



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Technical Planning Committee MEETING AGENDA

NOVEMBER 18, 2015  
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION  
ORGANIZATION

**Technical Planning Committee Meeting Agenda**  
**Wednesday, November 18, 2015 1:30 p.m.**  
**OTO Offices**  
**Holland Building**  
**205 Park Central East, Suite 212**  
**Springfield, MO**

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

**I. Administration**

**A. Introductions**

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

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

**C. Approval of the September 16, 2015 Meeting Minutes ..... Tab 1**  
(1 minute/Humphrey)

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

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

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

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

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

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

A handout will be provided outlining BPAC'S current activities.

**G. MoDOT Update**

(5 minutes/Miller)

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

**H. Legislative Reports**

(5 minutes/Legislative staff)

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

**II. New Business**

**A. Amendment Number Eight to the FY 2015-2018 TIP .....Tab 2**  
(5 minutes/Fields)

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

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

**B. Federal Functional Classification Map Change Request .....Tab 3**  
(5 minutes/Longpine)

There are four 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**

**C. Annual Listing of Obligated Projects .....Tab 4**  
(5 minutes/Longpine)

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.332. This will be distributed at the meeting.

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

**D. Federal Funds Balance Report .....Tab 5**  
(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**

**E. Amendment to the STP-Urban Advance .....Tab 6**  
(5 minutes/Fields)

An amendment to the STP-Urban advance policy is requested to allow expanded participation.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE AMENDMENT TO THE STP-URBAN ADVANCE POLICY TO THE BOARD OF DIRECTORS**

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

**TECHNICAL COMMITTEE ACTION REQUESTED TO ELECT THE CHAIRMAN AND CHAIRMAN-ELECT POSITIONS OF THE 2016 TECHNICAL PLANNING COMMITTEE**

- G. OTO Technical Committee 2016 Meeting Schedule .....Tab 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)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

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

**IV. Adjournment**

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, January 20, 2016 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

**Attachments and Enclosure:**

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

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

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

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**TAB 1**

**TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2015; ITEM I.C.**

**September 16, 2015 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Technical Committee member review are the minutes from the September 16, 2015 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 PLANNING COMMITTEE ACTION REQUESTED:**

“Move to approve the September 16, 2015 Technical Planning Committee Minutes.”

OR

“Move to approve the September 16, 2015 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES  
September 16, 2015**

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

The following members were present:

Mr. King Coltrin, City of Strafford	Mr. Larry Martin, City of Ozark
Mr. Travis Cossey, City of Nixa	Mr. Frank Miller, MoDOT
Ms. Dawne Gardner, City of Springfield (a)	Mr. Jeremiah Shuler, FTA Representative
Mr. Rick Hess, City of Battlefield	Mr. Andrew Seiler, MoDOT
Mr. Adam Humphrey, Greene County (Chair)	Mr. Kelly Turner, City Utilities Transit
Mr. Joel Keller, Greene County Hwy Dept. (a)	Mr. Terry Whaley, Ozark Greenways
Mr. Kirk Juranas, City of Springfield	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. Kevin Lambeth, City of Battlefield (a)
Mr. Rick Artman, Greene County Highway	Ms. Diane May, SMOG (a)
Mr. Joshua Bird, Christian County (a)	Mr. J. Everett Mitchell, City of Willard (a)
Mr. David Bishop, R-12 School District	Mr. Kent Morris, Greene County Planning
Ms. Kristy Bork, SGF (a)	Mr. Kirk Nonen, BNSF
Mr. David Brock, City of Republic	Mr. Jeremy Parsons, City of Ozark (a)
Mr. Randall Brown, City of Willard	Ms. Beth Schaller, MoDOT (a)
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Justin Cohan, Springfield Chamber of Commerce	Mr. Shawn Schroeder, Springfield-Branson National Airport
Mr. Rick Emling, R-12 School District (a)	Ms. Mary Lilly Smith, City of Springfield
Ms. Diane Gallion, City Utilities (a)	Mr. Garrett Tyson, City of Republic (a)
Mr. Martin Gugel, City of Springfield (a)	Ms. Janette Vomund, MoDOT
Mr. Jay Huff, Missouri State University (a)	Ms. Eva Voss, MoDOT
Mr. Tom Johnson, Missouri State University	Mr. Chad Zickefoose, MoDOT (a)
Mr. Brad McMahon, FHWA	

Others present were: Ms. Barbara J. Lucks, City of Springfield; Mr. Paul C Hood, City of Willard; Ms. Tonya Holland, FTA; Ms. Jennifer Thomas, HDR Inc.; Mr. Randy Coffey, MoDOT; Mr. Dan Mann, Olsson Associates; Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Jason Ray, SMOG.

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

## **I. Administration**

### **A. Introductions**

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

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

### **C. Approval of the July 15, 2015 Meeting Minutes**

Mr. Martin made the motion to approve the July 15, 2015 meeting minutes. Mr. Hess seconded and the motion carried unanimously.

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

None.

### **E. Executive Director's Report**

Ms. Fields stated that staff had been continuing work on the long range transportation plan. There are monthly meetings to move forward. The OTO is on schedule for looking at an end of the year completion date. She stated that Ms. Longpine was attending a Freight Conference in Ohio. There was an email sent earlier with the maps for the local jurisdictions and the Major Thoroughfare Plan adoption, so hopefully everyone can start moving forward on getting that adopted. The Board of Directors did agree with the proposed changes to the proposed Major Thoroughfare Plan. The change on Kansas Expressway north of Republic Road and Kansas Expressway was denied. A letter was sent to the City of Springfield documenting that.

The Pro Data travel time units are under contract. It could be as early as October or November that data starts coming back. This is a partnership with MoDOT, the City of Springfield, and the OTO. The OTO is paying for 13 units out in the field, with MoDOT and the City of Springfield covering the rest. This will give the OTO travel times from where the roads are located along corridors and hopefully origin destination data to understand the areas travel patterns better.

Staff attended a Congestion Management Process Workshop with Federal Highway which highlighted reliability measures. It did not focus on the reoccurring congestion but the non-reoccurring congestion resulting from accidents or special events. Staff was able to learn about the kind of measures that are looked at for that and can hopefully incorporate some of it. The OTO has agreed to host a Traffic Incident Management Subcommittee in where tow truck drivers, EMT, and transportation facilitators will discuss how to clear accidents on the roadways more efficiently and avoid secondary crashes. That subcommittee will begin soon.

The City of Ozark and MoDOT's Incident Management Center gave a presentation to the Board of Directors. The City of Ozark is doing some innovative things to incorporate incident management.

There have been reports of accidents by the Republic High School. MoDOT has agreed to look at the accidents in the area and see if there is some sort of safety measure that can be taken. The high school is on two State of Missouri roads.

Ms. Fields stated that staff had been attending different Chamber of Commerce events in the area. The OTO is willing to speak at any community events to discuss what the OTO does, what transportation planning is, and the funding crisis. Staff can make presentations as well to the local jurisdictions Planning Commissions or Boards about the Major Thoroughfare Plan changes.

**F. Bicycle and Pedestrian Committee Report**

Mr. Humphrey stated that there was a handout that summarizes the Bicycle and Pedestrian Report.

Ms. Fields stated that the Board of Directors wants the Bicycle and Pedestrian Committee to focus on bicycle safety. The committee has been working on how to better educate bicyclists and motorists. There has been increased bicycle accidents so the goal is to educate people on how to avoid that.

**G. MoDOT Update**

Mr. Miller stated that the FY 2015 revenues came in higher than anticipated in the amount of \$47 million. There had been a projected issue with matching federal funds in FY 2017, so the \$47 million will be applied towards FY 2017 and matching the federal funds for that year. It turns the \$47 million into an additional \$210 million for projects across the state. The OTO region will receive an additional \$6.2 million. That is being distributed by the Taking Care of the System Program Formula. In addition to that the Highway Commission took action on the Cost Share Program Funding for FY 2017. The funds were distributed and the OTO will be receiving \$2.3 million from that. There is an additional \$8.4 million in the OTO area than was originally projected for FY 2017.

MoDOT is looking at projects for Taking Care of the System and Safety Projects. Staff is looking at an additional project in Greene County, which is Route H over the South Dry Sac River. Originally MoDOT was going to focus on the primary system only. That has been suspended for FY 2017 and supplementary routes can be worked on as well. Route H is the last critical bridge in the OTO area. Beyond that, there will be some resurfacing and safety projects. He outlined some of the projects that MoDOT was looking at. The system will be taken care of at a higher level with some of safety projects in the area. The Cost Share Program funds for FY 2017 got distributed so there will be no Cost Share Program in FY 2017. The Highway Commission has not made a decision on FY 2018.

**H. Legislative Reports**

None.

**II. New Business**

**A. Amendment Number Seven to the FY 2015-2018 TIP**

Ms. Fields stated that the City of Springfield has asked to add additional funds to the Commercial Street project, which had previously been awarded Enhancement Funding. The

City of Springfield requested STP-Urban funding to double the cost of the project, with improvements to the Commercial and Washington Intersection being added. Mr. Juranas mentioned it was a roundabout project. It is a good project that takes out the signal and puts in a roundabout near the railroad bridge. There was concern about the approach coming out of the underpass but that has been taken care of. The roundabout fills the gap for cost. He mentioned there was confusion over the programmed funding amount. There was discussion with Mr. Juranas and Ms. Fields about the agreements and the amount programmed. Mr. Juranas stated he would check the numbers and the discrepancy before it was approved by the Board of Directors. Mr. Miller stated that as long as it was still 80% Federal it could be done before the Board of Directors meeting.

Mr. Whaley made the motion to recommend approval of TIP Amendment Number Seven to the Board of Directors. Mr. Hess seconded and the motion carried unanimously.

Mr. Martin inquired if the roundabout at Washington was a three legged roundabout. Mr. Juranas stated it was four, since Washington continues north. The roundabout will be pushed a little bit south, so it will avoid the grade by the bridge. Mr. Martin was impressed with the development of the shops and pedestrian traffic on Commercial Street, it appeared to be becoming a little destination.

#### **B. Rideshare Program Continuation**

Ms. Fields stated that back in 2008, when the gas prices were higher, the Rideshare Program was developed. It is common with MPOs across the country. The OTO decided to do the Ozarkscommute.com website and hired a company called RideShark. The initial setup cost was around \$25,000, with \$7,800 a year in annual maintenance. It allows anyone in the area to go in and sign up for an account. The individuals tells the program where they live and work and what times of day they are traveling there. It will try a match the individual to other users. There will be an email sent on how to contact the other user through the site. It was not terribly successful with individuals. The program comes with 50 employer portals. There are currently eight employer portals in use for the City of Springfield, Greene County, City Utilities, Missouri State University, Mercy, OTC, Drury, and Associated Electric Cooperative. The limitation of the employer portal is that it matches by company email addresses. It is not for companies where most of the employees do not have email addresses such as a McDonalds.

The OTO was paying for this through the OTO budget with planning funds. In 2012 the Federal Highway Administration stated that it could not be paid with planning funds. The City of Springfield offered to pay the annual fee, provide promotional materials, and advocate for the program in the community for a transfer of STP-Urban funds. The City of Springfield has been promoting the program. There is yearly reporting with about 800 people since inception, who have created an account. The usage has tapered off with gas prices going down. If the program was stopped and reinstituted there would be the initial startup fee again. The discussion to have is it is worth continuing the transfer of STP-Urban to support the program.

Ms. Barbara Lucks with the City of Springfield's Environmental Services stated that the Rideshare program is part of the Air Quality Education Program, besides the actual service it provides. The City of Springfield gives out about 5 or 6 thousand packets a year with the Rideshare flyer. The City of Springfield was targeting businesses in particular. She gave an

overview of how the program was promoted. She stated that from an air quality standpoint, the number one problem was mobile sources. The big push is about miles traveled, and the Rideshare Program was to encourage people to travel less. The City of Springfield is involved with the EPA Ozone Advance Program and credit is given for having the Rideshare Program.

Mr. Martin mentioned the possibility of employers like Kraft, Mueller, and Bass Pro being a part of this. Ms. Lucks stated that it would be a sales call to their Human Resource departments. The only issue is that there has not been a lot of staff time yet to do that.

Mr. Miller asked about the yearly cost. Ms. Fields stated it was \$7,800, under the old contract which has expired. The whole thing would need to be rebid or revisited. The City of Springfield is wanting to make sure the OTO would like to continue the program before going back out to bid. Mr. Hess inquired if it was cost effective from a Vehicle Mile Traveled standpoint or if the VMT was even known. Ms. Lucks stated that there is no real ability to track what happens. Staff had not met with RideShark in the past two years to see if there was enhanced software capabilities. Ms. Fields stated that there is a self-reporting mechanism in the software. The individual has to self-report once a match is made and report the amount of mileage saved. However, once a match is made most individuals move on and do not report it.

Ms. Lucks stated the biggest success is with the employers. The City of Springfield Environmental Services had requested another ½ full time employee to work on this type of work. Mr. Martin stated that it seemed important to the areas reporting to have this type of carpooling program. Ms. Lucks stated that with the conference calls with EPA, the City of Springfield points to this program specifically, as being proactive in the area. Mr. Martin mentioned that if the program was shut down there was not another program to replace it. Ms. Lucks stated that was correct there is no other carpooling program. Ms. Fields stated that there are the 831-RIDE signs that direct people to the OTO office. Staff in turn direct the individuals to the Rideshare Program.

Mr. Whaley stated that it was a great tool and that the \$7,800 seemed like a good use for the funds. He mentioned that the OTO should be doing more to change the member's behavior before the public will change theirs. He pointed to the "Let's Go Smart" campaign and stated that those needed to be connected. Ms. Lucks stated that the City of Springfield had a program called Ozarks Green Score, which is about sustainability. It is a tool kit for businesses to adopt these practices. The businesses get points for including the Rideshare Program. Mr. Juranas stated he thought RideShark might compete well in an RFP when the City of Springfield goes out to bid. He thought that software tweaks could be requested when the RFP was rebid. Ms. Lucks stated that tweaks could be requested and that RideShark had been great to work with. She stated that OTO staff had researched a quite a few sites and had not found any that were able to do what the OTO was trying to do besides RideShark.

Mr. Turner stated that City Utilities has a program called City Utilities Ridership Benefit or CURB. The idea of the program is that CU works with employers to allow their employees to have direct deposit to go towards bus fare and passes. It is underutilized. It would be good to coordinate the employer effort with City Utilities CURB and the Rideshare Program. Ms.

Lucks stated that would give the employers a menu to choose from. Mr. Turner stated it would also help with the EPA and air quality.

Mr. Martin made the motion to recommend continuation of the Rideshare Program and associated STP-Urban transfer to the City of Springfield. Mr. Juranas seconded and the motion carried unanimously.

**C. Transportation Plan 2040 Vision**

Ms. Fields stated that the Long Range Transportation Plan Subcommittee was looking at the plan in pieces. The subcommittee was asking for recommendations for the visions and goals so the Board of Directors could approve them. After the goals and vision is set then action items would be created. The vision is simple “to be an excellent transportation system supporting the success of the OTO region.” She went through the list of preliminary goals. She asked for feedback if there were any changes, suggestions, or anything missing.

**D. DBE Annual Goal**

Ms. Parks stated that the OTO has a Title VI Program. The OTO adopted the Disadvantaged Business Enterprise Program last year and set the first goal. The FY 2016 goal has been reevaluated. To set the goal, the number of registered and certified businesses were looked at in the area. The businesses have to be certified through the Missouri Regional Certification Committee. Looking at that the number there were 10 businesses. Then the census data was examined to see how many businesses were available in the area. In the OTO area there were 2,645 businesses. The goal came out to be .00378, which rounds down to zero. Before the OTO had adopted its program, MoDOT set the OTO’s goals since it’ creation in 2008 as a separate entity at zero. This is in line with what MoDOT had already been established. The goal is reexamined every year and will be changed as more businesses are certified in the area. The OTO does not have a large budget and this goal does not apply to any of the jurisdictions projects. It is only for the OTO’s internal purchasing, for items such as office supplies.

Mr. Martin made the motion to recommend approval of the proposed annual DBE Goal and the Appendix D to the Board of Directors. Mr. Miller seconded and the motion carried unanimously.

**E. UPWP Amendment 1**

Ms. Fields stated that the Unified Planning Work Program is the appendix for the contract with MoDOT. The UPWP outlines all the work the OTO will do in exchange for the federal funds. The OTOs Executive Committee and Board of Directors have been discussing the possibility of the OTO relocating as the OTO’s lease nears expiration. The decision has been made that the OTO wants to relocate the offices. The rent will increase a little, but most of the proposed increase of cost is in standard moving and infill costs. The OTO is requesting a \$21,555 increase to the UPWP. It is pretty preliminary right now, with the assumption that a lease could be worked out and it would be this cost. The amendment is to cover the relocation cost.

There was discussion on the reasons for a possible relocation and the possible site. Ms. Fields stated that a possible location was in the Chesterfield Village. Mr. Martin made the point that this amendment would bind the OTO to staying within this cost of the amendment. Ms. Fields stated that would be necessary since the approval process is close

to 90 days, like the jurisdictions face with the TIP amendments. She stated it was the OTO's best estimate of the moving costs and space.

Mr. Schuller inquired if the OTO was planning on moving forward with FY 2016 Planning Funds with PL separating FTA and FHWA, or if the OTO was going to continue with the CPG format. Ms. Fields stated that the OTO would use the CPG format. Mr. Schuller stated that FHWA typically would need a cost benefit analysis as well as some other activities to be completed. Ms. Fields asked for clarification. Mr. Schuller stated that typically when an agency proceeds with an activity like this, there is a cost benefit analysis done; which is a short diligence that is performed to ensure it is indeed a benefit. Ms. Fields stated she would copy Mr. Schuller on it and send the cost benefit analysis to him.

Mr. Juranas made the motion to recommend approval of the proposed UPWP Amendment to the Board of Directors. Mr. Hess made the second to the motion carried with one opposition vote.

### **III. Other Business**

#### **A. Technical Planning Committee Member Announcements**

Mr. Turner stated that there would be public meetings for some proposed route changes on October 6 (Library Center) and October 8 (Library Station) from 4 to 6 p.m. Mr. Martin inquired if was a big revamp of the routes or small. Mr. Turner stated that for the most part the busiest routes were being kept. There were route changes because of the new transfer station that was opening in the spring. City Utilities Transit took the opportunity to look at some of the underperforming routes and to see where they could be modified to accommodate common service requests. The thought is that it would give better service. There will be an impact to some individuals so there would be an opportunity for feedback. Mr. Juranas asked if City Utilities Transit was also considering the feedback from the City of Springfield's Community Listen. Mr. Turner stated that some of the changes are a result of the Community Listen, such as taking a primarily residential route and adding destinations so that the route is more self-contained.

Mr. Schuller stated that FTA has a Safety Webinar on September 17th and 18th and registration is available through the FTA website so for those of you who are on the LRTP committee and filling out performance measures, those topics will be addressed.

Mr. Juranas stated that the City of Springfield just finished the survey for the 1/8th cent & 1/4th cent cost share and need to note that it changed a little bit. MODOT no longer having a Cost Share Program focuses the City of Springfield's program to mobile, street, and bridges. A lot of the big projects that served the OTO area are not in that any more. That highlights the need to get the funding situation fixed. The City of Springfield is going to combine both of those in April. There was discussion on the projects that ranked high on the City of Springfield survey including the bridge on Grand.

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

None.

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

Mr. Miller pointed out the article on the bridge situation in Missouri. The OTO area bridges were looking okay, but losing ground outside the area.

**IV. Adjournment**

Mr. Hess made the motion to adjourn. Mr. Martin seconded and the meeting was adjourned at 2:20 p.m.

**TAB 2**

## **TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2015; ITEM II.A.**

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

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

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

There are eight items included as part of Amendment Number Eight to the FY 2015-2018 Transportation Improvement Program. MoDOT has requested to add funding for scoping on a number of projects in the OTO area.

1. **\*New\*** Scoping for Resurfacing on Chestnut Expressway (MO1612)  
Scoping for pavement improvements on Chestnut Expressway from Lullwood St. to College St. and from Kansas Expressway to Delaware Ave. in FYs 2016 and 2017 for a total programmed amount of \$9,000.
2. **\*New\*** Scoping for Resurfacing on Route 14 (MO1613)  
Scoping for pavement and safety improvements on Route 14 from Route W to Route OO in FYs 2016 and 2017 for a total programmed amount of \$2,000.
3. **\*New\*** Scoping for Resurfacing on Route EE (MO1614)  
Scoping for pavement and Safety Improvements on Route EE from Route AB to Highway 160 in FYs 2016 and 2017 for a total programmed amount of \$4,000.
4. **\*New\*** Scoping for Resurfacing on Route AB (MO1615)  
Scoping for pavement and safety improvements on Route AB from Highway 160 to Route 266 in FYs 2016 and 2017 for a total programmed amount of \$6,000.
5. **\*New\*** Scoping for Glenstone Avenue Pavement Rehabilitation (MO1616)  
Scoping for pavement improvements on various sections of Glenstone Avenue from I-44 to Grand Street in FYs 2016 and 2017 for a total programmed amount of \$15,000.
6. **\*New\*** Expressway Intersection Safety Improvements (MO1617)  
Scoping for safety improvements at expressway intersections at various location in the Ozarks Transportation Organization area in FYs 2016 and 2017 for a total programmed amount of \$225,000.
7. **\*New\*** Freeway Ramp Safety Improvements (MO1618)  
Scoping for safety improvements on freeway ramps at various locations in the Ozarks Transportation Organization area in FYs 2016 and 2017 for a total programmed amount of \$176,000.
8. **\*New\*** Route H Bridge over South Dry Sac (MO1619)  
Scoping for bridge improvements over South Dry Sac in FYs 2016 and 2017 for a total programmed amount of \$150,000.

##### **TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

That the Technical Planning Committee approve one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 8 to the FY 2015-2018 Transportation Improvement Program.”

OR

“Move to recommend that the Board of Directors approve Amendment 8 to the FY 2015-2018 Transportation Improvement Program with the following changes...”



## Transportation Improvement Program - FY 2015-2018

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

#### E) Roadways Section

**TIP #** MO1612      SCOPING FOR RESURFACING ON CHESTNUT EXPRESSWAY

**Route** Chestnut Expressway

**From** Lullwood St.

**To** Delaware Ave.

**Location/Agency** City of Springfield

**Federal Agency** FHWA

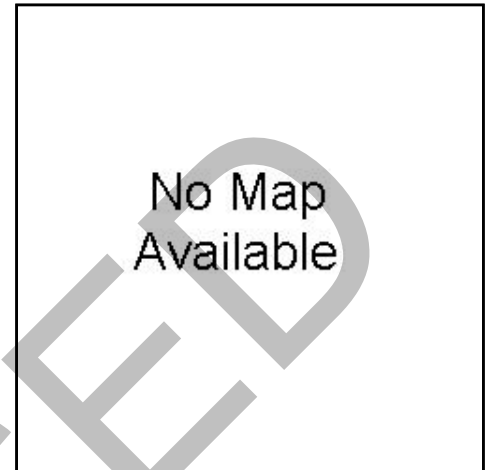
**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

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

**AC Year of Conv.**

**STIP #**



#### Project Description

Scoping for pavement improvements on Chestnut Expressway from Lullwood St. to College St. and from Kansas Expressway to Delaware Ave.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$0	\$7,000	\$2,000	\$0	\$9,000
<b>Totals</b>			<b>\$0</b>	<b>\$7,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$9,000</b>

#### Notes

Source of MoDOT funds: State transportation revenues.

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



## Transportation Improvement Program - FY 2015-2018

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

#### E) Roadways Section

**TIP #** MO1613      SCOPING FOR RESURFACING ON RTE. 14

**Route**              Route 14

**From**              Route W

**To**                  Route OO

**Location/Agency**      Christian County

**Federal Agency**        FHWA

**Responsible Agency**      MoDOT

**Federal Funding Category** STP

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

**AC Year of Conv.**

**STIP #**                8P3057

No Map  
Available

#### Project Description

Scoping for pavement and safety improvements on Rte. 14 from Rte. W to Rte. OO.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$0	\$1,000	\$1,000	\$0	\$2,000
<b>Totals</b>			<b>\$0</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$2,000</b>

#### Notes

Source of MoDOT funds: State transportation revenues.

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



## Transportation Improvement Program - FY 2015-2018

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

#### E) Roadways Section

**TIP #** MO1614      SCOPING FOR RESURFACING ON RTE. EE

**Route**              Route EE

**From**             Route AB

**To**                Highway 160

**Location/Agency**      Greene County

**Federal Agency**        FHWA

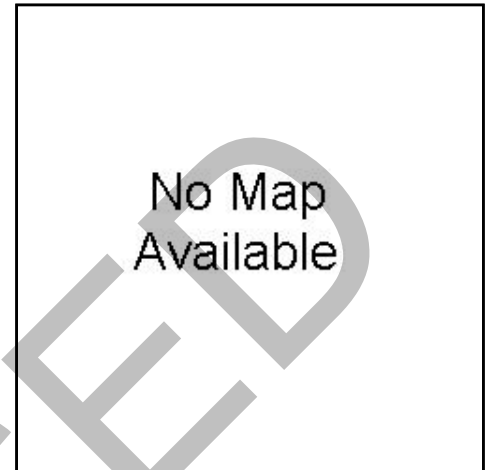
**Responsible Agency**      MoDOT

**Federal Funding Category** STP

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

**AC Year of Conv.**

**STIP #**



#### Project Description

Scoping for pavement and safety improvements on Rte. EE from Rte. AB to Rte. 160.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$0	\$2,000	\$2,000	\$0	\$4,000
<b>Totals</b>			<b>\$0</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$4,000</b>

#### Notes

Source of MoDOT funds: State transportation revenues.

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



## Transportation Improvement Program - FY 2015-2018

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

#### E) Roadways Section

**TIP #** MO1615      SCOPING FOR RESURFACING ON RTE. AB

**Route**              Route AB

**From**             Highway 160

**To**                Route 266

**Location/Agency**      Greene County

**Federal Agency**        FHWA

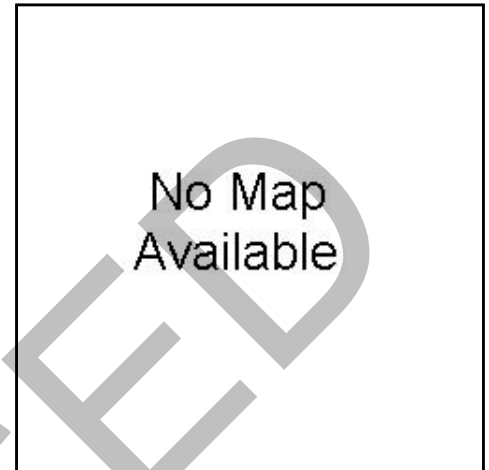
**Responsible Agency**      MoDOT

**Federal Funding Category** STP

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

**AC Year of Conv.**

**STIP #**



#### Project Description

Scoping for pavement and safety improvements on Rte. AB from Rte. 160 to Rte. 266.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$0	\$4,000	\$2,000	\$0	\$6,000
<b>Totals</b>			<b>\$0</b>	<b>\$4,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$6,000</b>

#### Notes

Source of MoDOT funds: State transportation revenues.

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



## Transportation Improvement Program - FY 2015-2018

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

#### E) Roadways Section

**TIP #** MO1616      **SCOPING FOR GLENSTONE AVENUE PAVEMENT REHABILITATION**

**Route** Glenstone

**From** I-44

**To** Grand St.

**Location/Agency** City of Springfield

**Federal Agency** FHWA

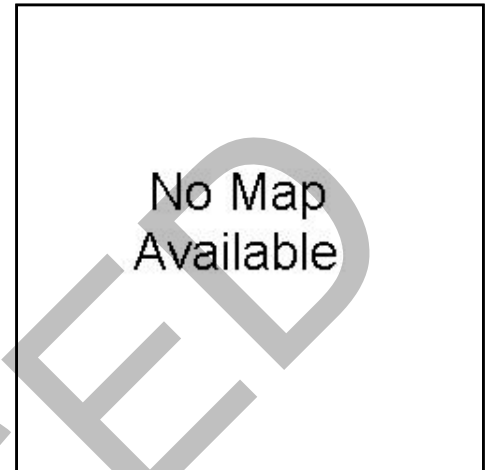
**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

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

**AC Year of Conv.**

**STIP #**



#### Project Description

Scoping for pavement improvements on various sections of Glenstone Ave. from I-44 to Grand St.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
MoDOT	State	ENG	\$0	\$13,000	\$2,000	\$0	\$15,000
<b>Totals</b>			<b>\$0</b>	<b>\$13,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$15,000</b>

#### Notes

Source of MoDOT funds: State transportation revenues.

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



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1617 EXPRESSWAY INTERSECTION SAFETY IMPROVEMENTS

**Route** Various

**From** Various

**To** Various

**Location/Agency** Area Wide

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**AC Year of Conv.**

**STIP #** 8P3056



#### Project Description

Scoping for safety improvements at expressway intersections at various locations in the Ozarks Transportation Organization Area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$0	\$200,700	\$1,800	\$0	\$202,500
MoDOT	State	ENG	\$0	\$22,300	\$200	\$0	\$22,500
<b>Totals</b>			<b>\$0</b>	<b>\$223,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$225,000</b>

#### Notes

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$225,000



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1618      **FREEWAY RAMP SAFETY IMPROVEMENTS**

**Route**              Various

**From**              Various

**To**                  Various

**Location/Agency**      Area Wide

**Federal Agency**        FHWA

**Responsible Agency**      MoDOT

**Federal Funding Category**      Safety

**MoDOT Funding Category**      Safety

**AC Year of Conv.**

**STIP #**                  8I3055



#### Project Description

Scoping for safety improvements on freeway ramps at various locations in the Ozarks Transportation Organization area.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$0	\$156,600	\$1,800	\$0	\$158,400
MoDOT	State	ENG	\$0	\$17,400	\$200	\$0	\$17,600
<b>Totals</b>			<b>\$0</b>	<b>\$174,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$176,000</b>

#### Notes

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$176,000



## Transportation Improvement Program - FY 2015-2018

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

#### E) Roadways Section

**TIP #** MO1619      ROUTE H BRIDGE OVER SOUTH DRY SAC

**Route**              Route H

**From**              South Dry Sac

**To**                  South Dry Sac

**Location/Agency**      Greene County

**Federal Agency**        FHWA

**Responsible Agency**      MoDOT

**Federal Funding Category** STP

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

**AC Year of Conv.**

**STIP #**                8S0556

No Map  
Available

#### Project Description

Scoping for bridge improvements over South Dry Sac Creek.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP)	Federal	ENG	\$0	\$118,400	\$1,600	\$0	\$120,000
MoDOT	State	ENG	\$0	\$29,600	\$400	\$0	\$30,000
<b>Totals</b>			<b>\$0</b>	<b>\$148,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$150,000</b>

#### Notes

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$150,000

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal						Local		State		Other	
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	MoDOT	GCSA	MoDOT-AC	OTHER
TOTAL												

### FY 2015

BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,044	\$97,600	\$0	\$3,893,356	\$0
GR1010	\$0	\$911,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,000	\$0	\$9,071,000	\$0
GR1104	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$0	\$0	\$0	\$0
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$0	\$0	\$0	\$0
GR1402	\$0	\$0	\$0	\$168,800	\$1,049,967	\$0	\$0	\$0	\$105,200	\$1,048,968	\$0	\$126,065
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1502	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0
MO1201	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$784,000	\$0
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,800	\$0	\$1,323,200	\$0
MO1501	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,600	\$0	\$538,400	\$0
MO1504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,600	\$0	\$194,400	\$0
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0
MO1604	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$1,600	\$0
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
NX0601	\$949,612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$43,200	\$0
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
RP1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1018	\$0	\$0	\$248,000	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$0
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
SP1109	\$1,506,000	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$1,398,400	\$750,000	\$3,877,600	\$343,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
SP1114	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
SP1120	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,200	\$0	\$352,800	\$0
FY 2015 continued on next page												
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,044	\$97,600	\$0	\$3,893,356	\$0
GR1010	\$0	\$911,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,000	\$0	\$9,071,000	\$0
GR1104	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$0	\$0	\$0	\$0
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$0	\$0	\$0	\$0
GR1402	\$0	\$0	\$0	\$168,800	\$1,049,967	\$0	\$0	\$0	\$105,200	\$1,048,968	\$0	\$126,065
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1502	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0
MO1201	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$784,000	\$0
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,800	\$0	\$1,323,200	\$0
MO1501	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,600	\$0	\$538,400	\$0
MO1504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,600	\$0	\$194,400	\$0
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0
MO1604	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$1,600	\$0
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
NX0601	\$949,612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$43,200	\$0
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
RP1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1018	\$0	\$0	\$248,000	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$0
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
SP1109	\$1,506,000	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$1,398,400	\$750,000	\$3,877,600	\$343,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
SP1114	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
SP1120	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,200	\$0	\$352,800	\$0

FY 2015 continued on next page

## Roadways

## Ozarks Transportation Organization

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal										Local		State		Other	
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	MoDOT-AC	OTHER	TOTAL		
FY 2016 continued																
MO1612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$7,000		
MO1613	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000		
MO1614	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000		
MO1615	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000		
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$0	\$0	\$13,000		
MO1617	\$0	\$200,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,300	\$0	\$0	\$0	\$223,000		
MO1618	\$0	\$156,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,400	\$0	\$0	\$0	\$174,000		
MO1619	\$0	\$0	\$0	\$118,400	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$148,000		
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000		
NX0906	\$1,307,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,750	\$344,200	\$0	\$1,376,800	\$0	\$3,354,751		
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000		
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000		
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000		
RP1401	\$0	\$0	\$0	\$0	\$0	\$178,400	\$0	\$0	\$0	\$44,600	\$0	\$0	\$0	\$223,000		
RP1502	\$201,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,280	\$0	\$0	\$0	\$0	\$251,400		
SP1018	\$0	\$0	\$4,726,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,600	\$0	\$0	\$0	\$5,908,000		
SP1106	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,600	\$0	\$5,800		
SP1112	\$0	\$0	\$0	\$0	\$0	\$64,000	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$80,000		
SP1204	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000		
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984		
SP1323	\$681,000	\$0	\$0	\$0	\$0	\$147,200	\$0	\$0	\$905,541	\$112,915	\$0	\$484,440	\$0	\$2,331,096		
SP1401	\$0	\$0	\$0	\$0	\$0	\$20,800	\$0	\$0	\$0	\$5,200	\$0	\$0	\$0	\$26,000		
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000		
SP1409	\$0	\$258,000	\$0	\$0	\$0	\$7,257,000	\$0	\$0	\$0	\$835,000	\$0	\$0	\$0	\$8,350,000		
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,903,200	\$0	\$11,612,800	\$0	\$14,516,000		
SP1415	\$734,000	\$0	\$0	\$0	\$0	\$302,000	\$0	\$0	\$184,000	\$75,000	\$0	\$0	\$0	\$1,295,000		
SP1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000		
SP1601	\$0	\$0	\$0	\$0	\$0	\$281,600	\$0	\$0	\$0	\$70,400	\$0	\$0	\$0	\$352,000		
SP1602	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$60,000		
WI1301	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000		
SUBTOTAL	\$4,433,121	\$1,439,900	\$4,876,800	\$164,000	\$128,000	\$8,521,100	\$0	\$320,000	\$1,925,555	\$6,598,915	\$32,000	\$15,259,640	\$0	\$43,699,031		

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal							Local		State		Other	
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT GCSA	OTHER	TOTAL
<b>FY 2017</b>													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
GR1602	\$0	\$0	\$0	\$0	\$0	\$513,000	\$0	\$0	\$0	\$57,000	\$0	\$0	\$570,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$207,200	\$0	\$0	\$0	\$51,800	\$0	\$0	\$259,000
MO1505	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1607	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1608	\$0	\$39,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$0	\$44,000
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1613	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
MO1614	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1615	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1617	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1618	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1619	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1701	\$315,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$134,600	\$0	\$538,400	\$1,066,750
MO1705	\$0	\$0	\$0	\$155,200	\$0	\$0	\$0	\$0	\$0	\$38,800	\$0	\$0	\$194,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$2,198,631
SP1106	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$144,000	\$0	\$0	\$0	\$36,000	\$0	\$0	\$180,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$32,800	\$0	\$0	\$0	\$8,200	\$0	\$0	\$41,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$405,200	\$0	\$0	\$0	\$100,800	\$0	\$0	\$506,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$1,373,908	\$0	\$0	\$271,823	\$343,977	\$0	\$0	\$3,079,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$6,890,400	\$0	\$0	\$1,722,600	\$0	\$0	\$0	\$8,613,000
WI1301	\$0	\$0	\$0	\$643,200	\$0	\$0	\$0	\$0	\$0	\$160,800	\$0	\$0	\$804,000
<b>SUBTOTAL</b>	<b>\$3,106,795</b>	<b>\$43,200</b>	<b>\$0</b>	<b>\$802,400</b>	<b>\$0</b>	<b>\$9,575,308</b>	<b>\$0</b>	<b>\$0</b>	<b>\$846,701</b>	<b>\$2,963,977</b>	<b>\$0</b>	<b>\$572,000</b>	<b>\$17,910,381</b>

# FINANCIAL SUMMARY

## Roadways

YEARLY SUMMARY		Federal						Local	State		Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (NHPP)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	TOTAL
										GCSA		OTHER
<b>FY 2018</b>												
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$284,000
MO1505	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$0	\$0	\$39,800	\$0	\$0
MO1607	\$0	\$0	\$0	\$0	\$0	\$24,800	\$0	\$0	\$0	\$6,200	\$0	\$0
MO1609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0
MO1610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0
MO1611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0
MO1801	\$331,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$134,600	\$538,400	\$0
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0
RG0901	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$400	\$1,600	\$0
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0
SP1106	\$0	\$0	\$0	\$1,289,600	\$0	\$0	\$0	\$0	\$1,179,000	\$297,400	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$2,801,066	\$166,134	\$0	\$0	\$741,800	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$717,400	\$0	\$0	\$0	\$179,400	\$0	\$0
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0
<b>SUBTOTAL</b>	<b>\$331,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,448,800</b>	<b>\$0</b>	<b>\$3,544,066</b>	<b>\$166,134</b>	<b>\$0</b>	<b>\$1,261,750</b>	<b>\$1,691,800</b>	<b>\$572,000</b>	<b>\$0</b>
<b>GRAND TOTAL</b>	<b>\$14,979,528</b>	<b>\$2,483,700</b>	<b>\$5,124,800</b>	<b>\$3,564,715</b>	<b>\$3,751,967</b>	<b>\$21,694,874</b>	<b>\$166,134</b>	<b>\$1,824,800</b>	<b>\$7,925,601</b>	<b>\$17,697,592</b>	<b>\$1,911,968</b>	<b>\$469,065</b>
												<b>\$122,810,840</b>

**TAB 3**

## TECHNICAL COMMITTEE AGENDA 11/18/2015; ITEM II.B.

### Federal Functional Classification Change Request

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

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

- 1) South Lynn Avenue/Farm Road 89/East Williamsburg Walk from Miller Road to West Farm Road 194  
Current Functional Classification – Local  
Requested Functional Classification – Major Collector  
Major Thoroughfare Plan – Secondary Arterial and Local (though Proposed MTP shows all SA)  
Reasoning – New development and the extension of Williamsburg Walk into Christian County has caused this roadway to function as a collector for the surrounding area. Construction is planned in 2016 to improve Lynn Avenue and Farm Road 89 to create similar cross-sections along the route.
- 2) South Illinois Avenue from US Highway 60 to West Farm Road 194  
Current Functional Classification – Local  
Requested Functional Classification – Major Collector  
Major Thoroughfare Plan – Collector  
Reasoning – Adjacent development has increased the traffic levels along this segment of roadway, also impacting its function.

The City of Springfield has requested the following changes to the federal functional classification system. The applications are also included.

- 3) Walnut Lawn Street from Campbell Avenue to National Avenue  
Current Functional Classification – Collector  
Requested Functional Classification – Secondary Arterial  
Major Thoroughfare Plan – Collector (Springfield intends to request a similar MTP change)  
Reasoning – This section of Walnut Lawn is classified inconsistently with the remainder of Walnut Lawn in Springfield, and this section also functions more like a secondary arterial feeding the primary arterial system.

- 4) Lone Pine Avenue from Galloway Street to Republic Street  
Current Functional Classification – Secondary Arterial  
Requested Functional Classification – Collector  
Major Thoroughfare Plan – Secondary Arterial (Springfield intends to request a similar MTP change)  
Reasoning – This section of Lone Pine functions as a collector, different from the section between Galloway and Battlefield. The future vision for this portion of Lone Pine is mixed-use and low-intensity.

**TECHNICAL COMMITTEE ACTION REQUESTED:**

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

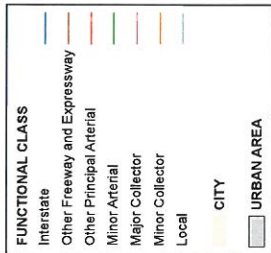
# Functional Classification System

## SPRINGFIELD

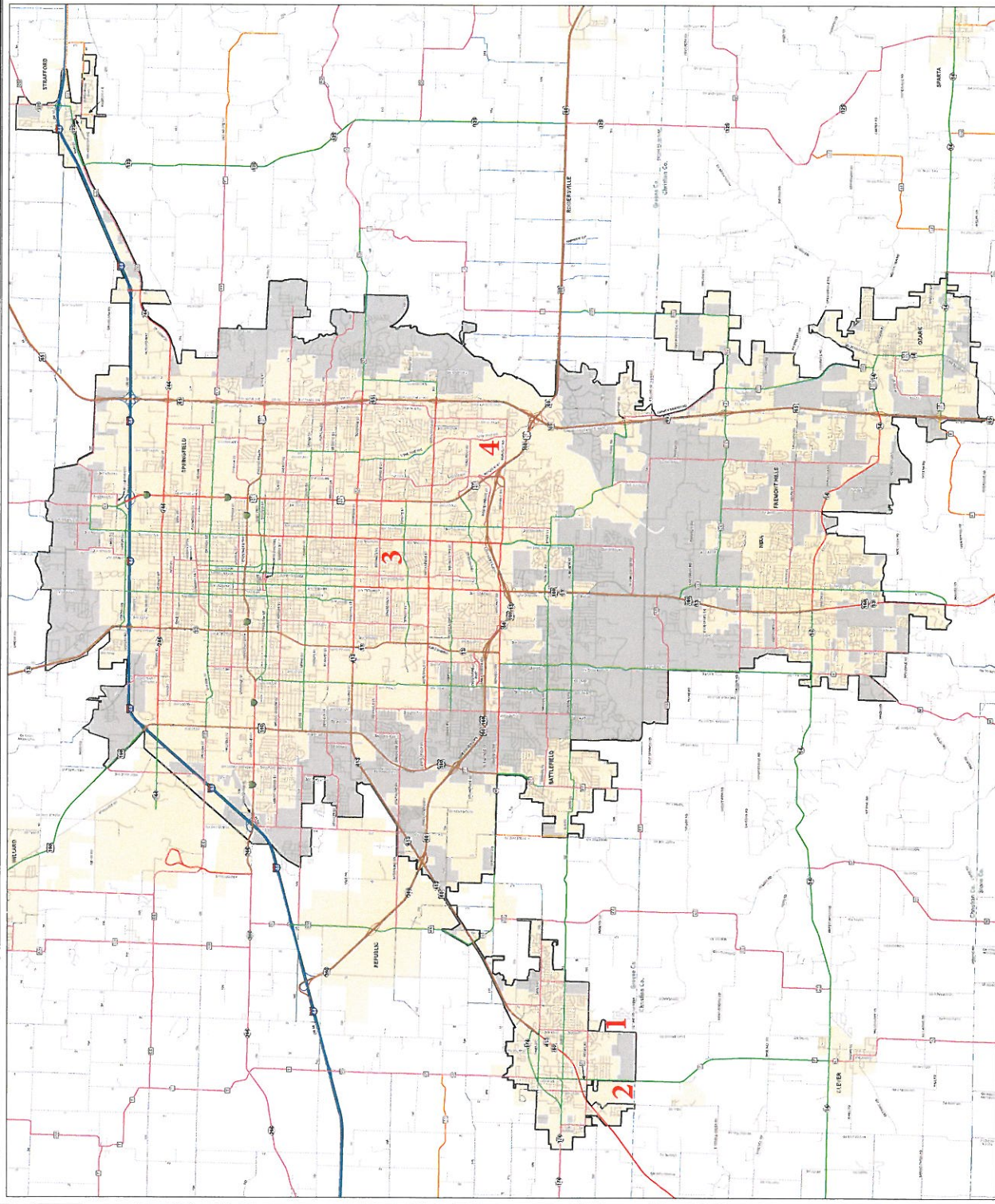
Christian County  
Greene County  
Missouri



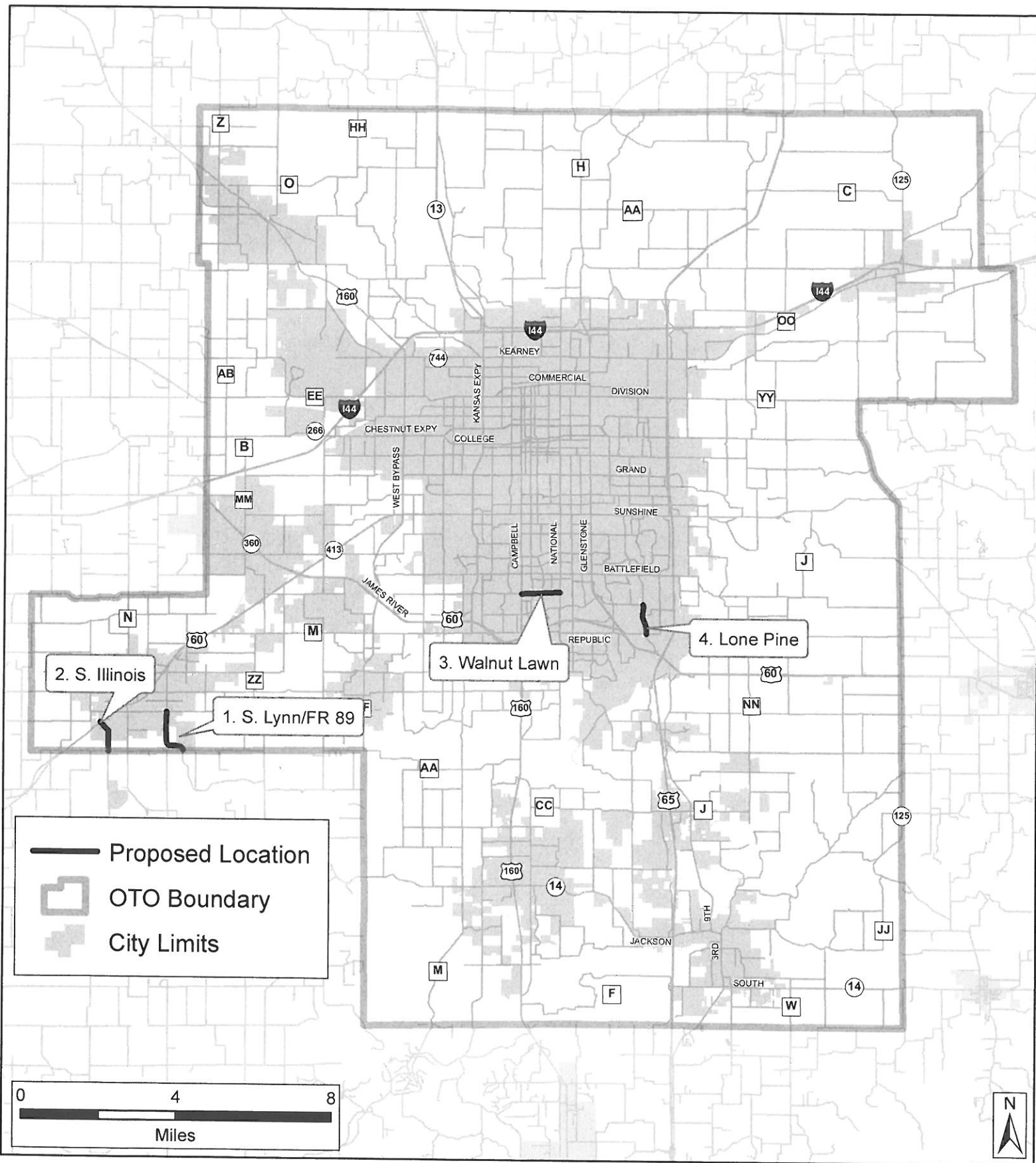
### Existing Functional Classification



Approved August 27, 2015



## Proposed Functional Classification Locations





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](mailto:staff@ozarkstransportation.org) or fax it to (417) 862-6013. After receiving the request, OTO will reply with an e-mail notice of the approximate time frame of review and pending approval.

### Application Information

Date: 10/30/15

### Contact Information

Name: David Brock  
Title: Public Works Director  
Agency: City of Republic  
Street Address: 213 N. Main  
City/State/Zip: Republic, MO 65738  
Email: [dbrock@republicmo.com](mailto:dbrock@republicmo.com)  
Phone: 417-732-3400  
Fax: 417-732-3499

### Roadway Data

Roadway Name: South Lynn Avenue, Farm Road 89 and East Williamsburg Walk  
Termini of Roadway  
    From: Miller Road  
    To: West Farm Road 194 (County Line Road)  
Length (miles): 1.31 Miles  
Number of Lanes: Two  
Lane Width: 12' (varies)  
Traffic Volume (AADT): 1,002

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.

The entire alignment is comprised of existing roadways of differing cross sections. Lynn Avenue between Miller Road and Elizabeth Street was improved in 2004; Williamsburg Walk within the Lakes at Shuyler Ridge was constructed circa 2006 and the section in the undeveloped area was constructed by Greene County in 2012. The remaining portions of Lynn Avenue and Farm Road 89 will be improved in a cooperative effort between the City of Republic and the Greene County Highway Department. This project is scheduled for construction in 2016. A copy of the IGA is attached.

## Classification Change

### Type of Area

Current Classification	Local
Requested Classification:	Major Collector

### Justification

Explain why the roadway classification should be revised.

New construction by local jurisdictions and adjacent development over the last decade have created a new through-way that will serve the rapidly growing area. The extension of Williamsburg Walk into Christian County (Terrell Valley Drive) serves as a rural collector for the region. For the requested classification of Major Collector, the current AADT was compared to traffic demands on similarly classified roadways.

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

Adjacent development and a statistical summarization as of March 2015:  
Valley Park Estates (including 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> Additions): 9 of 140 lots left undeveloped  
Valley Park Future Phases: 27 Acres of single family residential  
The Lakes at Shuyler Ridge (LSR): 35 of 165 single family lots remain undeveloped  
LSR Phase II: Construction plans submitted October 2015 for 77 lots of single family residential  
LSR Future Phases: 135 Acres of Plot Assignment District (residential and commercial)

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

There is 31 acres of undeveloped commercial use property adjacent to the roadway.

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

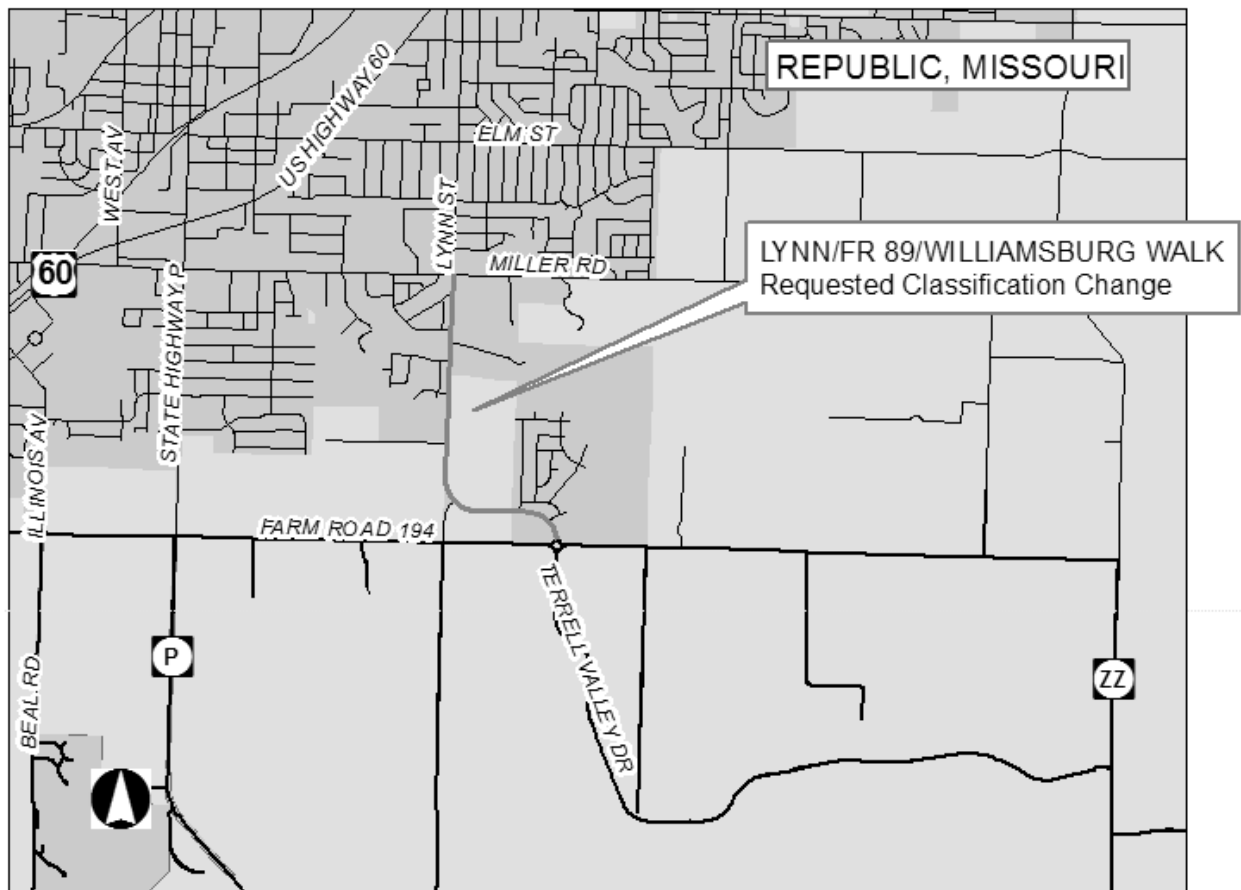
The demand on this roadway is inconsistent with its current classification. Additional development, some underway and some expected in the near term, will exacerbate that discrepancy.

Additional information you would like to include.

The City intends to re-name and re-address the portion of FR 89 which lies north of Williamsburg Walk (to South Lynn Avenue). A vicinity map is below.

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

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### Application Information

Date: 10/30/15

### Contact Information

Name: David Brock  
Title: Public Works Director  
Agency: City of Republic  
Street Address: 213 N. Main  
City/State/Zip: Republic, MO 65738  
Email: [dbrock@republicmo.com](mailto:dbrock@republicmo.com)  
Phone: 417-732-3400  
Fax: 417-732-3499

### Roadway Data

Roadway Name: South Illinois Avenue  
Termini of Roadway  
    From: US Highway 60  
    To: West Farm Road 194 (County Line Road)  
Length (miles): 0.84 Miles  
Number of Lanes: Three, Two  
Lane Width: 12'  
Traffic Volume (AADT): 1,228

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.

Existing roadway

## Classification Change

### Type of Area

Current Classification	Local
Requested Classification:	Major Collector

### Justification

Explain why the roadway classification should be revised.

Adjacent development over the last decade has drastically increased traffic levels on the segment under consideration. The extension of Illinois into Christian County (Beal Road) serves as a rural collector for the region. For the requested classification of Major Collector, the current AADT was compared to traffic demands on similarly classified roadways.

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

Adjacent development with a statistical summarization as of March 2015:  
 Frisco Square: 120 of 145 Acres of Planned Development (commercial and multi-family use) left undeveloped  
 Lakeside Estates (to include 2<sup>nd</sup> Addition and Lakeside Manor): 7 of 101 single family lots left undeveloped  
 Woodland Park Estates Phases 1 and 2: 6 of 14 single family lots left undeveloped  
 Woodland Park Estates Phase 3: Construction plans submitted October 2015 for 26 single family lots  
 Island Green: 15 of 46 single family lots left undeveloped  
 Monte Cristo Phase 1: 100 of 169 single and two family lots left undeveloped  
 Monte Cristo Phase 2: Construction plans submitted October 2015 for 61 single family lots  
 Monte Cristo Future Phases: 57 acres of single family land use

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

Illinois Avenue provides direct access to the Frisco Square Planned Development, a 122 acre development containing commercial and multifamily land use as well as the Republic Police Department and Municipal Court.

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

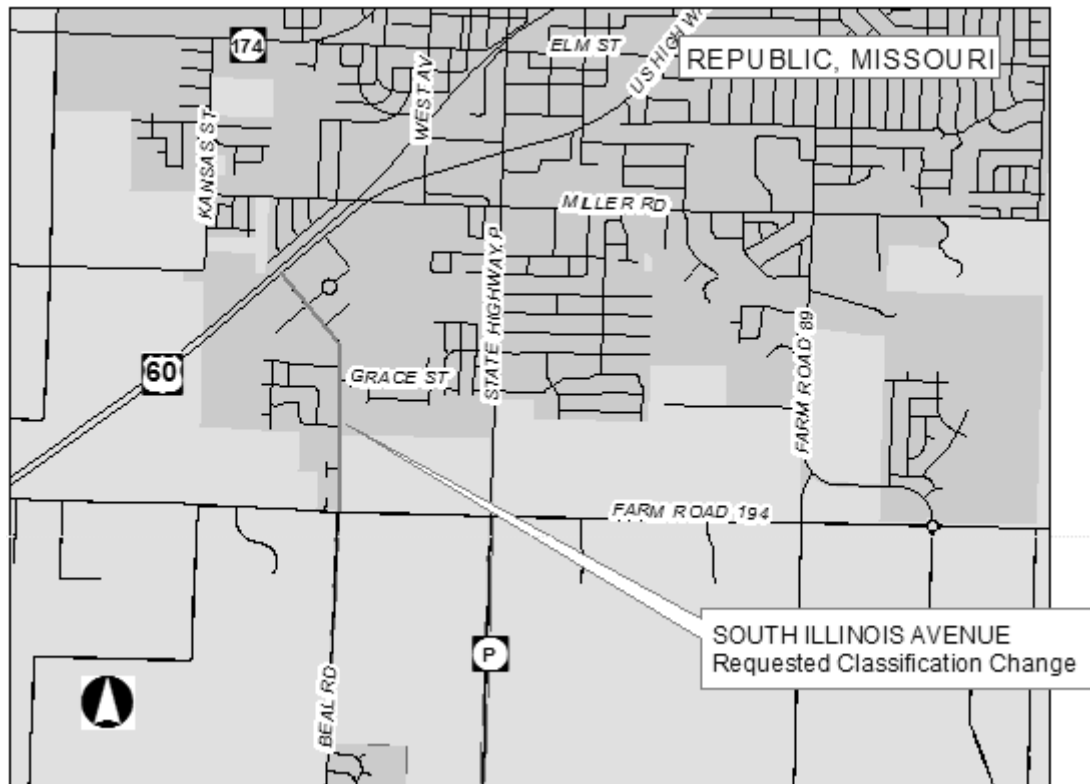
The demand on this roadway is inconsistent with its current classification; additional development that is currently underway will exacerbate the discrepancy.

Additional information you would like to include.

A vicinity map is below.

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.
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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





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A METROPOLITAN PLANNING ORGANIZATION

205 Park Central East, Suite 205, Springfield, MO 65806  
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## Application

### Federal Functional Classification Change

#### Instructions

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#### Application Information

Date: 11/3/15

#### Contact Information

Name:	Dawne Gardner
Title:	Transportation Planner
Agency:	City of Springfield
Street Address:	P.O. Box 8368 840 Boonville Avenue
City/State/Zip:	Springfield, MO 65801
Email:	<a href="mailto:dgardner@springfieldmo.gov">dgardner@springfieldmo.gov</a>
Phone:	417-861-1863
Fax:	417-864-1983

#### Roadway Data

Roadway Name:	Walnut Lawn Street
Termini of Roadway	
From:	Campbell Avenue
To:	National Avenue
Length (miles):	1
Number of Lanes:	3
Lane Width:	12
Traffic Volume (AADT):	9,381

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.

The road is existing.

### Classification Change

Type of Area	Urban
Current Classification	Collector
Requested Classification:	Secondary Arterial

### Justification

Explain why the roadway classification should be revised.

This is the only section of Walnut Lawn throughout the city limits that is classified as a collector. It does not function as a collector and functions more like a secondary arterial feeding into the primary arterial system.

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

While there are still a few single family residential properties that access this portion of Walnut Lawn directly, redevelopment has started to occur East of Campbell and West of National changing the land use from single family residential to mixed uses including multi family, general retail and medical.

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

Walnut Lawn connects two primary arterials (National and Campbell) and provides access between medical facilities and shopping. Several collectors feed into this portion of Walnut Lawn.

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

Existing demand is inconsistent with its current classification. Continued rezoning and redevelopment of this corridor will only add to the inconsistency of its current classification.

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.
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- 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



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A METROPOLITAN PLANNING ORGANIZATION

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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](mailto:staff@ozarkstransportation.org) or fax it to (417) 862-6013. After receiving the request, OTO will reply with an e-mail notice of the approximate time frame of review and pending approval.

#### Application Information

Date: 11/3/15

#### Contact Information

Name:	Dawne Gardner
Title:	Transportation Planner
Agency:	City of Springfield
Street Address:	P.O. Box 8368 840 Boonville Avenue
City/State/Zip:	Springfield, MO 65801
Email:	<a href="mailto:dgardner@springfieldmo.gov">dgardner@springfieldmo.gov</a>
Phone:	417-861-1863
Fax:	417-864-1983

#### Roadway Data

Roadway Name:	Lone Pine Avenue
Termini of Roadway	
From:	Galloway Street
To:	Republic Street
Length (miles):	.7
Number of Lanes:	2
Lane Width:	11 ft
Traffic Volume (AADT):	5,952

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.

The road is existing.

### Classification Change

Type of Area	Urban
Current Classification	Secondary Arterial
Requested Classification:	Collector

### Justification

Explain why the roadway classification should be revised.

This portion of Lone Pine functions as a collector. North of Galloway Street, Lone Pine is classified as a secondary arterial and should remain so. Traffic patterns show most traffic utilize Lone Pine from Battlefield to get to Glenstone Avenue via Galloway Street (which is also classified as a secondary arterial). South of Galloway Street, Lone Pine functions as a collector with slower moving traffic, a trail crossing and low intensity development. Future vision for this area is for it to remain a sustainable redeveloped corridor with mixed uses containing bike and walking trails, low intensity retail, office and multi-family. The city is currently working with property owners and developers along this portion of Lone Pine on a redevelopment plan for this corridor.

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

A plan is being developed to meet the desires of property owners and developers for this corridor to remain low intensity and sustainable as redevelopment occurs.

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

Low intensity shopping centers and office

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

The current demand and future demand is inconsistent with its current classification.

Additional information you would like to include.

This portion of Lone Pine ends in a residential area and does not feed into any type of arterial system. An alternative arterial system to handle any future development to the west of this portion of Lone Pine, which could be higher intensity, will be proposed during the development of the plan for Lone Pine between Galloway Street and Republic Street.

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.

**TAB 4**

**TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2015; ITEM II.C.**

**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.

The Ozarks Transportation Organization Federal Fiscal Year 2015 Annual Listing of Obligated Projects will be available at the meeting for member consideration and review. Please note that Federal fiscal year 2015 includes the time period from October 1, 2014 to September 30, 2015.

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, 2015.

**TECHNICAL COMMITTEE ACTION REQUESTED:**

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

**TAB 5**

## **TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2015; ITEM II.D.**

### **Federal Funds Balance Report – September 30, 2015**

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

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

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

Federal funding has only been appropriated through October 29, 2015. This report reflects that appropriation through Fiscal Year 2015. It is expected that Congress will pass a 6-year reauthorization in the next few weeks. At that time, additional funding will be made available and the FY 2016 allocations will be confirmed.

Please refer to Page v for information on expected balances after October 1, 2015. This assumes FY 2016 allocations similar to FY 2015.

##### **BACKGROUND:**

Ozarks Transportation Organization is allocated STP-Urban, Small Urban, and BRM (On-System Bridge) funds each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STP-Urban allocation to accrue. 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, 2016.

Staff has included a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order not to be rescinded by MoDOT. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2015, therefore, there is not an immediate threat of rescission by MoDOT. This report, however, does not include the FY 2016 allocation. Also, MoDOT has suspended the cost share program, so balances will accumulate at a much faster rate than they have in the past. OTO jurisdictions are reminded to be mindful of their balances, obligating funding as soon as is possible for projects.

The report also outlines activity in other OTO funding accounts, such as BRM, Small Urban, and the Transportation Alternatives Program. These accounts are subject to the same lapse 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 \$13,643,776.64 as of September 30, 2015. After the MoDOT cost share projects that appear in the STIP are subtracted, the balance is \$7,024,490.22. 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 \$15,609,886.41. 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 2016 funding allocation.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Sept. 2015

FUNDS BALANCE REPORT

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## Surface Transportation Program Funding

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

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

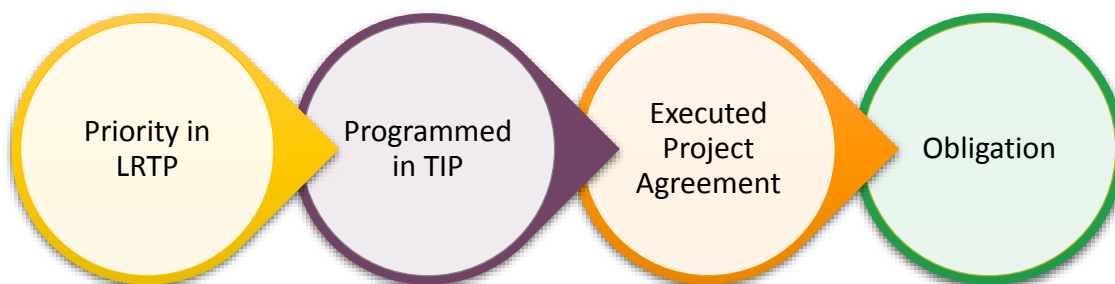
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for three subcategories of STP funding – Transportation Alternatives Program, On-System Bridge (BRM), and STP funding (both Urban and Small Urban). This report monitors the funding balance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

### Eligible Entities for OTO Suballocated STP Funds

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

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

### Obligating a Project



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

## Program Balances

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OTO has elected to sub-allocate the STP-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2016.

Staff has included a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order not to be rescinded by MoDOT. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2015, therefore, there is not an immediate threat of rescission by MoDOT. MoDOT, however, has suspended the cost share program, so balances will accumulate at a much faster rate than they have in the past. Also, this report does not include the allocation for FY 2016. A table is included on Page v highlighting estimated FY 2016 balances. OTO jurisdictions are reminded to be mindful of their balances, obligating funding as soon as is possible for projects.

The report also outlines activity in other OTO funding accounts, such as BRM, Small Urban, and the Transportation Alternatives Program. These accounts are subject to the same rescission policy.

### STP-Urban

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

September 30 Ending Balance (including Payback Account):	\$13,643,776.64
Balance after Programmed Cost Shares:	\$7,024,490.22
Max Balance Allowed:	\$16,355,994.03
Rescission Risk:	Moderate

### Small-Urban

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

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

Springfield qualified to receive Small Urban. Some funding has been de-obligated from a prior City of Springfield/Greene County project, which has increased the amount in this account. The rescission risk has been raised to moderate with this influx of funds.

September 30 Ending Balance:	\$72,855.01
Balance after Programmed Cost Shares:	\$72,855.01
Max Balance Allowed:	\$99,232.98
Rescission Risk:	Moderate

## Bridge Rehabilitation and Maintenance

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

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

The most recent project to use this funding, Battlefield and US 65, has reopened to traffic and no future obligations for this project will be made against the BRM account. Jurisdictions with eligible bridge projects are in discussion on how to use this funding, but additional future allocations will add to the balance on this account. Limitations on which bridges are eligible for funding will also slow the future usage of this funding source. The rescission risk for this program has been set at High, as the FY 2016 allocation will bring the balance within the maximum allowed limits.

September 30 Ending Balance:	\$731,651.76
Balance after Programmed Cost Shares:	\$731,651.76
Max Balance Allowed:	\$1,084,055.81
Rescission Risk:	High

## Transportation Alternatives Program

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

OTO has awarded TAP funding through FY 2016. The current balance only reflects allocations through FY 2015. With funding awarded in advance, however, obligations should stay ahead of future allocations. OTO awards TAP funding on a competitive basis and provides a Board of Directors approved application and scoring process to the OTO jurisdictions when funding is made available. Due to the federal law requiring

TAP funding to be obligated within three years of allocation and FY 2016 is that third year for OTO funding, the rescission risk has been set to Moderate, awaiting further obligation of previously awarded projects.

September 30 Ending Balance:	\$1,161,603.00
Balance after Programmed Cost Shares:	\$1,161,603.00
Max Balance Allowed:	\$1,612,276.46
Rescission Risk:	Moderate

## Summary

All funding that is not obligated continues to be subject to rescission by Congress. In 2009, \$3.5 million in STP-Urban funding was rescinded when SAFETEA-LU expired, though it was fortunately restored nine months later. The only action that prevents a rescission of federal funding is obligation. The OTO unobligated balance of all funds that is subject to rescission is \$15,609,886.41. 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 Ending Balance:	\$15,609,886.41
Balance after Programmed Cost Shares:	\$8,990,599.99
Max Balance Allowed:	\$19,151,559.28
Rescission Risk:	Moderate

## Looking Ahead to FY 2016

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On October 1 of each year, the Ozarks Transportation Organization receives a new allocation of funding for the next Fiscal Year. Due to continuing resolutions of MAP-21 and pending reauthorization legislation, OTO is unsure of the federal fiscal year allocation for 2016. 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 2016 allocation similar to FY 2015. Though active cost shares continue to keep the entire OTO balance below MoDOT's Lapse Policy amount, each jurisdiction is encouraged to help minimize the OTO regional balance, especially as the cost share program continues to be indefinitely suspended.

Before the end of FY 2016, nearly \$1 million in STP-Urban funding may be subject to MoDOT's funds lapse policy. It is important that the STP-Urban funding that is programmed through FY 2016 be obligated as planned to prevent any future rescissions.

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

## Estimated Balance October 1, 2015

Jurisdiction	9/30/2015 Balance	FY 2016 Est. Allocation	FY 2016 Est. Balance	Programmed*	Available Balance	Max Allowed	Need to Program
<b>Christian County</b>	\$505,653.76	\$284,350.09	\$790,003.85	\$0.00	\$790,003.85	\$853,050.27	\$0.00
<b>Greene County</b>	\$2,598,894.07	\$1,210,261.12	\$3,809,155.19	\$1,200,087.50	\$2,609,067.69	\$3,630,783.36	\$0.00
<b>City of Battlefield</b>	\$411,586.42	\$98,142.57	\$509,728.99	\$432,787.00	\$76,941.99	\$294,427.71	\$0.00
<b>City of Nixa</b>	\$1,932,626.13	\$333,965.63	\$2,266,591.76	\$2,256,613.00	\$9,978.76	\$1,001,896.89	\$0.00
<b>City of Ozark</b>	\$1,281,605.06	\$312,862.35	\$1,594,467.41	\$0.00	\$1,594,467.41	\$938,587.05	\$655,880.36
<b>City of Republic</b>	\$913,286.19	\$225,902.84	\$1,139,189.03	\$1,951,623.00	(\$812,433.97)	\$677,708.52	\$0.00
<b>City of Springfield</b>	\$5,593,304.45	\$2,800,276.03	\$8,393,580.48	\$4,728,879.00	\$3,664,701.48	\$8,400,828.09	\$0.00
<b>City of Strafford</b>	\$131,938.74	\$41,398.96	\$173,337.70	\$0.00	\$173,337.70	\$124,196.88	\$49,140.82
<b>City of Willard</b>	\$347,736.83	\$92,840.41	\$440,577.24	\$75,534.19	\$365,043.05	\$278,521.23	\$86,521.82

\*Amounts already obligated not included in Programmed amount

### Programmed Projects

#### *Greene County*

\$240,087.50 GR1501 Kansas Expressway Extension  
 \$960,000.00 GR1502 E-W Arterial Phase 1

#### *Battlefield*

\$78,630.00 EN1513 Weaver Road Sidewalks  
 \$354,157.00 EN1514 FF Sidewalks

#### *Nixa*

\$949,612.00 NX0601 Main Street Aldersgate to Tracker  
 \$1,307,001.00 NX0906 Routes 160/14 Intersection Improvements

#### *Republic*

\$40,000.00 RP1501 Transportation Planning Street Assessment  
 \$1,911,623.00 RP1502 Hines and Oakwood

#### *Springfield*

\$459,587.00 EN1305 Commercial Street Streetscape Phase 5  
 \$300,000.00 MO1603 ITS FY 2016  
 \$315,000.00 MO1701 ITS FY 2017  
 \$331,000.00 MO1801 ITS FY 2018  
 \$1,506,000.00 SP1109 Chestnut RR Overpass  
 \$728,000.00 SP1323 Kearney and Packer  
 \$1,089,292.00 SP1415 Division and 65

#### *Willard*

\$35,534.19 EN1401 Jackson and Main Street Sidewalks  
 \$40,000.00 WI1501 160/Hughes

## Balance Summary

Accounts	9/30/2015 Ending Balance	Balance After Cost Shares	Max Balance Allowed*
Bridge (BRM)	731,651.76	731,651.76	1,084,055.81
Transportation Alternatives Program (TAP)	1,161,603.00	1,161,603.00	1,612,276.46
Total Small Urban	72,855.01	72,855.01	99,232.98
Republic Small Urban	33,077.66	--	--
Springfield Area Small Urban	39,777.35	--	--
Total STP-Urban	13,643,776.64	7,024,490.22	16,355,994.03
STP-Urban	13,469,218.95	--	--
OTO STP Payback	174,557.69	--	--
	<b>15,609,886.41</b>	<b>8,990,599.99</b>	<b>19,151,559.28</b>

### Total Balance All Accounts (10/1/2002-9/30/2015)

\*Based on FY 2015  
Full Allocation

Allocations	65,399,042.98
Obligations	(49,789,156.57)
	<b>15,609,886.41</b>

Ending Balance (All Funding Sources)	All Accounts	Unobligated Cost Shares	Remaining Balance
Bridge (BRM)	731,651.76	0.00	731,651.76
Transportation Alternatives Program (TAP)	1,161,603.00	0.00	1,161,603.00
Christian County	505,653.76	0.00	505,653.76
Greene County	2,598,894.07	(100,000.00)	2,498,894.07
City of Battlefield	411,586.42	0.00	411,586.42
City of Nixa	1,932,626.13	(1,307,001.00)	625,625.13
City of Ozark	1,281,605.06	0.00	1,281,605.06
City of Republic	913,286.19	0.00	913,286.19
City of Springfield	5,593,304.45	(5,212,285.42)	381,019.03
City of Strafford	131,938.74	0.00	131,938.74
City of Willard	347,736.83	0.00	347,736.83
	<b>15,609,886.41</b>	<b>(6,619,286.42)</b>	<b>8,990,599.99</b>

MoDOT Cost Shares	Total	Obligated	Balance
0651056 65/CC/J (Christian County)	2,300,000.00	(2,300,000.00)	0.00
0652086 Battlefield/65 (Greene)	500,000.00	(500,000.00)	0.00
0652086 Battlefield/65 (Springfield)	4,855,845.00	(4,660,769.24)	195,075.76
0652086 Battlefield/65 (BRM)**	1,189,657.00	(1,189,657.00)	0.00
0652087 Chestnut RR (Greene)	400,000.00	(400,000.00)	0.00
0652087 Chestnut RR (Springfield)	3,633,700.00	(1,226,800.00)	2,406,900.00
0652074 South Glenstone (Springfield)	4,740,756.00	(4,041,168.92)	699,587.08
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
1601054 160/Campbell/Plainview 3 (Springfield)	595,344.00	(455,106.42)	140,237.58
0652088 Division/65 (Springfield)	1,823,292.00	(734,148.00)	1,089,144.00
Eastgate Relocation 8P0850B (Greene)	100,000.00	0.00	100,000.00
Kearney/Packer 8S3019 (Springfield)	728,721.00	(47,380.00)	681,341.00
	<b>19,426,959.00</b>	<b>(14,818,395.16)</b>	<b>6,619,286.42</b>

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

## Balance Based on Current Obligations

### Bridge (BRM)

Name	Account	Amount	Balance
<b>FY 2004 BRM Allocation</b>	BRM	210,242.66	210,242.66
<b>FY 2005 BRM Allocation</b>	BRM	203,613.48	413,856.14
<b>FY 2006 BRM Allocation</b>	BRM	265,090.64	678,946.78
Adjustment to Balance	BRM	(0.43)	678,946.35
<b>FY 2007 BRM Allocation</b>	BRM	255,748.00	934,694.35
<b>FY 2008 BRM Allocation</b>	BRM	297,860.03	1,232,554.38
<b>FY 2009 Allocation</b>	BRM	299,406.62	1,531,961.00
0602066 James River Bridge	BRM	(780,000.00)	751,961.00
<b>FY 2010 Allocation</b>	BRM	341,753.00	1,093,714.00
<b>FY 2011 Allocation</b>	BRM	326,535.00	1,420,249.00
<b>FY 2012 Allocation</b>	BRM	395,013.02	1,815,262.02
<b>FY 2013 Allocation</b>	BRM	388,603.66	2,203,865.68
0651064 Farmer Branch	BRM	(1,000,000.00)	1,203,865.68
<b>FY 2014 Allocation</b>	BRM	352,601.99	1,556,467.67
0652086 Battlefield/65	BRM	(1,189,657.00)	366,810.67
0602066 James River Bridge	BRM	21,990.93	388,801.60
<b>FY 2015 Allocation</b>	BRM	342,850.16	731,651.76
		<b>731,651.76</b>	<b>731,651.76</b>
<b>MoDOT Cost Shares</b>	<b>Total</b>	<b>Obligated</b>	<b>Balance</b>
0652086 Battlefield/65	1,189,657.00	(1,189,657.00)	0.00
	1,189,657.00	(1,189,657.00)	0.00
<b>Remaining Balance BRM Funds (After MoDOT Cost Shares)</b>			<b>731,651.76</b>
<b>Maximum BRM Balance Allowed</b>			<b>1,057,805.97</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>0.00</b>

## Balance Based on Current Obligations

### Transportation Alternatives Program (TAP)

Name	Account	Amount	Balance
<b>FY 2013 TAP Allocation</b>	TAP	602,196.69	602,196.69
0141021 14ADA	TAP	(165,587.00)	436,609.69
<b>FY 2014 TAP Allocation</b>	TAP	612,826.23	1,049,435.92
<b>FY 2015 TAP Allocation</b>	TAP	397,253.54	1,446,689.46
9901807 Strafford Sidewalks	TAP	(211,573.18)	1,235,116.28
9901807 Strafford Sidewalks	TAP	34,777.20	1,269,893.48
9901811 Finley R. Park Connection	TAP	(18,441.18)	1,251,452.30
9901812 Hartley Road Sidewalks	TAP	(21,569.35)	1,229,882.95
9901813 McGuffy Park Sidewalks	TAP	(10,814.75)	1,219,068.20
6900809 Rte 174 Trail	TAP	(44,535.20)	1,174,533.00
9901807 Strafford Sidewalks	TAP	(12,930.00)	1,161,603.00
		<b>1,161,603.00</b>	<b>1,161,603.00</b>
<b>Maximum TAP Balance Allowed</b>			<b>1,838,478.69</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>0.00</b>

## Balance Based on Current Obligations

### Christian County

Name	Account	Amount	Balance
<b>FY 2003/2004 Allocation</b>	STP-Urban	348,765.16	348,765.16
<b>FY 2005 Allocation</b>	STP-Urban	210,184.62	558,949.78
<b>FY 2006 Allocation</b>	STP-Urban	186,862.21	745,811.99
<b>FY 2007 Allocation</b>	STP-Urban	205,358.35	951,170.34
<b>FY 2008 Allocation</b>	STP-Urban	219,817.75	1,170,988.09
5900837 NS Corridor Study	Springfield Area Small Urban	(10,182.16)	1,160,805.93
<b>FY 2009 Allocation</b>	STP-Urban	225,611.20	1,386,417.13
9900861 CC Study	STP-Urban	(320,000.00)	1,066,417.13
<b>FY 2010 Allocation</b>	STP-Urban	263,786.21	1,330,203.34
5900837 NS Corridor Study	Springfield Area Small Urban	0.81	1,330,204.15
<b>FY 2011 Allocation</b>	STP-Urban	255,649.77	1,585,853.92
<b>FY 2012 Allocation</b>	STP-Urban	239,722.79	1,825,576.71
<b>FY 2013 Allocation</b>	STP-Urban	284,571.43	2,110,148.14
FY 2013 Rideshare	City of Springfield	(523.37)	2,109,624.77
<b>FY 2014 Allocation</b>	STP-Urban	295,187.56	2,404,812.33
FY 2014 Rideshare	City of Springfield	(523.37)	2,404,288.96
0651056 65/CC/J	STP-Urban	(228,000.00)	2,176,288.96
<b>FY 2015 Allocation</b>	STP-Urban	287,071.50	2,463,360.46
0651056 65/CC/J	STP-Urban	(2,072,000.00)	391,360.46
9900861 CC Study	STP-Urban	114,293.30	505,653.76
		<b>505,653.76</b>	<b>505,653.76</b>
<b>MoDOT Cost Shares</b>	<b>Total</b>	<b>Obligated</b>	<b>Balance</b>
0651056 65/CC/J	2,300,000.00	(2,300,000.00)	0.00
	<b>2,300,000.00</b>	<b>(2,300,000.00)</b>	<b>0.00</b>

**Remaining Balance All Funds (After MoDOT Cost Shares) 505,653.76**

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

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

**Note:**

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

Rideshare - MPO area wide funds from all jurisdictions

## Balance Based on Current Obligations

### Greene County

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

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## Balance Based on Current Obligations

### Greene County, continued

<b>FY 2014 Allocation</b>	STP-Urban	1,256,387.95	4,824,677.39
0652086 Battlefield/65	STP-Urban	(452,800.00)	4,371,877.39
FY 2014 Rideshare	City of Springfield	(2,227.58)	4,369,649.81
0652087 Chestnut RR	STP-Urban	(400,000.00)	3,969,649.81
0652065 US 65 6-Laning	STP-Urban	(240,794.13)	3,728,855.68
0652065 US 65 6-Laning	STP - OTO Payback	240,794.13	3,969,649.81
0652074 South Glenstone	STP-Urban	(500,000.00)	3,469,649.81
9900878 OO/125	City of Strafford	(66,236.44)	3,403,413.37
5907801 Campbell/Weaver	STP-Urban	145,202.01	3,548,615.38
5907801 Campbell/Weaver	Springfield Area Small Urban	35,547.10	3,584,162.48
0652086 Battlefield/65	STP-Urban	(47,200.00)	3,536,962.48
<b>FY 2015 Allocation</b>	STP-Urban	1,221,844.09	4,758,806.57
5909802 Kansas Extension	STP-Urban	(2,159,912.50)	2,598,894.07
		<b>2,598,894.07</b>	<b>2,598,894.07</b>

<b>MoDOT Cost Shares</b>	<b>Total</b>	<b>Obligated</b>	<b>Balance</b>
0652086 Battlefield/65	500,000.00	(500,000.00)	0.00
0652074 South Glenstone	500,000.00	(500,000.00)	0.00
Eastgate Relocation (8P0850B)	100,000.00	0.00	100,000.00
0652087 Chestnut RR	400,000.00	(400,000.00)	0.00
	<b>1,500,000.00</b>	<b>(1,400,000.00)</b>	<b>100,000.00</b>

**Remaining Balance All Funds (After MoDOT Cost Shares) 2,498,894.07**

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

**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

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

## Balance Based on Current Obligations

### City of Battlefield

Name	Split	Amount	Balance
<b>FY 2003/2004 Allocation</b>	STP-Urban	63,402.45	63,402.45
<b>FY 2005 Allocation</b>	STP-Urban	38,209.72	101,612.17
Transfer	Greene County	(45,000.00)	56,612.17
<b>FY 2006 Allocation</b>	STP-Urban	33,969.91	90,582.08
<b>FY 2007 Allocation</b>	STP-Urban	37,332.34	127,914.42
<b>FY 2008 Allocation</b>	STP-Urban	39,960.94	167,875.36
5900837 NS Corridor Study	Springfield Area Small Urban	(1,851.03)	166,024.33
<b>FY 2009 Allocation</b>	STP-Urban	41,014.13	207,038.46
Transfer	Greene County	(20,000.00)	187,038.46
<b>FY 2010 Allocation</b>	STP-Urban	47,954.01	234,992.47
5900837 NS Corridor Study	Springfield Area Small Urban	0.15	234,992.62
5916806 Highway M Study	STP-Urban	(14,399.22)	220,593.40
9900866 Elm Street Sidewalks	STP-Urban	(1,998.24)	218,595.16
9900867 Cloverdale Lane Sidewalks	STP-Urban	(795.68)	217,799.48
S959003 Route FF Pavement Imp	STP-Urban	(70,000.00)	147,799.48
<b>FY 2011 Allocation</b>	STP-Urban	46,474.89	194,274.37
S959003 Route FF Pavement Imp	STP-Urban	35,578.89	229,853.26
<b>FY 2012 Allocation</b>	STP-Urban	82,739.59	312,592.85
S959003 Route FF Pavement Imp	STP-Urban	3,552.55	316,145.40
<b>FY 2013 Allocation</b>	STP-Urban	98,218.96	414,364.36
FY 2013 Rideshare	City of Springfield	(180.64)	414,183.72
<b>FY 2014 Allocation</b>	STP-Urban	101,883.09	516,066.81
FY 2014 Rideshare	City of Springfield	(180.64)	515,886.17
9901810 Weaver Rd Widening	STP-Urban	(138,336.00)	377,550.17
9901810 Weaver Rd Widening	STP-Urban	(32,000.00)	345,550.17
5916806 Highway M Study	STP-Urban	184.00	345,734.17
<b>FY 2015 Allocation</b>	STP-Urban	99,081.85	444,816.02
9901810 Weaver Rd Widening	STP-Urban	(33,229.60)	411,586.42
		411,586.42	411,586.42
<b>Maximum STP-Urban Balance Allowed</b>			<b>\$ 305,649.27</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>\$ 105,937.15</b>

**Note:**

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

Rideshare - MPO area wide funds from all jurisdictions

## Balance Based on Current Obligations

### City of Nixa

Name	Split	Amount	Balance
<b>FY 2003/2004 Allocation</b>	STP-Urban	315,253.93	315,253.93
<b>FY 2005 Allocation</b>	STP-Urban	189,988.95	505,242.88
<b>FY 2006 Allocation</b>	STP-Urban	168,907.47	674,150.35
<b>FY 2007 Allocation</b>	STP-Urban	185,626.40	859,776.75
<b>FY 2008 Allocation</b>	STP-Urban	198,696.47	1,058,473.22
5900837 NS Corridor Study	Springfield Area Small Urban	(9,203.80)	1,049,269.42
9900854 CC Realignment	STP-Urban	(236,800.00)	812,469.42
9900859 Main Street	STP-Urban	(53,822.02)	758,647.40
9900858 Gregg/14	STP-Urban	(38,133.92)	720,513.48
<b>FY 2009 Allocation</b>	STP-Urban	203,933.25	924,446.73
9900861 Northview Road	STP-Urban	(17,386.10)	907,060.63
<b>FY 2010 Allocation</b>	STP-Urban	238,440.19	1,145,500.82
5900837 NS Corridor Study	Springfield Area Small Urban	0.73	1,145,501.55
<b>FY 2011 Allocation</b>	STP-Urban	231,085.56	1,376,587.11
9900861 Northview Road	STP-Urban	(89,798.40)	1,286,788.71
9900869 14/Gregg	STP-Urban	(54,780.00)	1,232,008.71
<b>FY 2012 Allocation</b>	STP-Urban	281,551.42	1,513,560.13
9900861 Northview Road	STP-Urban	107,184.50	1,620,744.63
9900869 14/Gregg	STP-Urban	(209,764.71)	1,410,979.92
<b>FY 2013 Allocation</b>	STP-Urban	334,225.59	1,745,205.51
FY 2013 Rideshare	City of Springfield	(614.69)	1,744,590.82
9900858 Gregg/14	STP-Urban	104.26	1,744,695.08
9900854 CC Realignment	STP-Urban	3,168.42	1,747,863.50
9900859 Main Street	STP-Urban	7,167.08	1,755,030.58
9900869 14/Gregg	STP-Urban	(32,535.60)	1,722,494.98
<b>FY 2014 Allocation</b>	STP-Urban	346,694.10	2,069,189.08
FY 2014 Rideshare	City of Springfield	(614.69)	2,068,574.39
9901804 Tracker/Main	STP-Urban	(473,600.00)	1,594,974.39
9900869 14/Gregg	STP-Urban	489.84	1,595,464.23
<b>FY 2015 Allocation</b>	STP-Urban	337,161.90	1,932,626.13
		1,932,626.13	1,932,626.13
<b>MoDOT Cost Shares</b>	<b>Total</b>	<b>Obligated</b>	<b>Balance</b>
160/14	1,307,001.00	0.00	1,307,001.00
	1,307,001.00	0.00	1,307,001.00

**Remaining Balance All Funds (After MoDOT Cost Shares) 625,625.13**

**Maximum STP-Urban Balance Allowed \$ 1,040,082.30**

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

**Note:**

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

Rideshare - MPO area wide funds from all jurisdictions

## Balance Based on Current Obligations

### City of Ozark

Name	Split	Amount	Balance
<b>FY 2003/2004 Allocation</b>	STP-Urban	257,927.98	257,927.98
<b>FY 2005 Allocation</b>	STP-Urban	155,441.25	413,369.23
<b>FY 2006 Allocation</b>	STP-Urban	138,193.24	551,562.47
9900824 Third Street/14	Springfield Area Small Urban	(89,600.00)	461,962.47
9900824 Third Street/14	Springfield Area Small Urban	(43,200.00)	418,762.47
<b>FY 2007 Allocation</b>	STP-Urban	151,872.00	570,634.47
<b>FY 2008 Allocation</b>	STP-Urban	162,565.39	733,199.86
5900837 NS Corridor Study	Springfield Area Small Urban	(7,530.18)	725,669.68
0141014 17th Street Relocation	STP-Urban	(244,800.00)	480,869.68
9900855 Roadway Prioritization	STP-Urban	(14,681.60)	466,188.08
<b>FY 2009 Allocation</b>	STP-Urban	166,849.92	633,038.00
9900855 Roadway Prioritization	STP-Urban	349.91	633,387.91
ES08006 Traffic Analysis	STP-Urban	(6,821.60)	626,566.31
ES08007 Master Transportation Pln	STP-Urban	(7,243.20)	619,323.11
<b>FY 2010 Allocation</b>	STP-Urban	195,082.09	814,405.20
5900837 NS Corridor Study	Springfield Area Small Urban	0.60	814,405.80
9900824 Third Street/14	STP-Urban	(56,192.80)	758,213.00
ES08007 Master Transportation Pln	STP-Urban	7,243.20	765,456.20
<b>FY 2011 Allocation</b>	STP-Urban	189,064.84	954,521.04
9900824 Third Street/14	STP-Urban	(72,962.40)	881,558.64
ES08006 Traffic Analysis	STP-Urban	17.39	881,576.03
<b>FY 2012 Allocation</b>	STP-Urban	263,760.19	1,145,336.22
9900824 Third Street/14	STP-Urban	(177,500.00)	967,836.22
<b>FY 2013 Allocation</b>	STP-Urban	313,105.87	1,280,942.09
FY 2013 Rideshare	City of Springfield	(575.85)	1,280,366.24
9900824 Third Street/14	Springfield Area Small Urban	(29,733.60)	1,250,632.64
<b>FY 2014 Allocation</b>	STP-Urban	324,786.51	1,575,419.15
FY 2014 Rideshare	City of Springfield	(575.85)	1,574,843.30
9900824 Third Street/14	STP-Urban	(643,549.07)	931,294.23
<b>FY 2015 Allocation</b>	STP-Urban	315,856.64	1,247,150.87
9900824 Third Street/14	STP-Urban	18,156.26	1,265,307.13
9900824 Third Street/14	Springfield Area Small Urban	16,297.93	1,281,605.06
		<b>1,281,605.06</b>	<b>1,281,605.06</b>
<b>Maximum STP-Urban Balance Allowed</b>			<b>\$ 974,359.53</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>\$ 307,245.53</b>

**Note:**

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

## Balance Based on Current Obligations

### City of Republic

Name	Split	Amount	Balance
<b>Opening Balance</b>	Republic Small Urban	278,258.25	278,258.25
<b>FY 2003 Allocation</b>	Republic Small Urban	25,177.78	303,436.03
<b>FY 2004 Allocation</b>	Republic Small Urban	33,077.66	336,513.69
6900804 60 East	Republic Small Urban	(303,436.00)	33,077.69
<b>FY 2005 Allocation</b>	Republic Small Urban	33,077.66	66,155.35
<b>FY 2006 Allocation</b>	Republic Small Urban	33,077.66	99,233.01
<b>FY 2007 Allocation</b>	Republic Small Urban	33,077.66	132,310.67
<b>FY 2008 Allocation</b>	Republic Small Urban	33,077.66	165,388.33
<b>FY 2009 Allocation</b>	Republic Small Urban	33,077.66	198,465.99
S950012 M/ZZ	Republic Small Urban	(198,465.00)	0.99
<b>FY 2010 Allocation</b>	Republic Small Urban	33,077.66	33,078.65
<b>FY 2011 Allocation</b>	STP-Urban	127,291.02	160,369.67
<b>FY 2011 Allocation</b>	Republic Small Urban	33,077.66	193,447.33
<b>FY 2012 Allocation</b>	STP-Urban	185,257.16	378,704.49
0602076 Oakwood/60	STP-Urban	(173,050.00)	205,654.49
<b>FY 2012 Allocation</b>	Republic Small Urban	33,077.66	238,732.15
<b>FY 2013 Allocation</b>	STP-Urban	226,104.43	464,836.58
FY 2013 Rideshare	City of Springfield	(476.67)	464,359.91
<b>FY 2013 Allocation</b>	Republic Small Urban	33,077.66	497,437.57
0602076 Oakwood/60	Republic Small Urban	(50,000.00)	447,437.57
<b>FY 2014 Allocation</b>	STP-Urban	235,773.39	683,210.96
FY 2014 Rideshare	City of Springfield	(476.67)	682,734.29
9900077 Republic Trans. Plan	STP-Urban	(14,751.58)	667,982.71
<b>FY 2014 Allocation</b>	Republic Small Urban	33,077.66	701,060.37
9900077 Republic Trans. Plan	Republic Small Urban	(49,233.29)	651,827.08
<b>FY 2015 Allocation</b>	STP-Urban	228,381.45	880,208.53
<b>FY 2015 Allocation</b>	Republic Small Urban	33,077.66	913,286.19
		<b>913,286.19</b>	<b>913,286.19</b>
<b>Maximum STP-Urban Balance Allowed</b>			<b>\$ 707,320.17</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>\$ 205,966.02</b>

**Note:**

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

Rideshare - MPO area wide funds from all jurisdictions

## Balance Based on Current Obligations

### City of Springfield

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

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## Balance Based on Current Obligations

### City of Springfield, continued

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

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## Balance Based on Current Obligations

### City of Springfield, continued

<b>FY 2014 Allocation</b>	STP-Urban	2,907,003.30	16,109,869.70
0652074 South Glenstone	STP-Urban	145,628.38	16,255,498.08
0652074 South Glenstone	STP-Urban	(2,064,703.81)	14,190,794.27
0652087 Chestnut RR	STP-Urban	(100,000.00)	14,090,794.27
1601053 160/Campbell/Plainview 2	STP-Urban	(231,767.60)	13,859,026.67
5933803 Kansas/Evergreen	STP-Urban	4,818.49	13,863,845.16
1601054 160/Campbell/Plainview 3	STP-Urban	(386,800.00)	13,477,045.16
5905806 FY 2010 TMC Staff	STP-Urban	130.02	13,477,175.18
FY 2014 Rideshare	Christian County	523.37	13,477,698.55
FY 2014 Rideshare	City of Battlefield	180.64	13,477,879.19
FY 2014 Rideshare	Greene County	2,227.58	13,480,106.77
FY 2014 Rideshare	City of Nixa	614.69	13,480,721.46
FY 2014 Rideshare	City of Ozark	575.85	13,481,297.31
FY 2014 Rideshare	City of Republic	476.67	13,481,773.98
FY 2014 Rideshare	City of Strafford	76.20	13,481,850.18
FY 2014 Rideshare	City of Willard	170.88	13,482,021.06
5907801 Campbell/Weaver	STP-Urban	145,202.00	13,627,223.06
5938804 FY 2014 TMC Staff	STP-Urban	(268,000.00)	13,359,223.06
5907801 Campbell/Weaver	Springfield Area Small Urban	35,547.11	13,394,770.17
0132078 Kansas Expy Pavement	STP-Urban	(799,517.00)	12,595,253.17
0652086 Battlefield/65	STP-Urban	(4,660,769.24)	7,934,483.93
S600040 Republic Rd Bridges	STP-Urban	(2,584,800.00)	5,349,683.93
1601053 160/Campbell/Plainview 2	STP-Urban	83,126.86	5,432,810.79
0652087 Chestnut RR	STP-Urban	(1,126,800.00)	4,306,010.79
7441012 Kearney/Packer	Springfield Area Small Urban	(47,380.00)	4,258,630.79
<b>FY 2015 Allocation</b>	STP-Urban	2,827,076.46	7,085,707.25
1601054 160/Campbell/Plainview 3	STP-Urban	(109,976.12)	6,975,731.13
0132070 Kansas/JRF	Springfield Area Small Urban	(18,250.34)	6,957,480.79
1601054 160/Campbell/Plainview 3	STP-Urban	(41,457.16)	6,916,023.63
0652087 Chestnut RR	STP-Urban	(1,946,401.00)	4,969,622.63
5938804 FY 2014 TMC Staff	STP-Urban	16,968.66	4,986,591.29
0652088 US65/Division Interchange	STP-Urban	(734,148.00)	4,252,443.29
5938805 FY 2015 TMC Staff	STP-Urban	(276,000.00)	3,976,443.29
0652087 Chestnut RR	STP-Urban	1,946,401.00	5,922,844.29
0652074 South Glenstone	STP-Urban	(248,493.49)	5,674,350.80
0652076 65/Chestnut	STP-Urban	(81,046.35)	5,593,304.45
		<u>5,593,304.45</u>	<u>5,593,304.45</u>

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## Balance Based on Current Obligations

### City of Springfield, continued

MoDOT Cost Shares	Total	Obligated	Balance
0652086 Battlefield/65	4,855,845.00	(4,660,769.24)	195,075.76
0652087 Chestnut RR	3,633,700.00	(1,226,800.00)	2,406,900.00
1601054 160/Campbell/Plainview 3	595,344.00	(455,106.42)	140,237.58
Kearney/Packer (8S3019)>FY15-16	728,721.00	(47,380.00)	681,341.00
0652088 Division/65>FY16-17	1,823,292.00	(734,148.00)	1,089,144.00
0652074 South Glenstone	4,740,756.00	(4,041,168.92)	699,587.08
	16,377,658.00	(11,165,372.58)	5,212,285.42
<b>Remaining Balance All Funds (After MoDOT Cost Shares)</b>			<b>\$ 381,019.03</b>
<b>Maximum STP-Urban Balance Allowed</b>			<b>\$ 8,721,009.90</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>\$ -</b>

**Notes:**

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

Rideshare - MPO area wide funds from all jurisdictions

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

## Balance Based on Current Obligations

### City of Strafford

Name	Split	Amount	Balance
<b>FY 2011 Allocation</b>	STP-Urban	34,761.39	34,761.39
<b>FY 2012 Allocation</b>	STP-Urban	34,901.60	69,662.99
9900878 125/OO	STP - OTO Payback	(9,819.76)	59,843.23
9900878 125/OO	STP - OTO Payback	(53,955.24)	5,887.99
<b>FY 2013 Allocation</b>	STP-Urban	41,431.18	47,319.17
FY 2013 Rideshare	City of Springfield	(76.20)	47,242.97
<b>FY 2014 Allocation</b>	STP-Urban	42,976.80	90,219.77
FY 2014 Rideshare	City of Springfield	(76.20)	90,143.57
9900878 125/OO	STP - OTO Payback	(66,236.44)	23,907.13
9900878 125/OO	Greene County	66,236.44	90,143.57
<b>FY 2015 Allocation</b>	STP-Urban	41,795.17	131,938.74
		131,938.74	131,938.74

<b>Maximum STP-Urban Balance Allowed</b>	<b>\$ 128,930.40</b>
<b>Amount Subject to MoDOT Lapse Policy</b>	<b>\$ 3,008.34</b>

**Note:**

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

## Balance Based on Current Obligations

### City of Willard

Name	Account	Amount	Balance
<b>FY 2011 Allocation</b>	STP-Urban	60,254.35	60,254.35
<b>FY 2012 Allocation</b>	STP-Urban	78,269.58	138,523.93
<b>FY 2013 Allocation</b>	STP-Urban	92,912.67	231,436.60
1601043 160/Hunt Road	STP - OTO Payback	(21,000.00)	210,436.60
FY 2013 Rideshare	City of Springfield	(170.88)	210,265.72
<b>FY 2014 Allocation</b>	STP-Urban	96,378.85	306,644.57
FY 2014 Rideshare	City of Springfield	(170.88)	306,473.69
<b>FY 2015 Allocation</b>	STP-Urban	93,728.95	400,202.64
5944802 Jackson/Main Sidewalks	STP-Urban	(12,465.81)	387,736.83
9900841 160/Hughes	STP-Urban	(40,000.00)	347,736.83
		<b>347,736.83</b>	<b>347,736.83</b>
<b>Maximum STP-Urban Balance Allowed</b>			<b>\$ 289,136.55</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>\$ 58,600.28</b>

**Note:**

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

## Funding Allocation

	<b>FY 2003/2004</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>
<b>Republic Small Urban Allocation</b>	58,255.44	33,077.66	33,077.66	33,077.66
<b>STP-Urban Allocation</b>	6,310,146.59	3,802,833.24	3,380,864.78	3,715,512.23
<b>STP-Urban Distribution</b>				
Christian County	348,765.16	210,184.62	186,862.21	205,358.35
Greene County	1,399,042.73	843,138.29	749,582.31	823,778.07
City of Battlefield	63,402.45	38,209.72	33,969.91	37,332.34
City of Nixa	315,253.93	189,988.95	168,907.47	185,626.40
City of Ozark	257,927.98	155,441.25	138,193.24	151,872.00
City of Republic	N/A	N/A	N/A	N/A
City of Springfield	3,925,754.34	2,365,870.41	2,103,349.64	2,311,545.07
City of Strafford	N/A	N/A	N/A	N/A
City of Willard	N/A	N/A	N/A	N/A
	6,310,146.59	3,802,833.24	3,380,864.78	3,715,512.23
<b>Republic Small Urban Distribution</b>	58,255.44	33,077.66	33,077.66	33,077.66
	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>
<b>Republic Small Urban Allocation</b>	33,077.66	33,077.66	33,077.66	33,077.66
<b>STP-Urban Allocation</b>	3,977,123.62	4,081,943.45	4,772,637.00	4,847,733.00
<b>STP-Urban Distribution</b>				
Christian County	219,817.75	225,611.20	263,786.21	255,649.77
Greene County	881,780.76	905,020.70	1,058,156.57	1,025,518.01
City of Battlefield	39,960.94	41,014.13	47,954.01	46,474.89
City of Nixa	198,696.47	203,933.25	238,440.19	231,085.56
City of Ozark	162,565.39	166,849.92	195,082.09	189,064.84
City of Republic	N/A	N/A	N/A	127,291.02
City of Springfield	2,474,302.31	2,539,514.25	2,969,217.93	2,877,633.17
City of Strafford	N/A	N/A	N/A	34,761.39
City of Willard	N/A	N/A	N/A	60,254.35
	3,977,123.62	4,081,943.45	4,772,637.00	4,847,733.00
<b>Republic Small Urban Distribution</b>	33,077.66	33,077.66	33,077.66	33,077.66
	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>
<b>Republic Small Urban Allocation</b>	33,077.66	33,077.66	33,077.66	33,077.66
<b>STP-Urban Allocation</b>	4,547,306.00	5,404,229.00	5,607,071.55	5,451,998.01
<b>STP-Urban Distribution</b>				
Christian County	239,722.79	284,571.43	295,187.56	287,071.50
Greene County	1,020,316.77	1,211,203.16	1,256,387.95	1,221,844.09
City of Battlefield	82,739.59	98,218.96	101,883.09	99,081.85
City of Nixa	281,551.42	334,225.59	346,694.10	337,161.90
City of Ozark	263,760.19	313,105.87	324,786.51	315,856.64
City of Republic	185,257.16	226,104.43	235,773.39	228,381.45
City of Springfield	2,360,786.90	2,802,455.71	2,907,003.30	2,827,076.46
City of Strafford	34,901.60	41,431.18	42,976.80	41,795.17
City of Willard	78,269.58	92,912.67	96,378.85	93,728.95
	4,547,306.00	5,404,229.00	5,607,071.55	5,451,998.01
<b>Republic Small Urban Distribution</b>	33,077.66	33,077.66	33,077.66	33,077.66

# Funding Allocation

## OTO Population Distribution

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

## OTO Special Projects

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

### Notes:

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

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

FY2012-FY2015 STP-Urban funds distribution based on percentage of 2010 MPO Population.

Republic Small Urban FY04-10 not included in overall distribution

Republic Small Urban FY11-15 included in overall distribution

## All Allocations

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

## All Allocations

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

## All Allocations

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

## All Allocations

	Type	Date	Account	Amount	Balance
<b>FY 2012 Allocation</b>					
	Deposit	10/01/2011	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2011	Christian County	239,722.79	272,800.45
	Deposit	10/01/2011	Greene County	1,020,316.77	1,293,117.22
	Deposit	10/01/2011	City of Battlefield	82,739.59	1,375,856.81
	Deposit	10/01/2011	City of Nixa	281,551.42	1,657,408.23
	Deposit	10/01/2011	City of Ozark	263,760.19	1,921,168.42
	Deposit	10/01/2011	City of Republic	185,257.16	2,106,425.58
	Deposit	10/01/2011	City of Springfield	2,360,786.90	4,467,212.48
	Deposit	10/01/2011	City of Strafford	34,901.60	4,502,114.08
	Deposit	10/01/2011	City of Willard	78,269.58	4,580,383.66
Total FY 2012 Allocation				4,580,383.66	4,580,383.66
<b>FY 2012 BRM Allocation</b>					
	Deposit	10/01/2011	Bridge (BRM)	395,013.02	395,013.02
Total FY 2012 BRM Allocation				395,013.02	395,013.02
<b>FY 2013 Allocation</b>					
	Deposit	10/01/2012	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2012	Christian County	284,571.43	317,649.09
	Deposit	10/01/2012	Greene County	1,211,203.16	1,528,852.25
	Deposit	10/01/2012	City of Battlefield	98,218.96	1,627,071.21
	Deposit	10/01/2012	City of Nixa	334,225.59	1,961,296.80
	Deposit	10/01/2012	City of Ozark	313,105.87	2,274,402.67
	Deposit	10/01/2012	City of Republic	226,104.43	2,500,507.10
	Deposit	10/01/2012	City of Springfield	2,802,455.71	5,302,962.81
	Deposit	10/01/2012	City of Strafford	41,431.18	5,344,393.99
	Deposit	10/01/2012	City of Willard	92,912.67	5,437,306.66
Total FY 2013 Allocation				5,437,306.66	5,437,306.66
<b>FY 2013 BRM Allocation</b>					
	Deposit	10/01/2012	Bridge (BRM)	388,603.66	388,603.66
Total FY 2013 BRM Allocation				388,603.66	388,603.66
<b>FY 2013 TAP Allocation</b>					
	Deposit	10/01/2012	Enhancements (TAP)	602,196.69	602,196.69
Total FY 2013 TAP Allocation				602,196.69	602,196.69

## All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
<b>FY 2014 Allocation</b>					
	Deposit	10/01/2013	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2013	Christian County	295,187.56	328,265.22
	Deposit	10/01/2013	Greene County	1,256,387.95	1,584,653.17
	Deposit	10/01/2013	City of Battlefield	101,883.09	1,686,536.26
	Deposit	10/01/2013	City of Nixa	346,694.10	2,033,230.36
	Deposit	10/01/2013	City of Ozark	324,786.51	2,358,016.87
	Deposit	10/01/2013	City of Republic	235,773.39	2,593,790.26
	Deposit	10/01/2013	City of Springfield	2,907,003.30	5,500,793.56
	Deposit	10/01/2013	City of Strafford	42,976.80	5,543,770.36
	Deposit	10/01/2013	City of Willard	96,378.85	5,640,149.21
Total FY 2014 Allocation				5,640,149.21	5,640,149.21
<b>FY 2014 BRM Allocation</b>					
	Deposit	10/01/2013	Bridge (BRM)	352,601.99	352,601.99
Total FY 2014 BRM Allocation				352,601.99	352,601.99
<b>FY 2014 TAP Allocation</b>					
	Deposit	10/01/2013	Enhancements (TAP)	612,826.23	612,826.23
Total FY 2014 TAP Allocation				612,826.23	612,826.23
<b>FY 2015 Allocation</b>					
	Deposit	10/01/2014	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2014	Christian County	287,071.50	320,149.16
	Deposit	10/01/2014	Greene County	1,221,844.09	1,541,993.25
	Deposit	10/01/2014	City of Battlefield	99,081.85	1,641,075.10
	Deposit	10/01/2014	City of Nixa	337,161.90	1,978,237.00
	Deposit	10/01/2014	City of Ozark	315,856.64	2,294,093.64
	Deposit	10/01/2014	City of Republic	228,381.45	2,522,475.09
	Deposit	10/01/2014	City of Springfield	2,827,076.46	5,349,551.55
	Deposit	10/01/2014	City of Strafford	41,795.17	5,391,346.72
	Deposit	10/01/2014	City of Willard	93,728.95	5,485,075.67
Total FY 2015 Allocation				5,485,075.67	5,485,075.67
<b>FY 2015 BRM Allocation</b>					
	Deposit	10/01/2014	Bridge (BRM)	342,850.16	342,850.16
Total FY 2015 BRM Allocation				342,850.16	342,850.16
<b>FY 2015 TAP Allocation</b>					
	Deposit	10/01/2014	Enhancements (TAP)	397,253.54	397,253.54
Total FY 2015 TAP Allocation				397,253.54	397,253.54

## All Allocations

Type	Date	Account	Amount	Balance
<b>Republic Small Urban Opening Balance</b>				
Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance			278,258.25	278,258.25
<b>Springfield Area Small-U Opening Balance</b>				
Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance			3,507,681.84	3,507,681.84
<b>TOTAL ALLOCATIONS</b>			<b>65,399,042.98</b>	

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>0132056 13/I-44</b>				
	08/21/2009	City of Springfield	STP-Urban	(978,000.00)
<b>0132070 Kansas/JRF</b>				
	10/02/2011	Greene County	STP - OTO Payback	(385,519.89)
	10/02/2012	Greene County	STP - OTO Payback	48,882.69
	02/12/2015	City of Springfield	Springfield Area Small Urban	(18,250.34)
<b>0132078 Kansas Expy Pavement</b>				
	04/22/2014	City of Springfield	STP-Urban	(799,517.00)
<b>0141014 17th Street Relocation</b>				
	04/18/2008	City of Ozark	STP-Urban	(244,800.00)
<b>0141021 14ADA</b>				
	01/06/2014	Enhancements (TAP)	TAP	(165,587.00)
<b>0602064 JRF/Glenstone</b>				
	10/02/2006	City of Springfield	Springfield Area Small Urban	(2,103,741.90)
	10/02/2006	Greene County	Springfield Area Small Urban	(500,000.00)
	10/02/2006	City of Springfield	Springfield Area Small Urban	(446,611.27)
	10/23/2007	City of Springfield	STP-Urban	(446,611.27)
	10/23/2007	Greene County	STP-Urban	(500,000.00)
	10/02/2009	City of Springfield	Springfield Area Small Urban	47,734.48
<b>0602065 60/65</b>				
	10/02/2011	City of Springfield	STP-Urban	(100,000.00)
<b>0602066 James River Bridge</b>				
	01/02/2009	Bridge (BRM)	BRM	(780,000.00)
	06/20/2014	Bridge (BRM)	BRM	21,990.93
<b>0602067 National/JRF</b>				
	06/18/2009	City of Springfield	STP-Urban	(1,244,617.00)
	10/02/2009	City of Springfield	STP - OTO Payback	1,244,617.00
<b>0602068 JRF/Campbell (160)</b>				
	10/02/2009	Greene County	STP-Urban	(1,000,000.00)
	10/02/2009	City of Springfield	STP-Urban	(800,000.00)
<b>0602076 Oakwood/60</b>				
	10/02/2011	City of Republic	STP-Urban	(173,050.00)
	10/03/2013	City of Republic	Republic Small Urban	(50,000.00)

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>0651056 65/CC/J</b>				
	02/02/2014	Christian County	STP-Urban	(228,000.00)
	04/06/2015	Christian County	STP-Urban	(2,072,000.00)
<b>0651064 Farmer Branch</b>				
	07/15/2013	Bridge (BRM)	BRM	(1,000,000.00)
<b>0652048 44/65</b>				
	04/17/2007	City of Springfield	Springfield Area Small Urban	(74,000.00)
<b>0652058 Glenstone/Primrose</b>				
	12/21/2007	City of Springfield	STP-Urban	(134,432.60)
	02/29/2008	City of Springfield	STP-Urban	22,101.02
	07/09/2009	City of Springfield	STP-Urban	(312,694.65)
	10/02/2009	City of Springfield	STP-Urban	(7,570.99)
<b>0652065 US 65 6-Laning</b>				
	11/02/2013	Greene County	STP-Urban	(240,794.13)
	11/03/2014	Greene County	STP - OTO Payback	240,794.13
<b>0652067 US65</b>				
	10/02/2009	City of Springfield	STP-Urban	(1,061,000.00)
<b>0652069 Glenstone Sidewalks</b>				
	10/02/2010	City of Springfield	STP-Urban	(106,000.00)
<b>0652074 South Glenstone</b>				
	10/02/2012	City of Springfield	STP - OTO Payback	(233,600.00)
	10/02/2012	City of Springfield	STP - OTO Payback	(395,760.80)
	10/02/2012	City of Springfield	STP-Urban	(1,244,239.20)
	12/02/2013	City of Springfield	STP-Urban	(2,064,703.81)
	12/02/2013	Greene County	STP-Urban	(500,000.00)
	03/02/2014	City of Springfield	STP-Urban	145,628.38
	08/27/2015	City of Springfield	STP-Urban	(248,493.49)
<b>0652076 65/Chestnut</b>				
	10/02/2011	Greene County	STP-Urban	(589,570.53)
	10/02/2011	City of Springfield	STP-Urban	(779,945.21)
	09/08/2015	City of Springfield	STP-Urban	(81,046.35)
<b>0652086 Battlefield/65</b>				
	10/02/2013	Greene County	STP-Urban	(452,800.00)
	06/12/2014	Bridge (BRM)	BRM	(1,189,657.00)
	07/23/2014	Greene County	STP-Urban	(47,200.00)
	07/23/2014	City of Springfield	STP-Urban	(4,660,769.24)

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>0652087 Chestnut RR</b>				
	12/02/2013	City of Springfield	STP-Urban	(100,000.00)
	12/02/2013	Greene County	STP-Urban	(400,000.00)
	07/31/2014	City of Springfield	STP-Urban	(1,126,800.00)
	05/21/2015	City of Springfield	STP-Urban	(1,946,401.00)
	08/27/2015	City of Springfield	STP-Urban	1,946,401.00
<b>0652088 US65/Division Interchange</b>				
	07/27/2015	City of Springfield	STP-Urban	(734,148.00)
<b>1601043 160/Hunt Road</b>				
	10/02/2012	City of Willard	STP - OTO Payback	(21,000.00)
<b>1601053 160/Campbell/ Plainview 2</b>				
	12/02/2013	City of Springfield	STP-Urban	(231,767.60)
	07/01/2014	City of Springfield	STP-Urban	83,126.86
<b>1601054 160/Campbell/ Plainview 3</b>				
	02/02/2014	City of Springfield	STP-Urban	(386,800.00)
	12/08/2014	City of Springfield	STP-Urban	(109,976.12)
	04/15/2015	City of Springfield	STP-Urban	(41,457.16)
<b>2661009 Midfield Terminal Access</b>				
	11/08/2007	City of Springfield	STP-Urban	(993,062.73)
	11/08/2007	Greene County	STP-Urban	(1,000,000.00)
	11/09/2007	City of Springfield	STP-Urban	(2,461,290.27)
	01/24/2008	City of Springfield	STP-Urban	1,069,858.00
	02/15/2008	City of Springfield	STP-Urban	(508,570.80)
	10/02/2010	City of Springfield	STP-Urban	(43,205.64)
	10/02/2010	City of Springfield	STP-Urban	(59,268.28)
	10/02/2010	City of Springfield	STP-Urban	0.15
<b>5900837 NS Corridor Study</b>				
	10/02/2007	City of Ozark	Springfield Area Small Urban	(7,530.18)
	10/02/2007	Christian County	Springfield Area Small Urban	(10,182.16)
	10/02/2007	Greene County	Springfield Area Small Urban	(40,844.89)
	10/02/2007	City of Battlefield	Springfield Area Small Urban	(1,851.03)
	10/02/2007	City of Nixa	Springfield Area Small Urban	(9,203.80)
	10/02/2007	City of Springfield	Springfield Area Small Urban	(114,611.94)
	10/02/2009	Christian County	Springfield Area Small Urban	0.81
	10/02/2009	Greene County	Springfield Area Small Urban	3.25
	10/02/2009	City of Battlefield	Springfield Area Small Urban	0.15
	10/02/2009	City of Nixa	Springfield Area Small Urban	0.73
	10/02/2009	City of Ozark	Springfield Area Small Urban	0.60
	10/02/2009	City of Springfield	Springfield Area Small Urban	9.13

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>5900845 Bicycle Destination Plan</b>				
	10/02/2010	Greene County	STP-Urban	(40,033.84)
<b>5904810 Division Underground Tank</b>				
	10/02/2006	Greene County	Springfield Area Small Urban	(64,027.15)
<b>5905804 FY 2008 TMC Staff</b>				
	10/24/2007	City of Springfield	STP-Urban	(112,000.00)
	10/02/2009	City of Springfield	STP-Urban	659.24
<b>5905805 FY 2009 TMC Staff</b>				
	11/28/2008	City of Springfield	STP-Urban	(128,800.00)
	03/13/2009	City of Springfield	STP-Urban	(61,600.00)
	10/02/2009	City of Springfield	STP-Urban	859.06
<b>5905806 FY 2010 TMC Staff</b>				
	10/02/2009	City of Springfield	STP-Urban	(228,000.00)
	03/02/2014	City of Springfield	STP-Urban	130.02
<b>5907801 Campbell/Weaver</b>				
	03/07/2008	City of Springfield	STP-Urban	(124,524.56)
	10/02/2009	City of Springfield	Springfield Area Small Urban	(124,524.56)
	10/02/2009	Greene County	STP-Urban	(1,328,793.88)
	10/02/2009	City of Springfield	STP-Urban	(1,328,793.88)
	10/02/2009	Greene County	STP-Urban	164,058.91
	10/02/2009	City of Springfield	STP-Urban	164,058.91
	03/02/2014	City of Springfield	STP-Urban	145,202.00
	03/02/2014	Greene County	STP-Urban	145,202.01
	03/28/2014	City of Springfield	Springfield Area Small Urban	35,547.11
	03/28/2014	Greene County	Springfield Area Small Urban	35,547.10
<b>5909802 KS Extension</b>				
	09/11/2015	Greene County	STP-Urban	(2,159,912.50)
<b>5916806 Highway M Study</b>				
	10/02/2009	City of Battlefield	STP-Urban	(14,399.22)
	08/18/2014	City of Battlefield	STP-Urban	184.00
<b>5933803 Kansas/Evergreen</b>				
	03/25/2009	City of Springfield	STP-Urban	(300,000.00)
	03/25/2009	City of Springfield	STP-Urban	19,036.04
	09/05/2009	City of Springfield	STP-Urban	38,753.65
	01/02/2014	City of Springfield	STP-Urban	4,818.49

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>5935803 Chestnut/National</b>				
	10/02/2006	City of Springfield	Springfield Area Small Urban	(948,888.79)
	10/02/2006	City of Springfield	STP-Urban	(20,056.73)
	10/02/2007	Greene County	Springfield Area Small Urban	500,000.00
	10/02/2007	City of Springfield	Springfield Area Small Urban	446,611.27
	10/02/2008	City of Springfield	Springfield Area Small Urban	124,524.56
	11/28/2008	City of Springfield	STP-Urban	(78,307.24)
<b>5938801 FY 2011 TMC Staff</b>				
	10/02/2010	City of Springfield	STP-Urban	(276,000.00)
	10/02/2012	City of Springfield	STP-Urban	9,145.43
<b>5938803 FY 2013 TMC Staff</b>				
	10/02/2012	City of Springfield	STP - OTO Payback	(260,000.00)
<b>5938804 FY 2014 TMC Staff</b>				
	04/03/2014	City of Springfield	STP-Urban	(268,000.00)
	06/17/2015	City of Springfield	STP-Urban	16,968.66
<b>5938805 FY 2015 TMC Staff</b>				
	01/16/2015	City of Springfield	STP-Urban	(276,000.00)
<b>5944802 Jackson/Main Sidewalk</b>				
	05/27/2015	City of Willard	STP-Urban	(12,465.81)
<b>6900804 60 East</b>				
	03/19/2004	City of Republic	Republic Small Urban	(303,436.00)
<b>6900809 Rte 174 Trail</b>				
	08/11/2015	Enhancements (TAP)	TAP	(44,535.20)
<b>7441012 Kearney/Packer</b>				
	08/15/2014	City of Springfield	Springfield Area Small Urban	(47,380.00)
<b>9900077 Republic Trans. Plan</b>				
	01/02/2014	City of Republic	STP-Urban	(14,751.58)
	01/02/2014	City of Republic	Republic Small Urban	(49,233.29)

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>9900824 Third Street/14</b>				
	10/02/2006	City of Ozark	Springfield Area Small Urban	(89,600.00)
	10/02/2006	City of Ozark	Springfield Area Small Urban	(43,200.00)
	10/02/2009	City of Ozark	STP-Urban	(56,192.80)
	10/02/2010	City of Ozark	STP-Urban	(72,962.40)
	10/02/2011	City of Ozark	STP-Urban	(177,500.00)
	09/30/2013	City of Ozark	Springfield Area Small Urban	(29,733.60)
	10/02/2013	City of Ozark	STP-Urban	(643,549.07)
	06/17/2015	City of Ozark	STP-Urban	18,156.26
	06/17/2015	City of Ozark	Springfield Area Small Urban	16,297.93
<b>9900841 Hwy160/Hughes</b>				
	05/27/2015	City of Willard	STP-Urban	(40,000.00)
<b>9900846 Scenic Sidewalks</b>				
	05/23/2008	Greene County	STP-Urban	(74,642.40)
	08/15/2008	Greene County	STP-Urban	18,089.16
	10/02/2009	Greene County	STP-Urban	(7,350.46)
<b>9900854 CC Realignment</b>				
	02/22/2008	City of Nixa	STP-Urban	(236,800.00)
	10/02/2012	City of Nixa	STP-Urban	3,168.42
<b>9900855 Roadway Prioritization</b>				
	07/01/2008	City of Ozark	STP-Urban	(14,681.60)
	11/28/2008	City of Ozark	STP-Urban	349.91
<b>9900858 Gregg/14</b>				
	08/07/2008	City of Nixa	STP-Urban	(38,133.92)
	10/02/2012	City of Nixa	STP-Urban	104.26
<b>9900859 Main Street</b>				
	08/07/2008	City of Nixa	STP-Urban	(53,822.02)
	10/02/2012	City of Nixa	STP-Urban	7,167.08
<b>9900860 CC Study</b>				
	09/17/2009	Christian County	STP-Urban	(320,000.00)
	05/11/2015	Christian County	STP-Urban	114,293.30
<b>9900861 Northview Road</b>				
	07/09/2009	City of Nixa	STP-Urban	(17,386.10)
	10/02/2010	City of Nixa	STP-Urban	(89,798.40)
	10/02/2011	City of Nixa	STP-Urban	107,184.50

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>9900866 Elm Street Sidewalks</b>				
	10/02/2009	City of Battlefield	STP-Urban	(1,998.24)
<b>9900867 Cloverdale Lane Sidewalks</b>				
	10/02/2009	City of Battlefield	STP-Urban	(795.68)
<b>9900869 14/Gregg</b>				
	10/02/2010	City of Nixa	STP-Urban	(54,780.00)
	10/02/2011	City of Nixa	STP-Urban	(209,764.71)
	10/02/2012	City of Nixa	STP-Urban	(32,535.60)
	10/28/2014	City of Nixa	STP-Urban	489.84
<b>9900878 125/OO</b>				
	10/02/2011	City of Strafford	STP - OTO Payback	(9,819.76)
	10/02/2011	City of Strafford	STP - OTO Payback	(53,955.24)
	03/01/2014	City of Strafford	STP - OTO Payback	(66,236.44)
<b>9900891 Evans/65</b>				
	10/02/2011	Greene County	STP-Urban	(500,000.00)
<b>9901804 Tracker/Main</b>				
	11/02/2013	City of Nixa	STP-Urban	(473,600.00)
<b>9901807 Strafford Sidewalks</b>				
	12/02/2014	Enhancements (TAP)	TAP	(211,573.18)
	02/13/2015	Enhancements (TAP)	TAP	34,777.20
	09/11/2105	Enhancements (TAP)	TAP	(12,930.00)
<b>9901810 Weaver Rd Widening</b>				
	05/15/2014	City of Battlefield	STP-Urban	(138,336.00)
	06/04/2014	City of Battlefield	STP-Urban	(32,000.00)
	08/03/2015	City of Battlefield	STP-Urban	(33,229.60)
<b>9901811 Finley R. Park Connection</b>				
	06/29/2015	Enhancements (TAP)	TAP	(18,441.18)
<b>9901812 Hartley Road Sidewalks</b>				
	06/29/2015	Enhancements (TAP)	TAP	(21,569.35)
<b>9901813 McGuffy Park Sidewalks</b>				
	06/29/2015	Enhancements (TAP)	TAP	(10,814.75)

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
<b>ES08006 Traffic Analysis</b>				
	09/03/2009	City of Ozark	STP-Urban	(6,821.60)
	10/02/2010	City of Ozark	STP-Urban	17.39
<b>ES08007 Master Transportation Pln</b>				
	09/22/2009	City of Ozark	STP-Urban	(7,243.20)
	10/02/2009	City of Ozark	STP-Urban	7,243.20
<b>S600040 Republic Rd Bridges</b>				
	07/01/2014	City of Springfield	STP-Urban	(2,584,800.00)
<b>S947010 Glenstone (H) I-44 to VWM</b>				
	09/18/2008	City of Springfield	STP-Urban	(1,200,000.00)
	09/18/2008	Greene County	STP-Urban	(1,500,000.00)
<b>S950012 M/ZZ</b>				
	10/02/2009	City of Republic	Republic Small Urban	(198,465.00)
<b>S959003 Route FF Pavement Imp</b>				
	10/02/2009	City of Battlefield	STP-Urban	(70,000.00)
	10/02/2010	City of Battlefield	STP-Urban	35,578.89
	10/02/2011	City of Battlefield	STP-Urban	3,552.55
<b>Adjustments</b>				
	10/02/2005	Bridge (BRM)	BRM	(0.43)
<b>TOTAL OBLIGATIONS</b>				<b>(49,789,156.57)</b>

# Surface Transportation Program (STP-Large Urban)

## Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
<b>Balance as of September 30, 2014</b>	<b>\$15,578,556.33</b>	<b>\$13,676,531.75</b>
Fiscal Year 2015 Apportionment (OL = 95.98%)	\$5,680,348.00	\$5,451,998.01
Project Obligations - October 2014:		
None	\$0.00	\$0.00
<b>Balance as of October 31, 2014</b>	<b>\$21,258,904.33</b>	<b>\$19,128,529.76</b>
Project Obligations - November 2014:		
None	\$0.00	\$0.00
<b>Balance as of November 30, 2014</b>	<b>\$21,258,904.33</b>	<b>\$19,128,529.76</b>
Project Obligations - December 2014:		
1601054	-\$109,976.12	-\$109,976.12
<b>Balance as of December 31, 2014</b>	<b>\$21,148,928.21</b>	<b>\$19,018,553.64</b>
Project Obligations - January 2015:		
5938805	-\$276,000.00	-\$276,000.00
<b>Balance as of January 31, 2015</b>	<b>\$20,872,928.21</b>	<b>\$18,742,553.64</b>
Project Obligations - February 2015:		
None	\$0.00	\$0.00
<b>Balance as of February 28, 2015</b>	<b>\$20,872,928.21</b>	<b>\$18,742,553.64</b>
Project Obligations - March 2015:		
None	\$0.00	\$0.00
<b>Balance as of March 31, 2015</b>	<b>\$20,872,928.21</b>	<b>\$18,742,553.64</b>
Project Obligations - April 2015:		
1601054	-\$41,457.16	-\$41,457.16
0651056	-\$2,072,000.00	-\$2,072,000.00
<b>Balance as of April 30, 2015</b>	<b>\$18,759,471.05</b>	<b>\$16,629,096.48</b>

# Surface Transportation Program (STP-Large Urban)

## Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
Project Obligations - May 2015:		
5944802	-\$12,465.81	-\$12,465.81
9900860	\$114,293.30	\$114,293.30
9900841	-\$40,000.00	-\$40,000.00
0652087	-\$1,946,401.00	-\$1,946,401.00
<b>Balance as of May 31, 2015</b>	<b><u>\$16,874,897.54</u></b>	<b><u>\$14,744,522.97</u></b>
Project Obligations - June 2015:		
9900824	\$18,156.26	\$18,156.26
5938804	\$16,968.66	\$16,968.66
<b>Balance as of June 30, 2015</b>	<b><u>\$16,910,022.46</u></b>	<b><u>\$14,779,647.89</u></b>
Project Obligations - July 2015:		
0652088	-\$734,148.00	-\$734,148.00
<b>Balance as of July 31, 2015</b>	<b><u>\$16,175,874.46</u></b>	<b><u>\$14,045,499.89</u></b>
Project Obligations - August 2015:		
9901810	-\$33,229.60	-\$33,229.60
0652074	-\$248,493.49	-\$248,493.49
0652087	\$1,946,401.00	\$1,946,401.00
<b>Balance as of August 31, 2015</b>	<b><u>\$17,840,552.37</u></b>	<b><u>\$15,710,177.80</u></b>
Project Obligations - September 2015:		
5909802	-\$2,159,912.50	-\$2,159,912.50
652076	-\$81,046.35	-\$81,046.35
<b>Balance as of September 30, 2015</b>	<b><u>\$15,599,593.52</u></b>	<b><u>\$13,469,218.95</u></b>

# Surface Transportation Program (STP-Payback)

## Springfield Urban Area

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

# Surface Transportation Program (STP-Payback)

## Springfield Urban Area

	<u>Apportionment</u>	<u>Available (OL)</u>
<b>Balance as of May 31, 2015</b>	<u>\$174,557.69</u>	<u>\$174,557.69</u>
Project Obligations - June 2015:		
None	\$0.00	\$0.00
<b>Balance as of June 30, 2015</b>	<u>\$174,557.69</u>	<u>\$174,557.69</u>
Project Obligations - July 2015:		
None	\$0.00	\$0.00
<b>Balance as of July 31, 2015</b>	<u>\$174,557.69</u>	<u>\$174,557.69</u>
Project Obligations - August 2015:		
None	\$0.00	\$0.00
<b>Balance as of August 31, 2015</b>	<u>\$174,557.69</u>	<u>\$174,557.69</u>
Project Obligations - September 2015:		
None	\$0.00	\$0.00
<b>Balance as of September 30, 2015</b>	<u>\$174,557.69</u>	<u>\$174,557.69</u>

# Highway Bridge Program (BRM)

## Springfield Urban Area

	<u>Apportionment</u>	<u>Available (OL)</u>
<b>Balance as of September 30, 2014</b>	<b>\$529,303.93</b>	<b>\$388,801.60</b>
Fiscal Year 2015 Apportionment (OL = 95.98%)	\$357,210.00	\$342,850.16
Project Obligations - October 2014:		
None	\$0.00	\$0.00
<b>Balance as of October 31, 2014</b>	<b>\$886,513.93</b>	<b>\$731,651.76</b>
Project Obligations - November 2014:		
None	\$0.00	\$0.00
<b>Balance as of November 30, 2014</b>	<b>\$886,513.93</b>	<b>\$731,651.76</b>
Project Obligations - December 2014:		
None	\$0.00	\$0.00
<b>Balance as of December 31, 2014</b>	<b>\$886,513.93</b>	<b>\$731,651.76</b>
Project Obligations - January 2015:		
None	\$0.00	\$0.00
<b>Balance as of January 31, 2015</b>	<b>\$886,513.93</b>	<b>\$731,651.76</b>
Project Obligations - February 2015:		
None	\$0.00	\$0.00
<b>Balance as of February 28, 2015</b>	<b>\$886,513.93</b>	<b>\$731,651.76</b>
Project Obligations - March 2015:		
None	\$0.00	\$0.00
<b>Balance as of March 31, 2015</b>	<b>\$886,513.93</b>	<b>\$731,651.76</b>
Project Obligations - April 2015:		
None	\$0.00	\$0.00
<b>Balance as of April 30, 2015</b>	<b>\$886,513.93</b>	<b>\$731,651.76</b>

Project Obligations - May 2015:

None

\$0.00

\$0.00

**Balance as of May 31, 2015**

**\$886,513.93**

**\$731,651.76**

Project Obligations - June 2015:

None

\$0.00

\$0.00

**Balance as of June 30, 2015**

**\$886,513.93**

**\$731,651.76**

Project Obligations - July 2015:

None

\$0.00

\$0.00

**Balance as of July 31, 2015**

**\$886,513.93**

**\$731,651.76**

Project Obligations - August 2015:

None

\$0.00

\$0.00

**Balance as of August 31, 2015**

**\$886,513.93**

**\$731,651.76**

Project Obligations - September 2015:

None

\$0.00

\$0.00

**Balance as of September 30, 2015**

**\$886,513.93**

**\$731,651.76**

# Transportation Alternatives Program (TAP)

## Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
<b>Balance as of September 30, 2014</b>	<b>\$1,087,874.00</b>	<b>\$1,049,435.92</b>
Fiscal Year 2015 Apportionment (OL = 95.98%)	413,892.00	397,253.54
Project Obligations - October 2014: None	0.00	0.00
<b>Balance as of October 31, 2014</b>	<b>\$1,501,766.00</b>	<b>\$1,446,689.46</b>
Project Obligations - November 2014: None	0.00	0.00
<b>Balance as of November 30, 2014</b>	<b>\$1,501,766.00</b>	<b>\$1,446,689.46</b>
Project Obligations - December 2014: 9901807	-211,573.18	-211,573.18
<b>Balance as of December 31, 2014</b>	<b>\$1,290,192.82</b>	<b>\$1,235,116.28</b>
Project Obligations - January 2015: None	0.00	0.00
<b>Balance as of January 31, 2015</b>	<b>\$1,290,192.82</b>	<b>\$1,235,116.28</b>
Project Obligations - February 2015: 9901807	34,777.20	34,777.20
<b>Balance as of February 28, 2015</b>	<b>\$1,324,970.02</b>	<b>\$1,269,893.48</b>
Project Obligations - March 2015: None	0.00	0.00
<b>Balance as of March 31, 2015</b>	<b>\$1,324,970.02</b>	<b>\$1,269,893.48</b>
Project Obligations - April 2015: None	0.00	0.00
<b>Balance as of April 30, 2015</b>	<b>\$1,324,970.02</b>	<b>\$1,269,893.48</b>

# Transportation Alternatives Program (TAP)

## Springfield Urban Area

	<u>Apportionments</u>	<u>Available (OL)</u>
Project Obligations - May 2015:		
None	0.00	0.00
<b>Balance as of May 31, 2015</b>	<b><u>\$1,324,970.02</u></b>	<b><u>\$1,269,893.48</u></b>
Project Obligations - June 2015:		
9901811	-18,441.18	-18,441.18
9901812	-21,569.35	-21,569.35
9901813	-10,814.75	-10,814.75
<b>Balance as of June 30, 2015</b>	<b><u>\$1,274,144.74</u></b>	<b><u>\$1,219,068.20</u></b>
Project Obligations - July 2015:		
None	0.00	0.00
<b>Balance as of July 31, 2015</b>	<b><u>\$1,274,144.74</u></b>	<b><u>\$1,219,068.20</u></b>
Project Obligations - August 2015:		
6900809	-44,535.20	-44,535.20
<b>Balance as of August 31, 2015</b>	<b><u>\$1,229,609.54</u></b>	<b><u>\$1,174,533.00</u></b>
Project Obligations - September 2015:		
9901807	-12,930.00	-12,930.00
<b>Balance as of September 30, 2015</b>	<b><u>\$1,216,679.54</u></b>	<b><u>\$1,161,603.00</u></b>

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



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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205 PARK CENTRAL EAST, SUITE 205      SPRINGFIELD, MO 65806

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

**TAB 6**

**TECHNICAL PLANNING COMMITTEE AGENDA 11/18/2015; ITEM II.E.**

**Amendment to the STP-Urban Advance Policy**

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

**AGENDA DESCRIPTION:**

In an effort to reduce the OTO STP-Urban fund balance, a policy was approved that allows for jurisdictions receiving less than \$1 million a year in funding to spend funds in advance.

Staff is proposing an amendment to that policy that allows for all jurisdictions receiving less than \$2 million a year jurisdictions to spend up to three years in advance, and jurisdictions receiving more than \$2 million to spend up to one year in advance.

This amendment is proposed in light of a new MoDOT policy that allows for OTO overall to spend one year in advance. This equates to OTO being able to actually have a negative balance of up to one year's STP-Urban funding.

Each jurisdiction who programs advanced funding will be required to sign a repayment agreement. Staff will determine funds availability prior to approving an agreement. All agreements will be approved by the Board of Directors. In the event that the STP-Urban program were to be discontinued, any funds repaid will be re-deposited into the OTO STP-Urban account on deposit with MoDOT.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

"Move to recommend approval of the Amendment to the STP-Urban Advance Policy and Agreement to the Board of Directors."

Or

"Move to ....."

**TAB 7**

## TECHNICAL COMMITTEE AGENDA 11/18/2015; 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
<b>2016</b>	<b>Ozark</b>	<b>Larry Martin, Chairman</b>
<b>2017</b>	<b>Strafford</b>	<hr/>

**TECHNICAL COMMITTEE ACTION REQUESTED:** To make a motion to elect the Chairman and Chairman-Elect positions for the 2016 Technical Planning Committee as shown above.

**TAB 8**



## **Technical Planning Committee 2016 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 20, 2016**

**March 16, 2016**

**May 18, 2016**

**July 20, 2016**

**September 21, 2016**

**November 16, 2016**

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

**TAB 9**

[Print Story](#)

## Commission Taps KcKenna to Lead MoDOT

## AASHTO Journal

The Missouri Highways and Transportation Commission said Nov. 5 it has [named Patrick McKenna as the new director of the state Department of Transportation](#). McKenna has been deputy commissioner of the New Hampshire DOT, and will become the MoDOT chief on Dec. 7.

"After a nationwide search, the commission knew Mr. McKenna had the vision and experience to lead the department to a new level of success and achievement," said Commission Chairman Stephen Miller.

McKenna will replace Interim Director Roberta Broeker, who will return to her previous position as MoDOT's chief financial officer.

His appointment comes during a period when state officials including Miller have been pushing for a major infusion of new revenue, and saying that constrained funding will soon require MoDOT to limit its resources to supporting only a priority segment of state-administered roads.

"I am excited and honored to take on the director's position at MoDOT," said McKenna. "Missouri faces a lot of transportation challenges, but MoDOT's employees have proven time and again they can handle it. The department's nationwide reputation for innovation is proof of that."



McKenna

While as NHDOT's deputy commissioner, McKenna served as that agency's chief financial, operating and legislative officer. He has also worked in leadership positions in the public, private and non-profit sectors, and for several years was sole proprietor of a real estate holdings company.

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

November 06, 2015

[Print Story](#)

## FHWA Says Nation's Vehicle Mileage Continues Historic Climb for 18th Month

## AASHTO Journal

The Federal Highway Administration said its latest monthly "Traffic Volume Trends" report showed vehicle traffic on U.S. roadways reached 277.3 billion miles in August, a 2.3 percent gain from a year earlier and [the most for any August on record](#).

That continues a trend of vehicles miles traveled growing on a year-over-year basis for 18 consecutive months and puts 2015 VMT on a pace to be the highest ever. The estimates include passenger vehicle, bus and truck travel.



Until recently, some analysts had predicted that long-term traffic volume trends were on the decline due to population attitudes shifting in favor of other forms of transportation.

Instead, the sustained increase in vehicle mileage is, said the FHWA, "furthering calls to increase federal investment in transportation infrastructure as demands on the nation's highway system grow."

Annual traffic patterns show a summer peak in roadway traffic; [August traditionally shows a decline from July traffic levels and this year was no different](#). FHWA data shows vehicle miles declined some from July's nearly 284 billion, even as the August traffic continued to outpace year-earlier volume.

In addition, on a seasonally adjusted basis, August VMT at 263.3 billion was up 3.6 percent from a year earlier.

The FHWA said the [increases that month came in all five geographical regions](#). The 12-state North Central area had the greatest total VMT volume with a 1.5 percent year-to-year gain. The biggest increase was 3 percent in the South Gulf region, followed by 2.9 percent for the South Atlantic states.

The underlying data tables and monthly charts [are available here](#).

## House Passes Long-Term Bill, to Negotiate With Senate on First Major Bill in a Decade

## AASHTO Journal

The House overwhelmingly approved its version of a six-year reauthorization of highway and transit programs on Nov. 5, setting the stage for House-Senate negotiations that could see Congress soon pass the first long-term bill in 10 years.

A conference committee to work out differences between the House bill and one the Senate passed in July was expected to promptly begin work, after the House approved its version in a 363-64 vote.

Under the most recent short-term extension, Highway Trust Fund programs would expire Nov. 20 unless Congress passes a final bill or another extension before then.

Some senior lawmakers say they can complete the conference work by that date, making it possible to put a final bill before both chambers this month and send to the president for his signature. Even if it took longer to complete the work, however, House debate and votes reflected solid momentum for Congress to complete a final bill.

Both versions of the legislation would authorize highway and transit programs for six years, and both contain Senate-developed revenue provisions that are estimated to support those programs for at least three years.

That would make it the first legislation since 2005 to extend trust fund programs more than two years, even if Congress would still have to find a way to fund it past the first three.

But the House also approved an amendment that could shift another \$40 billion to the Highway Trust Fund from a surplus capital account of the Federal Reserve System. That extra amount, along with other revenue provisions, would reportedly be enough to fund the entire bill for six



years at House-prescribed levels, or five years at higher Senate levels.

The same amendment stripped out Senate-passed language to sharply reduce the dividend Fed pays member commercial banks on the money they deposit with the central bank. That provision had triggered a strong push by the banking industry to remove it from any final bill. But by tapping the Fed's capital surplus instead, the House provision may add much more funding for the transportation bill.

The Senate had also included in its version a four-year passenger rail section, while the House separately passed its rail bill last spring. So the final measure to come out of the House-Senate conference is expected to cover all three modes of surface transportation.

Bud Wright, executive director of the American Association of State Highway and Transportation Officials, said that with House passage "[the momentum is there](#)" for Congress to soon complete the first long-term authorization in a decade.

Executives from state departments of transportation have repeatedly said long-term stability of federal program funding is crucial to the state DOTs being able to efficiently plan and finance infrastructure projects they need to build.

Now, said Wright, "we encourage both chambers to quickly proceed to conference negotiations," Wright said, "so a bill can be sent to the president prior to the Nov. 20 expiration" of current law.

Wright also highlighted the importance of a major infrastructure bill to the nation. "Congress has an opportunity to build muscle for the American economy by passing a multiyear bill that provides stable, long-term funding and sensible reforms designed to meet the vast needs of our aging highway, transit and rail systems."

Rep Bill Shuster, R-Pa., who chairs the Transportation and Infrastructure Committee that wrote the House bill, said upon passage that "[today the House voted to give our infrastructure and our economy a much needed shot in the arm.](#)"

He also said the bill "provides strong reforms and policies to help us improve America's transportation system." Shuster added: "Now we can get to work on resolving the differences with the Senate bill and carry a final measure over the goal line."

Rep. Peter DeFazio, D-Ore., the committee's ranking minority member, said the House vote came "after 10 years of short-term band-aids and extensions."

DeFazio also said the legislation "isn't perfect," and "doesn't provide the level of investment needed to repair or rebuild our aging 1950s-era system of roads, bridges, and public transit systems."

But he also said it contains "a critical provision that would allow for automatic adjustments and increased infrastructure investment if more money flows into the Highway Trust Fund than currently projected. If Congress does the right thing and comes up with more revenue . . . this mechanism will invest those funds in our surface transportation infrastructure without any additional action by Congress."

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

November 06, 2015

[Print Story](#)

## USDOT Awards \$500 Million in 2015 TIGER Grants for Infrastructure Work in 34 States

## AASHTO Journal

The U.S. Department of Transportation [awarded \\$500 million in 2015 TIGER grants to 39 infrastructure projects](#) across the nation, with one of the largest grants – \$25 million – for a Midwest regional truck parking management system to be shared by eight state DOTs.

Transportation Secretary Anthony Foxx said the projects aided by this year's grant program extend to 34 states, and rural areas received 43 percent of the awards for the highest rural percentage in seven rounds of the program.

The grants go to a wide range of project categories – highway, bridge, urban and rural transit, passenger and freight rail, port and bicycle/pedestrian. "In this round of TIGER, we selected projects that focus on where the country's transportation infrastructure needs to be in the future; ever safer, ever more innovative, and ever more targeted to open the floodgates of opportunity across America," Foxx said



But the USDOT also said it received 627 eligible applications from all 50 states plus several territories and tribal governments, a total of \$10.1 billion in project grants.

Foxx used the announcement to say the nation needs to invest more in its infrastructure. "Transportation is always about the future," he said. "If we're just fixing today's problems, we'll fall further and further behind. We already know that a growing population and increasing freight traffic will require our system to do more."

Among this year's awards is that eight-state grant to provide truck drivers with real-time information to make the best decisions about where to find parking for their big rigs, with a regional parking information management system along interstates in Kansas, Kentucky, Indiana, Iowa, Michigan, Minnesota, Ohio, and Wisconsin.

The [detailed list of awards](#) includes a \$20.8 million grant to the Texas DOT for rural transit. The Rhode Island DOT got \$9 million to help build a multimodal travel plaza on I-95 in Hopkinton. DOTs in Missouri and Illinois share \$10 million to help replace the 87-year old Champ Clark Bridge on U.S. 54 across the Mississippi River from Louisiana, Mo., to Pike County, Ill.

Other DOTs also received grants for passenger and freight rail, multimodal, rural transit and ferry projects.

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

October 30, 2015

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## **Career**

Patrick K. McKenna most recently served as the deputy commissioner for the New Hampshire Department of Transportation, a role that is the chief financial, operating and legislative officer. Before that, McKenna served in leadership positions in the public, private and non-profit sectors. He also worked for several years as the sole proprietor of a real estate holdings company. Mr. McKenna was previously chief financial officer for the Office of the Secretary at the United States Senate.

## **Education**

McKenna has a Bachelor's of Science Degree in Finance from Bentley University and a Master's of Science in Management and Finance from the University of Maryland University College.

## **Personal**

McKenna is married with three children. He and his wife, Suzanne, are enjoying raising two sons, Patrick Jr. and Connor, and a daughter, Kelsey.

He has been involved in youth sports organizations as a coach and serves on several boards of non-profit sports foundations.

## **Philosophy**

Coming from a small state – New Hampshire – I learned how dedicated people are in government and how important public service is to people who have devoted their entire careers to this work.

I approach issues with a sense of mentoring and education, often seeking consensus between divergent viewpoints.

## **Leadership**

I want to thank the commission for the confidence they have placed in me. As we all know, when a new leader comes in, the transition can be disruptive. I want to smooth that out as I move into my leadership role at MoDOT.

I believe in teamwork and letting experts in the field give their opinions as decisions are being considered. I think that's how the best decisions get made.

## U.S. Transportation Secretary Foxx Announces \$500 Million in TIGER Grants Awarded to 39 Projects

### Projects Target Future Needs in Rural and Urban Communities

WASHINGTON – U.S. Transportation Secretary Anthony Foxx today announced that the Department of Transportation will provide \$500 million for 39 transportation projects in 34 states, some projects spanning several states, from its TIGER (Transportation Investment Generating Economic Recovery) 2015 program. This year rural areas received 43% of the project awards, a higher percentage than any previous year.

The Department received 627 eligible applications from 50 states and several U.S. territories, including Tribal governments, requesting 20 times the \$500 million available for the program, or \$10.1 billion for needed transportation projects.

"Transportation is always about the future. If we're just fixing today's problems, we'll fall further and further behind. We already know that a growing population and increasing freight traffic will require our system to do more," said Secretary Foxx. "In this round of TIGER, we selected projects that focus on where the country's transportation infrastructure needs to be in the future; ever safer, ever more innovative, and ever more targeted to open the floodgates of opportunity across America."

Projects funded through this round of TIGER support several key transportation goals:

**Connecting Our Communities to Opportunities:** In selecting projects, Secretary Foxx prioritized the extent to which the proposed project strengthens access to opportunities through transportation improvements. The Department seeks to enhance long-term employment opportunities for all Americans by investing in transportation projects that better connect communities to centers of employment, education, and services, especially in economically distressed areas. Examples include:

- A \$10 million grant to develop complete streets and a linear park trail in Kalispell, Montana that will catalyze redevelopment in the heart of the community by relocating rail serving the neighboring industrial park and removing rail from the downtown area.
- A \$2.9 million grant to assist in the construction of critical roads and sidewalks in the Native Village of Point Hope, Alaska, and the purchase of ADA-compliant transit buses to provide accessible transportation throughout the community.
- A \$20 million grant to develop a new 15-mile bus rapid transit (BRT) line in Birmingham, Alabama, connecting Birmingham's residents, especially low-income citizens, to employment centers, educational opportunities, and community services.
- A \$15 million grant to more than double the existing streetcar system in Tacoma, Washington, better connecting the downtown to major employment, medical, education, and other institutions.

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- A \$20.8 million grant to construct transit facilities in growing rural areas of Texas, and to buy replacement transit vehicles that will provide service to rural areas, and that will have improved safety and accessibility features for persons with disabilities.

**Improving Safety:** To make the U.S. transportation system the safest in the world, DOT strives to improve public health and safety by reducing transportation-related fatalities and injuries. TIGER grantees include projects that improve bicycle and pedestrian safety and rail-highway grade crossings, and upgrade deteriorating infrastructure. Examples include:

- A \$15 million grant to construct a grade separated highway overpass at the intersection of State Route 347 and a double track rail line in Maricopa, Arizona, fostering a safe, connected, accessible transportation system for the multimodal movement of people, goods, and services.
- A \$1 million grant to help complete a bike and pedestrian network in the Pueblo of Laguna, New Mexico, creating safe bicycle and pedestrian access linking economic centers to residential areas, and serving as the catalyst to the revitalization of the traditional village areas of the Pueblo of Laguna.
- A \$16 million grant for improvements to support the accelerated replacement of the century-old Portal Bridge that crosses the Hackensack River in New Jersey, which will improve aging infrastructure and ultimately facilitate faster, safer, and more reliable rail traffic on one of the most congested segments of the Northeast Corridor.
- A \$16.9 million grant to convert Dixie Highway in Louisville, Kentucky to a BRT corridor to better connect the southwest part of the city to jobs, social services, education, and medical care along the corridor, including safer options for bicyclists and pedestrians.

**Supporting Innovation:** The Department of Transportation is bullish about supporting innovation in our transportation solutions. Meeting the challenges of tomorrow will require not only higher levels of investment in maintaining and expanding our infrastructure, but supporting the integration of technology that can maximize transportation assets and potentially deliver game-changing safety and efficiency enhancements. In this round of TIGER, DOT invested in efforts to advance innovation. Examples include:

- A \$25 million grant to implement a regional truck parking information management system along interstates in Kansas, Kentucky, Indiana, Iowa, Michigan, Minnesota, Ohio, and Wisconsin, providing truck drivers with reliable, real-time information to make smarter, more efficient truck parking decisions.
- A \$9 million grant to assist in the construction of a multimodal travel plaza on I-95 in Hopkinton, Rhode Island, that will include electric vehicle charging stations, a secured bicycle parking area and a newly constructed welcome center with incorporated solar panels.
- A \$6.8 million grant to assist in the development and deployment of technology for fixed and demand-response transit operators in rural transit service areas across rural Ohio.

This is the seventh TIGER round since 2009, bringing the total grant amount to \$4.6 billion provided to 381 projects in all 50 states, the District of Columbia and Puerto Rico, including 134 projects to support rural and tribal communities. Demand for the program has been overwhelming, to date the Department of Transportation has received more than 6,700 applications requesting more than \$134 billion for transportation projects across the country.

The GROW AMERICA Act, the Administration's surface transportation legislative proposal, would keep TIGER roaring with \$7.5 billion over six years for TIGER grants.

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For additional information, go to [www.transportation.gov/tiger](http://www.transportation.gov/tiger).

To learn more about individual TIGER 2015 projects, go to [www.transportation.gov/policy-initiatives/tiger/tiger-2015-project-fact-sheets](http://www.transportation.gov/policy-initiatives/tiger/tiger-2015-project-fact-sheets).

Wednesday, October 28, 2015

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