BRM)	210,242.66	210,242.66
Total FY 2004 BRM Allocation				210,242.66	210,242.66
FY 2005 Allocation					
	Deposit	10/01/2004	Christian County	210,184.62	210,184.62
	Deposit	10/01/2004	Greene County	843,138.29	1,053,322.91
	Deposit	10/01/2004	City of Battlefield	38,209.72	1,091,532.63
	Deposit	10/01/2004	City of Nixa	189,988.95	1,281,521.58
	Deposit	10/01/2004	City of Ozark	155,441.25	1,436,962.83
	Deposit	10/01/2004	City of Springfield	2,365,870.41	3,802,833.24
	Deposit	10/01/2004	City of Republic	33,077.66	3,835,910.90
Total FY 2005 Allocation				3,835,910.90	3,835,910.90
FY 2005 BRM Allocation					
	Deposit	10/01/2004	Bridge (BRM)	203,613.48	203,613.48
Total FY 2005 BRM Allocation				203,613.48	203,613.48
FY 2006 Allocation					
	Deposit	10/01/2005	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2006	Christian County	186,862.21	219,939.87
	Deposit	10/01/2006	Greene County	749,582.31	969,522.18
	Deposit	10/01/2006	City of Battlefield	33,969.91	1,003,492.09
	Deposit	10/01/2006	City of Nixa	168,907.47	1,172,399.56
	Deposit	10/01/2006	City of Ozark	138,193.24	1,310,592.80
	Deposit	10/01/2006	City of Springfield	2,103,349.64	3,413,942.44
Total FY 2006 Allocation				3,413,942.44	3,413,942.44

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2006 BRM Allocation					
	Deposit	10/01/2005	Bridge (BRM)	265,090.64	265,090.64
Total FY 2006 BRM Allocation				265,090.64	265,090.64
FY 2007 Allocation					
	Deposit	10/01/2006	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2007	Christian County	205,358.35	238,436.01
	Deposit	10/01/2007	Greene County	823,778.07	1,062,214.08
	Deposit	10/01/2007	City of Battlefield	37,332.34	1,099,546.42
	Deposit	10/01/2007	City of Nixa	185,626.40	1,285,172.82
	Deposit	10/01/2007	City of Ozark	151,872.00	1,437,044.82
	Deposit	10/01/2007	City of Springfield	2,311,545.07	3,748,589.89
Total FY 2007 Allocation				3,748,589.89	3,748,589.89
FY 2007 BRM Allocation					
	Deposit	10/02/2006	Bridge (BRM)	255,748.00	255,748.00
Total FY 2007 BRM Allocation				255,748.00	255,748.00
FY 2008 Allocation					
	Deposit	10/01/2007	Christian County	219,817.75	219,817.75
	Deposit	10/01/2007	Greene County	881,780.76	1,101,598.51
	Deposit	10/01/2007	City of Battlefield	39,960.94	1,141,559.45
	Deposit	10/01/2007	City of Nixa	198,696.47	1,340,255.92
	Deposit	10/01/2007	City of Ozark	162,565.39	1,502,821.31
	Deposit	10/01/2007	City of Springfield	2,474,302.31	3,977,123.62
	Deposit	10/01/2007	City of Republic	33,077.66	4,010,201.28
Total FY 2008 Allocation				4,010,201.28	4,010,201.28
FY 2008 BRM Allocation					
	Deposit	10/01/2007	Bridge (BRM)	297,860.03	297,860.03
Total FY 2008 BRM Allocation				297,860.03	297,860.03
FY 2009 Allocation					
	Deposit	10/01/2008	Christian County	225,611.20	225,611.20
	Deposit	10/01/2008	Greene County	905,020.70	1,130,631.90
	Deposit	10/01/2008	City of Battlefield	41,014.13	1,171,646.03
	Deposit	10/01/2008	City of Nixa	203,933.25	1,375,579.28
	Deposit	10/01/2008	City of Ozark	166,849.92	1,542,429.20
	Deposit	10/01/2008	City of Springfield	2,539,514.25	4,081,943.45
	Deposit	10/01/2008	City of Republic	33,077.66	4,115,021.11
Total FY 2009 Allocation				4,115,021.11	4,115,021.11

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2009 BRM Allocation					
	Deposit	10/01/2008	Bridge (BRM)	299,406.62	299,406.62
Total FY 2009 BRM Allocation				299,406.62	299,406.62
FY 2010 Allocation					
	Deposit	10/01/2009	Christian County	263,786.21	263,786.21
	Deposit	10/01/2009	Greene County	1,058,156.57	1,321,942.78
	Deposit	10/01/2009	City of Battlefield	47,954.01	1,369,896.79
	Deposit	10/01/2009	City of Nixa	238,440.19	1,608,336.98
	Deposit	10/01/2009	City of Ozark	195,082.09	1,803,419.07
	Deposit	10/01/2009	City of Springfield	2,969,217.93	4,772,637.00
	Deposit	10/01/2009	City of Republic	33,077.66	4,805,714.66
Total FY 2010 Allocation				4,805,714.66	4,805,714.66
FY 2010 BRM Allocation					
	Deposit	10/01/2009	Bridge (BRM)	341,753.00	341,753.00
Total FY 2010 BRM Allocation				341,753.00	341,753.00
FY 2011 Allocation					
	Deposit	10/01/2010	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2010	Christian County	255,649.77	288,727.43
	Deposit	10/01/2010	Greene County	1,025,518.01	1,314,245.44
	Deposit	10/01/2010	City of Battlefield	46,474.89	1,360,720.33
	Deposit	10/01/2010	City of Nixa	231,085.56	1,591,805.89
	Deposit	10/01/2010	City of Ozark	189,064.84	1,780,870.73
	Deposit	10/01/2010	City of Republic	127,291.02	1,908,161.75
	Deposit	10/01/2010	City of Springfield	2,877,633.17	4,785,794.92
	Deposit	10/01/2010	City of Strafford	34,761.39	4,820,556.31
	Deposit	10/01/2010	City of Willard	60,254.35	4,880,810.66
Total FY 2011 Allocation				4,880,810.66	4,880,810.66
FY 2011 BRM Allocation					
	Deposit	10/01/2010	Bridge (BRM)	326,535.00	326,535.00
Total FY 2011 BRM Allocation				326,535.00	326,535.00

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2012 Allocation					
	Deposit	10/01/2011	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2011	Christian County	239,722.79	272,800.45
	Deposit	10/01/2011	Greene County	1,020,316.77	1,293,117.22
	Deposit	10/01/2011	City of Battlefield	82,739.59	1,375,856.81
	Deposit	10/01/2011	City of Nixa	281,551.42	1,657,408.23
	Deposit	10/01/2011	City of Ozark	263,760.19	1,921,168.42
	Deposit	10/01/2011	City of Republic	185,257.16	2,106,425.58
	Deposit	10/01/2011	City of Springfield	2,360,786.90	4,467,212.48
	Deposit	10/01/2011	City of Strafford	34,901.60	4,502,114.08
	Deposit	10/01/2011	City of Willard	78,269.58	4,580,383.66
Total FY 2012 Allocation				4,580,383.66	4,580,383.66
FY 2012 BRM Allocation					
	Deposit	10/01/2011	Bridge (BRM)	395,013.02	395,013.02
Total FY 2012 BRM Allocation				395,013.02	395,013.02
FY 2013 Allocation					
	Deposit	10/01/2012	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2012	Christian County	284,571.43	317,649.09
	Deposit	10/01/2012	Greene County	1,211,203.16	1,528,852.25
	Deposit	10/01/2012	City of Battlefield	98,218.96	1,627,071.21
	Deposit	10/01/2012	City of Nixa	334,225.59	1,961,296.80
	Deposit	10/01/2012	City of Ozark	313,105.87	2,274,402.67
	Deposit	10/01/2012	City of Republic	226,104.43	2,500,507.10
	Deposit	10/01/2012	City of Springfield	2,802,455.71	5,302,962.81
	Deposit	10/01/2012	City of Strafford	41,431.18	5,344,393.99
	Deposit	10/01/2012	City of Willard	92,912.67	5,437,306.66
Total FY 2013 Allocation				5,437,306.66	5,437,306.66
FY 2013 BRM Allocation					
	Deposit	10/01/2012	Bridge (BRM)	388,603.66	388,603.66
Total FY 2013 BRM Allocation				388,603.66	388,603.66
FY 2013 TAP Allocation					
	Deposit	10/01/2012	Enhancements (TAP)	602,199.55	602,199.55
Total FY 2013 TAP Allocation				602,199.55	602,199.55

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2014 Allocation					
	Deposit	10/01/2013	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2013	Christian County	283,176.98	316,254.64
	Deposit	10/01/2013	Greene County	1,205,268.10	1,521,522.74
	Deposit	10/01/2013	City of Battlefield	97,737.67	1,619,260.41
	Deposit	10/01/2013	City of Nixa	332,587.84	1,951,848.25
	Deposit	10/01/2013	City of Ozark	311,571.61	2,263,419.86
	Deposit	10/01/2013	City of Republic	224,834.40	2,488,254.26
	Deposit	10/01/2013	City of Springfield	2,788,723.30	5,276,977.56
	Deposit	10/01/2013	City of Strafford	41,228.16	5,318,205.72
	Deposit	10/01/2013	City of Willard	92,457.39	5,410,663.11
Total FY 2014 Allocation				5,410,663.11	5,410,663.11
FY 2014 BRM Allocation					
	Deposit	10/01/2013	Bridge (BRM)	338,170.71	338,170.71
Total FY 2014 BRM Allocation				338,170.71	338,170.71
FY 2014 TAP Allocation					
	Deposit	10/01/2013	Enhancements (TAP)	587,747.33	587,747.33
Total FY 2014 TAP Allocation				587,747.33	587,747.33
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				58,904,870.19	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
0132056 13/I-44				
	08/21/2009	City of Springfield	STP-Urban	(978,000.00)
0132070 Kansas/JRF				
	10/02/2011	Greene County	STP - OTO Payback	(385,519.89)
	10/02/2012	Greene County	STP - OTO Payback	48,882.69
0141014 17th Street Relocation				
	04/18/2008	City of Ozark	STP-Urban	(244,800.00)
0141021 14ADA				
	01/06/2014	Enhancements (TAP)	TAP	(165,587.00)
0602064 JRF/Glenstone				
	10/02/2006	City of Springfield	Springfield Area Small Urban	(2,103,741.90)
	10/02/2006	Greene County	Springfield Area Small Urban	(500,000.00)
	10/02/2006	City of Springfield	Springfield Area Small Urban	(446,611.27)
	10/23/2007	City of Springfield	STP-Urban	(446,611.27)
	10/23/2007	Greene County	STP-Urban	(500,000.00)
	10/02/2009	City of Springfield	Springfield Area Small Urban	47,734.48
0602065 60/65				
	10/02/2011	City of Springfield	STP-Urban	(100,000.00)
0602066 James River Bridge				
	01/02/2009	Bridge (BRM)	BRM	(780,000.00)
0602067 National/JRF				
	06/18/2009	City of Springfield	STP-Urban	(1,244,617.00)
	10/02/2009	City of Springfield	STP - OTO Payback	1,244,617.00
0602068 JRF/Campbell (160)				
	10/02/2009	Greene County	STP-Urban	(1,000,000.00)
	10/02/2009	City of Springfield	STP-Urban	(800,000.00)
0602076 Oakwood/60				
	10/02/2011	City of Republic	STP-Urban	(173,050.00)
	10/03/2013	City of Republic	Republic Small Urban	(50,000.00)
0651056 65/CC/J				
	02/02/2014	Christian County	STP-Urban	(228,000.00)
0651064 Farmer Branch				
	07/15/2013	Bridge (BRM)	BRM	(1,000,000.00)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
0652048 44/65				
	04/17/2007	City of Springfield	Springfield Area Small Urban	(74,000.00)
0652058 Glenstone/Primrose				
	12/21/2007	City of Springfield	STP-Urban	(134,432.60)
	02/29/2008	City of Springfield	STP-Urban	22,101.02
	07/09/2009	City of Springfield	STP-Urban	(312,694.65)
	10/02/2009	City of Springfield	STP-Urban	(7,570.99)
0652065 US 65 6-Laning				
	11/02/2013	Greene County	STP-Urban	(240,794.13)
	11/03/2014	Greene County	STP - OTO Payback	240,794.13
0652067 US65				
	10/02/2009	City of Springfield	STP-Urban	(1,061,000.00)
0652069 Glenstone Sidewalks				
	10/02/2010	City of Springfield	STP-Urban	(106,000.00)
0652074 South Glenstone				
	10/02/2012	City of Springfield	STP - OTO Payback	(233,600.00)
	10/02/2012	City of Springfield	STP - OTO Payback	(395,760.80)
	10/02/2012	City of Springfield	STP-Urban	(1,244,239.20)
	12/02/2013	City of Springfield	STP-Urban	(2,064,703.81)
	12/02/2013	Greene County	STP-Urban	(500,000.00)
	03/02/2014	City of Springfield	STP-Urban	145,628.38
0652076 65/Chestnut				
	10/02/2011	Greene County	STP-Urban	(589,570.53)
	10/02/2011	City of Springfield	STP-Urban	(779,945.21)
0652086 Battlefield/65				
	10/02/2013	Greene County	STP-Urban	(452,800.00)
0652087 Chestnut RR				
	12/02/2013	City of Springfield	STP-Urban	(100,000.00)
	12/02/2013	Greene County	STP-Urban	(400,000.00)
1601043 160/Hunt Road				
	10/02/2012	City of Willard	STP - OTO Payback	(21,000.00)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
1601053 160/Campbell/ Plainview 2				
	12/02/2013	City of Springfield	STP-Urban	(231,767.60)
1601054 160/Campbell/ Plainview 3				
	02/02/2014	City of Springfield	STP-Urban	(386,800.00)
2661009 Midfield Terminal Access				
	11/08/2007	City of Springfield	STP-Urban	(993,062.73)
	11/08/2007	Greene County	STP-Urban	(1,000,000.00)
	11/09/2007	City of Springfield	STP-Urban	(2,461,290.27)
	01/24/2008	City of Springfield	STP-Urban	1,069,858.00
	02/15/2008	City of Springfield	STP-Urban	(508,570.80)
	10/02/2010	City of Springfield	STP-Urban	(43,205.64)
	10/02/2010	City of Springfield	STP-Urban	(59,268.28)
	10/02/2010	City of Springfield	STP-Urban	0.15
5900837 NS Corridor Study				
	10/02/2007	City of Ozark	Springfield Area Small Urban	(7,530.18)
	10/02/2007	Christian County	Springfield Area Small Urban	(10,182.16)
	10/02/2007	Greene County	Springfield Area Small Urban	(40,844.89)
	10/02/2007	City of Battlefield	Springfield Area Small Urban	(1,851.03)
	10/02/2007	City of Nixa	Springfield Area Small Urban	(9,203.80)
	10/02/2007	City of Springfield	Springfield Area Small Urban	(114,611.94)
	10/02/2009	Christian County	Springfield Area Small Urban	0.81
	10/02/2009	Greene County	Springfield Area Small Urban	3.25
	10/02/2009	City of Battlefield	Springfield Area Small Urban	0.15
	10/02/2009	City of Nixa	Springfield Area Small Urban	0.73
	10/02/2009	City of Ozark	Springfield Area Small Urban	0.60
	10/02/2009	City of Springfield	Springfield Area Small Urban	9.13
5900845 Bicycle Destination Plan				
	10/02/2010	Greene County	STP-Urban	(40,033.84)
5904810 Division Underground Tank				
	10/02/2006	Greene County	Springfield Area Small Urban	(64,027.15)
5905804 FY 2008 TMC Staff				
	10/24/2007	City of Springfield	STP-Urban	(112,000.00)
	10/02/2009	City of Springfield	STP-Urban	659.24
5905805 FY 2009 TMC Staff				
	11/28/2008	City of Springfield	STP-Urban	(128,800.00)
	03/13/2009	City of Springfield	STP-Urban	(61,600.00)
	10/02/2009	City of Springfield	STP-Urban	859.06

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
5905806 FY 2010 TMC Staff				
	10/02/2009	City of Springfield	STP-Urban	(228,000.00)
	03/02/2014	City of Springfield	STP-Urban	130.02
5907801 Campbell/Weaver				
	03/07/2008	City of Springfield	STP-Urban	(124,524.56)
	10/02/2009	City of Springfield	Springfield Area Small Urban	(124,524.56)
	10/02/2009	Greene County	STP-Urban	(1,328,793.88)
	10/02/2009	City of Springfield	STP-Urban	(1,328,793.88)
	10/02/2009	Greene County	STP-Urban	164,058.91
	10/02/2009	City of Springfield	STP-Urban	164,058.91
	03/02/2014	City of Springfield	STP-Urban	290,404.01
5916806 Highway M Study				
	10/02/2009	City of Battlefield	STP-Urban	(14,399.22)
5933803 Kansas/Evergreen				
	03/25/2009	City of Springfield	STP-Urban	(300,000.00)
	03/25/2009	City of Springfield	STP-Urban	19,036.04
	09/05/2009	City of Springfield	STP-Urban	38,753.65
	01/02/2014	City of Springfield	STP-Urban	4,818.49
5935803 Chestnut/National				
	10/02/2006	City of Springfield	Springfield Area Small Urban	(948,888.79)
	10/02/2006	City of Springfield	STP-Urban	(20,056.73)
	10/02/2007	Greene County	Springfield Area Small Urban	500,000.00
	10/02/2007	City of Springfield	Springfield Area Small Urban	446,611.27
	10/02/2008	City of Springfield	Springfield Area Small Urban	124,524.56
	11/28/2008	City of Springfield	STP-Urban	(78,307.24)
5938801 FY 2011 TMC Staff				
	10/02/2010	City of Springfield	STP-Urban	(276,000.00)
	10/02/2012	City of Springfield	STP-Urban	9,145.43
5938803 FY 2013 TMC Staff				
	10/02/2012	City of Springfield	STP - OTO Payback	(260,000.00)
6900804 60 East				
	03/19/2004	City of Republic	Republic Small Urban	(303,436.00)
9900077 Republic Trans. Plan				
	01/02/2014	City of Republic	STP-Urban	(14,751.58)
	01/02/2014	City of Republic	Republic Small Urban	(49,233.29)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
9900824 Third Street/14				
	10/02/2006	City of Ozark	Springfield Area Small Urban	(89,600.00)
	10/02/2006	City of Ozark	Springfield Area Small Urban	(43,200.00)
	10/02/2009	City of Ozark	STP-Urban	(56,192.80)
	10/02/2010	City of Ozark	STP-Urban	(72,962.40)
	10/02/2011	City of Ozark	STP-Urban	(177,500.00)
	09/30/2013	City of Ozark	Springfield Area Small Urban	(29,733.60)
	10/02/2013	City of Ozark	STP-Urban	(643,549.07)
9900846 Scenic Sidewalks				
	05/23/2008	Greene County	STP-Urban	(74,642.40)
	08/15/2008	Greene County	STP-Urban	18,089.16
	10/02/2009	Greene County	STP-Urban	(7,350.46)
9900854 CC Realignment				
	02/22/2008	City of Nixa	STP-Urban	(236,800.00)
	10/02/2012	City of Nixa	STP-Urban	3,168.42
9900855 Roadway Prioritization				
	07/01/2008	City of Ozark	STP-Urban	(14,681.60)
	11/28/2008	City of Ozark	STP-Urban	349.91
9900858 Gregg/14				
	08/07/2008	City of Nixa	STP-Urban	(38,133.92)
	10/02/2012	City of Nixa	STP-Urban	104.26
9900859 Main Street				
	08/07/2008	City of Nixa	STP-Urban	(53,822.02)
	10/02/2012	City of Nixa	STP-Urban	7,167.08
9900860 CC Study				
	09/17/2009	Christian County	STP-Urban	(320,000.00)
9900861 Northview Road				
	07/09/2009	City of Nixa	STP-Urban	(17,386.10)
	10/02/2010	City of Nixa	STP-Urban	(89,798.40)
	10/02/2011	City of Nixa	STP-Urban	107,184.50
9900866 Elm Street Sidewalks				
	10/02/2009	City of Battlefield	STP-Urban	(1,998.24)
9900867 Cloverdale Lane Sidewalks				
	10/02/2009	City of Battlefield	STP-Urban	(795.68)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
9900869 14/Gregg				
	10/02/2010	City of Nixa	STP-Urban	(54,780.00)
	10/02/2011	City of Nixa	STP-Urban	(209,764.71)
	10/02/2012	City of Nixa	STP-Urban	(32,535.60)
9900878 125/OO				
	10/02/2011	City of Strafford	STP - OTO Payback	(9,819.76)
	10/02/2011	City of Strafford	STP - OTO Payback	(53,955.24)
	03/01/2014	City of Strafford	STP - OTO Payback	(66,236.44)
9900891 Evans/65				
	10/02/2011	Greene County	STP-Urban	(500,000.00)
9901804 Tracker/Main				
	11/02/2013	City of Nixa	STP-Urban	(473,600.00)
ES08006 Traffic Analysis				
	09/03/2009	City of Ozark	STP-Urban	(6,821.60)
	10/02/2010	City of Ozark	STP-Urban	17.39
ES08007 Master Transportation Pln				
	09/22/2009	City of Ozark	STP-Urban	(7,243.20)
	10/02/2009	City of Ozark	STP-Urban	7,243.20

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
S947010 Glenstone (H) I-44 to VWM				
	09/18/2008	City of Springfield	STP-Urban	(1,200,000.00)
	09/18/2008	Greene County	STP-Urban	(1,500,000.00)
S950012 M/ZZ				
	10/02/2009	City of Republic	Republic Small Urban	(198,465.00)
S959003 Route FF Pavement Imp				
	10/02/2009	City of Battlefield	STP-Urban	(70,000.00)
	10/02/2010	City of Battlefield	STP-Urban	35,578.89
	10/02/2011	City of Battlefield	STP-Urban	3,552.55
Adjustments				
	10/02/2005	Bridge (BRM)	BRM	(0.43)
TOTAL OBLIGATIONS				(33,125,233.49)

Missouri Department of Transportation
Fund Balances as of March 31, 2014

Highway Bridge Program (BRM) Springfield Urban Area

	Apportionment	Available (OL)
Balance as of September 30, 2013	\$1,339,760.00	\$1,203,865.68
Fiscal Year 2014 Apportionment (Preliminary OL = 94.67%)	\$357,210.00	\$338,170.71
Project Obligations - October 2013:		
None	\$0.00	\$0.00
Balance as of October 31, 2013	\$1,696,970.00	\$1,542,036.39
Project Obligations - November 2013:		
None	\$0.00	\$0.00
Balance as of November 30, 2013	\$1,696,970.00	\$1,542,036.39
Project Obligations - December 2013:		
None	\$0.00	\$0.00
Balance as of December 31, 2013	\$1,696,970.00	\$1,542,036.39
Project Obligations - January 2014:		
None	\$0.00	\$0.00
Balance as of January 31, 2014	\$1,696,970.00	\$1,542,036.39
Project Obligations - February 2014:		
None	\$0.00	\$0.00
Balance as of February 28, 2014	\$1,696,970.00	\$1,542,036.39
Project Obligations - March 2014:		
None	\$0.00	\$0.00
Balance as of March 31, 2014	\$1,696,970.00	\$1,542,036.39

Missouri Department of Transportation
Fund Balances as of March 31, 2014

Transportation Alternatives Program (TAP) Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
Balance as of September 30, 2013	\$632,629.00	\$602,199.55
Fiscal Year 2014 Apportionment (Preliminary OL = 94.67%)	620,838.00	587,747.33
Project Obligations - October 2013: None	0.00	0.00
Balance as of October 31, 2013	\$1,253,467.00	\$1,189,946.88
Project Obligations - November 2013: None	0.00	0.00
Balance as of November 30, 2013	\$1,253,467.00	\$1,189,946.88
Project Obligations - December 2013: None	0.00	0.00
Balance as of December 31, 2013	\$1,253,467.00	\$1,189,946.88
Project Obligations - January 2014: 0141021	-165,587.00	-165,587.00
Balance as of January 31, 2014	\$1,087,880.00	\$1,024,359.88
Project Obligations - February 2014: None	0.00	0.00
Balance as of February 28, 2014	\$1,087,880.00	\$1,024,359.88
Project Obligations - March 2014: None	0.00	0.00
Balance as of March 31, 2014	\$1,087,880.00	\$1,024,359.88

Missouri Department of Transportation

Fund Balances as of March 31, 2014

Surface Transportation Program (STP-Large Urban) **Springfield Urban Area**

	Apportionments	Available (OL)
Balance as of September 30, 2013	\$24,767,615.12	\$22,938,867.03
Fiscal Year 2014 Apportionment (Preliminary OL = 94.67%)	\$5,680,348.00	\$5,377,585.45
Project Obligations - October 2013:		
0652086	-\$452,800.00	-\$452,800.00
9900824	-\$643,549.07	-\$643,549.07
Balance as of October 31, 2013	\$29,351,614.05	\$27,220,103.41
Project Obligations - November 2013:		
0652065	-\$240,794.13	-\$240,794.13
9901804	-\$473,600.00	-\$473,600.00
Balance as of November 30, 2013	\$28,637,219.92	\$26,505,709.28
Project Obligations - December 2013:		
0652074	-\$2,564,703.81	-\$2,564,703.81
0652087	-\$500,000.00	-\$500,000.00
1601053	-\$231,767.60	-\$231,767.60
Balance as of December 31, 2013	\$25,340,748.51	\$23,209,237.87
Project Obligations - January 2014:		
5933803	\$4,818.49	\$4,818.49
9900077	-\$14,751.58	-\$14,751.58
Balance as of January 31, 2014	\$25,330,815.42	\$23,199,304.78
Project Obligations - February 2014:		
0651056	-\$228,000.00	-\$228,000.00
1601054	-\$386,800.00	-\$386,800.00
Balance as of February 28, 2014	\$24,716,015.42	\$22,584,504.78
Project Obligations - March 2014:		
5905806	\$130.02	\$130.02
5907801	\$290,404.01	\$290,404.01
652074	\$145,628.38	\$145,628.38
Balance as of March 31, 2014	\$25,152,177.83	\$23,020,667.19

Missouri Department of Transportation

Fund Balances as of March 31, 2014

Surface Transportation Program (STP-Payback)
Springfield Urban Area

	<u>Apportionment</u>	<u>Available (OL)</u>
Balance as of September 30, 2013	\$0.00	\$0.00
Project Obligations - October 2013:		
None	\$0.00	\$0.00
Balance as of October 31, 2013	\$0.00	\$0.00
Project Obligations - November 2013:		
None	\$0.00	\$0.00
Balance as of November 30, 2013	\$0.00	\$0.00
Project Obligations - December 2013:		
None	\$0.00	\$0.00
Balance as of December 31, 2013	\$0.00	\$0.00
Project Obligations - January 2014:		
None	\$0.00	\$0.00
Balance as of January 31, 2014	\$0.00	\$0.00
Project Obligations - February 2014:		
None	\$0.00	\$0.00
Balance as of February 28, 2014	\$0.00	\$0.00
Project Obligations - March 2014:		
0652056	\$240,794.13	\$240,794.13
9900878	-\$66,236.44	-\$66,236.44
Balance as of March 31, 2014	\$174,557.69	\$174,557.69

Missouri Department of Transportation
Fund Balances as of March 31, 2014

Small-Urban Program

	FY2014	
<u>Urban Cluster</u>	<u>Allocation</u>	<u>STP-Small Urban</u>
Aurora	\$29,020.57	\$80,287.74
Bolivar	\$32,703.76	\$228,566.32
Boonville	\$34,670.62	\$230,998.91
Bowling Green	\$19,362.00	\$107,311.46
Branson-Hollister	\$53,692.31	\$224,413.87
Cameron	\$30,093.73	\$150,468.65
Cape Girardeau - Jackson	\$174,347.67	\$926,774.52
Carthage	\$53,120.20	\$366,782.00
Caruthersville	\$24,656.80	\$37,428.10
Cedar Hill Lakes	\$19,743.43	\$93,497.05
Charleston	\$0.00	\$0.00
Chillicothe	\$34,012.51	\$112,302.12
Clinton	\$33,466.54	\$167,332.74
Columbia	\$369,362.35	\$2,290,177.31
Desoto	\$27,031.27	\$160,628.38
Dexter	\$32,972.98	\$119,639.75
Eldon	\$20,147.23	\$0.00
Eureka	\$35,880.78	\$143,523.12
Excelsior Springs	\$43,428.00	\$253,699.36
Farmington	\$54,817.84	\$0.00
Festus	\$0.00	(\$0.37)
Forsyth	\$20,431.43	\$102,157.15
Fulton	\$44,306.75	(\$167,455.53)
Hannibal	\$67,232.27	\$201,928.75
Harrisonville	\$31,731.52	\$95,194.56
Jefferson City	\$200,851.70	\$701,588.10
Joplin	\$269,560.97	\$269,560.97
Kearney	\$19,870.55	\$72,306.33
Kennett	\$43,020.43	\$269,780.28
Kirksville	\$62,341.26	\$91,706.64
Knob Noster	\$24,320.27	\$97,281.08
Lebanon	\$43,480.36	\$217,442.12
Macon	\$19,451.74	\$77,806.96
Malden	\$19,193.75	\$100,920.07
Marshall	\$47,331.79	\$262,225.61
Marshfield	\$22,555.33	\$90,520.85
Maryville	\$43,308.33	\$201,396.65
Mexico	\$41,562.11	\$158,032.36
Moberly	\$44,269.33	\$221,405.33

Missouri Department of Transportation
Fund Balances as of March 31, 2014

Small-Urban Program

	FY2014	
<u>Urban Cluster</u>	<u>Allocation</u>	<u>STP-Small Urban</u>
Monett	\$27,173.34	\$135,866.70
Neosho	\$39,180.19	\$179,538.45
Nevada	\$32,270.00	\$185,463.76
Oak Grove	\$19,440.50	\$87,720.69
Pacific	\$30,899.01	\$160,121.79
Park Hills - Desloge - Leadington	\$68,260.57	\$425,384.85
Perryville	\$29,263.61	\$255,653.60
Pleasant Hill	\$20,689.44	(\$18,117.08)
Poplar Bluff	\$72,100.81	\$787,225.23
Republic	\$33,077.66	\$0.00
Richmond	\$22,177.68	\$108,165.59
Rolla	\$63,264.88	\$374,971.86
Salem	\$18,741.28	\$0.00
Scott City	\$19,440.54	\$204,417.94
Sedalia	\$90,830.85	\$453,656.62
Sikeston	\$66,170.30	\$576,038.69
Springfield	\$0.00	\$18,015.55
St. Clair	\$19,672.38	\$190,737.15
St. Joseph	\$284,966.81	\$821,522.10
Sullivan	\$24,611.97	\$123,060.38
Trenton	\$22,940.47	\$2,326.05
Troy	\$31,062.18	\$124,248.72
Union	\$24,653.09	\$73,959.27
Warrensburg	\$67,400.51	\$269,602.01
Warrenton	\$19,732.19	\$98,554.09
Washington	\$48,681.68	\$146,046.00
Waynesville - St. Robert - Ft. Wood	\$78,311.73	\$184,649.79
West Plains	\$37,635.85	\$150,543.40
	<u>\$3,500,000.00</u>	<u>\$14,877,002.51</u>

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration or the Federal Transit Administration.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806

417-865-3042 [p] 417-862-6013 [f]

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 6/11/2014; ITEM II.E.

FY 2014 Unified Planning Work Program (UPWP) Amendment 1

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

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The OTO is proposing Amendment Number 1 to the FY 2014 UPWP in order to account for performed by MoDOT for OTO. The value of this work called "Direct Costs" came in higher for FY 2014 than anticipated. The OTO had budgeted \$65,000 for MoDOT Direct Cost but is amending the UPWP Task (030) to allow \$93,000 which is anticipated through June 30, 2014 (a difference of \$28,000.) The proposed changes to the Task 030 – General Planning and Plan Implementation, as well as the proposed changes to Appendix A, are included in the agenda.

Proposed "Direct Cost" Amendment 1 below:

	<u>FY 2014</u>	<u>FY2014 Amended</u>
OTO Consolidated FHWA/FTA PL Funds	\$721,534.40	\$721,534.40
Local Jurisdiction Match Funds/In-Kind Match	\$115,383.60	\$115,383.60
<u>MoDOT "Direct Costs"</u>	<u>\$ 65,000.00</u>	<u>\$ 93,000.00</u>
Total OTO Revenue	\$901,918.00	\$929,918.00

OTO is utilizing in-kind match and direct cost match funds. These additional match sources allow OTO to build an operating fund balance.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

"To make a recommendation to the Board of Directors on approving Amendment Number 1 to the FY 2014 UPWP.

."

OR

"Move to...."

Task 030 - General Planning and Plan Implementation



Air Quality Planning \$5,000

July to June

Responsible Agency – OTO

- Staff serves on the Ozarks Clean Air Alliance along with Springfield Greene-County Health Department, which is updating the regional Clean Air Action Plan, in hopes to preempt designation as a non-attainment area for ozone.

Demographics and Future Projections \$5,000

July to June

Responsible Agency – OTO

- Continue to analyze growth and make growth projections for use in transportation decision-making by collecting and compiling development data into a demographic report that will be used in travel demand model runs, plan updates, and planning assumptions.

MoDOT Transportation Studies and Data Collection ~~\$65,000~~ \$93,000

MoDOT Southwest District - ~~\$65,000~~ \$93,000

July to June

Responsible Agency – MoDOT Southwest District

- MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.
 - OTO and MoDOT work to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model.
 - Transportation studies would be conducted to provide accident data for use in the Congestion Management Process.
 - Speed studies would be conducted to analyze signal progression to meet requirements of Congestion Management Process.
 - Miscellaneous studies to analyze congestion along essential corridors would also be a billable activity under this task.

MoDOT Position	Source of Eligible MoDOT Match			Yearly Total	% Time	Eligible
	Yearly Salary	Yearly Fringe	Annual Salary Additives			
Senior Traffic Studies Specialist	\$53,496.00	\$35,184.32	\$19,408.35	\$108,088.67	20	\$21,617.73
Senior Traffic Studies Specialist	\$47,796.00	\$31,435.43	\$17,340.39	\$96,571.82	20	\$19,314.36
Senior Traffic Technician	\$35,556.00	\$23,385.18	\$12,899.72	\$71,840.39	34 <u>45</u>	\$24,425.91 <u>\$32,328.18</u>
<u>Senior Traffic Studies Specialist</u>	<u>\$60,216.00</u>	<u>\$39,598.04</u>	<u>\$21,846.36</u>	<u>121,660.41</u>	<u>16</u>	<u>\$19,739.73</u>
TOTAL Eligible						\$65,358.00 <u>\$93,000.00</u>
<u>Match Direct Cost</u>						<u>\$93,000.00</u>
TOTAL <u>Match</u>						\$65,000.00 <u>\$93,000.00</u>
<u>Requested Direct Cost</u>						<u>\$93,000.00</u>



- Bicycle and Pedestrian Plan Implementation Status Report
- Demographic Report
- Continued Monitoring of Attainment Status
- Selection of Enhancement and support of Safe Routes to School Projects
- Performance Measure Report
- Distribution of LRTP Executive Summary
- Assisted in Update of Clean Air Action Plan

Funding Sources

Local Match Funds	\$12,440	3.21 <u>3.00</u> %
MoDOT Direct Costs*	\$65,000 <u>\$93,000</u>	16.79 <u>22.39</u> %*
Federal CPG Funds	\$309,762	80.00 <u>74.61</u> %
Total Funds	\$387,202 <u>\$415,202</u>	100.00%

*80% federal pro rata (donated direct costs - not actual funds) overall

Financial Revenues and Expenditures Summary



Financial Revenues Summary

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Consolidated FHWA/FTA PL Funds	\$721,534.40
Local Jurisdiction Match Funds	\$96,803.60
In-kind Match, Direct Cost, Donated**	\$75,000.00 <u>\$103,000.00</u>
Employee Insurance Premium	\$8,580.00
City of Springfield Aerial Photography Match Funds	\$0.00
Total Ozarks Transportation Organization Revenue	\$901,918.00 <u>\$929,918.00</u>
Direct Outside Grant	Total Amount Budgeted
City Utilities Transit Planning – FTA 5307	\$158,000.00
City Utilities Local Match	\$39,500.00
Total Direct Outside Grant	\$197,500.00
TOTAL REVENUE	\$1,099,418.00 <u>\$1,127,418.00</u>

Financial Expenditures Summary

Task	Local				Federal		Total	Percent (%)
	OTO	CU	MoDOT	In-Kind Services	CPG	5307		
010	\$34,844				\$139,376		\$174,220	15.85
020	\$12,984			\$10,000	\$91,936		\$114,920	10.45
030	\$12,440		\$65,000 <u>\$93,000</u>		\$309,762		\$387,202 <u>\$415,202</u>	35.22
040	\$19,763				\$79,054		\$98,817	8.99
050	\$2,400				\$9,600		\$12,000	1.09
060	\$10,197	\$39,500			\$40,790	\$158,000	\$248,487	22.60
070	\$12,754				\$51,018		\$63,772	5.80
TOTAL	\$105,382	\$39,500	\$65,000 <u>\$93,000</u>	\$10,000	\$721,536	\$158,000	\$1,099,418 <u>\$1,127,418</u>	100.00

APPENDIX A

FY 2014

July 1, 2013 - June 30, 2014

OTO BUDGET DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Prior Budgeted FY 2013</i>	<i>Total Amount Prior Budgeted FY 2013</i>	<i>Budgeted Amount FY 2014</i>	<i>Amended Amount FY 2014</i>	<i>Total Amount Budgeted FY 2014</i>	<i>Increase/ Decrease</i>
Personnel						
Salaries & Fringe	\$361,000.78		\$385,000.00			
Mobile Data Plans	\$1,620.00		\$2,700.00			
Payroll Services	\$2,600.00		\$3,000.00			
Total Personnel		\$365,220.78			\$390,700.00	↑ \$25,479.22
Building						
Building Lease	\$55,367.00		\$51,108.00			
Parking	\$1,000.00		\$960.00			
Total Building		\$56,367.00			\$52,068.00	↓ (\$4,299.00)
Commodities						
Office Supplies/Furniture	\$16,000.00		\$10,000.00			
Publications	\$1,000.00		\$400.00			
Total Commodities		\$17,000.00			\$10,400.00	↓ (\$6,600.00)
Information Technology						
IT Maintenance Contract	\$12,000.00		\$9,000.00			
Computer Upgrades/Equipment Replacement/Repair	\$4,500.00		\$6,000.00			
Data Backup/Storage	\$3,600.00		\$2,500.00			
GIS Licenses	\$7,000.00		\$4,500.00			
Software	\$2,000.00		\$3,000.00			
Webhosting	\$550.00		\$550.00			
Total Information Technology		\$29,650.00			\$25,550.00	↓ (\$4,100.00)
Insurance						
Board of Directors Insurance	\$2,300.00		\$2,600.00			
Liability Insurance	\$1,400.00		\$1,100.00			
Workers Comp	\$1,400.00		\$1,300.00			
Total Insurance		\$5,100.00			\$5,000.00	↓ (\$100.00)
Operating						
Copy Machine Lease	\$4,000.00		\$3,000.00			
Education/Training/Travel	\$32,000.00		\$25,000.00			
Food/Meeting Expense	\$4,500.00		\$4,000.00			
IRS Tax Fees	\$0.00		\$11,000.00			
Legal/Bid Notices (formerly Advertising)	\$3,800.00		\$3,400.00			
Staff Mileage Reimbursement	\$2,000.00		\$2,500.00			
Postage/Postal Services	\$4,000.00		\$3,500.00			
Printing/Mapping Services (combines two categories)	\$14,500.00		\$12,000.00			
Dues/Memberships	\$4,200.00		\$4,300.00			
Telephone	\$5,000.00		\$4,500.00			
Total Operating		\$74,000.00			\$73,200.00	↓ (\$800.00)

ESTIMATED EXPENDITURES Continued

<i>Cost Category</i>	<i>Prior Budgeted FY2013</i>	<i>Total Amount Prior Budgeted FY2013</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>	<i>Increase/ Decrease</i>
Services					
Aerial Photos	\$50,000.00		\$0.00		
Audit	\$4,750.00		\$6,000.00		
Professional Services (Legal & Accounting)	\$8,000.00		\$12,000.00		
TIP Tool Maintenance	\$25,000.00		\$10,000.00		
Travel Time Collection Units	\$0.00		\$80,000.00		
Travel Time Runs and Traffic Counts	\$20,000.00		\$12,000.00		
Travel Model Consultant	\$150,000.00		\$150,000.00		
Total Services		\$257,750.00		\$270,000.00	↑ \$12,250.00
TOTAL OTO Expenditures		\$805,087.78		\$826,918.00	↑ \$21,830.22
In-Kind Match, Direct Cost, Donated					
Member Attendance at Meetings	\$8,000.00		\$10,000.00		
Direct Cost - MoDOT Salaries	\$15,977.00		\$65,000.00	\$93,000.00	
Total In-Kind Match, Direct Cost, Donated		\$23,977.00		\$103,000.00	↑ \$79,023.00
TOTAL OTO Budget		\$829,064.78		\$929,918.00	↑ \$100,853.22
Direct Outside Grant					
CU Transit Salaries*		\$121,230.00		\$197,500.00	↑ \$76,270.00
TOTAL EXPENDITURES		\$950,294.78		\$1,127,418.00	↑ \$177,123.22

Notes * Cost includes federal and required 20% matching funds.

ESTIMATED REVENUES

<i>Cost Category</i>	<i>Prior Budgeted FY2013</i>	<i>Total Amount Prior Budgeted FY2013</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>	<i>Increase/ Decrease</i>
Ozarks Transportation Organization Revenue					
Consolidated FHWA/FTA PL Funds	\$663,251.82		\$721,534.40		
Local Jurisdiction Match Funds	\$131,835.96		\$96,803.60		
In-kind Match, Direct Cost, Donated**	\$23,977.00		\$75,000.00	\$103,000.00	
Employee Insurance Premium	\$0.00		\$8,580.00		
City of Springfield Aerial Photography Match Funds	\$10,000.00		\$0.00		
Total Ozarks Transportation Organization Revenue		\$829,064.78		\$929,918.00	↑ \$100,853.22
Direct Outside Grant					
City Utilities Transit Planning					
FTA 5307	\$96,984.00		\$158,000.00		
City Utilities Local Match	\$24,246.00		\$39,500.00		
Total Direct Outside Grant		\$121,230.00		\$197,500.00	↑ \$76,270.00
TOTAL REVENUE		\$950,294.78		\$1,127,418.00	↑ \$177,123.22

Notes: * Cost includes federal and required 20% matching funds. Pass through funds, OTO does not administer or spend the City Utility funds.

** In the event that In-kind Match/Direct Cost/Donated is not available, local jurisdictions match funds will be utilized.

APPENDIX B

FY 2014

July 1, 2013 - June 30, 2014

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Prior Budgeted FY2013</i>	<i>Total Amount Prior Budgeted FY2013</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>	<i>Increase/ Decrease</i>
Audit	\$4,750.00		\$6,000.00		
Professional Services Fees	\$8,000.00		\$12,000.00		
Data Storage/Backup	\$3,600.00		\$2,500.00		
IT Maintenance Contract	\$12,000.00		\$9,000.00		
TIP Tool	\$25,000.00		\$10,000.00		
Travel Time Runs and Traffic Counts	\$20,000.00		\$12,000.00		
Travel Model Consultant	\$150,000.00		\$150,000.00		
Total Consultant Usage		\$223,350.00		\$201,500.00	↓\$21,850.00

APPENDIX C

FY 2014

July 1, 2013 - June 30, 2014

OTO BUDGET DETAIL

Utilizing Local Jurisdiction Funds

<i>Cost Category</i>	<i>Prior Budgeted FY2013</i>	<i>Total Amount Prior Budgeted FY2013</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>	<i>Increase/ Decrease</i>
Multi-media Public Relations*	\$0.00		\$3,000.00		
		\$0.00		\$3,000.00	↑\$3,000.00

* Public Relations (of the nature of governmental unit promotion) is not an allowable expense in the Consolidated Planning Grant under OMB Circular A-87. This expense will not be submitted to MoDOT for reimbursement and will come solely from the Local Jurisdiction Funds.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 6/11/2014; ITEM II.F.

Program Management Plan

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

AGENDA DESCRIPTION:

FTA draft Circular 9070.1G requires a Program Management Plan that describes the Designated Recipients policies and procedures for administering the Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program. OTO entered into a Memorandum of Understanding that outlined the responsibility for the Program Management Plan to fall to OTO.

FTA did not prescribe a format but rather stated that Program Management Plans should address the 5310 program goals and objectives, roles and responsibilities, coordination, eligible subrecipients, local share and local funding requirements, project selection criteria and method of distributing funds, annual program of projects development and approval process, state administration planning and technical assistance, transfer of funds, private sector participation, civil rights, section 504 and ADA reporting, program measures, program management and other provisions.

The FTA 5310 program provides grants to serve the special needs of transit-dependent population beyond public transportation services and American with Disabilities Act complementary paratransit services. The purpose of this plan is to help facilitate both recipient management and FTA oversight of this program. OTO has drafted this plan in order to outline the steps that OTO, CU and MoDOT would take in administering the FTA 5310 Program. A Program Management Plan must be in place prior to soliciting project applications for the 5310 program.

Applications will not be solicited until such time as MoDOT has completed the Statewide Program Management Plan. MoDOT is waiting on final guidance from FTA on the 5310 Program Regulations in order to begin the plan.

The Local Coordinating Board for Transit reviewed and approved the Draft Program Management Plan at the May 30, 2014 meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee make the following motion,

“Move to recommend approval of the Program Management Plan to the Board of Directors,”

Or

“Move to refer the Program Management Plan back to the Local Coordinating Board for Transit to consider the following.....”



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Program Management Plan

PMP



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Ozarks Transportation Organization PROGRAM MANAGEMENT PLAN

OTO Office Location

205 Park Central East, Suite 205
Springfield, Missouri 65806

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

Email: Staff@OzarksTransportation.Org

Web: www.OzarksTransportation.Org



Ozarks Transportation Organization

This Program Management Plan was prepared in cooperation with the USDOT, including FHWA, FTA and Missouri Highways and Transportation Commission.

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Introduction

The Ozarks Transportation Organization (OTO) is the Metropolitan Planning Organization (MPO) for the Springfield, Missouri Metropolitan Area, serves as the planning authority for transportation related issues for communities within the Metropolitan Area, including the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard and parts of Christian and Greene counties.

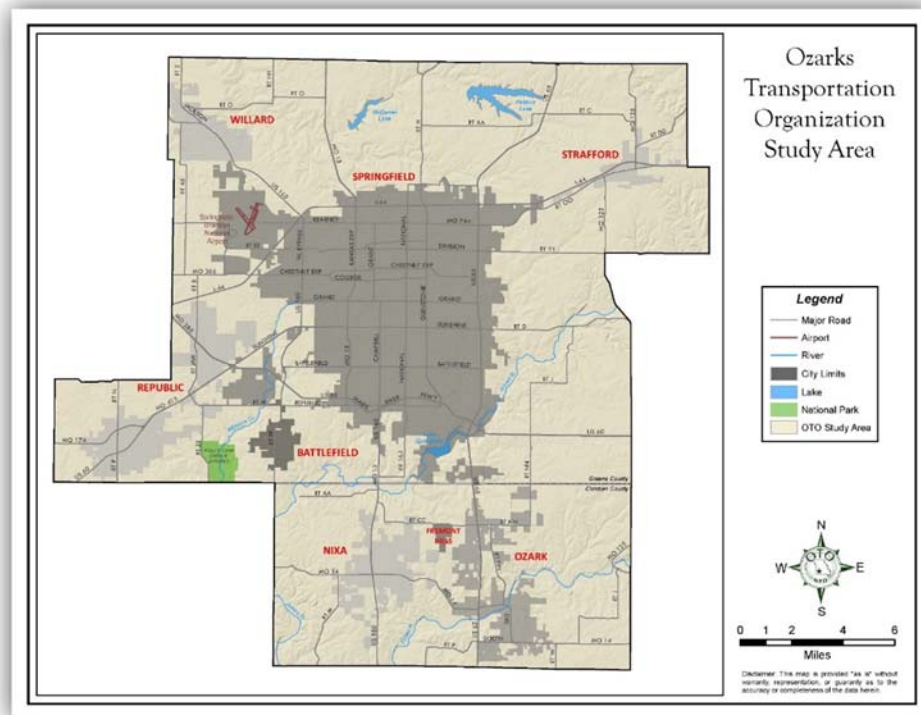
The Moving Ahead for the Progress in the 21st Century (MAP-21) legislation brought about many changes to FTA programs. This plan is developed to specifically meet 49 USC § 5310 Enhanced Mobility of Seniors and Individuals with Disabilities. Title 49 of FTA Circular 9070.1G chapter VII requires the development of a Program Management Plan (PMP).

Summary

Title 49 of FTA Circular 9045.1 chapter VII requires the development of a Program Management Plan (PMP). The PMP shall describe the designated recipient's policies and procedures for administering the Enhanced Mobility of Seniors and Individuals with Disabilities program in Ozarks Transportation Organization Study Area. This plan addresses the following content as outlined under the Management Plan Content and ensures FTA requirements are being met by the designated recipient(s). A final copy of this PMP shall be on file with the Federal Transit Administration Region VII.

Purpose

The purpose of this Program Management Plan is for documentation of the designated recipient(s) administrative activities of the 5310 program. To continue to create and maintain a safe, accessible, and energy efficient metropolitan area transit system that will enhance the region's livability and assure its economic vitality.



Program Management Plan Content

The Moving Ahead for Progress in the 21st Century Act (MAP-21) FTA Circular C9070.1G requires a plan that describes the following elements no prescribed format for the Program Management Plan is given. This plan address the following topics A-O providing information for each topic as listed below.

A. Program Goals and Objectives

The MAP-21 Enhanced Mobility of Seniors and Individuals with Disabilities program incorporated two program from the former SAFETEA-LU legislation, Elderly Individuals and Individuals with Disabilities Circular 9070.1F and New Freedom Circular 9045.1. FTA has defined the goals of the MAP-21 Enhanced Mobility of Seniors and Individuals with Disabilities Program in the FTA Circular C 9070.1G. The goal of this program is to improve mobility for seniors and individuals with disabilities. It is OTOs goal to fully support this program by providing local agencies opportunity to participate in this program throughout the Metropolitan Planning area. FTA provides financial assistance for transportation services planned, designed, and carried out that meeting the special transportation needs of the elderly individuals and individuals with disabilities in all areas-urbanized, small urban, and rural.

B. Roles and Responsibilities

The Missouri Governor is responsible for designating the agencies responsible for administration of this program. A Memorandum of Understanding (MOU) attached as **Appendix-A** has been established between the Ozarks Transportation Organization, Missouri Department of Transportation (MoDOT), and the City Utilities (CU) Transit.

It is understood that OTO will be responsible notifying entities of funding availability, developing the selection process, determining eligibility, and developing the program of projects. OTO will present the prioritized projects for inclusion in the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP), in addition to certifying that projects selected for funding were included in a locally developed coordinated public transit-human services plan, a plan developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, nonprofit transportation and human services providers and other members of the public.

It is understood that MoDOT, CU and OTO will administer portions of this program as listed below:

RECIPIENT DESIGNATION: The parties will request the Governor of Missouri to make a joint designation of the recipients of 5310. City Utilities (CU) will be the direct recipient and MoDOT will for all subrecipients

FUNDING ALLOCATIONS: The respective percentages and amounts of funding to be administered by MoDOT and CU on any given year will be determined by the OTO Transportation Improvement Program and associated programmed projects and communicated annually to FTA in a joint letter from OTO.

PROJECT SELECTION: OTO will be responsible to conduct a fair and impartial project selection process by publishing a notice of funding, soliciting applications and selecting projects based upon a

pre-approved selection criteria approved by the OTO Board of Directors that is consistent with the approved Human Service Coordinated Plan and FTA Section 5310 program guidance.

PROGRAM OF PROJECTS: OTO will publish an approved Program of Projects as required by the USDOT.

PERFORMANCE MEASURES: CU, will be responsible for reporting performance indicators to OTO for the measures outlined by the United States Department of Transportation (USDOT) for monitoring performance of transit systems. OTO and MoDOT will be responsible for collecting data from area subrecipients for performance reporting.

PROGRAM MANAGEMENT PLAN AND COORDINATION PLANNING: OTO will be responsible to document the program procedures in a local Program Management Plan and to publish a Human Service Coordination Plan.

STATE MANAGEMENT PLAN: MoDOT will be responsible to document the program procedures in a State Program Management Plan.

PLANNING: OTO will be responsible to plan for future public transportation needs and ensure integration and coordination among diverse transportation modes and providers.

GRANT MANAGEMENT: MoDOT will be responsible for grant management responsibilities for all OTO area subrecipient other than those grants administered by CU. Examples of grant management responsibilities include determining eligibility, ensuring that subrecipients meet federal requirements, project audit and closeout, procurement of vehicles, financial management, reporting to FTA, holding title and recording liens and maintaining required certifications.

PROGRAM ADMINISTRATION FUNDS: If OTO incurs costs to perform the Section 5310 program specific responsibilities as outlined above, then it may request and receive a maximum of 33% of the FTA maximum allowed 10 percent administration funds ("Program Administration Funds") proportionately from MoDOT and CU. The Program Administration Funds will be divided between MoDOT and CU based on the percentage of FTA 5310 project funds that each administers ("Project Funds") in any given year. See Exhibit 1 for a hypothetical example.

C. Coordination

OTO has established an active Local Coordinating Board for Transit (LCBT) that meets every other month and may include additional meeting as needed. The LCBT is comprised of interested stakeholders from human service agencies, transit agencies, advocate groups, individuals with special transportation needs, MoDOT and human service transportation providers. The LCBT looks at existing coordination efforts, and attempts to strategize new ways to coordinate special needs of transportation services.

A Transit Coordination Plan (TCP) has been developed through participation of interested stakeholders from human service agencies, transit agencies, advocate groups, individuals with special transportation needs, Missouri Department of Transportation and human service transportation providers. The Transit Coordination Plan (TCP) strategies and actions are identified and further developed as a Five Year Implementation Plan.

Enhanced Mobility of Seniors and Individuals with Disabilities Program funding must be implemented effectively and efficiently. As part of the 5310 selection criteria a project must be part of a local developed Transit Coordination Plan.

D. Eligible Subrecipients

The OTO administers the project selection process for the 5310 program. City Utilities (CU) Transit and Missouri Department of Transportation (MoDOT) are the designated recipients for the FTA 5310 funding for the OTO Planning Area.

According to FTA Circular 9070.1G the following types of agencies are eligible to receive funding through the 5310 program:

- Private non-profit organization – A non-profit organization is a corporation or association determined by the Secretary of Treasury to be an organization described by 26 USC 501(a) or one which has been determined under state law to be non-profit and for which the designated state agency or urbanized area designated recipient has received documentation certifying the status of the non-profit organization.
- State or local governments
- Operators of public transportation services, including private operators of public transportation services

In addition to being classified as one of the listed types of agencies, only sponsors whose projects serve the OTO area for which the funds were apportioned are eligible to receive funding

E. Local Share and Local Funding Requirements

MAP-21 established that eligible capital projects shall be funded at a minimum 55 percent for traditional type 5310 projects. OTO has elected to use 35 percent for New Freedom type projects and 10 percent shall be used for Administrative fees. Grant awards may be used for capital projects or operating expenses as described under FTA Circular 9070.1G Section III eligible projects.

Depending on which type of assistance is being applied for, project sponsors are required to match different percentages to the federal share of eligible expenses. The share for capital expenses is a minimum of 20 percent local with a maximum of 80 percent federal of the total eligible cost of the project, and operating expense is 50/50 (federal/local) split. All local match funds must be provided from sources other than federal Department of Transportation. Matching funds could come from a number of nonfederal sources such as state or local appropriations, tax revenues, private donations, service revenues, net income generated from advertising and concession, non-cash share such as donations, volunteered services, or other in-kind contributions are eligible as a local match, so long as the value of each is documented and supported, and are a cost that would otherwise be eligible under the program, other Non-department of Transportation federal funds that is eligible to be expended for transportation.

Exceptions to Local match requirements

FTA Circular 9070.1G Section III (b) describes the exceptions for certain projects that relate to Americans Disability Act and the Clean Air Act.

- Vehicles may receive 85 percent federal share for the purpose of complying with or maintaining compliance with ADA, 42 U.S.C. 12101 et seq of the CAA. A revenue vehicle that complies with 49 CFR part 38 may be funded at 85 percent Federal share.
- Vehicle-Related Equipment and facilities including clean-fuel or alternative-fuel vehicle-related equipment of facility for the purpose of complying or maintaining compliance with the CCA, or required by ADA may receive a federal share of 90 percent.

F. Project Selection Criteria and Method of Distributing Funds

- **Assuring equity of distribution of benefits among eligible groups within the OTO Service Area.**
The application process is open to all agencies providing service within the OTO service area
- **Assuring projects were included in a locally developed coordination plan**
Selection Criteria requires all projects, to be in alignment with the Transit Coordination Plan (TCP) strategies.
- **Documenting evidence that the local coordinating plan was developed and approved in cooperation with stakeholders, including individuals with disabilities and seniors utilizing transportation services.**
The TCP was developed through a series of meeting with a subcommittee of stakeholders that participated during the update of the plan.
- **Project Selection Criteria:**
 - This project provides for an increased number of passengers served per week (0-10 points)
 - This project has an increase in the agencies service area and/or ADA amenities offered (0-10 points)
 - This project supports services of established agencies (0-5 points)
 - This project will provide service to an area not previously serviced (0-10 points)
 - This project is in alignment with the Transit Coordination Plan strategies (0-5 points)
 - This project replaces an existing vehicle in order to maintain existing services (0-20 points)
 - This project expands ADA accessibility to public transportation (0-5 points)
 - Agency has not been awarded a vehicle in the past two years (0-5 points)
 - This project is eligible under any eligible category (0-5 points)

Method of Distributing Funds

OTO administers the project selection process for the 5310 program. An application furnished by the OTO must be submitted according to solicitation guidelines. FTA Section 5310 project requests shall be analyzed based on the listed considerations and ranked by review. The score will be used as a selection tool by the LCBT and selected projects will be recommended to the OTO Board of Directors. The OTO Board of Directors will be the final decision-making body for the project selection and decision. Agencies requesting funding from this program must certify eligibility.

G. Annual Program of Project Development and Approval Process

The 5310 program annual program process:

- Application workshop prior to soliciting for 5310 applications
- Sending letters to all known agencies, public notice is posted on the OTO public board, emails are sent to all known transit agencies and human service agencies
- Solicit 5310 application in one public newspapers for one day
- Agencies request public comments 30 days during the application period
 - Application closes with a 45 review period
 - OTO prepares application for LCBT review, ranking and project selection
 - LCBT makes recommendation of project to the OTO Board of Directors
 - Public comment period (TIP)
 - OTO BOD approves recommended projects
 - Approved projects are included in the TIP which is approved by the OTO Board of Directors

H. Administration, Planning and Technical Assistance

OTO will require that 10 percent of 5310 funding be directed toward support of the administrative activities. OTO, MoDOT and CU Transit will be individually allowed to apply for portions of the 10 percent administrative funds. The Memorandum of Understanding (MOU) attached as **Appendix-A** spells out the distribution process of the administrative fee and is dependent on the activities performed by each agency

I. Transfer of Funds

Although it may be allowed, OTO has made no provision to transfer 5310 funds to other programs.

J. Private Sector Participation

OTO shares and solicits transit information to public and private agencies on a regular bases through email distribution and LCBT meetings.

It is understood that CU will not use private providers of public transportation, including purchasing service for any portion of its paratransit services or a 3rd party contracted services with 5310 funding.

K. Civil Rights

Per the MOU between OTO, MoDOT and CU Transit, oversight for grantees will included all required certifications and assurance prior to signing a contract and grantees must comply with all standard federal civil rights requirements including:

- Title VI of the Civil Rights Act of 1964, as amended,
- The Equal Employment Opportunity (EEO) requirements of Executive Order 11375, and
- FTA's Disadvantaged Business Enterprise (DBE) program requirements.

It is understood that MoDOT will require that subrecipients recommended for federal funding submit all project appropriate FTA certifications and assurances prior to contract execution and annually thereafter. MoDOT will not execute any grant contract without having first received these items. These include, but are not limited to:

- Standard Assurances
- Nondiscrimination Assurances

Annually, each sub-recipient will be required to submit a signed and dated Standard DOT Title VI Assurance. Subrecipients will also file a yearly Title VI report. This report must detail a list of all complaints or lawsuits, list of federal funding, description of program advisory committee and summary of any civil rights compliance review activities conducted by the recipient.

Subrecipients must file an annual DBE activity report. This report will detail a dollar value of contracting opportunities, expenditures made to certified DBE, and identification of any potential DBE firms in the area. Subrecipients will take all necessary and reasonable steps to:

- Identify contracting opportunities
- Analyze area DBE availability
- Use good faith efforts to utilize DBE firms, and,
- Maintain necessary records to verify steps taken and participation achieved.

It is understood that MoDOT will exercise an active oversight role with regard to the equipment procurement process. MoDOT will require that bidding documents for vehicles or other equipment be in compliance with Subpart D, 49 CFR, Part 26. This requirement relates to the purchase of goods and/or services from disadvantaged business enterprises (DBE).

It is understood that MoDOT will require that all operations assistance recipients comply with 49 CFR part 26 and provides assistance to sub-recipients in locating DBE vendors with they are purchasing goods, services, or equipment.

It is understood that CU will monitor CU's Title VI, EEO, and DBE programs with CU's contractors, and MoDOT will oversee compliance with MoDOT's subrecipients and their contractors. Reports will be prepared and submitted to the Federal Transit Administration. The appropriate civil rights clauses will be included in contract agreements. The checklist that will be used during sub-recipient and contractor reviews will include a section to verify compliance with Civil Rights issues such as discrimination, employment, complaints, and accessibility of services.

Should a Civil Rights lawsuit or complaint be filed against any of the agency participating in the MOU, the agency involved will properly document the complaint such as the date received, a summary of the action, and the status of the action. The agency staff will work with it legal counsel as need and FTA to make sure all legal requirements have been met in resolving the issue.

L. Section 504 and ADA Reporting

Recipients of federal funds must comply with civil rights requirements including the federal protections for persons with disabilities:

- Section 504 of the Rehabilitation Act of 1973 as amended,
- The Americans with Disabilities Act of 1990, as amended, and
- Code of Federal Regulations Title 49 Parts 37 and 38.

It is understood that CU will notify each grant contractor at the time of the grant award that they may be contacted by anyone alleging discrimination in service or employment, including Section 504 and ADA. CU's transportation system is expected to have and follow a comprehensive ADA policy which includes but is not limited to:

- Staff training on accessibility issues
- A service animal policy
- Proper use and maintenance of lifts and securement systems
- Personal Care Attendant policy
- Complaint processes and policies.

M. Program Measures

Reporting – It will be the responsibility of both designated recipients (MoDOT and CU Transit) to properly collect and report data for the program measures in accordance to FTA requirements.

It is understood that CU will report quarterly and annually the number of rides as measured by one-way trips for seniors and individuals with disabilities to FTA. Also included in the reports will be program costs, mileage and labor hours to operate the service. It is understood that subrecipients and contractors of MoDOT will be required to provide the same information to MoDOT for their quarterly and annual reporting.

N. Program Management

Per the MOU, it will be the responsibility of both designated recipients (MoDOT and CU Transit) to properly administer the program management responsibilities as agreed in such areas as procurement, financial management, property management, vehicle use, maintenance and disposition, accounting system, audit closeout as described in FTA Circular 9070.1G VII-3(n)

CU will maintain a financial management system for financial reporting, accounting records, internal controls, and budgeting control subject to standards specified in state laws enforced by the State Auditor. All systems and procedures for financial management must comply with 49 CFR 18.20, the "Common Rule."

CU is a direct recipient of FTA funding and will enter into agreements directly with FTA. MoDOT will execute grant agreements with other sponsors who are not eligible for direct recipient status. The grant agreements for capital projects will detail the equipment approved for purchase and its intended use and a grant agreement for operations assistance will outline the type of service provided by the agency, the time period covered by the agreement, and the service area.

CU will not have any subrecipients to oversee or reimburse. MoDOT will oversee all Springfield Section 5310 subrecipients and reimburse the subrecipients with the federal funds based on the proportions identified on the MOU. See **Appendix-A**. The federal share on any project shall not exceed 80 percent for capital projects (85% for ADA Vehicles) and 50 percent for operations projects. Grant expenditures will be identified by federal grant number, grant program and MoDOT will track subrecipient grant numbers.

CU will also maintain spreadsheets for CU's grant projects. These spreadsheets will track project expenditures, amounts charged to each funding source, local matching sources, and project budgets. Additional spreadsheets will be prepared to summarize the total expenditures on each federal grant and will be used to reconcile the grant expenditures and for revisions to the program of projects and budgets.

CU as a designated recipient and potential direct recipient for portions of the Section 5310 grant funding will be required to prepare a variety of reports on a quarterly basis. These would include a project narrative, local matching sources used, number of passenger trips provided, vehicle miles traveled, and revenue service hours provided. CU will also be required to report on an annual basis their efforts in purchasing from DBE vendors and a vehicle condition report.

CU, as well as MoDOT will restrict vehicle use to passenger transportation services. Vehicles must be used in service that is available to the general public. CU may not transfer the operational control of a vehicle purchased under this program to anyone else without prior written approval from FTA.

CU, MoDOT and subrecipients are responsible for submitting vehicle information to FTA upon purchase and every two years during the Biennial Inventory of Assets and every three years for the Triennial Review. Information kept on each vehicle includes the year, make, and model; date accepted; included equipment; location; grant number; federal percentage share; date last inspected, recorded mileage, and condition; type of funding used for the purchase; and other information used by CU for program review and reporting. The information obtained from these reports will become part of the inventory record along with the title and certificate of collision insurance coverage. Vehicles must be maintained in accordance with CU's vehicle maintenance plans. To ensure that the vehicles are properly maintained, CU's Internal Audit staff and Finance's Plant Accounting staff review vehicle maintenance records and physically inspect vehicles.

CU and MoDOT will follow FTA policy with regard to vehicle life cycle and disposition of vehicles. Please refer to circular 5010.1C Grant Management Guidelines. The inventory will include Year/Make/Model, Vehicle Code, Vehicle Identification Number, Agency Vehicle Number, Condition, Age, Remaining Useful Life, Replacement Cost, ADA Access, Seating Capacity, and Fuel Type.

Subrecipients report to MoDOT and OTO all data not limited to thing already listed or included in the State Management Plan (SMP).

O. Other Provisions

Environmental Protection

OTO anticipates only funding projects with categorical exclusions from both the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA). Therefore, there should be no further documentation necessary.

Regulations Associated with Vehicle Purchase

Vehicles purchased with 5310 funds will be accessible and comply with ADA. All vehicles will meet federal "Buy America" provisions and certifications.

Restriction on Lobbying and Code of Ethics

It is required to complete FTA's Certification on Lobbying prior to contract execution. All staff, officers, employees, board members or agents of the grantee are required to comply at a minimum of its agencies (MoDOT or CU) written code of conduct.

Prohibition on Exclusive School Transportation

Recipients of this program are required by 49 U.S.C. 5323(f) and FTA regulations, "School Bus Operations," at 49 CFR 605.14, must agree that they will:

- Engage in school transportation operations in competition with private school transportation operators only to the extent permitted by 49 U.S.C. 5323(f), and Federal regulations; and
- Comply with the requirements of 49 CFR Part 605 before providing any school transportation using equipment or facilities acquired with Federal assistance authorized by 49 U.S.C. Chapter 53 or Title 23 U.S.C. for transportation projects.
- An exception would be the transportation of students with disabilities who are eligible CU passengers. Agencies must understand that a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further federal assistance for transportation.

Drug and Alcohol Testing

Agencies will adhere to FTA regulations pertaining to drug abuse and alcohol misuse testing, including for subrecipients and contractors.

CCO Form:
Approved: 1/14 (MWH)
Revised:
Modified:

Appendix-A
MOU

CFDA Number: CFDA #20.513
CFDA Title: Enhanced Mobility of Seniors and Individuals with Disabilities Program
Federal Agency: Federal Transit Administration, Department of Transportation

**MEMORANDUM OF UNDERSTANDING FOR THE DESIGNATED RECIPIENTS OF
FEDERAL TRANSIT ADMINISTRATION SECTION 5310 FUNDING - SPRINGFIELD**

THIS MEMORANDUM OF UNDERSTANDING (MOU) is made between the Missouri Highways and Transportation Commission (hereinafter, "Commission") acting by and through the Missouri Department of Transportation (hereinafter, "MoDOT"), Ozarks Transportation Organization (hereinafter, "OTO") and City Utilities of Springfield, Missouri - Transit (hereinafter, "CU") for the purpose of delineating the responsibilities for meeting the Federal Transit Administration (FTA) requirements with regard to the Section 5310 program, Enhanced Mobility of Seniors and Individuals with Disabilities.

WITNESSETH:

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) outlined changes to the FTA Section 5310 program which results in the need for this MOU. MAP-21 added new eligibilities to the FTA Section 5310 program which now includes the purchase of vehicles to transport the elderly and disabled and operations of the agencies who provide this transportation service, as well public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit (formerly known as New Freedom Projects).

WHEREAS, changes to federal law have resulted in the need for the governor of the State of Missouri to designate a Springfield urbanized area federal aid recipient specifically for FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities.

WHEREAS, funding is now apportioned to the Springfield, Missouri urbanized area and OTO is the Metropolitan Planning Organization responsible to conduct the federally mandated transportation planning process.

WHEREAS, OTO, CU and MoDOT wish to outline responsibilities regarding the planning and administration of Section 5310 funds.

WHEREAS, MoDOT has a successful history of administration of transit projects with nonprofit and human service agencies.

WHEREAS, CU is the current designated recipient of FTA Section 5307, Urbanized Area Formula Grant and prior Section 5316 JARC and 5317 New Freedom grants and has a successful history of administering and delivery of federally-funded transit projects.

WHEREAS, OTO has traditionally provided the project selection, programming and planning for the expenditure of FTA funds for public transportation projects,

NOW, THEREFORE, MoDOT, OTO and CU agree as follows:

- (1) RECIPIENT DESIGNATION: The parties will request the Governor of Missouri to designate MoDOT as a designated recipient of 5310 funds and also designate City Utilities as the designated recipient of the Springfield urbanized area allocation of 5310 funds.
- (2) FUNDING ALLOCATIONS: The respective percentages and amounts of funding to be administered by MoDOT and CU on any given year will be determined by the OTO Transportation Improvement Program and associated programmed projects and communicated annually to FTA in a joint letter from the designated recipients, MoDOT and CU.
- (3) PROJECT SELECTION: OTO will be responsible to conduct a fair and impartial project selection process by publishing a notice of funding, soliciting applications and selecting projects based upon a pre-approved selection criteria approved by the OTO Board of Directors that is consistent with the approved Human Service Coordinated Plan and FTA Section 5310 program guidance.
- (4) PROGRAM OF PROJECTS: OTO will publish an approved Program of Projects as required by the USDOT.
- (5) PERFORMANCE MEASURES: CU will be responsible for reporting performance indicators to OTO for the measures outlined by the United States Department of Transportation (USDOT) for monitoring performance of transit systems. OTO and MoDOT will be responsible for collecting data from area subrecipients for performance reporting.
- (6) PROGRAM MANAGEMENT PLAN AND COORDINATION PLANNING: OTO will be responsible to document the program procedures in a local Program Management Plan and to publish a Human Service Coordination Plan.
- (7) STATE MANAGEMENT PLAN: MoDOT will be responsible to document the program procedures in a State Program Management Plan.
- (8) PLANNING: OTO will be responsible to plan for future public transportation needs and ensure integration and coordination among diverse transportation modes and providers.
- (9) GRANT MANAGEMENT: MoDOT will be responsible for grant management responsibilities for all OTO area subrecipients other than those grants administered by CU. Examples of grant management responsibilities include determining eligibility, ensuring that subrecipients meet federal requirements, project audit and

closeout, procurement of vehicles, financial management, reporting to FTA, holding title and recording liens and maintaining required certifications.

- (10) PROGRAM ADMINISTRATION FUNDS: If OTO incurs costs to perform the Section 5310 program specific responsibilities as outlined above, then it may request and receive a maximum of 33% of the FTA maximum allowed 10% administration funds ("Program Administration Funds") proportionately from MoDOT and CU. The Program Administration Funds will be divided between MoDOT and CU based on the percentage of FTA 5310 project funds that each administers ("Project Funds") in any given year. See Exhibit 1 for a hypothetical example.

IN WITNESS WHEREOF, the parties have entered into this Memorandum of Understanding on the last date written below.

Executed by the CU this 25th day of February, 2014.

Executed by the OTO this _____ day of _____, 20____.

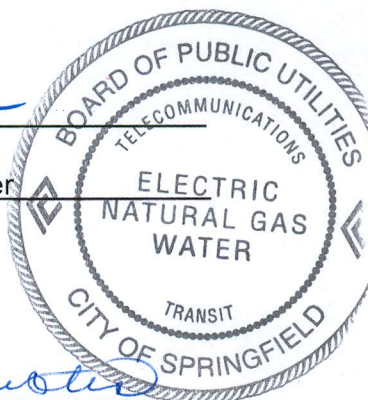
Executed by the Commission this 20 day of March, 20 14.

MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION

CITY UTILITIES OF SPRINGFIELD,
MISSOURI

By [Signature]
Title MoDOT Multimodal Operations Director

By [Signature]
Title General Manager



Attest: [Signature]
Secretary to the Commission

Attest:
By [Signature]
Title Associate General Manager-Administration

Approved as to Form: [Signature]
Commission Counsel

Approved as to Form:
By [Signature]
Title Legal Counsel

OZARKS TRANSPORTATION ORGANIZATION

By [Signature]
Title Executive Director

EXHIBIT 1

HYPOTHETICAL EXAMPLE OF DIVISION OF PROGRAM ADMINISTRATION FUNDS IN ACCORDANCE WITH SECTION 10

Hypothetical example: Assume total Project Funds of \$250,000. The Program Administration Funds would be 10% or \$25,000. Assume that OTO spends \$10,000 performing its Section 5310 responsibilities set forth above. OTO would get 33% of \$25,000 or \$8,250. The remaining \$16,750 would be split between MoDOT and CU. Assume that MoDOT administers \$123,750 of the Project Funds (55%) and CU administers \$101,250 of the Project Funds (45%). Of the remaining Program Administration Funds, MoDOT would get 55% of \$16,750 or \$9,212.50 and CU would get 45% of \$16,750 or \$7,537.50.

Appendix-B

Selection Criteria

FTA SECTION 5310 PROJECT RATING GUIDELINES

Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310) program provides grant funds to urbanized areas for public transportation and allows investments in vehicles, capital projects and operating assistance that are planned, designed and carried out to meet the special needs of seniors and individuals with disabilities.

GOAL

To create and maintain a safe, accessible, and energy efficient metropolitan area transit system that will enhance the region's livability and assure its economic vitality.

POLICY

It is the policy of the Ozarks Transportation Organization to comply with the Federal Transit Administration's guidance for the Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program, this guidance requires a minimum of 55 percent of the apportionment to be allocated capital purchases for Human Service agencies, therefore until such time as found to be no longer in the organizations best interest, the OTO shall allocated 55 percent to human service organizations for the purchase of capital projects as outlined in the Code of Federal Regulations FTA C 9070.1G and 35 percent for capital and operation expense and beyond the ADA requirements as defined in the CFR, and 10 percent shall be designated for administration of the program. Eligible recipients of FTA Section 5310 funding shall apply for eligible project funding that includes vehicles, capital projects and operating assistance under FTA Section 5310 program.

PROCEDURE

An application furnished by the OTO must be submitted according to solicitation guidelines. FTA Section 5310 project requests shall be analyzed based on the attached considerations and ranked by review. The score will be used as a recommendation to the OTO Board of Directors. The OTO Board of Directors will be the final decision-making body for the project selection and decision.

Note: It is the responsibility of the transit provider to include all information needed for the subcommittee to assess how each project applies to these criteria.

Eligible Capital Projects to Benefit Human Service Transit (55 percent)

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established the following activities as eligible capital projects that meet a minimum 55 percent requirement for 5310 funding.

Examples include this non comprehensive list:

- Additional or replacement vehicles (e.g. buses, vans and minivans)
- Vehicle rehabilitation or overhaul as defined in the National Transit Database
- Radios and communication equipment
- Vehicle wheelchair lifts, ramps, and securement devices
- Operations and maintenance structures (e.g. vehicle shelters, bus shelters)
- Extended warranties that do not exceed the industrial standard
- Computer hardware or software that aid in the implementation of transit services
- Transit related intelligent transportation systems
- Dispatch systems
- Fare collection systems
- Promotion, enhancement, and facilitation of access to transportation services
- Implementation of coordinated service
- Support of coordination policy bodies and councils
- Operation of transportation brokerage to coordinate providers
- One-stop transit call center
- Introduction of new technology and improved technologies
- Additional Information can be found in FTA C 9070.1G

Other Eligible Capital and Operating Expense Projects (35 percent)

Examples include this non comprehensive list of projects that enhance paratransit activities beyond minimum ADA requirements:

- Expansion of paratransit service beyond the three-fourths mile required by ADA
- Expansion of current hours of ADA paratransit operation
- Incremental cost of providing same day service
- Incremental cost of door-to-door service
- Enhance level of service by transit escort or assisting riders to destination
- Vehicles or labor to accommodate mobility aids exceeding standard ADA wheelchairs
- Additional securement location in public buses beyond ADA requirements
- Accessibility improvements to transit and intermodal stations (non-key stations)
- Accessible pathways include: curbcuts, sidewalks, accessible pedestrian signals of other features, elevators, ramps, detectable warnings, improving signage, wayfinding technologies, other technology improvements, and Intelligent Transportation Systems;
- Travel training
- Vehicles to support ADA taxi, rideshare, and/or vanpooling programs
- Administration and expenses related to new voucher programs
- Supporting volunteer driver and aid programs
- Additional Information can be found in FTA C 9070.1G

ADMINISTRATIVE EXPENSES (10 percent)

Up to 10 percent of the recipient's total fiscal year apportionment may be used to fund program administration costs including administration, planning and technical assistance for projects funded in this program. Program administration costs may be funded at 100 percent federal share.

Per the requirements of MAP-21, 5310 funds cannot be transferred into or out of the areas in which they were apportioned (i.e. urban to rural areas).

Additional Eligibility Requirements for 5310 Funding

In addition to the above eligibility standards, projects seeking 5310 funding addresses a gap or strategy in section 6 of the Journey 2035 Long Range and a strategy or action in the Transit Coordination Plan. The applicant must have a minimum (non-federal) local match of 20 percent match for capital project, 50 percent match for operations and 0 percent match for administration as required by MAP-21.

5310 Project Request Evaluation Form

Title of Project: _____

Agency Submitting Project: _____

Federal Dollars: _____

Project type:

Vehicle Purchase ☐

Listed below are categories of eligible public transportation projects that are planning and designed to benefit human service transit projects and provide safe and reliable transit for senior citizens, veterans, and individuals with disabilities. This includes the traditionally funded Transportation for Elderly Persons and Persons with Disabilities (5310) projects. See FTA C 9070.1G for specific examples listed in the MAP-21 program.

- ☐ Rolling Stock and Related Activities
- ☐ Passenger Facilities
- ☐ Support Facilities and Equipment
- ☐ Lease of Equipment
- ☐ Acquisition of Transportation Service
- ☐ Support for Mobility Management and Coordination Programs

Capital and Operating Project ☐

Listed below are categories of eligible public transportation projects that are planning and designed to benefit human service transit projects and provide safe and reliable transit daily for senior citizens, veterans, and individuals with disabilities. SAFETEA-LU New Freedom (5317) type projects. These projects will achieve or should exceed compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).

- ☐ General public transportation projects that exceed ADA requirements, such as improved access, increase complementary paratransit services, and is an alternative to public transportation that assist seniors and individuals with disabilities with transportation
- ☐ Public transportation project that exceed the requirements of ADA
- ☐ Feeder service
- ☐ Public transportation projects that improve accessibility
- ☐ Public transportation alternatives that assist seniors and individuals with disabilities with transportation

Max Point Possible	Project Evaluation	Point
0-10	This project provides for an increased number of passengers served per week	
0-10	This project has an increase in the agencies service area and/or ADA amenities offered	
0-5	This project supports services of established agencies	
0-10	This project will provide service to an area not previously serviced	
0-5	This project is in alignment with the Transit Coordination Plan strategies	
0-20	This project replaces an existing vehicle in order to maintain existing services	
0-5	This project expands ADA accessibility to public transportation	
0-5	Agency has not been awarded a vehicle in the past two years	
0-5	This project is eligible under any eligible category	
	Total	

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 6/11/2014; ITEM II.G.

Draft ¾-Cent Sales Tax Project List

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

After an extensive public input campaign, The Transportation Input Initiative Report was issued. The report detailed the 5000 votes received for transportation projects in the OTO area. Following the conclusion of the public input campaign, the 1 (¾) Cent subcommittee met during April, May and June to develop a project list. The subcommittee learned in May that a ¾ cent sales tax would be placed in the ballot and that it would appear on the statewide August ballot.

During project list development consideration was given to public comment, project merits, geographic distribution, and projects that would gain public support.

Before looking at any new projects, the subcommittee had to account for funding shortfalls in MoDOT system maintenance. Therefore, the first project is maintenance.

The subcommittee also needed to look at all modes of transportation. City Utilities Transit, OATS, and the Springfield Branson National Airport all submitted project requests. The OTO Regional Trail Priorities were evaluated as well. The portion of roadway projects that included pedestrian accommodations were considered. In total between rail, bicycle, pedestrian, airport and transit. Approximately 15% of the total funding in the Draft Project List is going to support alternative modes of transportation.

Specific funding categories were set aside to help match federal grants, participate in cost share projects and to address some emerging needs for both Roadway and Bicycle and Pedestrian Projects.

MoDOT staff provided project estimates and it was noted that there were nearly two times the amount of projects as funding available. \$22.6 million annually or \$226,000 million over a ten year period is estimated to be available to fund transportation projects over the life of the proposed tax.

Initially, it was thought that project estimates could be trimmed due to reevaluating project limits and scope. For this reason scenarios included additional project options and a secondary listing was developed as part of the final scenario. However, as we worked through the process, the subcommittee and staff made requests that trimmed project scopes. Projects that were trimmed included US65, US60 (JRF), and MM. Furthermore, MoDOT staff took one last look at the project estimates on June 3rd and confirmed that there would be no changes to the project estimates resulting in additional funding availability.

Items of Note:

- The I-44 NEPA study has been omitted due to being planned as part of a statewide study.
- The Passenger Freight Study has been removed from the Draft for Public Comment list and will possibly be funded with OTO Planning Funds, match funds have yet to be identified.
- \$1.8 Million in funding for right of way for US 60 west of Republic is needed as part of a MoDOT Southwest district project for widening US 60 between Republic and Aurora.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee make the following motion,

“Move to recommend approval of the Program Management Plan to the Board of Directors,”

Or

“Move to refer the Program Management Plan back to the Local Coordinating Board for Transit to consider the following.....”

As Recommended by the 3/4 Cent Project List Subcommittee**DRAFT OTO 3/4 Cent Priority Project List**

Maintenance of the Existing System	\$40,000,000
US 65- Capacity Improvements from US60 to CC	\$25,300,000
US60(JRF)- Capacity Improvements from US65 to Kansas Expressway	\$22,723,812
Funding for Emerging Needs, Partnerships and Grant Matching	\$24,500,000
Continuation of SH13- Cost Share w/Greene and Spfld	\$20,000,000
US160- Capacity Improvements from Springfield to Willard	\$13,505,497
BR65- Capacity Improvements from US65 to Selmore	\$13,366,041
MM- Capacity Improvements I-44 to JRF	\$9,215,160
14- Capacity Improvements 160 to M/Nicholas	\$8,721,834
CU Transit	\$8,500,000
MM Rail Crossing	\$7,513,000
Bike/Ped Projects	\$5,000,000
Airport	\$3,500,000
Route 66 Trail- Strafford	\$1,372,000
OATS Transit	\$2,500,000
I-44 Ramp Extensions	\$2,376,534
I-244 Implementation	\$2,200,000
Route ZZ Trail	\$861,000
Wilsons Creek Trail	\$754,000
Hwy 13 continuation-NEPA in Christian County	\$2,500,000
Jordan Creek Trail	\$343,000
Intercity Passenger Rail Study	\$250,000
ROW acquisition for US60 west from Republic to OTO limits	\$1,800,000
Targeted Capacity and Intersection Improvements along 160 and 14- Christian County	\$3,600,000
Nicholas/14 Intersection Improvements	\$1,800,000
160/ CC Intersection Improvements	\$1,800,000
TOTAL	\$224,001,878

Next projects in Priority Order if additional funding is available

14- Cheyenne to 65	\$20,000,000
US 160- Capacity Improvements	\$18,831,000
65- Six Lanes CC to 14	\$20,052,000
65- Six lanes 14 to F	\$12,835,956

OTO 3/4-Cent Project List - Draft for Public Comment

Corridor	Type	Project Description	Funding Amount
Various	Roadway	Maintenance of the Existing MoDOT System	\$40,000,000
U.S. 65	Roadway	Capacity Improvements from U.S. 60 to Route CC	\$25,300,000
Various	Various	Funding for Emerging Needs, Partnerships and Grant Matching	\$24,500,000
U.S. 60 (JRF)	Roadway	Capacity Improvements from U.S. 65 to Kansas Expressway	\$22,723,812
Route 13	Roadway/Ped	Continuation of Route 13 - Cost Share w/Greene County and Springfield	\$20,000,000
U.S. 160	Roadway	Capacity Improvements from Springfield to Willard	\$13,505,497
B.R. 65	Roadway/Ped	Capacity Improvements from U.S. 65 to Selmore Road	\$13,366,041
Route MM	Roadway	Capacity Improvements from I-44 to James River Freeway	\$9,215,160
Route 14	Roadway/Ped	Capacity Improvements from U.S. 160 to Route M/Nicholas Road	\$8,721,834
Various	Transit	CU Transit - Fleet and Service Improvements	\$8,500,000
Route MM	Rail	Route MM Rail Crossing	\$7,513,000
Various	Bike/Ped	Funding for Bicycle and Pedestrian Partnerships and Grant Matching	\$5,000,000
U.S. 160 and/or Route 14	Roadway	Targeted Capacity and Intersection Improvements along U.S. 160 and/or Route 14 in Christian County	\$3,600,000
Airport	Aviation	Safety and Maintenance Improvements at the Springfield-Branson National Airport	\$3,500,000
Various	Transit	OATS Transit - Expanded Days of Service in Greene and Christian Counties	\$2,500,000
Route 13	Roadway	Continuation of Route 13 in Christian County - NEPA/Design and ROW only	\$2,500,000
I-44	Roadway	I-44 Ramp Extensions	\$2,376,534
I-244	Roadway	Improvements to allow for the I-244 Interstate Loop	\$2,200,000
U.S. 160/Route CC	Roadway	U.S. 160/Route CC Intersection Improvements	\$1,845,000
U.S. 60	Roadway	Republic to OTO west limits - ROW acquisition only	\$1,800,000
Route 14/Nicholas Road	Roadway	Route 14/Nicholas Road Intersection Improvements	\$1,737,790
Route 66	Bike/Ped	Route 66 Trail in Strafford	\$1,372,000
Route ZZ	Bike/Ped	Route ZZ Trail	\$861,000
Wilson's Creek	Bike/Ped	Wilson's Creek Trail	\$754,000
Jordan Creek	Bike/Ped	Jordan Creek Trail	\$343,000
Various	Rail	Intercity Passenger Rail Study	\$250,000
TOTAL			\$223,734,668

TAB 9

KANSAS CITY REGIONAL SUBMISSION: MISSOURI TRANSPORTATION SALES TAX PROPOSAL

MID-AMERICA REGIONAL COUNCIL, 6/2/2014

Background

The Missouri State legislature has passed legislation allowing voters to consider a state-wide sale tax proposition (3/4 cent) in August 2014 for the purpose of generating additional funding to support state-wide multi-modal transportation needs. MoDOT, led by the Missouri Highways and Transportation Commission, is advancing the identification of state-wide investment priorities to support the possibility of additional state-wide investment in transportation and has asked regional planning commissions and Metropolitan Planning Organizations (including MARC) to assist in developing regional lists of priority multi-modal transportation investments. Regional project listings were requested to be submitted by June 2, 2014.

In response to this request MARC has advanced the development of a regional listing of transportation investment priorities through the process currently underway to update the region's long range transportation plan (Transportation Outlook 2040). See www.to2040.org for more information.

Regional Distribution of New Missouri Transportation Funding (3/4 cent state-wide sales tax)

Initial MoDOT financial forecasts indicate that a ¾ cent state-wide sales tax in Missouri would generate approximately \$775.7m in regional funds for the Kansas City region over a 10 year period (*not including separate allocations made directly to cities and counties in the MARC region*).

In order to develop project specific listings assumptions must be made regarding the use and allocation of future funds. MARC's TO2040 Subcommittee, who is made-up of MARC Planning and Programming Committee chairs, approved the multi-modal investment framework below to guide the allocation of regional funds and inform the regional priority setting process. Importantly this framework builds on and reinforces the updated TO2040 policy direction and reflects past policy precedent related to Missouri state-wide transportation funding.

TO2040 / MISSOURI FUNDING INVESTMENT FRAMEWORK Missouri Sales Tax Investment Scenario (3/4 cent)				
Mode	Percentage	10-Year Program	Yearly	Notes:
Roadway	55%	\$426,646,000	\$42,664,600	All projects to be compliant with regional Complete Street Policy
Transit	30%	\$232,716,000	\$23,271,600	State of good repair and expansion; both capital and operating costs
Bike/Ped	10%	\$77,572,000	\$7,757,200	Complete Street retrofits of existing roadways; off-road facilities
Freight (non-roadway) / Aviation	5%	\$38,786,000	\$3,876,000	New Category
Total	100%	\$775,720,000*	\$77,572,000*	
City & County Allocation	5%/5% of statewide	Projects to be Selected by Cities and Counties		

*Funding totals are updated to reflect MoDOT regional allocations and "off-the-top" allocations for state-wide program administration and I-70 improvements.

Project Prioritization Process

As previously referenced, the identification of regional project priorities has been conducted in the context of updating the region's long range transportation plan, Transportation Outlook 2040, with the goal of ensuring the development of a single integrated listing of regional transportation priorities. The existing long-Range plan, adopted in 2010, was the starting point for the discussion regarding specific project priorities. This list was then updated and refined based on studies completed since that time. As part of this process three public workshops were held to receive input on policy goals, financial investments strategies, and project specific priorities. These workshops included:

Workshop #1: November 7 th , 2013	Topic: Policy Goals
Workshop #2: April 14 th , 2014	Topic: Investment Strategies
Workshop #3: May 22 nd , 2014	Topic: Project Priorities

Specific MARC Modal Planning Committees were also engaged to provide additional input to project listings prior to formalizing initial project recommendations. The modal committee and their respective project categories are described below.

MARC Highway Committee:	Roadway Priorities
Regional Transit Coordinating Council:	Transit Priorities
Bicycle/Ped. Advisory Committee:	Bike/Pedestrian Priorities
Goods Movement Committee:	Freight Priorities
Aviation Committee:	Aviation Priorities

Regional Project Priorities

The multi-modal project priorities outlined on the following pages represent the culmination of the region's adopted policy direction and supporting multi-modal project prioritization process to-date. In summary the regional list includes:

Roadway:	9 Projects	\$391m Total Cost
Transit:	14 Projects	\$232.5m Total Cost
Bicycle/Ped:	5 Projects	\$77.6m Total Cost
Freight/Aviation:	9 Projects	\$38.7m Total Cost

Next Steps

MARC plans to advance the submitted list for formal consideration and approval to the Total Transportation Policy Committee (TTPC) on June 17th, 2014 and the MARC Board of Directors on June 24th, 2014.

Contact Tom Gerend, Assistant Director of Transportation, regarding questions or inquiries.

Tom Gerend
tgerend@marc.org
816-701-8303

Roadway Projects

ID	Route	Project	Cost (dollars in millions)	Cumulative Cost (dollars in millions)
MH1	Various	Additional KC Scout deployment in Platte and Clay counties	\$5.00	\$5.00
MH2	US-169	* Broadway Bridge replacement from I-35/I-70 Interchange to Richards Road; Includes bicycle/pedestrian accommodations	\$150**	\$155.00
MH3	I-49/MO 58	* Replace bridge and modify interchange design	\$20.00	\$175.00
MH4	I-70/I-435	Replace four bridges and reconfigure interchange	\$40.00	\$215.00
MH12	I-70	(partial) Between I-435 and I-470, replace multiple bridges and add auxiliary lanes	\$47.00	\$262.00
MH6	I-435	From W of Kansas State Line to W of I-49: replace/rehabilitate bridges and implement operations/safety strategies	\$65.00	\$327.00
MH8	I-29/I-35	(partial) Replace/rehabilitate interchange bridges and implement operations/safety strategies	\$21.00	\$348.00
MH15	I-29/MO 45	Implement operations/safety strategies at interchange	\$3**	\$351.00
MH7	I-470/US-50	Reconfigure interchange and replace Chipman Road bridges	\$40.00	\$391.00
* Consider scalable approach to project to reduce costs.				** Cost share

Transit Projects

ID	Corridor/type	Project	Cost (dollars in millions)	Cumulative Cost (dollars in millions)
T3	Regional System Enhancements	System Preservation Program: Capital and Operating (MO)	\$75.00	\$75.00
T1	Regional System Enhancements	Regional Fare Collection System (MO)	\$4.50	\$79.50
T4	Regional System Enhancements	Regional Mobility Management - One-Call Center, Coordination of Paratransit Services (MO)	\$11.00	\$90.50
T6	Regional System Enhancements	Regional/KCATA Downtown Transit Center and Super-stops	\$13.50	\$104.00
T18	Urban Corridor Program	Prospect Ave. - CBD to 75th St.	\$20.00	\$124.00
T14	Urban Corridor Program	North Oak - CBD to Barry Rd. or MO - 152	\$16.50	\$140.50
T15	Urban Corridor Program	Independence Ave. - CBD into Eastern Jackson Co.	\$8.50	\$149.00
T21	Commuter Corridor Program	I-70 East Express Bus - CBD into Eastern Jackson Co.	\$7.25	\$156.25
T22	Commuter Corridor Program	M-350 Express Bus - CBD into Eastern Jackson Co.	\$6.00	\$162.25
T26	Commuter Corridor Program	US-71/ I-49 CBD to Cass Co.	\$3.00	\$165.25
T27	Commuter Corridor Program	I-435 Express Bus - Johnson County to KCMO	\$10.25	\$175.50
T30	Rail Corridor Program	Rock Island Line - CBD to Lee's Summit	\$25.00	\$200.50
T- ADD	Rail Corridor Program	KC Streetcar	\$32.00	\$232.50
T33	Other	Amtrak - Service Expansion in the State of Missouri		\$232.50

Bicycle and Pedestrian Projects

ID	Corridor section	Project	Cost (dollars in millions)	Cumulative Cost (dollars in millions)
MBP1	Regional Bikeways	On-road improvement program	\$38.50	\$38.50
MBP2	Rock Island Acquisition	Pleasant Hill to Kansas City Stadiums	\$27.10	\$65.60
MBP3	Rock Island Construction	10' wide trail connecting Pleasant Hill to Kansas City Stadiums	\$8.70	\$74.30
MBP12	Vivion Road	Vivion Road from Old Pike Road to approximately 169 Hwy in Gladstone	\$2.00	\$76.30
MBP13	Route 9 Trail	10' trail along 9 Hwy from I-635 west to Parkville for a total of three miles.	\$1.30	\$77.60

Aviation and Non-highway Freight Projects

ID	Type	Project	Cost (dollars in millions)	Cumulative Cost (dollars in millions)
A1	Lee's Summit Municipal Airport	Local matching funds for extension to Runway 18-36 and parallel taxiway	\$1.40	\$1.40
A2	Lee's Summit Municipal Airport	New fuel facility	\$0.60	\$2.00
A4	Kansas City International Airport	Upgrade security fence around Airport Operations Area to meet new standards	\$6.00	\$8.00
A8	Kansas City Downtown Airport	Replacing relief wells as part of airport flood control protection	\$5.00	\$13.00
F6	Rail	KC Terminal Railroad road crossing signal upgrades at 17th St. crossing near Manchester Trafficway	\$1.00	\$14.00
F7	Rail	KC Terminal Railroad road crossing signal upgrades at 12th, 15th, 37th, and 39th St. crossings near Manchester Trafficway.	\$0.40	\$14.40
F8	Waterways	Rail connection and repair at Kansas City Port	\$6.00	\$20.40
F9	Waterways	Acquire container loading equipment at Kansas City Port	\$2.60	\$23.00
F-Add	Flexible	Economic Development Program	\$15.70	\$38.70



The U.S. Faces Longer Summers of Worsening Ozone Pollution

PRESENTED BY
SIEMENS

JOHN METCALFE 8:10 AM ET 1 COMMENT



The public soundtrack of the United States of the future could be a discordant symphony of hacking, wheezing, and curses. That's because as the world continues to warm, the number of troublesome high-ozone days throughout the country will likely pile up, say researchers.

Ozone, a principal ingredient in urban smog, forms when sunlight interacts with chemicals emitted by things like factories, power plants, and car engines, as well as vegetation. Using a fancy, new IBM supercomputer, scientists at the National Center for Atmospheric Research in Boulder simulated atmospheric conditions over dozens of coming summers right down to the hour, and what they found was worrisome. The models showed a steady upward trend in ozone levels based on current rates of emissions for its source-chemicals, leading by 2050 to as much as a 70 percent increase in unhealthy ozone pollution during U.S. summers.

There are a few reasons for this projected leap, which is described in a study funded by the National Science Foundation and the U.S. Department of Energy. The atmospheric reactions that create ozone happen at a quicker pace in warmer temperatures (the kind of temperatures, for instance, that've defined the world's recent onslaught of record-hot years). Plants also play a role because sweltering weather prompts them to release more volatile organic compounds, substances that help produce ozone. Methane, another ozone-enabler, has seen a global rise in prevalence; the potent climate-bending gas has more than doubled in atmospheric concentration since the pre-industrial era.

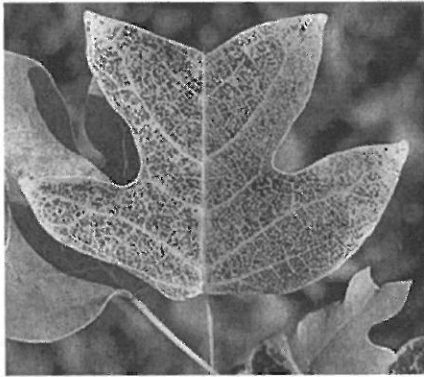
As ozone is most likely to soar to harmful levels in already polluted, heat island-shrouded urban environments, these findings do not bode well for America's major cities. Although the threat affects the country broadly, the scientists see certain regions that already struggle with foul air at risk of long stretches of unhealthy ozone. They say:

Unless emissions of specific pollutants that are associated with the formation of ozone are sharply cut, almost all of the continental United States will experience at least a few days with unhealthy air during the summers, the research shows. Heavily polluted locations in parts of the East, Midwest, and West Coast in which ozone already frequently exceeds recommended levels could face unhealthy air during most of the summer.

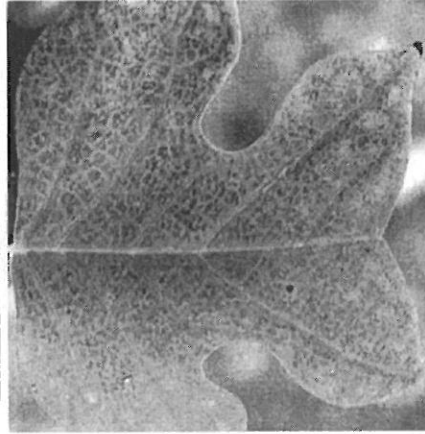
"It doesn't matter where you are in the United States – climate change has the potential to make your air worse," said NCAR scientist Gabriele Pfister, the lead author of the new study.

"A warming planet doesn't just mean rising temperatures, it also means risking more summertime pollution and the health impacts that come with it."

Those health impacts range from chest pain to congestion to coughing to shortness of breath. Ozone can worsen serious conditions like emphysema and bronchitis, and is especially harmful for children who have asthma. Breathing in ozone on a regular basis "may permanently scar lung tissue," says the EPA. The damage even stretches over to the world of trees, as certain species exposed to the stuff manifest stunted growth and messed-up leaves, like these guys:



Ozone Injury to Yellow-poplar Leaf
Courtesy, USDA PLANTS Database



Close-up View of Ozone Injury to Yellow-poplar Leaf
Courtesy, USDA PLANTS Database

Top image: Los Angeles hides behind a curtain of haze (Remett Stowe / Flickr). Bottom image courtesy of the National Park Service.

Keywords: Air Pollution, Smog, Climate Change, Global Warming, Ozone, Pollution



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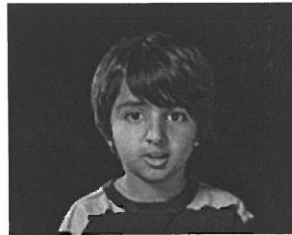
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THE PERFECT COMMUTE

Why Ridesharing Is a Way Bigger Deal for Suburban Seniors Than Urban Millennials

PRESENTED BY

SIEMENS

PAUL SUPAWANICH APR 23, 2014 22 COMMENTS



The other day I needed a quick ride home, and as many others of my generation would do, I pulled out my smartphone and requested a ride. I watched my driver's progress and arrival time on my phone, and 15 minutes later I was at my doorstep and paid up without even opening my wallet.

This at-your-fingertips, on-demand mobility experience is quickly becoming an expectation of our transportation system. But while the target beneficiaries of UberX, Lyft, Sidecar, and other transportation network companies have been young urban dwellers, these services could expand transportation options far more in the opposite market: seniors living in suburban and rural communities who are no longer able to drive.

This system is more efficient and less cumbersome than most volunteer driver or senior shuttle programs.

Transportation for America's recent report, "Aging in Place: Stuck Without Options," shows that as we grow too old to drive safely, alternative transportation options are a necessity but often hard to find. Based on recent surveys, 88 percent of older adults continue to drive at age 65, but that percentage drops to 69 percent by age 75. This means that by age 75, 31 percent of seniors *must* seek alternative ways to get around.

While many urban areas provide sufficient transportation options for seniors, these choices drop precipitously in suburban and rural environments — with few alternatives, public or private, to cover an individual's mobility needs. Existing senior transportation options in these areas are often limited in scope and inefficient to operate and manage. This is primarily a function of irregularity of senior transportation needs as compared to the rest of the commuting world. The mobility ecosystem for older adults is often a forgotten market; their trips are infrequent and mostly destined for medical appointments, grocery stores, or other widely dispersed locations.

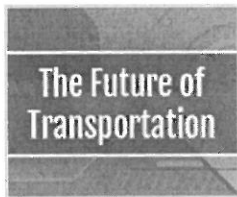
Senior transportation in non-urban environments may be limited to paratransit services (door-to-

door transit, often limited to those over 65 and disabled), volunteer driver programs, senior care facility/social services vans, or family members taking time off of work. Even if a community offers these choices, they may fail to provide the responsiveness, flexibility, and independence desired by a retiring Baby Boomer generation. As an example, a common paratransit experience may consist of a telephone reservation at least a day in advance, a 30-minute waiting window to be picked up, and little flexibility as pick-up and drop-off locations are determined ahead of time.

Although many seniors may be retired, this doesn't mean their time is irrelevant or their preferences should be held captive by transportation choices. It also doesn't mean that all seniors are not willing to pay for more efficient transportation choices. Yet many current senior transportation options could be considered a safety net rather than a choice.

Beyond the customer experience, senior transportation programs can be costly to operate given the irregular and infrequent trip patterns. Subsidized shuttle or van services can cost \$80-\$100 per hour to operate (in the range of \$25 per passenger trip). Volunteer driver programs or relying on family may be free, but even these programs have a time-cost involved with recruiting drivers or fitting in rides between busy schedules, which can be very frustrating for seniors who have been independent for most of their lives.

Of course, this assumes that access to smartphones becomes a bit more widespread among seniors. (A 2013 poll showed that 18 percent of adults 65 and older owned a smartphone.) But if so, peer-to-peer ride services offer seniors a combination of on-demand mobility and location flexibility, in addition to giving qualified community members an opportunity to provide a public service for seniors where very few or no transportation options exist. The technology platform that has enabled Lyft, Sidecar, and UberX to proliferate has allowed drivers to go online at any given time using their phones and accept requests for pickups. This system is more efficient and less cumbersome than most similar volunteer driver or senior shuttle programs, which may rely on dispatchers or more complicated ride scheduling systems. Using this platform, peer-to-peer ride services offer an interesting opportunity to fill a niche where existing senior transportation options are limited.



How getting from here to there is changing forever.
See full coverage

For all of the potential similarities between today's peer-to-peer services and a potential future senior mobility equivalent, there is one primary difference. Today, many Lyft, Sidecar, and UberX drivers enjoy meeting new people and the conversations that follow. Yet most are motivated by the schedule flexibility and supplemental income. Driving for a senior-focused market may not offer the same earnings potential due to the type and frequency of senior trips.

Thus, incentives to keep an adequate quantity of drivers on-demand in this type of system would need to be analyzed, and may include a subsidy from the sponsoring agencies — perhaps cities, transit agencies, or social services. (A strong desire from drivers to contribute to a much-needed community service wouldn't hurt, either.) This assumes that sponsoring agencies would be willing to support costs associated with any necessary safety, sensitivity training for drivers, and insurance. But even if subsidized, these types of services may still cost less than existing options or potential alternatives, while providing a community-based platform to provide enhanced senior mobility.

When we talk about the "future of commuting," my generation visualizes quad-copters and Hyperloop. However, the not-so-distant future also includes a vastly growing and tech-savvy senior population that wants to remain mobile and have choices. Given immense and immediate senior mobility needs, we can learn from companies like the new wave of peer-to-peer ride services and their demonstration of innovation in urban transportation. Their success has partially been the result of leveraging technology, generational shifts, and actively seeking to transform and improve upon a traditional transportation model. Senior mobility outside of our cities is ready for a similar transformation, and peer-to-peer ride services should be considered part of that solution.

This article is part of 'The Future of Transportation,' an Atlantic Cities series made possible with support from The Rockefeller Foundation.

Keywords: senior mobility, Hyperloop, Peer-to-Peer, Elderly, Suburbs, UberX, transportation network companies, Lyft, ridesharing, Sidecar



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The GROW AMERICA Act

Transportation is a critical engine of the Nation's economy. Investments in the national transportation network over the country's history, and especially the last half-century, have been instrumental in developing the world's largest economy and most mobile society. However, before the end of this summer the Highway Trust Fund – which funds a significant portion of the of the construction and repair of our surface transportation system – will be insolvent and just a few weeks later the authorities that establish our surface transportation programs will expire. Without action, many States and communities may be forced to slow or stop work on critical transportation projects that our Nation depends upon to move people, energy, and freight every day, putting jobs at risk and slowing investment in our future.

The **Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act**, or **GROW AMERICA Act**, is a \$302 billion, four year transportation reauthorization proposal that provides increased and stable funding for our Nation's highways, bridges, transit, and rail systems. The Administration's proposal is funded by supplementing current revenues with \$150 billion in one-time transition revenue from pro-growth business tax reform. This will prevent Trust Fund insolvency for four years and increase investments to meet national economic goals.

The **GROW AMERICA Act** will provide States and local governments with the certainty needed to effectively plan and start construction on projects that will support millions of good paying jobs over the next several years. It will also enable more transformative transportation projects that will improve the Nation's global competitiveness and mobility in communities across the country.

The GROW AMERICA Act will increase transportation investment to support the needs of our Nation's communities. The **GROW AMERICA Act** will provide critical investments to fix our decaying roads and crumbling bridges and ensure the safety of our transportation systems. Sixty five percent of America's major roads are rated in less than good condition, while one in four bridges require significant repair or cannot handle today's traffic and 45 percent of Americans do not have access to transit. These programs will help communities keep pace with our expanding economy, our growing population, and the traveling needs of the public.

Specifically, the **GROW AMERICA Act** will provide –

- *\$199 billion to invest in our nation's highway system and road safety.* The proposal will increase the amount of highway funds by an average of about 22 percent above FY 2014 enacted levels, emphasizing "Fix-it-First" policies and reforms that prioritize investments for much needed repairs and improvements to the safety of our roads and transit services, with particular attention to

investments in rural and tribal areas. The proposal would also provide more than \$7 billion for the National Highway Traffic Safety Administration and Federal Motor Carrier Safety Administration to improve safety for all users of our highways and roads, providing a benefit of \$21 for every Federal dollar used for infrastructure-related safety investments.

- *\$72 billion to invest in transit systems and expand transportation options.* The proposal increases average transit spending by nearly 70 percent above FY 2014 enacted levels, which will enable the expansion of new projects that improve connectivity (e.g., light rail, street cars, bus rapid transit, etc.) in suburbs, fast-growing cities, small towns, and rural communities, while still maintaining existing transit systems. The **GROW AMERICA Act** proposes a powerful, \$5.1 billion increase in investments to address public transit's maintenance backlog to reduce bus and rail system breakdowns; create more reliable service; and stop delays that make it harder for all commuters to get to work. The proposal also includes the innovative Rapid Growth Area Transit Program, which would provide \$2 billion over four years to fast growing communities for bus rapid transit and other multimodal solutions to get ahead of the challenges caused by rapid growth.
- *Tools and resources to encourage regional coordination and local decision making.* The proposal includes policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs), which are local communities' main voice in transportation planning. The **GROW AMERICA Act** also strengthens local decision making in allocating Federal funding so that local communities can better realize their vision for improved mobility. High-performing large MPOs will be granted control of a larger portion of funds under two federal transportation programs – the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP) – and these MPOs will also receive funds through a set aside under the new Fixing and Accelerating Surface Transportation (FAST) program.

The GROW AMERICA Act will expand economic growth, and create jobs and new opportunities for Americans. The President is dedicated to enhancing opportunity for all Americans and US businesses by investing in transportation projects that better connect communities to centers of employment, education, and other critical services. The **GROW AMERICA Act** will –

- *Support ladders of opportunity to the middle class.* Today, 45 percent of Americans lack access to public transportation, limiting the options of many Americans to jobs, education and other necessities. The **GROW AMERICA Act** will provide improved access to safer and less expensive transportation options for millions of Americans in part by investing \$72 billion in public transportation and expanding transportation options for millions of Americans. This proposal includes \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions. The **GROW AMERICA Act** includes \$245 million for workforce development to enhance the size, diversity, and skills of our Nation's construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, States, and non-governmental organizations.
- *Provide \$10 billion for a multi-modal freight program that strengthens America's exports and trade.* The U.S. transportation system moves more than 52 million tons worth nearly \$46 billion

each day, or almost 40 tons of freight per person per year, and freight tonnage is expected to increase 62 percent by 2040. The **GROW AMERICA** Act will help improve the operation of our transportation system to move freight while making critical investments to accommodate this future growth in part through providing \$10 billion over four year to establish a new multimodal freight grant program to fund innovative rail, highway, and port projects that will improve the efficient movement of goods across the country. The **GROW AMERICA** Act will also give shippers and transportation providers a real seat at the table for making investment decisions and incentivizes States to collaborate and establish long term freight strategic plans.

- *Provide \$19 billion in dedicated funding for rail programs.* The proposal also includes nearly \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country.

The GROW AMERICA Act will provide more bang-for-the-buck through innovative project finance and delivery improvements. In a time of tight fiscal and budgetary constraints, the President's proposal includes a number of measures to ensure that the American public is getting most out of Federal transportation infrastructure investments that lead to better outcomes for all Americans.

The **GROW AMERICA Act** will -

- *Utilize competitive funding to spur innovation.* The proposal will provide \$5 billion over four years - an increase of more than 100 percent - for the highly successfully TIGER competitive grant program and \$4 billion embedded in the highway and transit requests for a competitive grant program called Fixing and Accelerating Surface Transportation (or "FAST"). Modeled after the Department of Education's Race to the Top program, FAST will award States, Tribes, and MPOs that adopt bold, innovative strategies and best practices in transportation that would have long-term impact on all projects across the transportation programs.
- *Improve project delivery and the Federal permitting and regulatory review process.* The **GROW AMERICA** Act will build on recent efforts to expedite project approval timelines while delivering better outcomes for communities and the environment. The proposal expands on a series of successful efforts by the Administration to expedite high priority projects and identify best practices to guide future efforts without undermining bedrock environmental laws or public engagement. Not only will important projects break ground faster, but the increased level of transparency and accountability will lead to delivering better environmental outcomes, as the proposal will improve interagency coordination by advancing concurrent, rather than sequential, project reviews and will improve transparency of project reviews and timelines through online "dashboards." It will also increase flexibility for recipients to use Federal transportation funds to support environmental reviews, and help to integrate overlapping requirements.
- *Incentivize cost effective investments.* The proposal will strengthen the performance incentives to maintain safety and conditions of good repair, and expand research and technology activities in order to improve the productivity of our transportation systems, thereby increasing taxpayer return on investment.

- *Provide \$4 billion to attract private investment in transportation infrastructure.* The Transportation Infrastructure Finance and Innovation Act (TIFIA) program leverages Federal dollars by facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects more quickly. The **GROW AMERICA** Act calls for \$4 billion in funding over four years, which is estimated to support \$40 billion in loans. The GROW America Act will strengthen the Railroad Rehabilitation and Improvement Financing (RRIF) financing Program by reducing the cost of obtaining a loan, making RRIF more accessible to short line and regional railroads. The proposal will raise the cap of Private Activity Bonds (PABs) to \$19 billion, making room for more projects considering a public-private partnership approach to be able to take advantage of this cost-saving tool.

The Administration proposes to fund the GROW AMERICA Act through a pro-growth, business tax reform, without adding to the deficit. The President's Budget outlined a proposal to dedicate \$150 billion in one-time transition revenue from pro-growth business tax reform to address the funding crisis facing surface transportation programs and increase infrastructure investment. This amount is sufficient to not only fill the current funding gap in the Highway Trust Fund, but increase surface transportation investment over current authorized levels by nearly \$90 billion over the next four years. When taking into account existing funding for surface transportation, this plan will result in a total of \$302 billion being invested over four years putting people back to work modernizing our transportation infrastructure. The Administration believes that a comprehensive approach to reforming our business taxes can help create jobs and spur investment, while ensuring a fairer and more equitable tax system that eliminates current loopholes that reward companies for moving profits overseas and allow them to avoid paying their fair share. The Administration is putting forward this pro-growth financing plan to encourage bipartisan efforts to support a visionary infrastructure plan, but is open to all ideas for how to achieve this important objective, and will work closely with Members of Congress of both parties on a solution that will invest in more job creating transportation projects.

MAP-21 Reauthorization Bill Summary

This bill builds on the success of the comprehensive reforms and performance-based approach to transportation investment in Moving Ahead for Progress in the 21st Century (MAP-21). It provides new long-term funding, giving state and local governments the certainty and stability they need to improve and develop our nation's transportation infrastructure. These investments will create new jobs, provide a boost to our nation's economy, and keep us competitive in the global marketplace. Highlights of the legislation include:

- Long-term funding certainty for state and local governments to support multi-year transportation project investments;
- Greater transparency on the use of federal funds to show taxpayers where their infrastructure dollars are being spent and reinforce public trust;
- Increased funding for existing core transportation formula programs to provide States and local governments with a strong federal partner;
- Targeted funds for projects of high importance to a community, a region, or the nation;
- Fully-funded freight and goods movement program to help states target projects that increase the efficiency, reliability, and affordability of freight transportation;
- Support for innovative financing tools that allow state and local governments to leverage federal funds for transportation projects and maximize investments; and
- Expanded flexibility for state and local governments to promote cost-effective project delivery.

Authorizations and Programs

Fully-funds highway programs for 6 years

- The bill reauthorizes the Federal-aid highway program at the Congressional Budget Office's baseline level – equal to current funding plus inflation – for six years, from FY 2015 through FY 2020.
- Maintains current formulas and increases the amounts each state will receive each fiscal year.

Increases support for core formula programs

- The existing consolidated core highway program structure from MAP-21 is maintained including: the National Highway Performance Program; the Highway Safety Improvement Program; the Surface Transportation Program; and the Congestion Mitigation and Air Quality Improvement Program.
- Each core formula program receives a proportionate increase in funding to support long-term state transportation investment plans.

Focuses on freight and goods movement

- The bill establishes a formula-based freight program, based on the program included in the Senate-passed MAP-21, which will provide funds to all states to improve goods movement on key corridors, reducing costs and improving performance for business.
- It expands flexibility for both rural and urban areas to designate key freight corridors that match regional goods movement on roads beyond the Primary Freight Highway Network.
- The legislation improves efforts to identify projects with a high return on investment through state freight plans and advisory committees established under MAP-21.

Funds Projects of National or Regional Significance

- The bill provides new funds to projects of national or regional significance through a competitive grant program.
- The program includes a set-aside for rural areas, focuses on projects of regional importance as well as national significance, and ensures an equitable geographic distribution of funds.
- The bill includes strong transparency provisions and requires Congressional approval to provide appropriate oversight of the U.S. Department of Transportation selection process.

Requires Highway Trust Fund transparency

- The legislation includes new provisions to improve the transparency of how and where transportation projects are selected and funded, to ensure that stakeholders and the public have faith in the integrity of highway programs and the use of Federal tax dollars.
- The improved transparency provisions will provide to the public better accountability on how the Federal Highway Administration is utilizing their administrative expenses as well as progress towards achieving national goals and improving Federal reviews of highway projects.

Improves TIFIA Program

- The bill improves on the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and provides state and local governments new options for stretching transportation dollars and increasing efficiency and utilization.

Creates American Transportation Awards

- The bill authorizes a program (subject to appropriation) to reward sState and local governments that display achievement, including improving performance and delivering projects ahead of schedule and under budget.

Accelerates project delivery and increases flexibility

- Building on the comprehensive reforms in MAP-21, the bill continues to accelerate the project delivery process while protecting the environment and public health.

Expands flexibility and opportunities for infrastructure investment in rural areas

- The bill provides increased flexibility to best fit the needs of rural states and local governments.
- It offers new options to bundle small projects together to increase efficiencies and take advantage of procedures often difficult to utilize for rural projects.
- It empowers states to work with DOT to develop ways to effectively utilize flexibilities for small projects, including rural road and bridge projects to better respond to community needs.

Funds Federal Lands and Tribal Transportation Highway Programs

- The bill maintains current funding levels for these programs to support maintenance and construction of roads and bridges on tribal and federal lands.

Maintains State and Metropolitan Transportation Planning

- The bill maintains the statewide and metropolitan planning processes to continue the development towards a performance-based approach to transportation decision making.