



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Technical Planning Committee MEETING AGENDA

MAY 20, 2015  
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, May 20, 2015 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/Humphrey)

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

**C. Approval of the March 18, 2015 and the April 21, 2015 Meeting Minutes ..... Tab 1**  
(1 minute/Humphrey)

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

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

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)

A review will be given of BPAC'S current activities.

**G. MoDOT Update**  
(5 minutes/Miller)

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

**H. Legislative Reports**

(5 minutes/Legislative staff)

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

**II. New Business**

**A. Administrative Modification 4 and 5 to the FY 2015-2018 TIP .....Tab 2**

(2 minutes/Longpine)

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

**NO ACTION REQUESTED - INFORMATIONAL ONLY**

**B. Amendment Number Five to the FY 2015-2018 TIP .....Tab 3**

(5 minutes/Longpine)

There are twenty-eight changes requested from MoDOT which are included for member review.

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

**C. Federal Funds Balance Report .....Tab 4**

(10 minutes/Longpine)

An updated federal funds balance report is included. Members are requested to review the report and advise staff of any discrepancies.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**D. Federal Functional Classification Map Change Request .....Tab 5**

(5 minutes/Longpine)

There is one change to the Federal Functional Classification Map requested and outlined in the attached materials.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE  
PROPOSED FEDERAL FUNCTIONAL CLASS CHANGE 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 discussion by the OTO Technical Planning Committee.

**C. Articles For Technical Planning Committee Member Information .....Tab 6**

#### **IV. Adjournment**

Targeted for 2:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, July 15, 2015 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

#### Attachments and Enclosure:

Pc: Ken McClure, Springfield City Councilman  
Dan Smith, City of Springfield Mayor's Designee  
Senator McCaskill's Office  
Stacy Burks, Senator Blunt's Office  
Matt Hough, Congressman Long's Office  
Area News Media

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

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

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

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**TAB 1**

**TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2015; ITEM I.C.**

**March 18, 2015 Meeting Minutes and April 13, 2015 E-Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Technical Committee member review are the minutes from the Technical Planning Committee March 18, 2015 Meeting and April 13, 2015 E-Meeting minutes. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

“Move to approve the Technical Planning Committee March 18, 2015 Minutes and April 13, 2015 E-Meeting minutes.”

OR

“Move to approve the Technical Planning Committee March 18, 2015 Meeting minutes or the April 13, 2015 E-Meeting minutes with the following corrections ...”

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

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

The following members were present:

Mr. Rick Artman, Greene County Highway	Mr. Adam Humphrey, Greene County (Chair)
Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Randall Brown, City of Willard	Mr. Larry Martin, City of Ozark
Mr. King Coltrin, City of Strafford	Mr. Brad McMahon, FHWA
Mr. Travis Cossey, City of Nixa	Mr. Frank Miller, MoDOT
Ms. Diane Gallion, City Utilities (a)	Mr. Andrew Seiler, MoDOT
Ms. Dawne Gardner, City of Springfield (a)	Mr. Dan Watts, SMCOG
Mr. Martin Gugel, City of Springfield (a)	Mr. Todd Wiesehan, Christian County
Mr. Jason Haynes, City of Springfield (a)	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Kirk Nonen, BNSF
Mr. Joshua Bird, Christian County (a)	Ms. Beth Schaller, MoDOT (a)
Mr. David Bishop, R-12 School District	Mr. Mark Schenkelberg, FAA Representative
Ms. Kristy Bork, SGF (a)	Mr. Shawn Schroeder, Springfield-Branson National Airport
Mr. Doug Colvin, City of Nixa (a)	Ms. Mary Lilly Smith, City of Springfield
Mr. Rick Emling, R-12 School District (a)	Mr. Garrett Tyson, City of Republic (a)
Mr. Andrew Englert, Missouri State University (a)	Ms. Janette Vomund, MoDOT
Mr. Rick Hess, City of Battlefield	Ms. Eva Voss, MoDOT
Mr. Jay Huff, Missouri State University	Mr. Terry Whaley, Ozark Greenways
Mr. Kirk Juranas, City of Springfield	Mr. Bob Wilslef, City of Ozark (a)
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Chad Zickefoose, MoDOT (a)
Ms. Diane May, SMCOG (a)	
Mr. J. Everett Mitchell (a)	
Mr. Kent Morris, Greene County Planning	

Others present were: Mr. Matt Hough, Congressman Long's Office; Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, Ms. Natasha Longpine, Mr. Curtis Owens, and Ms. Debbie Parks, Ozarks Transportation Organization;

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

**I. Administration**

**A. Introductions**

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

Mr. Cossey made the motion to approve the March 18, 2015 Technical Planning Committee meeting agenda. Mr. Hess seconded and the motion carried unanimously.

**C. Approval of the January 21, 2015 Meeting Minutes**

Mr. Martin made the motion to approve the January 21, 2015 Meeting Minutes. Mr. Brock seconded and the motion carried unanimously.

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

None.

**E. Executive Director's Report**

Ms. Fields mentioned that the EPA is looking to lower the Ozone standards between 60 parts per million (ppm) and 70 ppm. The OTO area was at 68 ppm. The Board approved a comment letter that was submitted, requesting that the EPA leave the standard alone or set it at 70 ppm, but not at the 65 ppm that the comments were requested on. If the standard stays at 70 ppm the region can avoid non-attainment.

Staff has been out at the City of Republic and City of Nixa for business expos and will be in the City of Ozark on March 28. The [givemeyourinput.org](http://givemeyourinput.org) website is up and running with the Long Range Transportation Plan Survey. There have been meetings of the Major Thoroughfare Plan Subcommittee to go with the Long Range Transportation Plan update. The design standards and road classifications are being reviewed. If there are any changes needed please let staff know.

The Transportation Section of the Community Focus Report for the City of Springfield and Greene County draft has been completed. The report is highlighting the funding shortfalls in the State of Missouri and the impact on the transportation system, as well as the transit funding shortfalls.

She mentioned that the new UPWP did not include a new FY 2016-2019 Transportation Improvement Plan (TIP). The existing FY 2015-2018 TIP would stand. There are not a lot of projects because of the MoDOT funding crisis. There will be amendments to the current TIP. There will also be a mini update with the transit projects, since there will be some more transit funding available that has not been programmed yet. This will be the first time that this has happened, but it would be a lot of time and effort for a TIP that does not have changes.

**F. MoDOT Update**

Mr. Miller shared an update on MoDOT's 325 Plan. The Highway Commission has asked MoDOT to look at endorsing a gas tax that would go up 2 cents for 3 years for a total of 6 cents. This tax would then be indexed to the Consumer Price Index so it would raise if the rate of inflation goes up as well. The cities and counties would also get additional funding from this tax. A tax information handout had been distributed. The OTO area would receive approximately \$3.5 million. This would be in addition to the MoDOT funds that would restore the OTO area to the FY 2015 level. Right now the OTO's/MoDOT's funding will be down to \$6 million a year in 2018 without something being done. If there was a 6 cent gas

tax, plus the indexing that would put the region back up to about \$15 million a year to take care of the system. MoDOT would be able to make safety improvements, continue the ADA Transition Plan, and restore the Cost Share Program. There is even the possibility of small scale expansion or capacity improvements.

Overall, the OTO area system condition is good condition. There are not a lot of critical bridges, and the pavement is all on track. There are a lot of issues with lower volume routes statewide, not getting contract work. Now there will be supplementary routes not getting contract work. There is concern with bridges that are closing on the supplementary routes and not having a way to reopen. The handout shows the impact to the public. Once the tax reaches 6 cents, it would cost the average person approximately the amount of a gallon of milk a month. There is also a page in the handout that shows the difference between acting now or later. MoDOT is communicating with the Legislature to show it is an issue with the State. MoDOT would not be able to match federal funds in 2017. There needs to be action soon because if there is a delay next Legislative session, by the time the tax gets under way and the revenue collection starts, MoDOT will not be able to match funds.

Ms. Fields stated that there are four main points of passing the tax. MoDOT can maintain the system, the 325 system would no longer happen. There are only 6 roads in the OTO area that would be maintained under the 325 system plan. The federal funds would be matched. The Cost Share Program would be restored. There would be \$3.5 million that would go to cities and counties in the OTO area in addition to the \$9 million that MoDOT would receive, for a \$12.5 million of funding increase. It is a modest increase only about half of the proposed Amendment 7.

Mr. Miller stated that if the Federal Government passes a bill that provides more funding, that would not help the area out at this point, but the gas tax would give room for that. Mr. Haynes stated that in terms of advertising the tax, it seems to be missing Missouri's national ranking among the 50 states. He had heard that Missouri was ranked 42<sup>nd</sup>. Mr. Miller stated that Missouri was ranked 47<sup>th</sup>. There was discussion on the surrounding states gas strategies. Ms. Fields inquired if there was a list, since staff was going to write a letter for the Board to review. The letter would be sent to all the Representatives and Senators in Missouri. Mr. Miller thought there was a list. Mr. Haynes stated that the Institute of Transportation Engineers had started an Advocacy Committee. He gave information on the committee. He stated that advocacy is not to be confused with lobbying. Lobbying is asking the Legislature to vote a certain way, while advocacy is providing information and what would happen if votes are made one way or another.

#### **G. Legislative Reports**

Mr. Hough stated that there were no transportation relevant issues in the House at the moment. There was some talk in the Senate of repatriating foreign funds. It does not seem to be going anywhere. Ideally that is a proposal that would generate some funds for transportation.

#### **A. Recognition of Kevin Lowe**

Mr. Humphrey conducted a moment of recognition of Kevin Lowe. Mr. Martin, Ms. Fields, Mr. Artman, and Ms. Gallion shared memories of Kevin Lowe. A brief moment of silence was observed.

## **II. New Business**

### **A. Administrative Modification 3 to the FY 2015-2018 TIP**

Ms. Longpine stated that certain changes to the TIP could be made without going through the full approval process per the OTO's Public Involvement Policy. This Administrative Modification is for Jackson and Main Street sidewalks in the City of Willard. The STP-Urban was increased up to \$48,300 for the total project to be a little over \$60,000.

### **B. Amendment Number Four to the FY 2015-2018 TIP**

Ms. Longpine stated that there was a handout with changes to the amendment. The first two projects were originally in the agenda as one item. The City of Battlefield is looking to do sidewalks on both Weaver Road and FF. That will be over both this year and next year. The City of Battlefield has also requested to remove the 3<sup>rd</sup> Street Extension from the TIP.

There is a request from the City of Republic to use STP-Urban funds to design and construct corridor improvements along Oakwood and Hines in the amount of \$2.4 million. The last two amendments are related to the City of Springfield. There is a letter handed out regarding the projects. The Jordan Creek Trail at West Meadows had been awarded 2013 TAP funding. It turns out there are some liability concerns with the project. It was determined it would be best to hold off on the project and put funding elsewhere. It is proposed that the \$240,000 from the West Meadows Trail be used on the College and Broadway Pedestrian Plaza. Mr. Miller asked if that was dollar for dollar. Ms. Longpine stated that there was \$250,000 on College Street and that the City was comfortable with the additional \$10,000. Mr. Martin confirmed that the City of Springfield was asking for \$240,000.

Mr. Martin made the motion to recommend for approval of TIP Amendment Number Four to the FY 2015-2018 TIP to the Board of Directors. Mr. Brown seconded and the motion carried unanimously.

### **C. Public Participation Plan Amendment**

Mr. Boley stated that the amendment was to satisfy City Utilities Transit and Federal Transit Administrations requirements for the grant. On Page 17 of the Public Participation Plan there was a striking of the paragraph that requires City Utilities to set up their own public participation requirements. It has been restated to say that the OTO would satisfy this requirement for City Utilities programs. The proposed changes also show that OTO will conduct the project selection process and select projects for public transportation in the OTO area for all federal public transportation funding. The Public Participation Plan will satisfy the TIP Amendments for the programming of projects as well.

Ms. Fields stated that this is not a change to what the OTO currently does, just the documentation of what is currently being done. The OTO is doing the things that have always been done, it was just not in writing when FTA reviewed the paperwork.

Mr. Martin made the motion to recommend for approval of the Public Participation Plan Amendment to the Board of Directors. Mr. Brock seconded and the motion was carried unanimously.

### **D. OTO Growth Trends Report**

Mr. Guthrie presented the OTO Growth Trends Report. The report covers the member jurisdictions in the five county MSA, which includes Christian, Dallas, Greene, Polk and Webster Counties. The report is created through the use of US Census data and also permit data provided by the municipalities.

**E. FY 2016 Unified Planning Work Program**

Ms. Fields stated that the OTO is required by federal law to prepare a Unified Planning Work Program that outlines the work for the upcoming year. The fiscal year is July 1 through June 30. Overall the budget is smaller. There will not be a new TIP so there are some savings there. The Travel Demand Model has been completed. The Bluetooth project is also projected to be completed in the current fiscal year. Mr. Haynes stated that the City of Springfield had also budgeted for the Bluetooth in the current year.

Ms. Fields outlined the tasks included in the UPWP. She pointed out some key items. There was an increase in the public involvement category for several reasons. Staff plans to get out more in the community. The OTO joined several Chambers of Commerce in addition to the City of Springfield Chamber and will be attending Expos. There is some promotional material for the [giveusyourinput.org](http://giveusyourinput.org) site. Staff is trying to ramp up public involvement and is gathering public input for the Long Range Transportation Plan. Ideally the plan will be completed by the end of 2015. It is not required by law to be accomplished until the end of 2016. There will be a CMP update in 2016 with the Bluetooth data.

The Aerial Photography was left out on accident so it has been added into the UPWP. The City of Springfield coordinates an effort to buy aerial photography for the area. The OTO anticipates putting in \$40,000 for the effort. There are not final numbers yet, but it is projected to be approximately \$200,000. Through the consortium group the OTO members receive a discount. The OTO's \$40,000 offsets some of the flights price. The discount covers the transportation planning aspects that the aerial photography are used for even though the photography is also used for other purposes.

Ms. Fields stated that there will also be a solicitation for transit applications. There are still some funds available for transit projects, principally the FTA 5310 vehicles, since there was not enough application to cover the FY 2014 funds. There are now FY 2015 funds. Staff has been working with MoDOT to coordinate the applications. There are a few typos in the UPWP document that state FY 2016-2019 TIP. The typos are being corrected. There will not be a FY 2016-2017 TIP. Work will start next summer on the FY 2017-2020 TIP. There will also be TIP amendments and the federal funds will still be tracked. The TIP Online Tool will also remain operational.

Task 060 was split out this year so OTO is at the beginning and the next part is City Utilities Transit planning activities. It is not very different from other work programs throughout the years. If anyone has a project that they would like done there is a little spot for special studies.

Mr. Martin asked if there was any concern with having that much carryover balance. Ms. Fields stated that she calls MoDOT every year to verify their policy. The statewide policy has been and still is 5 years of funding. Mr. Martin stated that the justification is that the OTO is running a reimbursement program. Ms. Fields stated that the OTO does run a reimbursement program. Mr. Martin stated that even with special programs being added to

it, it is still a pretty good carryover balance. Ms. Fields stated it is. She stated that the OTO has offered that at some point there could be an alignment study for one of the dotted lines on the map. There would have to be participation from the jurisdictions that are affected. But the carryover balance would allow that type of project to happen.

Mr. Hess made the motion to recommend approval of the FY 2016 UPWP to the Board of Directors. Mr. Martin seconded and the motion was carried unanimously.

**F. Long Range Transportation Plan Subcommittee**

Ms. Longpine stated that the Long Range Transportation Plan efforts had started and that staff was looking for a subcommittee to help guide the work. It would include reviewing all the surveys that are received. Also looking at the base data and looking at future year projections. The plan is to be performance based and hopefully short. She stated that Ms. Voss had volunteered to sit on the committee, though she was not able to attend the TPC meeting. Volunteers were requested from each jurisdiction.

Mr. Brock asked that when it says “the draft is expected to be done before next summer” is that summer of 2015 or 2016. Ms. Longpine stated 2016.

The following volunteered for the Long Range Transportation Plan Subcommittee, Adam Humphrey, Diane Gallion, Randall Brown, Eva Voss, Larry Martin, Travis Cossey, Dawne Gardner, Frank Miller, David Brock, Todd Wiesehan, and King Coltrin.

Mr. Brock made the motion to appoint David Brock, Randall Brown, King Coltrin, Travis Cossey, Diane Gallion, Dawne Gardner, Adam Humphrey, Larry Martin, Frank Miller, Eva Voss, and Todd Wiesehan, to the Long Range Transportation Plan Subcommittee. Mr. Haynes seconded and the motion carried unanimously.

**III. Other Business**

**A. Technical Planning Committee Member Announcements**

Ms. Gallion stated that City Utilities was opening the bids for the bus transfer station. It has been in the works since 2005, when the grant process was started. Ms. Fields inquired on the estimated cost. Ms. Gallion stated over \$5 million. She passed around a rendition of the bus transfer station to the committee. She stated that the building cost \$5,000 a square foot, but there was a lot of concrete and land movement in addition to the building. The City of Springfield was partnering with street scapes and bike lanes. There are also storm water improvements. It should help develop the area.

Mr. Haynes stated that Tom Ryan, the former District Traffic Engineer of MoDOT, was hired by MoDOT to look at the Transportation Management Center Operations and the future plans for connections to the surrounding communities including Joplin, Branson, and Lebanon. There is an Intelligent Transportation Systems (ITS) Architecture Plan, which includes electronic signs, cameras, and networks. There is vehicle infrastructure integration, vehicle to vehicle integration, but the architecture plan defines a number of projects over the years that the region would be interested in participating and deploying. The goal is to have an ITS system that keeps up with the rest of the country. The Architecture Plan is updated every 5 years. Mr. Ryan is updating the plan for the region. The first plan was put together in 2001-2005. At that time there stakeholder meetings.



There were representatives from each community at those meetings, who presented the needs for active transportation management. Mr. Ryan will request an audience with the OTO members to talk about the plan, updates, and what the needs are in the communities. The City of Republic recently worked with MoDOT to get the Adaptive Signal System installed. He explained how ITS worked in the community.

Mr. McMahon stated that Mr. Haynes was correct, that the outreach is necessary and valuable. He mentioned that the City of St. Louis was in the process of updating their plan. He inquired if there was an outside consultant. Mr. Haynes stated that the update was fairly easy so Mr. Ryan would be preparing the update. He stated that there would be an integration with the MPO and the TIP to make sure the projects are in there. There was discussion on what types of projects and technology should be included in the ITS Plan. Mr. McMahon stated that each of the Local Public Agencies (LPAs) needed to be part of it to put it together.

Ms. Fields stated that there has been a problem with nailing down real dollar figures to projects. She suggested that be considered when writing the plan. Mr. Haynes agreed that he had the same trouble since technology prices could drastically decrease or remain high. Mr. Watts inquired if this was the first time the plan was extending outside the OTO area. Mr. Haynes stated that the original plan had projects that could be deployed in any community. There is technology now, so there needs to be communication with the stakeholders. Mr. Watts suggested using the RPC network to spread the word.

Mr. McMahon stated that the City of St. Louis had just wrapped up outreach workshops where representatives from the LPAs were all in the same room. He volunteered to supply copies of agendas and the outcome of those workshops. He inquired who the lead was on the ITS Architecture Plan. Mr. Haynes stated MoDOT. Mr. McMahon stated that the MPO needed to be involved. TMAs need to have the ITS architecture. He requested someone from the OTO be involved. Ms. Fields stated a staff member would and the OTO would be willing to host meetings. Ms. Fields stated that the OTO is also updating the CMP with the Long Range Transportation Plan. The ITS is a great way to build capacity into the system.

**B. Transportation Issues for Technical Planning Committee Member Review**

None.

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

Ms. Longpine stated that a response letter had been received from MoDOT regarding the Tough Choices Ahead Program. There is also a summary of the Grow America Act Transportation Bill included. Mr. Brock stated that the letter from Mr. Dave Nichols is not really clear on what the original question was. Ms. Fields stated that when MoDOT came out with the 325 System Plan, OTO wrote a letter requesting to not let the funds go back, but to allow the OTO the opportunity to match the funds before returning the funds. This letter is the response to that. Mr. McMahon inquired what MoDOT had said. Ms. Fields stated that they did not want federal funds to go back but they were not anticipating letting the OTO match the funds. Mr. McMahon stated he thought MoDOT's position on that is that MoDOT had realized that some LPAs across the state were better off than others. There are some LPAs out there that could pick it up so the funds so the funds

would not be returned, but that would not solve the problem. MoDOT wants to stay focused on the problem holistically.

**IV. Adjournment**

Mr. Martin made the motion to adjourn. Mr. Brown seconded and the meeting was adjourned at 2:35 p.m.

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES  
April 13, 2015**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting at its scheduled time.

Mr. Adam Humphrey, OTO Technical Planning Committee Chairman, called the electronic meeting of the OTO Technical Planning Committee to order at 9:00 a.m. Monday, April 13, 2015.

II.     New Business

A.   Add Item to Amendment Number 4 to the FY 2015-2018 Transportation Improvement Program

The following one project is proposed to be added to the 6 already recommended by the TPC:

\*New\* Route 65 Pavement Improvements at Sunshine (SP1502)

MoDOT has requested to add a project for diamond grinding on US 65. This is being added to the TIP so it can be let with several other projects, thereby creating cost savings. The total programmed amount for this project is \$74,000.

Mr. Rick Hess made the motion to amend TIP Amendment Number 4 and the motion was seconded by Mr. King Coltrin, and the motion carried unanimously. OTO received 14 votes from the Technical Planning Committee to recommend approval of the modified TIP amendment to the OTO Board of Directors.

Mr. Adam Humphrey, OTO Technical Planning Committee Chairman, adjourned the electronic meeting of the OTO Technical Planning Committee at 10:29 a.m. Monday, April 13, 2015.

**TAB 2**

## TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2015; ITEM II.A.

### Administrative Modification Numbers Four and Five to the FY 2015-2018 Transportation Improvement Program

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

#### AGENDA DESCRIPTION:

There are eleven total items included as part of Administrative Modifications Four and Five to the FY 2015-2018 Transportation Improvement Program.

#### **Administrative Modification 4**

##### *East Chestnut Expressway Railroad Overpass (SP1109)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)
- Minor changes to funding sources between federal categories or between state and local sources

Cost estimates were reduced for this project, plus BNSF added funding to the project.

#### **Administrative Modification 5**

##### 1) *Jackson and Main Street Sidewalks (EN1401)*

- Adding or deleting a project development phase of a project without major changes to the scope of the project

Funding was moved from construction into engineering, adding that phase of the project.

##### 2) *Annual On-Call Work Zone Enforcement (MO1601)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)
- Minor changes to funding sources between federal categories or between state and local sources

Funding was reduced in both state and federal funding categories, also reducing the overall cost of the project.

##### 3) *ITS Operations and Management (MO1603)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

Funding was added to support additional salary needs for the City of Springfield.

##### 4) *Annual Guardrail and Guard Cable Repair Program (MO1605)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

Funding was reduced in FY 2016 by \$4,000 MoDOT-AC and \$1,000 MoDOT.

##### 5) *ITS Operations and Management (MO1701)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

Funding was added to support additional salary needs for the City of Springfield.

##### 6) *ITS Operations and Management (MO1801)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

Funding was added to support additional salary needs for the City of Springfield.

- 7) *Route 160 and Route 14 Intersection Improvements (NX0906)*
  - Changes in project's programmed amount less than 15% (up to \$2,000,000)  
Funding was reduced in the MoDOT-AC and MoDOT funding types in FY 2016.
- 8) *Scoping for Interchange at Route 60 and Route 125 (RG0901)*
  - Change to years shown under Anticipated Year of Conversion
- 9) *Route 65 – Lake Springfield Bridge (SP1018)*
  - Changes in project's programmed amount less than 15% (up to \$2,000,000)  
Funding was increased for Engineering in FY 2016 and decreased for Construction in FY 2016, for a net change of \$94,000.
- 10) *Scoping for James River Freeway Capacity Improvements (SP1405)*
  - Change to years shown under Anticipated Year of Conversion

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

No action required. Informational only.



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

18 March 2015

Ms. Eva Voss  
Transportation Planning  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, Missouri 65102

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2015-2018 Transportation Improvement Program (TIP) on March 18, 2015. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which includes the following:

### Revisions:

- **Changes in project's programmed amount less than 15% (up to \$2,000,000)**
- **Minor changes to funding sources between federal categories or between state and local sources**

*East Chestnut Expressway Railroad Overpass (SP1109)*

Cost estimates were reduced for this project, plus BNSF added funding to the project.

Please let me know if you have any questions or need any other information.

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner



OZARKSTRANSPORTATION.ORG



## Transportation Improvement Program - FY 2015-2018

### Project Detail by Section and Project Number with Map

#### E) Roadways Section

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

**Route** Chestnut Expressway

**From** Chestnut Expressway

**To** BNSF Railway

**Location/Agency** City of Springfield

**Federal Agency** FHWA

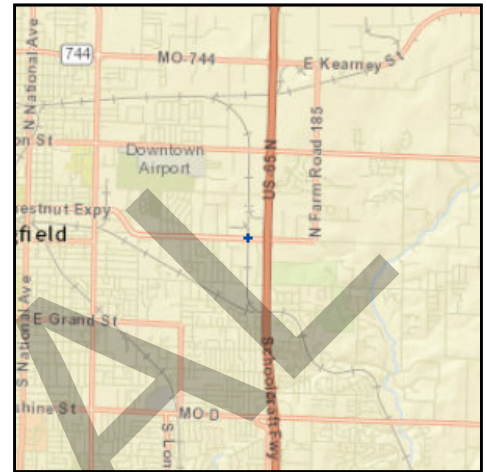
**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS), STP

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2015 and FY 2016

**STIP #** 8P2196



#### Project Description

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

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$429,000	\$0	\$0	\$0	\$429,000
FHWA (130)	Federal	CON	\$2,250,000	\$0	\$0	\$0	\$2,250,000
FHWA (STP-U)	Federal	CON	\$1,966,300	\$0	\$0	\$0	\$1,966,300
MoDOT	State	CON	\$1,004,140	\$0	\$0	\$0	\$1,004,140
MoDOT-AC	State	CON	\$4,016,560	\$0	\$0	\$0	\$4,016,560
MoDOT-GCSA	State	CON	\$750,000	\$0	\$0	\$0	\$750,000
<b>Totals</b>			<b>\$10,416,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,416,000</b>

#### Notes

Source of State Funds: State transportation revenues in statewide cost share program. Local Funds: Springfield 1/8-cent transportation sales tax. \$4,846,523 MoDOT Cost Share Program (\$969,305 State funds, \$3,877,218 State AC), \$2,000,000 Springfield Local, \$3,633,700 Springfield STP-U, \$400,000 Greene STP-U.

<b>Prior Cost</b>	\$4,651,400
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$15,067,400





# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

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

**Route** Chestnut Expressway

**From** Chestnut Expressway

**To** BNSF Railway

**Location/Agency** City of Springfield

**Federal Agency** FHWA

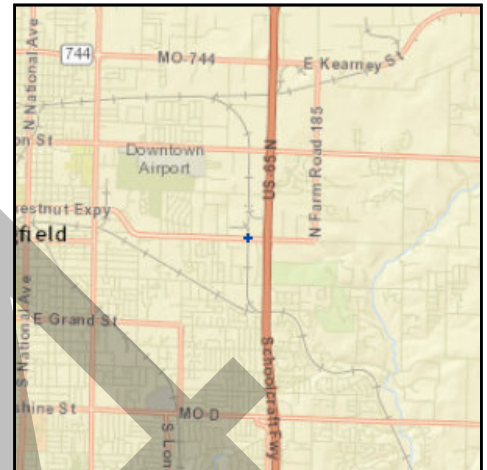
**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS), STP

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2015 and FY 2016

**STIP #** 8P2196



#### Project Description

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

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

#### Notes

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

<b>Prior Cost</b>	\$4,651,400
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$14,776,400

# FINANCIAL SUMMARY

## Roadways

YEARLY SUMMARY													
PROJECT	Federal						Local		State		Other	TOTAL	
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA			MoDOT-AC
FY 2015													
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,044	\$97,600	\$0	\$3,893,356	\$0	\$7,620,000
GR1010	\$0	\$911,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,000	\$0	\$9,071,000	\$0	\$12,351,000
GR1104	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$0	\$0	\$1,417,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$0	\$0	\$464,000
GR1402	\$0	\$0	\$0	\$168,800	\$1,049,967	\$0	\$0	\$0	\$105,200	\$1,048,968	\$0	\$126,065	\$2,469,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1502	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$1,200,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1404	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$784,000	\$0	\$980,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,800	\$0	\$1,323,200	\$0	\$1,654,000
MO1501	\$276,000	\$32,000	\$0	\$0	\$0	\$0	\$0	\$69,000	\$134,600	\$0	\$538,400	\$0	\$1,018,000
MO1503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,600	\$0	\$194,400	\$0	\$216,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,800	\$0	\$151,200	\$0	\$189,000
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000
MO1604	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$62,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
NX0601	\$949,612	\$0	\$0	\$0	\$0	\$0	\$0	\$1,188,388	\$0	\$0	\$0	\$0	\$2,138,000
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$43,200	\$0	\$54,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
SP1018	\$0	\$0	\$248,000	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$0	\$310,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
SP1109	\$1,506,000	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$1,398,400	\$750,000	\$3,877,600	\$343,000	\$10,125,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1114	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1209	\$0	\$0	\$0	\$469,915	\$0	\$0	\$0	\$124,979	\$0	\$0	\$0	\$0	\$624,894
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,200	\$0	\$352,800	\$0	\$441,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,800	\$0	\$1,567,200	\$0	\$1,959,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,000	\$0	\$932,000	\$0	\$1,165,000
SP1321	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$32,600	\$0	\$126,400	\$0	\$216,000
FY 2015 continued on next page													

FY 2015 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY													
PROJECT	FWHA (STP-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STP)	FWHA (130)	FWHA (HPP)	FWHA (BRO)	Local	MoDOT	State	MoDOT-AC	Other	TOTAL
								LOCAL		MoDOT-GCSA		OTHER	
FY 2015 continued													
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,200	\$0	\$480,800	\$0	\$601,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255,400	\$0	\$1,021,600	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,300	\$0	\$65,700	\$0	\$73,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$0	\$200,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,600	\$0	\$438,400	\$0	\$548,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,800	\$0	\$91,200	\$0	\$114,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,200	\$0	\$300,800	\$0	\$376,000
WI1301	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$1,000	\$0	\$4,000	\$0	\$5,000
WI1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL	\$7,108,612	\$1,000,600	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$3,891,595	\$6,466,300	\$1,879,968	\$25,449,256	\$469,065	\$52,310,878
FY 2016													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$2,000
GR1104	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$80,000	\$284,000	\$0	\$0	\$0	\$400,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$19,200	\$0	\$24,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$3,000
MO1601	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$3,000
MO1603	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$134,600	\$0	\$538,400	\$0	\$1,028,000
MO1604	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$108,900	\$38,800	\$0	\$155,200	\$0	\$1,089,000
MO1605	\$0	\$980,100	\$0	\$0	\$0	\$0	\$0	\$0	\$38,800	\$0	\$155,200	\$0	\$1,089,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
NX0906	\$1,307,001	\$0	\$0	\$0	\$0	\$0	\$0	\$326,750	\$362,000	\$0	\$1,448,000	\$0	\$3,443,751
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$0	\$7,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,000	\$0	\$164,000	\$0	\$205,000
SP1018	\$0	\$0	\$4,651,200	\$0	\$0	\$0	\$0	\$0	\$1,162,800	\$0	\$0	\$0	\$5,814,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$64,000	\$0	\$80,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$681,000	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$156,600	\$0	\$626,400	\$0	\$1,636,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,200	\$0	\$20,800	\$0	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$996,400	\$0	\$8,967,600	\$0	\$9,964,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,833,000	\$0	\$7,332,000	\$0	\$9,165,000
SP1415	\$734,000	\$0	\$0	\$0	\$0	\$0	\$0	\$184,000	\$74,000	\$0	\$298,000	\$0	\$1,290,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
SUBTOTAL	\$4,216,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$320,000	\$1,137,734	\$5,236,800	\$32,000	\$19,695,200	\$0	\$36,449,735

# FINANCIAL SUMMARY

## Roadways

YEARLY SUMMARY											
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	Federal		Local	State		ModDOT-AC	Other	TOTAL
				FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	Local	ModDOT	ModDOT-GCSA	OTHER
								LOCAL			
<b>FY 2017</b>											
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0
MO1201	\$0	\$80,100	\$0	\$0	\$0	\$0	\$0	\$0	\$8,900	\$0	\$0
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115,800	\$0	\$0
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$134,800	\$0	\$0
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,600	\$0	\$0
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$205,200	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,600	\$0	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,777	\$0	\$0
SP1405	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$271,823	\$164,800	\$0	\$0
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$659,200	\$0	\$0
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,714,708	\$0	\$0
SUBTOTAL	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$344,823	\$2,472,077	\$0	\$0
<b>FY 2018</b>											
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0
MO1801	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$0
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
SP1106	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$1,179,000	\$313,000	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$166,134	\$0	\$0	\$792,000	\$0	\$0
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
SUBTOTAL	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$1,254,000	\$1,526,000	\$0	\$0
GRAND TOTAL	\$13,005,905	\$2,113,500	\$4,899,200	\$768,715	\$3,751,967	\$166,134	\$1,824,800	\$6,628,152	\$15,701,177	\$1,911,968	\$489,065
											\$109,901,613

**FINANCIAL CONSTRAINT**

**Roadways**

	Federal Funding Source										MoDOT				State Operations and Maintenance	TOTAL
	STP-U	Safety	Bridge	STP	130	HPP	BRO	TOTAL Federal Funds	Local	Programmed Funds	Other	Programmed Funds		Other		
2015 Funds Programmed	\$7,108,612	\$1,000,600	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$14,154,694	\$3,891,595	\$33,795,524	\$469,065	\$36,525,006		\$469,065	\$6,525,006	\$58,835,884
2016 Funds Programmed	\$4,216,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$320,000	\$10,348,001	\$1,137,734	\$24,964,000	\$0	\$24,964,000		\$0	\$665,506	\$37,115,241
2017 Funds Programmed	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$1,461,392	\$344,823	\$11,186,785	\$0	\$11,186,785		\$0	\$6,788,616	\$19,781,516
2018 Funds Programmed	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$566,134	\$1,254,000	\$6,327,866	\$0	\$6,924,388		\$0	\$6,924,388	\$15,072,388
<b>Total</b>	<b>\$13,005,905</b>	<b>\$2,113,500</b>	<b>\$4,899,200</b>	<b>\$768,715</b>	<b>\$3,751,967</b>	<b>\$166,134</b>	<b>\$1,824,800</b>	<b>\$26,530,221</b>	<b>\$6,628,152</b>	<b>\$76,274,175</b>	<b>\$469,065</b>	<b>\$20,903,516</b>		<b>\$469,065</b>	<b>\$20,903,516</b>	<b>\$130,805,129</b>

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$-	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,414,570	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,999
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$48,956,653</b>	<b>\$39,513,839</b>	<b>\$32,038,246</b>	<b>\$20,475,649</b>	<b>\$19,951,621</b>	<b>\$160,996,208</b>
Prior Year Funding	\$-	\$48,956,653	\$33,995,268	\$30,116,007	\$31,155,063	\$-
Programmed State and Federal Funding	\$-	<b>(\$54,475,224)</b>	<b>(\$35,977,507)</b>	<b>(\$19,436,793)</b>	<b>(\$13,818,388)</b>	<b>(\$123,707,912)</b>
<b>TOTAL REMAINING</b>	<b>\$48,956,653</b>	<b>\$33,995,268</b>	<b>\$30,116,007</b>	<b>\$31,155,063</b>	<b>\$37,288,296</b>	<b>\$37,288,296</b>

Remaining State and Federal Funding	\$4,162,886
Remaining Suballocated STP-Urban/Small Urban	\$30,230,694
Remaining Suballocated BRM	\$2,894,716
<b>TOTAL REMAINING</b>	<b>\$37,288,296</b>



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

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

11 May 2015

Ms. Eva Voss  
Transportation Planning  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, Missouri 65102

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Five to the OTO FY 2015-2018 Transportation Improvement Program (TIP) on May 11, 2015. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is detailed on the following page.

Please let me know if you have any questions or need any other information.

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner



OZARKSTRANSPORTATION.ORG

## **Administrative Modification Number Five to the FY 2015-2018 Transportation Improvement Program**

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

#### **AGENDA DESCRIPTION:**

There are ten items included as part of Administrative Modification Five to the FY 2015-2018 Transportation Improvement Program.

1) *Jackson and Main Street Sidewalks (EN1401)*

- Adding or deleting a project development phase of a project without major changes to the scope of the project

Funding was moved from construction into engineering, adding that phase of the project.

2) *Annual On-Call Work Zone Enforcement (MO1601)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)
- Minor changes to funding sources between federal categories or between state and local sources

Funding was reduced in both state and federal funding categories, also reducing the overall cost of the project.

3) *ITS Operations and Management (MO1603)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

Funding was added to support additional salary needs for the City of Springfield.

4) *Annual Guardrail and Guard Cable Repair Program (MO1605)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

Funding was reduced in FY 2016 by \$4,000 MoDOT-AC and \$1,000 MoDOT.

5) *ITS Operations and Management (MO1701)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

Funding was added to support additional salary needs for the City of Springfield.

6) *ITS Operations and Management (MO1801)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

Funding was added to support additional salary needs for the City of Springfield.

7) *Route 160 and Route 14 Intersection Improvements (NX0906)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

Funding was reduced in the MoDOT-AC and MoDOT funding types in FY 2016.

8) *Scoping for Interchange at Route 60 and Route 125 (RG0901)*

- Change to years shown under Anticipated Year of Conversion

9) *Route 65 – Lake Springfield Bridge (SP1018)*

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

Funding was increased for Engineering in FY 2016 and decreased for Construction in FY 2016, for a net change of \$94,000.

10) *Scoping for James River Freeway Capacity Improvements (SP1405)*

- Change to years shown under Anticipated Year of Conversion



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### D) Bicycle & Pedestrian Section

**TIP #** EN1401 JACKSON AND MAIN STREET SIDEWALKS

**Route** BUSINESS 160

**From** MAIN ST

**To** EAST END OF BUSINESS DISTRICT

**Location/Agency** City of Willard

**Federal Agency** FHWA

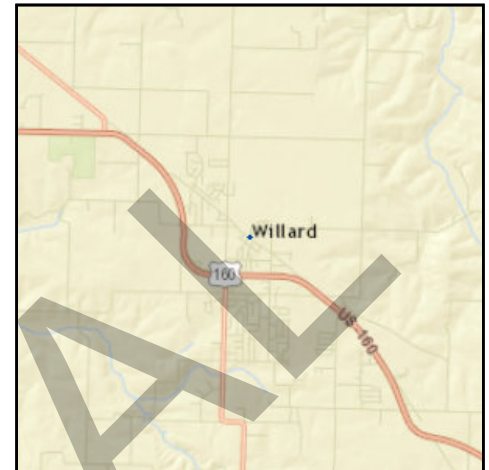
**Responsible Agency** City of Willard

**Federal Funding Category** STP-U

**MoDOT Funding Category**

**AC Year of Conv.**

**STIP #**



#### Project Description

Sidewalk replacement along Jackson St. and Main St.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	CON	\$48,300	\$0	\$0	\$0	\$48,300
LOCAL	Local	CON	\$12,075	\$0	\$0	\$0	\$12,075
<b>Totals</b>			<b>\$60,375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,375</b>

#### Notes

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$60,375





# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## D) Bicycle & Pedestrian Section

**TIP #** EN1401 JACKSON AND MAIN STREET SIDEWALKS

**Route** BUSINESS 160

**From** MAIN ST

**To** EAST END OF BUSINESS DISTRICT

**Location/Agency** City of Willard

**Federal Agency** FHWA

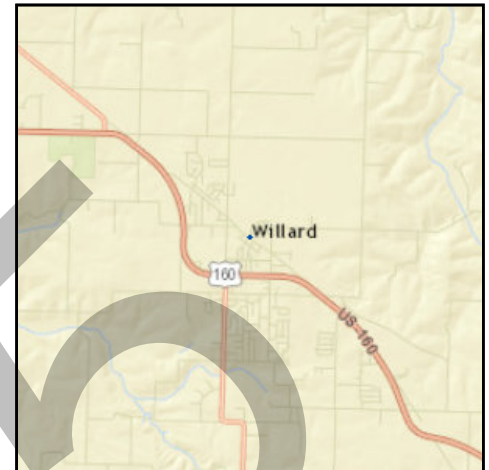
**Responsible Agency** City of Willard

**Federal Funding Category** STP-U

**MoDOT Funding Category**

**AC Year of Conv.**

**STIP #**



### Project Description

Sidewalk replacement along Jackson St. and Main St.

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

### Notes

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$60,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1601 ANNUAL ON-CALL WORK ZONE ENFORCEMENT

**Route** Various

**From** Various

**To** Various

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**AC Year of Conv.**

**STIP #** 8P2377



#### Project Description

On-call work zone enforcement in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$2,000	\$3,000	\$0	\$0	\$5,000
FHWA	Federal	PMT	\$0	\$50,000	\$0	\$0	\$50,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$53,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$55,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** MO1601 ANNUAL ON-CALL WORK ZONE ENFORCEMENT

**Route** Various

**From** Various

**To** Various

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**AC Year of Conv.**

**STIP #** 8P2377



### Project Description

On-call work zone enforcement in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$0	\$900	\$0	\$0	\$900
MoDOT	State	ENG	\$2,000	\$100	\$0	\$0	\$2,100
FHWA	Federal	PMT	\$0	\$46,000	\$0	\$0	\$46,000
MoDOT	State	CON	\$0	\$4,000	\$0	\$0	\$4,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$51,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$53,000</b>

### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$53,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** MO1603 ITS OPERATIONS AND MANAGEMENT  
**Route** N/A  
**From** N/A  
**To** N/A  
**Location/Agency** Area Wide  
**Federal Agency** FHWA  
**Responsible Agency** City of Springfield  
**Federal Funding Category** STP, STP-Urban  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.** FY 2017  
**STIP #** 8Q3000



### Project Description

Operations and management of OzarksTraffic Intelligent Transportation System in OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	PMT	\$0	\$284,000	\$0	\$0	\$284,000
LOCAL	Local	PMT	\$0	\$71,000	\$0	\$0	\$71,000
MoDOT	State	PMT	\$0	\$134,600	\$0	\$0	\$134,600
MoDOT-AC	State	PMT	\$0	\$538,400	\$0	\$0	\$538,400
<b>Totals</b>			<b>\$0</b>	<b>\$1,028,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,028,000</b>

### Notes

Source of State Funds: State transportation revenues. Source of Local Funds: City of Springfield 1/8-cent transportation sales tax.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,028,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1603 ITS OPERATIONS AND MANAGEMENT  
**Route** N/A  
**From** N/A  
**To** N/A  
**Location/Agency** Area Wide  
**Federal Agency** FHWA  
**Responsible Agency** City of Springfield  
**Federal Funding Category** STP, STP-Urban  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.** FY 2017  
**STIP #** 8Q3000



#### Project Description

Operations and management of OzarksTraffic Intelligent Transportation System in OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	PMT	\$0	\$300,000	\$0	\$0	\$300,000
LOCAL	Local	PMT	\$0	\$75,000	\$0	\$0	\$75,000
MoDOT	State	PMT	\$0	\$134,600	\$0	\$0	\$134,600
MoDOT-AC	State	PMT	\$0	\$538,400	\$0	\$0	\$538,400
<b>Totals</b>			<b>\$0</b>	<b>\$1,048,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,048,000</b>

#### Notes

Source of State Funds: State transportation revenues. Source of Local Funds: City of Springfield 1/8-cent transportation sales tax.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,048,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1605 ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM

**Route** Various

**From** Various

**To** Various

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** STP

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2017, FY 2018

**STIP #** 8P2245



#### Project Description

Job order contracting for guardrail and guard cable repair in OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$2,800	\$0	\$0	\$3,200
MoDOT-AC	State	ENG	\$1,600	\$11,200	\$0	\$0	\$12,800
MoDOT	State	CON	\$0	\$36,000	\$0	\$0	\$36,000
MoDOT-AC	State	CON	\$0	\$144,000	\$0	\$0	\$144,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$194,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$196,000</b>

#### Notes

Source of State Funds: State transportation revenues. Split from project MO1150.

<b>Prior Cost</b>	\$4,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$200,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1605 ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM

**Route** Various

**From** Various

**To** Various

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** STP

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2017, FY 2018

**STIP #** 8P2245



#### Project Description

Job order contracting for guardrail and guard cable repair in OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$2,800	\$0	\$0	\$3,200
MoDOT-AC	State	ENG	\$1,600	\$11,200	\$0	\$0	\$12,800
MoDOT	State	CON	\$0	\$35,000	\$0	\$0	\$35,000
MoDOT-AC	State	CON	\$0	\$140,000	\$0	\$0	\$140,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$189,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$191,000</b>

#### Notes

Source of State Funds: State transportation revenues. Split from project MO1150.

<b>Prior Cost</b>	\$4,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$195,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1701 ITS OPERATIONS AND MANAGEMENT  
**Route** N/A  
**From** N/A  
**To** N/A  
**Location/Agency** Area Wide  
**Federal Agency** FHWA  
**Responsible Agency** City of Springfield  
**Federal Funding Category** STP, STP-Urban  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.** FY 2018  
**STIP #** 8Q3001



#### Project Description

Operations and management of the Ozarks Traffic Intelligent Transportation System in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	PMT	\$0	\$0	\$292,000	\$0	\$292,000
LOCAL	Local	PMT	\$0	\$0	\$73,000	\$0	\$73,000
MoDOT	State	PMT	\$0	\$0	\$134,600	\$0	\$134,600
MoDOT-AC	State	PMT	\$0	\$0	\$538,400	\$0	\$538,400
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$1,038,000</b>	<b>\$0</b>	<b>\$1,038,000</b>

#### Notes

Source of State Funds: State transportation revenues. Source of Local Funds: City of Springfield 1/8-cent transportation sales tax.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,038,000





## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1701 ITS OPERATIONS AND MANAGEMENT  
**Route** N/A  
**From** N/A  
**To** N/A  
**Location/Agency** Area Wide  
**Federal Agency** FHWA  
**Responsible Agency** City of Springfield  
**Federal Funding Category** STP, STP-Urban  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.** FY 2018  
**STIP #** 8Q3001



#### Project Description

Operations and management of the Ozarks Traffic Intelligent Transportation System in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	PMT	\$0	\$0	\$315,000	\$0	\$315,000
LOCAL	Local	PMT	\$0	\$0	\$78,750	\$0	\$78,750
MoDOT	State	PMT	\$0	\$0	\$134,600	\$0	\$134,600
MoDOT-AC	State	PMT	\$0	\$0	\$538,400	\$0	\$538,400
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$1,066,750</b>	<b>\$0</b>	<b>\$1,066,750</b>

#### Notes

Source of State Funds: State transportation revenues. Source of Local Funds: City of Springfield 1/8-cent transportation sales tax.

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$1,066,750



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1801 ITS OPERATIONS AND MANAGEMENT  
**Route** N/A  
**From** N/A  
**To** N/A  
**Location/Agency** Area Wide  
**Federal Agency** FHWA  
**Responsible Agency** City of Springfield  
**Federal Funding Category** STP-U  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.** FY 2018  
**STIP #** 8Q3001



#### Project Description

Operations and management of the Ozarks Traffic Intelligent Transportation System in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	PMT	\$0	\$0	\$0	\$300,000	\$300,000
LOCAL	Local	PMT	\$0	\$0	\$0	\$75,000	\$75,000
MoDOT	State	PMT	\$0	\$0	\$0	\$134,600	\$134,600
MoDOT-AC	State	PMT	\$0	\$0	\$0	\$538,400	\$538,400
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,048,000</b>	<b>\$1,048,000</b>

#### Notes

Source of State Funds: State transportation revenues. Source of Local Funds: City of Springfield 1/8-cent transportation sales tax.

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$1,048,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1801 ITS OPERATIONS AND MANAGEMENT  
**Route** N/A  
**From** N/A  
**To** N/A  
**Location/Agency** Area Wide  
**Federal Agency** FHWA  
**Responsible Agency** City of Springfield  
**Federal Funding Category** STP-U  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.** FY 2018  
**STIP #** 8Q3001



#### Project Description

Operations and management of the Ozarks Traffic Intelligent Transportation System in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	PMT	\$0	\$0	\$0	\$331,000	\$331,000
LOCAL	Local	PMT	\$0	\$0	\$0	\$82,750	\$82,750
MoDOT	State	PMT	\$0	\$0	\$0	\$134,600	\$134,600
MoDOT-AC	State	PMT	\$0	\$0	\$0	\$538,400	\$538,400
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,086,750</b>	<b>\$1,086,750</b>

#### Notes

Source of State Funds: State transportation revenues. Source of Local Funds: City of Springfield 1/8-cent transportation sales tax.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,086,750



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP # NX0906** ROUTE 160 & ROUTE 14 INTERSECTION IMPROVEMENTS

**Route** Routes 160 and 14

**From** US 160

**To** Route 14

**Location/Agency** City of Nixa

**Federal Agency** FHWA

**Responsible Agency** City of Nixa

**Federal Funding Category** STP

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2017, FY 2018

**STIP #** 8P2219



#### Project Description

Complete designed intersection improvements at US 160 and Route 14.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$6,800	\$77,800	\$0	\$0	\$84,600
MoDOT-AC	State	ENG	\$27,200	\$311,200	\$0	\$0	\$338,400
MoDOT	State	ROW	\$4,000	\$0	\$0	\$0	\$4,000
MoDOT-AC	State	ROW	\$16,000	\$0	\$0	\$0	\$16,000
FHWA (STP-U)	Federal	CON	\$0	\$1,307,001	\$0	\$0	\$1,307,001
LOCAL	Local	CON	\$0	\$326,750	\$0	\$0	\$326,750
MoDOT	State	CON	\$0	\$284,200	\$0	\$0	\$284,200
MoDOT-AC	State	CON	\$0	\$1,136,800	\$0	\$0	\$1,136,800
<b>Totals</b>			<b>\$54,000</b>	<b>\$3,443,751</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,497,751</b>

#### Notes

Source of MoDOT Funds: State transportation revenues. Source of Local Funds: Nixa General Obligation Bond - paid by Nixa local sales tax. \$1,199,000 MoDOT Cost Share Funds.

<b>Prior Cost</b>	\$24,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,521,751



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP # NX0906** ROUTE 160 & ROUTE 14 INTERSECTION IMPROVEMENTS

**Route** Routes 160 and 14

**From** US 160

**To** Route 14

**Location/Agency** City of Nixa

**Federal Agency** FHWA

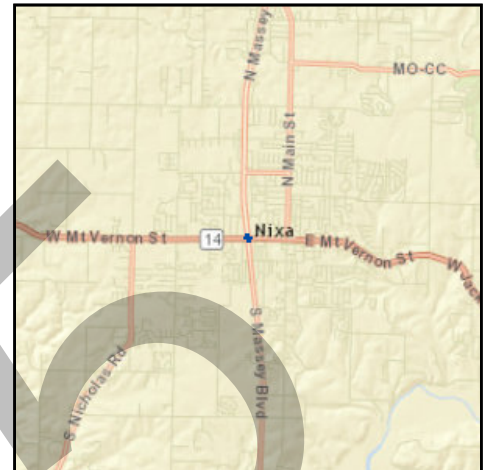
**Responsible Agency** City of Nixa

**Federal Funding Category** STP

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2017, FY 2018

**STIP #** 8P2219



#### Project Description

Complete designed intersection improvements at US 160 and Route 14.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$6,800	\$77,800	\$0	\$0	\$84,600
MoDOT-AC	State	ENG	\$27,200	\$311,200	\$0	\$0	\$338,400
MoDOT	State	ROW	\$4,000	\$0	\$0	\$0	\$4,000
MoDOT-AC	State	ROW	\$16,000	\$0	\$0	\$0	\$16,000
FHWA (STP-U)	Federal	CON	\$0	\$1,307,001	\$0	\$0	\$1,307,001
LOCAL	Local	CON	\$0	\$326,750	\$0	\$0	\$326,750
MoDOT	State	CON	\$0	\$266,400	\$0	\$0	\$266,400
MoDOT-AC	State	CON	\$0	\$1,065,600	\$0	\$0	\$1,065,600
<b>Totals</b>			<b>\$54,000</b>	<b>\$3,354,751</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,408,751</b>

#### Notes

Source of MoDOT Funds: State transportation revenues. Source of Local Funds: Nixa General Obligation Bond - paid by Nixa local sales tax. \$1,199,514 MoDOT Cost Share Funds.

<b>Prior Cost</b>	\$24,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,432,751



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** RG0901      **SCOPING FOR INTERCHANGE AT ROUTE 60 & ROUTE 125**

**Route** US 60 and Route 125

**From** Farm Road 213

**To** Farm Road 247

**Location/Agency** City of Rogersville

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2015, FY 2016, FY 2017, FY

**STIP #** 8P0683E



### Project Description

Scoping for interchange improvements at Rte. 125 and outer roads from Farm Road 213 to Farm Road 247.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$294,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$302,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** RG0901 **SCOPING FOR INTERCHANGE AT ROUTE 60 & ROUTE 125**

**Route** US 60 and Route 125

**From** Farm Road 213

**To** Farm Road 247

**Location/Agency** City of Rogersville

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2017, FY 2018, FY 2019

**STIP #** 8P0683E



### Project Description

Scoping for interchange improvements at Rte. 125 and outer roads from Farm Road 213 to Farm Road 247.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$294,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$302,000





# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1018      **ROUTE 65 - LAKE SPRINGFIELD BRIDGE**

**Route** US 65

**From** 0.6 mile south of Route 60

**To** Lake Springfield

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(Bridge)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.**

**STIP #** 8P2158



#### Project Description

Bridge improvements on northbound bridge over Lake Springfield, 0.6 miles south of Route 60.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$248,000	\$440,800	\$0	\$0	\$688,800
MoDOT	State	ENG	\$62,000	\$110,200	\$0	\$0	\$172,200
FHWA	Federal	CON	\$0	\$4,210,400	\$0	\$0	\$4,210,400
MoDOT	State	CON	\$0	\$1,052,600	\$0	\$0	\$1,052,600
<b>Totals</b>			<b>\$310,000</b>	<b>\$5,814,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,124,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$628,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$6,752,000





# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1018      **ROUTE 65 - LAKE SPRINGFIELD BRIDGE**

**Route** US 65

**From** 0.6 mile south of Route 60

**To** Lake Springfield

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(Bridge)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.**

**STIP #** 8P2158



#### Project Description

Bridge improvements on northbound bridge over Lake Springfield, 0.6 miles south of Route 60.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$248,000	\$578,400	\$0	\$0	\$826,400
MoDOT	State	ENG	\$62,000	\$144,600	\$0	\$0	\$206,600
FHWA	Federal	CON	\$0	\$4,148,000	\$0	\$0	\$4,148,000
MoDOT	State	CON	\$0	\$1,037,000	\$0	\$0	\$1,037,000
<b>Totals</b>			<b>\$310,000</b>	<b>\$5,908,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,218,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$628,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$6,846,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP # SP1405** SCOPING FOR JAMES RIVER FREEWAY CAPACITY IMPROVEMENTS

**Route** US 60

**From** Rte. 13

**To** Rte. 65

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2015, FY 2016, FY 2017, FY

**STIP #** 8P3032



### Project Description

Scoping for capacity improvements on James River Freeway from Rte. 13 (Kansas Expressway) to Rte. 65.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

### Notes

Source of State Funds: MoDOT operating budget.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$10,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP # SP1405** SCOPING FOR JAMES RIVER FREEWAY CAPACITY IMPROVEMENTS

**Route** US 60

**From** Rte. 13

**To** Rte. 65

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2017, FY 2018, FY 2019

**STIP #** 8P3032



### Project Description

Scoping for capacity improvements on James River Freeway from Rte. 13 (Kansas Expressway) to Rte. 65.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>

### Notes

Source of State Funds: MoDOT operating budget.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$10,000

# FINANCIAL SUMMARY

## Bicycle & Pedestrian

### YEARLY SUMMARY

PROJECT	FHWA (STP)	FHWA (STP-U)	FHWA (TE)	FHWA (TAP)	Local LOCAL	MoDOT	State MoDOT-AC	TOTAL
<b>FY 2015</b>								
EN1302	\$0	\$0	\$0	\$240,000	\$60,000		\$0	\$300,000
EN1305	\$0	\$0	\$220,413	\$0	\$179,587		\$0	\$400,000
EN1306	\$0	\$0	\$320,000	\$0	\$80,000		\$0	\$400,000
EN1307	\$0	\$0	\$200,000	\$0	\$50,000		\$0	\$250,000
EN1401	\$0	\$48,000	\$0	\$0	\$12,000		\$0	\$60,000
EN1502	\$0	\$0	\$0	\$0	\$0	\$194,800	\$779,200	\$974,000
EN1503	\$0	\$0	\$0	\$122,966	\$30,742	\$0	\$0	\$153,708
EN1504	\$0	\$0	\$0	\$141,635	\$35,409	\$0	\$0	\$177,044
EN1505	\$0	\$0	\$0	\$40,034	\$10,009	\$0	\$0	\$50,043
EN1506	\$0	\$0	\$0	\$250,000	\$141,176	\$0	\$0	\$391,176
EN1507	\$0	\$0	\$0	\$192,680	\$48,170	\$0	\$0	\$240,850
EN1508	\$0	\$0	\$0	\$250,000	\$179,000	\$0	\$0	\$429,000
EN1509	\$0	\$0	\$0	\$250,000	\$280,000	\$0	\$0	\$530,000
EN1510	\$0	\$0	\$0	\$250,000	\$62,500	\$0	\$0	\$312,500
EN1511	\$0	\$0	\$0	\$160,000	\$40,000	\$0	\$0	\$200,000
EN1512	\$0	\$0	\$0	\$133,080	\$33,270	\$0	\$0	\$166,350
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$0	\$118,600	\$474,400	\$593,000
SP1414	\$69,000	\$0	\$175,000	\$0	\$30,000	\$31,000	\$0	\$305,000
SUBTOTAL	\$69,000	\$48,000	\$915,413	\$2,030,395	\$1,271,863	\$349,400	\$1,273,600	\$5,957,671
<b>FY 2016</b>								
EN1601	\$0	\$0	\$192,000	\$0	\$0	\$48,000	\$0	\$240,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$192,000	\$0	\$0	\$53,000	\$20,000	\$265,000
<b>FY 2017</b>								
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
<b>FY 2018</b>								
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
GRAND TOTAL	\$69,000	\$48,000	\$1,107,413	\$2,030,395	\$1,271,863	\$412,400	\$1,333,600	\$6,272,671

## Bicycle & Pedestrian

## Ozarks Transportation Organization

# FINANCIAL SUMMARY

## Roadways

YEARLY SUMMARY													
PROJECT	Federal							Local	State		Other	TOTAL	
	FWHA (STP-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STP)	FWHA (130)	FWHA (HPP)	FWHA (BRO)		MoDOT	MoDOT-GCSA			MoDOT-AC
FY 2015													
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,044	\$97,600	\$0	\$3,893,356	\$0	\$7,620,000
GR1010	\$0	\$911,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,000	\$0	\$9,071,000	\$0	\$12,351,000
GR1104	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$0	\$0	\$1,417,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$0	\$0	\$464,000
GR1402	\$0	\$0	\$0	\$168,800	\$1,049,967	\$0	\$0	\$0	\$105,200	\$1,048,968	\$0	\$126,065	\$2,469,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1502	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$1,200,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1404	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$784,000	\$0	\$980,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,800	\$0	\$1,323,200	\$0	\$1,654,000
MO1501	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$134,600	\$0	\$538,400	\$0	\$1,018,000
MO1504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,600	\$21,600	\$0	\$194,400	\$0	\$216,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,800	\$0	\$151,200	\$0	\$189,000
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000
MO1604	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$62,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
NX0601	\$949,612	\$0	\$0	\$0	\$0	\$0	\$0	\$1,188,388	\$0	\$0	\$0	\$0	\$2,138,000
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$43,200	\$0	\$54,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$400	\$0	\$1,600	\$0	\$2,000
SP1018	\$0	\$0	\$248,000	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$0	\$50,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
SP1109	\$1,506,000	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$1,398,400	\$750,000	\$3,877,600	\$343,000	\$10,125,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1114	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$124,979	\$0	\$0	\$0	\$0	\$624,894
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,200	\$0	\$352,800	\$0	\$441,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,800	\$0	\$1,567,200	\$0	\$1,959,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,000	\$0	\$932,000	\$0	\$1,165,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$47,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$32,600	\$0	\$126,400	\$0	\$216,000
FY 2015 continued on next page													

FY 2015 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY													
PROJECT	Federal						Local		State			Other	TOTAL
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC		
FY 2015 continued													
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,200	\$0	\$480,800	\$0	\$601,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255,400	\$0	\$1,021,600	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,300	\$0	\$65,700	\$0	\$73,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$0	\$200,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,600	\$0	\$438,400	\$0	\$548,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,800	\$0	\$91,200	\$0	\$114,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,200	\$0	\$300,800	\$0	\$376,000
WI1301	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
WI1501	\$7,108,612	\$1,000,600	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$3,891,595	\$6,466,300	\$1,879,968	\$25,449,256	\$469,065	\$52,310,878
SUBTOTAL													
FY 2016													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1104	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$80,000	\$0	\$0	\$0	\$0	\$400,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$0	\$0	\$3,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$19,200	\$0	\$24,000
MO1601	\$0	\$46,900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,100	\$0	\$0	\$0	\$51,000
MO1603	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$538,400	\$0	\$1,048,000
MO1604	\$0	\$980,100	\$0	\$0	\$0	\$0	\$0	\$0	\$108,900	\$0	\$0	\$0	\$1,089,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,600	\$0	\$151,200	\$0	\$188,800
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
NX0906	\$1,307,001	\$0	\$0	\$0	\$0	\$0	\$0	\$326,750	\$344,200	\$0	\$1,376,800	\$0	\$3,354,751
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$0	\$7,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,000	\$0	\$164,000	\$0	\$205,000
SP1018	\$0	\$0	\$4,726,400	\$0	\$0	\$0	\$0	\$0	\$1,181,600	\$0	\$0	\$0	\$5,908,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$64,000	\$0	\$80,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$681,000	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$156,600	\$0	\$626,400	\$0	\$1,636,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,200	\$0	\$20,800	\$0	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$996,400	\$0	\$8,967,600	\$0	\$9,964,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,833,000	\$0	\$7,332,000	\$0	\$9,165,000
SP1415	\$734,000	\$0	\$0	\$0	\$0	\$0	\$0	\$184,000	\$74,000	\$0	\$298,000	\$0	\$1,290,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
SUBTOTAL	\$4,232,001	\$1,029,700	\$4,726,400	\$0	\$128,000	\$0	\$320,000	\$1,141,734	\$5,237,900	\$32,000	\$19,620,000	\$0	\$36,467,735

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY													
PROJECT	Federal							Local LOCAL	State		Other OTHER	TOTAL	
	FWHA (STP-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STP)	FWHA (130)	FWHA (HPP)	FWHA (BRO)		MoDOT	MoDOT-GCSA			MoDOT-AC
FY 2017													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$90,100	\$0	\$0	\$0	\$0	\$0	\$0	\$8,900	\$0	\$0	\$0	\$98,900
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115,800	\$0	\$4,463,200	\$0	\$5,579,000
MO1701	\$315,000	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$134,600	\$0	\$538,400	\$0	\$1,066,750
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$0	\$200,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,600	\$0	\$270,400	\$0	\$338,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$205,200	\$0	\$820,800	\$0	\$1,026,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,600	\$0	\$366,400	\$0	\$458,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$271,823	\$326,777	\$0	\$1,305,108	\$0	\$2,993,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$659,200	\$0	\$824,000
SUBTOTAL	\$1,404,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$350,573	\$2,472,077	\$0	\$8,714,708	\$0	\$13,021,750
FY 2018													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1801	\$331,000	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$134,600	\$0	\$538,400	\$0	\$1,066,750
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1106	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$1,179,000	\$313,000	\$0	\$1,252,000	\$0	\$2,844,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$166,134	\$0	\$0	\$792,000	\$0	\$3,001,866	\$0	\$3,960,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SUBTOTAL	\$331,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$1,261,750	\$1,526,000	\$0	\$4,801,866	\$0	\$6,186,750
GRAND TOTAL	\$13,075,905	\$2,110,400	\$4,974,400	\$768,715	\$3,751,967	\$166,134	\$1,824,800	\$6,646,652	\$15,702,277	\$1,911,968	\$56,595,830	\$469,065	\$109,987,113



# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source										MoDOT				State	
	STP-U	Safety	Bridge	STP	130	HPP	BRO	TOTAL Federal Funds	Local	Programmed Funds	Other	Operations and Maintenance	TOTAL			
2015 Funds Programmed	\$7,108,612	\$1,000,600	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$14,154,694	\$3,891,595	\$33,795,524	\$469,065	\$6,525,006	\$58,835,884			
2016 Funds Programmed	\$4,232,001	\$1,029,700	\$4,726,400	\$0	\$128,000	\$0	\$320,000	\$10,436,101	\$1,141,734	\$24,889,900	\$0	\$665,506	\$37,133,241			
2017 Funds Programmed	\$1,404,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$1,484,392	\$350,573	\$11,186,785	\$0	\$6,788,616	\$19,810,366			
2018 Funds Programmed	\$331,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$597,134	\$1,261,750	\$6,327,866	\$0	\$6,924,388	\$15,111,138			
<b>Total</b>	<b>\$13,075,905</b>	<b>\$ 2,110,400</b>	<b>\$ 4,974,400</b>	<b>\$ 768,715</b>	<b>\$ 3,751,967</b>	<b>\$ 166,134</b>	<b>\$ 1,824,800</b>	<b>\$ 26,672,321</b>	<b>\$ 6,645,652</b>	<b>\$ 76,200,075</b>	<b>\$ 469,065</b>	<b>\$ 20,903,516</b>	<b>\$130,890,629</b>			

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$ -	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,410,663	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,999
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$48,956,653</b>	<b>\$39,513,839</b>	<b>\$32,038,246</b>	<b>\$20,475,649</b>	<b>\$19,951,621</b>	<b>\$160,996,208</b>
Prior Year Funding	\$ -	\$48,956,653	\$33,995,268	\$30,102,007	\$31,118,063	-
Programmed State and Federal Funding	\$ -	<b>(\$54,475,224)</b>	<b>(\$35,991,507)</b>	<b>(\$19,469,793)</b>	<b>(\$13,849,388)</b>	<b>(\$123,775,912)</b>
<b>TOTAL REMAINING</b>	<b>\$48,956,653</b>	<b>\$33,995,268</b>	<b>\$30,102,007</b>	<b>\$31,118,063</b>	<b>\$37,220,296</b>	<b>\$37,220,296</b>

Remaining State and Federal Funding	\$4,164,886
Remaining Suballocated STP-Urban/Small Urban	\$30,160,694
Remaining Suballocated BRM	\$2,894,716
<b>TOTAL REMAINING</b>	<b>\$37,220,296</b>

**TAB 3**

## **TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2015; ITEM II.B.**

### **Amendment Number Five to the FY 2015-2018 Transportation Improvement Program**

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

##### **AGENDA DESCRIPTION:**

There are twenty-eight items included as part of Amendment Number Five to the FY 2015-2018 Transportation Improvement Program, requested by MoDOT. Many are updates to correspond with the FY 2016-2020 Statewide Transportation Improvement Program, including nine new projects.

1. **\*Update\* Enhancement Projects at Various Locations (EN1601)**  
Updated to Route 14 ADA Improvements in Christian County, specifying the locations, for a total programmed amount of \$277,000 (increased from \$240,000).
2. **\*Update\* Route 13 Bridges over Radio Lane (GR1408)**  
Change from scoping to construction for the Route 13 bridges over Radio Lane for a total programmed amount of \$1,516,000 (increased from \$4,000).
3. **\*Update\* Safety Improvements on Various Minor Routes (MO1201)**  
Changed to be more specific as High Friction Surface treatment on Highway 14 at Richwood Road with a total programmed amount of \$76,000 (reduced from \$94,000).
4. **\*Update\* Pavement Improvements on Various Major Routes (MO1404)**  
Changed to be more specific as Kansas Expressway Pavement Improvements at I-44 for a total programmed amount of \$277,000 (reduced from \$5,607,000).
5. **\*Update\* Annual Guardrail and Guard Cable Repair Program (MO1505)**  
Funding updated and moved to FY 2018 for a total programmed amount of \$202,000 (increased from \$189,000).
6. **\*Update\* Glenstone Avenue Safety Improvements (MO1604)**  
Addition of right-of-way, plus some other funding changes in FY 2016 for a total programmed amount of \$852,000 (reduced from \$1,151,000).
7. **\*Update\* Annual Guardrail and Guard Cable Repair Program (MO1705)**  
Change from MoDOT-AC to Federal Funding for a total programmed amount of \$198,000 (reduced from \$204,000).
8. **\*Update\* Route 60 and Route 125 Intersection (RG1201)**  
Change from MoDOT-AC to Federal Funding for a total programmed amount of \$5,000 (reduced from \$347,000).
9. **\*Update\* Pavement Improvements on Route 60 in Republic (RP1401)**  
Change from MoDOT-AC to Federal Funding for a total programmed amount of \$225,000 (increased from \$207,000).

10. \*Update\* Eastgate Avenue Relocation (SP1106)  
Change in funding categories and funding amounts for a total programmed amount of \$2,775,800 (reduced from \$2,853,000).
11. \*Update\* Route 65 Southbound Bridge over I-44 (SP1112)  
Change in funding categories and a reduction in total estimated cost for a programmed amount of \$3,971,000 (reduced from \$4,192,000).
12. \*Update\* Evans Road Bridge over Route 65 (SP1204)  
Change from MoDOT-AC to Federal Funding for a total programmed amount of \$941,800 (reduced from \$1,030,000).
13. \*Update\* Intersection Improvements at Kearney Street and Packer Avenue (SP1323)  
Change in funding categories and a reduction in total estimated cost for a programmed amount of \$1,810,000 (reduced from 1,852,000).
14. \*Update\* Signal Replacement Program O Kansas Expressway (SP1401)  
Change from MoDOT-AC to Federal Funding for a total programmed amount of \$537,000 (increased from \$489,000).
15. \*Update\* Payment for Traffic Sensing Equipment at Various Locations (SP1403)  
Change from MoDOT-AC to Federal Funding for a total programmed amount of \$602,000 (increased from \$601,000).
16. \*Update\* I-44 Pavement Improvements (SP1409)  
Change from MoDOT-AC to Federal Funding for a total programmed amount of \$8,423,000 (decreased from \$10,037,000).
17. \*Update\* Route 65 Improvements (SP1410)  
Update in cost estimates for a total programmed amount of \$14,716,000 (increased from \$9,365,000).
18. \*Update\* Route 65 and Division Street Interchange (SP1415)  
Change in funding categories and an increase in total estimated cost for a programmed amount of \$4,488,000 (reduced from \$4,397,000).
19. \*Update\* Willard Intersection Improvements (WI1301)  
Change in funding categories and a reduction in total estimated cost for a programmed amount of \$859,000 (reduced from \$879,000).
20. \*New\* I-44 Pavement Improvements East of Strafford (GR1602)  
Pavement improvements on disconnected sections of I-44 from 0.5 mile east of Rte. 125 to the Webster County line for a total programmed amount of \$575,000.
21. \*New\* I-44 Pavement Repair (MO1606)  
Job Order Contracting for I-44 pavement repair in the Ozarks Transportation Organization area for a total programmed amount of \$216,000.

22. **\*New\*** Resurfacing on Various Primary Routes (MO1607)  
Pavement improvements on primary routes in the OTO area for a total programmed amount of \$51,000.
23. **\*New\*** Annual On-Call Work Zone Enforcement Program (MO1608)  
On-call work zone enforcement in the OTO area for a total programmed amount of \$45,000.
24. **\*New\*** Scoping for Bridge Improvements (MO1609)  
Scoping for bridge improvements in the OTO area for a total programmed amount of \$30,000.
25. **\*New\*** Scoping for Various Safety Improvements (MO1610)  
Scoping for safety improvements at various locations in the OTO area for a total programmed amount of \$30,000.
26. **\*New\*** Scoping for Resurfacing on Various Primary Routes (MO1611)  
Scoping for pavement improvements on primary routes in the OTO area for a total programmed amount of \$30,000.
27. **\*New\*** James River Freeway Pavement Improvements (SP1601)  
Pavement improvements from Route 13 to 0.7 miles west of Route 65 on Springfield for a total programmed amount of \$352,000.
28. **\*New\*** Route 65 Pavement Improvements in Springfield (SP1602)  
Route 65 pavement improvements from north of Valley Water Mill to Route 60 for a total programmed amount of \$8,673,000.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee make one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 5 to the FY 2015-2018 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 5 to the FY 2015-2018 Transportation Improvement Program, with these changes...”



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## D) Bicycle & Pedestrian Section

**TIP # EN1601**      ENHANCEMENT PROJECTS AT VARIOUS LOCATIONS

**Route**      Various

**From**

**To**

**Location/Agency**      Area Wide

**Federal Agency**      FHWA

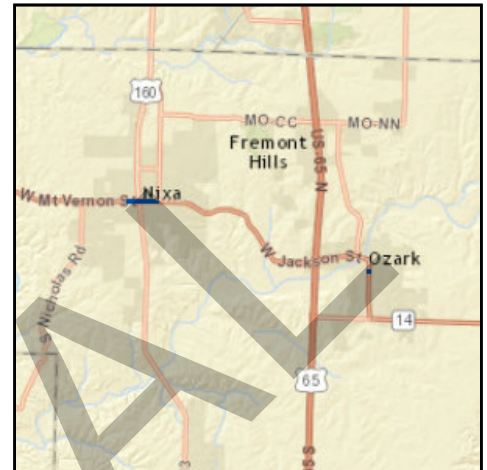
**Responsible Agency**      MoDOT

**Federal Funding Category**      STP/TE

**MoDOT Funding Category**      Taking Care of the System

**AC Year of Conv.**

**STIP #**      0P3011I



### Project Description

Enhancement projects at various locations in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TE)	Federal	CON	\$0	\$192,000	\$0	\$0	\$192,000
MoDOT	State	CON	\$0	\$48,000	\$0	\$0	\$48,000
<b>Totals</b>			<b>\$0</b>	<b>\$240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>

### Notes

\$240,000 Statewide Transportation Enhancement funds.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$240,000



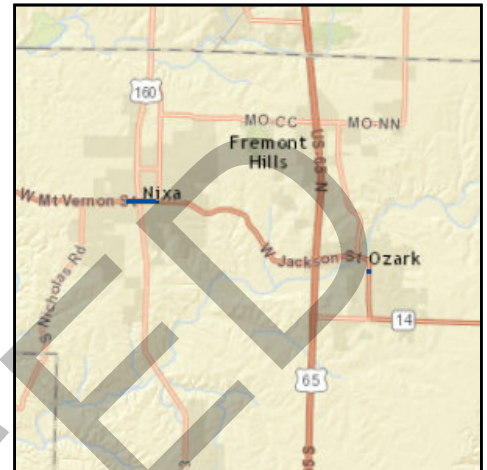
## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### D) Bicycle & Pedestrian Section

**TIP # EN1601** ROUTE 14 ADA IMPROVEMENTS IN CHRISTIAN COUNTY

**Route** 14  
**From** Ellen Street  
**To** Walnut Street  
**Location/Agency** Christian County  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** STP/TE  
**MoDOT Funding Category** Taking Care of the System  
**AC Year of Conv.**  
**STIP #** 0P3011I



#### Project Description

ADA improvements at various locations from Ellen St. to Main St. in Nixa and from Church St. to Walnut St. in Ozark.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$0	\$29,600	\$0	\$0	\$29,600
MoDOT	State	ENG	\$0	\$7,400	\$0	\$0	\$7,400
FHWA (TE)	Federal	CON	\$0	\$192,000	\$0	\$0	\$192,000
MoDOT	State	CON	\$0	\$48,000	\$0	\$0	\$48,000
<b>Totals</b>			<b>\$0</b>	<b>\$277,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$277,000</b>

#### Notes

Source of Funds: State transportation revenue.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$277,000



## Transportation Improvement Program - FY 2015-2018

### Project Detail by Section and Project Number with Map

#### E) Roadways Section

**TIP #** GR1408      **SCOPING FOR ROUTE 13 BRIDGES OVER RADIO LANE**

**Route** Route 13

**From** Route 13

**To** over 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, FY 2016

**STIP #** 8P3039



#### Project Description

Scoping for bridge improvements on Route 13 over Radio Lane.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$400	\$0	\$0	\$800
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$0	\$0	\$3,200
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$6,000





# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP # GR1408** ROUTE 13 BRIDGES OVER RADIO LANE

**Route** Route 13

**From** Route 13

**To** over Radio Lane

**Location/Agency** Greene County

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(Bridge)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016, FY 2017

**STIP #** 8P3039



#### Project Description

Bridge improvements on Route 13 over Radio Lane.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$0	\$150,400	\$0	\$0	\$150,400
MoDOT	State	ENG	\$400	\$37,600	\$0	\$0	\$38,000
MoDOT-AC	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
FHWA	Federal	CON	\$0	\$1,060,800	\$0	\$0	\$1,060,800
MoDOT	State	CON	\$0	\$265,200	\$0	\$0	\$265,200
<b>Totals</b>			<b>\$2,000</b>	<b>\$1,514,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,516,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,518,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1201 SAFETY IMPROVEMENTS ON VARIOUS MINOR ROUTES

**Route** Various

**From** N/A

**To** N/A

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**AC Year of Conv.**

**STIP #** 8P2383



#### Project Description

Safety improvements on various minor routes in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$1,800	\$2,700	\$32,400	\$0	\$36,900
MoDOT	State	ENG	\$200	\$300	\$3,600	\$0	\$4,100
FHWA	Federal	CON	\$0	\$0	\$47,700	\$0	\$47,700
MoDOT	State	CON	\$0	\$0	\$5,300	\$0	\$5,300
<b>Totals</b>			<b>\$2,000</b>	<b>\$3,000</b>	<b>\$89,000</b>	<b>\$0</b>	<b>\$94,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$7,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$101,000



## Transportation Improvement Program - FY 2015-2018

### Project Detail by Section and Project Number with Map

#### E) Roadways Section

**TIP #** MO1201      **HIGH FRICTION SURFACE AT RICHWOOD ROAD**

**Route** 14

**From** N/A

**To** N/A

**Location/Agency** City of Nixa

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**AC Year of Conv.**

**STIP #** 8P2383

No Map  
Available

#### Project Description

High friction surface treatment on Route 14 curves near Richwood Valley Road.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$1,800	\$6,400	\$0	\$0	\$8,200
MoDOT	State	ENG	\$200	\$1,600	\$0	\$0	\$1,800
FHWA	Federal	CON	\$0	\$59,400	\$0	\$0	\$59,400
MoDOT	State	CON	\$0	\$6,600	\$0	\$0	\$6,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$74,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$76,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$7,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$83,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1404 PAVEMENT IMPROVEMENTS ON VARIOUS MAJOR ROUTES

**Route** Various

**From** N/A

**To** N/A

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2017, FY 2018

**STIP #** 8P3035



#### Project Description

Pavement improvements on various major routes in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$4,800	\$44,600	\$0	\$49,800
MoDOT-AC	State	ENG	\$1,600	\$19,200	\$178,400	\$0	\$199,200
MoDOT	State	CON	\$0	\$0	\$1,071,200	\$0	\$1,071,200
MoDOT-AC	State	CON	\$0	\$0	\$4,284,800	\$0	\$4,284,800
<b>Totals</b>			<b>\$2,000</b>	<b>\$24,000</b>	<b>\$5,579,000</b>	<b>\$0</b>	<b>\$5,605,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$5,607,000



## Transportation Improvement Program - FY 2015-2018

### Project Detail by Section and Project Number with Map

#### E) Roadways Section

**TIP #** MO1404 KANSAS EXPWY PAVEMENT IMPROVEMENTS AT I-44

**Route** 13

**From** Norton Road

**To** Evergreen Street

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2017, FY 2018

**STIP #** 8P3035

No Map  
Available

#### Project Description

Pavement improvements on Kansas Expressway (Route 13) from Norton Road to Evergreen Street.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$12,800	\$0	\$0	\$12,800
MoDOT	State	ENG	\$400	\$3,200	\$0	\$0	\$3,600
MoDOT-AC	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
FHWA (NHPP)	Federal	CON	\$0	\$0	\$207,200	\$0	\$207,200
MoDOT	State	CON	\$0	\$0	\$51,800	\$0	\$51,800
<b>Totals</b>			<b>\$2,000</b>	<b>\$16,000</b>	<b>\$259,000</b>	<b>\$0</b>	<b>\$277,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$279,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** MO1505 ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM

**Route** Various

**From** Various

**To** Various

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** STP

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2017

**STIP #** 8P2243



### Project Description

Job order contracting for guardrail and guard cable repair in OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$2,800	\$0	\$0	\$0	\$2,800
MoDOT-AC	State	ENG	\$11,200	\$0	\$0	\$0	\$11,200
MoDOT	State	CON	\$35,000	\$0	\$0	\$0	\$35,000
MoDOT-AC	State	CON	\$140,000	\$0	\$0	\$0	\$140,000
<b>Totals</b>			<b>\$189,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$189,000</b>

### Notes

Source of State Funds: State transportation revenues. Split from MO1150.

<b>Prior Cost</b>	\$4,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$193,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1505 ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM

**Route** Various

**From** Various

**To** Various

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** STP

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.**

**STIP #** 8P2243



#### Project Description

Job order contracting for guardrail and guard cable repair in OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$0	\$800	\$0	\$10,400	\$11,200
MoDOT	State	ENG	\$1,000	\$200	\$0	\$2,600	\$3,800
FHWA (STP)	Federal	CON	\$0	\$0	\$800	\$148,800	\$149,600
MoDOT	State	CON	\$0	\$0	\$200	\$37,200	\$37,400
<b>Totals</b>			<b>\$1,000</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$199,000</b>	<b>\$202,000</b>

#### Notes

Source of State Funds: State transportation revenues. Split from MO1150.

<b>Prior Cost</b>	\$4,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$206,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** MO1604 **GLENSTONE AVENUE SAFETY IMPROVEMENTS**

**Route** Bus. 65, Loop 44

**From** I-44

**To** Battlefield Road

**Location/Agency** City of Springfield

**Federal Agency** FHWA

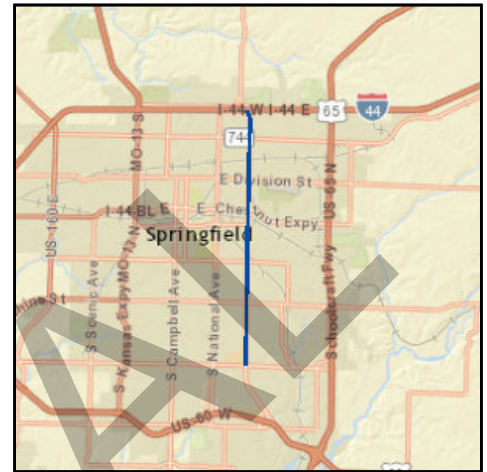
**Responsible Agency** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**AC Year of Conv.**

**STIP #** 8P3023



### Project Description

Safety improvements on various sections of Glenstone Avenue from I-44 to Battlefield Road.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$55,800	\$90,900	\$0	\$0	\$146,700
MoDOT	State	ENG	\$6,200	\$10,100	\$0	\$0	\$16,300
FHWA	Federal	CON	\$0	\$889,200	\$0	\$0	\$889,200
MoDOT	State	CON	\$0	\$98,800	\$0	\$0	\$98,800
<b>Totals</b>			<b>\$62,000</b>	<b>\$1,089,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,151,000</b>

### Notes

Source of State Funds: State transportation revenues. \$959,000 Open Container Program funds.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,151,000





# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1604      **GLENSTONE AVENUE SAFETY IMPROVEMENTS**

**Route** Bus. 65, Loop 44

**From** I-44

**To** Battlefield Road

**Location/Agency** City of Springfield

**Federal Agency** FHWA

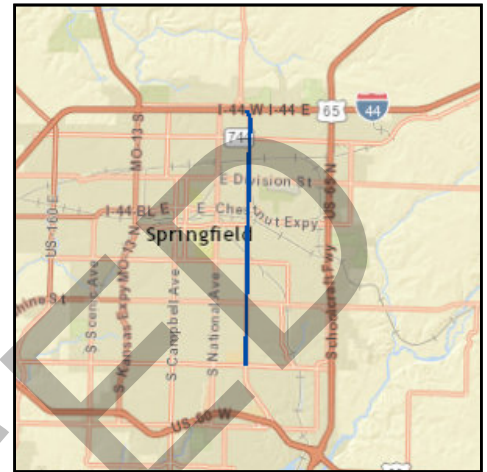
**Responsible Agency** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**AC Year of Conv.**

**STIP #** 8P3023



#### Project Description

Safety improvements on various sections of Glenstone Avenue from I-44 to Battlefield Road.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$55,800	\$80,100	\$0	\$0	\$135,900
MoDOT	State	ENG	\$6,200	\$8,900	\$0	\$0	\$15,100
FHWA	Federal	ROW	\$0	\$0	\$4,500	\$0	\$4,500
MoDOT	State	ROW	\$0	\$0	\$500	\$0	\$500
FHWA	Federal	CON	\$0	\$626,400	\$0	\$0	\$626,400
MoDOT	State	CON	\$0	\$69,600	\$0	\$0	\$69,600
<b>Totals</b>			<b>\$62,000</b>	<b>\$785,000</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$852,000</b>

#### Notes

Source of State Funds: State transportation revenues. \$701,000 Open Container Program funds.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$852,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1705 ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM

**Route** Various

**From** Various

**To** Various

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** STP

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2017, FY 2018

**STIP #** 8P3009



#### Project Description

Job order contracting for guardrail and guard cable repair in OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$400	\$2,800	\$0	\$3,600
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$11,200	\$0	\$14,400
MoDOT	State	CON	\$0	\$0	\$37,200	\$0	\$37,200
MoDOT-AC	State	CON	\$0	\$0	\$148,800	\$0	\$148,800
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$204,000</b>

#### Notes

Source of MoDOT Funds: State transportation revenues.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$206,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1705 ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM

**Route** Various

**From** Various

**To** Various

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** STP

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.**

**STIP #** 8P3009



#### Project Description

Job order contracting for guardrail and guard cable repair in OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$0	\$1,600	\$11,200	\$0	\$12,800
MoDOT	State	ENG	\$400	\$400	\$2,800	\$0	\$3,600
MoDOT-AC	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
FHWA (STP)	Federal	CON	\$0	\$0	\$144,000	\$0	\$144,000
MoDOT	State	CON	\$0	\$0	\$36,000	\$0	\$36,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$194,000</b>	<b>\$0</b>	<b>\$198,000</b>

#### Notes

Source of MoDOT Funds: State transportation revenues.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$200,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** RG1201      **ROUTE 60 AND ROUTE 125 INTERSECTION**

**Route** US 60 and Route 125

**From** US 60

**To** Route 125

**Location/Agency** City of Rogersville

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016, FY 2017

**STIP #** 8P2381



### Project Description

Intersection improvements at Route 60 and Route 125 in Rogersville.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$1,400	\$4,200	\$0	\$6,000
MoDOT-AC	State	ENG	\$1,600	\$5,600	\$16,800	\$0	\$24,000
MoDOT	State	CON	\$0	\$0	\$63,400	\$0	\$63,400
MoDOT-AC	State	CON	\$0	\$0	\$253,600	\$0	\$253,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$7,000</b>	<b>\$338,000</b>	<b>\$0</b>	<b>\$347,000</b>

### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$32,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$379,000



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** RG1201      **ROUTE 60 AND ROUTE 125 INTERSECTION**

**Route** US 60 and Route 125

**From** US 60

**To** Route 125

**Location/Agency** City of Rogersville

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016

**STIP #** 8P2381



#### Project Description

Intersection improvements at Route 60 and Route 125 in Rogersville.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$800	\$800	\$800	\$2,400
MoDOT	State	ENG	\$400	\$200	\$200	\$200	\$1,000
MoDOT-AC	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$5,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$32,000
<b>Future Cost</b>	\$364,000
<b>Total Cost</b>	\$401,000



## Transportation Improvement Program - FY 2015-2018

### Project Detail by Section and Project Number with Map

#### E) Roadways Section

**TIP #** RP1401      **PAVEMENT IMPROVEMENTS ON ROUTE 60 IN REPUBLIC**

**Route** US 60

**From** Farm Road 194

**To** Illinois Street

**Location/Agency** City of Republic

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016

**STIP #** 8P3031



#### Project Description

Pavement improvements on various sections from Farm Road 194 to Illinois Street in Republic.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$2,200	\$0	\$0	\$2,600
MoDOT-AC	State	ENG	\$1,600	\$8,800	\$0	\$0	\$10,400
MoDOT	State	CON	\$0	\$38,800	\$0	\$0	\$38,800
MoDOT-AC	State	CON	\$0	\$155,200	\$0	\$0	\$155,200
<b>Totals</b>			<b>\$2,000</b>	<b>\$205,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$207,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$209,000



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP # RP1401** PAVEMENT IMPROVEMENTS ON ROUTE 60 IN REPUBLIC

**Route** US 60

**From** Farm Road 194

**To** Illinois Street

**Location/Agency** City of Republic

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016

**STIP #** 8P3031



#### Project Description

Pavement improvements on various sections from Farm Road 194 to Illinois Street in Republic.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$9,600	\$0	\$0	\$9,600
MoDOT	State	ENG	\$400	\$2,400	\$0	\$0	\$2,800
MoDOT-AC	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
FHWA (NHPP)	Federal	CON	\$0	\$168,800	\$0	\$0	\$168,800
MoDOT	State	CON	\$0	\$42,200	\$0	\$0	\$42,200
<b>Totals</b>			<b>\$2,000</b>	<b>\$223,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$225,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$227,000





# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** SP1106      **EASTGATE AVENUE RELOCATION**  
**Route** Eastgate Avenue  
**From** North of Chestnut Expressway  
**To** Chestnut Expressway  
**Location/Agency** City of Springfield  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** STP  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.** FY 2015, FY 2016, FY 2017, FY 2018  
**STIP #** 8P0850B



### Project Description

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

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$600	\$400	\$400	\$31,600	\$33,000
MoDOT-AC	State	ENG	\$2,400	\$1,600	\$1,600	\$126,400	\$132,000
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
MoDOT-AC	State	ROW	\$1,600	\$0	\$0	\$0	\$1,600
FHWA (STP)	Federal	CON	\$0	\$0	\$0	\$100,000	\$100,000
LOCAL	Local	CON	\$0	\$0	\$0	\$1,179,000	\$1,179,000
MoDOT	State	CON	\$0	\$0	\$0	\$281,400	\$281,400
MoDOT-AC	State	CON	\$0	\$0	\$0	\$1,125,600	\$1,125,600
<b>Totals</b>			<b>\$5,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,844,000</b>	<b>\$2,853,000</b>

### Notes

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

<b>Prior Cost</b>	\$73,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,926,000





## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

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



#### Project Description

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

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$0	\$2,400	\$1,600	\$126,400	\$130,400
MoDOT	State	ENG	\$600	\$400	\$400	\$31,600	\$33,000
MoDOT-AC	State	ENG	\$2,400	\$0	\$0	\$0	\$2,400
MoDOT	State	ROW	\$0	\$400	\$0	\$0	\$400
MoDOT-AC	State	ROW	\$0	\$1,600	\$0	\$0	\$1,600
FHWA (STP)	Federal	CON	\$0	\$0	\$0	\$1,163,200	\$1,163,200
LOCAL	Local	CON	\$0	\$0	\$0	\$1,179,000	\$1,179,000
MoDOT	State	CON	\$0	\$0	\$0	\$265,800	\$265,800
<b>Totals</b>			<b>\$3,000</b>	<b>\$4,800</b>	<b>\$2,000</b>	<b>\$2,766,000</b>	<b>\$2,775,800</b>

#### Notes

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

<b>Prior Cost</b>	\$73,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,848,800



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1112      **ROUTE 65 SOUTHBOUND BRIDGE OVER I-44**

**Route** US 65

**From** US 65

**To** I-44

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016, FY 2017, FY 2018

**STIP #** 8P2293



#### Project Description

Replace Route 65 southbound bridge over I-44 in Springfield.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$16,000	\$30,000	\$65,600	\$112,000
MoDOT-AC	State	ENG	\$1,600	\$64,000	\$120,000	\$262,400	\$448,000
FHWA (HPP)	Federal	CON	\$0	\$0	\$0	\$166,134	\$166,134
MoDOT	State	CON	\$0	\$0	\$0	\$726,400	\$726,400
MoDOT-AC	State	CON	\$0	\$0	\$0	\$2,739,466	\$2,739,466
<b>Totals</b>			<b>\$2,000</b>	<b>\$80,000</b>	<b>\$150,000</b>	<b>\$3,960,000</b>	<b>\$4,192,000</b>

#### Notes

Source of State Funds: State transportation revenues. Source of \$166,134.42  
Federal Funds: Earmark MO108.

<b>Prior Cost</b>	\$227,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,419,000



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1112      **ROUTE 65 SOUTHBOUND BRIDGE OVER I-44**

**Route** US 65

**From** US 65

**To** I-44

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016

**STIP #** 8P2293



#### Project Description

Replace Route 65 southbound bridge over I-44 in Springfield.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$64,000	\$144,000	\$211,200	\$419,200
MoDOT	State	ENG	\$400	\$16,000	\$36,000	\$52,800	\$105,200
MoDOT-AC	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
FHWA (HPP)	Federal	CON	\$0	\$0	\$0	\$166,134	\$166,134
FHWA (NHPP)	Federal	CON	\$0	\$0	\$0	\$2,589,866	\$2,589,866
MoDOT	State	CON	\$0	\$0	\$0	\$689,000	\$689,000
<b>Totals</b>			<b>\$2,000</b>	<b>\$80,000</b>	<b>\$180,000</b>	<b>\$3,709,000</b>	<b>\$3,971,000</b>

#### Notes

Source of State Funds: State transportation revenues. Source of \$166,134.42  
Federal Funds: Earmark MO108.

<b>Prior Cost</b>	\$227,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,198,000



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1204      **EVANS ROAD BRIDGE OVER ROUTE 65**

**Route** Evans Road

**From** Evans Road

**To** US 65

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016, FY 2017

**STIP #** 802397



#### Project Description

Improvements to the Evans Road bridge over Route 65 in Springfield. Project involves bridge A3107.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$400	\$400	\$21,800	\$0	\$22,600
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$87,200	\$0	\$90,400
MoDOT	State	CON	\$0	\$0	\$183,400	\$0	\$183,400
MoDOT-AC	State	CON	\$0	\$0	\$733,600	\$0	\$733,600
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$1,026,000</b>	<b>\$0</b>	<b>\$1,030,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$15,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,045,000



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1204      **EVANS ROAD BRIDGE OVER ROUTE 65**

**Route** Evans Road

**From** Evans Road

**To** US 65

**Location/Agency** City of Springfield

**Federal Agency** FHWA

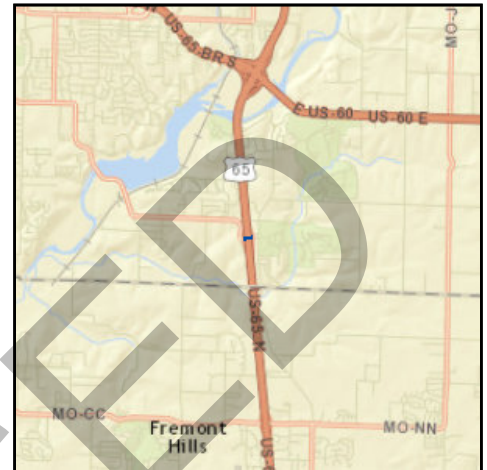
**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016

**STIP #** 802397



#### Project Description

Improvements to the Evans Road bridge over Route 65 in Springfield. Project involves bridge A3107.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$1,600	\$32,800	\$42,400	\$76,800
MoDOT	State	ENG	\$400	\$400	\$8,200	\$10,600	\$19,600
MoDOT-AC	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
FHWA (NHPP)	Federal	CON	\$0	\$0	\$0	\$675,000	\$675,000
MoDOT	State	CON	\$0	\$0	\$0	\$168,800	\$168,800
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$41,000</b>	<b>\$896,800</b>	<b>\$941,800</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$15,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$956,800



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP # SP1323** INTERSECTION IMPROVEMENTS AT KEARNEY ST. AND PACKER AVE.

**Route** Rte. 744

**From** Kearney Street

**To** Packer Avenue.

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2015 and FY 2016

**STIP #** 8S3019



#### Project Description

Intersection improvements at Kearney Street (Rte. 744) and Packer Avenue in Springfield.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$19,600	\$36,800	\$0	\$0	\$56,400
MoDOT-AC	State	ENG	\$78,400	\$147,200	\$0	\$0	\$225,600
FHWA (STP-U)	Federal	ROW	\$47,000	\$0	\$0	\$0	\$47,000
LOCAL	Local	ROW	\$10,000	\$0	\$0	\$0	\$10,000
MoDOT	State	ROW	\$13,000	\$0	\$0	\$0	\$13,000
MoDOT-AC	State	ROW	\$48,000	\$0	\$0	\$0	\$48,000
FHWA (STP-U)	Federal	CON	\$0	\$681,000	\$0	\$0	\$681,000
LOCAL	Local	CON	\$0	\$172,000	\$0	\$0	\$172,000
MoDOT	State	CON	\$0	\$119,800	\$0	\$0	\$119,800
MoDOT-AC	State	CON	\$0	\$479,200	\$0	\$0	\$479,200
<b>Totals</b>			<b>\$216,000</b>	<b>\$1,636,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,852,000</b>

#### Notes

Source of State Funds: MoDOT operating budget. Source of Local Funds: Springfield 1/8-cent transportation sales tax. \$582,977 MoDOT Cost Share Program. \$728,721 Springfield STP-Urban. \$182,180 Springfield 1/8-cent.

<b>Prior Cost</b>	\$12,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,864,000





## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP # SP1323** INTERSECTION IMPROVEMENTS AT KEARNEY ST. AND PACKER AVE.

**Route** Rte. 744

**From** Kearney Street

**To** Packer Avenue.

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2015, FY 2016, FY 2017

**STIP #** 8S3019



#### Project Description

Intersection improvements at Kearney Street (Rte. 744) and Packer Avenue in Springfield.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$147,200	\$0	\$0	\$147,200
MoDOT	State	ENG	\$19,600	\$36,800	\$0	\$0	\$56,400
MoDOT-AC	State	ENG	\$78,400	\$0	\$0	\$0	\$78,400
FHWA (STP-U)	Federal	ROW	\$47,000	\$0	\$0	\$0	\$47,000
LOCAL	Local	ROW	\$10,000	\$0	\$0	\$0	\$10,000
MoDOT	State	ROW	\$13,000	\$0	\$0	\$0	\$13,000
MoDOT-AC	State	ROW	\$48,000	\$0	\$0	\$0	\$48,000
FHWA (NHPP)	Federal	CON	\$0	\$447,000	\$0	\$0	\$447,000
FHWA (STP-U)	Federal	CON	\$0	\$681,000	\$0	\$0	\$681,000
LOCAL	Local	CON	\$0	\$172,000	\$0	\$0	\$172,000
MoDOT	State	CON	\$0	\$110,000	\$0	\$0	\$110,000
<b>Totals</b>			<b>\$216,000</b>	<b>\$1,594,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,810,000</b>

#### Notes

Source of State Funds: MoDOT operating budget. Source of Local Funds: Springfield 1/8-cent transportation sales tax. \$582,977 MoDOT Cost Share Program. \$728,721 Springfield STP-Urban. \$182,180 Springfield 1/8-cent.

<b>Prior Cost</b>	\$12,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,822,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP # SP1401** SIGNAL REPLACEMENT PROGRAM - KANSAS EXPRESSWAY

**Route** Kansas Expressway (Route 13)

**From** Sunset Street

**To** Walnut Lawn Street

**Location/Agency** City of Springfield

**Federal Agency** FHWA

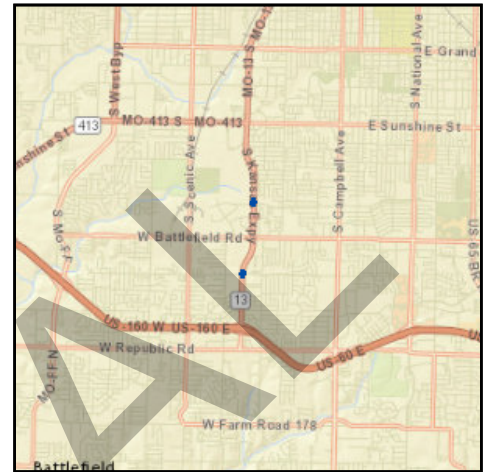
**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016, FY 2017

**STIP #** 8P2390



### Project Description

Signal improvements on Kansas Expressway (Route 13) at Sunset Street and Walnut Lawn Street in Springfield.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$1,000	\$5,200	\$4,400	\$0	\$10,600
MoDOT-AC	State	ENG	\$4,000	\$20,800	\$17,600	\$0	\$42,400
MoDOT	State	CON	\$0	\$0	\$87,200	\$0	\$87,200
MoDOT-AC	State	CON	\$0	\$0	\$348,800	\$0	\$348,800
<b>Totals</b>			<b>\$5,000</b>	<b>\$26,000</b>	<b>\$458,000</b>	<b>\$0</b>	<b>\$489,000</b>

### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$5,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$494,000





# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP # SP1401** SIGNAL REPLACEMENT PROGRAM - KANSAS EXPRESSWAY

**Route** Kansas Expressway (Route 13)

**From** Sunset Street

**To** Walnut Lawn Street

**Location/Agency** City of Springfield

**Federal Agency** FHWA

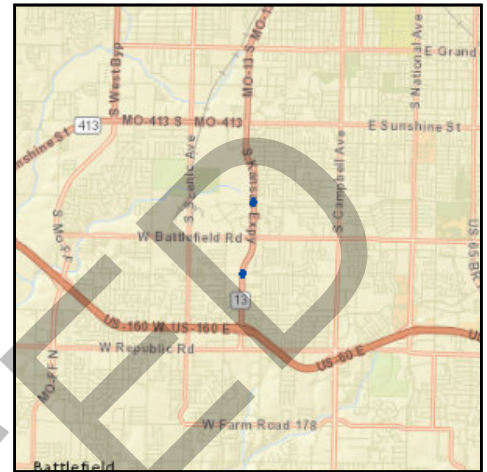
**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016, FY 2017

**STIP #** 8P2390





## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP # SP1403** PAYMENT FOR TRAFFIC SENSING EQUIPMENT AT VARIOUS LOCATIONS

**Route** Various

**From** Various

**To** Various

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** STP

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2017

**STIP #** 8P3030



#### Project Description

Installation of traffic sensing equipment at various locations in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$200	\$0	\$0	\$0	\$200
MoDOT-AC	State	ENG	\$800	\$0	\$0	\$0	\$800
MoDOT	State	CON	\$120,000	\$0	\$0	\$0	\$120,000
MoDOT-AC	State	CON	\$480,000	\$0	\$0	\$0	\$480,000
<b>Totals</b>			<b>\$601,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$601,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$1,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$602,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1403      **PAYMENT FOR TRAFFIC SENSING EQUIPMENT AT VARIOUS LOCATIONS**

**Route** Various

**From** Various

**To** Various

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** STP

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.**

**STIP #** 8P3030



#### Project Description

Installation of traffic sensing equipment at various locations in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$0	\$800	\$0	\$0	\$800
MoDOT	State	ENG	\$200	\$200	\$0	\$0	\$400
MoDOT-AC	State	ENG	\$800	\$0	\$0	\$0	\$800
FHWA (STP)	Federal	CON	\$480,000	\$0	\$0	\$0	\$480,000
MoDOT	State	CON	\$120,000	\$0	\$0	\$0	\$120,000
<b>Totals</b>			<b>\$601,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$602,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$1,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$603,000

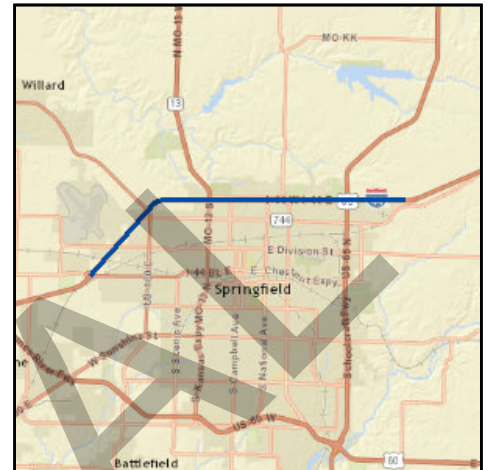


# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1409      I-44 PAVEMENT IMPROVEMENTS  
**Route** I-44  
**From** Rte. 266  
**To** 2.0 miles east of US 65  
**Location/Agency** City of Springfield  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** NHPP(I/M)  
**MoDOT Funding Category** Statewide Interstate and Major Bridge  
**AC Year of Conv.** FY 2015, FY 2016, FY 2017  
**STIP #** 8I3000



#### Project Description

Pavement treatment on various sections of I-44 from Chestnut Expressway (Rte. 266) to 2.0 miles east of Rte. 65.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$7,300	\$55,300	\$0	\$0	\$62,600
MoDOT-AC	State	ENG	\$65,700	\$497,700	\$0	\$0	\$563,400
MoDOT	State	CON	\$0	\$941,100	\$0	\$0	\$941,100
MoDOT-AC	State	CON	\$0	\$8,469,900	\$0	\$0	\$8,469,900
<b>Totals</b>			<b>\$73,000</b>	<b>\$9,964,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,037,000</b>

#### Notes

Source of State Funds: State transportation revenues. Previously TIP Number GR1308.

<b>Prior Cost</b>	\$4,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$10,041,000

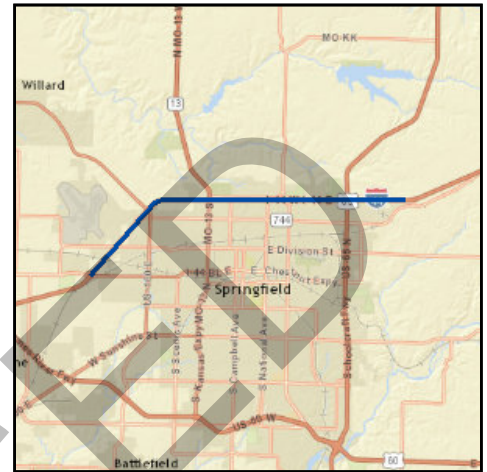


# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** SP1409      I-44 PAVEMENT IMPROVEMENTS  
**Route** I-44  
**From** Rte. 266  
**To** 2.0 miles east of US 65  
**Location/Agency** City of Springfield  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** NHPP(I/M)  
**MoDOT Funding Category** Statewide Interstate and Major Bridge  
**AC Year of Conv.** FY 2015, FY 2016, FY 2017  
**STIP #** 8I3000



### Project Description

Pavement treatment on various sections of I-44 from Chestnut Expressway (Rte. 266) to 2.0 miles east of Rte. 65.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$477,900	\$0	\$0	\$477,900
MoDOT	State	ENG	\$7,300	\$53,100	\$0	\$0	\$60,400
MoDOT-AC	State	ENG	\$65,700	\$0	\$0	\$0	\$65,700
FHWA (NHPP)	Federal	CON	\$0	\$6,779,100	\$0	\$0	\$6,779,100
FHWA	Federal	CON	\$0	\$258,000	\$0	\$0	\$258,000
MoDOT	State	CON	\$0	\$781,900	\$0	\$0	\$781,900
<b>Totals</b>			<b>\$73,000</b>	<b>\$8,350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,423,000</b>

### Notes

Source of State Funds: State transportation revenues. Previously TIP Number GR1308.

<b>Prior Cost</b>	\$4,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$8,427,000

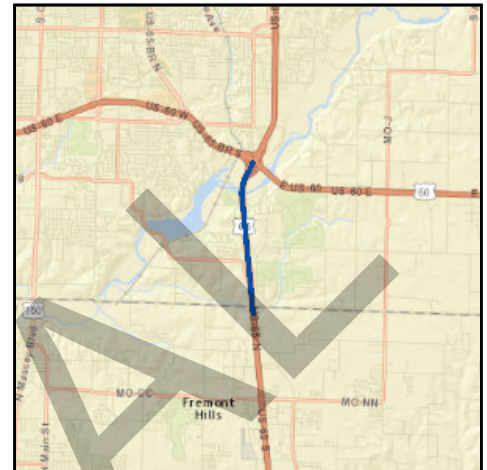


# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1410      **ROUTE 65 IMPROVEMENTS**  
**Route** US 65  
**From** US 60  
**To** 0.7 mile south of Evans Road  
**Location/Agency** City of Springfield  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.** FY 2015, FY 2016  
**STIP #** 8P0605G



#### Project Description

Various operational and roadway improvements from US 60 (James River Freeway) to 0.7 miles south of Evans Road.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$40,000	\$152,000	\$0	\$0	\$192,000
MoDOT-AC	State	ENG	\$160,000	\$608,000	\$0	\$0	\$768,000
MoDOT	State	CON	\$0	\$1,681,000	\$0	\$0	\$1,681,000
MoDOT-AC	State	CON	\$0	\$6,724,000	\$0	\$0	\$6,724,000
<b>Totals</b>			<b>\$200,000</b>	<b>\$9,165,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,365,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$9,367,000





## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1410      **ROUTE 65 IMPROVEMENTS**  
**Route** US 65  
**From** US 60  
**To** 0.7 mile south of Evans Road  
**Location/Agency** City of Springfield  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.** FY 2015, FY 2016, FY2017  
**STIP #** 8P0605G



#### Project Description

Various operational and roadway improvements from US 60 (James River Freeway) to 0.7 miles south of Evans Road.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$40,000	\$401,000	\$0	\$0	\$441,000
MoDOT-AC	State	ENG	\$160,000	\$1,604,000	\$0	\$0	\$1,764,000
MoDOT	State	CON	\$0	\$2,502,200	\$0	\$0	\$2,502,200
MoDOT-AC	State	CON	\$0	\$10,008,800	\$0	\$0	\$10,008,800
<b>Totals</b>			<b>\$200,000</b>	<b>\$14,516,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,716,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$2,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$14,718,000



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

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

**Route** US 65

**From** Division St.

**To** Rte. YY

**Location/Agency** City of Springfield

**Federal Agency** FHWA

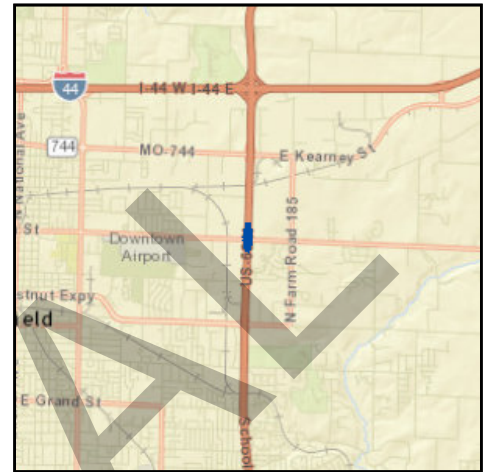
**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2015, FY 2016, FY 2017

**STIP #** 8P3036



#### Project Description

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

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$22,800	\$20,000	\$22,400	\$0	\$65,200
MoDOT-AC	State	ENG	\$91,200	\$80,000	\$89,600	\$0	\$260,800
FHWA (STP-U)	Federal	ROW	\$0	\$734,000	\$0	\$0	\$734,000
LOCAL	Local	ROW	\$0	\$184,000	\$0	\$0	\$184,000
MoDOT	State	ROW	\$0	\$54,000	\$0	\$0	\$54,000
MoDOT-AC	State	ROW	\$0	\$218,000	\$0	\$0	\$218,000
FHWA (STP-U)	Federal	CON	\$0	\$0	\$1,089,292	\$0	\$1,089,292
LOCAL	Local	CON	\$0	\$0	\$271,823	\$0	\$271,823
MoDOT	State	CON	\$0	\$0	\$304,377	\$0	\$304,377
MoDOT-AC	State	CON	\$0	\$0	\$1,215,508	\$0	\$1,215,508
<b>Totals</b>			<b>\$114,000</b>	<b>\$1,290,000</b>	<b>\$2,993,000</b>	<b>\$0</b>	<b>\$4,397,000</b>

#### Notes

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

<b>Prior Cost</b>	\$10,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,407,000





# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

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

**Route** US 65

**From** Division St.

**To** Rte. YY

**Location/Agency** City of Springfield

**Federal Agency** FHWA

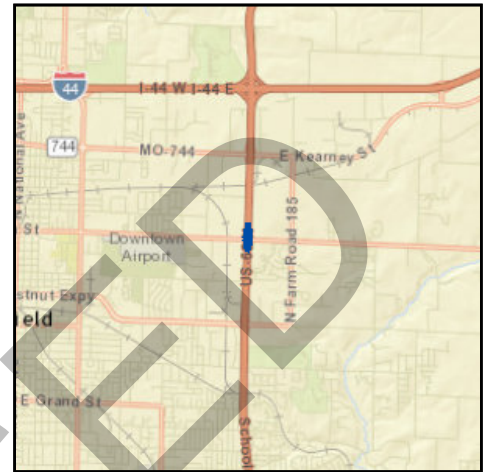
**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2015, FY 2016

**STIP #** 8P3036



### Project Description

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

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$84,000	\$89,600	\$0	\$173,600
MoDOT	State	ENG	\$22,800	\$21,000	\$22,400	\$0	\$66,200
MoDOT-AC	State	ENG	\$91,200	\$0	\$0	\$0	\$91,200
FHWA (NHPP)	Federal	ROW	\$0	\$218,000	\$0	\$0	\$218,000
FHWA (STP-U)	Federal	ROW	\$0	\$734,000	\$0	\$0	\$734,000
LOCAL	Local	ROW	\$0	\$184,000	\$0	\$0	\$184,000
MoDOT	State	ROW	\$0	\$54,000	\$0	\$0	\$54,000
FHWA (NHPP)	Federal	CON	\$0	\$0	\$1,284,308	\$0	\$1,284,308
FHWA (STP-U)	Federal	CON	\$0	\$0	\$1,089,292	\$0	\$1,089,292
LOCAL	Local	CON	\$0	\$0	\$271,823	\$0	\$271,823
MoDOT	State	CON	\$0	\$0	\$321,577	\$0	\$321,577
<b>Totals</b>			<b>\$114,000</b>	<b>\$1,295,000</b>	<b>\$3,079,000</b>	<b>\$0</b>	<b>\$4,488,000</b>

### Notes

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

<b>Prior Cost</b>	\$10,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,498,000



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** WI1301 **WILLARD INTERSECTION IMPROVEMENTS**

**Route** Route 160

**From** Route AB

**To** Miller Road

**Location/Agency** City of Willard

**Federal Agency** FHWA

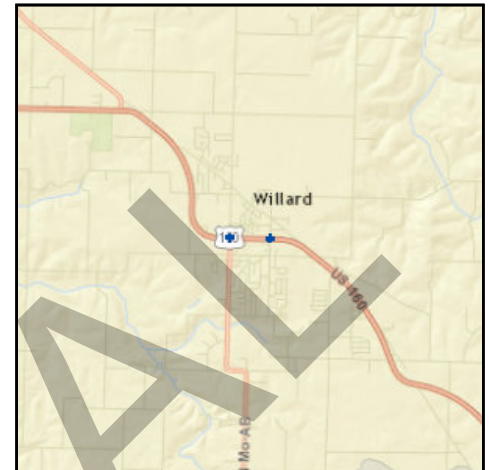
**Responsible Agency** MoDOT

**Federal Funding Category** STP

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015, FY 2016, FY 2017

**STIP #** 8P2389



#### Project Description

Intersection improvements on Route 160 at Route AB and Miller Road in Willard.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$1,000	\$10,000	\$24,200	\$0	\$35,200
MoDOT-AC	State	ENG	\$4,000	\$40,000	\$96,800	\$0	\$140,800
MoDOT	State	CON	\$0	\$0	\$140,600	\$0	\$140,600
MoDOT-AC	State	CON	\$0	\$0	\$562,400	\$0	\$562,400
<b>Totals</b>			<b>\$5,000</b>	<b>\$50,000</b>	<b>\$824,000</b>	<b>\$0</b>	<b>\$879,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$5,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$884,000



## Transportation Improvement Program - FY 2015-2018

### Project Detail by Section and Project Number with Map

#### E) Roadways Section

**TIP #** WI1301 **WILLARD INTERSECTION IMPROVEMENTS**

**Route** Route 160

**From** Route AB

**To** Miller Road

**Location/Agency** City of Willard

**Federal Agency** FHWA

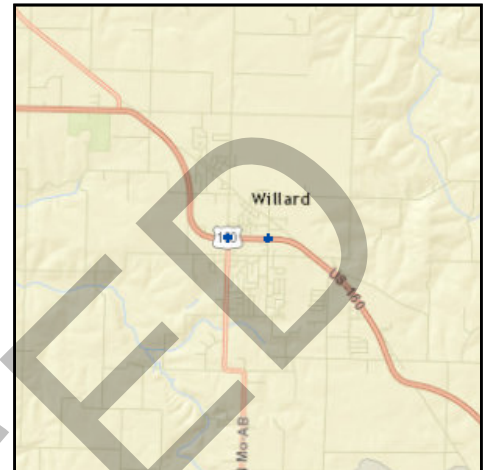
**Responsible Agency** MoDOT

**Federal Funding Category** STP

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2015

**STIP #** 8P2389



#### Project Description

Intersection improvements on Route 160 at Route AB and Miller Road in Willard.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$0	\$40,000	\$96,800	\$0	\$136,800
MoDOT	State	ENG	\$1,000	\$10,000	\$24,200	\$0	\$35,200
MoDOT-AC	State	ENG	\$4,000	\$0	\$0	\$0	\$4,000
FHWA (STP)	Federal	CON	\$0	\$0	\$546,400	\$0	\$546,400
MoDOT	State	CON	\$0	\$0	\$136,600	\$0	\$136,600
<b>Totals</b>			<b>\$5,000</b>	<b>\$50,000</b>	<b>\$804,000</b>	<b>\$0</b>	<b>\$859,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$5,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$864,000



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP # GR1602** I-44 PAVEMENT IMPROVEMENTS EAST OF STRAFFORD

**Route** I-44  
**From** 0.5 e/o Rte. 125  
**To** Webster County line  
**Location/Agency** Greene County  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** NHPP  
**MoDOT Funding Category** Statewide Interstate and Major Bridge  
**AC Year of Conv.**  
**STIP #** 8I3047



#### Project Description

Pavement improvements on disconnected sections of I-44 from 0.5 mile east of Rte. 125 to the Webster County line.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$4,500	\$48,600	\$0	\$53,100
MoDOT	State	ENG	\$0	\$500	\$5,400	\$0	\$5,900
FHWA (NHPP)	Federal	CON	\$0	\$0	\$464,400	\$0	\$464,400
MoDOT	State	CON	\$0	\$0	\$51,600	\$0	\$51,600
<b>Totals</b>			<b>\$0</b>	<b>\$5,000</b>	<b>\$570,000</b>	<b>\$0</b>	<b>\$575,000</b>

#### Notes

Source of state funds: state transportation revenues. Statewide Interstate and Major Bridge program.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$575,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1606      I-44 PAVEMENT REPAIR  
**Route** I-44  
**From** e/o Rte. 360  
**To** Webster County line  
**Location/Agency** Area Wide  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** NHPP(I/M)  
**MoDOT Funding Category** Taking Care of the System  
**AC Year of Conv.**  
**STIP #** 0130020



#### Project Description

Job Order Contracting for I-44 pavement repair in the Ozarks Transportation Organization area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$14,400	\$0	\$0	\$14,400
MoDOT	State	ENG	\$0	\$1,600	\$0	\$0	\$1,600
FHWA (NHPP)	Federal	CON	\$0	\$0	\$180,000	\$0	\$180,000
MoDOT	State	CON	\$0	\$0	\$20,000	\$0	\$20,000
<b>Totals</b>			<b>\$0</b>	<b>\$16,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$216,000</b>

#### Notes

Source of state funds: state transportation revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$216,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** MO1607 RESURFACING ON VARIOUS PRIMARY ROUTES

**Route** Various

**From** N/A

**To** N/A

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.**

**STIP #** 8P3050



### Project Description

Pavement improvements on primary routes in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$8,000	\$8,000	\$24,800	\$40,800
MoDOT	State	ENG	\$0	\$2,000	\$2,000	\$6,200	\$10,200
<b>Totals</b>			<b>\$0</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$31,000</b>	<b>\$51,000</b>

### Notes

Source of MoDOT funds: State transportation revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$6,638,000
<b>Total Cost</b>	\$6,689,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP # MO1608** ANNUAL ON-CALL WORK ZONE ENFORCEMENT PROGRAM

**Route** Various

**From** N/A

**To** N/A

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**AC Year of Conv.**

**STIP #** 8P3054



### Project Description

On-call work zone enforcement in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$0	\$900	\$2,700	\$0	\$3,600
MoDOT	State	ENG	\$0	\$100	\$300	\$0	\$400
FHWA	Federal	PMT	\$0	\$0	\$36,900	\$0	\$36,900
MoDOT	State	PMT	\$0	\$0	\$4,100	\$0	\$4,100
<b>Totals</b>			<b>\$0</b>	<b>\$1,000</b>	<b>\$44,000</b>	<b>\$0</b>	<b>\$45,000</b>

### Notes

Source of MoDOT funds: State transportation revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$45,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** MO1609 SCOPING FOR BRIDGE IMPROVEMENTS

**Route** Various

**From** N/A

**To** N/A

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category**

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2017, FY 2018, FY 2019, FY2020

**STIP #** 8P3052



### Project Description

Scoping for bridge improvements in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$0	\$2,000	\$2,000	\$2,000	\$6,000
MoDOT-AC	State	ENG	\$0	\$8,000	\$8,000	\$8,000	\$24,000
<b>Totals</b>			<b>\$0</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$30,000</b>

### Notes

Source of MoDOT funds: State transportation revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$10,000
<b>Total Cost</b>	\$40,000





# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** MO1610 SCOPING FOR VARIOUS SAFETY IMPROVEMENTS

**Route** Various

**From** N/A

**To** N/A

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**AC Year of Conv.** FY 2017, FY 2018, FY 2019, FY 2020

**STIP #** 8P3053



### Project Description

Scoping for safety improvements at various locations in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$0	\$2,000	\$2,000	\$2,000	\$6,000
MoDOT-AC	State	ENG	\$0	\$8,000	\$8,000	\$8,000	\$24,000
<b>Totals</b>			<b>\$0</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$30,000</b>

### Notes

Source of MoDOT funds: State transportation revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$10,000
<b>Total Cost</b>	\$40,000



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** MO1611 SCOPING FOR RESURFACING ON VARIOUS PRIMARY ROUTES

**Route** Various

**From** N/A

**To** N/A

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.** FY 2017, FY 2018, FY 2019, FY 2020

**STIP #** 8P3051



### Project Description

Scoping for pavement improvements on primary routes in the OTO area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$0	\$2,000	\$2,000	\$2,000	\$6,000
MoDOT-AC	State	ENG	\$0	\$8,000	\$8,000	\$8,000	\$24,000
<b>Totals</b>			<b>\$0</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$30,000</b>

### Notes

Source of MoDOT funds: State transportation revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$10,000
<b>Total Cost</b>	\$40,000



# Transportation Improvement Program - FY 2015-2018

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1601 **JAMES RIVER FREEWAY PAVEMENT IMPROVEMENTS**

**Route** 60

**From** Kansas Expressway

**To** w/o Rte. 65

**Location/Agency** City of Springfield

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Taking Care of the System

**AC Year of Conv.**

**STIP #** 8P3049



#### Project Description

Pavement improvements from Rte. 13 (Kansas Expressway) to 0.7 miles west of Rte. 65 in Springfield.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$16,000	\$0	\$0	\$16,000
MoDOT	State	ENG	\$0	\$4,000	\$0	\$0	\$4,000
FHWA (NHPP)	Federal	CON	\$0	\$265,600	\$0	\$0	\$265,600
MoDOT	State	CON	\$0	\$66,400	\$0	\$0	\$66,400
<b>Totals</b>			<b>\$0</b>	<b>\$352,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$352,000</b>

#### Notes

Source of state funds: state transportation revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$352,000



# Transportation Improvement Program - FY 2015-2018

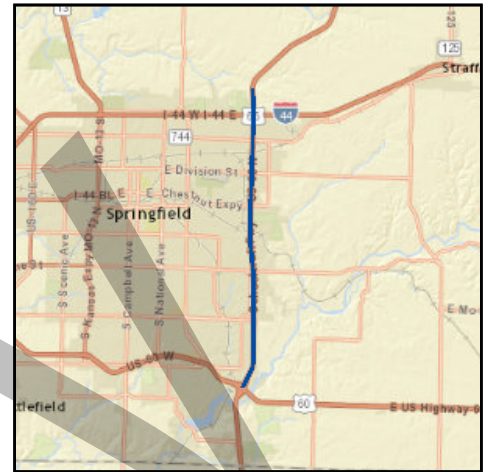
## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1602      **ROUTE 65 PAVEMENT IMPROVEMENTS IN SPRINGFIELD**

**Route** US 65  
**From** Valley Water Mill Road  
**To** Route 60

**Location/Agency** City of Springfield  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**AC Year of Conv.**  
**STIP #** 8P3048



#### Project Description

Route 65 pavement improvements from 0.1 mile north of Valley Water Mill Road to Rte. 60 (James River Freeway).

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (NHPP)	Federal	ENG	\$0	\$48,000	\$377,600	\$0	\$425,600
MoDOT	State	ENG	\$0	\$12,000	\$94,400	\$0	\$106,400
FHWA (NHPP)	Federal	CON	\$0	\$0	\$6,512,800	\$0	\$6,512,800
MoDOT	State	CON	\$0	\$0	\$1,628,200	\$0	\$1,628,200
<b>Totals</b>			<b>\$0</b>	<b>\$60,000</b>	<b>\$8,613,000</b>	<b>\$0</b>	<b>\$8,673,000</b>

#### Notes

Source of State Funds: State transportation revenues.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$8,673,000

# FINANCIAL SUMMARY

## Bicycle & Pedestrian

### YEARLY SUMMARY

PROJECT	FHWA (STP)	FHWA (STP-U)	FHWA (TE)	FHWA (TAP)	Local LOCAL	State MoDOT	MoDOT-AC	TOTAL
<b>FY 2015</b>								
EN1302	\$0	\$0	\$0	\$240,000	\$60,000	\$0	\$0	\$300,000
EN1305	\$0	\$0	\$220,413	\$0	\$179,587	\$0	\$0	\$400,000
EN1306	\$0	\$0	\$320,000	\$0	\$80,000	\$0	\$0	\$400,000
EN1307	\$0	\$0	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000
EN1401	\$0	\$48,000	\$0	\$0	\$12,000	\$0	\$0	\$60,000
EN1502	\$0	\$0	\$0	\$0	\$0	\$194,800	\$779,200	\$974,000
EN1503	\$0	\$0	\$0	\$122,966	\$30,742	\$0	\$0	\$153,708
EN1504	\$0	\$0	\$0	\$141,635	\$35,409	\$0	\$0	\$177,044
EN1505	\$0	\$0	\$0	\$40,034	\$10,009	\$0	\$0	\$50,043
EN1506	\$0	\$0	\$0	\$250,000	\$141,176	\$0	\$0	\$391,176
EN1507	\$0	\$0	\$0	\$192,680	\$48,170	\$0	\$0	\$240,850
EN1508	\$0	\$0	\$0	\$250,000	\$179,000	\$0	\$0	\$429,000
EN1509	\$0	\$0	\$0	\$250,000	\$280,000	\$0	\$0	\$530,000
EN1510	\$0	\$0	\$0	\$250,000	\$62,500	\$0	\$0	\$312,500
EN1511	\$0	\$0	\$0	\$160,000	\$40,000	\$0	\$0	\$200,000
EN1512	\$0	\$0	\$0	\$133,080	\$33,270	\$0	\$0	\$166,350
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$0	\$118,600	\$474,400	\$593,000
SP1414	\$69,000	\$0	\$175,000	\$0	\$30,000	\$31,000	\$0	\$305,000
SUBTOTAL	\$69,000	\$48,000	\$915,413	\$2,030,395	\$1,271,863	\$349,400	\$1,273,600	\$5,957,671
<b>FY 2016</b>								
EN1601	\$0	\$29,600	\$192,000	\$0	\$0	\$55,400	\$0	\$277,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$29,600	\$192,000	\$0	\$0	\$60,400	\$20,000	\$302,000
<b>FY 2017</b>								
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
<b>FY 2018</b>								
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
GRAND TOTAL	\$69,000	\$77,600	\$1,107,413	\$2,030,395	\$1,271,863	\$419,800	\$1,333,600	\$6,309,671

# FINANCIAL CONSTRAINT

## Bicycle & Pedestrian

STP		STP-U	TE	TAP	Local	MoDOT	MoDOT-AC	TOTAL	
PRIOR YEAR									
Balance	\$ -	\$ -	\$ -	\$837,863	\$ -	\$ -	\$ -	\$837,863	
FY 2015									
Funds Anticipated	\$69,000	\$48,000	\$915,413	\$1,199,376	\$1,271,863	\$349,400	\$1,273,600	\$5,126,652	
Funds Programmed	(\$69,000.00)	(\$48,000.00)	(\$915,413.00)	(\$2,030,395.00)	(\$1,271,863.00)	(\$349,400.00)	(\$1,273,600.00)	(\$5,957,671.00)	
Running Balance	\$0	\$0	\$0	\$6,844	\$0	\$0	\$0	\$6,844	
FY 2016									
Funds Anticipated	\$ -	\$29,600	\$192,000	\$0	\$ -	\$60,400	\$20,000	\$302,000	
Funds Programmed	\$ -	(\$29,600)	(\$192,000.00)	\$ -	\$ -	(\$60,400.00)	(\$20,000.00)	(\$302,000.00)	
Running Balance	\$0	\$0	\$0	\$6,844	\$0	\$0	\$0	\$6,844	
FY 2017									
Funds Anticipated	\$ -	\$ -	\$ -	\$612,826	\$ -	\$5,000	\$20,000	\$637,826	
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)	
Running Balance	\$0	\$0	\$0	\$619,670	\$0	\$0	\$0	\$619,670	
FY 2018									
Funds Anticipated	\$ -	\$ -	\$ -	\$612,826	\$ -	\$5,000	\$20,000	\$637,826	
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)	
Running Balance	\$0	\$0	\$0	\$1,232,496	\$0	\$0	\$0	\$1,232,496	

## Roadways

Ozarks Transportation Organization

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal							Local		State		Other	
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER
<b>FY 2015 continued</b>													
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,800	\$0	\$1,567,200	\$0
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,000	\$0	\$932,000	\$0
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0
SP1323	\$47,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$32,600	\$0	\$126,400	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0
SP1403	\$0	\$0	\$0	\$480,000	\$0	\$0	\$0	\$0	\$0	\$120,200	\$0	\$800	\$0
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255,400	\$0	\$1,021,600	\$0
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,300	\$0	\$65,700	\$0
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$0
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,600	\$0	\$438,400	\$0
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,800	\$0	\$91,200	\$0
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
SP1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,200	\$0	\$300,800	\$0
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0
WI1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0
SUBTOTAL	\$7,108,612	\$1,000,600	\$248,000	\$1,148,715	\$3,623,967	\$0	\$0	\$1,504,800	\$3,891,595	\$6,429,100	\$1,879,968	\$24,816,456	\$469,065
													\$52,120,878

### FY 2016

CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
GR1104	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
GR1408	\$0	\$0	\$1,211,200	\$0	\$0	\$0	\$0	\$0	\$0	\$302,800	\$0	\$0	\$0
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$80,000	\$0	\$0	\$0	\$0
GR1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$0	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$4,500	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0
MO1201	\$0	\$65,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,200	\$0	\$0	\$0
MO1404	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$3,200	\$0	\$16,000	\$0
MO1505	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0
MO1601	\$0	\$46,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,100	\$0	\$0	\$0
MO1603	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$538,400	\$0
MO1604	\$0	\$706,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,500	\$0	\$0	\$0
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,800	\$0	\$151,200	\$0
MO1606	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0
MO1607	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0
MO1608	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
NX0906	\$1,307,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,750	\$344,200	\$0	\$1,376,800	\$0
													\$3,354,751

FY 2016 continued on next page



# FINANCIAL SUMMARY

## Roadways

YEARLY SUMMARY																
PROJECT	Federal										Local		State		Other	TOTAL
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT		OTHER			
											GCSA	AC				
FY 2016 continued																
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000		
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000		
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000		
RP1401	\$0	\$0	\$0	\$0	\$0	\$178,400	\$0	\$0	\$0	\$44,600	\$0	\$0	\$0	\$223,000		
SP1018	\$0	\$0	\$4,726,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,600	\$0	\$0	\$0	\$5,908,000		
SP1106	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$1,600	\$0	\$4,800		
SP1112	\$0	\$0	\$0	\$0	\$0	\$64,000	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$80,000		
SP1204	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000		
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984		
SP1323	\$681,000	\$0	\$0	\$0	\$0	\$594,200	\$0	\$0	\$172,000	\$146,800	\$0	\$0	\$0	\$1,594,000		
SP1401	\$0	\$0	\$0	\$0	\$0	\$20,800	\$0	\$0	\$0	\$5,200	\$0	\$0	\$0	\$26,000		
SP1403	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000		
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000		
SP1409	\$0	\$258,000	\$0	\$0	\$0	\$7,257,000	\$0	\$0	\$0	\$835,000	\$0	\$0	\$0	\$8,350,000		
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,903,200	\$0	\$11,612,800	\$0	\$14,516,000		
SP1415	\$734,000	\$0	\$0	\$0	\$0	\$302,000	\$0	\$0	\$184,000	\$75,000	\$0	\$0	\$0	\$1,295,000		
SP1601	\$0	\$0	\$0	\$0	\$0	\$281,600	\$0	\$0	\$0	\$70,400	\$0	\$0	\$0	\$352,000		
SP1602	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$60,000		
WI1301	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000		
SUBTOTAL	\$4,232,001	\$1,078,100	\$5,937,600	\$45,600	\$128,000	\$8,788,100	\$0	\$320,000	\$1,141,734	\$6,512,000	\$32,000	\$13,714,400	\$0	\$41,929,535		

# FINANCIAL SUMMARY

## Roadways

YEARLY SUMMARY		Federal							Local		State		Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
<b>FY2017</b>														
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1602	\$0	\$0	\$0	\$0	\$0	\$513,000	\$0	\$0	\$0	\$57,000	\$0	\$0	\$0	\$570,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$207,200	\$0	\$0	\$0	\$51,800	\$0	\$0	\$0	\$259,000
MO1505	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1604	\$0	\$4,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$5,000
MO1606	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$200,000
MO1607	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1608	\$0	\$39,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$0	\$0	\$44,000
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1701	\$315,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$134,600	\$0	\$538,400	\$0	\$1,066,750
MO1705	\$0	\$0	\$0	\$155,200	\$0	\$0	\$0	\$0	\$0	\$38,800	\$0	\$0	\$0	\$194,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1106	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$144,000	\$0	\$0	\$0	\$36,000	\$0	\$0	\$0	\$180,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$32,800	\$0	\$0	\$0	\$8,200	\$0	\$0	\$0	\$41,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$405,200	\$0	\$0	\$0	\$100,800	\$0	\$0	\$0	\$506,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$1,373,908	\$0	\$0	\$271,823	\$343,977	\$0	\$0	\$0	\$3,079,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$6,890,400	\$0	\$0	\$1,722,600	\$0	\$0	\$0	\$0	\$8,613,000
WI1301	\$0	\$0	\$0	\$643,200	\$0	\$0	\$0	\$0	\$0	\$160,800	\$0	\$0	\$0	\$804,000
<b>SUBTOTAL</b>	<b>\$1,404,292</b>	<b>\$44,100</b>	<b>\$0</b>	<b>\$800,800</b>	<b>\$0</b>	<b>\$9,755,308</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,573</b>	<b>\$2,974,677</b>	<b>\$0</b>	<b>\$572,000</b>	<b>\$0</b>	<b>\$15,901,750</b>

# FINANCIAL SUMMARY

## Roadways

YEARLY SUMMARY		Federal							Local		State		Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL
<b>FY 2018</b>														
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1505	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$0	\$0	\$39,800	\$0	\$0	\$0	\$199,000
MO1607	\$0	\$0	\$0	\$0	\$0	\$24,800	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$31,000
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
MO1801	\$331,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$134,600	\$0	\$538,400	\$0	\$1,086,750
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1106	\$0	\$0	\$0	\$1,289,600	\$0	\$0	\$0	\$0	\$1,179,000	\$297,400	\$0	\$0	\$0	\$2,766,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$166,134	\$0	\$0	\$741,800	\$0	\$0	\$0	\$907,934
SP1204	\$0	\$0	\$0	\$0	\$0	\$717,400	\$0	\$0	\$0	\$179,400	\$0	\$0	\$0	\$896,800
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
<b>SUBTOTAL</b>	<b>\$331,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,448,800</b>	<b>\$0</b>	<b>\$743,000</b>	<b>\$166,134</b>	<b>\$0</b>	<b>\$1,261,750</b>	<b>\$1,691,800</b>	<b>\$0</b>	<b>\$572,000</b>	<b>\$0</b>	<b>\$6,214,484</b>
<b>GRAND TOTAL</b>	<b>\$13,075,905</b>	<b>\$2,122,800</b>	<b>\$6,185,600</b>	<b>\$3,443,915</b>	<b>\$3,751,967</b>	<b>\$19,286,408</b>	<b>\$166,134</b>	<b>\$1,824,800</b>	<b>\$6,645,652</b>	<b>\$17,607,577</b>	<b>\$1,911,968</b>	<b>\$39,674,856</b>	<b>\$469,065</b>	<b>\$116,166,647</b>

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source												
	STP-U	Safety	Bridge	STP	130	NHPP	HPP	BRO	TOTAL Federal Funds	Local	MobOT Programmed Funds	Other	State Operations and Maintenance
2015 Funds Programmed	\$7,108,612	\$1,000,600	\$248,000	\$1,148,715	\$3,623,967		\$0	\$1,504,800	\$14,634,694	\$3,891,595	\$33,125,524	\$469,065	\$6,525,006
2016 Funds Programmed	\$4,232,001	\$1,078,100	\$5,937,600	\$45,600	\$128,000	\$8,788,100		\$0	\$20,529,401	\$1,141,734	\$20,258,400		\$665,506
2017 Funds Programmed	\$1,404,292	\$44,100		\$800,800		\$9,755,308		\$0	\$12,004,500	\$350,573	\$3,546,677		\$6,788,616
2018 Funds Programmed	\$331,000	\$0	\$0	\$1,448,800	\$0	\$743,000	\$166,134	\$0	\$2,688,934	\$1,261,750	\$2,263,800	\$0	\$6,924,388
<b>Total</b>	<b>\$13,075,905</b>	<b>\$2,122,800</b>	<b>\$6,185,600</b>	<b>\$3,443,915</b>	<b>\$3,751,967</b>	<b>\$19,286,408</b>	<b>\$166,134</b>	<b>\$1,824,800</b>	<b>\$49,857,529</b>	<b>\$6,645,652</b>	<b>\$59,194,401</b>	<b>\$469,065</b>	<b>\$20,903,516</b>

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,410,663	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,599
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$48,956,653</b>	<b>\$39,513,639</b>	<b>\$32,088,246</b>	<b>\$20,475,849</b>	<b>\$19,951,621</b>	<b>\$160,956,208</b>
Prior Year Funding	\$	\$48,956,653	\$34,185,268	\$24,830,207	\$22,966,263	--
Programmed State and Federal Funding	\$	<b>(\$54,285,224)</b>	<b>(\$41,453,307)</b>	<b>(\$22,339,793)</b>	<b>(\$11,877,122)</b>	<b>(\$129,955,446)</b>
<b>TOTAL REMAINING</b>	<b>\$48,956,653</b>	<b>\$34,185,268</b>	<b>\$24,830,207</b>	<b>\$22,966,263</b>	<b>\$31,040,762</b>	<b>\$31,040,762</b>

Remaining State and Federal Funding	(\$2,014,648)
Remaining Suballocated STP-Urban/Small Urban	\$30,160,694
Remaining Suballocated BRM	\$2,894,716
<b>TOTAL REMAINING</b>	<b>\$31,040,762</b>

**TAB 4**

## **TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2015; ITEM II.C.**

### **Federal Funds Balance Report – March 31, 2015**

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

##### **AGENDA DESCRIPTION:**

The Funds Balance Report included in the agenda is a snapshot of the federal funds balance for each funding program and each jurisdiction. This report only includes the federal allocation to date.

Federal funding has only been appropriated through May 31, 2015. This report reflects that appropriation. It is expected that Congress will appropriate funding through September 30<sup>th</sup> in the next few weeks. At that time, additional funding will be made available. In addition, it is expected that Congress will extend MAP-21 resulting in additional funding on October 1, 2015.

Please refer to Page vi for information on expected balances after October 1, 2015. This assumes full appropriations for FY 2015 and FY 2016.

##### **BACKGROUND:**

Ozarks Transportation Organization is allocated STP-Urban, Small Urban, 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 this STP-Urban allocation to accrue due to requirements by FHWA. 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, 2015.

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 2015, therefore, there is not an immediate threat of rescission by MoDOT. This report, however, does not include the full FY 2015 allocation, as Congress has only authorized funding through May 2015. Also, MoDOT has suspended the cost share program, so balances will accumulate at a much faster rate than they have in the past. OTO jurisdictions are reminded to be mindful of their balances, obligating funding as soon as is possible for projects.

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.

The Obligation Summary Report Balance Sheet (Page 1) indicates the STP-Urban balance for OTO as a whole. OTO has an ending balance of \$17,015,383.61 as of March 31, 2015. After the MoDOT cost share projects that appear in the STIP are subtracted, the balance is \$7,232,166.54. This is well within the balance allowed to be carried by MoDOT.

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 \$19,075,010.83. 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.

The Introduction also contains information regarding the FY 2015 and FY 2016 funding allocations.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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 2015

FUNDS BALANCE REPORT



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## Surface Transportation Program Funding

The federal surface transportation authorization legislation, MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> 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.

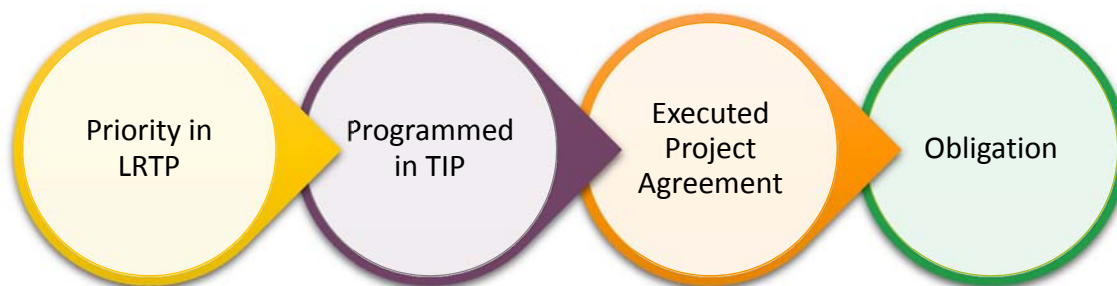
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for three subcategories of STP funding – Transportation Alternatives Program, On-System Bridge (BRM), and STP funding (both Urban and Small Urban). This report monitors the funding balance 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

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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, 2015.

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 2015, therefore, there is not an immediate threat of rescission by MoDOT. This report, however, does not include the full FY 2015 allocation, as Congress has only authorized funding through May 2015. Also, MoDOT has suspended the cost share program, so balances will accumulate at a much faster rate than they have in the past. OTO jurisdictions are reminded to be mindful of their balances, obligating funding as soon as is possible for projects.

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. Rescission risk is identified as Moderate, since the lack of future programmed cost shares will cause the balance to rise quickly.

March 31 Ending Balance (including Payback Account):	\$17,015,383.61
Balance after Programmed Cost Shares:	\$7,232,166.54
Max Balance Allowed:	\$16,821,214.53
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. Some funding has been de-obligated from a prior City of

Springfield/Greene County project, which has increased the amount in this account. The rescission risk has been raised to moderate with this influx of funds.

March 31 Ending Balance:	\$74,807.42
Balance after Programmed Cost Shares:	\$74,807.42
Max Balance Allowed:	\$99,232.98
Rescission Risk:	Moderate

## 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. This funding, for the Battlefield/65 Interchange, has been obligated. Future allocations for this funding have not yet been determined. The rescission risk for this program has been set at Moderate, as MoDOT is prioritizing projects based on their location along primary routes, meaning use of this funding will likely fall to local jurisdictions.

March 31 Ending Balance:	\$724,150.35
Balance after Programmed Cost Shares:	\$724,150.35
Max Balance Allowed:	\$1,057,805.97
Rescission Risk:	Moderate

## 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 awarded TAP funding through FY 2016. The current balance only reflects allocations through FY 2015. With funding awarded in advance, however, obligations should stay ahead of future allocations. 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. For this reason, the rescission risk has been set to Low.

March 31 Ending Balance:	\$1,260,669.45
Balance after Programmed Cost Shares:	\$1,260,669.45
Max Balance Allowed:	\$1,838,478.69
Rescission Risk:	Low

## 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 \$15,307,342.47. 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:	\$19,075,010.83
Balance after Programmed Cost Shares:	\$9,291,793.76
Max Balance Allowed:	\$19,816,732.29
Rescission Risk:	Moderate

## Looking Ahead to FY 2016

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On October 1 of each year, the Ozarks Transportation Organization receives a new allocation of funding for the next Fiscal Year. Due to continuing resolutions of MAP-21, OTO is unsure of the full federal fiscal year allocation for FY 2015. So far, only 8/12ths has been allocated. OTO encourages its member jurisdictions to be cognizant of future year funding allocations when considering funding balances subject to rescission.

An estimated amount subject to rescission for each jurisdiction has been estimated based upon an FY 2015 allocation similar to FY 2014. Though active cost shares continue to keep the entire OTO balance below MoDOT's Lapse Policy amount, each jurisdiction is encouraged to help minimize the OTO regional balance, especially as the cost share program continues to be indefinitely suspended.

Before the end of FY 2016, over \$3.5 million in STP-Urban funding may be subject to MoDOT's funds lapse policy. It is important that the STP-Urban funding that is programmed through FY 2016 be obligated as planned to prevent any future rescissions.

The table below shows what is needed to be obligated by each jurisdiction before September 30, 2016.

## Projected Balance October 1, 2015

	Estimated FY 2015 Allocation	Current 8/12 FY 2015 Allocation	Estimated FY 2016 Allocation (based on 2015 estimates) 10/1/2015	FY 2015 STP-Urban Balance (w/ Cost Shares and full est. FY 2015 Allocation)	Estimated FY 2016 Balance (w/ Cost Shares)	Maximum STP-Urban Allowed	Minimum Amount Subject to MoDOT Lapse Policy 9/30/2016
<b>STP-Urban Allocation</b>	5,325,405.44						
<b>STP-Urban Distribution</b>							
Christian County	280,446.05	187,541.09	280,000.00	384,735.01	664,735.01	885,562.68	0.00
Greene County	1,193,644.59	798,219.16	1,200,000.00	4,630,607.07	5,830,607.07	3,769,163.82	2,061,443.25
City of Battlefield	96,795.09	64,729.23	95,000.00	442,529.26	537,529.26	305,649.27	231,879.99
City of Nixa	329,380.38	220,264.67	330,000.00	617,843.61	947,843.61	1,040,082.30	0.00
City of Ozark	308,566.84	206,346.15	310,000.00	1,239,861.07	1,549,861.07	974,359.53	575,501.54
City of Republic	222,347.11	137,731.10	220,000.00	907,251.85	1,127,251.85	707,320.17	419,931.68
City of Springfield	2,761,829.07	1,846,902.26	2,780,000.00	330,267.67	3,110,267.67	8,721,009.81	0.00
City of Strafford	40,830.56	27,304.39	40,000.00	130,974.13	170,974.13	128,930.40	42,043.73
City of Willard	91,565.74	61,232.24	90,000.00	398,039.43	488,039.43	289,136.55	198,902.88
	5,325,405.43	3,550,270.29	5,345,000.00	9,082,109.10	14,427,109.10	16,821,214.53	3,529,703.07
<b>Programmed STP-U through FY 2016</b>							<b>(11,388,613)</b>

## Balance Summary

Accounts	3/31/2015 Ending Balance	Balance After Cost Shares	Max Balance Allowed*
Bridge (BRM)	724,150.35	724,150.35	1,057,805.97
Transportation Alternatives Program (TAP)	1,260,669.45	1,260,669.45	1,838,478.69
Total Small Urban	74,807.42	74,807.42	99,232.98
Republic Small Urban	33,077.66	--	--
Springfield Area Small Urban	41,729.76	--	--
Total STP-Urban	17,015,383.61	7,232,166.54	16,821,214.65
STP-Urban	16,840,825.92	--	--
OTO STP Payback	174,557.69	--	--
	<b>19,075,010.83</b>	<b>9,291,793.76</b>	<b>19,816,732.29</b>

### Total Balance All Accounts (10/1/2002-3/31/2015)

\*Based on FY 2014  
Full Allocation

Allocations	63,480,589.82
Obligations	(44,405,578.99)
	<b>19,075,010.83</b>

Ending Balance (All Funding Sources)	All Accounts	Unobligated Cost Shares	Remaining Balance
Bridge (BRM)	724,150.35	0.00	724,150.35
Transportation Alternatives Program (TAP)	1,260,669.45	0.00	1,260,669.45
Christian County	2,363,830.05	(2,072,000.00)	291,830.05
Greene County	4,335,181.64	(100,000.00)	4,235,181.64
City of Battlefield	410,463.40	0.00	410,463.40
City of Nixa	1,815,728.90	(1,307,001.00)	508,727.90
City of Ozark	1,137,640.38	0.00	1,137,640.38
City of Republic	822,635.84	0.00	822,635.84
City of Springfield	5,719,556.93	(6,304,216.07)	(584,659.14)
City of Strafford	117,447.96	0.00	117,447.96
City of Willard	367,705.93	0.00	367,705.93
	<b>19,075,010.83</b>	<b>(9,783,217.07)</b>	<b>9,291,793.76</b>

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	(500,000.00)	0.00
0652086 Battlefield/65 (Springfield)	4,923,677.00	(4,660,769.24)	262,907.76
0652086 Battlefield/65 (BRM)**	1,189,657.00	(1,189,657.00)	0.00
0652087 Chestnut RR (Greene)	400,000.00	(400,000.00)	0.00
0652087 Chestnut RR (Springfield)	3,633,700.00	(1,226,800.00)	2,406,900.00
0652074 South Glenstone (Springfield)	4,740,756.00	(3,792,675.43)	948,080.57
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	(413,649.26)	181,694.74
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	(47,380.00)	681,341.00
	<b>20,389,882.30</b>	<b>(13,448,105.94)</b>	<b>9,783,217.07</b>

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

## Balance Based on Current Obligations

### Bridge (BRM)

Name	Account	Amount	Balance
<b>FY 2004 BRM Allocation</b>	BRM	210,242.66	210,242.66
<b>FY 2005 BRM Allocation</b>	BRM	203,613.48	413,856.14
<b>FY 2006 BRM Allocation</b>	BRM	265,090.64	678,946.78
Adjustment to Balance	BRM	(0.43)	678,946.35
<b>FY 2007 BRM Allocation</b>	BRM	255,748.00	934,694.35
<b>FY 2008 BRM Allocation</b>	BRM	297,860.03	1,232,554.38
<b>FY 2009 Allocation</b>	BRM	299,406.62	1,531,961.00
0602066 James River Bridge	BRM	(780,000.00)	751,961.00
<b>FY 2010 Allocation</b>	BRM	341,753.00	1,093,714.00
<b>FY 2011 Allocation</b>	BRM	326,535.00	1,420,249.00
<b>FY 2012 Allocation</b>	BRM	395,013.02	1,815,262.02
<b>FY 2013 Allocation</b>	BRM	388,603.66	2,203,865.68
0651064 Farmer Branch	BRM	(1,000,000.00)	1,203,865.68
<b>FY 2014 Allocation</b>	BRM	352,601.99	1,556,467.67
0652086 Battlefield/65	BRM	(1,189,657.00)	366,810.67
0602066 James River Bridge	BRM	21,990.93	388,801.60
<b>FY 2015 Allocation</b>	BRM	335,348.75	724,150.35
		<b>724,150.35</b>	<b>724,150.35</b>

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

**Remaining Balance BRM Funds (After MoDOT Cost Shares) 724,150.35**

**Maximum BRM Balance Allowed 1,057,805.97**

**Amount Subject to MoDOT Lapse Policy 0.00**



## Balance Based on Current Obligations

### Transportation Alternatives Program (TAP)

Name	Account	Amount	Balance
<b>FY 2013 TAP Allocation</b>	TAP	602,196.69	602,196.69
0141021 14ADA	TAP	(165,587.00)	436,609.69
<b>FY 2014 TAP Allocation</b>	TAP	612,826.23	1,049,435.92
<b>FY 2015 TAP Allocation</b>	TAP	388,029.51	1,437,465.43
9901807 Strafford Sidewalks	TAP	(211,573.18)	1,225,892.25
9901807 Strafford Sidewalks	TAP	34,777.20	1,260,669.45
		<b>1,260,669.45</b>	<b>1,260,669.45</b>
<b>Maximum TAP Balance Allowed</b>			<b>1,838,478.69</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>0.00</b>

## Balance Based on Current Obligations

### Christian County

Name	Account	Amount	Balance
<b>FY 2003/2004 Allocation</b>	STP-Urban	348,765.16	348,765.16
<b>FY 2005 Allocation</b>	STP-Urban	210,184.62	558,949.78
<b>FY 2006 Allocation</b>	STP-Urban	186,862.21	745,811.99
<b>FY 2007 Allocation</b>	STP-Urban	205,358.35	951,170.34
<b>FY 2008 Allocation</b>	STP-Urban	219,817.75	1,170,988.09
5900837 NS Corridor Study	Springfield Area Small Urban	(10,182.16)	1,160,805.93
<b>FY 2009 Allocation</b>	STP-Urban	225,611.20	1,386,417.13
9900861 CC Study	STP-Urban	(320,000.00)	1,066,417.13
<b>FY 2010 Allocation</b>	STP-Urban	263,786.21	1,330,203.34
5900837 NS Corridor Study	Springfield Area Small Urban	0.81	1,330,204.15
<b>FY 2011 Allocation</b>	STP-Urban	255,649.77	1,585,853.92
<b>FY 2012 Allocation</b>	STP-Urban	239,722.79	1,825,576.71
<b>FY 2013 Allocation</b>	STP-Urban	284,571.43	2,110,148.14
FY 2013 Rideshare	City of Springfield	(523.37)	2,109,624.77
<b>FY 2014 Allocation</b>	STP-Urban	295,187.56	2,404,812.33
FY 2014 Rideshare	City of Springfield	(523.37)	2,404,288.96
0651056 65/CC/J	STP-Urban	(228,000.00)	2,176,288.96
<b>FY 2015 Allocation</b>	STP-Urban	187,541.09	2,363,830.05
		2,363,830.05	2,363,830.05
<b>MoDOT Cost Shares</b>	<b>Total</b>	<b>Obligated</b>	<b>Balance</b>
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) 291,830.05**

**Maximum STP-Urban Balance Allowed \$ 885,562.68**

**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
<b>FY 2003/2004 Allocation</b>	STP-Urban	1,399,042.73	1,399,042.73
<b>FY 2005 Allocation</b>	STP-Urban	843,138.29	2,242,181.02
Transfer	City of Battlefield	45,000.00	2,287,181.02
<b>Remaining Balance</b>	Springfield Area Small Urban	344,278.68	2,631,459.70
<b>FY 2006 Allocation</b>	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
<b>FY 2007 Allocation</b>	STP-Urban	823,778.07	3,640,792.93
<b>FY 2008 Allocation</b>	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
<b>FY 2009 Allocation</b>	STP-Urban	905,020.70	2,873,646.26
Transfer	City of Battlefield	20,000.00	2,893,646.26
<b>FY 2010 Allocation</b>	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
<b>FY 2011 Allocation</b>	STP-Urban	1,025,518.01	2,805,238.66
5900845 Bicycle Destination Plan	STP-Urban	(40,033.84)	2,765,204.82
<b>FY 2012 Allocation</b>	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
<b>FY 2013 Allocation</b>	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

Continued on next page...

## Balance Based on Current Obligations

### Greene County, continued

<b>FY 2014 Allocation</b>	STP-Urban	1,256,387.95	4,824,677.39
0652086 Battlefield/65	STP-Urban	(452,800.00)	4,371,877.39
FY 2014 Rideshare	City of Springfield	(2,227.58)	4,369,649.81
0652087 Chestnut RR	STP-Urban	(400,000.00)	3,969,649.81
0652065 US 65 6-Laning	STP-Urban	(240,794.13)	3,728,855.68
0652065 US 65 6-Laning	STP - OTO Payback	240,794.13	3,969,649.81
0652074 South Glenstone	STP-Urban	(500,000.00)	3,469,649.81
9900878 OO/125	City of Strafford	(66,236.44)	3,403,413.37
5907801 Campbell/Weaver	STP-Urban	145,202.01	3,548,615.38
5907801 Campbell/Weaver	Springfield Area Small Urban	35,547.10	3,584,162.48
0652086 Battlefield/65	STP-Urban	(47,200.00)	3,536,962.48
<b>FY 2015 Allocation</b>	STP-Urban	798,219.16	4,335,181.64
		<u>4,335,181.64</u>	<u>4,335,181.64</u>

<b>MoDOT Cost Shares</b>	<b>Total</b>	<b>Obligated</b>	<b>Balance</b>
0652086 Battlefield/65	500,000.00	(500,000.00)	0.00
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>(1,400,000.00)</u>	<u>100,000.00</u>

**Remaining Balance All Funds (After MoDOT Cost Shares)** **4,235,181.64**

**Maximum STP-Urban Balance Allowed** **\$ 3,769,163.85**

**Amount Subject to MoDOT Lapse Policy** **\$ 466,017.79**

**Note:**

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

Rideshare - MPO area wide funds from all jurisdictions

Further adjustments to 5907801 Campbell/Weaver may affect overall balance for Greene County/Springfield

## Balance Based on Current Obligations

### City of Battlefield

Name	Split	Amount	Balance
<b>FY 2003/2004 Allocation</b>	STP-Urban	63,402.45	63,402.45
<b>FY 2005 Allocation</b>	STP-Urban	38,209.72	101,612.17
Transfer	Greene County	(45,000.00)	56,612.17
<b>FY 2006 Allocation</b>	STP-Urban	33,969.91	90,582.08
<b>FY 2007 Allocation</b>	STP-Urban	37,332.34	127,914.42
<b>FY 2008 Allocation</b>	STP-Urban	39,960.94	167,875.36
5900837 NS Corridor Study	Springfield Area Small Urban	(1,851.03)	166,024.33
<b>FY 2009 Allocation</b>	STP-Urban	41,014.13	207,038.46
Transfer	Greene County	(20,000.00)	187,038.46
<b>FY 2010 Allocation</b>	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
<b>FY 2011 Allocation</b>	STP-Urban	46,474.89	194,274.37
S959003 Route FF Pavement Imp	STP-Urban	35,578.89	229,853.26
<b>FY 2012 Allocation</b>	STP-Urban	82,739.59	312,592.85
S959003 Route FF Pavement Imp	STP-Urban	3,552.55	316,145.40
<b>FY 2013 Allocation</b>	STP-Urban	98,218.96	414,364.36
FY 2013 Rideshare	City of Springfield	(180.64)	414,183.72
<b>FY 2014 Allocation</b>	STP-Urban	101,883.09	516,066.81
FY 2014 Rideshare	City of Springfield	(180.64)	515,886.17
9901810 Weaver Rd Widening	STP-Urban	(138,336.00)	377,550.17
9901810 Weaver Rd Widening	STP-Urban	(32,000.00)	345,550.17
5916806 Highway M Study	STP-Urban	184.00	345,734.17
<b>FY 2015 Allocation</b>	STP-Urban	64,729.23	410,463.40
		<u>410,463.40</u>	<u>410,463.40</u>
<b>Maximum STP-Urban Balance Allowed</b>			<b>\$ 305,649.27</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>\$ 104,814.13</b>

**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
<b>FY 2003/2004 Allocation</b>	STP-Urban	315,253.93	315,253.93
<b>FY 2005 Allocation</b>	STP-Urban	189,988.95	505,242.88
<b>FY 2006 Allocation</b>	STP-Urban	168,907.47	674,150.35
<b>FY 2007 Allocation</b>	STP-Urban	185,626.40	859,776.75
<b>FY 2008 Allocation</b>	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
<b>FY 2009 Allocation</b>	STP-Urban	203,933.25	924,446.73
9900861 Northview Road	STP-Urban	(17,386.10)	907,060.63
<b>FY 2010 Allocation</b>	STP-Urban	238,440.19	1,145,500.82
5900837 NS Corridor Study	Springfield Area Small Urban	0.73	1,145,501.55
<b>FY 2011 Allocation</b>	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
<b>FY 2012 Allocation</b>	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
<b>FY 2013 Allocation</b>	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
<b>FY 2014 Allocation</b>	STP-Urban	346,694.10	2,069,189.08
FY 2014 Rideshare	City of Springfield	(614.69)	2,068,574.39
9901804 Tracker/Main	STP-Urban	(473,600.00)	1,594,974.39
9900869 14/Gregg	STP-Urban	489.84	1,595,464.23
<b>FY 2015 Allocation</b>	STP-Urban	220,264.67	1,815,728.90
		1,815,728.90	1,815,728.90
<b>MoDOT Cost Shares</b>	<b>Total</b>	<b>Obligated</b>	<b>Balance</b>
160/14	1,307,001.00	0.00	1,307,001.00
	1,307,001.00	0.00	1,307,001.00

**Remaining Balance All Funds (After MoDOT Cost Shares)**

**508,727.90**

**Maximum STP-Urban Balance Allowed**

**\$ 1,040,082.30**

**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 Ozark

Name	Split	Amount	Balance
<b>FY 2003/2004 Allocation</b>	STP-Urban	257,927.98	257,927.98
<b>FY 2005 Allocation</b>	STP-Urban	155,441.25	413,369.23
<b>FY 2006 Allocation</b>	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
<b>FY 2007 Allocation</b>	STP-Urban	151,872.00	570,634.47
<b>FY 2008 Allocation</b>	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
<b>FY 2009 Allocation</b>	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
<b>FY 2010 Allocation</b>	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
<b>FY 2011 Allocation</b>	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
<b>FY 2012 Allocation</b>	STP-Urban	263,760.19	1,145,336.22
9900824 Third Street/14	STP-Urban	(177,500.00)	967,836.22
<b>FY 2013 Allocation</b>	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
<b>FY 2014 Allocation</b>	STP-Urban	324,786.51	1,575,419.15
FY 2014 Rideshare	City of Springfield	(575.85)	1,574,843.30
9900824 Third Street/14	STP-Urban	(643,549.07)	931,294.23
<b>FY 2015 Allocation</b>	STP-Urban	206,346.15	1,137,640.38
		1,137,640.38	1,137,640.38

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)** **1,137,640.38**

**Maximum STP-Urban Balance Allowed** **\$ 974,359.53**

**Amount Subject to MoDOT Lapse Policy** **\$ 163,280.85**

## Balance Based on Current Obligations

### City of Republic

Name	Split	Amount	Balance
<b>Opening Balance</b>	Republic Small Urban	278,258.25	278,258.25
<b>FY 2003 Allocation</b>	Republic Small Urban	25,177.78	303,436.03
<b>FY 2004 Allocation</b>	Republic Small Urban	33,077.66	336,513.69
6900804 60 East	Republic Small Urban	(303,436.00)	33,077.69
<b>FY 2005 Allocation</b>	Republic Small Urban	33,077.66	66,155.35
<b>FY 2006 Allocation</b>	Republic Small Urban	33,077.66	99,233.01
<b>FY 2007 Allocation</b>	Republic Small Urban	33,077.66	132,310.67
<b>FY 2008 Allocation</b>	Republic Small Urban	33,077.66	165,388.33
<b>FY 2009 Allocation</b>	Republic Small Urban	33,077.66	198,465.99
S950012 M/ZZ	Republic Small Urban	(198,465.00)	0.99
<b>FY 2010 Allocation</b>	Republic Small Urban	33,077.66	33,078.65
<b>FY 2011 Allocation</b>	STP-Urban	127,291.02	160,369.67
<b>FY 2011 Allocation</b>	Republic Small Urban	33,077.66	193,447.33
<b>FY 2012 Allocation</b>	STP-Urban	185,257.16	378,704.49
0602076 Oakwood/60	STP-Urban	(173,050.00)	205,654.49
<b>FY 2012 Allocation</b>	Republic Small Urban	33,077.66	238,732.15
<b>FY 2013 Allocation</b>	STP-Urban	226,104.43	464,836.58
FY 2013 Rideshare	City of Springfield	(476.67)	464,359.91
<b>FY 2013 Allocation</b>	Republic Small Urban	33,077.66	497,437.57
0602076 Oakwood/60	Republic Small Urban	(50,000.00)	447,437.57
<b>FY 2014 Allocation</b>	STP-Urban	235,773.39	683,210.96
FY 2014 Rideshare	City of Springfield	(476.67)	682,734.29
9900077 Republic Trans. Plan	STP-Urban	(14,751.58)	667,982.71
<b>FY 2014 Allocation</b>	Republic Small Urban	33,077.66	701,060.37
9900077 Republic Trans. Plan	Republic Small Urban	(49,233.29)	651,827.08
<b>FY 2015 Allocation</b>	STP-Urban	137,731.10	789,558.18
<b>FY 2015 Allocation</b>	Republic Small Urban	33,077.66	822,635.84
		<b>822,635.84</b>	<b>822,635.84</b>

**Maximum STP-Urban Balance Allowed** **\$ 707,320.17**

**Amount Subject to MoDOT Lapse Policy** **\$ 115,315.67**

**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
<b>FY 2003/2004 Allocation</b>	STP-Urban	3,925,754.34	3,925,754.34
<b>FY 2005 Allocation</b>	STP-Urban	2,365,870.41	6,291,624.75
<b>Remaining Balance</b>	Springfield Area Small Urban	3,163,403.16	9,455,027.91
<b>FY 2006 Allocation</b>	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
<b>FY 2007 Allocation</b>	STP-Urban	2,311,545.07	10,276,623.93
<b>FY 2008 Allocation</b>	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
<b>FY 2009 Allocation</b>	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
<b>FY 2010 Allocation</b>	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
<b>FY 2011 Allocation</b>	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
<b>FY 2012 Allocation</b>	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
<b>FY 2013 Allocation</b>	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

<b>FY 2014 Allocation</b>	STP-Urban	2,907,003.30	16,109,869.70
0652074 South Glenstone	STP-Urban	145,628.38	16,255,498.08
0652074 South Glenstone	STP-Urban	(2,064,703.81)	14,190,794.27
0652087 Chestnut RR	STP-Urban	(100,000.00)	14,090,794.27
1601053 160/Campbell/Plainview 2	STP-Urban	(231,767.60)	13,859,026.67
5933803 Kansas/Evergreen	STP-Urban	4,818.49	13,863,845.16
1601054 160/Campbell/Plainview 3	STP-Urban	(386,800.00)	13,477,045.16
5905806 FY 2010 TMC Staff	STP-Urban	130.02	13,477,175.18
FY 2013 Rideshare	Christian County	523.37	13,477,698.55
FY 2013 Rideshare	City of Battlefield	180.64	13,477,879.19
FY 2013 Rideshare	Greene County	2,227.58	13,480,106.77
FY 2013 Rideshare	City of Nixa	614.69	13,480,721.46
FY 2013 Rideshare	City of Ozark	575.85	13,481,297.31
FY 2013 Rideshare	City of Republic	476.67	13,481,773.98
FY 2013 Rideshare	City of Strafford	76.20	13,481,850.18
FY 2013 Rideshare	City of Willard	170.88	13,482,021.06
5907801 Campbell/Weaver	STP-Urban	145,202.00	13,627,223.06
5938804 FY 2014 TMC Staff	STP-Urban	(268,000.00)	13,359,223.06
5907801 Campbell/Weaver	Springfield Area Small Urban	35,547.11	13,394,770.17
0132078 Kansas Expy Pavement	STP-Urban	(799,517.00)	12,595,253.17
0652086 Battlefield/65	STP-Urban	(4,660,769.24)	7,934,483.93
S600040 Republic Rd Bridges	STP-Urban	(2,584,800.00)	5,349,683.93
1601053 160/Campbell/Plainview 2	STP-Urban	83,126.86	5,432,810.79
0652087 Chestnut RR	STP-Urban	(1,126,800.00)	4,306,010.79
7441012 Kearney/Packer	Springfield Area Small Urban	(47,380.00)	4,258,630.79
<b>FY 2015 Allocation</b>	STP-Urban	1,846,902.26	6,105,533.05
1601054 160/Campbell/Plainview 3	STP-Urban	(109,976.12)	5,995,556.93
5938805 FY 2015 TMC Staff	STP-Urban	(276,000.00)	5,719,556.93
		<u>5,719,556.93</u>	<u>5,719,556.93</u>

<b>MoDOT Cost Shares</b>	<b>Total</b>	<b>Obligated</b>	<b>Balance</b>
0652086 Battlefield/65	4,923,677.00	(4,660,769.24)	262,907.76
0652087 Chestnut RR	3,633,700.00	(1,226,800.00)	2,406,900.00
1601054 160/Campbell/Plainview 3	595,344.00	(413,649.26)	181,694.74
Kearney/Packer (8S3019)>FY15-16	728,721.00	(47,380.00)	681,341.00
0652088 Division/65>FY16-17	1,823,292.00	0.00	1,823,292.00
0652074 South Glenstone	4,740,756.00	(3,792,675.43)	948,080.57
	<u>16,445,490.00</u>	<u>(10,141,273.93)</u>	<u>6,304,216.07</u>

**Remaining Balance All Funds (After MoDOT Cost Shares)** **\$ (584,659.14)**

**Maximum STP-Urban Balance Allowed** **\$ 8,721,009.90**

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

**Notes:**

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

Rideshare - MPO area wide funds from all jurisdictions

Further adjustments to 5907801 Campbell/Weaver may affect overall balance for Greene County/Springfield

## Balance Based on Current Obligations

### City of Strafford

Name	Split	Amount	Balance
<b>FY 2011 Allocation</b>	STP-Urban	34,761.39	34,761.39
<b>FY 2012 Allocation</b>	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
<b>FY 2013 Allocation</b>	STP-Urban	41,431.18	47,319.17
FY 2013 Rideshare	City of Springfield	(76.20)	47,242.97
<b>FY 2014 Allocation</b>	STP-Urban	42,976.80	90,219.77
FY 2014 Rideshare	City of Springfield	(76.20)	90,143.57
9900878 125/OO	STP - OTO Payback	(66,236.44)	23,907.13
9900878 125/OO	Greene County	66,236.44	90,143.57
<b>FY 2015 Allocation</b>	STP-Urban	27,304.39	117,447.96
		<b>117,447.96</b>	<b>117,447.96</b>
<b>Maximum STP-Urban Balance Allowed</b>			<b>\$ 128,930.40</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>\$ -</b>

**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
<b>FY 2011 Allocation</b>	STP-Urban	60,254.35	60,254.35
<b>FY 2012 Allocation</b>	STP-Urban	78,269.58	138,523.93
<b>FY 2013 Allocation</b>	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
<b>FY 2014 Allocation</b>	STP-Urban	96,378.85	306,644.57
FY 2014 Rideshare	City of Springfield	(170.88)	306,473.69
<b>FY 2015 Allocation</b>	STP-Urban	61,232.24	367,705.93
		367,705.93	367,705.93
<b>Maximum STP-Urban Balance Allowed</b>			<b>\$ 289,136.55</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>\$ 78,569.38</b>

**Note:**

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

Rideshare - MPO area wide funds from all jurisdictions

## Funding Allocation

	<b>FY 2003/2004</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>
<b>Republic Small Urban Allocation</b>	58,255.44	33,077.66	33,077.66	33,077.66
<b>STP-Urban Allocation</b>	6,310,146.59	3,802,833.24	3,380,864.78	3,715,512.23
<b>STP-Urban Distribution</b>				
Christian County	348,765.16	210,184.62	186,862.21	205,358.35
Greene County	1,399,042.73	843,138.29	749,582.31	823,778.07
City of Battlefield	63,402.45	38,209.72	33,969.91	37,332.34
City of Nixa	315,253.93	189,988.95	168,907.47	185,626.40
City of Ozark	257,927.98	155,441.25	138,193.24	151,872.00
City of Republic	N/A	N/A	N/A	N/A
City of Springfield	3,925,754.34	2,365,870.41	2,103,349.64	2,311,545.07
City of Strafford	N/A	N/A	N/A	N/A
City of Willard	N/A	N/A	N/A	N/A
	6,310,146.59	3,802,833.24	3,380,864.78	3,715,512.23
<b>Republic Small Urban Distribution</b>	58,255.44	33,077.66	33,077.66	33,077.66
	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>
<b>Republic Small Urban Allocation</b>	33,077.66	33,077.66	33,077.66	33,077.66
<b>STP-Urban Allocation</b>	3,977,123.62	4,081,943.45	4,772,637.00	4,847,733.00
<b>STP-Urban Distribution</b>				
Christian County	219,817.75	225,611.20	263,786.21	255,649.77
Greene County	881,780.76	905,020.70	1,058,156.57	1,025,518.01
City of Battlefield	39,960.94	41,014.13	47,954.01	46,474.89
City of Nixa	198,696.47	203,933.25	238,440.19	231,085.56
City of Ozark	162,565.39	166,849.92	195,082.09	189,064.84
City of Republic	N/A	N/A	N/A	127,291.02
City of Springfield	2,474,302.31	2,539,514.25	2,969,217.93	2,877,633.17
City of Strafford	N/A	N/A	N/A	34,761.39
City of Willard	N/A	N/A	N/A	60,254.35
	3,977,123.62	4,081,943.45	4,772,637.00	4,847,733.00
<b>Republic Small Urban Distribution</b>	33,077.66	33,077.66	33,077.66	33,077.66
	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>
<b>Republic Small Urban Allocation</b>	33,077.66	33,077.66	33,077.66	33,077.66
<b>STP-Urban Allocation</b>	4,547,306.00	5,404,229.00	5,607,071.55	3,550,270.29
<b>STP-Urban Distribution</b>				<i>STP-U is @ 8/12</i>
Christian County	239,722.79	284,571.43	295,187.56	187,541.09
Greene County	1,020,316.77	1,211,203.16	1,256,387.95	798,219.16
City of Battlefield	82,739.59	98,218.96	101,883.09	64,729.23
City of Nixa	281,551.42	334,225.59	346,694.10	220,264.67
City of Ozark	263,760.19	313,105.87	324,786.51	206,346.15
City of Republic	185,257.16	226,104.43	235,773.39	137,731.10
City of Springfield	2,360,786.90	2,802,455.71	2,907,003.30	1,846,902.26
City of Strafford	34,901.60	41,431.18	42,976.80	27,304.39
City of Willard	78,269.58	92,912.67	96,378.85	61,232.24
	4,547,306.00	5,404,229.00	5,607,071.55	3,550,270.29
<b>Republic Small Urban Distribution</b>	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-FY2015 STP-Urban funds distribution based on percentage of 2010 MPO Population.

Republic Small Urban FY04-10 not included in overall distribution

Republic Small Urban FY11-15 included in overall distribution

## All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
<b>FY 2003 Allocation</b>					
	Deposit	10/01/2002	City of Republic	25,177.78	25,177.78
Total FY 2003 Allocation				25,177.78	25,177.78
<b>FY 2003/2004 Allocation</b>					
	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
<b>FY 2004 Allocation</b>					
	Deposit	10/01/2003	City of Republic	33,077.66	33,077.66
Total FY 2004 Allocation				33,077.66	33,077.66
<b>FY 2004 BRM Allocation</b>					
	Deposit	10/01/2003	Bridge (BRM)	210,242.66	210,242.66
Total FY 2004 BRM Allocation				210,242.66	210,242.66
<b>FY 2005 Allocation</b>					
	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
<b>FY 2005 BRM Allocation</b>					
	Deposit	10/01/2004	Bridge (BRM)	203,613.48	203,613.48
Total FY 2005 BRM Allocation				203,613.48	203,613.48
<b>FY 2006 Allocation</b>					
	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>
<b>FY 2006 BRM Allocation</b>					
	Deposit	10/01/2005	Bridge (BRM)	265,090.64	265,090.64
Total FY 2006 BRM Allocation				265,090.64	265,090.64
<b>FY 2007 Allocation</b>					
	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
<b>FY 2007 BRM Allocation</b>					
	Deposit	10/02/2006	Bridge (BRM)	255,748.00	255,748.00
Total FY 2007 BRM Allocation				255,748.00	255,748.00
<b>FY 2008 Allocation</b>					
	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
<b>FY 2008 BRM Allocation</b>					
	Deposit	10/01/2007	Bridge (BRM)	297,860.03	297,860.03
Total FY 2008 BRM Allocation				297,860.03	297,860.03
<b>FY 2009 Allocation</b>					
	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>
<b>FY 2009 BRM Allocation</b>					
	Deposit	10/01/2008	Bridge (BRM)	299,406.62	299,406.62
Total FY 2009 BRM Allocation				299,406.62	299,406.62
<b>FY 2010 Allocation</b>					
	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
<b>FY 2010 BRM Allocation</b>					
	Deposit	10/01/2009	Bridge (BRM)	341,753.00	341,753.00
Total FY 2010 BRM Allocation				341,753.00	341,753.00
<b>FY 2011 Allocation</b>					
	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
<b>FY 2011 BRM Allocation</b>					
	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>
<b>FY 2012 Allocation</b>					
	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
<b>FY 2012 BRM Allocation</b>					
	Deposit	10/01/2011	Bridge (BRM)	395,013.02	395,013.02
Total FY 2012 BRM Allocation				395,013.02	395,013.02
<b>FY 2013 Allocation</b>					
	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
<b>FY 2013 BRM Allocation</b>					
	Deposit	10/01/2012	Bridge (BRM)	388,603.66	388,603.66
Total FY 2013 BRM Allocation				388,603.66	388,603.66
<b>FY 2013 TAP Allocation</b>					
	Deposit	10/01/2012	Enhancements (TAP)	602,196.69	602,196.69
Total FY 2013 TAP Allocation				602,196.69	602,196.69

## All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
<b>FY 2014 Allocation</b>					
	Deposit	10/01/2013	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2013	Christian County	295,187.56	328,265.22
	Deposit	10/01/2013	Greene County	1,256,387.95	1,584,653.17
	Deposit	10/01/2013	City of Battlefield	101,883.09	1,686,536.26
	Deposit	10/01/2013	City of Nixa	346,694.10	2,033,230.36
	Deposit	10/01/2013	City of Ozark	324,786.51	2,358,016.87
	Deposit	10/01/2013	City of Republic	235,773.39	2,593,790.26
	Deposit	10/01/2013	City of Springfield	2,907,003.30	5,500,793.56
	Deposit	10/01/2013	City of Strafford	42,976.80	5,543,770.36
	Deposit	10/01/2013	City of Willard	96,378.85	5,640,149.21
Total FY 2014 Allocation				5,640,149.21	5,640,149.21
<b>FY 2014 BRM Allocation</b>					
	Deposit	10/01/2013	Bridge (BRM)	352,601.99	352,601.99
Total FY 2014 BRM Allocation				352,601.99	352,601.99
<b>FY 2014 TAP Allocation</b>					
	Deposit	10/01/2013	Enhancements (TAP)	612,826.23	612,826.23
Total FY 2014 TAP Allocation				612,826.23	612,826.23
<b>FY 2015 Allocation</b>					
	Deposit	10/01/2014	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2014	Christian County	187,541.09	220,618.75
	Deposit	10/01/2014	Greene County	798,219.16	1,018,837.91
	Deposit	10/01/2014	City of Battlefield	64,729.23	1,083,567.14
	Deposit	10/01/2014	City of Nixa	220,264.67	1,303,831.81
	Deposit	10/01/2014	City of Ozark	206,346.15	1,510,177.96
	Deposit	10/01/2014	City of Republic	137,731.10	1,647,909.06
	Deposit	10/01/2014	City of Springfield	1,846,902.26	3,494,811.32
	Deposit	10/01/2014	City of Strafford	27,304.39	3,522,115.71
	Deposit	10/01/2014	City of Willard	61,232.24	3,583,347.95
Total FY 2015 Allocation				3,583,347.95	3,583,347.95
<b>FY 2015 BRM Allocation</b>					
	Deposit	10/01/2014	Bridge (BRM)	335,348.75	335,348.75
Total FY 2015 BRM Allocation				335,348.75	335,348.75
<b>FY 2015 TAP Allocation</b>					
	Deposit	10/01/2014	Enhancements (TAP)	388,029.51	388,029.51
Total FY 2015 TAP Allocation				388,029.51	388,029.51

## All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
<b>Republic Small Urban Opening Balance</b>					
	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
<b>Springfield Area Small-U Opening Balance</b>					
	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
<b>TOTAL ALLOCATIONS</b>				<b>63,480,589.82</b>	

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>0132056 13/I-44</b>				
	08/21/2009	City of Springfield	STP-Urban	(978,000.00)
<b>0132070 Kansas/JRF</b>				
	10/02/2011	Greene County	STP - OTO Payback	(385,519.89)
	10/02/2012	Greene County	STP - OTO Payback	48,882.69
<b>0132078 Kansas Expy Pavement</b>				
	04/22/2014	City of Springfield	STP-Urban	(799,517.00)
<b>0141014 17th Street Relocation</b>				
	04/18/2008	City of Ozark	STP-Urban	(244,800.00)
<b>0141021 14ADA</b>				
	01/06/2014	Enhancements (TAP)	TAP	(165,587.00)
<b>0602064 JRF/Glenstone</b>				
	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
<b>0602065 60/65</b>				
	10/02/2011	City of Springfield	STP-Urban	(100,000.00)
<b>0602066 James River Bridge</b>				
	01/02/2009	Bridge (BRM)	BRM	(780,000.00)
	06/20/2014	Bridge (BRM)	BRM	21,990.93
<b>0602067 National/JRF</b>				
	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
<b>0602068 JRF/Campbell (160)</b>				
	10/02/2009	Greene County	STP-Urban	(1,000,000.00)
	10/02/2009	City of Springfield	STP-Urban	(800,000.00)
<b>0602076 Oakwood/60</b>				
	10/02/2011	City of Republic	STP-Urban	(173,050.00)
	10/03/2013	City of Republic	Republic Small Urban	(50,000.00)

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>0651056 65/CC/J</b>				
	02/02/2014	Christian County	STP-Urban	(228,000.00)
<b>0651064 Farmer Branch</b>				
	07/15/2013	Bridge (BRM)	BRM	(1,000,000.00)
<b>0652048 44/65</b>				
	04/17/2007	City of Springfield	Springfield Area Small Urban	(74,000.00)
<b>0652058 Glenstone/Primrose</b>				
	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)
<b>0652065 US 65 6-Laning</b>				
	11/02/2013	Greene County	STP-Urban	(240,794.13)
	11/03/2014	Greene County	STP - OTO Payback	240,794.13
<b>0652067 US65</b>				
	10/02/2009	City of Springfield	STP-Urban	(1,061,000.00)
<b>0652069 Glenstone Sidewalks</b>				
	10/02/2010	City of Springfield	STP-Urban	(106,000.00)
<b>0652074 South Glenstone</b>				
	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
<b>0652076 65/Chestnut</b>				
	10/02/2011	Greene County	STP-Urban	(589,570.53)
	10/02/2011	City of Springfield	STP-Urban	(779,945.21)
<b>0652086 Battlefield/65</b>				
	10/02/2013	Greene County	STP-Urban	(452,800.00)
	06/12/2014	Bridge (BRM)	BRM	(1,189,657.00)
	07/23/2014	Greene County	STP-Urban	(47,200.00)
	07/23/2014	City of Springfield	STP-Urban	(4,660,769.24)

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>0652087 Chestnut RR</b>				
	12/02/2013	City of Springfield	STP-Urban	(100,000.00)
	12/02/2013	Greene County	STP-Urban	(400,000.00)
	07/31/2014	City of Springfield	STP-Urban	(1,126,800.00)
<b>1601043 160/Hunt Road</b>				
	10/02/2012	City of Willard	STP - OTO Payback	(21,000.00)
<b>1601053 160/Campbell/ Plainview 2</b>				
	12/02/2013	City of Springfield	STP-Urban	(231,767.60)
	07/01/2014	City of Springfield	STP-Urban	83,126.86
<b>1601054 160/Campbell/ Plainview 3</b>				
	02/02/2014	City of Springfield	STP-Urban	(386,800.00)
	12/08/2014	City of Springfield	STP-Urban	(109,976.12)
<b>2661009 Midfield Terminal Access</b>				
	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
<b>5900837 NS Corridor Study</b>				
	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



## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>5900845 Bicycle Destination Plan</b>				
	10/02/2010	Greene County	STP-Urban	(40,033.84)
<b>5904810 Division Underground Tank</b>				
	10/02/2006	Greene County	Springfield Area Small Urban	(64,027.15)
<b>5905804 FY 2008 TMC Staff</b>				
	10/24/2007	City of Springfield	STP-Urban	(112,000.00)
	10/02/2009	City of Springfield	STP-Urban	659.24
<b>5905805 FY 2009 TMC Staff</b>				
	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
<b>5905806 FY 2010 TMC Staff</b>				
	10/02/2009	City of Springfield	STP-Urban	(228,000.00)
	03/02/2014	City of Springfield	STP-Urban	130.02
<b>5907801 Campbell/Weaver</b>				
	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	145,202.00
	03/02/2014	Greene County	STP-Urban	145,202.01
	03/28/2014	City of Springfield	Springfield Area Small Urban	35,547.11
	03/28/2014	Greene County	Springfield Area Small Urban	35,547.10
<b>5916806 Highway M Study</b>				
	10/02/2009	City of Battlefield	STP-Urban	(14,399.22)
	08/18/2014	City of Battlefield	STP-Urban	184.00
<b>5933803 Kansas/Evergreen</b>				
	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

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>5935803 Chestnut/National</b>				
	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)
<b>5938801 FY 2011 TMC Staff</b>				
	10/02/2010	City of Springfield	STP-Urban	(276,000.00)
	10/02/2012	City of Springfield	STP-Urban	9,145.43
<b>5938803 FY 2013 TMC Staff</b>				
	10/02/2012	City of Springfield	STP - OTO Payback	(260,000.00)
<b>5938804 FY 2014 TMC Staff</b>				
	04/03/2014	City of Springfield	STP-Urban	(268,000.00)
<b>5938805 FY 2015 TMC Staff</b>				
	01/16/2015	City of Springfield	STP-Urban	(276,000.00)
<b>6900804 60 East</b>				
	03/19/2004	City of Republic	Republic Small Urban	(303,436.00)
<b>7441012 Kearney/Packer</b>				
	08/15/2014	City of Springfield	Springfield Area Small Urban	(47,380.00)
<b>9900077 Republic Trans. Plan</b>				
	01/02/2014	City of Republic	STP-Urban	(14,751.58)
	01/02/2014	City of Republic	Republic Small Urban	(49,233.29)
<b>9900824 Third Street/14</b>				
	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)
<b>9900846 Scenic Sidewalks</b>				
	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)

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>9900854 CC Realignment</b>				
	02/22/2008	City of Nixa	STP-Urban	(236,800.00)
	10/02/2012	City of Nixa	STP-Urban	3,168.42
<b>9900855 Roadway Prioritization</b>				
	07/01/2008	City of Ozark	STP-Urban	(14,681.60)
	11/28/2008	City of Ozark	STP-Urban	349.91
<b>9900858 Gregg/14</b>				
	08/07/2008	City of Nixa	STP-Urban	(38,133.92)
	10/02/2012	City of Nixa	STP-Urban	104.26
<b>9900859 Main Street</b>				
	08/07/2008	City of Nixa	STP-Urban	(53,822.02)
	10/02/2012	City of Nixa	STP-Urban	7,167.08
<b>9900860 CC Study</b>				
	09/17/2009	Christian County	STP-Urban	(320,000.00)
<b>9900861 Northview Road</b>				
	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
<b>9900866 Elm Street Sidewalks</b>				
	10/02/2009	City of Battlefield	STP-Urban	(1,998.24)
<b>9900867 Cloverdale Lane Sidewalks</b>				
	10/02/2009	City of Battlefield	STP-Urban	(795.68)
<b>9900869 14/Gregg</b>				
	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)
	10/28/2014	City of Nixa	STP-Urban	489.84
<b>9900878 125/OO</b>				
	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)
<b>9900891 Evans/65</b>				
	10/02/2011	Greene County	STP-Urban	(500,000.00)

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>9901804 Tracker/Main</b>				
	11/02/2013	City of Nixa	STP-Urban	(473,600.00)
<b>9901807 Strafford Sidewalks</b>				
	12/02/2014	Enhancements (TAP)	TAP	(211,573.18)
	02/13/2015	Enhancements (TAP)	TAP	34,777.20
<b>9901810 Weaver Rd Widening</b>				
	05/15/2014	City of Battlefield	STP-Urban	(138,336.00)
	06/04/2014	City of Battlefield	STP-Urban	(32,000.00)
<b>ES08006 Traffic Analysis</b>				
	09/03/2009	City of Ozark	STP-Urban	(6,821.60)
	10/02/2010	City of Ozark	STP-Urban	17.39
<b>ES08007 Master Transportation Pln</b>				
	09/22/2009	City of Ozark	STP-Urban	(7,243.20)
	10/02/2009	City of Ozark	STP-Urban	7,243.20
<b>S600040 Republic Rd Bridges</b>				
	07/01/2014	City of Springfield	STP-Urban	(2,584,800.00)
<b>S947010 Glenstone (H) I-44 to VWM</b>				
	09/18/2008	City of Springfield	STP-Urban	(1,200,000.00)
	09/18/2008	Greene County	STP-Urban	(1,500,000.00)
<b>S950012 M/ZZ</b>				
	10/02/2009	City of Republic	Republic Small Urban	(198,465.00)
<b>S959003 Route FF Pavement Imp</b>				
	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
<b>Adjustments</b>				
	10/02/2005	Bridge (BRM)	BRM	(0.43)
<b>TOTAL OBLIGATIONS</b>				<b>(44,405,578.99)</b>

# Highway Bridge Program (BRM)

## Springfield Urban Area

	<u>Apportionment</u>	<u>Available (OL)</u>
<b>Balance as of September 30, 2014</b>	<b>\$529,303.93</b>	<b>\$388,801.60</b>
Fiscal Year 2015 Apportionment (OL = 93.88%)*	\$357,210.00	\$335,348.75
Project Obligations - October 2014:		
None	\$0.00	\$0.00
<b>Balance as of October 31, 2014</b>	<b>\$886,513.93</b>	<b>\$724,150.35</b>
Project Obligations - November 2014:		
None	\$0.00	\$0.00
<b>Balance as of November 30, 2014</b>	<b>\$886,513.93</b>	<b>\$724,150.35</b>
Project Obligations - December 2014:		
None	\$0.00	\$0.00
<b>Balance as of December 31, 2014</b>	<b>\$886,513.93</b>	<b>\$724,150.35</b>
Project Obligations - January 2015:		
None	\$0.00	\$0.00
<b>Balance as of January 31, 2015</b>	<b>\$886,513.93</b>	<b>\$724,150.35</b>
Project Obligations - February 2015:		
None	\$0.00	\$0.00
<b>Balance as of February 28, 2015</b>	<b>\$886,513.93</b>	<b>\$724,150.35</b>
Project Obligations - March 2015:		
None	\$0.00	\$0.00
<b>Balance as of March 31, 2015</b>	<b>\$886,513.93</b>	<b>\$724,150.35</b>

\* Preliminary OL rate.

# Transportation Alternatives Program (TAP)

## Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
<b>Balance as of September 30, 2014</b>	<b>\$1,087,874.00</b>	<b>\$1,049,435.92</b>
Fiscal Year 2015 Apportionment (OL = 93.88%)*	413,325.00	388,029.51
Project Obligations - October 2014: None	0.00	0.00
<b>Balance as of October 31, 2014</b>	<b>\$1,501,199.00</b>	<b>\$1,437,465.43</b>
Project Obligations - November 2014: None	0.00	0.00
<b>Balance as of November 30, 2014</b>	<b>\$1,501,199.00</b>	<b>\$1,437,465.43</b>
Project Obligations - December 2014: 9901807	-211,573.18	-211,573.18
<b>Balance as of December 31, 2014</b>	<b>\$1,289,625.82</b>	<b>\$1,225,892.25</b>
Project Obligations - January 2015: None	0.00	0.00
<b>Balance as of January 31, 2015</b>	<b>\$1,289,625.82</b>	<b>\$1,225,892.25</b>
Project Obligations - February 2015: 9901807	34,777.20	34,777.20
<b>Balance as of February 28, 2015</b>	<b>\$1,324,403.02</b>	<b>\$1,260,669.45</b>
Project Obligations - March 2015: None	0.00	0.00
<b>Balance as of March 31, 2015</b>	<b>\$1,324,403.02</b>	<b>\$1,260,669.45</b>

\* Partial allocation of funds through May 31, 2015 and preliminary OL rate.

# Surface Transportation Program (STP-Large Urban)

## Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
<b>Balance as of September 30, 2014</b>	<b>\$15,578,556.33</b>	<b>\$13,676,531.75</b>
Fiscal Year 2015 Apportionment (OL = 93.88%)*	\$3,781,711.00	\$3,550,270.29
Project Obligations - October 2014:		
None	\$0.00	\$0.00
<b>Balance as of October 31, 2014</b>	<b>\$19,360,267.33</b>	<b>\$17,226,802.04</b>
Project Obligations - November 2014:		
None	\$0.00	\$0.00
<b>Balance as of November 30, 2014</b>	<b>\$19,360,267.33</b>	<b>\$17,226,802.04</b>
Project Obligations - December 2014:		
1601054	-\$109,976.12	-\$109,976.12
<b>Balance as of December 31, 2014</b>	<b>\$19,250,291.21</b>	<b>\$17,116,825.92</b>
Project Obligations - January 2015:		
5938805	-\$276,000.00	-\$276,000.00
<b>Balance as of January 31, 2015</b>	<b>\$18,974,291.21</b>	<b>\$16,840,825.92</b>
Project Obligations - February 2015:		
None	\$0.00	\$0.00
<b>Balance as of February 28, 2015</b>	<b>\$18,974,291.21</b>	<b>\$16,840,825.92</b>
Project Obligations - March 2015:		
None	\$0.00	\$0.00
<b>Balance as of March 31, 2015</b>	<b>\$18,974,291.21</b>	<b>\$16,840,825.92</b>

\* Partial allocation of funds through May 31, 2015 and preliminary OL rate.

# Surface Transportation Program (STP-Payback)

## Springfield Urban Area

	<u>Apportionment</u>	<u>Available (OL)</u>
<b>Balance as of September 30, 2014</b>	<b>\$174,557.69</b>	<b>\$174,557.69</b>
Project Obligations - October 2014: None	\$0.00	\$0.00
<b>Balance as of October 31, 2014</b>	<b>\$174,557.69</b>	<b>\$174,557.69</b>
Project Obligations - November 2014: None	\$0.00	\$0.00
<b>Balance as of November 30, 2014</b>	<b>\$174,557.69</b>	<b>\$174,557.69</b>
Project Obligations - December 2014: None	\$0.00	\$0.00
<b>Balance as of December 31, 2014</b>	<b>\$174,557.69</b>	<b>\$174,557.69</b>
Project Obligations - January 2015: None	\$0.00	\$0.00
<b>Balance as of January 31, 2015</b>	<b>\$174,557.69</b>	<b>\$174,557.69</b>
Project Obligations - February 2015: None	\$0.00	\$0.00
<b>Balance as of February 28, 2015</b>	<b>\$174,557.69</b>	<b>\$174,557.69</b>
Project Obligations - March 2015: None	\$0.00	\$0.00
<b>Balance as of March 31, 2015</b>	<b>\$174,557.69</b>	<b>\$174,557.69</b>



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

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205 PARK CENTRAL EAST, SUITE 205      SPRINGFIELD, MO 65806

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

**TAB 5**

## TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2015; ITEM II.D.

### Federal Functional Classification Change Request

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

**AGENDA DESCRIPTION:** Pursuant to §470.105.b listed below, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e. those eligible for federal funding.

***The following information is a summary of the submitted application materials.***

The City of Strafford has requested the following change to the federal functional classification system. The application is included.

- 1) Washington Avenue, from OO to Bumgarner, with new alignment from Olive to Bumgarner  
Current Functional Classification – Local  
Requested Functional Classification – Major Collector  
Major Thoroughfare Plan – Collector  
Reasoning – This is a proposed realignment of Washington that removes two 90-degree turns from the most used route for trips in Strafford south of OO.

OTO and MoDOT Staff are recommending the following additional functional classification changes to the Strafford area. MoDOT Central Office concurred with these recommendations as rounding out the functional classifications in the southern portion of Strafford.

- 2) Bumgarner, from Madison to Wrenwood  
Current Functional Classification – Local  
Requested Functional Classification – Major Collector  
Major Thoroughfare Plan – Collector  
Reasoning – This is also a heavily traveled roadway and brings the traffic of several neighborhoods to Madison/Washington and into Strafford.
- 3) Bumgarner, from Wrenwood to Farm Road 245, and Farm Road 245, from Bumgarner to OO  
Current Functional Classification – Local  
Requested Functional Classification – Minor Collector  
Major Thoroughfare Plan – Collector  
Reasoning – This is the alternate route for those along Bumgarner to gain access to Strafford's commercial district.
- 4) Madison, from Bumgarner to Elm  
Current Functional Classification – Local  
Requested Functional Classification – Minor Collector  
Major Thoroughfare Plan – Collector  
Reasoning – This route is a continuation of the most used access from the south of Strafford.

MoDOT has requested the following change to the federal functional classification system. The application is also included.

5) Evans Road (Farm Road 188) from Southwood Road east to end of public travel

Current Functional Classification – Minor Arterial

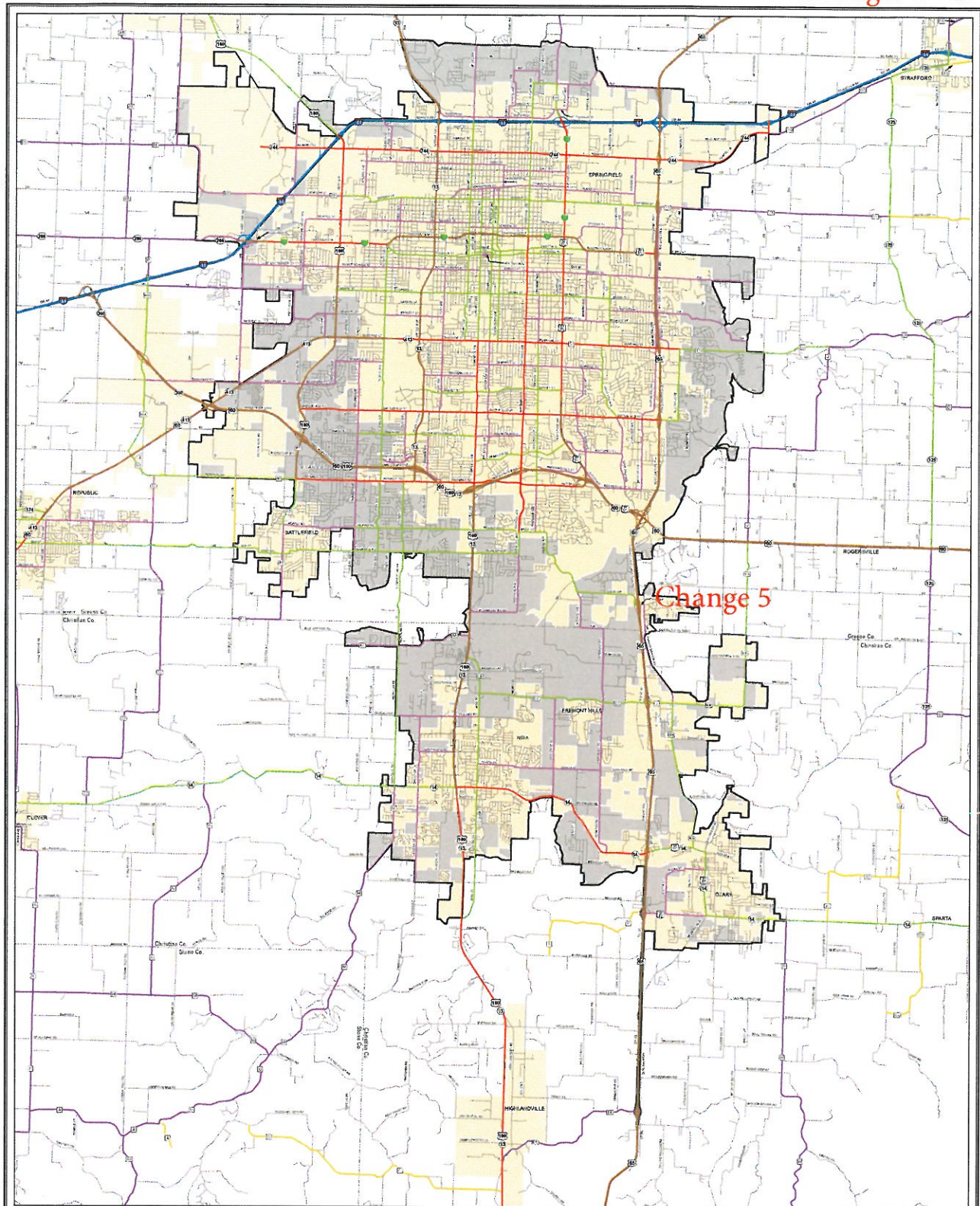
Requested Functional Classification – Local

Major Thoroughfare Plan – Secondary Arterial (does not yet reflect changes in roadway)

Reasoning – Due to the construction of E. Riverbluff Boulevard and Southwood Road, the majority of the former alignment of Evans Road was barricaded to public travel. Only this short segment of Farm Road 188 remains to serve a rehabilitation facility. The new routes now function as a minor arterial, whereas Farm Road 188 functions as a local route.

**TECHNICAL COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors regarding the proposed changes to the Functional Classification System.



Change 5

## Existing Functional Classification System

**SPRINGFIELD**

Christian County  
Greene County

Missouri

FUNCTIONAL CLASS	
Interstate	
Other Freeway and Expressway	
Other Principal Arterial	
Minor Arterial	
Collector	
Major Collector	
Minor Collector	
Local	
CITY	
URBAN AREA	



2217 St. Mary's Blvd.  
Jefferson City, MO 65109  
Phone (573) 751-5100  
Fax (573) 526-8052

Approved July 27, 2011





**OZARKS TRANSPORTATION ORGANIZATION**  
A METROPOLITAN PLANNING ORGANIZATION

205 Park Central East, Suite 205, Springfield, MO 65806  
Phone 417.865.3042 Fax 417.862.6013

## **Application**

### Federal Functional Classification Change

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to [staff@ozarkstransportation.org](mailto:staff@ozarkstransportation.org) or fax it to (417) 862-6013. After receiving the request, OTO will reply with an e-mail notice of the approximate time frame of review and pending approval.

**Date: January 2, 2015**

**Name: Steve Bodenhamer**  
**Title: City Administrator**  
**Agency: City of Strafford**  
**Street Address: 126 S Washington**

**City/State/Zip: Strafford, MO. 65757**  
**Email: [ca@straffordmo.net](mailto:ca@straffordmo.net)**  
**Phone: 417-736-2154**  
**Fax: 417-736-2390**

**Roadway Name: Washington Avenue**  
**Termini of Roadway**  
**From: Route 00**  
**To: Bumgarner**  
**Length (miles): 0.25 Miles**  
**Number of Lanes: 2 (future lanes)**  
**Lane Width: 12' (future lanes)**  
**Traffic Volume (AADT): 2,973 (counted on Madison just north of Bumgarner)**

**Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.**

Future roadway.

The project is committed to locally by the City of Strafford. The City would like to utilize its STP funds to construct this section of Washington Avenue.

**Type of Area** Urban  
**Current Classification** Local  
**Requested Classification:** Collector

**Explain why the roadway classification should be revised.**

This new section of Washington Avenue would remove the trips that are currently using a combination of Washington,

Olive and Madison Streets to move to the south side of Strafford.

Over **90 percent** of the trips in Strafford going south of Route OO utilize this route. This route requires two 90 turns and traveling

streets that are on average 21 feet wide. The 90 degree turns present poor sight distance and therefore poor safety for these trips.

AASHTO defines Urban Collector Street as follows;

***"The collector street system provides both land access service and traffic circulation within residential neighborhoods and***

***Commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate***

***Residential neighborhoods, distributing trips from the arterials through the area to their ultimate destinations. Conversely, the***

***Collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In***

***The Central business district, and in other areas of similar development and traffic density, the collector system may include***

***The entire street grid. The collector street system may also carry bus routes."***

This defines exactly what Washington, Olive and Madison Streets are doing for the trips in Strafford. This route collects trips from local subdivision streets and moves them through to the arterial system of Route OO. Almost 3,000 daily trips is not an insignificant volume for a two lane street and is definitely more characteristic of a collector class roadway than a local roadway. The OTO Major Thoroughfare Plan has these roads classified as collectors.

**Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?**

Currently there are not but this portion of town is where the most recent residential subdivisions have occurred. There are two Preliminary Platted Subdivisions in this area of town. (Madison Square VI and Village Craft.

**Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?**

This roadway connects the downtown business district, the schools and the City's largest park and most populous area together.

**Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?**

The current number of trips are inconsistent with the classification and trips are increasing as well.

**Additional information you would like to include.**

[Click [here](#) and type additional information]

**Functional Reclassification Process (minimum timeframe is 4 months)**

1. **Application.** Applications are accepted at any time for a functional classification change. However, it will not be placed on the Technical Committee Agenda unless received at least two weeks prior to the meeting date. A general call for applications will be made annually in October.
2. **Technical Committee.** The request will be heard at the next available Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request. If the request is approved, it will be forwarded to MoDOT and FHWA.
4. **FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency





## WASHINGTON AVE RECLASSIFICATION

Strafford, MO



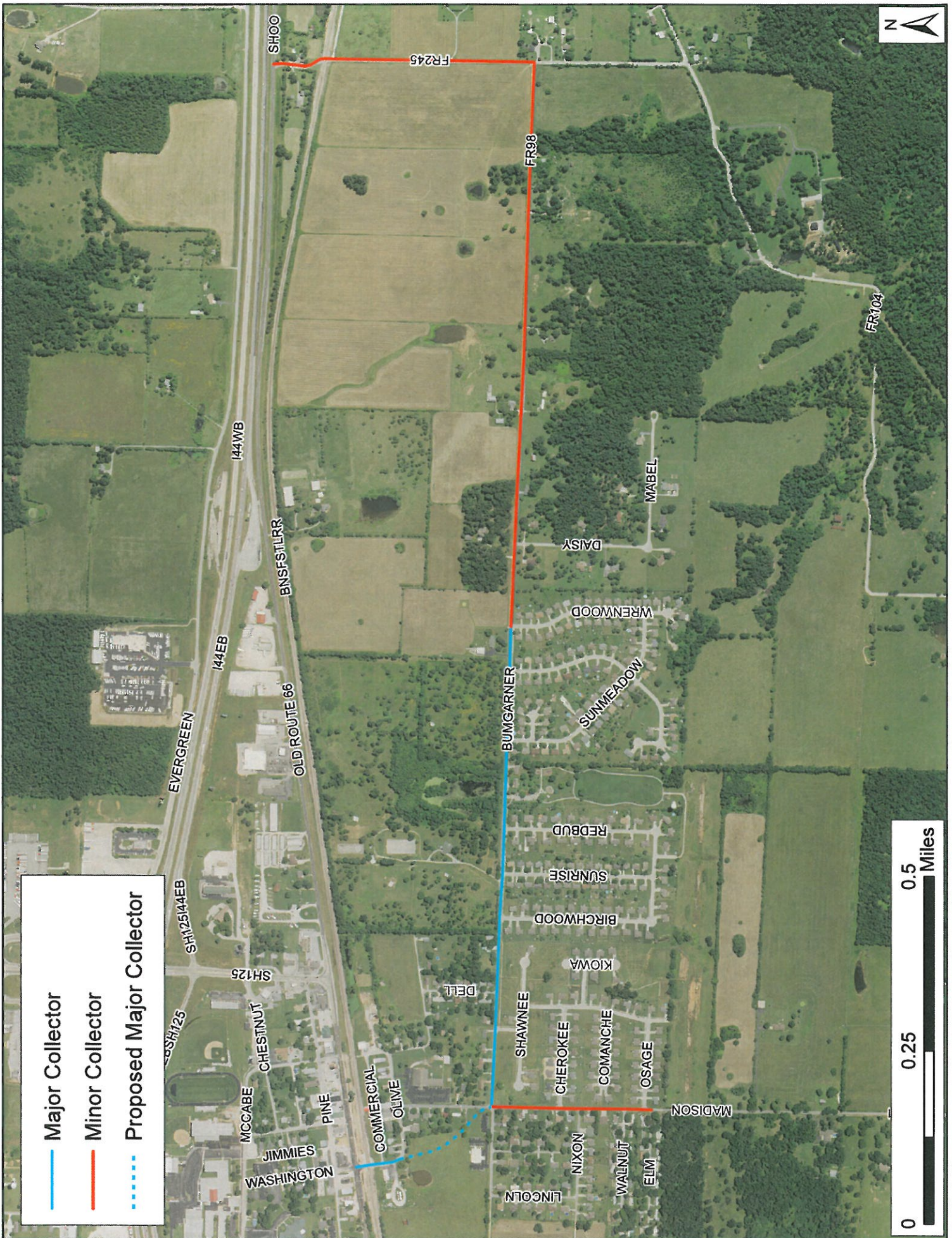
**GRA**  
GREAT RIVER  
ASSOCIATES

1 inch = 200 feet

0 50 100 200 Feet







Major Collector

Minor Collector

Proposed Major Collector





**From:** [Andrew Seiler](#)  
**To:** [Natasha Longpine](#)  
**Subject:** RE: Strafford roadway reclassification  
**Date:** Monday, May 11, 2015 8:59:31 AM  
**Attachments:** [image001.png](#)

---

Natasha,

Here's a quick recap of our phone conversation:

Central Office would like an FC change form for each of the segments to be included:

- 1) Major collector - Washington from OO to the proposed route
- 2) Major collector - Proposed route
- 3) Major collector - Bumgarner from Madison to Wrenwood (or to FR 245, if traffic east of Wrenwood warrants the higher FC; see illustrations below)
- 4) Minor collector – Bumgarner from Wrenwood to FR 245 (unless this segment is requested to be major collector as in the scenario above; see illustrations below)
- 5) Minor collector - FR 245 from Bumgarner to OO



Also, she recommends that if a request for Madison is submitted, that it be minor collector from Bumgarner to Elm.

Please let me know if you have any questions.

Thanks,  
Andrew

Andrew Seiler  
Senior Transportation Planner • [Southwest District](#)  
[Missouri Department of Transportation](#)  
3025 E Kearney St. • Springfield, MO 65803  
Phone (417) 895-7696 • E-mail [andrew.seiler@modot.mo.gov](mailto:andrew.seiler@modot.mo.gov)

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## Missouri Department of Transportation Functional Classification Request Form

This form has been developed for all future requests for functional classification (FC) changes to existing roadways or to classify a planned roadway. A separate form must be completed for each revision being requested.

Completed forms should be submitted to MoDOT, Transportation Planning. A letter from the MoDOT district office, a copy of the transmittal letter from the requesting agency and a map showing each requested revision should also be included.

---

1. Local name of roadway County Road 188 (Evans Rd.)

2. Termini of roadway

From Southwood Road

To End of public travel

Length (miles) 0.1 mile

3. Type of area        Rural   X   Urban

4. Existing or planned roadway   X   Existing        Planned

If planned, provide the anticipated date that construction will begin and attach documentation of a commitment to funding for the planned project within an improvement program. (Construction should begin within 4 years for the roadway to be included on the FC map.)

Date \_\_\_\_\_

5. Current functional classification Minor Arterial

6. Requested functional classification Local

7. Local consultation occurred   X   Yes        No

Planning partners should be involved to ensure informed consent of the functional classification designation. Please describe how local planning partners were consulted, or explain if no local consultation occurred.

All functional classification requests within the Ozarks Transportation Organization (OTO) area are submitted to OTO's Technical Planning Committee for consideration and approval, as was this request.

8. Traffic volume (AADT) unknown

9. Existing roadway characteristics

Roadway surface type Asphalt

Number of lanes 2

Lane width unknown

10. Justification

a. Explain why you feel the roadway classification should be revised.

Due to the construction of E Riverbluff Blvd. and Southwood Rd., the majority of the former alignment of Evans Rd. was barricaded to public travel. Only this short segment of County Rd. 188 remains to serve a rehabilitation facility. The new routes now function as a minor arterial, whereas County Rd. 188 functions as a local route.

b. Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

Demand was recently altered with the relocation of what was formerly Evans Road. E Riverbluff Blvd. and Southwood Rd. were constructed to accommodate new medical facilities in the immediate vicinity. This short segment was once part of the Evans Rd. alignment, but now only serves a rehabilitation facility.

c. Will the roadway provide direct access to any points of activity: industries, shopping centers, schools, etc.?

This short segment of County Rd. 188 (Evans Rd.) directly serves a Mercy rehabilitation facility.

d. Is the demand on this roadway changing, or is the existing demand inconsistent with its current classification?

The demand is inconsistent with its current classification.

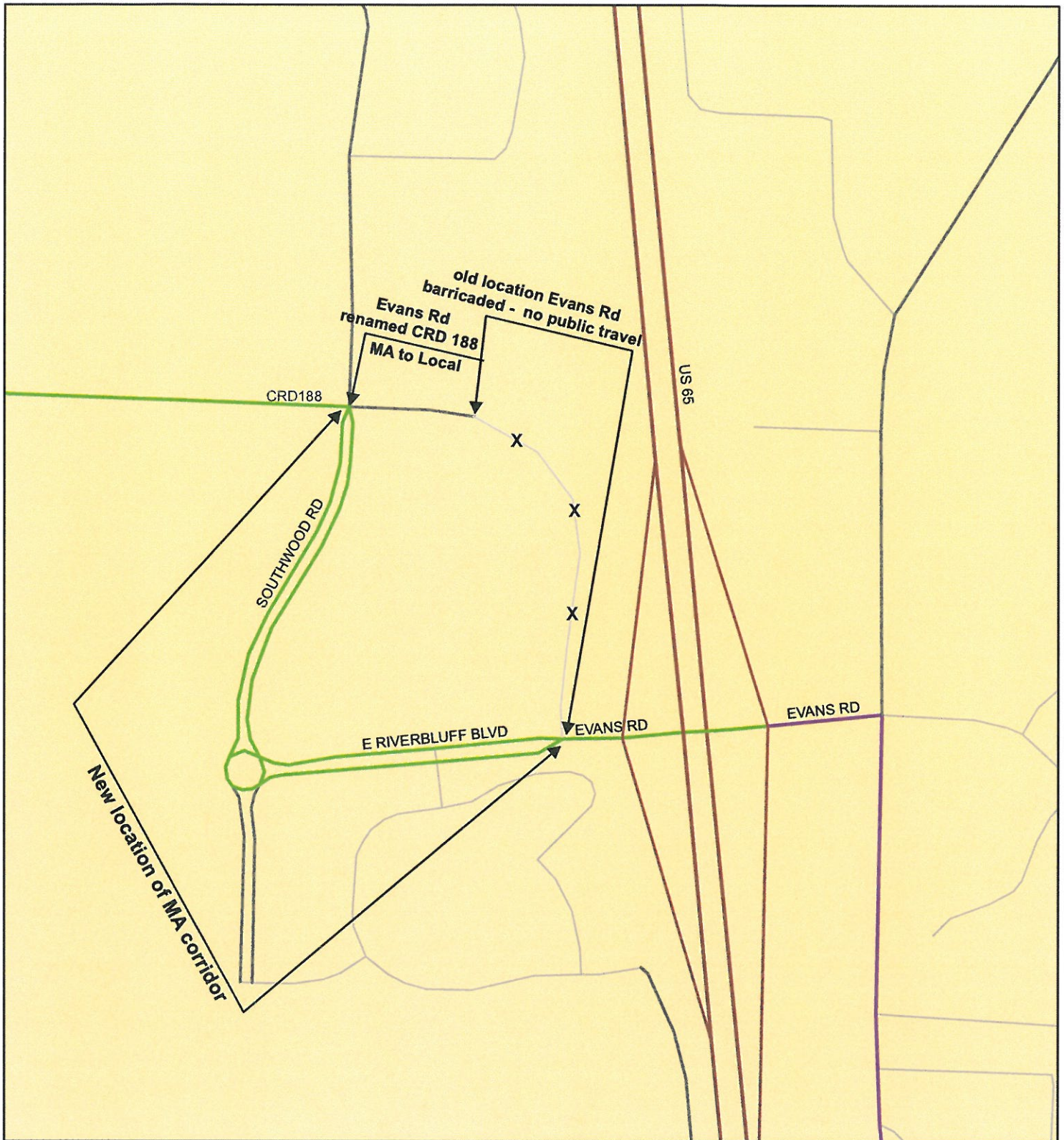
e. Provide additional information you would like to include.

---

---



# Springfield Evans Rd



## Functional Classification

INTERSTATE	MAJOR COLLECTOR
OTHER FREEWAY/EXPRESSWAY	MINOR COLLECTOR
OTHER PRINCIPAL ARTERIAL	LOCAL
MINOR ARTERIAL	



**TAB 6**

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## AASHTO Journal

### AASHTO, AMPO Renew Decade-Old Plea for EPA to Accurately State 'Conformity' Costs

Organizations representing state departments of transportation and local-area planning agencies are trying to awaken federal officials to how EPA regulators greatly underestimate the costs they put on transportation agencies to show how their programs and projects conform with environmental law.

And in their latest official comments, the American Association of State Highway and Transportation Officials along with the Association of Metropolitan Planning Organizations emphasized they have been repeatedly making this same point for more than a decade.

Meeting the EPA's conformity tests requires DOTs and MPOs to perform extensive analysis that involves data collection and modeling, both for an entire plan and later on individual projects under it. State and local officials say the federal agency does not recognize the burdens that process imposes, and that the EPA does not consult with them to assess the true costs.

In [an April 24 letter](#) to the head of the White House Office of Information and Regulatory Affairs, AASHTO and AMPO jointly responded to a Feb. 23 Federal Register request for comments on an EPA "transportation conformity information collection request."

[The Register notice](#) had explained that under the Clean Air Act, all transportation plans, improvement programs and highway or transit projects that are federally funded or approved must show conformity to the purpose of the state's air quality implementation plan.

That means they must show such transportation activities "will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards ... or interim milestones," the notice said.

And those determinations "are required before federal approval or funding is given to certain types of transportation planning documents as well as non-exempt highway and transit projects."

AASHTO and AMPO said in their letter that the EPA has been demonstrating a big gap "between estimated conformity costs and actual conformity costs." They also attached a letter on this same issue that AASHTO submitted in 2004, and a joint AASHTO-AMPO comment letter from 2011.

They said the EPA, in its analysis of cost burdens for conformity requirements, "is using fundamentally flawed assumptions that result in significantly underestimated national conformity costs."

The associations said they "understand the challenges that EPA faces in developing cost estimates for the conformity process," but renewed past requests for the regulators to consult with state DOTs and MPOs to get more accurate results.

"As MPOs and DOTs are the agencies that fund and implement conformity requirements, we are uniquely qualified to assist EPA more accurately estimate burden hours and annual costs," their letter said.

"Accurate estimates of burden hours and conformity process costs will benefit future conformity determinations and amendments, as well as provide needed information to transportation and air quality agencies as they program scarce resources. We request that EPA reconsider the comments in our 2004 and 2011 letters regarding cost estimates, and convene a workgroup with representatives from state DOTs and MPOs to develop more accurate assumptions and methodologies before finalizing cost estimates for the ICR."

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

May 01, 2015



MAY 11, 2015


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You are here: [Home](#) / [Featured](#) / Future for Missouri Senate gas tax hike proposal is 'Smoky'

## Future for Missouri Senate gas tax hike proposal is 'Smoky'

May 5, 2015 by [Mike Lear](#)

The Missouri Senate last week gave initial approval to an increase in Missouri fuel taxes, but some leaders are concerned that might be as far as the bill gets.

"I'm thinking of the Burt Reynolds movie," Senate Leader Tom Dempsey (R-St. Charles) told reporters in summing up the prospects of the bill. "It's got a long [way] to go and a short time to get there."

The proposal would raise Missouri's tax on diesel fuel 3.5-cents and on other fuel 1.5-cents. If passed, Senate projections are that it would raise \$54.6-million a year for transportation infrastructure, but Dempsey says language that would create a board to study tolling on I-70 could doom it.

"[I'm] hearing from some of our members that the amendment that Senator [Rob] Schaaf (R-St. Joseph) put on is problematic, so I'm not sure what's going to happen," said Dempsey.



The Transportation Department says without additional funding, it will have to restrict most of its road work to main corridors by 2017. (Photo courtesy; MODOT's Flickr page)

If the proposal does make it out of the Senate, it could face a challenge in the House where Speaker John Diehl, Junior (R-Town and Country), had said transportation funding might have to wait until next year to be addressed. But, he told Missourinet his chamber would give it a look.

"Once they get it over to us we'll refer it to the appropriate committee to give it a fair hearing, and see whether or not it's something that we should pass out," Diehl told Missourinet.

Transportation officials say the bill would generate enough to match 160-million federal transportation dollars in the fiscal year that begins July 1, 2016, but additional state money would be needed to avoid losing federal dollars in years after that.

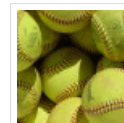
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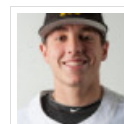
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### SPORTS



Boys golf and spring softball sectionals begin today barring weather delays (VIDEO)



Mizzou baseball is on the rise this weekend series at LSU Tigers still have work to do SEC

Four Missouri schools selected for the D-II baseball national tournament. Drury, Missouri Southern, William Jewell and Truman State

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## Arkansas Delays 9 More Road Projects Worth \$120 Million From Contract Bidding

AASHTO Journal

Citing uncertainty over federal funding, the Arkansas Highway and Transportation Department [withdrew nine construction projects worth an estimated \\$120 million from its schedules June 9 contract bidding](#), bringing its total of delayed projects so far this year to 70 that are valued at \$282 million.

The AHTD took the action as the Highway Trust Fund's program authority is currently set to expire May 31, so the state agency cannot count on normal federal reimbursements coming for project costs when contractors would need to be paid.

"Not only have we been forced to withdraw \$282 million from our bid openings in 2015, but there are only 24 days remaining until obligation authority expires for MAP-21," said AHTD Director Scott Bennett. "We operate on a cash basis and are not willing to take risks that would jeopardize the progress of any of our Federally-funded projects. To do otherwise is not being fiscally responsible."

In Washington, several key lawmakers have said Congress will extend the trust fund before it leaves in late May for an extended Memorial Day break, but it is not clear how long an extension will run.

And until it is in place, some states like Arkansas have to make their project plans based on current federal law. "We can't assume that since Congress has always fixed the Federal Highway Trust Fund at the last minute, they will do so again," Bennett said. "Such a piecemeal approach to highway funding in America is not healthy for our nation's aging infrastructure."

Already, at least five states have publicly detailed project delays that have put more than \$1.4 billion worth of work on hold that would otherwise be taking place this summer. Some reports have put the nationwide total over \$2 billion for delayed highway work due to trust fund uncertainty. Bennett indicated that if Congress opts for a short-term trust fund extension, his state could within a few months be back to delaying projects again.

"Our only choice is to withdraw projects from bid openings," Bennett emphasized. "Congress must commit to reaching a long-term solution so we aren't back at the crossroads again in a few months. The band-aid approach doesn't work. It only covers up the problem. It does not solve the problem."

The AHTD also updated its project delays on the "Nation at a Crossroads" infographic website produced by the American Association of State Highway and Transportation Officials. [That site features a "state impact" section](#) that shows how federal funding affects transportation investment for states that provided data.

"Arkansas is among the states helping AASHTO tell the highway funding story," the agency said, "by routinely updating its section of the site with the latest information as it becomes available." And it said the federal funding disruptions have put at risk Arkansas infrastructure that includes \$490 million in highway projects, \$32 million in transit projects and an estimated 11,000 jobs.



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

May 08, 2015

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## Capitol Hill Signs Point Toward Trust Fund Extension to Late in Calendar Year

AASHTO Journal

Top House members said they expect Congress to pass a short-term extension of Highway Trust Fund programs this month that would carry through the 2015 construction season and probably through December.

That would require lawmakers to come up with about \$10 billion in new revenue to shore up the fund, which is on course to hit a cash balance squeeze in July unless Congress replenishes it. Such an extension would follow the 10-month extension Congress approved last July, to extend the trust fund through May 31.

House Majority Leader Kevin McCarthy, R-Calif., told reporters April 28 that with the House having just nine legislative days during May, lawmakers were more likely to extend the Highway Trust Fund through the end of 2015 than try to get a long-term bill now.

[Reuters reported](#) that McCarthy said: "The ultimate goal is to do a long-term (bill), so five to seven years. The best way to get to a long-term one is to probably do a short-term one first."

McCarthy also said increasing federal user charges for motor fuels, often described as the gas tax, is "politically impossible," Reuters reported.

A number of states have acted this year to hike their own fuel fees, and many transportation advocates say increasing fuel fees at the federal level is the most effective way for Congress to boost the dedicated revenue stream for the Highway Trust Fund.

Separately, House Transportation Chairman Bill Shuster, R-Pa., told [an April 28 National Journal forum](#): "It looks like we'll have to do a short-term patch to get to a longer-term bill."

Shuster said he wants to see a short-term extension that carries states through their 2015 construction season. Already, some states have delayed big-ticket construction projects due to lack of certainty over whether the federal funds would be available when project bills roll in.

Asked about recent comments by other lawmakers about trying to get a long-term bill done before the Sept. 30 end of the fiscal year, which would mean extending the trust fund through Sept. 30, Shuster told National Journal: "That doesn't get us through the entire construction season."

He added that his home state of Pennsylvania, for instance, would "need another month or so before they start to slow down" on 2015 work, while states in warmer areas have longer periods to complete their projects. "I think it's very important to get us through the construction season," Shuster said.

He also said Congress would need to find about \$10 billion for an extension lasting through December.

And U.S. Transportation Secretary Anthony Foxx told reporters he would [support a short-term extension if it helps Congress produce a long-term authorization bill](#).

On April 30, House Ways and Means Chairman Paul Ryan, R-Wis., told reporters he will unveil a short-term extension measure in about three more weeks that would probably go through December and cost about \$10 billion.

Ryan said he was working with Republican and Democratic committee leaders in both the House and Senate to work out the details.

"We'll do a patch through the year, I believe," [Transport Topics reported him saying](#), with "a combination of pay-fors."



The House is scheduled to be out for its Memorial Day recess after May 21, so it would need to act on the trust fund authority by then, while the Senate's last scheduled day before the recess is May 22.

In the wake of those comments, Bud Wright, executive director of the American Association of State Highway and Transportation Officials, told AASHTO Journal: "The state departments of transportation that AASHTO represents will of course be glad to see Congress acting to prevent an outright disruption of federal highway and transit programs.

"Still, our state DOTs need the certainty that only a long-term federal program can provide, and short extensions are already delaying some state construction projects," Wright said.

"We know Congress is hearing from state officials and business leaders saying these extensions produce funding cliffs that hamper the contract bidding and finance plans for highway projects, which are crucial to economic growth back home. It is our hope this next extension congressional leaders are discussing will soon lead to a multiyear program authorization."

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

May 01, 2015

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