



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

NOVEMBER 19, 2014
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, November 19, 2014

1:30 p.m.

OTO Offices

Holland Building

205 Park Central East, Suite 212

Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA.

C. Approval of the September 17, 2014 Meeting Minutes Tab 1
(1 minute/Cossey)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES.

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

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

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

A review will be given 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. 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 1 and 2 to the FY 2015-2018 TIPTab 2**
(2 minutes/Longpine)
There are two modifications that have been administratively approved by staff.
Please see the attached materials for more information

NO ACTION REQUESTED - INFORMATIONAL ONLY

- B. Amendment 2 to the FY 2015-2018 TIPTab 3**
(5 minutes/Longpine)
OTO is requesting the Technical Planning Committee review Amendment Number Two to the FY 2015-2018 Transportation Improvement Program (TIP). The request is for seven items. Please see the attached materials for more information.

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

- C. Federal Functional Classification Map Change RequestTab 4**
(5 minutes/Longpine)
There are three changes 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 CHANGES TO THE BOARD OF DIRECTORS

- D. Annual Listing of Obligated ProjectsTab 5**
(5 minutes/Longpine)
Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.332.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE ANNUAL LISTING OF OBLIGATED PROJECTS TO THE BOARD OF DIRECTORS

- E. Federal Funds Balance ReportTab 6**
(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

- F. OTO Technical Committee Chair RotationTab 7**
(2 minutes/Fields)

TECHNICAL COMMITTEE ACTION REQUESTED TO ELECT THE CHAIRMAN AND CHAIRMAN-ELECT POSITIONS OF THE 2015 TECHNICAL PLANNING COMMITTEE

- G. OTO Technical Committee 2015 Meeting ScheduleTab 8**
(2 minutes/Fields)

NO ACTION REQUIRED – INFORMATIONAL ONLY

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)

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

IV. Adjournment

Targeted for 2:30 P.M.

The next regular Technical Planning Committee meeting is scheduled for Wednesday, January 21, 2015 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

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

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Curtis Owens 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 Curtis Owens at (417) 865-3042 at least 24 hours ahead of the meeting.

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

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

TAB 1

TECHNICAL COMMITTEE AGENDA 11/19/2014; ITEM I.C.

September 17, 2014 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the September 17, 2014 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED:

“Move to approve the September 17, 2014 Technical Planning Committee Minutes.”

OR

“Move to approve the September 17, 2014 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
September 17, 2014**

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

The following members were present:

Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Randall Brown, City of Willard (a)	Mr. Larry Martin, City of Ozark
Mr. King Coltrin, City of Strafford	Mr. Frank Miller, MoDOT
Mr. Travis Cossey, City of Nixa	Mr. Andrew Novinger, City of Battlefield
Ms. Dawne Gardner, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Adam Humphrey, Greene County	Mr. Dan Smith, Greene County Highway Dept.
Mr. Chris Jones, City Utilities Transit	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

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

Others present were: Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, Ms. Natasha Longpine, Mr. Curtis Owens, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Jered Taylor, Congressman Long's Office; Ms. Stacy Burks, Senator Blunt's Office; Mr. Clyde Prem, Mr. Kelly Turner, and Mr. Carl Carlson, Olsson Associates; Mr. Keith Mackie, Senator Dixon's Office; Mr. Dave Faucett, SMCOG

Mr. Travis Cossey called the meeting to order at 1:36 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Martin made the motion to approve the September 17, 2014 Technical Planning Committee agenda. Mr. Miller seconded and the motion was carried unanimously.

C. Approval of the July 16, 2014 Meeting Minutes

Mr. Martin made the motion to approve the July 16, 2014 Meeting Minutes. Mr. Jones seconded and the motion was carried unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

Ms. Fields stated the ozone standard is back on the table. It has been discussed for years about going out of attainment. Right now the region is running 67 and the standard is currently 75. The new standard could be set between 60 and 70, so there might again be talk about the OTO going non-attainment. She introduced the new OTO staff member, Joshua Boley. He graduated from Missouri Southern with a degree in Mass Communications and started working with the OTO in August. He has been working on graphics, with the brochure and the infographic at each seat demonstrating his work. He is also working on social media and has published maps that the GIS Technician is making every week. A map of interest will be published every week if someone wants to follow the OTO. The OTO is trying to gear up the public appearance and see if there can be increased public engagement. There was an auditor that came in August. The OTO has had good audits in the past and staff does not expect anything different with this one.

Staff attended a Federal Highway Performance Measures Workshop at the end of August. There are no performance measures out yet. Federal Highway is just talking about developing the measures. There is a handout with the time line on this. The OTO will eventually have to comply with performance measures, but there is going to be plenty of notice in advance to know what to look at. The OTO has already been practicing some. It should not be too much of a surprise. Ms. Fields stated that she sits on the Policy Committee for the Association of MPOs. The Obama administration has been very open to comments from the different associations, AASHTO and AMPO. These organizations have been submitting comments and the administration has been taking those into account before writing the performance measure standards. The AMPO National Conference is coming up. Natasha Longpine and Clyde Prem are doing a presentation at the national conference about the innovations in the OTO model.

The Missouri Highways and Transportation Commission will be in town November 6 at the Springfield Airport. It is open to the public. Ms. Fields stated she will be making a presentation to the Commission. There was going to be a community presentation from the region in some manner. Amendment 7 failed, so MoDOT is going into maintenance mode. There is not a lot of activity on funding new projects. Andy Mueller with MoDOT said he has

never seen so many new project requests. Mr. Cossey inquired if there was any discussion on what MoDOT's next move will be, or if there was another sales tax proposal. Mr. Miller stated that there had been a little talk, but no consistency. Mr. Cossey inquired if there would be a smaller tax proposal. Ms. Fields stated that the funding is tapped out to run a campaign.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that the agenda included a copy of the Bicycle and Pedestrian Plan Implementation Report. This is done annually to keep track of all the activity in the region. There is a summarized brochure of the same report new this year. It highlights the BPAC Performance Measures. She went over the brochure. She stated that there is a great website if there is information needed for grants in the community or if there is interest in the state of affairs for the region. It is swmocounts.org. It has indicators by county from a variety of sources, whether it is the Census or the Missouri Foundation for Health. There are all sorts of different sources, but data can be compared for obesity rates, air quality, heart disease, even access to fruits and vegetables. There is a whole variety of factors that can be looked at over different time periods and county-to-county as compared to the state as a whole.

Summarizing the report, Ms. Longpine stated that the Safe Routes to School program continues to go strong. The City of Springfield did a four week education program. MoDOT has a mobile bike safety trailer that is available to any of the schools. The Healthy Living Alliance is wrapping up work in the area, but have been going strong this year. STAR Team, which is the advocacy subcommittee of Ozark Greenways, is also going strong. There have been some events this year, Bike to Work Week, Missouri 100 Miles, which was a campaign for Missourians to get out doors and do a hundred miles of activity for the year. That actually started again this year. The City of Springfield was recognized again as a Bronze Level Bicycle Friendly Designation through the League of American Bicyclists. The Missouri Bicycle and Pedestrian Federation honored Jonathan Gano at the City of Springfield with a Distinguished Service Award. BPAC provided some additional information on "Let's Go Smart," which has been a big campaign on how to go out and about without using a car, or how to use the car smarter.

In general, the Bicycle and Pedestrian Advisory Committee is working on a safety plan to assess the safety needs of bicycle and pedestrian education and what is already being done in the area.

G. Legislative Reports

Ms. Burks stated that the House and Senate are about to recess for the election cycle recess. She thought that there would probably be a continuing resolution. Mr. Taylor stated he thought the House had passed it. Ms. Burks thought it was a place holder on the calendar. There is the continued debate until they adjourn on the foreign affairs. The exact date is still uncertain that Congress will come back into session, but it should be around November 7 or 8. The Continuing Resolution goes through December, then a long term budget will need to be passed or an appropriations bill. It depends on the November election. Full funding for a Highway Bill continues to be on the top of many people's minds. Ms. Fields inquired if the

OTO was funded but not appropriated. Ms. Burks stated yes, the OTO is authorized through May but not actually appropriated.

Mr. Taylor stated there is an increase in the Highway Trust Fund for \$10.8 billion, to make it solvent until May. A lot of it is going to depend on what happens in the Senate. The thought is that there will be some things that happen in lame duck session but it is hard to say how much and then there is the new Congress. There is a lot of talk on how to solve the Highway Trust Fund issue and whether it is gas or mileage.

Mr. Mackie stated that Senator Dixon was the sponsor of Senate Bill 584, which dealt with some specific administrative and tax issues. The bill became heavy laden with other issues and many of the cities and counties addressed some concern about it. He pointed out that the tax code is in some need of reform and that it is something that Mr. Dixon was hoping to begin the process of looking at deliberately rather than just single issues, because bills can become heavy laden with multiple issues when the tax code is addressed.

Mr. Smith stated that he wanted to thank Mr. Dixon because Greene County is aware he was very cognizant to the concerns that the public had. The County looks forward to working with him.

II. New Business

A. Amendment 1 to the FY 2015-2018 TIP

Ms. Longpine stated that there are two items as part of TIP Amendment Number One. One is for sidewalks in Willard at Jackson and Main. This is a carry over, since the obligation was not done in time for the prior TIP year. The second is for final design and environmental work on Kansas Expressway Extension from Republic Road down to what would be the east-west arterial, Farm Road 190.

Mr. Smith stated that there has been work on this project for a lot of years. It was on the Amendment 7 list, but with the failure, the County is looking at how to proceed. Probably the smartest way at this point, of course, is the Cost Share Program, which is no longer available with MoDOT. The County is wanting to take the Federal STP dollars and invest those in final design and environmental, to keep that project moving forward.

Mr. Martin inquired if the east-west arterial had been designated yet as 172 or 186. Mr. Smith stated that the City had been calling it Riverbluff Boulevard. Ms. Gardner stated, yes, that was what it was called. Mr. Smith stated that for years it was called Farm Road 190 because it connects into Farm Road 190 and goes into Rivercut. At the end of the project, it would probably be called Riverbluff Boulevard. Mr. Martin inquired if it was an arterial. Ms. Gardner stated it was a primary arterial.

Mr. Martin made the motion to recommend approval of TIP Amendment Number One to the Board of Directors. Mr. Miller seconded and the motion was carried unanimously.

B. Disadvantaged Business Enterprise Program

Mr. Owens stated that the Disadvantage Business Enterprise Program was created in order for the OTO to comply with 49 CFR Part 46. The DBE is regarding for-profit disadvantaged businesses that have at least 51 percent ownership by one or more persons who is

disadvantaged. This is tied in to the Title VI and other nondiscriminatory programs. The DBE program outlines the contracting activities for OTO. Page 3 lays out a flow chart that gives guidance on how to manage the DBE Program. The OTO has to establish a goal. There are two main criteria that have to be met. There has to be a DBE Program to follow and a goal of DBE participation. Step two reviews the possible DBE opportunities out there that can participate in the program. Part 3 states that the OTO tries to bring those in and award the DBE Contracts to those businesses. Part 4 is to ensure contracts to DBEs are accommodated and to make sure that the DBEs get their payments. Part 5 again makes sure the DBEs are getting payments. Part 6 is that the OTO reports semi-annually to MoDOT. OTO currently reports semi-annually to MoDOT. The DBE ensures that the Disadvantaged Business Enterprise can compete fairly, so this program is designed to help have a level playing field for those agencies. This plan helps ensure that discrimination does not happen against a small business and ensures only eligible DBEs can participate as a DBE. Anybody can bid on a contract, but if they want to bid as a DBE there is a certification process that the business will need to go through. The OTO will utilize the MoDOT DBE list, which is certified through the Missouri Regional Certification Committee. There is an application process that has to be completed for those businesses.

The OTO has a goal set of zero participation, simply because it is the first DBE program. When the OTO area was looked at for available DBEs there were six on the list. The calculations come out to a 2/10s of a percent of possible DBEs. The goal is set at zero this year. The OTO will look at the goal annually to see what types of updates are needed for the goal. The plan will also be updated as needed. That will be an annual process.

Mr. Smith inquired if it was for projects or the internal OTO organization. Mr. Owens stated that it was for the whole OTO area. There is a threshold that is triggered at \$250,000 in contracts. That OTO has met that threshold and now has developed the DBE. Mr. Smith asked if member jurisdictions with a project funded from STP funds would fall under this goal. Ms. Fields stated that no, MoDOT would set the goal for that member jurisdictions projects. If there is a planning study funded with OTO funds then it would fall under this goal.

Mr. Brock made the motion to recommend approval of the Disadvantaged Enterprise Program to the Board of Directors. Mr. Smith seconded and the motion carried unanimously.

C. Travel Demand Model Update

Ms. Fields introduced Mr. Clyde Prem and Mr. Kelly Turner from Olsson and Associates. They were contracted to complete the Travel Demand Model a year ago. The OTO Travel Demand Model Subcommittee really liked Olsson's approach because it was innovative and utilized some cost effective measures that make the model more accurate. Mr. Prem and Ms. Longpine will be presenting the model at AMPO.

Mr. Turner stated that he leads the Transportation group here in Southwest Missouri and various transportation pursuits across the state. He stated he was the local representative here in Springfield on the project. These types of projects do not come along all the time in the region. He expressed excitement at bringing in Mr. Prem and his travel demand model expertise.

Mr. Prem stated he was the project manager on this project. He thanked the OTO staff and steering committee that helped work through the Travel Demand Model. He presented slides on the Travel Demand Model.

He stated that Olsson believes it is an accurate model that can be used in the OTO region. It can be used in the OTO Long Range Transportation Plan and other projects. Mr. Martin stated that the model projects out to 2040. He inquired if there was an increase in the fuel tax, if the model took into account alternative fuels and a higher percentage of fuel type cars or if it remained today's standard. Mr. Prem stated that it remains today's standard unless the projection is specifically changed. There are emissions that change, but it is assuming that the region continues doing the same amount of whatever is going on now. Mr. Martin inquired about the flexibility of the programming and how it has more flexibility in the nodes and intersections, specifically what is the uncontrolled junctions. Mr. Prem stated uncontrolled junctions were stop signs. Mr. Martin had thought it referred to roundabouts. Mr. Prem stated there are roundabouts and diverging diamonds coded in the model.

Mr. Brock inquired what the results of the travel model would be available to the communities. Ms. Fields stated that the model files were to be handed over today. What is expected and what the deliverable is supposed to be is shape files that are modeled for the projection of 2040 so a jurisdiction can click on a road and get the current and projected traffic volume. That is the sort of thing discussed earlier with the Major Thoroughfare Plan. That is what it can be used for. Mr. Martin inquired if the OTO wanted to look at different variables, would the OTO be able to go out and look at that. Ms. Fields stated that the OTO has the availability to add on additional work. She stated she had also checked with local engineering firms in Springfield, and they agreed they could work with the model. So if a jurisdiction has a project and wants information, the local firms can do the scenarios. Ms. Fields stated if there was a scenario that came up that was deemed appropriate for the MPO to run, then Olsson could run the model.

D. Performance Measures Infographic

Ms. Longpine stated that the full presentation was presented at the last Technical Planning Committee meeting. An infographic was also done last year. It is another way to view the progress on performance measures in a quick reference format. There are eleven different measures. It shows prior years and where the OTO is still improving or still needs some improvement. On number five, which is the on-time performance of the transit system, City Utilities is getting ready to implement a system for tracking timing and location of the buses. That should provide the OTO with a whole lot more information regarding on-time performance as opposed to the current sampling system. Staff wanted to start fresh tracking the system.

E. Transportation Alternatives Program (formerly Enhancements) Call for Projects

Ms. Longpine stated that there was a call for projects on the Transportation Alternatives Program. This is formerly the Enhancements Program. The applications requested are for 2014 and 2015 funds for a total of \$1.13 million dollars. School districts and local communities are eligible. The funds can be used for anything that helps pedestrians, disabled, elderly, and children get around without a car. The applications are due December 1. Staff is hoping to have a selection made and to go through the TIP Amendment approval process for January and February so construction can begin in the spring. Mr. Cossey

inquired how the \$1.13 million compares to funding last year. Ms. Longpine stated it was about the same, though it was partially Enhancement Funding as well as TAP. It was around \$1.3 million. Mr. Cossey stated it was reduction but not a lot. He wondered if project size was the same as last year. Ms. Longpine stated that this year there were some limitations. Projects need to be between \$40,000 and \$250,000. There is also some Safe Routes to Schools non-infrastructure funding. Those do not have a minimum project size.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Clark mentioned the MSU TIGER Grant. Ms. Fields stated that MSU did not get the TIGER Grant.

B. Transportation Issues for Technical Planning Committee Member Review

None.

C. Articles For Technical Planning Committee Member Information

Ms. Fields gave a brief description of the articles.

IV. Adjournment

Mr. Martin made the motion to adjourn at 2:26 p.m. Mr. Miller seconded and the meeting was adjourned.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 11/19/2014; ITEM II.A.

Administrative Modifications Number One and Two to the FY 2015-2018 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one item each included as part of Administrative Modification One and Two to the FY 2015-2018 Transportation Improvement Program.

Administrative Modification 1

ADA Accommodations on Chestnut Expressway (SP1414)

- Minor Changes to funding sources between federal funding categories or between state and local sources

Funding in the amount of \$30,000 was moved from state funding to local funding.

Administrative Modification 2

Route 125 Railroad Crossing (GR1402)

- Changes in a project's fund source(s) from Federal to non-Federal with no changes to the project's Scope
- Minor changes to funding sources between federal funding categories or between state and local sources

This included a reduction in federal and state funding with the addition of private funding from BNSF, with no change in the total programmed amount.

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]

24 October 2014

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 One to the OTO FY 2015-2018 Transportation Improvement Program (TIP) on October 24, 2014. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which includes the following:

Revision – Minor Changes to funding sources between federal funding categories or between state and local sources:

- *ADA Accommodations on Chestnut Expressway (SP1414)*

Funding in the amount of \$30,000 was moved from state funding to local funding.

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

D) Bicycle & Pedestrian Section

TIP # SP1414 ADA ACCOMMODATIONS ON CHESTNUT EXPRESSWAY

Route Bus. 65

From w/o Glenstone Ave

To Belcrest Avenue

Location/Agency City of Springfield

Federal Agency FHWA

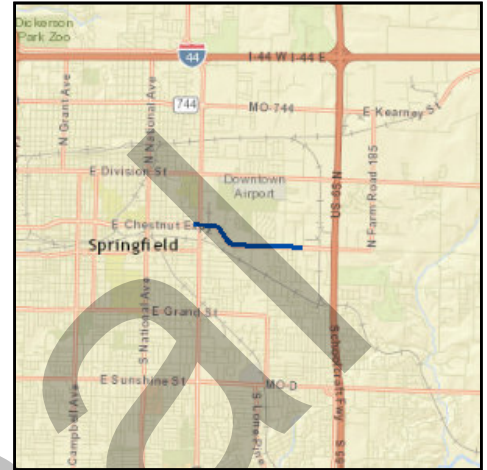
Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv.

STIP # 8S3026



Project Description

ADA accommodations at various locations of Chestnut Expressway from 0.10 miles west of Glenstone Avenue to Belcrest Avenue in Springfield.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$64,800	\$0	\$0	\$0	\$64,800
MoDOT	State	ENG	\$16,200	\$0	\$0	\$0	\$16,200
FHWA (STP)	Federal	CON	\$4,200	\$0	\$0	\$0	\$4,200
FHWA (TE)	Federal	CON	\$175,000	\$0	\$0	\$0	\$175,000
MoDOT	State	CON	\$44,800	\$0	\$0	\$0	\$44,800
Totals			\$305,000	\$0	\$0	\$0	\$305,000

Notes

Source of state funds: state transportation tax revenues. \$175,000 Statewide Transportation Enhancement funds.

Prior Cost	\$22,000
Future Cost	\$0
Total Cost	\$327,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # SP1414 ADA ACCOMMODATIONS ON CHESTNUT EXPRESSWAY

Route Bus. 65

From w/o Glenstone Ave

To Belcrest Avenue

Location/Agency City of Springfield

Federal Agency FHWA

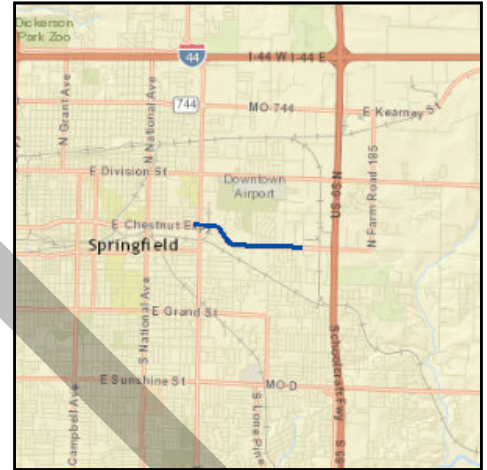
Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv.

STIP # 8S3026



Project Description

ADA accommodations at various locations of Chestnut Expressway from 0.10 miles west of Glenstone Avenue to Belcrest Avenue in Springfield.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$64,800	\$0	\$0	\$0	\$64,800
MoDOT	State	ENG	\$16,200	\$0	\$0	\$0	\$16,200
FHWA (STP)	Federal	CON	\$4,200	\$0	\$0	\$0	\$4,200
FHWA (TE)	Federal	CON	\$175,000	\$0	\$0	\$0	\$175,000
LOCAL	Local	CON	\$30,000	\$0	\$0	\$0	\$30,000
MoDOT	State	CON	\$14,800	\$0	\$0	\$0	\$14,800
Totals			\$305,000	\$0	\$0	\$0	\$305,000

Notes

Source of state funds: state transportation tax revenues. Local funds: City of Springfield 1/8-cent transportation sales tax. \$175,000 Statewide Transportation Enhancement funds.

Prior Cost	\$22,000
Future Cost	\$0
Total Cost	\$327,000

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

				Local	State		
PROJECT	FHWA (STP)	FHWA (TE)	FHWA (TAP)	LOCAL	MoDOT	MoDOT-AC	TOTAL
FY 2015							
EN1302	\$0	\$0	\$240,000	\$60,000	\$0	\$0	\$300,000
EN1305	\$0	\$220,413	\$0	\$179,587	\$0	\$0	\$400,000
EN1306	\$0	\$320,000	\$0	\$80,000	\$0	\$0	\$400,000
EN1307	\$0	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000
EN1502	\$0	\$0	\$0	\$0	\$194,800	\$779,200	\$974,000
MO1309	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$118,600	\$474,400	\$593,000
SP1414	\$69,000	\$175,000	\$0	\$30,000	\$31,000	\$0	\$305,000
SUBTOTAL	\$69,000	\$915,413	\$240,000	\$399,587	\$349,400	\$1,273,600	\$3,247,000
FY 2016							
EN1601	\$0	\$192,000	\$0	\$0	\$48,000	\$0	\$240,000
MO1309	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$192,000	\$0	\$0	\$53,000	\$20,000	\$265,000
FY 2017							
MO1309	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
FY 2018							
MO1309	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
GRAND TOTAL	\$69,000	\$1,107,413	\$240,000	\$399,587	\$412,400	\$1,333,600	\$3,562,000

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

				Local	MoDOT	MoDOT-AC	TOTAL
	STP	TE	TAP				
PRIOR YEAR							
Balance	\$ -	\$ -	\$816,522	\$ -	\$ -	\$ -	\$816,522
FY 2015							
Funds Anticipated	\$69,000	\$915,413	\$587,747	\$399,587	\$349,400	\$1,273,600	\$3,594,747
Funds Programmed	(\$69,000.00)	(\$915,413.00)	(\$240,000.00)	(\$399,587.00)	(\$349,400.00)	(\$1,273,600.00)	(\$3,247,000.00)
Running Balance	\$0	\$0	\$1,164,269	\$0	\$0	\$0	\$1,164,269
FY 2016							
Funds Anticipated	\$ -	\$192,000	\$587,747	\$ -	\$53,000	\$20,000	\$852,747
Funds Programmed	\$ -	(\$192,000.00)	\$ -	\$ -	(\$53,000.00)	(\$20,000.00)	(\$265,000.00)
Running Balance	\$0	\$0	\$1,752,016	\$0	\$0	\$0	\$1,752,016
FY 2017							
Funds Anticipated	\$ -	\$ -	\$587,747	\$ -	\$5,000	\$20,000	\$612,747
Funds Programmed	\$ -	\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
Running Balance	\$0	\$0	\$2,339,763	\$0	\$0	\$0	\$2,339,763
FY 2018							
Funds Anticipated	\$ -	\$ -	\$587,747	\$ -	\$5,000	\$20,000	\$612,747
Funds Programmed	\$ -	\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
Running Balance	\$0	\$0	\$2,927,510	\$0	\$0	\$0	\$2,927,510

REVENUE

An explanation of revenue sources that provide for the operation and maintenance of the transportation system as well as the capital improvements to the transportation system may be found in the preceding pages under explanation of fiscal constraint.

The following table highlights the ability of OTO jurisdictions to deliver local projects as shown in the project pages.

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Battlefield				
Total Available Revenue	\$232,024.00	\$232,024.00	\$232,024.00	\$232,024.00
Estimated Operations and Maintenance Expenditures	(\$3,731.00)	(\$3,806.00)	(\$3,882.00)	(\$3,960.00)
Estimated TIP Project Expenditures	(\$2,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$226,293.00	\$228,218.00	\$228,142.00	\$228,064.00
City of Nixa				
Total Available Revenue (prior reserves included)	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00
Estimated Operations and Maintenance Expenditures	(\$25,424.00)	(\$25,932.00)	(\$26,451.00)	(\$26,980.00)
Estimated TIP Project Expenditures	\$0.00	(\$326,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,698,632.00	\$1,371,374.00	\$1,697,605.00	\$1,697,076.00
City of Ozark				
Total Available Revenue	\$640,830.00	\$640,830.00	\$640,830.00	\$640,830.00
Estimated Operations and Maintenance Expenditures	(\$60,512.00)	(\$61,722.00)	(\$62,956.00)	(\$64,215.00)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$580,318.00	\$579,108.00	\$577,874.00	\$576,615.00
City of Republic				
Total Available Revenue	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00
Estimated Operations and Maintenance Expenditures	(\$36,355.00)	(\$37,082.00)	(\$37,824.00)	(\$38,580.00)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,634,120.00	\$1,633,393.00	\$1,632,651.00	\$1,631,895.00
City of Springfield				
Total Available Revenue	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00
Estimated Operations and Maintenance Expenditures	(\$2,325,881.00)	(\$2,372,399.00)	(\$2,419,847.00)	(\$2,468,244.00)
Estimated TIP Project Expenditures	(\$422,571.00)	(\$430,984.00)	(\$344,823.00)	(\$1,254,000.00)
Amount Available for Local Projects	\$17,181,272.00	\$18,501,735.00	\$18,540,271.00	\$17,582,874.00

Continued on next page...

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Strafford				
Total Available Revenue	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
Estimated Operations and Maintenance Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
City of Willard				
Total Available Revenue	\$467,355.00	\$467,355.00	\$467,355.00	\$467,355.00
Estimated Operations and Maintenance Expenditures	(\$13,948.00)	(\$14,227.00)	(\$14,512.00)	(\$14,802.00)
Estimated TIP Project Expenditures	(\$10,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$443,407.00	\$453,128.00	\$452,843.00	\$452,553.00
Christian County				
Total Available Revenue	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00
Estimated Operations and Maintenance Expenditures	(\$40,163.00)	(\$40,966.00)	(\$41,785.00)	(\$42,621.00)
Estimated TIP Project Expenditures	(\$1,557,044.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,501,616.00	\$1,500,813.00	\$1,499,994.00	\$1,499,158.00
Greene County				
Total Available Revenue	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00
Estimated Operations and Maintenance Expenditures	(\$106,796.00)	(\$108,932.00)	(\$111,111.00)	(\$113,333.00)
Estimated TIP Project Expenditures	(\$376,200.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$21,448,290.00	\$21,538,954.00	\$21,536,775.00	\$21,534,553.00



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

10 November 2014

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 Two to the OTO FY 2015-2018 Transportation Improvement Program (TIP) on November 10, 2014. 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 a project's fund source(s) from Federal to non-Federal with no changes to the project's Scope**
- **Minor changes to funding sources between federal funding categories or between state and local sources**

Route 125 Railroad Crossing (GR1402)

This included a reduction in federal and state funding with the addition of private funding from BNSF, with no change in the total programmed amount.

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 # GR1402 **RTE. 125 RAILROAD CROSSING**
Route Rte. 125
From Rte. 125
To BNSF Thayer Sub
Location/Agency Greene County
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category STP-RR Safety (Section 130)
MoDOT Funding Category Grade Crossing Safety Account
AC Year of Conv.
STIP # 7S3041



Project Description

Railroad crossing grade separation 0.1 mile south of Rte. D.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$168,800	\$0	\$0	\$0	\$168,800
MoDOT	State	ENG	\$42,200	\$0	\$0	\$0	\$42,200
FHWA (130)	Federal	CON	\$1,113,000	\$0	\$0	\$0	\$1,113,000
MoDOT	State	CON	\$63,000	\$0	\$0	\$0	\$63,000
MoDOT-GCSA	State	CON	\$1,112,000	\$0	\$0	\$0	\$1,112,000
Totals			\$2,499,000	\$0	\$0	\$0	\$2,499,000

Notes

Source of state funding: state transportation tax revenues for Grade Crossing Safety account.

Prior Cost	\$444,000
Future Cost	\$0
Total Cost	\$2,943,000

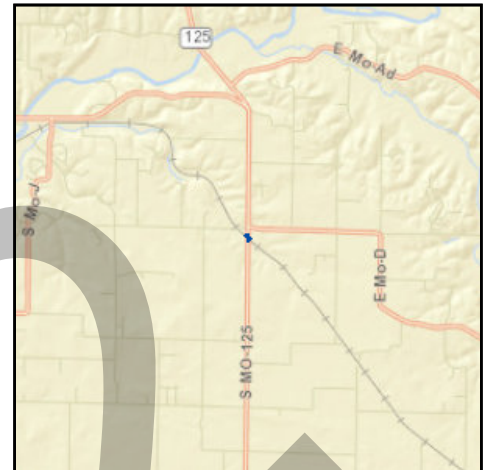


Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # GR1402 **RTE.** 125 RAILROAD CROSSING
Route Rte. 125
From Rte. 125
To BNSF Thayer Sub
Location/Agency Greene County
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category STP-RR Safety (Section 130)
MoDOT Funding Category Grade Crossing Safety Account
AC Year of Conv.
STIP # 7S3041



Project Description

Railroad crossing grade separation 0.1 mile south of Rte. D.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$168,800	\$0	\$0	\$0	\$168,800
MoDOT	State	ENG	\$42,200	\$0	\$0	\$0	\$42,200
FHWA (130)	Federal	CON	\$1,049,967	\$0	\$0	\$0	\$1,049,967
MoDOT	State	CON	\$63,000	\$0	\$0	\$0	\$63,000
MoDOT-GCSA	State	CON	\$1,048,968	\$0	\$0	\$0	\$1,048,968
OTHER	Other	CON	\$126,065	\$0	\$0	\$0	\$126,065
Totals			\$2,499,000	\$0	\$0	\$0	\$2,499,000

Notes

Source of state funding: state transportation tax revenues for Grade Crossing Safety account. Source of other funding: BNSF.

Prior Cost	\$444,000
Future Cost	\$0
Total Cost	\$2,943,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	OTHER	TOTAL
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	\$2,499,000
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
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1404	\$0	\$0	\$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	\$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
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
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	\$1,966,300	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$1,433,140	\$750,000	\$4,016,560	\$0	\$10,416,000
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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	OTHER	TOTAL
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
WI1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
SUBTOTAL	\$4,419,300	\$1,000,600	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$2,153,207	\$6,501,040	\$1,879,968	\$25,588,216	\$126,065	\$47,713,878
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	\$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
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	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$53,000
MO1603	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$134,600	\$0	\$538,400	\$0	\$1,028,000
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	\$38,800	\$0	\$155,200	\$0	\$194,000
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	\$3,016,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$0	\$757,734	\$5,236,800	\$32,000	\$19,695,200	\$0	\$34,549,735

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	OTHER	TOTAL
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	\$80,100	\$0	\$0	\$0	\$0	\$0	\$0	\$8,900	\$0	\$0	\$0	\$89,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115,800	\$0	\$4,463,200	\$0	\$5,579,000
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$134,600	\$0	\$538,400	\$0	\$1,038,000
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	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$344,823	\$2,472,077	\$0	\$8,714,708	\$0	\$12,993,000
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	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$538,400	\$0	\$1,048,000
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
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	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$1,254,000	\$1,526,000	\$0	\$4,801,866	\$0	\$8,148,000
GRAND TOTAL	\$9,116,593	\$2,113,500	\$4,899,200	\$768,715	\$3,751,967	\$166,134	\$1,504,800	\$4,509,764	\$15,735,917	\$1,911,968	\$58,799,990	\$126,065	\$103,404,613

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source												
	STP-U	Safety	Bridge	STP	130	HPP	BRO	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2015 Funds Programmed	\$4,419,300	\$1,000,600	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$11,465,382	\$2,153,207	\$33,969,224	\$126,065	\$6,525,006	\$54,238,884
2016 Funds Programmed	\$3,016,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$0	\$8,828,001	\$757,734	\$24,964,000	\$0	\$665,506	\$35,215,241
2017 Funds Programmed	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$1,461,392	\$344,823	\$11,186,785	\$0	\$6,788,616	\$19,781,616
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	\$15,072,388
Total	\$ 9,116,593	\$ 2,113,500	\$ 4,899,200	\$ 768,715	\$ 3,751,967	\$ 166,134	\$ 1,504,800	\$ 22,320,909	\$ 4,509,764	\$ 76,447,875	\$ 126,065	\$ 20,903,516	\$124,308,129

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$ -	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,410,663	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,599
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
TOTAL AVAILABLE FUNDING	\$48,956,653	\$39,513,839	\$32,098,246	\$20,475,849	\$19,951,621	\$160,996,208
Prior Year Funding	\$ -	\$48,956,653	\$36,510,880	\$34,151,619	\$35,190,675	-
Programmed State and Federal Funding	\$ -	(\$51,959,612)	(\$34,457,507)	(\$19,436,793)	(\$13,818,388)	(\$119,672,300)
TOTAL REMAINING	\$48,956,653	\$36,510,880	\$34,151,619	\$35,190,675	\$41,323,908	\$41,323,908

Remaining State and Federal Funding	\$4,309,186
Remaining Suballocated STP-U/Small Urban	\$34,120,006
Remaining Suballocated BRM	\$2,894,716
TOTAL REMAINING	\$41,323,908

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 11/19/2014; ITEM II.B.

Amendment Two to the FY 2015-2018 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are seven (7) items included as part of Amendment Two to the FY 2015-2018 Transportation Improvement Program.

1. ***New*** Bridge Replacement, Bridge #1670228 (GR1601)
Replace existing bridge and upgrade approaches, using \$320,000 in BRO funding, for a total programmed project amount of \$400,000.
2. ***New*** East-West Arterial (Riverbluff Blvd) Phase I (GR1801)
Design and Environmental Approval for the East-West Arterial from Farm Road 141 to Campbell Avenue for a total programmed amount of \$1,200,000.
3. ***New*** Paratransit Bus Replacement (CU1506)
Replacement of 2 CU Paratransit Buses using \$262,372 in FTA Section 5339 funding for a total programmed amount of \$308,673.
4. ***New*** FTA 5310 New Freedom-Type Projects (CU1514)
New service or capital projects beyond the Americans with Disabilities Act for CU's Transit Service for a total programmed amount of \$221,679, funded through the Enhanced Mobility of Seniors and Individuals with Disabilities program.
5. ***New*** CU 5310 Administration (CU1517)
Funding in the amount of \$19,705 for CU's administration of its FTA 5310 projects.
6. ***New*** FTA 5310 Human Agency Capital Purchases (MO1506)
Funding for area Human Service Agencies to purchase vehicles through the Enhanced Mobility of Seniors and Individuals with Disabilities program in the total programmed amount of \$348,351.
7. ***New*** MoDOT 5310 Admin (MO1507)
Funding in the amount of \$30,965 for MoDOT's administration of FTA 5310 projects.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding adoption of the seven items included in Amendment Two to the FY 2015-2018 Transportation Improvement Program.



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # GR1601 BRIDGE REPLACEMENT, BRIDGE #1670228

Route Farm Road 167

From Farm Road 167

To Farm Road 167

Location/Agency Greene County

Federal Agency FHWA

Responsible Agency Greene County

Federal Funding Category BRO

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Replace existing bridge and upgrade approaches.

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

Notes

Source of Local Funds: Greene County Road and Bridge Fund.

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



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # GR1801 East-West Arterial (Riverbluff Blvd) Phase I

Route East-West Arterial

From Farm Road 141

To Campbell Avenue

Location/Agency Greene County

Federal Agency FHWA

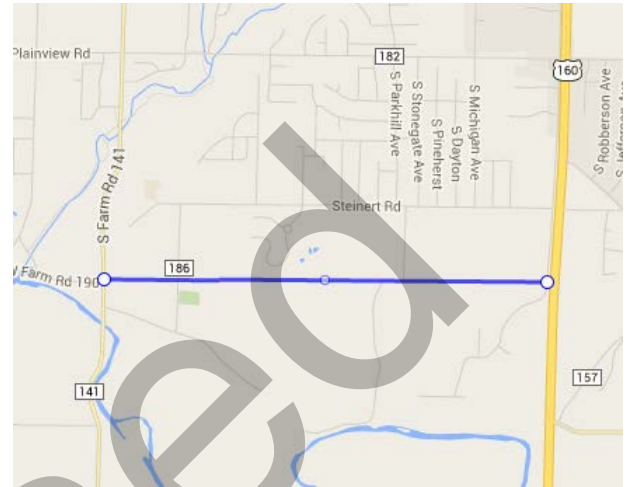
Responsible Agency Greene County

Federal Funding Category STP-U

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Design/Environmental Approval from Farm Road 141 to Campbell Avenue.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$0	\$0	\$0	\$960,000	\$960,000
LOCAL	Local	ENG	\$0	\$0	\$0	\$240,000	\$240,000
Totals			\$0	\$0	\$0	\$1,200,000	\$1,200,000

Notes

Source of Local Funds: Greene County Road and Bridge Fund.

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	OTHER	TOTAL
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	\$2,499,000
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
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1404	\$0	\$0	\$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	\$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
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
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	\$1,966,300	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$1,433,140	\$750,000	\$4,016,560	\$0	\$10,416,000
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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	OTHER	TOTAL
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
WI1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
SUBTOTAL	\$4,419,300	\$1,000,600	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$2,153,207	\$6,501,040	\$1,879,968	\$25,588,216	\$126,065	\$47,713,878
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	\$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
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	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$53,000
MO1603	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$134,600	\$0	\$538,400	\$0	\$1,028,000
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	\$38,800	\$0	\$155,200	\$0	\$194,000
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	\$3,016,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$320,000	\$837,734	\$5,236,800	\$32,000	\$19,695,200	\$0	\$34,949,735

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	OTHER	TOTAL
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	\$80,100	\$0	\$0	\$0	\$0	\$0	\$0	\$8,900	\$0	\$0	\$0	\$89,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115,800	\$0	\$4,463,200	\$0	\$5,579,000
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$134,600	\$0	\$538,400	\$0	\$1,038,000
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	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$344,823	\$2,472,077	\$0	\$8,714,708	\$0	\$12,993,000
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
GR1801	\$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
MO1801	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$538,400	\$0	\$1,048,000
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
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	\$1,260,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$1,494,000	\$1,526,000	\$0	\$4,801,866	\$0	\$9,348,000
GRAND TOTAL	\$10,076,593	\$2,113,500	\$4,899,200	\$768,715	\$3,751,967	\$166,134	\$1,824,800	\$4,829,764	\$15,735,917	\$1,911,968	\$58,799,990	\$126,065	\$105,004,613

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source												
	STP-U	Safety	Bridge	STP	130	HPP	BRO	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2015 Funds Programmed	\$4,419,300	\$1,000,600	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$11,465,382	\$2,153,207	\$33,969,224	\$126,065	\$6,525,006	\$54,238,884
2016 Funds Programmed	\$3,016,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$320,000	\$9,148,001	\$837,734	\$24,964,000	\$0	\$665,506	\$35,615,241
2017 Funds Programmed	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$1,461,392	\$344,823	\$11,186,785	\$0	\$6,788,616	\$19,781,616
2018 Funds Programmed	\$1,260,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$1,526,134	\$1,494,000	\$6,327,866	\$0	\$6,924,388	\$16,272,388
Total	\$10,076,593	\$2,113,500	\$4,899,200	\$768,715	\$3,751,967	\$166,134	\$1,824,800	\$23,600,909	\$4,829,764	\$76,447,875	\$126,065	\$20,903,516	\$125,908,129

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$-	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,410,663	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,599
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
TOTAL AVAILABLE FUNDING	\$48,956,653	\$39,513,839	\$32,098,246	\$20,475,849	\$19,951,621	\$160,996,208
Prior Year Funding	\$-	\$48,956,653	\$36,510,880	\$33,831,619	\$34,870,675	-
Programmed State and Federal Funding	\$-	(\$51,959,612)	(\$34,777,507)	(\$19,436,793)	(\$14,778,388)	(\$120,952,300)
TOTAL REMAINING	\$48,956,653	\$36,510,880	\$33,831,619	\$34,870,675	\$40,043,908	\$40,043,908

Remaining State and Federal Funding	\$3,989,186
Remaining Suballocated STP-Urban/Small Urban	\$33,160,006
Remaining Suballocated BRM	\$2,894,716
TOTAL REMAINING	\$40,043,908

declining revenues from the Highway Trust Fund, as well as MoDOT's declining ability to match federal funds, due to a decrease in projected state revenue. This table does not include OTO sub-allocated federal funding, such as STP-Urban, BRM, or Enhancement. Transit funding includes all formula funding distributed to the Springfield, MO area for FTA Sections 5307, 5310, and 5339 funding.

Table G.1	2015	2016	2017	2018
Roadway Funding	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000
Transit Funding	\$3,026,518	\$3,026,518	\$3,026,518	\$3,026,518

The Ozarks Transportation Organization maintains fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funds, making projections based on funding received in prior years, as well as funding allocations in the federal transportation bill. A three percent inflation rate has been used to forecast revenues and expenditures. OTO has accumulated balances in these funds from prior years.

The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Journey 2035*.

FEDERAL SUB-ALLOCATED REVENUE

The Ozarks Transportation Organization is responsible for selecting projects within three federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funding categories. These fund balances are shown below.

OTO has been receiving sub-allocated funding since 2003. The funds which have accumulated "except for Transit" since then are referred to as "Carryover Balance" below. OTO has elected to maintain a healthy reserve of sub-allocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

Table G.2 STP-Urban/Small Urban	
Carryover Balance through FY2014	\$23,213,240
Anticipated Allocation FY2015	\$5,410,663
Anticipated Allocation FY2016	\$5,414,570
Anticipated Allocation FY2017	\$4,599,063
Anticipated Allocation FY2018	\$4,599,063
Programmed through FY2018	(\$10,076,593)
Estimated Carryover Balance Through FY 2018	\$33,160,006

Table G.3 On-System Bridge (BRM)	
Carryover Balance through FY2014	\$1,542,036
Anticipated Allocation FY2015	\$338,170
Anticipated Allocation FY2016	\$338,170
Anticipated Allocation FY2017	\$338,170
Anticipated Allocation FY2018	\$338,170
Programmed through FY2018	(\$1,189,657)
Estimated Carryover Balance Through FY 2018	\$1,705,059

REVENUE

An explanation of revenue sources that provide for the operation and maintenance of the transportation system as well as the capital improvements to the transportation system may be found in the preceding pages under explanation of fiscal constraint.

The following table highlights the ability of OTO jurisdictions to deliver local projects as shown in the project pages.

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Battlefield				
Total Available Revenue	\$232,024.00	\$232,024.00	\$232,024.00	\$232,024.00
Estimated Operations and Maintenance Expenditures	(\$3,731.00)	(\$3,806.00)	(\$3,882.00)	(\$3,960.00)
Estimated TIP Project Expenditures	(\$2,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$226,293.00	\$228,218.00	\$228,142.00	\$228,064.00
City of Nixa				
Total Available Revenue (prior reserves included)	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00
Estimated Operations and Maintenance Expenditures	(\$25,424.00)	(\$25,932.00)	(\$26,451.00)	(\$26,980.00)
Estimated TIP Project Expenditures	\$0.00	(\$326,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,698,632.00	\$1,371,374.00	\$1,697,605.00	\$1,697,076.00
City of Ozark				
Total Available Revenue	\$640,830.00	\$640,830.00	\$640,830.00	\$640,830.00
Estimated Operations and Maintenance Expenditures	(\$60,512.00)	(\$61,722.00)	(\$62,956.00)	(\$64,215.00)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$580,318.00	\$579,108.00	\$577,874.00	\$576,615.00
City of Republic				
Total Available Revenue	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00
Estimated Operations and Maintenance Expenditures	(\$36,355.00)	(\$37,082.00)	(\$37,824.00)	(\$38,580.00)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,634,120.00	\$1,633,393.00	\$1,632,651.00	\$1,631,895.00
City of Springfield				
Total Available Revenue	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00
Estimated Operations and Maintenance Expenditures	(\$2,325,881.00)	(\$2,372,399.00)	(\$2,419,847.00)	(\$2,468,244.00)
Estimated TIP Project Expenditures	(\$422,571.00)	(\$430,984.00)	(\$344,823.00)	(\$1,254,000.00)
Amount Available for Local Projects	\$17,181,272.00	\$18,501,735.00	\$18,540,271.00	\$17,582,874.00

Continued on next page...

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Strafford				
Total Available Revenue	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
Estimated Operations and Maintenance Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
City of Willard				
Total Available Revenue	\$467,355.00	\$467,355.00	\$467,355.00	\$467,355.00
Estimated Operations and Maintenance Expenditures	(\$13,948.00)	(\$14,227.00)	(\$14,512.00)	(\$14,802.00)
Estimated TIP Project Expenditures	(\$10,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$443,407.00	\$453,128.00	\$452,843.00	\$452,553.00
Christian County				
Total Available Revenue	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00
Estimated Operations and Maintenance Expenditures	(\$40,163.00)	(\$40,966.00)	(\$41,785.00)	(\$42,621.00)
Estimated TIP Project Expenditures	(\$1,557,044.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,501,616.00	\$1,500,813.00	\$1,499,994.00	\$1,499,158.00
Greene County				
Total Available Revenue	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00
Estimated Operations and Maintenance Expenditures	(\$106,796.00)	(\$108,932.00)	(\$111,111.00)	(\$113,333.00)
Estimated TIP Project Expenditures	(\$376,200.00)	(\$80,000)	\$0.00	(\$240,000)
Amount Available for Local Projects	\$21,448,290.00	\$21,458,954.00	\$21,536,775.00	\$21,294,553.00



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU1506 **PARATRANSIT BUS REPLACEMENT**

Route N/A

From N/A

To N/A

Location/Agency City Utilities

Federal Agency FTA

Responsible Agency City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Purchase of two (2) paratransit buses to replace two existing paratransit buses for complementary paratransit service.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5339)	Federal	CAPITAL	\$262,372	\$0	\$0	\$0	\$262,372
LOCAL	Local	CAPITAL	\$46,301	\$0	\$0	\$0	\$46,301
Totals			\$308,673	\$0	\$0	\$0	\$308,673

Notes

Federal funding is estimated and will be revised to reflect total FY 2015 funding available once the full FY 2015 apportionment is available. Source of Local Funds: CU Farebox Revenue and Ratepayers.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$308,673



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU1514 FTA 5310 NEW FREEDOM-TYPE PROJECTS

Route

From N/A

To N/A

Location/Agency City Utilities

Federal Agency FTA

Responsible Agency City Utilities

Federal Funding Category 5310

MoDOT Funding Category

AC Year of Conv.

STIP #



Project Description

New service or capital projects beyond the Americans with Disabilities Act (ADA) for CU's transit service.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	CAPITAL	\$177,343	\$0	\$0	\$0	\$177,343
LOCAL	Local	CAPITAL	\$44,336	\$0	\$0	\$0	\$44,336
Totals			\$221,679	\$0	\$0	\$0	\$221,679

Notes

The new MAP-21 grant funding has combined New Freedom projects with Section 5310 funding.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$221,679



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU1517 CU 5310 ADMINISTRATION

Route

From

To

Location/Agency City Utilities

Federal Agency FTA

Responsible Agency City Utilities

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Administration of the City Utilities portion of FY 2013 and 2014 FTA 5310 funding.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	ADMIN	\$19,705	\$0	\$0	\$0	\$19,705
Totals			\$19,705	\$0	\$0	\$0	\$19,705

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$19,705



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1506 FTA 5310 HUMAN AGENCY CAPITAL PURCHASES

Route

From

To

Location/Agency Area Wide

Federal Agency FTA

Responsible Agency MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Enhanced Mobility of Seniors and Individuals with Disabilities 5310 Program Capital Purchases for Human Service Agencies.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	CAPITAL	\$278,681	\$0	\$0	\$0	\$278,681
LOCAL	Local	CAPITAL	\$69,670	\$0	\$0	\$0	\$69,670
Totals			\$348,351	\$0	\$0	\$0	\$348,351

Notes

Minimum 55% allocation of FY 2013 and FY 2014 FTA 5310 funding for Human Service Agencies. Source of Local Funding: Human Service Agency applicants.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$348,351



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # **MO1507** MODOT 5310 ADMIN

Route

From

To

Location/Agency Area Wide

Federal Agency FTA

Responsible Agency MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

MoDOT Administration portion of FY 2013 and FY 2014 FTA 5310 funding.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	ADMIN	\$30,965	\$0	\$0	\$0	\$30,965
Totals			\$30,965	\$0	\$0	\$0	\$30,965

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$30,965

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal				Local	State	
PROJECT	FTA (5309)	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
FY 2015							
CU0718	\$2,291,148	\$0	\$0	\$262,372	\$2,151,079	\$0	\$4,704,599
CU1500	\$0	\$1,600,000	\$0	\$0	\$5,800,000	\$30,000	\$7,430,000
CU1501	\$0	\$426,000	\$0	\$0	\$106,500	\$0	\$532,500
CU1502	\$0	\$251,000	\$0	\$0	\$62,750	\$0	\$313,750
CU1503	\$0	\$26,000	\$0	\$0	\$6,500	\$0	\$32,500
CU1504	\$0	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
CU1505	\$0	\$26,000	\$0	\$0	\$6,500	\$0	\$32,500
CU1506	\$0	\$0	\$0	\$262,372	\$46,301	\$0	\$308,673
CU1514	\$0	\$0	\$177,343	\$0	\$44,336	\$0	\$221,679
CU1517	\$0	\$0	\$19,705	\$0	\$0	\$0	\$19,705
MO1506	\$0	\$0	\$278,681	\$0	\$69,670	\$0	\$348,351
MO1507	\$0	\$0	\$30,965	\$0	\$0	\$0	\$30,965
SUBTOTAL	\$2,291,148	\$2,489,000	\$506,694	\$524,744	\$8,333,636	\$30,000	\$14,175,222
GRAND TOTAL	\$2,291,148	\$2,489,000	\$506,694	\$524,744	\$8,333,636	\$30,000	\$14,175,222

FINANCIAL CONSTRAINT

Transit

	Federal Funding Source				MoDOT	Local	TOTAL
	5309	5307	5310	5339			
PRIOR YEAR							
Balance	\$2,291,148	\$ -	\$ 506,694	\$ -	\$ -	\$ -	\$2,797,842
FY 2015							
Funds Anticipated	\$ -	\$ 2,489,000	\$ -	\$ 524,744	\$ 30,000	\$ 8,333,636	\$11,377,380
Funds Programmed	(\$2,291,148)	(\$2,489,000)	(\$506,694)	(\$524,744)	(\$30,000)	(\$8,333,636)	(\$14,175,222)
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2016							
Funds Anticipated	\$ -	\$ 2,600,000	\$ -	\$ 262,372	\$ 30,000	\$ 8,900,000	\$11,792,372
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
Running Balance	\$0	\$2,600,000	\$0	\$262,372	\$30,000	\$8,900,000	\$11,792,372
FY 2017							
Funds Anticipated	\$ -	\$ 2,700,000	\$ -	\$ 262,372	\$ 30,000	\$ 9,186,000	\$12,178,372
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
Running Balance	\$0	\$2,700,000	\$0	\$262,372	\$30,000	\$9,186,000	\$23,970,744
FY 2018							
Funds Anticipated	\$ -	\$ 2,800,000	\$ -	\$ 262,372	\$ 30,000	\$ 9,681,000	\$12,773,372
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
Running Balance	\$0	\$2,800,000	\$0	\$262,372	\$30,000	\$9,681,000	\$36,744,116

TAB 4

TECHNICAL COMMITTEE AGENDA 11/19/2014; ITEM II.C.

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 Willard has requested the following changes to the federal functional classification system. The applications are included.

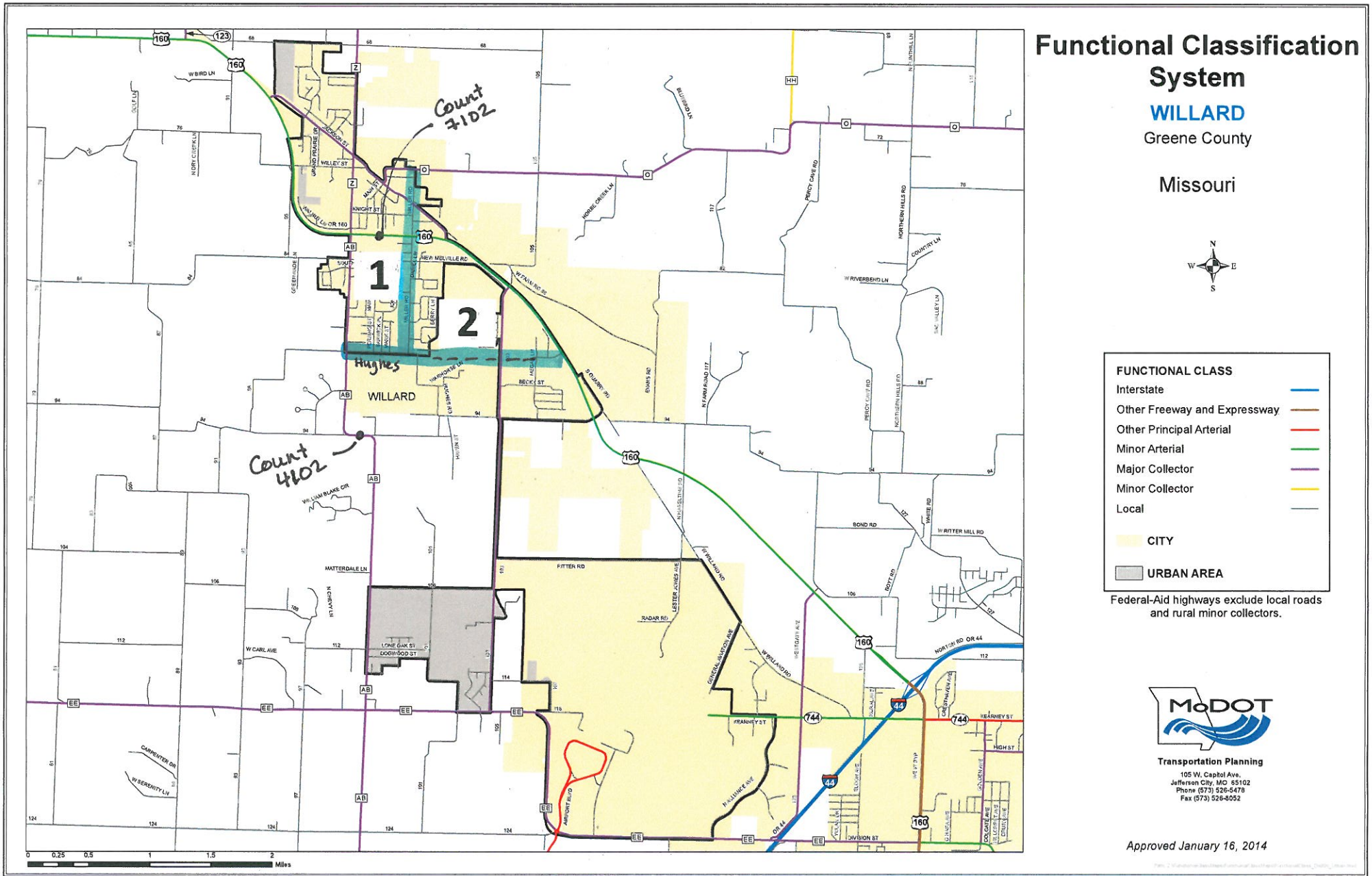
- 1) Miller Road from State Highway O to Hughes Road
Current Functional Classification – Local
Requested Functional Classification – Collector
Major Thoroughfare Plan – Collector
Reasoning – This road is a major connector from the highway to residential developments, while connecting the highway to the central business district and schools. New development includes the new High School and a Dollar General.
- 2) Hughes Road from AB Highway to State Highway 160
Current Functional Classification – Local
Requested Functional Classification – Major Collector
Major Thoroughfare Plan – Collector/Local
Reasoning – This is one of three major routes that run east and west through the City of Willard. It collects traffic from numerous residential subdivisions and provides access to both State Highway 160 and State Highway AB and existing demand is inconsistent with its current status.

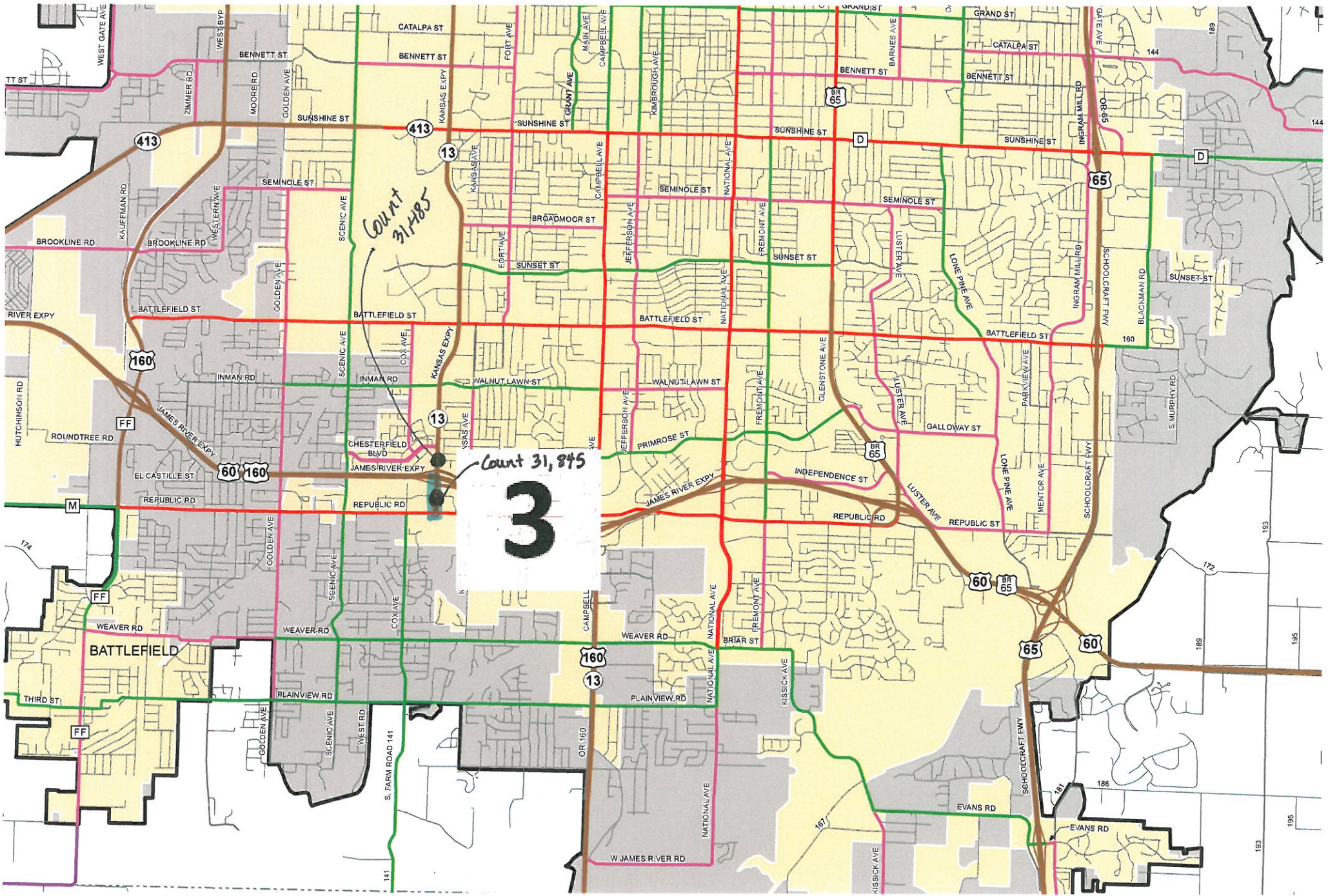
The City of Springfield has requested the following change to the federal functional classification system. The application is also included.

- 3) Kansas Expressway from James River Freeway to Republic Street
Current Functional Classification – Expressway
Requested Functional Classification – Primary Arterial
Major Thoroughfare Plan – Expressway
Reasoning – This portion of Kansas Expressway connects traffic from Republic Street to James River Freeway. Current access is controlled by a median and there is no existing direct access provided to property along this section of roadway. Traffic volumes are lower south of James River Freeway, as traffic coming from the north is directed to the freeway. Travel demand is noted as not currently changing. The planned future extension of Kansas Expressway is planned to carry a primary arterial designation.

TECHNICAL COMMITTEE ACTION REQUESTED:

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





Count 31,485

Count 31,845

3



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

Instructions

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 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.

Application Information

Date: 10/10/14

Contact Information

Name: Wendel Forshee
Title: Mayor
Agency: City of Willard
Street Address: 224 W
Jackson St.

City/State/Zip: Willard,
Mo. 65781
Email:
Phone: 417 742-3033
Fax: 417 742-3080

Roadway Data

Roadway Name: Miller
Rd.
Termini of Roadway
From: State Highway O
To: Hughes Rd.
Length (miles): 3
Number of Lanes: 2

Lane Width: 10 ft.

Traffic Volume (AADT):

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.

Miller Rd. is an existing road.

Classification Change

Type of Area Commercial/ Residential

Current Classification local

Requested Classification: collector

Justification

Explain why the roadway classification should be revised.

For Safety reasons.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway? Construction of a new High School and Dollar General Store.
Construction of a new High School and Dollar General Store.

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

This road is a major connector from the highway to residential developments and from the highway to the central business district and schools.

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

Traffic congestion has become a problem due to growth.

Additional information you would like to include.

By changing the classification improvements can be constructed to provide a safe means of travel for all modes of transportation affected

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



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

Instructions

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 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.

Application Information

Date: 11-7-2014

Contact Information

Name: C.W. Forshee
Title: Mayor
Agency: City of Willard
Street Address: 224 W
Jackson St.

City/State/Zip: Willard,
Mo. 65781
Email:
develop@cityofwillard.org
Phone: 417 742-5308
Fax: 417 742-3080

Roadway Data

Roadway Name:
Hughes Rd.
Termini of Roadway

From: AB HWY TO
ST.HWY 160

Length (miles): 3
Number of Lanes: 2
Lane Width: 24FT.
Traffic Volume (AADT):

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.

Classification Change

Type of Area: Residential
Current Classification: Local
Requested Classification: Major
Collector

Justification

Explain why the roadway classification should be revised.

This road is one of three major routes that run east and west thru the City. It is located on the south side of the city. It collects traffic from numerous residential subdivisions and provides access to both Hwy 160 and State Hwy AB. A portion of the road has not been constructed due to undeveloped property. Should the property owner develop it will be a requirement. Due to increased travel demands on the existing portions improvements are necessary to ensure safe travel.

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

Upon completion and improvements to the existing portions, this road would provide an additional east /west route for travel that would ease congestion on the existing routes.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?
no

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

With the existing demand this road is inconsistent with its current status.

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



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

Instructions

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 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.

Application Information

Date: 11-7-14

Contact Information

Name: Dawne Gardner
Title:
Transportation Planner
Agency:
City of Springfield
Street Address:
840 Boonville

City/State/Zip:
Springfield, MO 65803
Email:
dgardner@springfieldmo.gov
Phone:
417-864-1863
Fax:
417-864-1983

Roadway Data

Roadway Name:
Kansas Expressway

Termini of Roadway

From: James River

Freeway

To: Republic Street

Length (miles): .18 mi

Number of Lanes: 4

Lane Width: 12ft/lane

Traffic Volume (AADT):

19,000

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.

Roadway is existing and currently ends at Republic Street. It will be extended past Republic Street in the future. The extension will be classified as a Primary Arterial. Right of way has been preserved for a majority of the corridor, but a construction date has been set.

Classification Change

Type of Area Urban

Current Classification Expressway

Requested Classification: Primary
Arterial

Justification

Explain why the roadway classification should be revised.

This is a small portion of Kansas Expressway which functions like a primary arterial funneling traffic to James River Freeway. Access is controlled by a median. The extension of Kansas Expressway south of Republic Street is a future project that will extend Kansas as a primary arterial and is currently mapped on our major thoroughfare plan as a future primary arterial. Traffic volumes on Kansas Expressway south of James River Freeway drop as traffic coming from the north is funneled to James River Freeway. It makes sense to change the classification from an expressway to an arterial at the freeway rather than at an intersection of a primary arterial (Republic Street).

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

There is currently commercial development along this portion of Kansas Expressway. No new development or change to land usage is anticipated.

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

There is no existing direct access provided to property along this section of roadway.

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

Travel demand for this roadway is not currently changing. With the planned future extension of the roadway to the south of Republic Street as a primary arterial, it makes more sense to carry the primary arterial designation to existing James River Freeway rather than at Republic Street (a primary arterial).

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



1878 S. STATE HWY. 125 • ROGERSVILLE, MO 65742

August 27, 2014

Greg Burris
Springfield City Manager
Busch Municipal Building
840 Boonville Avenue, 4th Floor
Springfield, Missouri
65802

Dear Mr. Burris,

Price Cutter Supermarkets respectfully requests consideration for adding a "right-in, right-out" access off of Kansas Expressway at our property located on the northwest corner of Kansas Expressway and Republic Road. The purpose for this request is a more pronounced and obvious access to our store and possible future development. We have attached a Google Earth map for your reference.

In summary of conversations with Martin Gugel, Kirk Juranas and CJW Transportation, we understand that this request will require a re-classification of the section of Kansas Expressway south of James River Freeway from "expressway" to "primary arterial."

We are very eager to discuss this request further with all parties involved, and we are very open to doing whatever we can to help make it happen.

Thank you for your consideration.

Erick Taylor
President/CEO
Pyramid Foods

Cc: Sara Fields, AICP



Google earth

feet
meters



TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 11/19/2014; ITEM II.D.

Annual Listing of Obligated Projects (ALOP)

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

AGENDA DESCRIPTION: Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects:

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

Included for review and consideration is the Ozarks Transportation Organization Federal Fiscal Year 2014 Annual Listing of Obligated Projects.

Staff is requesting each jurisdiction review the report for any inaccuracies and advise staff. Please note that this is required to be published by December 30, 2014.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding acceptance of the Annual Listing of Obligated Projects.

FY 2014 Annual Listing of Obligated Projects

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	DISTRICT	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANSACTION DATE	FEDERAL FUNDING CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FUTURE FEDERAL FUNDS
0005124	N/A	BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES	Greene	SW	Various	N/A	2014	N/A	N/A	LS4E	6/19/2014	\$187,929.00	\$0.00	N/A
0005179	N/A	STATEWIDE, CROSSINGS	Greene	SW	Various	N/A	2014	N/A	N/A	LS50	3/28/2014	(\$12,382.87)	\$12,640.00	N/A
										Q2260	3/28/2014	(\$91,120.37)	\$476,000.00	
										Q270	3/28/2014	(\$15,105.60)	\$103,686.40	
0005287	N/A	RAILGRADE/CROSSING IMPROVEMENT PROTECTIVE DEVICES - WRIGHT AND GREENE	Greene	SW	Various	N/A	2014	N/A	N/A	LS50	3/28/2014	(\$8,348.24)	\$53,760.00	N/A
0005319	N/A	GREENE COUNTY, BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES.	Greene	SW	SP1211	2012-2015	2012	\$160,000.00	\$0.00	LS5E	3/28/2014	(\$31,082.89)	\$95,219.00	\$95,863.89
0005352	N/A	BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES	Greene	SW	GR1302	2013-2016	2013	\$160,000.00	\$0.00	LS5E	10/16/2013	\$23,991.30	\$0.00	\$136,008.70
0005364	N/A	BNSF RAIL/HWY CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES	Greene	SW	Various	N/A	2013	N/A	N/A	LS50	--	\$0.00	\$197,353.26	
										LS5R	3/14/2014	\$46,991.25	\$54,951.00	
										LS5E	10/16/2013	\$387,534.96	\$0.00	
											11/26/2013	\$194,317.92	\$0.00	
0005371	N/A	BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES	Greene	SW	Various	N/A	2013	N/A	N/A	LS4E	--	\$0.00	\$139,911.12	
										LS50	3/14/2014	\$0.00	\$540.45	
										LS5E	3/21/2014	\$9,398.25	\$0.00	
0005417	N/A	BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR REMOVAL OF FLASHING SIGNALS & SIGNAL CABINET.	Greene	SW	Various	N/A	2014	N/A	N/A	H270	5/9/2014	\$7,500.00	\$0.00	N/A
0005418	J753041	MO 125 GREENE CO; RAILROAD CROSSING GRADE SEPARATION 0.1 MILE SOUTH OF RTE D; 0.80 MI	Greene	SW	GR1402	2014-2017	2014, 2015	\$247,500.00	\$2,002,500.00	M240	10/12/2013	\$0.00	\$0.00	\$2,002,500.00
										LS50	6/11/2014	\$247,500.00	\$0.00	
0005431	N/A	RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES	Greene	SW	ST1204	2013-2016	2013	\$400,000.00	\$0.00	Q270	6/17/2014	\$17,180.10	\$0.00	\$382,819.90
0132060	J8P0881B	RTE 13, GREENE CO, PAVEMENT IMPROVEMENTS ON KANSAS EXPRESSWAY FROM CHESTNUT EXPRESSWAY TO MT VERNON AVE IN SPRINGFIELD, .6 MI	Greene	SW	SP1101	2011-2014	2011, 2014 (AC)	\$314,400.00	\$0.00	L05E	10/10/2013	\$0.00	\$203,262.72	Complete - \$0.00
										LS3E	10/10/2013	\$0.00	\$91,016.28	
0132064	J8P2395	RTE 13, GREENE CO, BRIDGE IMPROVEMENTS OVER JORDAN CREEK ON KANSAS EXPRESSWAY IN SPRINGFIELD, 24.198 MI	Greene	SW	SP1210	2012-2015	2012, 2015 (AC)	\$0.00	\$528,800.00	M001	1/28/2014	(\$123,707.89)	\$572,955.36	Complete - \$0.00
0132067	J8P2405	RTE 13, GREENE CO, PAVEMENT IMPROVEMENT AT VARIOUS LOCATIONS BETWEEN I-44 AND RTE WW, 5.97 MI	Greene	SW	GR1201	2012-2015	2012, 2015 (AC)	\$0.00	\$1,292,000.00	M001	1/28/2014	(\$7,292.47)	\$823,409.74	Complete - \$0.00
0132072	J8P2263B	MO 13, GREENE COUNTY, PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS FROM RTE WW TO I-44 IN SPRINGFIELD, 6.17 MI	Greene	SW	GR1305	2013-2016, 2014-2017	2013, 2014, 2015 (AC)	\$0.00	\$2,228,000.00	L050	6/3/2014	\$0.00	\$0.00	\$0.00
										M001	10/31/2013	\$0.00	\$0.00	
											6/3/2014	\$2,355,138.67	\$0.00	
0132075	J8P3005	MO 13, GREENE CO. PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS OF KANSAS EXPRESSWAY FROM I-44 TO RTE. 60. 8.09 MI	Greene	SW	SP1316	2013-2016, 2014-2017	2014, 2015, 2015 (AC), 2016 (AC)	\$0.00	\$1,541,600.00	M001	9/8/2014	\$0.00	\$0.00	\$1,541,600.00
0132078	J8P3042	RT 13, GREENE CO, PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS OF KANSAS EXPRESSWAY FROM I-44 TO MT VERNON ST IN SPRINGFIELD, 3.16 MI	Greene	SW	SP1417	2014-2017 A1	2014	\$799,517.00	\$0.00	L23E	4/7/2014	\$799,517.00	\$0.00	\$0.00
										M001	4/7/2014	\$0.00	\$0.00	
0141015	J8S2380	RTE 14, CHRISTIAN CO, SIGNAL IMPROVEMENTS AT VARIOUS LOCATIONS IN CHRISTIAN CO, 29.361 MI	Christian	SW	CC1204	2012-2015	2012, 2015 (AC)	\$0.00	\$921,600.00	L20E	7/17/2014	\$0.00	\$635,615.95	Complete - \$0.00
0141016	J8P0588G	RTE 14, CHRISTIAN CO, INTERSECTION IMPROVEMENTS AT CHEYENNE RD BETWEEN NIXA AND OZARK, 0.30 MI	Christian	SW	CC1203	2013-2016, 2014-2017	2013, 2014 (AC), 2015 (AC)	\$320,000.00	\$282,400.00	L050	4/29/2014	\$0.00	\$0.00	\$48,788.60
										M001	10/31/2103	\$0.00	\$0.00	
											4/29/2014	\$553,611.40	\$0.00	
0141017	J8P3000	RTE 14, CHRISTIAN COUNTY, PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS FROM RTE M (NICHOLAS RD) N NIXA TO RTE W IN OZARK, 12.0 MI	Christian	SW	CC1303	2013-2016, 2014-2017	2013, 2014, 2015 (AC)	\$0.00	\$1,185,600.00	MS31	10/31/2013	(\$11,832.11)	\$0.00	\$0.00
										M001	10/31/2013	\$0.00	\$185,711.15	\$0.00
											4/29/2014	\$1,058,874.44	\$0.00	
0141021	J8P3021	MO 14, CHRISTIAN CO. ADA ACCOMMODATIONS AT VARIOUS LOCATIONS FROM RTE. M IN NIXA TO RTE W IN OZARK. 10.45 MI	Christian	SW	EN1304	2014-2017	2014	\$198,387.00	\$0.00	L20E	11/26/2013	\$19,200.00	\$0.00	\$13,600.00
										M301	1/8/2014	\$165,587.00	\$0.00	
										M240	1/8/2014	\$0.00	\$0.00	
											5/15/2014	\$0.00	\$0.00	
0141022	J8S2443	MO 14 CHRISTIAN CO; PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS FROM 1.6 MI W/O RT M TO 0.2 MI W/O RT M IN NIXA; 2.62 MI	Christian	SW	CC1301	2013-2016, 2014-2017	2013, 2014, 2015 (AC)	\$50,000.00	\$146,700.00	M001	12/27/2013	\$0.00	\$0.00	\$84,734.34
											6/3/2014	\$111,965.66	\$0.00	

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	DISTRICT	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANSACTION DATE	FEDERAL FUNDING CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FUTURE FEDERAL FUNDS
0141023	J8P2219	MO 14, CHRISTIAN CO, INTERSECTION IMPROVEMENTS AT THE RT 160 (MASSEY BLVD) & RT 14 (MOUNT VERNON ST) INTERSECTION IN NIXA. .649 MI	Christian	SW	NX0906	2014-2017	2014, 2015, 2015 (AC), 2016 (AC), 2017 (AC) +	\$0.00	\$1,751,741.00	M001	9/8/2014	\$0.00	\$0.00	\$1,751,741.00
0442225	J8I0754	ROUTE 44, GREENE COUNTY, RESURFACE ALL LANES FROM W/O RTE 13 TO RTE H IN SPRINGFIELD, 3.3 MI	Greene	SW	SP1001	2010-2013	2010, 2014 (AC)	\$1,674,000.00	\$0.00	L020 L53E L22E	10/9/2013 10/9/2013 10/9/2013	\$0.00 \$0.00 \$0.00	\$950,000.00 \$171,810.00 \$393,660.00	\$158,530.00
0442226	J8I0755	ROUTE 44, GREENE COUNTY, RESURFACE E/B & W/B LANES FROM RTE H TO E/O RTE 65 IN SPRINGFIELD, 2.8 MI	Greene	SW	SP1002	2010-2013	2010, 2014 (AC)	\$1,000,800.00	\$0.00	L01E L020	11/13/2013 12/12/2013 11/13/2013 12/12/2013	\$112,336.10 \$0.00 \$0.00 \$0.00	\$0.00 \$950,000.00	Complete - \$0.00
0442228	J8I2172	ROUTE 44, GREENE COUNTY, BRIDGE IMPROVEMENTS ON INTERSTATE BRIDGES OVER BROADWAY, GRANT & NAT'L STS IN SPGFD, 0.2 MI	Greene	SW	SP1014	2010-2013	2010, 2014 (AC)	\$968,000.00	\$0.00	LZ1E Q010	10/9/2013 10/9/2013	\$0.00 \$0.00	\$194,976.24 \$779,453.76	Complete - \$0.00
0442234	J8P0881C	RTE 44, GREENE CO, PAVEMENT & PEDESTRIAN IMPROVEMENTS ON CHESTNUT EXPRESSWAY FROM KANSAS EXPRESSWAY TO GLENSTONE AVE; SPRINGFIELD	Greene	SW	SP1103	2011-2014	2011, 2014 (AC)	\$784,000.00	\$0.00	L01E L22E	2/13/2014 2/13/2014	(\$3,477.31) (\$85,744.06)	\$788,649.54 \$323,874.22	Complete - \$0.00
0442236	J8P2371	RTE 44, GREENE CO, PAVEMENT IMPROVEMENT FROM HASELTINE RD TO COLLEGE ST IN SPRINGFIELD, 5.374 MI	Greene	SW	SP1121, SP1310	2011-2014 A2 (SP1121), 2013-2016 (SP1310)	2011, 2013, 2014, 2015, 2016 (AC)	\$0.00	\$1,118,400.00	L01E	10/12/2013	(\$48,096.63)	\$1,059,675.77	Complete - \$0.00
0442242	J8I2198B	RTE 44, GREENE CO, PAVEMENT IMPROVEMENTS FROM OTO'S BOUNDARY NEAR RTE 360 TO W/O CHESTNUT EXPRESSWAY IN SPRINGFIELD, 2.60 MI	Greene	SW	GR1101	2012-2015	2012, 2015 (AC)	\$0.00	\$1,190,700.00	L01E	12/27/2013	\$0.00	\$1,139,692.25	Complete - \$0.00
0442246	J8I2445	RTE 44, GREENE CO, PAVEMENT IMPROVEMENTS ON VARIOUS INTERCHANGES ON I-44 IN GREENE CO, 0.00 MI	Greene	SW	GR1208	2012-2015	2012, 2015 (AC)	\$0.00	\$440,800.00	M001	3/5/2014	(\$12,345.95)	\$384,817.93	Complete - \$0.00
0442257	J8P3023	LP 44, GREENE CO, SAFETY IMPROVE ON VARIOUS SECTIONS OF GLENSTONE AVE FROM I-44 TO BATTLEFIELD RD. 6.419 MI	Greene	SW	MO1604	2014-2017	2016	\$0.00	\$915,300.00	MS30	9/5/2014	\$0.00	\$0.00	\$915,300.00
0442267	J2I2166O	IS44 GREENE CO; JOB ORDER CONTRACTING FOR PAVEMENT REPAIR IN THE OZARKS TRANSPORTATION ORG AREA; 22.105 MI	Greene	SW	GR1404	2014-2017	2014, 2015 (AC)	\$216,000.00	\$180,000.00	M001	1/6/2014 5/19/2014	\$0.00 \$0.00	\$0.00	\$396,000.00
0442272	J8P2264C	LP 44, GREENE CO, PAVE IMPROVE ON VARIOUS SECTIONS OF CHESTNUT EXPRESS FROM COLLEGE ST TO RT 13 IN SPRINGFIELD, 1.077 MI	Greene	SW	SP1315	2013-2016, 2014-2017	2013, 2014, 2015, 2015 (AC), 2016 (AC)	\$0.00	\$464,800.00	M001	9/8/2014	\$0.00	\$0.00	\$464,800.00
0602062	J8P0683B, 0602(061), J8P0683	RT 60/65 INTERCHANGE, GREENE CO--PE	Greene	SW	SP0626	2008-2011	2008	\$3,430,000.00	\$0.00	H170 H660 3AA0 L050	-- -- 3/31/2014 3/31/2014	\$0.00 \$0.00 (\$4,899.42) (\$4,899.32)	\$45,968.10 \$2,886,847.24 \$157,619.00 \$1,387,080.00	\$0.00
0602065	J8P0683C	RTE 60/65 GREENE CO-IMPROVE INTERCHANGE AND RAMPS AT RTE 60-65, CONSTRUCT FLYOVER RAMPS AND BRIDGES, 1.4	Greene	SW	SP0626	2009-2012	2009	\$38,553,000.00	\$0.00	L930 LY20 M001 H170 L24E L230 S6A0 HY10 LY10	-- -- 9/17/2014 -- 9/17/2014 -- -- 9/17/2014 --	\$0.00 \$0.00 \$1,580,169.97 \$0.00 \$20,898.78 \$0.00 \$0.00 \$0.00 \$0.00	\$215,365.96 \$97,399.23 \$3,886,897.21 \$1,137,195.78 \$22,001,092.00 \$100,000.00 \$237,500.00 \$273,751.00 \$1,166,089.00	\$7,836,641.07
0602066	J8P0898	RTE 60, GREENE CO - REBUILD AND WIDEN WB BRIDGE AND WIDEN AND STRENGTHEN EB BRIDGE RT 60 OVER JAMES RIVER SE SPRINGFIELD	Greene	SW	SP0902	2008-2012, 2009-2012	2008, 2009	\$8,724,000.00	\$0.00	S6A0 L05E L1CO Q100	6/20/2014 6/20/2014 6/20/2014 6/20/2014	(\$34,523.27) (\$120,287.26) (\$14,175.88) (\$7,815.05)	\$1,187,500.00 \$2,897,140.00 \$1,390,000.00 \$780,000.00	\$2,646,161.46
0602082	J8P3008B	RTE. 60 GREENE CO. PED. IMPRVMT AND ADA ACCO. AT VARIOUS LOCATIONS FROM ILLINOIS ST TO RTE 174 IN REPUBLIC 2.286 MI	Greene	SW	RP1305	2013-2016, 2014-2017	2013, 2014 (AC)	\$182,400.00	\$0.00	L050 M001	11/13/2013 11/13/2013	\$0.00 \$121,473.80	\$0.00	\$60,926.20
0602083	J8P3020	US 60 GREENE CO; SOUND ABATEMENT AT VARI LOCATIONS ON JAMES RIVER FRWY FROM RT 13 (KS EXPWY) TO RT 160 (CAMPBELL AVE); 1.45 MI	Greene	SW	SP1324	2014-2017	2014, 2015 (AC)	\$0.00	\$375,200.00	M001	12/27/2013 6/2/2014	\$0.00 \$424,819.10	\$0.00	\$0.00

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0602084	J8P0683D	US 60, GREENE CO. INTERCHANGE IMPROVEMENTS AT RTES NN AND J. 3.50 MI	Greene	SW	GR0909, GR1010	2010-2013 (GR1010), 2011-2014 (GR1010), 2012-2015 (GR1010) 2013-2016 (GR0909/GR1010) 2014-2017 (GR1010)	2010, 2011, 2012, 2013, 2014, 2015, 2015 (AC), 2016 (AC)	\$320,000.00	\$10,211,000.00	M001	9/8/2014	\$0.00	\$0.00	\$10,531,000.00
0602085	J8P3004	US 60, GREENE CO. PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS FROM RTE. 174 TO RTE 360/60. 4.20 MI	Greene	SW	RP1301	2013-2016, 2014-2017	2013, 2014, 2015 (AC)	\$0.00	\$1,345,600.00	M001	10/31/2013 4/29/2014	\$0.00 \$1,140,375.23	\$0.00	\$205,224.77
0651056	J8P2356	US65, CHRISTIAN CO; INTERCHANGE IMPROVEMENTS AT RTES, CC & J IN OZARK; 1.97 MI	Christian	SW	CC1110	2011-2014, 2012-2015, 2013-2016, 2014-2017	2011, 2012, 2013, 2014, 2015, 2015 (AC), 2016 (AC)	\$228,000.00	\$5,744,800.00	L23E M001	2/25/2014 2/25/2014	\$228,000.00 \$0.00	\$0.00 \$0.00	\$5,744,800.00
0651064	J8P2156	RT 65 CHRISTIAN CO; BRIDGE IMPROVE FOR NB BR OVER FARMER'S BRANCH, 1.5 MI N/O RT J; 0.2 MI	Christian	SW	OK1004	2016-2016	2013	\$2,433,600.00	\$0.00	L1C0 L1CE M240	6/2/2014 6/2/2014 6/2/2014	\$9,766.53 \$77,964.79 \$1,500,058.58	\$0.00 \$0.00 \$1,000,000.00	\$0.00
0651065	J8P2161	RT 65 CHRISTIAN CO; BRIDGE IMPROVE ON N/B BRIDGE OVER FINLEY RIVER IN OZARK; 0.20 MI	Christian	SW	OK1101	2011-2014, 2012-2015, 2013-2016	2011, 2012, 2013	\$1,100,800.00	\$0.00	L1C0 M001	11/13/2013 11/13/2013 3/19/2014	\$0.00 \$164,898.09 \$0.00	\$0.00 \$0.00	Complete - \$0.00
0651066	J8S2266	BU 65, CHRISTIAN CO. PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS OF SOUTH ST IN OZARK FROM RTE 65 TO RTE 14 AND ON RTE. F. 4.297 MI	Christian	SW	MO1206, MO1407	2014-2017	2014, 2015 (AC)	\$0.00	\$528,000.00	M001	12/27/2013 6/2/2014	\$0.00 \$0.00	\$0.00	\$39,013.56
0652063	ARRA, J8P0605D	ARRA, RT 65, GREENE CO, GRADING & PAVING TO ADD LANES FOR 6-LANE FREEWAY FROM BUS 65 (CHESTNUT EXPWY) TO RT D (SUNSHINE ST), 2.027	Greene	SW	SP0913	2009-2012 A6	2009	\$7,186,000.00	\$0.00	C240 L050 M001	10/15/2013 11/6/2013 10/15/2013 11/6/2013 10/15/2013 11/6/2013	\$0.00 \$0.00 \$0.00 \$0.00 \$369,066.59 (\$3,097.47)	\$8,475,485.52 \$824,880.00 \$0.00	Complete - \$0.00
0652064	ARRA, J8P0605B	ARRA, RT 65, GREENE, GRADING, PAVING TO ADD LANES FOR 6-LANE FREEWAY FROM RT D (SUNSHINE ST) TO RT 60 (JAMES RIVER FREEWAY) 3.466	Greene	SW	SP0807, SP0912	2008-2011, 2009-2012	2009, 2010, 2011	\$9,785,000.00	\$0.00	C240 L240 M240	11/1/2013 12/12/2013 11/1/2013 12/12/2013 11/1/2013 12/12/2013	\$0.00 \$0.00 \$0.00 \$0.00 \$601,779.86 \$0.00	\$2,985,865.50 \$2,342,684.00 \$0.00	Complete - \$0.00
0652065	J8P0605E, ARRA	ARRA, RT 65, GREENE CO, GRADING, PAVING TO ADD LANES FOR 6-LANE FREEWAY FROM I-44 TO BUS RT 65 (CHESTNUT EXPWY) IN SPGFD, 2.794 MI	Greene	SW	SP0918	2009-2012 A5	2009	\$12,140,000.00	\$0.00	C230 C240 L230	11/6/2013 11/27/2013 11/6/2013 11/27/2013 11/6/2013 11/27/2013	\$0.00 \$0.00 \$0.00 \$0.00 \$240,794.13 \$0.00	\$1,628,416.00 \$8,073,484.00 \$0.00	Complete - \$0.00
0652067	J8P0880	RTE 65, GREEN CO, PAVEMENT IMPROVEMENT FROM RTE 60 TO THE OZARKS TRANSPORTATION ORGANIZATION BOUNDARY, 9.539 MI	Greene	SW	GR0902	2010-2013	2010, 2014	\$4,718,000.00	\$0.00	H230 L05E L53E	10/10/2013 10/10/2013 10/10/2013	\$0.00 \$0.00 \$0.00	\$1,061,000.00 \$1,036,060.00 \$1,290,530.00	Complete - \$0.00
0652074	J8P2424, J8P3013	RTE 65, GREENE CO, SB TURN LANE IMPROVEMENTS AT GLENSTONE AVE AND PEELE ST IN SPRINGFIELD, 0.10 MI	Greene	SW	SP1205, SP1313	2012-2015 (SP1205), 2013-2016 (SP1313)	2012, 2013, 2014, 2015 (AC)	\$5,240,821.00	\$5,240,822.00	L20E L230 L050 L23E M001	-- -- 12/11/2013 12/11/2013 3/21/2014 12/11/2014 3/21/2014	\$0.00 \$0.00 \$0.00 \$2,564,703.81 (\$145,628.38) \$1,893,600.00 \$0.00	\$629,360.80 \$1,244,239.20 \$0.00 \$0.00 \$0.00 \$0.00	\$4,295,367.57
0652075	J8P2428	RT3 65, GREENE CO, SHOULDER IMPROVEMENTS FROM I-44 TO 0.1 MI N/O RTE KK, 6.534 MI	Greene	SW	GR1205	2012-2015	2012, 2015 (AC)	\$0.00	\$652,800.00	M001	6/19/2014	(\$40,758.09)	\$523,858.18	Complete - \$0.00
0652078	J8P3001	BU 65, GREENE CO. PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS OF GLENSTONE FROM WALNUT ST. TO BATTLEFIELD RD. 7.71 MI	Greene	SW	SP1314	2014-2017	2014, 2015 (AC)	\$0.00	\$1,012,800.00	L240 M001	10/31/2013 6/2/2014	\$0.00 \$0.00	\$0.00	\$0.00
0652080	J8P2263C	US 65, GREENE CO. PAVEMENT IMPROVEMENT ON VARIOUS SECTIONS OF THE SOUTHBOUND LANES FROM RTE 60 TO 1.0 MI S OF RTE F. 2.48 MI	Greene	SW	SP1312	2014-2017	2014, 2015 (AC)	\$0.00	\$1,849,600.00	L050 M001	6/2/2014 12/27/2013 6/2/2014	\$0.00 \$0.00 \$2,072,730.74	\$0.00	\$0.00
0652081	J8P0605G	US 65, GREENE COUNTY. VARIOUS ROADWAY IMPROVEMENTS FROM RTE. 60 TO 0.7 MI S. OF EVANS RD. 2.79 MI	Greene	SW	SP1410	2014-2017	2014, 2015, 2016 (AC), 2017 (AC)	\$0.00	\$7,693,600.00	M001	10/22/2013	\$0.00	\$0.00	\$7,693,600.00

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0652083	J8P3006	US 65, GREENE CO. PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS OF NORTHBOUND LANES FROM RTE. KK TO I-44. 6.71 MI	Greene	SW	GR1304	2013-2016, 2014-2017 AM2	2013, 2014, 2014 (MoDOT AC)	\$1,549,600.00	\$0.00	M001	7/10/2014	\$0.00	\$0.00	\$1,549,600.00
0652084	J8S3024	BU 65, GREENE CO. ADA ACCOMMODATIONS AT VARIOUS LOCATIONS OF GLENSTONE AVE AND ON SUNSHINE ST. 5.97 MI	Greene	SW	SP1413	2014-2017 A1	2014, 2015 (AC)	\$0.00	\$328,800.00	M001	1/6/2014 5/19/2014 9/10/2014	\$0.00 \$0.00 \$501,477.22	\$0.00	\$0.00
0652085	J8S3026	BU 65, GREENE CO. ADA ACCOMMODATIONS AT VARIOUS LOCATIONS OF CHESTNUT EXP FROM GLENSTONE TO BELCREST. 1.75 MI	Greene	SW	SP1414	2014-2017	2014, 2015, 2015 (AC), 2016 (AC)	\$0.00	\$227,200.00	M001	11/1/2013	\$0.00	\$0.00	\$227,200.00
0652086	J8U0500	US 65, GREENE CO. BRIDGE AND INTERCHANGE IMPROVEMENTS AT BATTLEFIELD RD. 1.20 MI	Greene	SW	SP1108	2013-2016 A3, 2014-2017 A4	2012, 2013, 2014, 2014 (AC), 2015 (AC)	\$7,125,333.00	\$3,473,067.00	L23R M001 L23E M240	10/15/2013 10/13/2014 7/10/2014 7/10/2014	\$452,800.00 \$0.00 \$4,707,969.24 \$1,189,657.00	\$0.00 \$0.00 \$0.00 \$0.00	\$4,247,973.76
0652087	J8P2196	BUS 65 GREENE CO; RAILROAD CROSSING GRADE SEP AT CHESTNUT EXPRESSWAY & BNSF 0.2 MI W/O RTE 65; 0.23 MI	Greene	SW	SP1017, SP1109	2010-2013 (SP1017), 2012-2015 (SP1109), 2013-2016 (SP1109), 2014-2017 (SP1109)	2014, 2014 (AC), 2015, 2016 (AC), 2017 (AC)	\$2,091,400.00	\$5,041,351.00	L23E M001	7/22/2014 12/10/2013 7/22/2014	\$1,126,800.00 \$500,000.00 \$0.00	\$0.00 \$0.00 \$0.00	\$5,505,951.00
0652088	J8P3036	US65 GREENE CO; INTERCHANGE IMPROVEMENTS AT RTE YY (DIVISION STREET); 1.20 MI	Greene	SW	SP1408	2014-2017	2014, 2015	\$595,000.00	\$0.00	M001	4/2/2014	\$0.00	\$0.00	\$595,000.00
0652089	J8S3034	BU 65, GREENE CO, PAVE IMPROVE ON VARIOUS SECTIONS OF CHESTNUT EXPRESSWAY .1 MI W OF GLENSTONE AVE (LOOP 44)-BELCREST AVE, 1.64 MI	Greene	SW	SP1411	2014-2017	2014, 2015, 2015 (AC), 2016 (AC)	\$0.00	\$564,800.00	M001	6/11/2014	\$0.00	\$0.00	\$564,800.00
0652091	J8P3035B	RT 65, GREENE CO, PAVEMENT IMPROVE ON VARIOUS SECTIONS AT THE RT D (SUNSHINE ST) INTERCHANGE IN SPRINGFIELD, .737 MI	Greene	SW	SP1319, MO1404, SP1501	2013-2016 AM 4, 2014-2016 AM4	2014, 2015 AC, 2016, 2016 AC, 2017, 2017 AC	\$0.00	\$5,331,200.00	M001	8/12/214	\$0.00	\$0.00	\$5,331,200.00
0652094	J8P2158	US 65, GREENE CO, BRIDGE IMPROVEMENTS ON NORTHBOUND BRIDGE OVER LAKE SPRINGFIELD .6 MI S OF RT 60. .16 MI	Greene	SW	SP1018	2011-2014, 2012-2015, 2013-2016, 2014-2017	2011, 2012, 2013, 2014, 2015, 2016	\$502,400.00	\$5,465,600.00	M001	9/8/2014	\$0.00	\$0.00	\$5,968,000.00
1145004	J8S0736C	RTE CC, CHRISTIAN CO, ROADWAY REALIGNMENT FROM CHEYENNE RD TO FREMONT HILLS, 0.579 MI	Christian	SW	CC1201	2012-2015, 2013-2016, 2014-2017	2012, 2013, 2014	\$2,185,200.00	\$0.00	LS3E LS30 MS30	-- 1/13/2014 1/13/2014 5/14/2014 6/3/2014	\$0.00 \$0.00 \$1,146,910.95 (\$107,943.29) \$607,320.00	\$263,700.00 \$0.00 \$0.00 \$0.00	\$275,212.34
1145005	J8S0736B	RTE CC, CHRISTIAN COUNTY, INTERSECTION IMPROVEMENTS T CHEYENNE ROAD, .2 MI	Christian	SW	CC1302	2013-2016, 2014-2017	2013, 2014	\$1,395,000.00	\$0.00	LS3E LS30 MS30	-- 1/13/2014 1/13/2014 5/14/2014	\$0.00 \$0.00 \$749,668.93 \$200,584.39	\$450,000.00 \$0.00 \$0.00	\$0.00
1601040	J8P0881D	RTE 160, GREENE CO, PAVEMENT IMPROVEMENTS FROM CHESTNUT EXPRESSWAY TO SUNSHINE ST IN SPRINGFIELD, 2.024 MI	Greene	SW	SP1102	2011-2014	2011, 2014 (AC)	\$428,000.00	\$0.00	L05E LS3E	10/12/2013 10/12/2013	\$0.00 \$0.00	\$241,057.21 \$102,801.12	\$84,141.67
1601043	J8P2425	RTE 160, GREENE CO, INTERSECTION IMPROVEMENTS AT HUNT RD IN WILLARD, 0.20 MI	Greene	SW	WI1201	2012-2015, 2013-2016 A1, 2014-2017	2012, 2013, 2014 (AC)	\$491,200.00	\$0.00	L20E M232	8/25/2014 8/25/2014	\$0.00 \$0.00	\$21,000.00 \$400,223.01	Complete - \$0.00
1601045	J8P2382	RTE 160, GREENE CO, SIGNAL AND RAMP IMPROVEMENTS AT I-44, 0.049 MI	Greene	SW	GR1202	2012-2015	2012, 2015 (AC)	\$0.00	\$1,004,800.00	M001	3/26/2014	(\$7,353.85)	\$1,024,822.89	Complete - \$0.00
1601047	J8P2231	RTE 160, GREENE CO, BRIDGE IMPROVEMENTS OVER I-44, .028 MI	Greene	SW	SP1105	2012-2015	2012, 2015 (AC)	\$0.00	\$3,229,200.00	M001	4/11/2014	(\$43,099.95)	\$2,291,090.46	Complete - \$0.00
1601053	J8S0690	US 160 GREENE CO; INTERSECTION IMPROVEMENTS ON CAMPBELL AVENUE AT PLAINVIEW ROAD; 0.2 MI	Greene	SW	SP1407	2014-2017	2014, 2015 (AC)	\$300,000.00	\$624,000.00	L23E MS30	12/11/2013 7/22/2014 12/11/2013 7/22/2014	\$231,767.60 (\$83,126.86) \$908,324.00 (\$325,783.72)	\$0.00 \$0.00	\$192,818.98
1601054	J8S0690B	US160 GREENE CO; INTERSECTION & OUTER RD IMPROVE AT CAMPBELL AVE & PLAINVIEW RD INTERSECTION IN SPRINGFIELD; 0.40 MI	Greene	SW	SP1408	2014-2017 AM4	2014, 2015	\$595,000.00	\$0.00	L23R M001	2/20/2014 2/20/2014	\$386,800.00 \$0.00	\$0.00 \$0.00	\$208,200.00
1601055	J8P3011	RT 160, GREENE CO, PAVE IMPROVE ON VARIOUS SECTIONS OF WEST BYPASS FROM I-44 TO RTE 413 (SUNSHINE ST). 4.26 MI	Greene	SW	MO1306, MO1409	2013-2016 (MO1306), 2014-2017 (MO1409)	2013, 2014, 2015, 2015 (AC), 2016 (AC)	\$0.00	\$1,320,200.00	M001	6/17/2014	\$0.00	\$0.00	\$1,320,200.00

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1601056	J8P2264D	US160 GREENE CO; PVMT IMPROVE ON VARI SECS OF WEST BYPASS FROM RTE 413 (SUNSHINE) TO RT 60 (JAMES RIVER) IN SPRINGFIELD; 2.473 MI	Greene	SW	SP1317	2013-2016, 2014-2017 AM1	2013, 2014, 2015, 2015 (AC), 2016 (AC)	\$0.00	\$688,000.00	M001	7/10/2014	\$0.00	\$0.00	\$688,000.00
4131005	J8S3003	MO 413, GREENE CO. PAVEMENT IMPROVEMENT ON SUNSHINE ST. FROM RTE. 360 TO RTE. 13 IN SPRINGFIELD. 4.08 MI	Greene	SW	GR1306	2013-2016, 2014-2017	2013, 2104, 2015 (AC)	\$0.00	\$1,470,400.00	M001	10/31/2013 4/29/2014	\$0.00 \$1,192,229.04	\$0.00	\$278,170.96
5900841	N/A	GREENWAY PARK, SPRINGFIELD--BIKE TRAIL & PED IMPROVEMENTS	Greene	SW	EN0707	2012-2015	2012	\$227,916.00	\$0.00	H220 L220	8/27/2014 8/27/2014	\$0.00 (\$22,079.55)	\$3,950.00 \$223,965.00	Complete - \$0.00
5900844	N/A	WILSON CRK PHASE III, SPRINGFIELD--BIKE TRAIL & PED SYS IMPROVEMENTS	Greene	SW	EN0711	2010-2013	2010	\$291,036.00	\$0.00	H220 L220	6/30/2014 6/30/2014	\$0.00 (\$2,361.41)	\$7,900.00 \$267,012.00	Complete - \$0.00
5905806	N/A	CITY OF SPRINGFIELD--SALARIES FOR THE ENGINEERS FOR TRANSPORTATION MANAGEMENT CENTER	Greene	SW	MO1030	2010-2013	2010	\$242,000.00	\$0.00	L230	3/5/2014	(\$130.02)	\$228,000.00	Complete - \$0.00
5907801	J8S0758	RT 160 & WEAVER RD, SPRINGFIELD--RDWY REALIGNMENT & INTERSECTION IMPROVEMENTS	Greene	SW	GR0512	2007-2010, 2010-2013	2007, 2010	\$3,504,000.00	\$0.00	L200 L230	3/28/2014 3/28/2014	(\$71,094.21) (\$290,404.01)	\$437,941.87 \$2,453,994.50	\$973,561.85
5910806	N/A	CITY OF SPRINGFIELD, BOONEVILLE STREETScape PHASE 4. SIDEWALK, STREET AND PED LIGHTING, LANDSCAPING, IRRIGATION AND XWALK IMPROVEMENTS	Greene	SW	EN0808	2013-2016	2013	\$489,600.00	\$0.00	L22E	1/28/2014	\$23,467.20	\$328,283.20	\$137,849.60
5910808	N/A	CITY OF SPRINGFIELD, WALNUT STREET STREETScape 3 - BETWEEN KIMBROUGH EAST TO J. Q HAMMONS PKWY.	Greene	SW	EN0802	2011-2014	2011	\$480,000.00	\$0.00	L22E	8/28/2014	\$0.00	\$480,000.00	Complete - \$0.00
5910809	N/A	GREENE CO, SIDEWALK & LIGHTING IMPROVEMENTS ON CAMPBELL AE FROM WALNUT ST TO MCDANIEL ST & ON OLIVE ST TO MARKET AVE TO MAIN AVE	Greene	SW	EN0818	2013-2016	2013	\$268,800.00	\$0.00	L220	7/24/2014	\$5,779.60	\$258,024.40	\$4,996.00
5916806	N/A	VARIOUS RT VARIOUS CO; ON CALL WORK ZONE ENFORCEMENT AT VARIOUS LOCATIONS IN THE URBAN SW DISTRICT; 0.00 MI	Greene	SW	BA0801	2008-2011 A	2008	\$16,000.00	\$0.00	L230	8/18/2014	(\$184.04)	\$14,399.22	Complete - \$0.00
5927804	N/A	MISSOURI STATE UNIVERSITY, ACCELERATION LANE ON KANSAS EXPY (HWY 13) @ BROADMOOR INTERSECTION.	Greene	SW	SP1122	2014-2017 AM3	2014	\$268,048.00	\$0.00	LY90	11/13/2013 5/15/2014	\$21,408.04 \$155,433.98	\$0.00	\$91,205.98
5933803	J8P0841C	CITY OF SPRINGFIELD--KANSAS AND EVERGREEN INTERSECTION; RELOCATING SIGNAL FROM KANSAS & EVERGREEN TO ONE INTERSECTION SOUTH	Greene	SW	SP0617	2009-2012 A7	2009	\$300,000.00	\$0.00	L230	1/28/2014	(\$4,818.49)	\$242,210.31	Complete - \$0.00
5938802	N/A	MISSOURI STATE UNIVERSITY. TRANSIT RELATED IMPROVEMENTS FOR NATIONAL AVENUE, MONROE STREET, BRICK CITY, & JOHN Q. HAMMONS PARKWAY	Greene	SW	SP1209	2014-2017	2014	\$499,915.00	\$0.00	56C0	11/13/2013	\$58,435.26	\$0.00	\$441,479.74
5938804	N/A	GREENE CO, SALARIES OF ENGINEERS & TECHNICIANS THAT OPERATE THE TMC OF THE OZARK TRAFFIC ITS.	Greene	SW	MO1403	2014-2017	2014, 2015 (AC)	\$268,000.00	\$538,400.00	L23R	4/22/2014	\$268,000.00	\$0.00	\$538,400.00
6900807	N/A	CITY OF REPUBLIC--NORTH MAIN STREET SIDEWALK BETWEEN HINES & EARLY CHILDHOOD CENTER	Greene	SW	EN0812	2010-2013	2010	\$33,696.00	\$0.00	L220	10/9/2013	(\$12,377.01)	\$33,696.00	Complete - \$0.00
7441006	J8S2449	RTE 744, GREENE CO, SAFETY IMPROVEMENTS ON KEARNEY ST AT MUSTARD WAY & MULROY RD IN SPRINGFIELD, 0.30 MI	Greene	SW	SP1206	2013-2016, 2014-2017	2013, 2014 (AC), 2015 (AC)	\$184,200.00	\$466,933.00	L050 MS30	12/16/2013 12/16/2013	\$0.00 \$64,405.30	\$0.00 \$529,064.85	\$57,662.85
7441008	J8P2236	RTE 744, GREENE CO, PROVIDE CONT SIDEWALK ON BOTH SIDES OF KEARNEY ST FROM KS EXPWY TO GLENSTONE AVE IN SPGFLD, .2 MI	Greene	SW	SP1022, EN1101	2013-2016 (EN1101)	2013	\$609,200.00	\$0.00	L220 L050 L22E M001	10/11/2013 4/22/2014 10/11/2013 4/22/2014	\$0.00 \$0.00 \$0.00 \$105,729.90	\$0.00 \$534,000.00 \$0.00 \$0.00	\$0.00
7441010	J8P3010	MO 744, GREENE CO, PAVE IMPROVE ON VARIOUS SECTIONS OF KEARNEY ST FROM SPRINGFIELD-BRANSON NATIONAL AIRPORT TO W/O RT 13, 3.74 MI	Greene	SW	MO1306, MO1408	2013-2016 (MO1306), 2014-2017 (MO1408)	2013, 2014, 2015, 2015 (AC), 2016 (AC)	\$0.00	\$816,800.00	M001	6/11/2014	\$0.00	\$0.00	\$816,800.00
7441012	J8S3019	RT MO 744, GREENE CO, INTERSECTIONS IMPROVE AT RT 744 (KEARNEY ST) & PACKER RD, .02 MI	Greene	SW	SP1323	2013-2016 A4, 2014-2017, 2015-2018	2013, 2014, 2015, 2016	\$0.00	\$1,480,800.00	L20E M001	8/15/2014 8/15/2014	\$47,380.00 \$0.00	\$0.00 \$0.00	\$1,433,420.00

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	DISTRICT	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANSACTION DATE	FEDERAL FUNDING CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FUTURE FEDERAL FUNDS
9900077	N/A	GREENE CO, CITY OF REPUBLIC - TRANS MAST PLAN - REGIONAL TRAFFIC IMPACT STUDY, TRANS CAPITAL IMPROVE PLANNING, BIKE/PED PLANNING	Greene	SW	RP1303	2014-2017	2014	\$64,000.00	\$0.00	H230 M231	1/25/2014 1/25/2014	\$14,751.58 \$49,233.29	\$0.00	\$15.13
9900820	N/A	GREENE COUNTY, FASSNIGHT CRK GREENWAY TRAIL, CAMPBELL STREET TO THE EAST AND THE SPRINGFIELD SKATE PARK WEST OF GRANT ST.	Greene	SW	EN0606	2010-2013	2010	\$195,200.00	\$0.00	L220	1/25/2014 9/8/2014	\$18,144.81 \$3,993.41	\$173,061.78	\$0.00
9900824	J8P2146	RTE 14, CHRISTIAN CO, ROADWAY CAPACITY AND SAFETY IMPROVEMENTS ON 3RD ST FROM FINLEY RIVER TO N/O CHURCH ST IN DOWNTOWN OZARK,0.51	Christian	SW	OK1006	2013-2016, 2014-2017	2013, 2014 (AC)	\$1,258,200.00	\$0.00	L050 L200 L20E L230	10/12/2013 10/12/2013 10/12/2013 10/12/2013	\$0.00 \$0.00 \$27,840.58 \$643,549.07	\$0.00 \$162,533.60 \$425,902.45 \$306,655.20	\$0.00
9900852	N/A	CITY OF NIXA -- SCHOOL ZONE FLASHERS	Christian	SW	EN0810	2008-2011	2008	\$62,500.00	\$0.00	L220	12/20/2013	(\$2,121.36)	\$62,500.00	Complete - \$0.00
9900869	J8P2357	ROUTE 14 & GREGG ROAD INTERSECTION IMPROVEMENTS, CITY OF NIXA.	Christian	SW	NX0901	2011-2014	2011	\$547,395.00	\$0.00	H230	8/28/2014	(\$489.84)	\$297,080.31	Complete - \$0.00
9900885	N/A	GREENE COUNTY, STREETSCAPE IMPROVEMENTS ON THE EAST AND WEST SIDES OF BOONVILLE AVE FROM COURT ST TO DIVISION ST IN SPRINGFIELD	Greene	SW	EN1109	2012-2015	2012	\$353,395.00	\$0.00	L22E	4/15/2014	(\$82,099.26)	\$237,159.20	Complete - \$0.00
9900887	N/A	CONSTRUCTION OF STREETSCAPE IMPROVEMENTS ON THE EAST AND WEST SIDES OF CAMPBELL AVE FROM OLIVE ST TO SOUTH OF MILL ST.	Greene	SW	EN1111	2013-2016	2013	\$200,000.00	\$0.00	L22E	4/29/2014	(\$39,700.26)	\$198,501.30	Complete - \$0.00
9900889	N/A	SPRINGFIELD WARD BRANCH TRAIL	Greene	SW	EN1113	2013-2016 (Withdrawn)	2013	\$216,000.00	\$0.00	L22E	10/9/2013	(\$216,000.00)	\$216,000.00	Withdrawn - \$0.00
9901804	N/A	CITY OF NIXA, WIDEN STREET AND CONSTRUCT SIGNALIZED INTERSECTION AT TRACKER RD. AND MAIN ST.	Christian	SW	NX0601	2013-2016	2013	\$1,989,600.00	\$0.00	L23R	11/21/2013	\$473,600.00	\$0.00	\$1,516,000.00
9901806	N/A	CITY OF WILLARD, FARMER RD. CNST SIDEWALKS ON FARMER RD. (JACKSON ST TO WILLEY ST) AND ON MILLER RD (GREENWAY TRAIL TO JACKSON ST)	Greene	SW	EN1303	2013-2016 AM6	2013	\$200,000.00	\$0.00	L22R	5/1/2014 7/10/2014	\$178,117.82 (\$52,599.20)	\$16,000.72	\$58,480.66
9901810	N/A	CITY OF BATTLEFIELD, GREENE CO, WIDENING WEAVER RD (FARM RD 178) PROVIDING NEW DITCHES & FINISHED ROADWAY.	Greene	SW	BA1401	2014-2017 A1	2014	\$264,699.00	\$0.00	L230	5/15/2014 6/4/2014	\$138,336.00 \$32,000.00	\$0.00	\$94,363.00
B022009	N/A	CHRISTIAN COUNTY--BRIDGE REPLACEMENT ON RIVERSIDE ROAD OVER FINLEY RIVER	Christian	SW	CC1001	2011-2014	2011	\$396,800.00	\$0.00	L11E	10/9/2013	(\$177,861.03)	\$254,395.20	\$320,265.83
B039024	N/A	FARM RD 148, GREENE CO--OFF-SYS BR REHAB	Greene	SW	GR0511, GR0605	2005-2007 (GR0511), 2006-2008 (GR0605)	2005, 2006	\$412,800.00	\$0.00	H060 HX20	11/13/2013 11/13/2013	(\$2.76) (\$0.24)	\$376,167.00 \$32,000.00	Complete - \$0.00
B039030	N/A	GREENE CO. REPLACE BRIDGE #1860096 & #1860098 ON FARM RD 186 OVER WILSON CREEK.	Greene	SW	GR1105, GR1212	2013-2016	2013	\$960,000.00	\$0.00	L11R	1/12/2014	(\$196,646.11)	\$868,621.10	\$288,025.01
H32G101	N/A	CITY OF OZARK, SRTS SIDEWALK PROJECT ALONG E. SAMUEL J. STREET TO EAST ELEMENTARY SCHOOL.	Christian	SW	EN1309	2014-2017	2014	\$152,973.00	\$0.00	HU10 HU30 LU10 LU30	-- -- -- 9/15/2014	\$0.00 \$0.00 \$0.00 \$140,936.36	\$728.82 \$4,970.67 \$6,336.65 \$0.00	\$0.50
NBI9768	N/A	LINCOLN CO & GREENE CO, BRIDGE INSPECTION FOR LINCOLN COUNTY, GREENE COUNTY AND CITY OF SPRINGFIELD	Greene	SW	MO1411 (Greene/ Springfield only)	2014-2017	2014	\$16,000.00	\$0.00	L11E Q110 M233	4/22/2014 4/22/2014 6/17/2014	\$21,052.00 \$11,616.80 \$8,673.14	\$0.00 \$0.00 \$0.00	\$0.00
NBIS815	N/A	GREENE CO, 2014 NATIONAL BRIDGE INSPECTION STANDARDS - OFF SYSTEM	Greene	SW	MO1410	2014-2017	2014	\$12,000.00	\$0.00	L110	3/4/2014	\$10,500.00	\$0.00	\$1,500.00
RT07003	N/A	FY 2007 RTP PROJECT GRANTS	Christian	SW	N/A	N/A	N/A	N/A	\$0.00	L940 Q940	04/15/2014 --	(\$44,963.42) \$0.00	\$911,484.30 \$150,597.47	Complete - \$0.00
S600020	J8S2267	RTE. NN, CHRISTIAN CO. PAVEMENT IMPROVEMENTS FROM RTE. J TO RTE. 14. IN OZARK. 0.00 MI	Christian	SW	MO1206, MO1406	2012-2015 (MO1206), 2013-2016 (MO1206), 2014-2017 A1 (MO1406)	2012, 2013, 2014, 2015, 2015 (AC), 2016 (AC)	\$0.00	\$645,600.00	M240	7/10/2014	\$0.00	\$0.00	\$645,600.00
S600032	J8S1300	RT M GREENE CO; PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS FROM RT 60 TO E/O RT FF; 2.83 MI	Greene	SW	MO1206, GR1401 MI	2012-2015 (MO1206), 2013-2016 (MO1206), 2014-2017 (GR1401)	2012, 2013, 2014, 2015 (AC)	\$0.00	\$251,200.00	M240	12/27/2013 4/29/2014	\$0.00 \$299,412.39	\$0.00	\$0.00

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	DISTRICT	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANSACTION DATE	FEDERAL FUNDING CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FUTURE FEDERAL FUNDS	
S600033	J8S1300B	RT ZZ GREENE CO; PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS FROM S/O RT M TO COUNTY RD 194; 2.83 MI	Greene	SW	GR1405	2014-2017	2014, 2015 (AC)	\$56,000.00	\$242,200.00	L24E	6/2/2014	\$5,399.13	\$0.00	\$75,087.36	
										L240	6/2/2014	\$311.54	\$0.00		
										M240	12/27/2013	\$0.00	\$0.00		
										M240	6/2/2014	\$217,401.97	\$0.00		
S600034	J8S1300C	MO 125 GREENE CO; PAVEMENT IMPROVEMENTS ON VAR SECTIONS FROM OZARKS TRANS ORG BOUNDARY TO I-44 IN STRAFFORD; 3.67 MI	Greene	SW	ST1401	2014-2017	2014, 2015 (AC)	\$126,000.00	\$176,000.00	M240	1/25/2014	\$0.00	\$0.00	\$109,070.89	
										M240	6/2/2014	\$192,929.11	\$0.00		
S600037	J8S3028	MO125 GREENE CO; PAVEMENT & SAFETY IMPROVEMENTS ON VARIOUS SECTIONS FROM RT 60 TO SMYRNA RD; 5.02 MI	Greene	SW	GR1406	2014-2017	2014, 2015 (AC)	\$28,000.00	\$548,800.00	M240	12/27/2013	\$0.00	\$0.00	\$121,848.02	
										MS30	6/2/2014	\$247,951.98	\$0.00		
S600040	J8P3003	CSTREPUBLIC RD GREENE CO; SCOPING TO IMPROVE REPUBLIC RD BRIDGES OVER RT 60 0.6 MI E/O RT 13 & 0.5 MI E/O RTE 160; 0.05 MI	Greene	SW	SP1213	2012-2015 A2, 2013-2016, 2014-2017 A1	2012, 2013, 2014, 2015 (AC)	\$2,584,800.00	\$184,000.00	M001	12/27/2013	\$0.00	\$0.00	\$31,256.00	
										L23E	7/10/2014	\$152,744.00	\$0.00		
S600050	J8P2279	VARIOUS RT VARIOUS CO; ON CALL WORK ZONE ENFORCEMENT AT VARIOUS LOCATIONS IN THE URBAN SW DISTRICT; 0.00 MI	Greene	SW	MO1501	2015-2017	2015	\$0.00	\$32,000.00	MS30	6/10/2014	\$27,000.00	\$0.00	\$5,000.00	
S758006	J8S2282	RTE 174, GREENE CO, PAVEMENT IMPROVEMENTS FROM COUNTY RD 59 TO W/O THE BNSF RAILWAY IN REPUBLIC, 3.456 MI	Greene	SW	RP1005	2010-2013 A5	2010	\$699,000.00	\$0.00	L20E	12/18/2013	\$35,221.71	\$352,186.66	\$243,980.19	
										L20E	1/30/2014	\$0.00	\$0.00		
										LS20	12/18/2013	\$7,611.44	\$60,000.00		
										LS20	1/30/2014	\$0.00	\$0.00		
S944008	J8P2263	RT D. GREENE CO. PAVEMENT IMPROVEMENTS FROM GLADSTONE AVE TO BLACKMAN ROAD IN SPRINGFIELD. ADA ON JOINT SPLIT JOB. 4.6 MI	Greene	SW	SP1319	2014-2017	2014, 2015 (AC)	\$0.00	\$799,200.00	L240	10/31/2013	\$0.00	\$0.00	\$0.00	
										M001	4/29/2014	\$0.00	\$0.00		
S957007	J8S2396	RTE B, GREENE CO, BRIDGE IMPROVEMENTS OVER I-44 W/O SPRINGFIELD, 3.952 MI	Greene	SW	GR1206	2012-2015, 2013-2016, 2014-2017	2012, 2013, 2014	\$2,124,000.00	\$0.00	M240	12/6/2013	\$0.00	\$0.00	\$251,675.83	
										M240	3/21/2014	\$0.00	\$0.00		
										M240	9/11/2014	\$1,872,324.17	\$0.00		\$0.00
										L1C0	9/11/2014	\$0.00	\$0.00		
S965008	J8P2292	RTE 125, CHRISTIAN CO, SAFETY IMPROVEMENTS BETWEEN SMYRNA RD AND RTE JJ, 2.00 MI	Christian	SW	CC1202	2012-2015, 2013-2016, 2014-2017	2012, 2013, 2014	\$211,200.00	\$0.00	LS20	1/2/2014	\$6,652.02	\$19,410.13	\$185,137.85	
										LS30	1/2/2014	\$0.00	\$0.00		
S965011	J8S2426	RTE 125, GREENE CO, TURN LANE IMPROVEMENTS AT WASHINGTON ST IN STRAFFORD, 0.30 MI	Greene	SW	ST1201	2012-2015, 2013-2016, 2014-2017	2012, 2013, 2014, 2015 (AC)	\$69,600.00	\$467,200.00	L240	12/16/2013	\$0.00	\$0.00	\$4,528.11	
										MS30	12/16/2013	\$66,056.31	\$466,215.58		
S965012	J8P2265	RTE OO, GREENE CO, THIN PAVEMENT TREATMENT FROM RTE 744 TO WEBSTER CO LINE, 6.464 MI	Greene	SW	ST1101	2012-2015, 2014-2017	2012, 2014, 2015 (AC)	\$222,000.00	\$511,700.00	M240	12/27/2013	\$0.00	\$0.00	\$272,087.09	
										L240	6/3/2014	\$461,612.91	\$0.00		
S965013	J8S3018	RT 125 GREENE ; PVM/SAFE IMPRV VAR SECT OF RT 125 - 0.3 MI S/O OO IN STRAFFORD TO SMYRNA RD & RT D - RT J TO RT 125; 15.134 MI	Greene	SW	GR1310	2013-2016 A2	2013	\$861,000.00	\$0.00	LS2E	—	\$0.00	\$3,576.97	\$245,779.33	
										L240	4/22/2014	\$0.00	\$0.00		
										M240	4/22/2014	\$611,643.70	\$0.00		\$0.00
										M240	4/22/2014	\$0.00	\$0.00		
MO-90-X300-00		PREVENTATIVE MAINTENANCE (OPERATION, PLANNING, PM, ADA, VEHICLE, SEC)	Greene	SW	CU 1501	2015-2018	2015	\$0.00	\$426,000.00	N/A	5/7/2014	\$496,814.00	\$0.00	\$0.00	
MO-90-X300-00		TRANSIT PLANNING - FTA 5307 (OPERATION, PLANNING, PM, ADA, VEHICLE, SEC)	Greene	SW	CU1504	2015-2018	2015	\$0.00	\$160,000.00	N/A	5/7/2014	\$160,000.00	\$0.00	\$0.00	
MO-90-X300-00		OPERATING ASSISTANCE - FIXED ROUTE (OPERATION, PLANNING, PM, ADA, VEHICLE, SEC)	Greene	SW	CU1500	2015-2018	2015	\$0.00	\$1,600,000.00	N/A	5/7/2014	\$1,600,000.00	\$0.00	\$0.00	
MO-90-X300-00		ADA PARATRANSIT MAINTENANCE OF EXISTING OPERATIONS (OPERATION, PLANNING, PM, ADA, VEHICLE, SEC)	Greene	SW	CU1502	2015-2018	2015	\$0.00	\$251,000.00	N/A	5/7/2014	\$250,757.00	\$0.00	\$243.00	
MO-34-0003-00		BUS TRANSFER FACILITY, INTERMODAL	Greene	SW	CU0611, CU0718	2011-2014, 2014-2017, 2015-2018	2011, 2014, 2015	\$3,103,500.00	\$262,372.00	N/A	5/7/2014	\$262,372.00	\$3,103,500.00	\$0.00	

*Note: (AC) indicates Advanced Construction, which means MoDOT funds the project during the initial completion and then requests reimbursement with federal funds at a projected later date.

TAB 6

TECHNICAL COMMITTEE AGENDA 11/19/2014; ITEM II.E.

Federal Funds Balance Report – September 30, 2014

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: 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 2014, therefore, there is not an immediate threat of rescission by MoDOT. The report also outlines activity in other OTO funding accounts, such as BRM and Small Urban. 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 \$13,851,089.40 as of September 30, 2014. After the MoDOT cost share projects that appear in the STIP are subtracted, the balance is \$3,410,272.21. 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 \$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.

The Introduction also contains information regarding the FY 2015 funding allocations. These numbers are estimated based on FY 2014 numbers.

TECHNICAL COMMITTEE ACTION:

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Sept. 2014

FUND BALANCE REPORT

Table of Contents

Introduction	i
Balance Summary	1
Bridge (BRM) Balance	2
Transportation Alternatives Program (TAP) Balance	3
Christian County.....	4
Greene County	5
City of Battlefield	7
City of Nixa	8
City of Ozark.....	9
City of Republic	10
City of Springfield.....	11
City of Strafford.....	14
City of Willard	15
Funding Allocation	16
All Allocations	18
All Obligations by Project.....	23
MoDOT Reports	30

Surface Transportation Program Funding

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

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

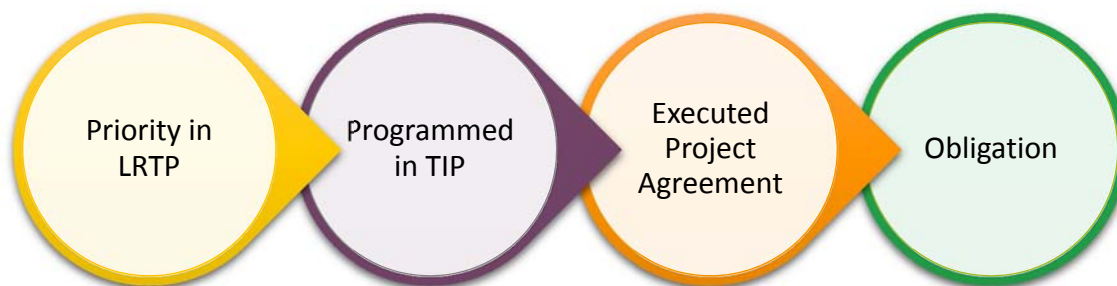
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for three subcategories of STP funding – Transportation Alternatives Program, On-System Bridge (BRM), and STP funding (both Urban and Small Urban). This report monitors the funding balance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

Eligible Entities for OTO Suballocated STP Funds

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

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

Obligating a Project



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

Program Balances

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

STP-Urban

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

September 30 Ending Balance (including Payback Account):	\$13,851,089.40
Balance after Programmed Cost Shares:	\$3,410,272.21
Max Balance Allowed:	\$16,821,214.53
Rescission Risk:	Low

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.

September 30 Ending Balance:	\$18,015.55
Balance after Programmed Cost Shares:	\$18,015.55
Max Balance Allowed:	\$99,232.98
Rescission Risk:	Low

Bridge Rehabilitation and Maintenance

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

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

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

September 30 Ending Balance:	\$388,801.60
Balance after Programmed Cost Shares:	\$388,801.60
Max Balance Allowed:	\$1,057,805.97
Rescission Risk:	Low

Transportation Alternatives Program

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

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

September 30 Ending Balance:	\$1,049,435.92
Balance after Programmed Cost Shares:	\$1,049,435.92
Max Balance Allowed:	\$1,838,478.69
Rescission Risk:	High

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

September 30 Ending Balance:	\$15,307,342.47
Balance after Programmed Cost Shares:	\$4,866,525.28
Max Balance Allowed:	\$19,915,965.15
Rescission Risk:	Low

Looking Ahead to FY 2015

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. 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.

	Estimated FY 2015 Allocation	FY 2014 STP- Urban Balance (w/ Cost Shares)	FY 2014- 2015	Maximum STP-Urban Allowed	Minimum Amount Subject to MoDOT Lapse Policy
STP-Urban Allocation	5,607,071.51				
STP-Urban Distribution					
Christian County	295,187.56	104,288.96	399,476.52	885,562.68	--
Greene County	1,256,387.94	3,256,213.36	4,512,601.30	3,769,163.82	743,437.48
City of Battlefield	101,883.09	345,734.17	447,617.26	305,649.27	141,967.99
City of Nixa	346,694.10	288,463.23	635,157.33	1,040,082.30	--
City of Ozark	324,786.51	931,294.23	1,256,080.74	974,359.53	281,721.21
City of Republic	235,773.39	651,827.08	887,600.47	707,320.17	180,280.30
City of Springfield	2,907,003.27	(2,546,150.53)	360,852.74	8,721,009.81	--
City of Strafford	42,976.80	90,143.57	133,120.37	128,930.40	4,189.97
City of Willard	96,378.85	306,473.69	402,852.54	289,136.55	113,715.99
	5,607,071.51			16,821,214.53	1,465,312.94

Balance Summary

Accounts	9/30/2014 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Bridge (BRM)	388,801.60	388,801.60	1,057,805.97
Transportation Alternatives Program (TAP)	1,049,435.92	1,049,435.92	1,838,478.69
Total Small Urban	18,015.55	18,015.55	99,232.98
Republic Small Urban	0.00	--	--
Springfield Area Small Urban	18,015.55	--	--
Total STP-Urban	13,851,089.40	3,410,272.21	16,821,214.53
STP-Urban	13,676,531.71	--	--
OTO STP Payback	174,557.69	--	--
	15,307,342.47	4,866,525.28	19,816,732.17

Total Balance All Accounts (10/1/2002-9/30/2014)

Allocations	59,173,863.57
Obligations	(43,866,521.10)
	15,307,342.47

Ending Balance (All Funding Sources)	All Accounts	Unobligated Cost Shares	Remaining Balance
Bridge (BRM)	388,801.60	0.00	388,801.60
Transportation Alternatives Program (TAP)	1,049,435.92	0.00	1,049,435.92
Christian County	2,176,288.96	(2,072,000.00)	104,288.96
Greene County	3,356,213.36	(100,000.00)	3,256,213.36
City of Battlefield	345,734.17	0.00	345,734.17
City of Nixa	1,595,464.23	(1,307,001.00)	288,463.23
City of Ozark	931,294.23	0.00	931,294.23
City of Republic	651,827.08	0.00	651,827.08
City of Springfield	4,415,665.66	(6,961,816.19)	(2,546,150.53)
City of Strafford	90,143.57	0.00	90,143.57
City of Willard	306,473.69	0.00	306,473.69
	15,307,342.47	(10,440,817.19)	4,866,525.28

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)	5,241,000.00	(3,792,675.43)	1,448,324.57
0652074 South Glenstone (Greene County)	500,000.00	(500,000.00)	0.00
160/14 8P2219 (Nixa)	1,307,001.00	0.00	1,307,001.00
9900824 Third Street/14 (Ozark)	895,091.30	(950,204.27)	0.00
1601054 160/Campbell/Plainview 3 (Springfield)	595,344.00	(303,673.14)	291,670.86
0652088 Division/65 (Springfield)	1,823,292.00	0.00	1,823,292.00
Eastgate Relocation 8P0850B (Greene)	100,000.00	0.00	100,000.00
Kearney/Packer 8S3019 (Springfield)	728,721.00	0.00	728,721.00
	20,890,126.30	(13,448,105.94)	10,440,817.19

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

Balance Based on Current Obligations

Bridge (BRM)

Name	Account	Amount	Balance
FY 2004 BRM Allocation	BRM	210,242.66	210,242.66
FY 2005 BRM Allocation	BRM	203,613.48	413,856.14
FY 2006 BRM Allocation	BRM	265,090.64	678,946.78
Adjustment to Balance	BRM	(0.43)	678,946.35
FY 2007 BRM Allocation	BRM	255,748.00	934,694.35
FY 2008 BRM Allocation	BRM	297,860.03	1,232,554.38
FY 2009 Allocation	BRM	299,406.62	1,531,961.00
0602066 James River Bridge	BRM	(780,000.00)	751,961.00
FY 2010 Allocation	BRM	341,753.00	1,093,714.00
FY 2011 Allocation	BRM	326,535.00	1,420,249.00
FY 2012 Allocation	BRM	395,013.02	1,815,262.02
FY 2013 Allocation	BRM	388,603.66	2,203,865.68
0651064 Farmer Branch	BRM	(1,000,000.00)	1,203,865.68
FY 2014 Allocation	BRM	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
		388,801.60	388,801.60
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)			388,801.60
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
FY 2013 TAP Allocation	TAP	602,196.69	602,196.69
0141021 14ADA	TAP	(165,587.00)	436,609.69
FY 2014 TAP Allocation	TAP	612,826.23	1,049,435.92
		1,049,435.92	1,049,435.92
Maximum TAP Balance Allowed			1,838,478.69
Amount Subject to MoDOT Lapse Policy			0.00

Balance Based on Current Obligations

Christian County

Name	Account	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	348,765.16	348,765.16
FY 2005 Allocation	STP-Urban	210,184.62	558,949.78
FY 2006 Allocation	STP-Urban	186,862.21	745,811.99
FY 2007 Allocation	STP-Urban	205,358.35	951,170.34
FY 2008 Allocation	STP-Urban	219,817.75	1,170,988.09
5900837 NS Corridor Study	Springfield Area Small Urban	(10,182.16)	1,160,805.93
FY 2009 Allocation	STP-Urban	225,611.20	1,386,417.13
9900861 CC Study	STP-Urban	(320,000.00)	1,066,417.13
FY 2010 Allocation	STP-Urban	263,786.21	1,330,203.34
5900837 NS Corridor Study	Springfield Area Small Urban	0.81	1,330,204.15
FY 2011 Allocation	STP-Urban	255,649.77	1,585,853.92
FY 2012 Allocation	STP-Urban	239,722.79	1,825,576.71
FY 2013 Allocation	STP-Urban	284,571.43	2,110,148.14
FY 2013 Rideshare	City of Springfield	(523.37)	2,109,624.77
FY 2014 Allocation	STP-Urban	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
		2,176,288.96	2,176,288.96
MoDOT Cost Shares	Total	Obligated	Balance
0651056 65/CC/J	2,300,000.00	(228,000.00)	2,072,000.00
	2,300,000.00	(228,000.00)	2,072,000.00
Remaining Balance All Funds (After MoDOT Cost Shares)			104,288.96
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
FY 2003/2004 Allocation	STP-Urban	1,399,042.73	1,399,042.73
FY 2005 Allocation	STP-Urban	843,138.29	2,242,181.02
Transfer	City of Battlefield	45,000.00	2,287,181.02
Remaining Balance	Springfield Area Small Urban	344,278.68	2,631,459.70
FY 2006 Allocation	STP-Urban	749,582.31	3,381,042.01
5904810 Division Underground Tank	Springfield Area Small Urban	(64,027.15)	3,317,014.86
0602064 JRF/Glenstone	Springfield Area Small Urban	(500,000.00)	2,817,014.86
FY 2007 Allocation	STP-Urban	823,778.07	3,640,792.93
FY 2008 Allocation	STP-Urban	881,780.76	4,522,573.69
5935803 Chestnut/National	Springfield Area Small Urban	500,000.00	5,022,573.69
5900837 NS Corridor Study	Springfield Area Small Urban	(40,844.89)	4,981,728.80
0602064 JRF/Glenstone	STP-Urban	(500,000.00)	4,481,728.80
2661009 Midfield Terminal Access	STP-Urban	(1,000,000.00)	3,481,728.80
9900846 Scenic Sidewalks	STP-Urban	(74,642.40)	3,407,086.40
9900846 Scenic Sidewalks	STP-Urban	18,089.16	3,425,175.56
S947010 Glenstone (H) I-44 to VWM	STP-Urban	(1,500,000.00)	1,925,175.56
Transfer	City of Springfield	43,450.00	1,968,625.56
FY 2009 Allocation	STP-Urban	905,020.70	2,873,646.26
Transfer	City of Battlefield	20,000.00	2,893,646.26
FY 2010 Allocation	STP-Urban	1,058,156.57	3,951,802.83
5900837 NS Corridor Study	Springfield Area Small Urban	3.25	3,951,806.08
5907801 Campbell/Weaver	STP-Urban	(1,328,793.88)	2,623,012.20
9900846 Scenic Sidewalks	STP-Urban	(7,350.46)	2,615,661.74
5907801 Campbell/Weaver	STP-Urban	164,058.91	2,779,720.65
0602068 JRF/Campbell (160)	STP-Urban	(1,000,000.00)	1,779,720.65
FY 2011 Allocation	STP-Urban	1,025,518.01	2,805,238.66
5900845 Bicycle Destination Plan	STP-Urban	(40,033.84)	2,765,204.82
FY 2012 Allocation	STP-Urban	1,020,316.77	3,785,521.59
0132070 Kansas/JRF	STP - OTO Payback	(385,519.89)	3,400,001.70
0652076 65/Chestnut	STP-Urban	(589,570.53)	2,810,431.17
9900891 Evans/65	STP-Urban	(500,000.00)	2,310,431.17
FY 2013 Allocation	STP-Urban	1,211,203.16	3,521,634.33
0132070 Kansas/JRF	STP - OTO Payback	48,882.69	3,570,517.02
FY 2013 Rideshare	City of Springfield	(2,227.58)	3,568,289.44

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Balance Based on Current Obligations

Greene County, continued

FY 2014 Allocation	STP-Urban	1,256,387.94	4,824,677.38
0652086 Battlefield/65	STP-Urban	(452,800.00)	4,371,877.38
FY 2014 Rideshare	City of Springfield	(2,227.58)	4,369,649.80
0652087 Chestnut RR	STP-Urban	(400,000.00)	3,969,649.80
0652065 US 65 6-Laning	STP-Urban	(240,794.13)	3,728,855.67
0652065 US 65 6-Laning	STP - OTO Payback	240,794.13	3,969,649.80
0652074 South Glenstone	STP-Urban	(500,000.00)	3,469,649.80
9900878 OO/125	City of Strafford	(66,236.44)	3,403,413.36
0652086 Battlefield/65	STP-Urban	(47,200.00)	3,356,213.36
		<u>3,356,213.36</u>	<u>3,356,213.36</u>

MoDOT Cost Shares	Total	Obligated	Balance
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) **3,256,213.36**

Maximum STP-Urban Balance Allowed **\$ 3,769,163.82**

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

Note:

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

Rideshare - MPO area wide funds from all jurisdictions

Balance Based on Current Obligations

City of Battlefield

Name	Split	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	63,402.45	63,402.45
FY 2005 Allocation	STP-Urban	38,209.72	101,612.17
Transfer	Greene County	(45,000.00)	56,612.17
FY 2006 Allocation	STP-Urban	33,969.91	90,582.08
FY 2007 Allocation	STP-Urban	37,332.34	127,914.42
FY 2008 Allocation	STP-Urban	39,960.94	167,875.36
5900837 NS Corridor Study	Springfield Area Small Urban	(1,851.03)	166,024.33
FY 2009 Allocation	STP-Urban	41,014.13	207,038.46
Transfer	Greene County	(20,000.00)	187,038.46
FY 2010 Allocation	STP-Urban	47,954.01	234,992.47
5900837 NS Corridor Study	Springfield Area Small Urban	0.15	234,992.62
5916806 Highway M Study	STP-Urban	(14,399.22)	220,593.40
9900866 Elm Street Sidewalks	STP-Urban	(1,998.24)	218,595.16
9900867 Cloverdale Lane Sidewalks	STP-Urban	(795.68)	217,799.48
S959003 Route FF Pavement Imp	STP-Urban	(70,000.00)	147,799.48
FY 2011 Allocation	STP-Urban	46,474.89	194,274.37
S959003 Route FF Pavement Imp	STP-Urban	35,578.89	229,853.26
FY 2012 Allocation	STP-Urban	82,739.59	312,592.85
S959003 Route FF Pavement Imp	STP-Urban	3,552.55	316,145.40
FY 2013 Allocation	STP-Urban	98,218.96	414,364.36
FY 2013 Rideshare	City of Springfield	(180.64)	414,183.72
FY 2014 Allocation	STP-Urban	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
		<u>345,734.17</u>	<u>345,734.17</u>
Maximum STP-Urban Balance Allowed			\$ 305,649.27
Amount Subject to MoDOT Lapse Policy			\$ 40,084.90

Note:

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

Balance Based on Current Obligations

City of Nixa

Name	Split	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	315,253.93	315,253.93
FY 2005 Allocation	STP-Urban	189,988.95	505,242.88
FY 2006 Allocation	STP-Urban	168,907.47	674,150.35
FY 2007 Allocation	STP-Urban	185,626.40	859,776.75
FY 2008 Allocation	STP-Urban	198,696.47	1,058,473.22
5900837 NS Corridor Study	Springfield Area Small Urban	(9,203.80)	1,049,269.42
9900854 CC Realignment	STP-Urban	(236,800.00)	812,469.42
9900859 Main Street	STP-Urban	(53,822.02)	758,647.40
9900858 Gregg/14	STP-Urban	(38,133.92)	720,513.48
FY 2009 Allocation	STP-Urban	203,933.25	924,446.73
9900861 Northview Road	STP-Urban	(17,386.10)	907,060.63
FY 2010 Allocation	STP-Urban	238,440.19	1,145,500.82
5900837 NS Corridor Study	Springfield Area Small Urban	0.73	1,145,501.55
FY 2011 Allocation	STP-Urban	231,085.56	1,376,587.11
9900861 Northview Road	STP-Urban	(89,798.40)	1,286,788.71
9900869 14/Gregg	STP-Urban	(54,780.00)	1,232,008.71
FY 2012 Allocation	STP-Urban	281,551.42	1,513,560.13
9900861 Northview Road	STP-Urban	107,184.50	1,620,744.63
9900869 14/Gregg	STP-Urban	(209,764.71)	1,410,979.92
FY 2013 Allocation	STP-Urban	334,225.59	1,745,205.51
FY 2013 Rideshare	City of Springfield	(614.69)	1,744,590.82
9900858 Gregg/14	STP-Urban	104.26	1,744,695.08
9900854 CC Realignment	STP-Urban	3,168.42	1,747,863.50
9900859 Main Street	STP-Urban	7,167.08	1,755,030.58
9900869 14/Gregg	STP-Urban	(32,535.60)	1,722,494.98
FY 2014 Allocation	STP-Urban	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
		1,595,464.23	1,595,464.23
MoDOT Cost Shares	Total	Obligated	Balance
160/14	1,307,001.00		1,307,001.00
	1,307,001.00	0.00	1,307,001.00

Remaining Balance All Funds (After MoDOT Cost Shares)

288,463.23

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
FY 2003/2004 Allocation	STP-Urban	257,927.98	257,927.98
FY 2005 Allocation	STP-Urban	155,441.25	413,369.23
FY 2006 Allocation	STP-Urban	138,193.24	551,562.47
9900824 Third Street/14	Springfield Area Small Urban	(89,600.00)	461,962.47
9900824 Third Street/14	Springfield Area Small Urban	(43,200.00)	418,762.47
FY 2007 Allocation	STP-Urban	151,872.00	570,634.47
FY 2008 Allocation	STP-Urban	162,565.39	733,199.86
5900837 NS Corridor Study	Springfield Area Small Urban	(7,530.18)	725,669.68
0141014 17th Street Relocation	STP-Urban	(244,800.00)	480,869.68
9900855 Roadway Prioritization	STP-Urban	(14,681.60)	466,188.08
FY 2009 Allocation	STP-Urban	166,849.92	633,038.00
9900855 Roadway Prioritization	STP-Urban	349.91	633,387.91
ES08006 Traffic Analysis	STP-Urban	(6,821.60)	626,566.31
ES08007 Master Transportation Pln	STP-Urban	(7,243.20)	619,323.11
FY 2010 Allocation	STP-Urban	195,082.09	814,405.20
5900837 NS Corridor Study	Springfield Area Small Urban	0.60	814,405.80
9900824 Third Street/14	STP-Urban	(56,192.80)	758,213.00
ES08007 Master Transportation Pln	STP-Urban	7,243.20	765,456.20
FY 2011 Allocation	STP-Urban	189,064.84	954,521.04
9900824 Third Street/14	STP-Urban	(72,962.40)	881,558.64
ES08006 Traffic Analysis	STP-Urban	17.39	881,576.03
FY 2012 Allocation	STP-Urban	263,760.19	1,145,336.22
9900824 Third Street/14	STP-Urban	(177,500.00)	967,836.22
FY 2013 Allocation	STP-Urban	313,105.87	1,280,942.09
FY 2013 Rideshare	City of Springfield	(575.85)	1,280,366.24
9900824 Third Street/14	Springfield Area Small Urban	(29,733.60)	1,250,632.64
FY 2014 Allocation	STP-Urban	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
		931,294.23	931,294.23
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) 931,294.23

Maximum STP-Urban Balance Allowed \$ 974,359.53

Amount Subject to MoDOT Lapse Policy \$ -

Balance Based on Current Obligations

City of Republic

Name	Split	Amount	Balance
Opening Balance	Republic Small Urban	278,258.25	278,258.25
FY 2003 Allocation	Republic Small Urban	25,177.78	303,436.03
FY 2004 Allocation	Republic Small Urban	33,077.66	336,513.69
6900804 60 East	Republic Small Urban	(303,436.00)	33,077.69
FY 2005 Allocation	Republic Small Urban	33,077.66	66,155.35
FY 2006 Allocation	Republic Small Urban	33,077.66	99,233.01
FY 2007 Allocation	Republic Small Urban	33,077.66	132,310.67
FY 2008 Allocation	Republic Small Urban	33,077.66	165,388.33
FY 2009 Allocation	Republic Small Urban	33,077.66	198,465.99
S950012 M/ZZ	Republic Small Urban	(198,465.00)	0.99
FY 2010 Allocation	Republic Small Urban	33,077.66	33,078.65
FY 2011 Allocation	STP-Urban	127,291.02	160,369.67
FY 2011 Allocation	Republic Small Urban	33,077.66	193,447.33
FY 2012 Allocation	STP-Urban	185,257.16	378,704.49
0602076 Oakwood/60	STP-Urban	(173,050.00)	205,654.49
FY 2012 Allocation	Republic Small Urban	33,077.66	238,732.15
FY 2013 Allocation	STP-Urban	226,104.43	464,836.58
FY 2013 Rideshare	City of Springfield	(476.67)	464,359.91
FY 2013 Allocation	Republic Small Urban	33,077.66	497,437.57
0602076 Oakwood/60	Republic Small Urban	(50,000.00)	447,437.57
FY 2014 Allocation	STP-Urban	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
FY 2014 Allocation	Republic Small Urban	33,077.66	701,060.37
9900077 Republic Trans. Plan	Republic Small Urban	(49,233.29)	651,827.08
		651,827.08	651,827.08
Maximum STP-Urban Balance Allowed			\$ 707,320.17
Amount Subject to MoDOT Lapse Policy			\$ -

Note:

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

Balance Based on Current Obligations

City of Springfield

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

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Balance Based on Current Obligations

City of Springfield, continued

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

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Balance Based on Current Obligations

City of Springfield, continued

FY 2014 Allocation	STP-Urban	2,907,003.27	16,109,869.67
0652074 South Glenstone	STP-Urban	145,628.38	16,255,498.05
0652074 South Glenstone	STP-Urban	(2,064,703.81)	14,190,794.24
0652087 Chestnut RR	STP-Urban	(100,000.00)	14,090,794.24
1601053 160/Campbell/Plainview 2	STP-Urban	(231,767.60)	13,859,026.64
5933803 Kansas/Evergreen	STP-Urban	4,818.49	13,863,845.13
1601054 160/Campbell/Plainview 3	STP-Urban	(386,800.00)	13,477,045.13
5905806 FY 2010 TMC Staff	STP-Urban	130.02	13,477,175.15
FY 2013 Rideshare	Christian County	523.37	13,477,698.52
FY 2013 Rideshare	City of Battlefield	180.64	13,477,879.16
FY 2013 Rideshare	Greene County	2,227.58	13,480,106.74
FY 2013 Rideshare	City of Nixa	614.69	13,480,721.43
FY 2013 Rideshare	City of Ozark	575.85	13,481,297.28
FY 2013 Rideshare	City of Republic	476.67	13,481,773.95
FY 2013 Rideshare	City of Strafford	76.20	13,481,850.15
FY 2013 Rideshare	City of Willard	170.88	13,482,021.03
5907801 Campbell/Weaver	STP-Urban	290,404.01	13,772,425.04
5938804 FY 2014 TMC Staff	STP-Urban	(268,000.00)	13,504,425.04
0132078 Kansas Expy Pavement	STP-Urban	(799,517.00)	12,704,908.04
0652086 Battlefield/65	STP-Urban	(4,660,769.24)	8,044,138.80
S600040 Republic Rd Bridges	STP-Urban	(2,584,800.00)	5,459,338.80
1601053 160/Campbell/Plainview 2	STP-Urban	83,126.86	5,542,465.66
0652087 Chestnut RR	STP-Urban	(1,126,800.00)	4,415,665.66
		<u>4,415,665.66</u>	<u>4,415,665.66</u>

MoDOT Cost Shares	Total	Obligated	Balance
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	(303,673.14)	291,670.86
Kearney/Packer (8S3019)**	728,721.00	0.00	728,721.00
0652088 Division/65***	1,823,292.00	0.00	1,823,292.00
0652074 South Glenstone	5,241,000.00	(3,792,675.43)	1,448,324.57
	<u>16,945,734.00</u>	<u>(9,983,917.81)</u>	<u>6,961,816.19</u>

Remaining Balance All Funds (After MoDOT Cost Shares) **\$ (2,546,150.53)**

Maximum STP-Urban Balance Allowed **\$ 8,721,009.81**

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

*0652087 Chestnut RR Cost Share includes funding programmed in FY 2015

**Kearney/Packer (8S3019) Cost Share includes funding programmed in FYs 2015 and 2016

***0652088 Division/65 Cost Share includes funding programmed in FYs 2016 and 2017

Balance Based on Current Obligations

City of Strafford

Name	Split	Amount	Balance
FY 2011 Allocation	STP-Urban	34,761.39	34,761.39
FY 2012 Allocation	STP-Urban	34,901.60	69,662.99
9900878 125/OO	STP - OTO Payback	(9,819.76)	59,843.23
9900878 125/OO	STP - OTO Payback	(53,955.24)	5,887.99
FY 2013 Allocation	STP-Urban	41,431.18	47,319.17
FY 2013 Rideshare	City of Springfield	(76.20)	47,242.97
FY 2014 Allocation	STP-Urban	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
		90,143.57	90,143.57

Maximum STP-Urban Balance Allowed **\$ 128,930.40**

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

Note:

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

Rideshare - MPO area wide funds from all jurisdictions

Balance Based on Current Obligations

City of Willard

Name	Account	Amount	Balance
FY 2011 Allocation	STP-Urban	60,254.35	60,254.35
FY 2012 Allocation	STP-Urban	78,269.58	138,523.93
FY 2013 Allocation	STP-Urban	92,912.67	231,436.60
1601043 160/Hunt Road	STP - OTO Payback	(21,000.00)	210,436.60
FY 2013 Rideshare	City of Springfield	(170.88)	210,265.72
FY 2014 Allocation	STP-Urban	96,378.85	306,644.57
FY 2014 Rideshare	City of Springfield	(170.88)	306,473.69
		306,473.69	306,473.69

Maximum STP-Urban Balance Allowed	\$ 289,136.55
Amount Subject to MoDOT Lapse Policy	\$ 17,337.14

Note:

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

Funding Allocation

	FY 2003	FY 2003/2004	FY 2005	FY 2006
Republic Small Urban Allocation	25,177.78	33,077.66	33,077.66	33,077.66
STP-Urban Allocation		6,310,146.59	3,802,833.24	3,380,864.78
STP-Urban Distribution				
Christian County		348,765.16	210,184.62	186,862.21
Greene County		1,399,042.73	843,138.29	749,582.31
City of Battlefield		63,402.45	38,209.72	33,969.91
City of Nixa		315,253.93	189,988.95	168,907.47
City of Ozark		257,927.98	155,441.25	138,193.24
City of Republic		N/A	N/A	N/A
City of Springfield		3,925,754.34	2,365,870.41	2,103,349.64
City of Strafford		N/A	N/A	N/A
City of Willard		N/A	N/A	N/A
		6,310,146.59	3,802,833.24	3,380,864.78
Republic Small Urban Distribution	25,177.78	33,077.66	33,077.66	33,077.66
	FY 2007	FY 2008	FY 2009	FY 2010
Republic Small Urban Allocation	33,077.66	33,077.66	33,077.66	33,077.66
STP-Urban Allocation	3,715,512.23	3,977,123.62	4,081,943.45	4,772,637.00
STP-Urban Distribution				
Christian County	205,358.35	219,817.75	225,611.20	263,786.21
Greene County	823,778.07	881,780.76	905,020.70	1,058,156.57
City of Battlefield	37,332.34	39,960.94	41,014.13	47,954.01
City of Nixa	185,626.40	198,696.47	203,933.25	238,440.19
City of Ozark	151,872.00	162,565.39	166,849.92	195,082.09
City of Republic	N/A	N/A	N/A	N/A
City of Springfield	2,311,545.07	2,474,302.31	2,539,514.25	2,969,217.93
City of Strafford	N/A	N/A	N/A	N/A
City of Willard	N/A	N/A	N/A	N/A
	3,715,512.23	3,977,123.62	4,081,943.45	4,772,637.00
Republic Small Urban Distribution	33,077.66	33,077.66	33,077.66	33,077.66
	FY 2011	FY 2012	FY 2013	FY2014
Republic Small Urban Allocation	33,077.66	33,077.66	33,077.66	33,077.66
STP-Urban Allocation	4,847,733.00	4,547,306.00	5,404,229.00	5,607,071.51
STP-Urban Distribution				
Christian County	255,649.77	239,722.79	284,571.43	295,187.56
Greene County	1,025,518.01	1,020,316.77	1,211,203.16	1,256,387.94
City of Battlefield	46,474.89	82,739.59	98,218.96	101,883.09
City of Nixa	231,085.56	281,551.42	334,225.59	346,694.10
City of Ozark	189,064.84	263,760.19	313,105.87	324,786.51
City of Republic	127,291.02	185,257.16	226,104.43	235,773.39
City of Springfield	2,877,633.17	2,360,786.90	2,802,455.71	2,907,003.27
City of Strafford	34,761.39	34,901.60	41,431.18	42,976.80
City of Willard	60,254.35	78,269.58	92,912.67	96,378.85
	4,847,733.00	4,547,306.00	5,404,229.00	5,607,071.51
Republic Small Urban Distribution	33,077.66	33,077.66	33,077.66	33,077.66

Funding Allocation

OTO Population Distribution

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

OTO Special Projects

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

Notes:

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

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

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

Republic Small Urban FY04-10 not included in overall distribution

Republic Small Urban FY11-13 included in overall distribution

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2012 Allocation					
	Deposit	10/01/2011	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2011	Christian County	239,722.79	272,800.45
	Deposit	10/01/2011	Greene County	1,020,316.77	1,293,117.22
	Deposit	10/01/2011	City of Battlefield	82,739.59	1,375,856.81
	Deposit	10/01/2011	City of Nixa	281,551.42	1,657,408.23
	Deposit	10/01/2011	City of Ozark	263,760.19	1,921,168.42
	Deposit	10/01/2011	City of Republic	185,257.16	2,106,425.58
	Deposit	10/01/2011	City of Springfield	2,360,786.90	4,467,212.48
	Deposit	10/01/2011	City of Strafford	34,901.60	4,502,114.08
	Deposit	10/01/2011	City of Willard	78,269.58	4,580,383.66
Total FY 2012 Allocation				4,580,383.66	4,580,383.66
FY 2012 BRM Allocation					
	Deposit	10/01/2011	Bridge (BRM)	395,013.02	395,013.02
Total FY 2012 BRM Allocation				395,013.02	395,013.02
FY 2013 Allocation					
	Deposit	10/01/2012	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2012	Christian County	284,571.43	317,649.09
	Deposit	10/01/2012	Greene County	1,211,203.16	1,528,852.25
	Deposit	10/01/2012	City of Battlefield	98,218.96	1,627,071.21
	Deposit	10/01/2012	City of Nixa	334,225.59	1,961,296.80
	Deposit	10/01/2012	City of Ozark	313,105.87	2,274,402.67
	Deposit	10/01/2012	City of Republic	226,104.43	2,500,507.10
	Deposit	10/01/2012	City of Springfield	2,802,455.71	5,302,962.81
	Deposit	10/01/2012	City of Strafford	41,431.18	5,344,393.99
	Deposit	10/01/2012	City of Willard	92,912.67	5,437,306.66
Total FY 2013 Allocation				5,437,306.66	5,437,306.66
FY 2013 BRM Allocation					
	Deposit	10/01/2012	Bridge (BRM)	388,603.66	388,603.66
Total FY 2013 BRM Allocation				388,603.66	388,603.66
FY 2013 TAP Allocation					
	Deposit	10/01/2012	Enhancements (TAP)	602,196.69	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>
FY 2014 Allocation					
	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	1,256,387.94	1,584,653.16
	Deposit	10/01/2013	City of Battlefield	101,883.09	1,686,536.25
	Deposit	10/01/2013	City of Nixa	346,694.10	2,033,230.35
	Deposit	10/01/2013	City of Ozark	324,786.51	2,358,016.86
	Deposit	10/01/2013	City of Republic	235,773.39	2,593,790.25
	Deposit	10/01/2013	City of Springfield	2,907,003.27	5,500,793.52
	Deposit	10/01/2013	City of Strafford	42,976.80	5,543,770.32
	Deposit	10/01/2013	City of Willard	96,378.85	5,640,149.17
Total FY 2014 Allocation				5,640,149.17	5,640,149.17
FY 2014 BRM Allocation					
	Deposit	10/01/2013	Bridge (BRM)	352,601.99	352,601.99
Total FY 2014 BRM Allocation				352,601.99	352,601.99
FY 2014 TAP Allocation					
	Deposit	10/01/2013	Enhancements (TAP)	612,826.23	612,826.23
Total FY 2014 TAP Allocation				612,826.23	612,826.23
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				59,173,863.57	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
0132056 13/I-44				
	08/21/2009	City of Springfield	STP-Urban	(978,000.00)
0132070 Kansas/JRF				
	10/02/2011	Greene County	STP - OTO Payback	(385,519.89)
	10/02/2012	Greene County	STP - OTO Payback	48,882.69
0132078 Kansas Expy Pavement				
	04/22/2014	City of Springfield	STP-Urban	(799,517.00)
0141014 17th Street Relocation				
	04/18/2008	City of Ozark	STP-Urban	(244,800.00)
0141021 14ADA				
	01/06/2014	Enhancements (TAP)	TAP	(165,587.00)
0602064 JRF/Glenstone				
	10/02/2006	City of Springfield	Springfield Area Small Urban	(2,103,741.90)
	10/02/2006	Greene County	Springfield Area Small Urban	(500,000.00)
	10/02/2006	City of Springfield	Springfield Area Small Urban	(446,611.27)
	10/23/2007	City of Springfield	STP-Urban	(446,611.27)
	10/23/2007	Greene County	STP-Urban	(500,000.00)
	10/02/2009	City of Springfield	Springfield Area Small Urban	47,734.48
0602065 60/65				
	10/02/2011	City of Springfield	STP-Urban	(100,000.00)
0602066 James River Bridge				
	01/02/2009	Bridge (BRM)	BRM	(780,000.00)
	06/20/2014	Bridge (BRM)	BRM	21,990.93
0602067 National/JRF				
	06/18/2009	City of Springfield	STP-Urban	(1,244,617.00)
	10/02/2009	City of Springfield	STP - OTO Payback	1,244,617.00
0602068 JRF/Campbell (160)				
	10/02/2009	Greene County	STP-Urban	(1,000,000.00)
	10/02/2009	City of Springfield	STP-Urban	(800,000.00)
0602076 Oakwood/60				
	10/02/2011	City of Republic	STP-Urban	(173,050.00)
	10/03/2013	City of Republic	Republic Small Urban	(50,000.00)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
0651056 65/CC/J				
	02/02/2014	Christian County	STP-Urban	(228,000.00)
0651064 Farmer Branch				
	07/15/2013	Bridge (BRM)	BRM	(1,000,000.00)
0652048 44/65				
	04/17/2007	City of Springfield	Springfield Area Small Urban	(74,000.00)
0652058 Glenstone/Primrose				
	12/21/2007	City of Springfield	STP-Urban	(134,432.60)
	02/29/2008	City of Springfield	STP-Urban	22,101.02
	07/09/2009	City of Springfield	STP-Urban	(312,694.65)
	10/02/2009	City of Springfield	STP-Urban	(7,570.99)
0652065 US 65 6-Laning				
	11/02/2013	Greene County	STP-Urban	(240,794.13)
	11/03/2014	Greene County	STP - OTO Payback	240,794.13
0652067 US65				
	10/02/2009	City of Springfield	STP-Urban	(1,061,000.00)
0652069 Glenstone Sidewalks				
	10/02/2010	City of Springfield	STP-Urban	(106,000.00)
0652074 South Glenstone				
	10/02/2012	City of Springfield	STP - OTO Payback	(233,600.00)
	10/02/2012	City of Springfield	STP - OTO Payback	(395,760.80)
	10/02/2012	City of Springfield	STP-Urban	(1,244,239.20)
	12/02/2013	City of Springfield	STP-Urban	(2,064,703.81)
	12/02/2013	Greene County	STP-Urban	(500,000.00)
	03/02/2014	City of Springfield	STP-Urban	145,628.38
0652076 65/Chestnut				
	10/02/2011	Greene County	STP-Urban	(589,570.53)
	10/02/2011	City of Springfield	STP-Urban	(779,945.21)
0652086 Battlefield/65				
	10/02/2013	Greene County	STP-Urban	(452,800.00)
	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>
0652087 Chestnut RR				
	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)
1601043 160/Hunt Road				
	10/02/2012	City of Willard	STP - OTO Payback	(21,000.00)
1601053 160/Campbell/ Plainview 2				
	12/02/2013	City of Springfield	STP-Urban	(231,767.60)
	07/01/2014	City of Springfield	STP-Urban	83,126.86
1601054 160/Campbell/ Plainview 3				
	02/02/2014	City of Springfield	STP-Urban	(386,800.00)
2661009 Midfield Terminal Access				
	11/08/2007	City of Springfield	STP-Urban	(993,062.73)
	11/08/2007	Greene County	STP-Urban	(1,000,000.00)
	11/09/2007	City of Springfield	STP-Urban	(2,461,290.27)
	01/24/2008	City of Springfield	STP-Urban	1,069,858.00
	02/15/2008	City of Springfield	STP-Urban	(508,570.80)
	10/02/2010	City of Springfield	STP-Urban	(43,205.64)
	10/02/2010	City of Springfield	STP-Urban	(59,268.28)
	10/02/2010	City of Springfield	STP-Urban	0.15
5900837 NS Corridor Study				
	10/02/2007	City of Ozark	Springfield Area Small Urban	(7,530.18)
	10/02/2007	Christian County	Springfield Area Small Urban	(10,182.16)
	10/02/2007	Greene County	Springfield Area Small Urban	(40,844.89)
	10/02/2007	City of Battlefield	Springfield Area Small Urban	(1,851.03)
	10/02/2007	City of Nixa	Springfield Area Small Urban	(9,203.80)
	10/02/2007	City of Springfield	Springfield Area Small Urban	(114,611.94)
	10/02/2009	Christian County	Springfield Area Small Urban	0.81
	10/02/2009	Greene County	Springfield Area Small Urban	3.25
	10/02/2009	City of Battlefield	Springfield Area Small Urban	0.15
	10/02/2009	City of Nixa	Springfield Area Small Urban	0.73
	10/02/2009	City of Ozark	Springfield Area Small Urban	0.60
	10/02/2009	City of Springfield	Springfield Area Small Urban	9.13
5900845 Bicycle Destination Plan				
	10/02/2010	Greene County	STP-Urban	(40,033.84)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
5904810 Division Underground Tank				
	10/02/2006	Greene County	Springfield Area Small Urban	(64,027.15)
5905804 FY 2008 TMC Staff				
	10/24/2007	City of Springfield	STP-Urban	(112,000.00)
	10/02/2009	City of Springfield	STP-Urban	659.24
5905805 FY 2009 TMC Staff				
	11/28/2008	City of Springfield	STP-Urban	(128,800.00)
	03/13/2009	City of Springfield	STP-Urban	(61,600.00)
	10/02/2009	City of Springfield	STP-Urban	859.06
5905806 FY 2010 TMC Staff				
	10/02/2009	City of Springfield	STP-Urban	(228,000.00)
	03/02/2014	City of Springfield	STP-Urban	130.02
5907801 Campbell/Weaver				
	03/07/2008	City of Springfield	STP-Urban	(124,524.56)
	10/02/2009	City of Springfield	Springfield Area Small Urban	(124,524.56)
	10/02/2009	Greene County	STP-Urban	(1,328,793.88)
	10/02/2009	City of Springfield	STP-Urban	(1,328,793.88)
	10/02/2009	Greene County	STP-Urban	164,058.91
	10/02/2009	City of Springfield	STP-Urban	164,058.91
	03/02/2014	City of Springfield	STP-Urban	290,404.01
5916806 Highway M Study				
	10/02/2009	City of Battlefield	STP-Urban	(14,399.22)
	08/18/2014	City of Battlefield	STP-Urban	184.00
5933803 Kansas/Evergreen				
	03/25/2009	City of Springfield	STP-Urban	(300,000.00)
	03/25/2009	City of Springfield	STP-Urban	19,036.04
	09/05/2009	City of Springfield	STP-Urban	38,753.65
	01/02/2014	City of Springfield	STP-Urban	4,818.49
5935803 Chestnut/National				
	10/02/2006	City of Springfield	Springfield Area Small Urban	(948,888.79)
	10/02/2006	City of Springfield	STP-Urban	(20,056.73)
	10/02/2007	Greene County	Springfield Area Small Urban	500,000.00
	10/02/2007	City of Springfield	Springfield Area Small Urban	446,611.27
	10/02/2008	City of Springfield	Springfield Area Small Urban	124,524.56
	11/28/2008	City of Springfield	STP-Urban	(78,307.24)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
5938801 FY 2011 TMC Staff				
	10/02/2010	City of Springfield	STP-Urban	(276,000.00)
	10/02/2012	City of Springfield	STP-Urban	9,145.43
5938803 FY 2013 TMC Staff				
	10/02/2012	City of Springfield	STP - OTO Payback	(260,000.00)
5938804 FY 2014 TMC Staff				
	04/03/2014	City of Springfield	STP-Urban	(268,000.00)
6900804 60 East				
	03/19/2004	City of Republic	Republic Small Urban	(303,436.00)
9900077 Republic Trans. Plan				
	01/02/2014	City of Republic	STP-Urban	(14,751.58)
	01/02/2014	City of Republic	Republic Small Urban	(49,233.29)
9900824 Third Street/14				
	10/02/2006	City of Ozark	Springfield Area Small Urban	(89,600.00)
	10/02/2006	City of Ozark	Springfield Area Small Urban	(43,200.00)
	10/02/2009	City of Ozark	STP-Urban	(56,192.80)
	10/02/2010	City of Ozark	STP-Urban	(72,962.40)
	10/02/2011	City of Ozark	STP-Urban	(177,500.00)
	09/30/2013	City of Ozark	Springfield Area Small Urban	(29,733.60)
	10/02/2013	City of Ozark	STP-Urban	(643,549.07)
9900846 Scenic Sidewalks				
	05/23/2008	Greene County	STP-Urban	(74,642.40)
	08/15/2008	Greene County	STP-Urban	18,089.16
	10/02/2009	Greene County	STP-Urban	(7,350.46)
9900854 CC Realignment				
	02/22/2008	City of Nixa	STP-Urban	(236,800.00)
	10/02/2012	City of Nixa	STP-Urban	3,168.42
9900855 Roadway Prioritization				
	07/01/2008	City of Ozark	STP-Urban	(14,681.60)
	11/28/2008	City of Ozark	STP-Urban	349.91
9900858 Gregg/14				
	08/07/2008	City of Nixa	STP-Urban	(38,133.92)
	10/02/2012	City of Nixa	STP-Urban	104.26

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
9900859 Main Street				
	08/07/2008	City of Nixa	STP-Urban	(53,822.02)
	10/02/2012	City of Nixa	STP-Urban	7,167.08
9900860 CC Study				
	09/17/2009	Christian County	STP-Urban	(320,000.00)
9900861 Northview Road				
	07/09/2009	City of Nixa	STP-Urban	(17,386.10)
	10/02/2010	City of Nixa	STP-Urban	(89,798.40)
	10/02/2011	City of Nixa	STP-Urban	107,184.50
9900866 Elm Street Sidewalks				
	10/02/2009	City of Battlefield	STP-Urban	(1,998.24)
9900867 Cloverdale Lane Sidewalks				
	10/02/2009	City of Battlefield	STP-Urban	(795.68)
9900869 14/Gregg				
	10/02/2010	City of Nixa	STP-Urban	(54,780.00)
	10/02/2011	City of Nixa	STP-Urban	(209,764.71)
	10/02/2012	City of Nixa	STP-Urban	(32,535.60)
	10/28/2014	City of Nixa	STP-Urban	489.84
9900878 125/OO				
	10/02/2011	City of Strafford	STP - OTO Payback	(9,819.76)
	10/02/2011	City of Strafford	STP - OTO Payback	(53,955.24)
	03/01/2014	City of Strafford	STP - OTO Payback	(66,236.44)
9900891 Evans/65				
	10/02/2011	Greene County	STP-Urban	(500,000.00)
9901804 Tracker/Main				
	11/02/2013	City of Nixa	STP-Urban	(473,600.00)
9901810 Weaver Rd Widening				
	05/15/2014	City of Battlefield	STP-Urban	(138,336.00)
	06/04/2014	City of Battlefield	STP-Urban	(32,000.00)
ES08006 Traffic Analysis				
	09/03/2009	City of Ozark	STP-Urban	(6,821.60)
	10/02/2010	City of Ozark	STP-Urban	17.39

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
ES08007 Master Transportation Pln				
	09/22/2009	City of Ozark	STP-Urban	(7,243.20)
	10/02/2009	City of Ozark	STP-Urban	7,243.20
S600040 Republic Rd Bridges				
	07/01/2014	City of Springfield	STP-Urban	(2,584,800.00)
S947010 Glenstone (H) I-44 to VWM				
	09/18/2008	City of Springfield	STP-Urban	(1,200,000.00)
	09/18/2008	Greene County	STP-Urban	(1,500,000.00)
S950012 M/ZZ				
	10/02/2009	City of Republic	Republic Small Urban	(198,465.00)
S959003 Route FF Pavement Imp				
	10/02/2009	City of Battlefield	STP-Urban	(70,000.00)
	10/02/2010	City of Battlefield	STP-Urban	35,578.89
	10/02/2011	City of Battlefield	STP-Urban	3,552.55
Adjustments				
	10/02/2005	Bridge (BRM)	BRM	(0.43)
TOTAL OBLIGATIONS				(43,866,521.10)

Highway Bridge Program (BRM)

Springfield Urban Area

	<u>Apportionment</u>	<u>Available (OL)</u>
Balance as of September 30, 2013	\$1,339,760.00	\$1,203,865.68
Fiscal Year 2014 Apportionment (OL = 98.71%)	\$357,210.00	\$352,601.99
Project Obligations - October 2013: None	\$0.00	\$0.00
Balance as of October 31, 2013	\$1,696,970.00	\$1,556,467.67
Project Obligations - November 2013: None	\$0.00	\$0.00
Balance as of November 30, 2013	\$1,696,970.00	\$1,556,467.67
Project Obligations - December 2013: None	\$0.00	\$0.00
Balance as of December 31, 2013	\$1,696,970.00	\$1,556,467.67
Project Obligations - January 2014: None	\$0.00	\$0.00
Balance as of January 31, 2014	\$1,696,970.00	\$1,556,467.67
Project Obligations - February 2014: None	\$0.00	\$0.00
Balance as of February 28, 2014	\$1,696,970.00	\$1,556,467.67
Project Obligations - March 2014: None	\$0.00	\$0.00
Balance as of March 31, 2014	\$1,696,970.00	\$1,556,467.67
Project Obligations - April 2014: None	\$0.00	\$0.00
Balance as of April 30, 2014	\$1,696,970.00	\$1,556,467.67

Project Obligations - May 2014:		
None	\$0.00	\$0.00
Balance as of May 31, 2014	\$1,696,970.00	\$1,556,467.67
Project Obligations - June 2014:		
0652086	-\$1,189,657.00	-\$1,189,657.00
Balance as of June 30, 2014	\$507,313.00	\$366,810.67
Project Obligations - July 2014:		
0602066	\$21,990.93	\$21,990.93
Balance as of July 31, 2014	\$529,303.93	\$388,801.60
Project Obligations - August 2014:		
None	\$0.00	\$0.00
Balance as of August 31, 2014	\$529,303.93	\$388,801.60
Project Obligations - September 2014:		
None	\$0.00	\$0.00
Balance as of September 30, 2014	\$529,303.93	\$388,801.60

Surface Transportation Program (STP-Large Urban)

Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
Balance as of September 30, 2013	\$24,767,615.12	\$22,938,867.03
Fiscal Year 2014 Apportionment (OL = 98.71%)	\$5,680,348.00	\$5,607,071.51
Project Obligations - October 2013:		
0652086	-\$452,800.00	-\$452,800.00
9900824	-\$643,549.07	-\$643,549.07
Balance as of October 31, 2013	\$29,351,614.05	\$27,449,589.47
Project Obligations - November 2013:		
0652065	-\$240,794.13	-\$240,794.13
9901804	-\$473,600.00	-\$473,600.00
Balance as of November 30, 2013	\$28,637,219.92	\$26,735,195.34
Project Obligations - December 2013:		
0652074	-\$2,564,703.81	-\$2,564,703.81
0652087	-\$500,000.00	-\$500,000.00
1601053	-\$231,767.60	-\$231,767.60
Balance as of December 31, 2013	\$25,340,748.51	\$23,438,723.93
Project Obligations - January 2014:		
5933803	\$4,818.49	\$4,818.49
9900077	-\$14,751.58	-\$14,751.58
Balance as of January 31, 2014	\$25,330,815.42	\$23,428,790.84
Project Obligations - February 2014:		
0651056	-\$228,000.00	-\$228,000.00
1601054	-\$386,800.00	-\$386,800.00
Balance as of February 28, 2014	\$24,716,015.42	\$22,813,990.84
Project Obligations - March 2014:		
5905806	\$130.02	\$130.02
5907801	\$290,404.01	\$290,404.01
0652074	\$145,628.38	\$145,628.38

Surface Transportation Program (STP-Large Urban)

Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
Balance as of March 31, 2014	\$25,152,177.83	\$23,250,153.25
Project Obligations - April 2014:		
5938804	-\$268,000.00	-\$268,000.00
0132078	-\$799,517.00	-\$799,517.00
Balance as of April 30, 2014	\$24,084,660.83	\$22,182,636.25
Project Obligations - May 2014:		
9901810	-\$138,336.00	-\$138,336.00
Balance as of May 31, 2014	\$23,946,324.83	\$22,044,300.25
Project Obligations - June 2014:		
9901810	-\$32,000.00	-\$32,000.00
Balance as of June 30, 2014	\$23,914,324.83	\$22,012,300.25
Project Obligations - July 2014:		
0652086	-\$4,707,969.24	-\$4,707,969.24
S600040	-\$2,584,800.00	-\$2,584,800.00
1601053	\$83,126.86	\$83,126.86
0652087	-\$1,126,800.00	-\$1,126,800.00
Balance as of July 31, 2014	\$15,577,882.45	\$13,675,857.87
Project Obligations - August 2014:		
9900869	\$489.84	\$489.84
5916806	\$184.00	\$184.00
Balance as of August 31, 2014	\$15,578,556.29	\$13,676,531.71
Project Obligations - September 2014:		
None	\$0.00	\$0.00
Balance as of September 30, 2014	\$15,578,556.29	\$13,676,531.71

Surface Transportation Program (STP-Payback)

Springfield Urban Area

	<u>Apportionment</u>	<u>Available (OL)</u>
Balance as of September 30, 2013	\$0.00	\$0.00
Project Obligations - October 2013:		
None	\$0.00	\$0.00
Balance as of October 31, 2013	\$0.00	\$0.00
Project Obligations - November 2013:		
None	\$0.00	\$0.00
Balance as of November 30, 2013	\$0.00	\$0.00
Project Obligations - December 2013:		
None	\$0.00	\$0.00
Balance as of December 31, 2013	\$0.00	\$0.00
Project Obligations - January 2014:		
None	\$0.00	\$0.00
Balance as of January 31, 2014	\$0.00	\$0.00
Project Obligations - February 2014:		
None	\$0.00	\$0.00
Balance as of February 28, 2014	\$0.00	\$0.00
Project Obligations - March 2014:		
0652065	\$240,794.13	\$240,794.13
9900878	-\$66,236.44	-\$66,236.44
Balance as of March 31, 2014	\$174,557.69	\$174,557.69
Project Obligations - April 2014:		
None	\$0.00	\$0.00
Balance as of April 30, 2014	\$174,557.69	\$174,557.69
Project Obligations - May 2014:		

Surface Transportation Program (STP-Payback)

Springfield Urban Area

	<u>Apportionment</u>	<u>Available (OL)</u>
None	\$0.00	\$0.00
Balance as of May 31, 2014	\$174,557.69	\$174,557.69
Project Obligations - June 2014:		
None	\$0.00	\$0.00
Balance as of June 30, 2014	\$174,557.69	\$174,557.69
Project Obligations - July 2014:		
None	\$0.00	\$0.00
Balance as of July 31, 2014	\$174,557.69	\$174,557.69
Project Obligations - August 2014:		
None	\$0.00	\$0.00
Balance as of August 31, 2014	\$174,557.69	\$174,557.69
Project Obligations - September 2014:		
None	\$0.00	\$0.00
Balance as of September 30, 2014	\$174,557.69	\$174,557.69

Transportation Alternatives Program (TAP)

Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
Balance as of September 30, 2013	\$632,626.00	\$602,196.69
Fiscal Year 2014 Apportionment (OL = 98.71%)	620,835.00	612,826.23
Project Obligations - October 2013:		
None	0.00	0.00
Balance as of October 31, 2013	\$1,253,461.00	\$1,215,022.92
Project Obligations - November 2013:		
None	0.00	0.00
Balance as of November 30, 2013	\$1,253,461.00	\$1,215,022.92
Project Obligations - December 2013:		
None	0.00	0.00
Balance as of December 31, 2013	\$1,253,461.00	\$1,215,022.92
Project Obligations - January 2014:		
0141021	-165,587.00	-165,587.00
Balance as of January 31, 2014	\$1,087,874.00	\$1,049,435.92
Project Obligations - February 2014:		
None	0.00	0.00
Balance as of February 28, 2014	\$1,087,874.00	\$1,049,435.92
Project Obligations - March 2014:		
None	0.00	0.00
Balance as of March 31, 2014	\$1,087,874.00	\$1,049,435.92
Project Obligations - April 2014:		
None	0.00	0.00
Balance as of April 30, 2014	\$1,087,874.00	\$1,049,435.92

Transportation Alternatives Program (TAP)

Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
Project Obligations - May 2014		
None	0.00	0.00
Balance as of May 31, 2014	<u>\$1,087,874.00</u>	<u>\$1,049,435.92</u>
Project Obligations - June 2014		
None	0.00	0.00
Balance as of June 30, 2014	<u>\$1,087,874.00</u>	<u>\$1,049,435.92</u>
Project Obligations - July 2014		
None	0.00	0.00
Balance as of July 31, 2014	<u>\$1,087,874.00</u>	<u>\$1,049,435.92</u>
Project Obligations - August 2014		
None	0.00	0.00
Balance as of August 31, 2014	<u>\$1,087,874.00</u>	<u>\$1,049,435.92</u>
Project Obligations - September 2014		
None	0.00	0.00
Balance as of September 30, 2014	<u>\$1,087,874.00</u>	<u>\$1,049,435.92</u>

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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TAB 7

TECHNICAL COMMITTEE AGENDA 11/19/2014; ITEM II.F.

Technical Committee Chair Rotation Appointment

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

AGENDA DESCRIPTION: In 2003, the Technical Committee voted to establish a rotation schedule for the chairmanship of the Technical Committee. This rotation, as shown below, has been followed since. The Chairman-Elect serves as the chair in absence of the Chairman.

TECHNICAL COMMITTEE CHAIR ROTATION SCHEDULE

Year	Jurisdiction	
2008	Ozark	Steve Childers
2009	<i>Strafford</i>	<i>declined</i>
2009	Springfield	Harry Price
2010	Willard	Pat Lloyd
2011	Republic	David Brock
2012	Christian County	Todd Wiesehan,
2013	Battlefield	Rick Hess
2014	Nixa	Travis Cossey
2015	Greene County	Adam Humphrey, Chairman
2016	Ozark	Larry Martin, Chairman-Elect

TECHNICAL COMMITTEE ACTION REQUESTED: To make a motion to elect the Chairman and Chairman-Elect positions for the 2015 Technical Planning Committee as shown above.

TAB 8



Technical Planning Committee 2015 Meeting Schedule

Meetings are held every other month on the third Wednesday from
1:30 to 3:30 P.M. in the Ozarks Transportation Organization's Conference Room:
205 Park Central East, Suite 212 Springfield, MO

January 21, 2015

March 18, 2015

May 20, 2015

July 15, 2015

September 16, 2015

November 18, 2015

Please provide request for agenda items 2 weeks prior to meeting date.

TAB 9



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MoDOT News Release

November 06, 2014 02:51 PM

MoDOT Launches Web Page Noting Unexpected Bridge Closings

For more information, contact Customer Relations, 573.751.2840.

November 6, 2014 - For immediate release

MoDOT Launches Web Page Noting Unexpected Bridge Closings

JEFFERSON CITY - Due to a recent flurry of unplanned bridge closures as a result of regular inspections or collisions, the Missouri Department of Transportation has developed a web page that includes statewide bridge closure information.

Included on the page are inspection photos, the reason for the bridge closure, corrective actions to be taken and how they will be paid for, a map of the bridge location and recommended detours by way of state highways.

"With the large number of bridges we have in Missouri, all of which are aging every day, and with our construction budget continuing to decline, it's likely we will see more closures in the future," Chief Engineer Ed Hassinger said.

"We close bridges if we deem them to be unsafe as a result of an inspection or some other incident - like a crash," State Bridge Engineer Dennis Heckman said. "We want to provide drivers and residents with all of the information they need to cope with an inconvenience that can have quite an impact. In some cases a closure can cause significant detours."

The bridge closure page can be found on MoDOT's website at <http://www.modot.org/>. Click on the "bridge closure" banner at the top of the front page.

Unexpected bridge closures also have a special designation on MoDOT's Traveler Information Map -- <http://traveler.modot.org/map/>.

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Print Story

News Groups See Infrastructure Funding Opportunity With Fuel Prices Falling

AASHTO Journal

A number of news organizations with large readership numbers are calling this month for lawmakers to raise the nation's gasoline tax, to spend more on highways, bridges and transit systems.

They argue that with global oil prices tanking this autumn, in turn bringing down retail gas and diesel prices at the pump, now is an especially favorable time to put through a fuel tax hike that can finance infrastructure upgrades for years to come.

"Raise the federal gasoline tax. And do it soon while the price of oil is so low that people would barely notice," the nationwide [USA Today newspaper said on Oct. 19](#).

And major business news service [Bloomberg, in an Oct. 16 editorial](#) that was used by various newspapers around the country, said "the economic case for a gas tax hike is compelling, and Congress should be paying attention. America's old and creaky transportation infrastructure is a significant drag on the economy."

In the nation's capital, [the Washington Post said Oct. 3](#) that to finally put the Highway Trust Fund on sure footing and with pump prices falling, "Congress should make the rational policy change — fixing the gas tax — as soon as it gets back from the campaign trail" and not even wait until a temporary trust fund patch runs out next May.

Their call comes at the same time a number of states are seeing their own state transportation funds dwindling, and with more state officials saying they may need to raise their own fuel taxes and perhaps shift them to a percentage tax system that can rise over time as energy prices pick up. (See the [New Jersey](#) and [Mississippi](#) stories in the States section of this week's AASHTO Journal.)

This focus on fuel price declines and infrastructure shows that even during a big election season with plenty of issues being debated, transportation needs and how to pay for them are drawing the attention of many elected officials, editorial boards and voters.

For instance, Texas voters on Nov. 4 will decide on a proposed state constitutional amendment that could redirect into transportation up to half the annual receipts from oil and gas production taxes. The [Houston Chronicle said](#) legislators think the measure could add \$1.7 billion to transportation funds in the first year, if it passes.

Meanwhile, Massachusetts has a ballot measure to repeal a provision in a 2013 law that was designed to

increase transportation revenue. That law would let state gasoline taxes rise with future inflation, and the [ballot measure would prevent the indexing from going forward.](#)

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

October 24, 2014

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From the Atlanta Business Chronicle

:http://www.bizjournals.com/atlanta/morning_call/2014/11/gdot-using-drivers-bluetooth-signals-to-monitor.html

GDOT using drivers' Bluetooth to monitor traffic, insists it can't monitor calls

Nov 7, 2014, 6:59am EST Updated: Nov 7, 2014, 3:39pm EST



[Carla Caldwell](#)

Morning Edition Editor- Atlanta Business Chronicle

[Email](#) | [Twitter](#)

New boxes installed along some roadways by the **Georgia Department of Transportation** use drivers' Bluetooth signals to monitor traffic. The boxes are placed on what the DOT calls state routes of regional significance. They include heavily traveled roadways such as Cobb Parkway and Roswell Road.

Some drivers worry the boxes are monitoring a little bit more, and say they are an invasion of privacy, reports Atlanta Business Chronicle broadcast partner [WXIA-TV](#).

Here's how the system works, according to WXIA's [Jerry Carnes](#):

If you're using Bluetooth on your phone, the sensors will know and alert a DOT server. If it takes you 15 minutes to pass another sensor two miles away, the server will know traffic where you are is moving at 8 mph. The DOT can put that information on its maps to alert you to heavy volume areas and perhaps adjust the timing of traffic lights.

GDOT insists it can't listen to conversations or tie a number to a name, WXIA reports. Drivers aren't so sure. Click [here](#) to view WXIA's report, which includes response from drivers.

Carnes reports 200 of the traffic-tracking boxes are being installed.

GDOT spokesperson [Natalie Dale](#) said traffic data collected on Cobb Parkway is monitored by Cobb County Transportation Management Center and information collected on Roswell Road is monitored by the Sandy Springs Traffic Management Center.

Soon both systems will tie into the GDOT NaviGator System which provides real-time traffic information to commuters, Dale said.

LOCAL



The WSDOT has embedded metal coils, called loop detectors, in the pavement on the freeways around the region that measure travel times. (MyNorthwest.com/Stephanie Klein)

How the WSDOT determines average travel times

BY CHRIS SULLIVAN on November 6, 2014 @ 5:29 am (Updated: 11:54 am - 11/6/14)

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RELATED

- [Set the traffic cameras for your route](#)

How accurate are those average travel times you hear me read on KIRO Radio's Morning News traffic reports?

Sue Winter wrote in wondering just that question.

So how are those times derived?

Maan Sidhu, traffic engineer with the state's traffic management center, says the normal or average time is based on historical data for that day and time over the past three months.

"Every day of the week, for every five minute period, we're calculating travel times and averaging them," Sidhu said.

So when you hear me on the radio say it should take you X amount of time to go from Everett to Seattle, it's based on what it actually took to make that drive at that time on that day for the last three months.

It's a large enough sample size to factor out a major accident on one day.

When I tell you how much time it's really taking you to make that drive, it's based on actual data being collected in real-time.

The state has embedded metal coils, called loop detectors, in the pavement on the freeways around the region that measure those times.

"We can add up the speed and distance among all these loop detectors we have, let's say from Everett to Seattle, to calculate a time," Sidhu said.

Those detectors send signals to nearby junction boxes, which upload the data to the state's website. The detectors can tell when cars pass over them or if a car is sitting on top of them for an extended time.

They're accurate about 95 percent of the time, according to Sidhu.

"We find that it's within ten or fifteen minutes, usually," he said. "It's fairly accurate in that drivers can at least estimate how long it will take them to get to their destinations, so they can make that phone call to their office and say 'hey I think I'm going to be late.'"

Normal will change over time, for better or for worse. It's a three month average. Right now, what is normal factors in the entire month of August, which traditionally has less traffic.

Hear Chris Sullivan's traffic reports every morning on KIRO Radio 97.3 FM

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Chris Sullivan, KIRO Radio Reporter

Chris loves the rush of covering breaking news and works hard to try to make sense of it all while telling stories about real people in extraordinary circumstances.



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Five key DOT agencies now headed by acting administrators

The Trucker News Services

11/10/2014

WASHINGTON — Republican Sen. John Thune of South Dakota, who will become chairman of the Senate Commerce, Science and Transportation Committee when the new Congress convenes next January, has sent a letter to President Barack Obama urging the president to swiftly nominate a candidate to serve as the next administrator of the National Highway Traffic Safety Administration, which has been without an administrator since December 2013.



Sen. John Thune of South Dakota, who will chair the Senate committee responsible for transportation, said appointing a new administrator of the National Highway Traffic Safety Administration is an important step toward ensuring safety on America's highways. (The Trucker file photo)

Truth be known, Obama and Transportation Secretary Anthony Foxx have a lot of nominations to discuss within the administrative leadership of the DOT.

Five of the operating administration officials who head the DOT's 10 agencies are acting administrators and another agency will lose its administrator Jan. 1, 2015.

Only the Federal Aviation Administration (Michael Huerta), the Maritime Administration (Paul N. Jaenichen Sr.), the Saint Lawrence Seaway Development Corp. (Betty Sutton) and the Office of Inspector General (Calvin Scovel) have politically-appointed administrators.

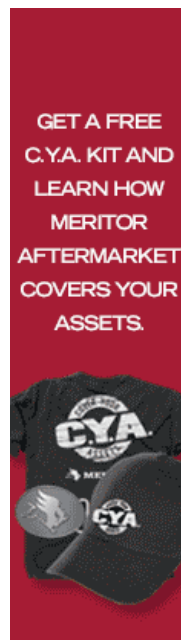
In addition to NHTSA, where David Friedman is acting administrator, other agencies currently being led by acting administrators include the Federal Highway Administration (Gregory G. Nadeau), the Federal Motor Carrier Safety Administration (Scott Darling), the Federal Transit Administration (Therese McMillan) and the Pipeline and Hazardous Materials Safety Administration (Timothy P. Butters).

Joseph C. Szabo, current administrator of the Federal Railroad Administration since April 2009, has announced he will be stepping down in January.

"We all want to ensure the safety of the American driving public," Thune said in asking Obama to speed up the process of finding a new NHTSA administrator. "Nominating a qualified individual to serve as the administrator at NHTSA is an important step toward meeting this goal. While the deputy [acting] administrator and career staff have carried on the work of the agency, the task of assessing NHTSA's shortcomings, communicating with Congress and the American public, and fully implementing any necessary improvements will be hampered without an official endorsement for this important safety position."

The Senate Commerce, Science and Transportation Committee has jurisdiction over NHTSA as well as all agencies within the DOT.

Obama will appoint replacements for the acting administrators, although



few expect that to happen before the new Congress begins meeting. Those nominations will have to be confirmed by Thune's committee and ultimately the full Senate.

The Trucker staff can be reached to comment on this article at editor@thetrucker.com.

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New Census Data Reveal Millennial & Generation X Shift To Multi-Modal Transport

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October 12th, 2014 by [Cynthia Shahan](#)

How much have we changed as a society due to the greater diversity of transportation choices made by Millennials? Has the automobile seen it's heyday?

The latest Census data from the 2013 American Community Survey examines changes of younger and older commuters — focusing on the country's largest metropolitan areas. Millennials and Generation Xers are apparently more multimodal than those of previous generations. Consideration and use of mass transit, biking, walking, as well as driving are in the mix of their choices.

Unlike Europe, where people count on mass transit in many situations and it is readily there for them, the US has for six decades been an automobile-led society. [Millennials](#) identify with the automobiles differently than baby boomers who are perhaps too attached to them, however. Millennials go for diversity of modes, including public transportation and walking, while the numbers still show very high levels of car use by baby boomers.

Economics and practicality play a large part into this trend towards reduced driving. The trend, however, exists even among young people who are doing well financially with gainful employment. More people choose an apartment or house while considering proximity to good transit.

The new Census data estimate that over 85% of all workers still get to their jobs by private automobile. According to [Brookings](#), this is also “relatively consistent with our commuting patterns from 1980, when nearly the same percentage of workers commuted by car.” Although, Brookings continues by pointing out that those long-term trends mask real changes over the past few years.

“The share of national commuters traveling by private vehicle is edging down [for the first time in decades](#)—from 86.5 percent in 2007 to 85.8 percent in 2013. Meanwhile, other transportation modes have grown in relative importance.”



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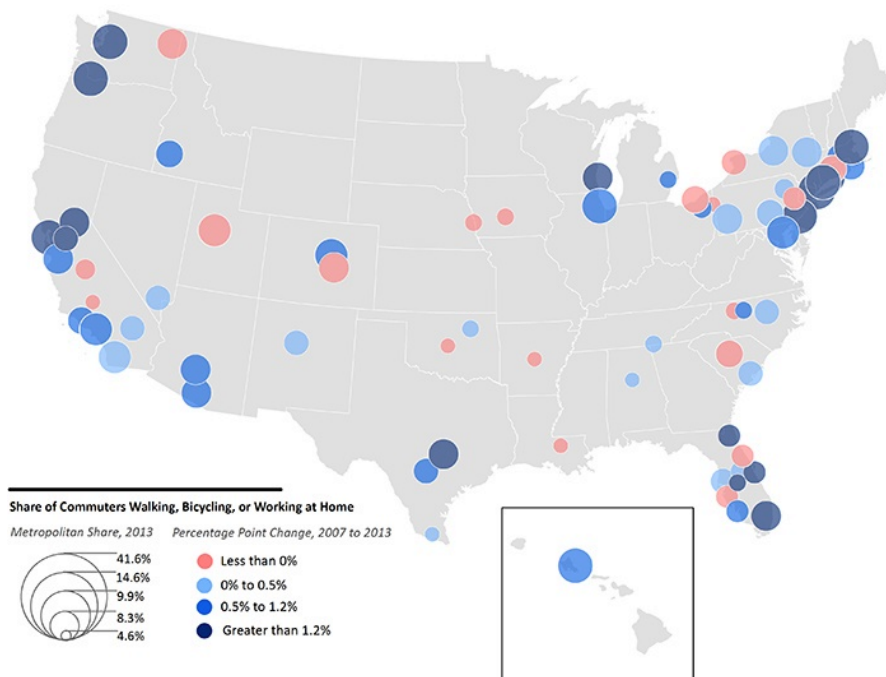


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Source: Brookings analysis of American Community Survey data

Biking, Telecommuting, & Transit

With all of the [successfully growing urban bike-sharing programs](#) and improved infrastructure, the country is experiencing the revival of bicycling as a mode of transport that is not simply recreational. On the rise, bicycling combined with walking accounts for almost 4 percent of all commuters.

However, part of that is more due to another trend than simply a swap of transportation modes. Due to the growth of online work and telecommuting, the largest increase comes from those workers who do not commute anywhere for work. Working at home now matches the numbers of who ride public transportation to their jobs.

[Brookings'](#) full report on commuting explains a key reason that this pair of 40-year trends is reversing. "The share of Americans that commute by transit increased from 2000 to 2008, while the share of those that drive alone to work fell slightly." It is a switch that occurs due to availability and convenience. Many people are inclined to use mass transit and not be strapped to a large vehicle in traffic if possible. Communities that have experienced car-free experiments report an increased sense of well-being.

Perhaps the [Millennials](#) are innately tuned into this consciousness, coupled with the practical economics. Increases in [public transportation](#) (a 2013 report showed that Americans took 10.7 billion trips on public transportation last year) have led to the highest annual public transit ridership number in 57 years.

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The Built Environment

"Over time, these evolving commuting habits will help influence—and be shaped by—the built environment of our communities," Brookings notes. "The proliferation of pedestrian-scaled developments, for instance, represents one way in which many metropolitan areas are stitching together their urban fabric and responding to a new geography of innovation. As more individuals work from home, stroll to their office, or even engage in widespread bike sharing and car sharing, metropolitan areas will need to consider a range of plans and policies that further address these multimodal needs."

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Streetsblog, however, questions whether the choices of Millennials will transition back to automobiles as they grow into families. Things change and people change and children's schedules present timing issues. The problem of getting to work in sprawling areas coupled with the lack of adequate transit systems is a reason they may change.

It seems availability, comfort, and convenience is the primary issue. The US is still playing catchup with mass transit accessibility and convenience. Perhaps if transportation became more accessible for everyone, traffic would stay on the lower rung of choices.

However, that needs to be a target of jurisdictions and funding needs to go into more varied infrastructure. [Streetblogs](#) reports: "Given the variety of trends emerging nationwide and the need to make targeted investments mounting on [state and local governments](#), metropolitan leaders will have to closely monitor their region's commuting demands to begin answering these questions in years to come."

Miami might be setting a new standard that will encourage other urban areas to follow suit. This attractive revitalization of dormant mass transit is looking to open up options. On September 18, 2014, All Aboard Florida announced the plans and structure of an [extensive new downtown train-station complex](#). Supporters of this new transit center say this is a substantial step in Miami's quest to arrive as one the world's great urban centers.

Illinois, meanwhile, is advancing high-speed rail between two large cities. Funding for [high-speed rail between Chicago and St Louis](#) was announced just last month. The \$102 million capital investment will surely help to develop more transit-oriented developments.

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Advocates: 60 percent of transit initiatives approved by voters



Curtis Compton

By Keith Laing - 11/06/14 10:34 AM EST

Sixty percent of transit initiatives before voters on Election Day this week were approved, the American Public Transportation Association (APTA) is touting.

The group said 15 out of 25 local transit initiatives, totaling more than \$6 billion, were approved during Tuesday's elections, despite widespread gains in many areas of the country for Republicans who campaigned on reducing government spending.

APTA President Michael Melaniphy said the election results showed voters want lawmakers to boost public transportation funding at the federal level quickly in the next Congress.

"While American voters have become more discerning on what issues to support with their tax dollars, citizens continued to vote to overwhelmingly support public transportation ballot initiatives because it helps to grow their communities," Melaniphy said in a statement.

"These votes serve as affirmation of the strong bi-partisan support that public transit initiatives enjoy throughout the country," he continued. "Voters place great value in public transit and are willing to vote to tax themselves to invest in their communities."

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Federal law dictates that 20 percent of all transportation spending approved by Congress go toward transit, but lawmakers have struggled to find a way to close an approximately \$15 billion gap in annual infrastructure funding that has developed in recent years.

The normal funding source for transportation projects is revenue that is collected by the 18.4 cents per gallon federal gas tax. The tax has not been increased since 1993, however, and it is struggling to keep pace with infrastructure expenses as cars become more fuel efficient.

The last multi-year transportation bill approved by Congress, in 2012, included approximately \$50 billion per year in road and transit spending, but the gas tax is only bringing in about \$34 billion per year.

Transportation advocates have pushed Congress hard to approve a multi-year transportation bill earlier this year, but lawmakers could only muster an approximately \$11 billion temporary extension to cover the transportation shortfall until next May.

TAGS: American Public Transportation Association, Highway bill, Gas Tax, Highway Trust Fund, MAP-21 Reauthorization

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Road builders: 67 percent of transport initiatives approved



Getty Images

By Keith Laing - 11/05/14 05:32 PM EST

The American Road & Transportation Builders Association (ARTBA) is touting a 67 percent success rate of the transportation ballot initiatives that were before voters in Tuesday's election.

The Washington, D.C.-based group said that 60 of 90 ballot questions that were related to transportation funding were approved in Tuesday, despite overwhelming gains in many areas of the country for Republicans who campaigned on reducing government spending.

The group said the measures that were approved on Tuesday would generate \$21 billion in transportation revenue.

ARTBA President Pete Ruane said Wednesday that the election results showed voters want Congress to address transportation funding at the federal level quickly in the next Congress.

"These election results show, once again, the public wants our government to invest in our mobility and safety and are willing to pay for it," he said in a statement.

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"It doesn't make a difference whether it is a Republican- or Democratic-leaning state," Ruane continued. "The newly-elected Congress and the White House must take note and do their job and permanently fix the Highway Trust Fund. Transportation funding cannot remain frozen in the ice of political inertia and partisanship. The states rely on federal funds for, on average, 52 percent of their highway and bridge capital investments."

Transportation advocates have pushed Congress hard to approve a multi-year transportation bill, but lawmakers have struggled to find a way to close an approximately \$15 billion gap in annual road and transit funding that has developed in recent years.

The normal funding source for transportation projects is revenue that is collected by the 18.4-cents-per-gallon federal gas tax. The tax has not been increased since 1993, however, and it is struggling to keep pace with infrastructure expenses as cars become more fuel efficient.

The last multi-year transportation bill that was approved by Congress, in 2012, included approximately \$50 billion per year in road and transit spending, but the gas tax is only bringing in about \$34 billion per year.

The Obama administration sent Congress a proposal for a four-year, \$302 billion renewal of the 2012 transportation bill it said could be paid for with revenue that would be generated from closing corporate tax loopholes. Congress largely ignored the proposal, however, choosing instead to approve only an approximately \$11 billion temporary extension to cover the transportation shortfall until next May.

Some transportation advocates have suggested that Congress might consider a gas tax hike to pay for a new highway bill in the upcoming lame duck now that Republicans are set to take control of the Senate in January.

Movement on the gas tax during the lame duck session would of course allow newly-elected Republicans to avoid taking blame for increasing prices at the pump by blaming defeated Democrats for insisting on the hike during the final weeks of the current congressional session, the thinking goes.

President Obama identified transportation funding as an area he could potentially compromise with Republicans in a post-election press conference on Wednesday.

"We all agree on the need to create more jobs that pay well," Obama said. "Traditionally, both parties have been for creating jobs rebuilding our infrastructure -- our roads, bridges, ports, waterways. I think we can hone in on a way to pay for it through tax reform that closes loopholes and makes it more attractive for companies to create jobs here in the United States."

Incoming Senate Minority Leader Mitch McConnell (R-Ky.) made no mention of transportation list in a similar potential lame duck session to-do list he offered during a press conference of his own, however.

"We've been talking about whether to do a [continuing resolution]," McConnell said. "We'll be talking about whether to do the tax extender package. There are a number of things that have sort of stacked up."

"I think I've said it before and I'll say it again, the Senate hasn't been doing anything," he continued. "So there's a whole lot of unfinished business sitting there, some of which it might be advantageous to get out of the way. Democrats may want to do it. We may want to do it in order to clear off some of the necessary work that's been undone in the dysfunctional Senate."

TAGS: Highway Trust Fund, Gas Tax, MAP-21 Reauthorization, Highway bill

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