Ozarks Transportation Organization

September 19, 2012

Technical Planning Committee Meeting

OTO Conference Room, Holland Building

205 Park Central East, Suite 212

1:30 – 3:00 PM

Technical Planning Committee Meeting Agenda
September 19, 2012 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/Wiesehan)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the July 18, 2012 Meeting Minutes..... Tab 1
(1 minute/Wiesehan)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items
(5 minutes/Wiesehan)
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
(3 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
(3 minutes/Longpine)
Staff will provide a review of BPAC's current activities.

II. New Business

A. Amendment Number One to the FY 2013-2016 TIP.....Tab 2
(10 minutes/Longpine)
OTO is requesting the Technical Planning Committee review the Amendment Number 1 to the FY 2013-2016 Transportation Improvement Program (TIP). The request is for four items. Please see the attached materials for more information

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

B. Enhancement Subcommittee ..... Tab 3
(5 minutes/Longpine)
Staff is requesting appointment of the Enhancement Subcommittee for the next round of enhancement funding. Volunteers are requested.

ACTION TO APPOINT THE BRIDGE SUBCOMMITTEE IS REQUESTED.

C. On System Bridge Subcommittee ..... Tab 4
(5 minutes/Longpine)
Staff is requesting the appointment of a Bridge Subcommittee to look at establishing scoring criteria and select projects for funding. Volunteers are requested.

ACTION TO APPOINT THE BRIDGE SUBCOMMITTEE IS REQUESTED.

D. Federal Functional Classification Change Application ..... Tab 5
(5 minutes/ Longpine)
The annual application or change in federal functional classification is attached. Staff will review the application process.

NO ACTION-INFORMATIONAL ONLY

E. STP-Urban Report ..... Tab 6
(5 minutes/ Longpine)
Staff will highlight the current STP-funding report and balances.

NO ACTION-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 Information ..... Tab 7

IV. Adjournment

Targeted for 2:15 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, November 21, 2012 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:
Pc: Jerry Compton, OTO Chair, Springfield Councilman
Phil Broyles, City of Springfield Mayor's Designee
Senator McCaskill's Office
Stacy Burks, Senator Blunt's Office
Jered Taylor, Congressman Long's Office
Area News Media

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

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

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

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

TAB 1

MEETING MINUTES AGENDA 09/19/12; ITEM I.C.

Attached for Technical Committee member review are the minutes from the July 18, 2012 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED: To make any necessary corrections to the minutes and then approve the minutes for public review.

OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
July 18, 2012

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

The following members were present:

Mr. David Brock, City of Republic
Mr. Don Clark, Missouri State University
Mr. King Coltrin, City of Strafford
Mr. Travis Cossey, City of Nixa
Ms. Carol Cruise, City Utilities
Ms. Hollie Elliott, Springfield Chamber (a)
Mr. Nick Heatherly, City of Willard
Mr. Joel Keller, Greene County (a)
Mr. Larry Martin, City of Ozark
Mr. Frank Miller, MoDOT
Mr. Duffy Mooney, Greene County Highway Dept.
Mr. Ralph Rognstad, City of Springfield
Mr. Andrew Seiler, MoDOT
Ms. Cheryl Townlian, BNSF
Ms. Eva Voss, MoDOT
Mr. Terry Whaley, Ozark Greenways
Mr. Todd Wiesehan, Christian County (Chair)

(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. Rick Artman, Greene County Highway Dept.
Mr. David Bishop, R-12 School District
Mr. Randall Brown, City of Willard (a)
Mr. Rick Emling, R-12 School District (a)
Ms. Diane Gallion, City Utilities (a)
Mr. Jonathan Gano, City of Springfield
Ms. Dawne Gardner, City of Springfield (a)
Mr. Martin Gugel, City of Springfield (a)
Mr. Jason Haynes, City of Springfield (a)
Mr. Rick Hess, City of Battlefield
Mr. Jay Huff, Missouri State University (a)
Mr. Kirk Juranas, City of Springfield
Mr. Kevin Lambeth, City of Battlefield (a)
Mr. Brad McMahon, FHWA
Mr. Ryan Mooney, Springfield Chamber
Mr. Kent Morris, Greene County Planning Dept.
Mr. Troy Pinkerton, MoDOT (a)
Mr. Bill Robinett, MoDOT
Mr. Mark Roy, Springfield-Branson Airport (a)
Ms. Beth Schaller, MoDOT
Mr. Mark Schenkelberg, FAA Representative
Mr. Shawn Schroeder, Springfield-Branson Airport
Mr. Dan Smith, Greene County Highway Dept.
Mr. Garrett Tyson, City of Republic (a)
Mr. Dan Watts, SMCOG
Mr. Bob Wilslef, City of Ozark (a)

Others present were: Ms. Debbie Parks, Ms. Sara Edwards, Mr. Curtis Owens and Mr. Chris Stueve, Ozarks Transportation Organization; Ms. Stacy Burks, Senator Roy Blunt's Office; Ms. Shelia Schmitt, City Utilities Transit; Mr. Jered Taylor, Congressman Billy Long's Office; Mr. David Rauch, Senator Claire McCaskill's Office; Mr. Bob Rubino, Citizen.

Mr. Wiesehan called the July 18, 2012 Technical Planning Committee meeting to order at 1:30 p.m.

I. Administration

A. Introductions

Ms. Cruise introduced the new City Utilities Transit Director Shelia Cruz. Ms. Cruz will be taking the position officially in October.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Wiesehan stated there was a reordering of the agenda. Item E is being pushed back behind Item A of Section II.

Mr. Martin made the motion to approve the agenda with the changes. Mr. Miller seconded and the agenda was approved unanimously.

C. Approval of the May 16, 2012 Meeting Minutes

Mr. Brock made the motion to approve the May 16, 2012 Meeting minutes. Mr. Mooney seconded and the minutes were approved unanimously.

D. Public Comment Period for All Agenda Items

None.

II. New Business

A. Rideshare Program Proposal

Ms. Fields stated that Federal Highway ruled that the Rideshare Matching Program was not eligible under the current planning funding that the OTO receives. It was removed from the budget and a subcommittee was formed to look at how it could be funded. The subcommittee met several times and reviewed the program, the direction, how it was funded, and how much it would cost. The subcommittee is recommending that the program be turned over to the City of Springfield Department of Environmental Services. The City of Springfield's Department of Environmental Services works with the Ozarks Clean Air Alliance and the Partnership for Sustainability, doing a lot of the same things as the OTO as far as promoting the program.

It would cost the OTO $31,000 in STP-Urban funds to keep the program. The reason is that the OTO would have to bill staff costs and indirect costs to the program since currently there is only one funding source. If OTO were to use an additional funding source, all overhead costs would have to be proportionally billed as well. These overhead costs would not be part of the costs if managed by the City of Springfield, so it would only cost $10,000. The only cost would be the amount to run the online Rideshare matching program Ozarkscommute.com as well as about $2,000 in promotional materials. The City would include staff time. City Utilities currently donates a bus wrap for advertising for Ozarkscommute.com and that could be used for local match.

There is a budget showing if the OTO ran the program and one showing if the City of Springfield ran the program. There are also some scenarios for STP-Urban funding of $31,000 or $10,000. If a decision is not made about the program, it is paid through December 31. After that time, the website would go off- line. Based on the work with the subcommittee, staff is recommending that the program be transferred over to the City of Springfield and added to the Transportation Improvement plan as well. .

Mr. Heatherly stated that he was on the subcommittee but missed the second meeting. He inquired if there was any discussion in the second meeting about what the program was going to do and how it was going to be monitored. Ms. Fields stated that the number of users would still be gauged by how many people sign up. There is a disadvantage once some someone signs up and finds a carpool, because they may leave the system and not be reflected in the numbers. That is a flaw in the program, but is the same with all carpool programs.

The subcommittee has decided to focus more on employers because people feel more comfortable with people they know instead of complete strangers. Barbara Lucks thought the City would like to focus more on the employers and not the general public. There would be a gauge, then, using the number of employer portals.

Mr. Martin made the motion that the TPC make a recommendation to the Board of Directors that the Rideshare Program be transferred to the City of Springfield Environmental Services and $10,000 in STP-Urban funding be recommended to fund the program. Mr. Heatherly seconded and the motion was carried.

E. Executive Director's Report

Ms. Fields stated that the Blue Ribbon Panel was in town in June. The panel was talking about the state of transportation in Missouri, funding needs, and the possibility for funding opportunities. Members of OTO that spoke were Mr. Steve Childers, Mr. Nick Heatherly, and Mr. Howard Fisk. They did a wonderful job articulating the needs for both their individual cities and the region as a whole. There were also several people talking about ways to fund transportation. The panel should be coming out with a report with some suggested solutions.

City Utilities had a Triennial review and that report is included. To sum it up it was a perfect review, which the reviewer stated was only the second time in 25 years. It is very rare to have no deficiencies found in a Federal review.

There is a handout for the Advocacy Advance Tools to Increase Biking and Walking. The last Board of Directors meeting approved the TIP amendments and LRTP amendments that were discussed at the last TPC meeting. The City of Springfield and MoDOT have been doing a study to look at the James River Interchange and how that works together with the Republic Road Intersection as well as access management along the Campbell Corridor. There will be a public meeting on July 24 at the Library Center.

There is an additional handout about the Transportation Enhancements. Mr. Chris Stueve will be leaving OTO employment on Friday so direct any questions to other staff. Mr. Mooney stated that Mr. Stueve would be coming to work at Greene County as Facilities Management Technician.

B. FY 2013-2016 Transportation Improvement Program

Ms. Fields introduced Mr. Owens for the TIP presentation. Mr. Owens stated that the 2013-2016 TIP is a four-year improvement program where OTO has federal funds designated for specific projects. The update process began in May with the request for TIP projects. The TIP subcommittee met on July 2 and reviewed the draft document. The

Board meeting will be on August 16 and hopefully the program will be approved. It will go on to FHWA to be in place by September 30. Part of the process involves public comment which makes copies of the TIP available in the OTO office, online, in the CU Transit Building, and the Library Center. A public notice was placed in the Springfield News-leader and the Community Freepress. All of the public comment will be submitted to the Board of Directors.

Sections of the TIP include the Introduction, Aviation, Bicycle/Pedestrian, Roadway, Transit, Financial and the Appendix. In the Aviation section there is approximately $8.5 million programmed through the AIP fund which is administered through the FAA. There were nine projects this year. The largest one was the reimbursement program. In the Bicycle and Pedestrian section there was no new funding programmed. At this point, projects are using funding from previous years awarded of $3.8 million. It includes sidewalks, bike/ped, and trail connections. The largest project is the pedestrian improvement on Kearney Street.

Mr. Owens highlighted major projects included in the Roadways Section. Available funds totaled $168 million, including $101 million State and Federal funds and $40 million in sub allocated STP-U and Bridge. Of this, $131 was programmed, with $96 million for roadways, $3 million for railroad crossings, $27 thousand for ITS, $182 thousand for scoping, and $52 million for debt service.

The LCBT met and reviewed applications for the 5310, 5316, and 5317 programs. This year the group selected Burrell for a raised roof modified van and OATS for a mini bus that would accommodate up to two wheelchairs plus other passengers. City Utilities was awarded the 5316 & 5317 funds of $151,000 and was $75,000, respectively.

Ms. Fields stated there were several changes since the draft was sent out. Primarily the changes include the Rideshare program. That had to be the added to TIP because of using STP-Urban funds. There were several pages added that Mr. Miller requested from MoDOT, including 14/NN scoping and splitting out the Route 60 project with ADA work on Route 60 in Republic.

As for state and federal funding availability, the projection has increased, though less than $40 million. Of the $37 million remaining that is not programmed, $31 million is STP-U and $18 million is for FY 13-16 funds. The OTO has not been real proactive in spending the advance funds, which is not recommended beyond the new transportation bill.

The City of Springfield has some Cost Share Projects coming up that require the passage of the 1/8 cent sales tax. These projects cannot be programmed until the vote and passage. Additionally, some figures were updated throughout the TIP.

OTO staff is still addressing ONEDOT comments. Due to delays developing the web-based TIP, the review by ONEDOT was delayed. The motion will need to recognize incorporation of these recommendations.

Public comment has been provided to the TPC. The Willard School District sent a letter requesting to widen 160. One individual would like to remove the railroad near the

Rountree Neighborhood. Parkview High School would like a freeway going downtown. Another person in Rountree would like more bicycle and pedestrian infrastructure. OTC had some comments requesting additional biking and pedestrian improvements near the campus.

Staff has been corresponding with MoDOT regarding the next round of Enhancement funds because FY 12 Enhancement funds were not released and were being held until the new transportation bill was approved. There are no guarantees but there is expectation for a call of projects for both the FY 12 and FY 13 funds this fall. The FY 12 money would be under the current enhancement program and the FY 13 would be under the new, MAP-21 so there is uncertainty in how that will work. There might be less funding available in FY 13 but more will be known as fall approaches. The TPC should be aware this is coming in order to prepare some projects for the fall.

Mr. Martin made a motion that the Technical Committee recommend to the Board of Directors the changes as submitted and reviewed including the whole FY 2013-2016 TIP to the Board of Directors. Mr. Mooney seconded and the motion carried unanimously.

C. MAP-21 Summary

Ms. Fields stated that the President signed the new Transportation Bill MAP-21, on July 9. It approved the rest of FY 12 (which goes through September) and then through September 30, 2014. Federal Highway has released funding tables which show level funding. There is a little inflation for 2014, but overall the funding levels are maintained. Enhancements are changed to Transportation Alternatives. Transportation & Bicycle Education Activities have been removed. Those have been funded in the past and are now an unallowable expense. Safe Routes to School and Recreational Trails are now in the Transportation Alternatives. It is not clear how the funding will be distributed. It states that 50 percent of the funding goes to the State and is sub allocated based on population. If that is the case, it will come to OTO and the region will decide how to sub-allocate those funds. The whole program looks as though it was reduced by 34 percent; however OTO is up in population, so there are a lot of calculations to be made before the dollar amount is known. Typically, the OTO gets around $500,000 a year, so it might be down a little from that.

The TIGER projects have also changed. The DOT has stated there is a new mega-projects category that is funded at $500 million, which will be the new TIGER. The speculation is that there will no longer be the old TIGER program, just these new projects of national and regional significance. Only DOT's, Transit Agencies, and Indian Tribes may apply for the program. This means the OTO will not be able to apply for TIGER unless there is some other type of bill.

The OTO budget is funded through new bill. It looks like the funding level will be up a little from 12 percent to 14 percent. Overall the big picture of this bill is that it reduces the number of funding programs in the Highway Program, for a total of 9. This is about 2/3 of the programs it used to be. MoDOT has stated it will make it easier because there used to be 60 some categories, this allows the funds to be spent quicker. There are now performance measures added to the planning process. There had been discussion that this was coming and so some performance measures had been built into the OTO Long Range Plan. It will also be required of the TIP. It is unclear at this time how it will be incorporated in the TIP process, but it appears that the OTO will have to prove that it is

meeting some objectives before the projects are added. That is going to be a change and create some additional work on this end. Also, a TIP amendment may be necessary to reflect these program changes once more is known.

Ms. Burks stated that from Senator Blunt's perspective there were a few additional items in the new transportation bill. For those individuals representing counties, the Senator's Amendment on the BRO program was included in the Bill so the program will continue for the next 26 ½ months. The Senator was pleased to support that amendment. There are some BRO projects in the region of significance. The other item was for farming families. The Senator was proactive in seeking a farm vehicle exemption under this new bill. There are some pretty onerous regulations coming down from ONEDOT and Federal Motor Carriers that would have required farm operators to have a CDL license to transport farm items. That would have amounted to a substantial cost, so there is now an exemption for farm transportation within 150 miles of the farm and it does include crossing State lines. This is going to help the agricultural community out, especially this year, when a lot of farmers are hurting in terms of revenues generated by farms.

Mr. Taylor stated that there was a discussion earlier in the year about the truck weight and that has been postponed. It will not be studied for another two years until 2014.

Mr. Rauch stated that the Bill did include a reauthorization of the Federal Flood Insurance Bill as well as several other things. It is a good example of the few compromises Congress has been able to achieve during this session and there probably will not be a lot more until after the election. The Senator was pleased to see the 27 month extension; the variance in proposals was from three months to two years. One of the contingents continues to be funding. There is a gap between what the gas tax brings in and what is being appropriated. Congress spent a lot of time trying to figure out where the extra money needs to come from to provide funding going forward. Hopefully, after the election period is over it can be addressed more comprehensively.

III. Other Business

A. Technical Planning Committee Member Announcements
Ms. Elliot encouraged everyone in city limits to vote for the 1/8-cent renewal for transportation.

B. Transportation Issues for Technical Planning Committee Member Review
None.

C. Articles For Technical Planning Committee Information
Ms. Fields stated there are a couple additional articles on the MAP-21 Bill. One is about the mega projects which replace TIGER funding.

IV. Adjournment

The meeting was adjourned at 2:07 p.m. Mr. Martin made the motion to adjourn. Mr. Whaley seconded and the meeting was adjourned.

TAB 2

TECHNICAL COMMITTEE AGENDA 9/19/12; ITEM II.A.

Amendment Number One to the FY 2013-2016 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are four items requested by MoDOT to be included as part of TIP Amendment Number One to the FY 2013-2016 Transportation Improvement Program.

1. Route 65 and Battlefield Interchange Improvements (SP1108)

   Project is being updated to reflect signed cost share agreements, adding construction to the existing design project already included in the TIP. Additional funds are being programmed in 2014 and 2015 for a total programmed amount of $13,549,767.

2. East Chestnut Expressway Railroad Overpass (SP1109)

   Project is being updated to reflect signed cost share agreements, adding construction to the existing design project already included in the TIP. Additional funds are being programmed in 2014 and 2015 for a total programmed amount of $11,331,940.

3. Route 65 Southbound Bridge over I-44 (SP1112)

   Update project to reflect earmark in amount of $166,134. There is no net budget change on this project.

4. Route 160 and Hunt Road Intersection (WI1201)

   Update project to reflect cost share for pedestrian improvements. Willard is providing $21,000 in STP-Urban funding for a total programmed amount of $614,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors on approving Amendment Number One to the FY 2013-2016 TIP. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the list can be conducted and comments received prior to the October 18, 2012 Board of Directors meeting.

CITY OF SPRINGFIELD			Funding	Fiscal Year 2013	2014	2015	2016	TOTALS
ORIGINAL								
Project Title:	**DESIGN FOR IMPROVEMENTS AT ROUTE 65 & BATTLEFIELD RD**	ENG	FHWA (NHS)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 25,000	$ 100,000	$ 2,000	$ -	$ 127,000
MoDOT #	**8U0500**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**SP1108**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Design for bridge and interchange improvements at the Route 65 and Battlefield Road interchange in Springfield.	ROW	FHWA (___)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA (___)	$ -	$ -	$ -	$ -	$ -
Federal Funding Category	NHS		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	Cost Share Program		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Total Project Cost	$15 - $25 million							
Source of MoDOT Funds: State transportation revenues. Previously programmed funds of $1,252,000. Advance Construction with anticipated conversion beyond FY 2016.			**TOTAL**	**$ 25,000**	**$ 100,000**	**$ 2,000**	**$ -**	**$ 127,000**

CITY OF SPRINGFIELD			Funding	Fiscal Year 2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	**IMPROVEMENTS AT ROUTE 65 & BATTLEFIELD RD**	ENG	FHWA (NHS)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 25,000	$ 174,892	$ 842,044	$ -	$ 1,041,936
MoDOT #	**8U0500**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**SP1108**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Bridge and interchange improvements at Route 65 and Battlefield Road in Springfield.	ROW	FHWA (___)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ 25,751	$ -	$ -	$ 25,751
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA (___)	$ -	$ 3,295,436	$ -	$ -	$ 3,295,436
Federal Funding Category	NHS		MoDOT	$ -	$ 4,407,878	$ -	$ -	$ 4,407,878
MoDOT Funding Category	Cost Share Program		Local	$ -	$ 4,778,766	$ -	$ -	$ 4,778,766
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Total Project Cost	$ 14,801,767							
Source of Funds: State transportation revenues in the statewide cost share program, City of Springfield 1/8 Transportation Sales tax and STP-Urban balances. City of Springfield STP-U of $2,795,436; Greene County STP-U of $500,000. Previously programmed funds of $1,252,000. Advance construction with anticipated conversion beyond FY 2016.			**TOTAL**	**$ 25,000**	**$ 12,682,723**	**$ 842,044**	**$ -**	**$ 13,549,767**

CITY OF SPRINGFIELD			Funding	Fiscal Year 2013	2014	2015	2016	TOTALS
ORIGINAL								
Project Title:	**DESIGN FOR EAST CHESTNUT EXPRESSWAY RAILROAD OVERPASS**	ENG	FHWA (STP)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 2,000	$ 30,000	$ 2,000	$ -	$ 34,000
MoDOT #	**8P2196**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**SP1109**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Design for a grade separated crossing at the Chestnut Expressway (Business 65) BNSF railway crossing 0.2 miles west of Route 65.	ROW	FHWA (___)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA (___)	$ -	$ -	$ -	$ -	$ -
Federal Funding Category	STP		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	Cost Share Program		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Design		Other	$ -	$ -	$ -	$ -	$ -
Total Project Cost	$5 - $10 million							
Source of MoDOT Funds: State transportation revenues. Previously programmed funds of $500,000. Advance Construction with anticipated conversion beyond FY 2016.			**TOTAL**	**$ 2,000**	**$ 30,000**	**$ 2,000**	**$ -**	**$ 34,000**

CITY OF SPRINGFIELD			Funding	Fiscal Year 2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	**EAST CHESTNUT EXPRESSWAY RAILROAD OVERPASS**	ENG	FHWA (STP)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 2,000	$ 84,604	$ 482,735	$ -	$ 569,339
MoDOT #	**8P2196**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**SP1109**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Construct a grade separated crossing at the Chestnut Expressway (Business 65) BNSF railway crossing 0.2 miles west of Route 65.	ROW	FHWA (___)	$ -	$ 2,067,130	$ -	$ -	$ 2,067,130
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ 2,000,000	$ -	$ -	$ 2,000,000
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA (___)	$ -	$ 658,533	$ -	$ -	$ 658,533
Federal Funding Category	STP		MoDOT	$ -	$ 4,846,523	$ -	$ -	$ 4,846,523
MoDOT Funding Category	Cost Share Program		Local	$ -	$ 1,190,415	$ -	$ -	$ 1,190,415
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Total Project Cost	$ 11,831,940							
MoDOT Funds: State transportation revenues in the statewide cost share program. Local Funds: City of Springfield 1/8 Transportation Sales tax and STP-Urban balances, City of Springfield STP-U of $2,325,663, Greene County STP-U of $400,000. Previously programmed funds of $500,000. Advance construction with anticipated conversion beyond FY 2016.			**TOTAL**	**$ 2,000**	**$ 10,847,205**	**$ 482,735**	**$ -**	**$ 11,331,940**

CITY OF SPRINGFIELD			Funding	Fiscal Year 2013	2014	2015	2016	TOTALS
ORIGINAL								
Project Title:	**ROUTE 65 SOUTHBOUND BRIDGE OVER I-44**	ENG	FHWA (I/M)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 5,000	$ 5,000	$ 50,000	$ 143,000	$ 203,000
MoDOT #	**8P2293**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**SP1112**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Replace Route 65 southbound bridge over I-44 in Springfield.	ROW	FHWA (___)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA (I/M)	$ -	$ -	$ -	$ -	$ -
Federal Funding Category	I/M		MoDOT	$ -	$ -	$ -	$ 1,935,000	$ 1,935,000
MoDOT Funding Category	Taking Care of the System		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Total Project Cost	$2,355,000							
Source of MoDOT Funds: State transportation revenues. Previously programmed funds of $217,000. Advance Construction with conversion anticipated in FY 2017.			**TOTAL**	**$ 5,000**	**$ 5,000**	**$ 50,000**	**$ 2,078,000**	**$ 2,138,000**

CITY OF SPRINGFIELD			Funding	Fiscal Year 2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	**ROUTE 65 SOUTHBOUND BRIDGE OVER I-44**	ENG	FHWA (I/M)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 5,000	$ 5,000	$ 50,000	$ 143,000	$ 203,000
MoDOT #	**8P2293**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**SP1112**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Replace Route 65 southbound bridge over I-44 in Springfield.	ROW	FHWA (___)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA (I/M)	$ -	$ -	$ -	$ 166,134	$ 166,134
Federal Funding Category	I/M		MoDOT	$ -	$ -	$ -	$ 1,768,866	$ 1,768,866
MoDOT Funding Category	Taking Care of the System		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Total Project Cost	$2,355,000							
Source of MoDOT Funds: State transportation revenues. Source of $166,134 Federal Funds: Earmark MO108. Previously programmed funds of $217,000. Advance Construction with conversion anticipated in FY 2017.			**TOTAL**	**$ 5,000**	**$ 5,000**	**$ 50,000**	**$ 2,078,000**	**$ 2,138,000**

CITY OF WILLARD			Funding	Fiscal Year 2013	2014	2015	2016	TOTALS
ORIGINAL								
Project Title:	**ROUTE 160 & HUNT ROAD INTERSECTION**	ENG	FHWA (STP)	$ -	$ 128,000	$ -	$ -	$ 128,000
			MoDOT	$ 160,000	$ (128,000)	$ -	$ -	$ 32,000
MoDOT #	**8P2425**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**WI1201**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Intersection improvements on Route 160 at Hunt Road in Willard.	ROW	FHWA (___)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	$ -	$ 363,200	$ -	$ -	$ 363,200
Federal Funding Category	STP		MoDOT	$ 454,000	$ (363,200)	$ -	$ -	$ 90,800
MoDOT Funding Category	Major Projects and Emerging Needs		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Total Project Cost	$669,000							
Source of MoDOT Funds: State transportation revenues. Previously programmed funds of $55,000. Advance Construction with anticipated conversion in 2014.			**TOTAL**	**$ 614,000**	**$ -**	**$ -**	**$ -**	**$ 614,000**

CITY OF WILLARD			Funding	Fiscal Year 2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	**ROUTE 160 & HUNT ROAD INTERSECTION**	ENG	FHWA (STP)	$ -	$ 128,000	$ -	$ -	$ 128,000
			MoDOT	$ 160,000	$ (128,000)	$ -	$ -	$ 32,000
MoDOT #	**8P2425**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**WI1201**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Intersection improvements on Route 160 at Hunt Road in Willard.	ROW	FHWA (___)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	$ 21,000	$ 342,200	$ -	$ -	$ 363,200
Federal Funding Category	STP		MoDOT	$ 433,000	$ (342,200)	$ -	$ -	$ 90,800
MoDOT Funding Category	Major Projects and Emerging Needs		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Total Project Cost	$669,000							
Source of MoDOT Funds: State transportation revenues. Source of $21,000 Federal FundsL Willard STP-Urban. Previously programmed funds of $55,000. Advance Construction with anticipated conversion in 2014.			**TOTAL**	**$ 614,000**	**$ -**	**$ -**	**$ -**	**$ 614,000**

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											$ 284,000			$ 284,000
MO1106											$ 7,000			$ 7,000
MO1107				$ 27,000							$ 3,000			$ 30,000
MO1150											$ 195,000			$ 195,000
MO1201				$ 900							$ 100			$ 1,000
MO1206											$ 13,000			$ 13,000
MO1303		$ 260,000									$ 451,000	$ 65,000		$ 776,000
MO1304											$ 39,000			$ 39,000
MO1306											$ 4,000			$ 4,000
MO1308											$ 25,000			$ 25,000
MO1309											$ 25,000			$ 25,000
CC0901											$ 2,000			$ 2,000
CC1102											$ 2,000			$ 2,000
CC1110											$ 22,000			$ 22,000
CC1201				$ 288,000							$ 32,000			$ 320,000
CC1202				$ 1,800							$ 200			$ 2,000
CC1203											$ 447,000			$ 447,000
CC1301											$ 1,000			$ 1,000
CC1302				$ 504,000							$ 56,000			$ 560,000
CC1303											$ 12,000			$ 12,000
CC1304				$ 11,700							$ 1,300			$ 13,000
CC1305				$ 2,700							$ 300			$ 3,000
CC1306											$ 2,984,000			$ 2,984,000
CC1307											$ 10,000			$ 10,000
CC1401				$ 11,700							$ 1,300			$ 13,000
GR0909		$ 320,000										$ 80,000		$ 400,000
GR1010											$ 2,000			$ 2,000
GR1206								$ 33,600			$ 8,400			$ 42,000
GR1212										$ 960,000		$ 240,000		$ 1,200,000
GR1213							$ 160,000					$ 40,000		$ 200,000
GR1302							$ 160,000				$ 40,000			$ 200,000
GR1303											$ 4,486,000			$ 4,486,000
GR1304											$ 2,000			$ 2,000
GR1305											$ 10,000			$ 10,000
GR1306											$ 2,000			$ 2,000
GR1307											$ 216,000			$ 216,000
GR1308											$ 2,000			$ 2,000
GR1309											$ 5,000			$ 5,000
NX0601		$ 1,989,600										$ 633,400		$ 2,623,000
NX0701		$ 301,920										$ 75,480		$ 377,400
NX1201												$ 30,000		$ 30,000
NX1301											$ 189,000			$ 189,000
OK1004								$ 2,433,600			$ 608,400			$ 3,042,000
OK1006		$ 723,000									$ 767,000	$ 20,000		$ 1,510,000
OK1101								$ 909,600			$ 227,400			$ 1,137,000
RP1201											$ 272,000			$ 272,000
RP1301											$ 2,000			$ 2,000
RP1302											$ 1,187,000			$ 1,187,000
RP1303		$ 64,000										$ 16,000		$ 80,000
RP1304		$ 50,000												$ 50,000
RP1305											$ 228,000			$ 228,000

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2013 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
RG0901											$ 2,000			$ 2,000
RG1201											$ 1,000			$ 1,000
SP1018								$ 80,000			$ 20,000			$ 100,000
SP1021											$ 825,000			$ 825,000
SP1106	$ 100,000										$ 1,349,942	$ 1,178,942		$ 2,628,884
SP1107											$ 830,000			$ 830,000
SP1108											$ 25,000			$ 25,000
SP1109											$ 2,000			$ 2,000
SP1110											$ 1,571,000			$ 1,571,000
SP1112											$ 5,000			$ 5,000
SP1113							$ 80,000				$ 20,000			$ 100,000
SP1115							$ 160,000				$ 40,000			$ 200,000
SP1202											$ 1,469,000			$ 1,469,000
SP1203											$ 1,024,000			$ 1,024,000
SP1204											$ 2,000			$ 2,000
SP1206											$ 120,000			$ 120,000
SP1212							$ 160,000				$ 40,000			$ 200,000
SP1213											$ 100,000			$ 100,000
SP1302							$ 80,000				$ 20,000			$ 100,000
SP1303							$ 160,000				$ 40,000			$ 200,000
SP1304							$ 160,000				$ 40,000			$ 200,000
SP1305							$ 160,000				$ 40,000			$ 200,000
SP1306							$ 160,000				$ 40,000			$ 200,000
SP1307							$ 160,000				$ 40,000			$ 200,000
SP1308							$ 160,000				$ 40,000			$ 200,000
SP1309							$ 160,000				$ 40,000			$ 200,000
SP1310											$ 1,000			$ 1,000
SP1311											$ 2,000			$ 2,000
SP1312											$ 6,000			$ 6,000
SP1313	$ 2,135,742										$ 2,669,677	$ 533,936		$ 5,339,355
SP1314											$ 12,000			$ 12,000
SP1315											$ 2,000			$ 2,000
SP1316											$ 2,000			$ 2,000
SP1317											$ 2,000			$ 2,000
SP1318											$ 2,000			$ 2,000
SP1319											$ 4,000			$ 4,000
SP1320											$ 847,000			$ 847,000
SP1321		$ 10,000										$ 3,984		$ 13,984
SP1401											$ 2,000			$ 2,000
ST1201											$ 133,000			$ 133,000
ST1204							$ 400,000				$ 100,000			$ 500,000
WI1201		$ 21,000									$ 593,000			$ 614,000
WI1301											$ 2,000			$ 2,000
TOTAL	$ 2,235,742	$ 3,739,520	$ -	$ 847,800	$ -	$ -	$ 2,320,130	$ 3,456,800	$ -	$ 960,000	$ 24,997,019	$ 2,916,742	$ -	$ 41,473,623

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
	FHWA Federal Funding Source													
MO1105											$ 284,000			$ 284,000
MO1107				$ 13,500							$ 1,500			$ 15,000
MO1150											$ 202,000			$ 202,000
MO1201				$ 900							$ 100			$ 1,000
MO1206											$ 2,230,000			$ 2,230,000
MO1306											$ 2,000			$ 2,000
MO1309											$ 25,000			$ 25,000
MO1401											$ 29,000			$ 29,000
MO1403		$ 268,000									$ 451,000	$ 67,000		$ 786,000
CC0901											$ 2,000			$ 2,000
CC1102											$ 2,000			$ 2,000
CC1110		$ 238,000									$ 166,000			$ 404,000
CC1201				$ 1,885,500							$ 209,500			$ 2,095,000
CC1202				$ 274,500							$ 30,500			$ 305,000
CC1203											$ 495,000			$ 495,000
CC1301	$ 105,000										$ 264,000			$ 369,000
CC1302				$ 967,500							$ 107,500			$ 1,075,000
CC1303											$ 1,808,000			$ 1,808,000
CC1304				$ 104,400							$ 11,600			$ 116,000
CC1305				$ 146,700							$ 16,300			$ 163,000
CC1306	$ 2,387,200										$ (2,387,200)			$ -
CC1401				$ 180,900							$ 20,100			$ 201,000
GR1010											$ 2,000			$ 2,000
GR1104							$ 80,000				$ 20,000			$ 100,000
GR1206								$ 34,400			$ 8,600			$ 43,000
GR1303	$ 3,588,800										$ (3,588,800)			$ -
GR1304											$ 17,000			$ 17,000
GR1305											$ 1,574,000			$ 1,574,000
GR1306											$ 8,000			$ 8,000
GR1308											$ 2,000			$ 2,000
GR1309											$ 5,000			$ 5,000
NX0801												$ 175,000		$ 175,000
NX0803												$ 1,313,314		$ 1,313,314
NX1401												$ 188,700		$ 188,700
OK1006	$ 535,200										$ (535,200)			$ -
RP1201			$ 217,600								$ (217,600)			$ -
RP1301											$ 7,000			$ 7,000
RP1302			$ 949,600								$ (949,600)			$ -
RP1305			$ 182,400								$ (182,400)			$ -
RG0901											$ 2,000			$ 2,000
RG1201											$ 1,000			$ 1,000
SP1018								$ 80,000			$ 20,000			$ 100,000
SP1021	$ 660,000										$ (660,000)			$ -
SP1106	$ 1,315,742										$ (1,315,742)			$ -
SP1108	$ 3,295,436										$ 4,582,770	$ 4,804,517		$ 12,682,723
SP1109	$ 2,725,663										$ 4,931,127	$ 3,190,415		$ 10,847,205
SP1110			$ 1,256,800								$ (1,256,800)			$ -
SP1112											$ 5,000			$ 5,000
SP1202			$ 1,175,200								$ (1,175,200)			$ -
SP1203	$ 819,200										$ (819,200)			$ -
SP1204											$ 2,000			$ 2,000

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2014 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
SP1206											$ 715,000			$ 715,000
SP1213											$ 100,000			$ 100,000
SP1310											$ 2,000			$ 2,000
SP1311											$ 2,000			$ 2,000
SP1312											$ 1,027,000			$ 1,027,000
SP1313	$ 3,105,079										$ 3,881,350	$ 776,269		$ 7,762,698
SP1314											$ 1,880,000			$ 1,880,000
SP1315											$ 2,000			$ 2,000
SP1316											$ 13,000			$ 13,000
SP1317											$ 2,000			$ 2,000
SP1318											$ 7,000			$ 7,000
SP1319											$ 748,000			$ 748,000
SP1320	$ 677,600										$ (677,600)			$ -
SP1321		$ 10,000										$ 3,984		$ 13,984
SP1401											$ 3,000			$ 3,000
ST1201											$ 549,000			$ 549,000
WI1201	$ 470,200										$ (470,200)			$ -
WI1301											$ 3,000			$ 3,000
TOTAL	$ 19,685,120	$ 516,000	$ 3,781,600	$ 3,573,900	$ -	$ -	$ 80,130	$ 114,400	$ -	$ -	$ 12,243,405	$ 10,519,199	$ -	$ 50,513,624

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											$ 284,000			$ 284,000
MO1150											$ 206,000			$ 206,000
MO1201				$ 900							$ 100			$ 1,000
MO1206											$ 1,700,000			$ 1,700,000
MO1306											$ 4,246,000			$ 4,246,000
MO1309											$ 25,000			$ 25,000
MO1501											$ 22,000			$ 22,000
MO1503		$ 276,000									$ 451,000	$ 69,000		$ 796,000
CC0901											$ 2,000			$ 2,000
CC1102											$ 2,000			$ 2,000
CC1110		$ 2,072,000									$ 4,740,000	$ 1,557,000		$ 8,369,000
CC1203			$ 753,600								$ (753,600)			$ -
CC1301	$ 212,000										$ (212,000)			$ -
CC1303	$ 1,456,000										$ (1,456,000)			$ -
GR1010											$ 2,000			$ 2,000
GR1104							$ 40,000				$ 10,000			$ 50,000
GR1206								$ 1,708,800			$ 427,200			$ 2,136,000
GR1304											$ 2,880,000			$ 2,880,000
GR1305	$ 1,267,200										$ (1,267,200)			$ -
GR1306											$ 1,663,000			$ 1,663,000
GR1308											$ 2,000			$ 2,000
NX0801												$ 1,530,000		$ 1,530,000
NX0906	$ 1,754,941										$ (8,000)	$ 1,746,941		$ 3,493,882
NX1501												$ 150,000		$ 150,000
RP1301											$ 1,422,000			$ 1,422,000
RG0901											$ 2,000			$ 2,000
RG1201											$ 1,000			$ 1,000
SP1018								$ 5,639,200			$ 1,409,800			$ 7,049,000
SP1108											$ 842,044			$ 842,044
SP1109											$ 482,735			$ 482,735
SP1112											$ 50,000			$ 50,000
SP1114							$ 160,000				$ 40,000			$ 200,000
SP1120							$ 4,000				$ 1,000			$ 5,000
SP1204											$ 2,000			$ 2,000
SP1206			$ 668,000								$ (668,000)			$ -
SP1310											$ 241,000			$ 241,000
SP1311											$ 28,000			$ 28,000
SP1312	$ 821,600										$ (821,600)			$ -
SP1313	$ 5,240,822										$ (5,240,822)			$ -
SP1314			$ 1,427,920								$ (1,427,920)			$ -
SP1315											$ 753,000			$ 753,000
SP1316											$ 2,361,000			$ 2,361,000
SP1317											$ 689,000			$ 689,000
SP1318											$ 1,453,000			$ 1,453,000
SP1319	$ 601,600										$ (601,600)			$ -
SP1321		$ 10,000										$ 3,984		$ 13,984
SP1401											$ 5,000			$ 5,000
ST1101	$ 468,000										$ (468,000)			$ -
ST1201	$ 546,800										$ (546,800)			$ -
WI1301											$ 5,000			$ 5,000
TOTAL	$ 12,368,963	$ 2,358,000	$ 2,849,520	$ 900	$ -	$ -	$ 204,000	$ 7,348,000	$ -	$ -	$ 12,978,337	$ 5,056,925	$ -	$ 43,164,645

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											$ 284,000			$ 284,000
MO1150											$ 210,000			$ 210,000
MO1201				$ 2,700							$ 300			$ 3,000
MO1206											$ 1,164,000			$ 1,164,000
MO1306			$ 3,401,600								$ (3,401,600)			$ -
MO1309											$ 25,000			$ 25,000
MO1601											$ 21,000			$ 21,000
MO1603		$ 284,000									$ 451,000	$ 71,000		$ 806,000
CC0901											$ 2,000			$ 2,000
CC1102											$ 2,000			$ 2,000
CC1110			$ 3,862,400								$ (3,862,400)			$ -
GR1010											$ 2,000			$ 2,000
GR1104							$ 40,000				$ 10,000			$ 50,000
GR1304			$ 2,319,200								$ (2,319,200)			$ -
GR1306	$ 1,338,400										$ (1,338,400)			$ -
NX1502												$ 1,500,000		$ 1,500,000
RP1301	$ 1,144,800										$ (1,144,800)			$ -
RG0901											$ 2,000			$ 2,000
RG01201											$ 27,000			$ 27,000
SP1112						$ 166,134					$ 1,911,866			$ 2,078,000
SP1204											$ 16,000			$ 16,000
SP1310	$ 195,200										$ (195,200)			$ -
SP1311	$ 25,600										$ (25,600)			$ -
SP1315	$ 605,600										$ (605,600)			$ -
SP1316	$ 1,900,800										$ (1,900,800)			$ -
SP1317	$ 554,400										$ (554,400)			$ -
SP1318	$ 1,169,600										$ (1,169,600)			$ -
SP1321		$ 10,000										$ 3,984		$ 13,984
SP1401											70,000.00			$ 70,000
WI1301											50,000.00			$ 50,000
TOTAL	$ 6,934,400	$ 294,000	$ 9,583,200	$ 2,700	$ -	$ 166,134	$ 40,000	$ -	$ -	$ -	$ (12,269,434)	$ 1,574,984	$ -	$ 6,325,984

TAB 3

TECHNICAL COMMITTEE AGENDA 09/19/2012; ITEM II.B.

Enhancement Subcommittee

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO is responsible for project selection relating to enhancement funding within the OTO region. MoDOT has released funding information for FY 2012 and FY 2013. OTO staff would like to create a subcommittee to review the current application and serve as the selection committee for projects.

There is a total of $1.386 million available for FY 12 and FY 13. There is $753,371 available in SAFETEA-LU Enhancement funding and $632,629 available from the Transportation Alternatives category of MAP-21.

The Enhancement Subcommittee met in May of 2011 to prepare the Enhancement Guidebook and Application for FY 2012 funding. This same guidebook should be suitable for the upcoming round of applications, with some changes to reflect project eligibility for FY 2013 funding. The subcommittee will be charged with examining the current application and recommending necessary changes.

Included with the agenda is a summary of the MAP-21 Transportation Alternatives Program.

The Enhancement Selection Committee shall be comprised of representatives from the following organizations/agencies:

- City of Battlefield Technical Committee Representative or Designee
- Citizen Representative from the OTO Bicycle and Pedestrian Advisory Committee
- Christian County Technical Committee Representative or Designee
- City Utilities Bicycle and Pedestrian Advisory Committee Representative or Designee
- Greene County Bicycle and Pedestrian Advisory Committee Representative or Designee
- Missouri State University Technical Committee Representative or Designee
- MoDOT Bicycle and Pedestrian Advisory Committee Representative or Designee
- City of Nixa Technical Committee Representative or Designee
- Ozark Greenways Bicycle and Pedestrian Advisory Committee Representative or Designee
- City of Ozark Technical Committee Representative or Designee
- City of Republic Technical Committee Representative or Designee
- City of Springfield Technical Committee Representative or Designee
- Representative from Springfield Public School District
- City of Strafford Technical Committee Representative or Designee
- City of Willard Technical Committee Representative or Designee

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To appoint Technical Planning Committee Members to the Enhancement Subcommittee.

Program Manual Development

The majority of States make information on the Transportation Enhancements or Transportation Alternatives program readily available online. Clearly stating the history and structure of the program, the activities eligible under the program, the application process, and the project implementation process is beneficial to everyone involved with the program. For project sponsors, the history and structure of the program will help them understand the priorities of the program and the difficulties in implementing projects. Explaining and providing examples of the eligibilities will ensure that applications are for eligible activities and that interested applicants can get an idea of what has been funded in the past. A clearly defined application process will ensure that applicants can follow a checklist and prevent quality projects from being rejected for a lack of preparation. Finally, a clear implementation process will help applicants understand the constraints and requirements of the Federal-aid Highway Program.

This document is intended to help you develop your own Transportation Alternatives Program Manual. This template will is also be available as a Microsoft Word document on the NTEC website. Here is a sample outline you may wish to follow:

1. Program Background
    a. Legislative History
    b. Mission of Transportation Alternatives
    c. Reimbursable Nature of the Program
2. Program Structure
    a. Funding
    b. Eligible Activities
    c. Eligible Applicants
    d. Eligible Costs
    e. Local Match
    f. Project Sponsor Responsibilities
3. Application Process
    a. Cycle
    b. Required Documents
    c. Letter of Intent
    d. Project Selection
    e. Transportation Alternatives Advisory Committee
    f. Project Approval
4. Project Implementation
    a. Timeline/Project Sequencing
    b. Reimbursement/Project Closure
    c. Federal Requirements, Standards, or Guidelines

Disclaimer: Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the view of the Federal Highway Administration. This material is based upon work supported by the Federal Highway Administration under cooperative agreement No. DTFH61-08-H-00033.

Program Background

Legislative History

The Transportation Alternatives (TA) program was authorized by the most recent Federal transportation funding Act - the Moving Ahead for Progress in the 21st Century (MAP-21) that was signed into law on July 6, 2012. The Transportation Alternatives Program redefines the former Transportation Enhancements activities and consolidates these eligibilities with the Safe Routes to School and Recreational Trails Programs. The Transportation Enhancements program was originally authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through two successive laws TEA-21 and SAFTETEA-LU. The Transportation Alternatives program builds upon the legacy of the TE program by expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment. For more information, please visit the National Transportation Enhancements Clearinghouse (NTEC).

Mission of the Transportation Alternatives Program

In each State and metropolitan area, the mission of the Transportation Alternatives program is slightly different, and the goals will vary from State to State. NTEC's TA definition is an example of a mission statement that articulates the purpose and form of the program:

"Transportation Alternative (TA) projects are federally-funded community-based projects that expand travel choices and improve the transportation experience by improving the cultural, historic, and environmental aspects of our transportation infrastructure."

Most agencies have their own name for the Transportation Alternatives program which may or may not include the phrase "Transportation Alternatives".

Reimbursable Nature of the Program

The Transportation Alternatives program is a part of the Federal-aid Highway Program. Although the program is a "grant" program under Federal regulation, is not an "up-front" grant program and funds are available only on a reimbursement basis. Only after a project has been approved by the State Department of Transportation or Metropolitan Planning Organization and the FHWA division office can costs become eligible for reimbursement. This means project sponsors must incur the cost of the project prior to being repaid. Costs must be incurred after FHWA division office project approval or they are not eligible for reimbursement.

Program Structure

Funding

The funding for each State's Transportation Alternatives program includes the 9 TA eligibilities; the Recreational Trails Program; the Safe Routes to School program; and "planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways". There is $808,760,000 available in FY 2013 for the Transportation Alternatives Program. Each State receives a portion of this total equal to the proportion of total FY 2009 TE funds that State received. First, there is a subapportionment for the Recreational Trails Program which is taken off the top of each State's total TA funding. Of the remaining balance, 50% is suballocated to areas based on population, while the other 50% may be obligated to any area of the State. Of the 50% suballocated based on population, the amount attributable to large urbanized areas (over 200,000 people) will be administered by designated Metropolitan Planning Organizations in consultation with the State DOT. The divisions for the population-based suballocation are:

1. In urbanized areas of the State with an urbanized area population of over 200,000, also known as a Transportation Management Area;
2. In areas of the State other than urban areas with a population greater than 5,000; and
3. In areas of the State with a population less than 5,000

Some agencies or States include a table listing the geographic distribution of their money. For example, the following is listed on Washington State's TE website:

Washington State RTPO Target Allocations:	
RTPO	**Target Allocation**
Benton-Franklin Walla Walla RTPO	$1,626,000
North Central RTPO	$814,000
Northeast Washington RTPO	$350,000
Palouse RTPO	$384,000
Peninsula RTPO	$839,000
Puget Sound Regional Council	$19,839,000
Quad-County RTPO	$833,000
Regional Transportation Council	$2,495,000
San Juan County	$88,000
Skagit/Island RTPO	$1,076,000
Southwest Washington RTPO	$1,468,000
Spokane Regional Transportation Council	$2,510,000
Thurston Regional Planning Council	$1,349,000
Whatcom Council of Governments	$1,043,000
Yakima Valley Conference of Governments	$1,287,000

Eligible Activities

The following eligibilities are authorized in MAP-21 for the Transportation Alternatives program. There is no requirement that States participate in all eligible activities equally or at all. Eligible projects must meet one or more of these eligibilities and must relate to surface transportation (except for recreational trails, covered below). A typical program manual lists the eligible activities that the agency will consider funding, and gives examples. www.enhancements.org is a resource for examples in the case of a new program.

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

4. Construction of turnouts, overlooks, and viewing areas.

5. Inventory, control, or removal of outdoor advertising.

6. Historic preservation and rehabilitation of historic transportation facilities.

7. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.

8. Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.

9. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to the eligibilities listed above from section 101 of MAP-21, eligible Transportation Alternatives projects also include any projects eligible under the Recreational Trails Program or Safe Routes to School Program, and Section 213(b)(4) of title 23 U.S.C. which allows “planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways”.

The Recreational Trails Program

1. Maintenance and restoration of existing recreational trails;

2. Development and rehabilitation of trailside and trailhead facilities and trail linkages;

3. Purchase and lease of recreational trail construction and maintenance equipment;

4. Construction of new recreational trails (with some restrictions for new trails on Federal lands);

5. Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;

6. Assessment of trail conditions for accessibility and maintenance;

7. Development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training), but in an amount not to exceed 5 percent of the apportionment made to the State for the fiscal year; and

8. Payment of costs to the State incurred in administering the program, but in an amount not to exceed 7 percent of the apportionment made to the State for the fiscal year.

If the State "opts out" of the RTP, then it cannot claim administrative costs for the fiscal year, because there would not be a program for the fiscal year.

MAP-21 exempts RTP projects funded under the RTP subapportionment from the "Treatment of Projects" requirement. This gives projects funded under the RTP some cost-saving flexibility. Projects not funded under the RTP subapportionment must comply with the Treatment of Projects requirement. If the State opts out of the RTP, then any recreational trail projects funded under TA must comply with the Treatment of Projects requirement.

Safe Routes to School Program - Section 1404 of SAFETEA-LU

1. Infrastructure Related Projects

The planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- Sidewalk improvements,
- Traffic calming and speed reduction improvements,
- Pedestrian and bicycle crossing improvements,
- On-street bicycle facilities,

• Off-street bicycle and pedestrian facilities,
• Secure bicycle parking facilities, and
• Traffic diversion improvements in the vicinity of schools. (section 1404(f)(1)(a))

2. Non-Infrastructure Related Projects

Activities to encourage walking and bicycling to school, including:

• Public awareness campaigns and outreach to press and community leaders,
• Traffic education and enforcement in the vicinity of schools,
• Student sessions on bicycle and pedestrian safety, health, and environment, and
• Funding for training, volunteers, and managers of safe routes to school programs. (section 1404(f)(2)(a))

Section 213(b)(4) of title 23 U.S.C.

• Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Eligible Applicants

MAP-21 authorizes the following entities to apply for Transportation Alternatives Funding:

• Local governments
• Regional Transportation Authorities
• Transit Agencies
• Natural Resource or public lands agencies
• School Districts, local education agencies or schools
• Tribal governments
• Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency that the State determines to be eligible).

NOTE: The Federal Highway Administration (FHWA) is still developing guidance on eligible entities. In addition, the Recreational Trails Program and Safe Routes to Schools Program have their own lists of eligible entities, which remain in effect.

Recreational Trails Program

A State may allow (but is not required to allow):
• All units of Federal, State, or local government.
• Any private organization approved by the State, whether private nonprofit or for-profit.
• This is permissible for any recreational trail project eligible under the RTP, TA, or under the Surface Transportation Program (STP).

Safe Routes to Schools Program

• State, local, and regional agencies, including nonprofit organizations, that demonstrate an ability to meet the requirements of section 1404.

Eligible Costs

Only certain costs are eligible for reimbursement through the Transportation Alternatives program. An obligation occurs when a project is approved and a project agreement is executed between the Federal government (FHWA division offices) and the State. Although considerable time and money may have already been spent developing a project, an obligation marks the beginning of project costs which are eligible for reimbursement. Any design and feasibility studies conducted prior to receipt of a Notice to Proceed are not eligible.

After obligation many project specific costs are eligible. Preliminary and final engineering work including project development, environmental work, cost estimates, construction plans, and architectural work are eligible after approval is received by the administering agency. Utility relocations[1], construction engineering, and construction costs would also be eligible. Right-of-way property rights required for TA projects and the acquisition of this ROW may be an eligible expense if allowed by the State. The acquisition of real property is subject to the Uniform Act. Any administrative, maintenance, or general planning studies would not be eligible.

Local Match

The Federal government will pay for up to 80% of eligible project costs for a TA project. A local match is required to pay for 20% or more of the remaining project costs. The Federal Highway Administration has not yet determined what the match rate for Safe Routes to School projects will be under MAP-21. The program manual should specify whether the agency will accept so-called "soft match," i.e. non-cash contributions such as in-kind services or donated services, materials, or real property. The maximum Federal match may vary depending on the amount of Federal land holdings in your area.[2]

Project Sponsor Responsibilities

The program manual should make clear if the project will be administered by the State DOT or administered as a form of local aid, and if so, what the duties of the local agency are. Sponsors are required at a minimum to provide cash or donations to fulfill the local match and to maintain the project after completion.

---

1 However, some States prohibit using public funds for utility relocation. Under 23 U.S.C. 123, State law is treated as Federal law for the purposes of utility relocation.

2 Some States with large amounts of public land may use "sliding scale" rates which may provide a higher Federal share. See http://www.fhwa.dot.gov/legsregs/directives/notices/n4540-12.htm.

Application Process

Cycle

Insert date/frequency of application cycle here.

Required Documents

Include a checklist so that applicants can make sure to include all necessary forms when submitting an application.

Letter of Intent

Some agencies are moving toward a two-phase application. In a two-phase application, a letter of intent is required by the agency for a project to be considered. After the letter of intent is received, applicants are required to attend mandatory information training sessions or are provided assistance in developing the project idea by the agency. Anyone who submits the letter and attends the training or development sessions are then approved to submit a formal application. This helps to improve the quality of applications.

Project Selection

Define your project selection evaluation criteria here. MAP-21 requires that States and transportation management areas use a competitive process for eligible entities to submit Transportation Alternatives projects. Read over NTEC's Quantitative Selection brief to learn more about using a mixture of technical, qualitative, and local criteria here.

Transportation Alternatives Advisory Committee

Establishing a Transportation Alternatives Advisory Committee can help to include experts from multiple fields, provide a decision-making buffer, and strengthen relationships with partner agencies like the SHPO and the State resource agency. It is a good idea to include those involved with the TA program and members from the local government, historic preservation groups, arts councils, chambers of commerce, tourism offices, and the general public. More information can be found in NTEC's Quantitative Selection brief.

Project Approval

Use this space to define the first steps after projects are approved. For example, your process might include an in-person kickoff meeting, a written notice to proceed, or begin with only a conditional

commitment prior to additional paperwork, fundraising, or other deadlines.

Project Implementation

This area should clearly define all the regulations, expectations, and required actions any approved project must follow. Many States use timelines so that sponsors are aware of the progress they should be making on the project. The more specifics you give a sponsor, the better idea they have of what is expected of them. This is also a great place to highlight Federal requirements, standards, or guidelines.

Timeline/Project Sequence

Below is a sample of the necessary project steps as listed in the Georgia Transportation Enhancements Manual. Use this list as a reference to inform project sponsors of all the required steps they must take for projects administered as local aid.

- Application Approved
- Audits
- Memorandum of Understanding
- Select Consultant
- Concept Report
- Environmental Clearance
- Complete Design Plans
- Acquire Property
- ROW Certification
- Prepare Construction plans and bid documents
    - o Construction, labor, and materials cost estimates
- Construction BID documents
- Execute TE agreement
- Advertise Construction Project
- Select Contractor
- Construct Project
    - o Materials Testing
    - o Progress Reports and Invoices
    - o Wage Requirements
    - o Site Visits and Inspections
    - o Record Keeping
    - o Project Closeout
    - o Project Maintenance
- Determine the Final TE amount
- Conduct final audit
- Audits of Sponsor, Consultants, and Construction Contractors
- Questioned Costs

Reimbursement/Project Closure

Use this space to explain the final steps for closing out a project.

Federal Requirements, Standards, or Guidelines

Since the TA program is a Federal program, it is subject to Federal rules and regulations. Use this section to clearly explain all of the regulations which must be met. Here are a few things to consider:

- Americans with Disabilities Act
- Letting/Procurement Procedures
- Davis-Bacon Wage Requirements
- Disadvantaged and Minority Business Enterprises
- National Environmental Policy Act
- Section 106 of the National Historic Preservation Act
- Uniform Relocation Property Assistance and Real Property Acquisition Policies Act

TAB 4

TECHNICAL COMMITTEE AGENDA 09/19/2012; ITEM II.C.

On-System Bridge Subcommittee

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Along with STP-Urban funding, OTO receives a yearly allocation of On-System Bridge funding for use in the OTO area. The funds are distributed based on the ratio of the replacement cost of the square footage of deficient bridge deck in the OTO to the replacement cost of the square footage of deficient bridge deck in all TMAs (Springfield, Kansas City, and St. Louis) of the state. This program funds the replacement or rehabilitation of deficient bridges located on roads functionally classified as urban collectors, rural major collectors, and arterials per the federal aid classification system.

OTO currently has a balance of $801,953 for this funding. OTO will be accepting applications for On-System Bridge funding on an annual basis. Staff is seeking volunteers to help develop and review applications for this funding.

A list of eligible deficient bridges will be provided when it becomes available.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To appoint Technical Planning Committee Members to the On-System Bridge Subcommitte.

Missouri Department of Transportation
Bridge Inventory and Inspection System

August 16, 2011
9:03:41am

** Rev 2006*

Submittal Year : 2010

Federal Bridge Funds Qualification Listing
Non State System Structures - Federal Aid Routes

Federal ID	Bridge No.	Rehab No.	Tway Name	Feature Intersected	Year Built	Year Recon.	ADT	Curb Width	Rating Condition				Struc Eval	Deck Geom	Water Adeq	Road Align	Sufficiency Rating	Deficiency	Funding	Approved			Deficiency Req. Removal
									Deck	Super	Sub	Culv								Category	Ton 1	Ton 2	Ton 3	
District : 06 County : GREENE																								
17417	1510111	1	FARM RD 151	PEA RDG CR	1987		2378	23 Ft. 11 In.	N	N	N	5	0	0	7	8	13.9 %	SD	FULL	S-CD				D, E, H
23398	4075017		KIMBROUGH AVE	FASSNIGHT CR	1900		8000	29 Ft. 10 In.	N	N	N	6	4	2	8	8	57.0 %	FO	PART	S-1				E
23400	4075019		JEFFERSON AVE	FASSNIGHT CR	1900		7000	29 Ft. 10 In.	N	N	N	5	4	2	8	8	46.9 %	FO	FULL	S-1				E
23403	4075022		CAMPBELL AVE	FASSNIGHT CR	1950		21000	36 Ft. 0 In.	6	6	6	N	4	2	6	8	55.8 %	FO	PART	S-1				E
23404	4075024		GRANT AVE	FASSNIGHT CR	1955		10000	36 Ft. 0 In.	7	7	7	N	3	4	6	8	56.2 %	FO	PART	S-3	10			D, H
23405	4075027		SCENIC AVE	SOUTH CR	1960		5720	0 Ft. 0 In.	N	N	N	6	3	N	6	8	56.7 %	FO	PART	S-3	16			D, H
23411	4075041		MOUNT VERNON ST	JORDAN CR	1937		5810	30 Ft. 2 In.	4	4	6	N	4	3	7	8	31.9 %	SD	FULL	S-1				A, B, E
23413	4075044		GRAND ST	JORDAN CR	1931		6530	20 Ft. 0 In.	7	7	6	N	4	2	6	8	56.2 %	FO	PART	S-1				E
23415	4075046		BENTON AVE	MNA RR	1927	1978	11500	49 Ft. 10 In.	7	7	7	N	5	3	N	8	63.0 %	FO	PART	S-15	40	25		E, J
23416	4075047		GRANT AVE	MNA RR, JORDAN CR	1927	1978	11460	49 Ft. 10 In.	7	7	7	N	4	3	9	6	57.8 %	FO	PART	S-15	40	20		E, J
23418	4075049		SCENIC AVE	WILSON CR	1933		10000	23 Ft. 11 In.	6	5	5	N	4	2	8	8	44.1 %	FO	FULL	S-1				E
23440	4075227	1	GOLDEN AVE	SOUTH CR	1996		5140	27 Ft. 10 In.	N	N	N	6	6	2	8	8	79.4 %	FO	PART	S-1				E
28436	4075421		EAST TRFY	DRAIN DTCH	1998		8600	37 Ft. 4 In.	7	7	7	N	7	2	8	8	79.0 %	FO	PART	S-1				E

Total Structures : 13

District = 1, 2, 3, 4, 5, 6, 7 and Submittal_Year = 2010

TAB 5

TECHNICAL COMMITTEE AGENDA 09/19/2012; ITEM II.D.

Federal Functional Classification Change Application

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Pursuant to §470.105.b listed below, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e. those eligible for federal funding. Please see the attached maps and FHWA Functional Classification Guidelines for additional information.

The attached application is intended to serve as the process for changes to the Federal Aid Functional Classification. OTO accepts changes to the functional classification system at any time, but also formally requests changes once per year. For this round of requested changes, staff asks that applications be submitted by October 31, 2012.

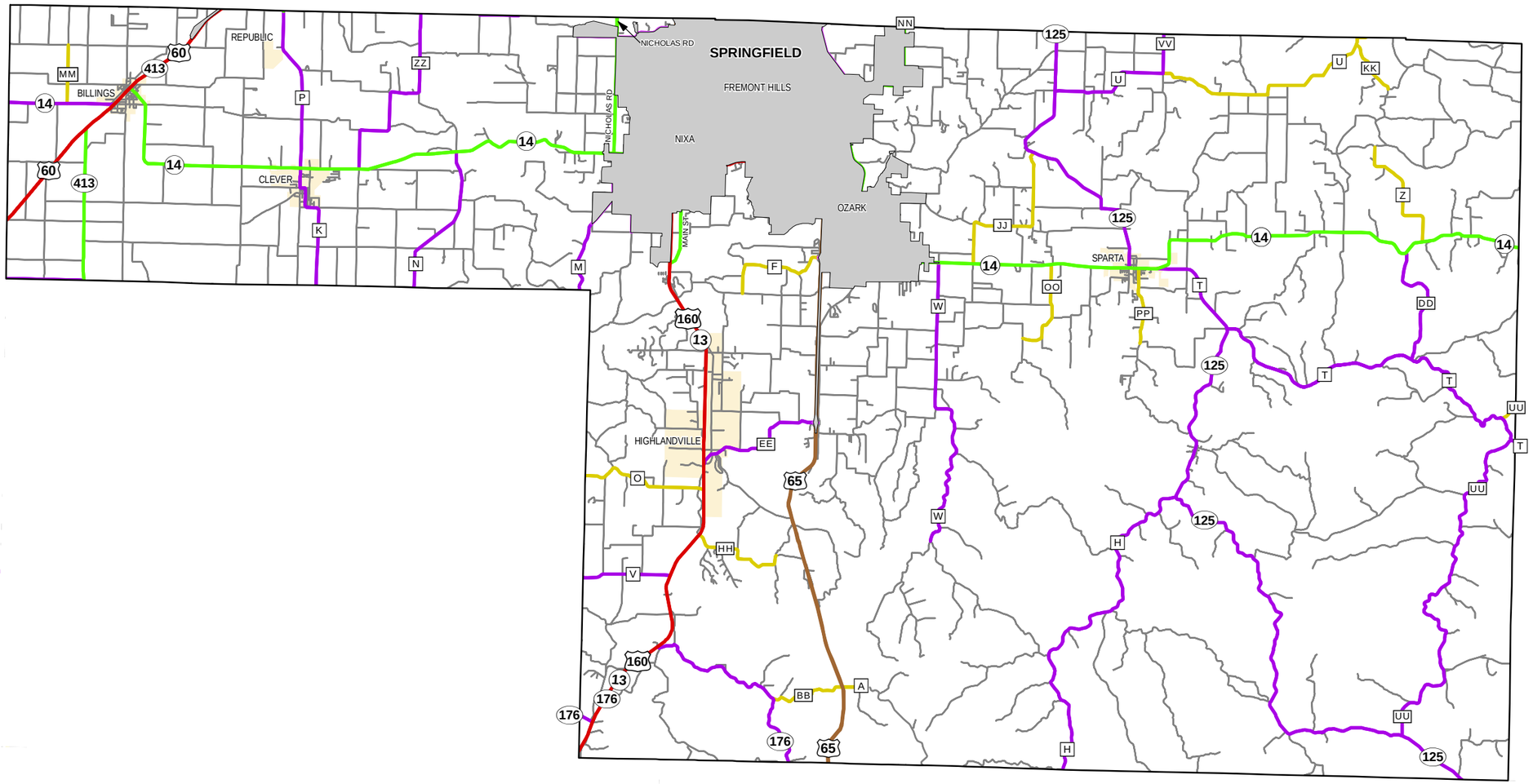
TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Information Only. No Action Required.

Rural Functional Classification

Christian County

Missouri



FUNCTIONAL CLASS

- Interstate
- Other Freeway and Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

CITY

URBAN AREA

Transportation Planning

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

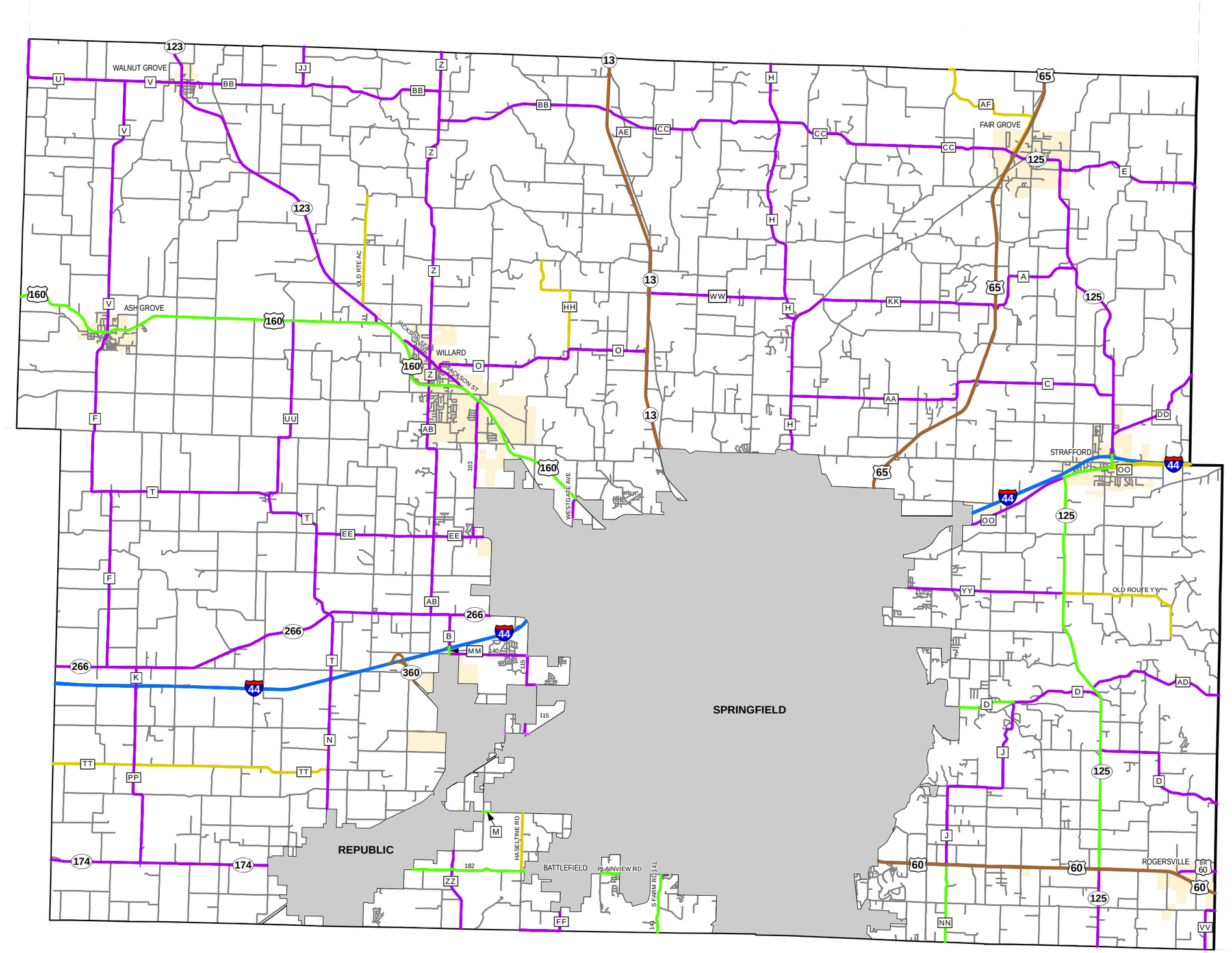
Approved October 28, 2010

'ghsmdata01':\GIS\Map_Projects\Functional_Class\Dist_08\FunctionalClass_Dist08_Rural.mxd

Rural Functional Classification

Greene County

Missouri



N
W E
S

FUNCTIONAL CLASS

- Interstate
- Other Freeway and Expressway
- Other Principal Arterial
- Minor Arterial
- Collector
- Major Collector
- Minor Collector
- Local

CITY

URBAN AREA

MoDOT

Transportation Planning

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

Approved July 27, 2011

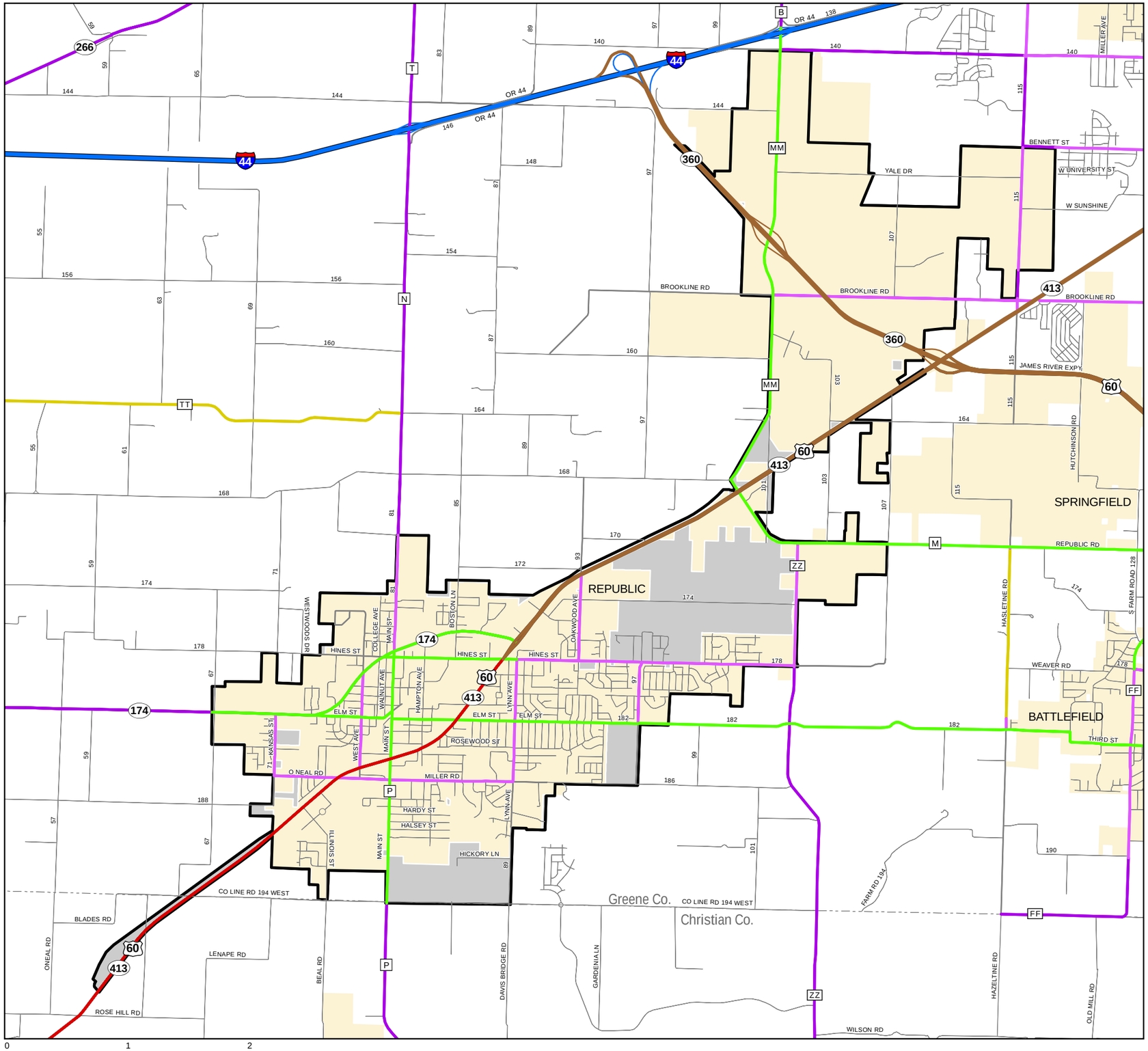
'ghsmdata01':\GIS\Map_Projects\Functional_Class\Dist_08\FunctionalClass_Dist08_Rural.mxd

Functional Classification System

REPUBLIC

Christian County
Greene County

Missouri



FUNCTIONAL CLASS

- Interstate
- Other Freeway and Expressway
- Other Principal Arterial
- Minor Arterial
- Collector
- Major Collector
- Minor Collector
- Local

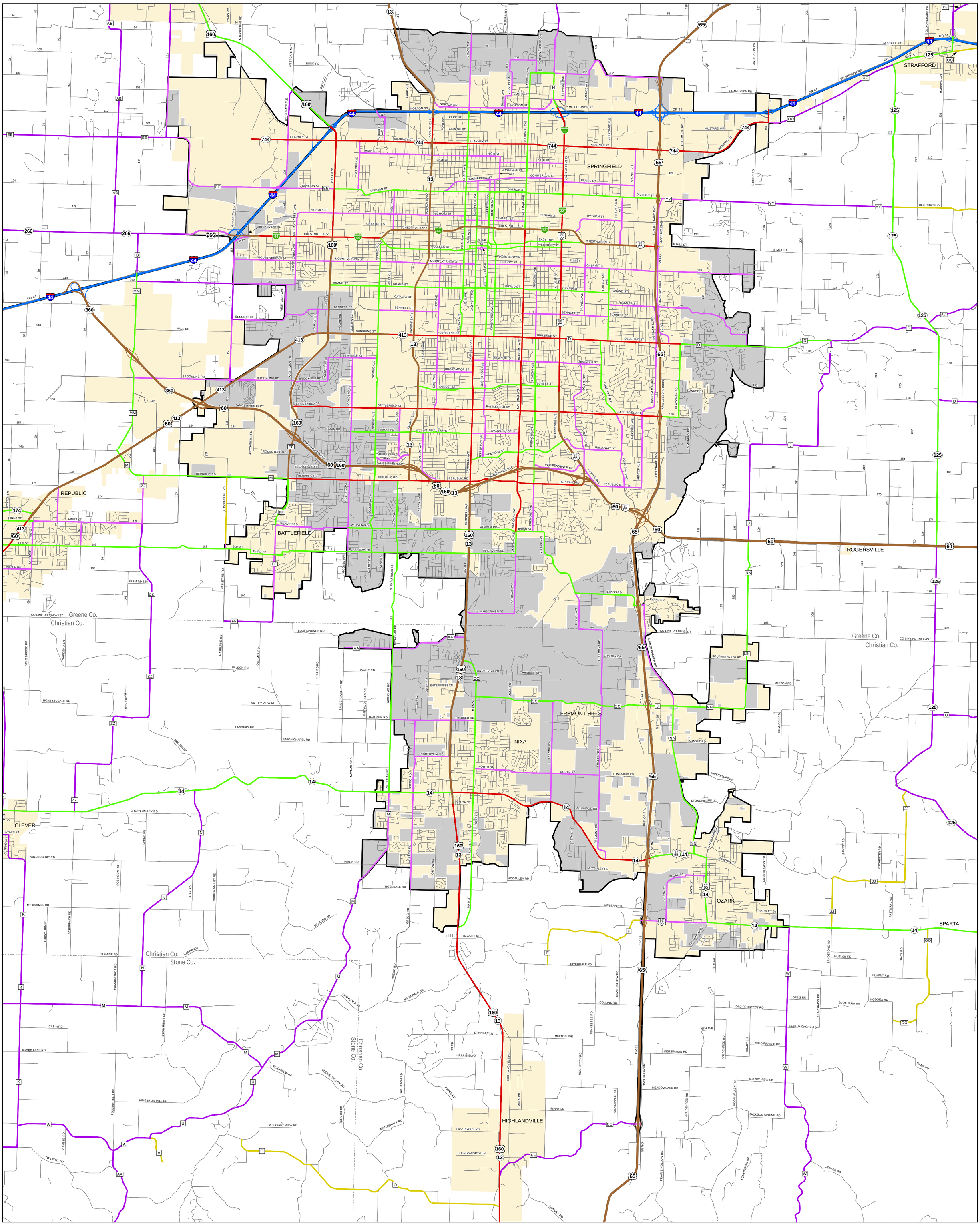
CITY

URBAN AREA

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

Approved October 28, 2010

'ghsmdata01':\GIS\Map_Projects\Functional_Class\Dist_08\FunctionalClass_Dist08_Urban.mxd



FUNCTIONAL CLASS

- Interstate
- Other Freeway and Expressway
- Other Principal Arterial
- Minor Arterial
- Collector
- Major Collector
- Minor Collector
- Local

CITY

URBAN AREA

0 1 2 Miles

Functional Classification System

SPRINGFIELD

Christian County
Greene County

Missouri

MoDOT
Transportation Planning

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

Approved July 27, 2011

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

Application

Federal Functional Classification Change

Instructions

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

Application Information

Date:

Contact Information

Name:
Title:
Agency:
Street Address:

City/State/Zip:
Email:
Phone:
Fax:

Roadway Data

Roadway Name:
Termini of Roadway
From:
To:
Length (miles):
Number of Lanes:
Lane Width:
Traffic Volume (AADT):

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

Classification Change

Type of Area
Current Classification
Requested Classification:

Justification

Explain why the roadway classification should be revised.
[Click **here** and type explanation]

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?
[Click **here** and type answer and explanation]

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?
[Click **here** and type answer and explanation]

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?
[Click **here** and type answer and explanation]

Additional information you would like to include.
[Click **here** and type additional information]

Functional Reclassification Process (minimum timeframe is 4 months)

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

FHWA Functional Classification Guidelines

Concepts, Criteria and Procedures

SECTION I - INTRODUCTION

This reference manual includes sections on (1) concepts of functional highway classification and functional system characteristics and (2) suggested procedures for functional highway classification in rural, small urban and urbanized areas. The material herein is adapted from two previous FHWA manuals concerned with functional highway classification. The relationship of this manual to these previous documents is discussed below.

Two nationwide studies of functional highway classification were conducted during the period 1969-1971. The first of these, using criteria and procedures specified in the 1968 National Highway Functional Classification Study Manual, called for the functional classification of existing (1968) highways. The second study was carried out in accordance with procedures specified in the National Highway- Functional Classification and Needs Study Manual (1970 to 1990) . This latter study used the same functional classes and basic functional criteria as the first study, but provided for the classification to be based on projected 1990 facilities and usage.

The Federal-Aid Highway Act of 1973 required the use of functional highway classification to update and modify the Federal-aid highway systems by July 1, 1976. This legislative requirement is still effective today. Also a number of States have adapted the functional classes and criteria from these studies for their own purposes. For both these reasons, a need has developed for a republication of the functional classification concepts and criteria that were expressed in the aforementioned manuals, without the reference to specific study requirements that pertained in those manuals.

The functional classes and their characteristics defined in this manual are, for the most part, identical to those in the predecessor manuals. Text has been reworded only to the extent necessary for consistency and clarity and to delete reference to the original studies. The discussion of functional classification concepts is taken intact from the earlier of the two manuals.

Also included herein is a discussion of suggested classification procedures for rural, small urban and urbanized areas, which derives from the predecessor manuals, relying largely, in fact, on their original wording. This approach therefore provides first, a description of suggested procedures for classifying an existing network, followed by procedural suggestions for developing an updated or "future year" classification.

Procedures for functional classification in urbanized areas should be developed within the framework of the continuing, comprehensive, and cooperative planning process carried out pursuant to Section 134 of Title 23, U.S. Code.

Section II - Concepts, Definitions, and System Characteristics

THE CONCEPT OF FUNCTIONAL CLASSIFICATION

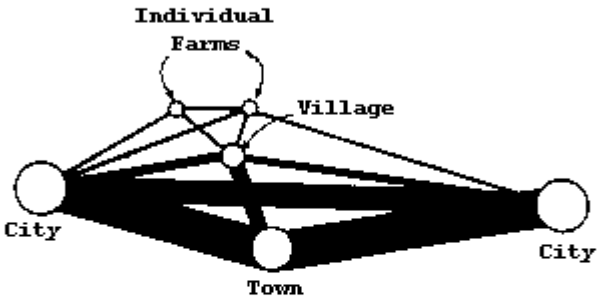
Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

A schematic illustration of this basic idea is provided in Figure II-1. In the upper diagram, lines of travel desire are shown as straight lines connecting trip origins and destinations. Relative widths of lines indicate relative amounts of travel desire.

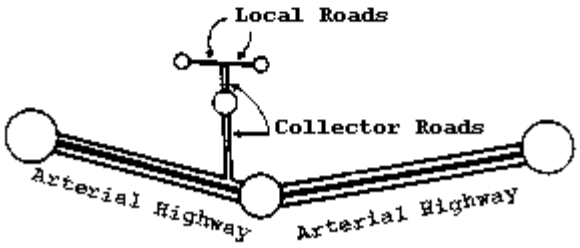
Relative sizes of circles indicate relative trip generating or attracting power of the places shown. Since it is impractical to provide direct-line connections for every desire line, trips must be channelized on a limited road network in a logical and efficient manner. This can be done as shown in the lower diagram of Figure II-1. Note that the heavy travel movements are directly served or nearly so; and that the lesser ones are channeled into somewhat indirect paths. The facilities shown in the diagram have been labeled local, collector and arterial; terms which are descriptive of their functional relationships. Note particularly that this hierarchy of functional types relates directly to the hierarchy of travel distances which they serve.

Figure II-1

Channelization of Trips



(A) Desire Lines of Travel



(B) Road Network provided

A more complete (though still schematic) illustration of a functionally classified rural network is shown in Figure II-2. Since the cities and larger towns generate and attract a large proportion of the relatively longer trips, the arterial highways generally provide direct service for such travel. The intermediate functional category, the collectors, serves small towns directly, connects them to the arterial network, and collects traffic from the bottom-level system of local roads, which serves individual farms and other rural land uses.

Figure II-2

Schematic Illustration of a Functionally Classified Rural Highway Network

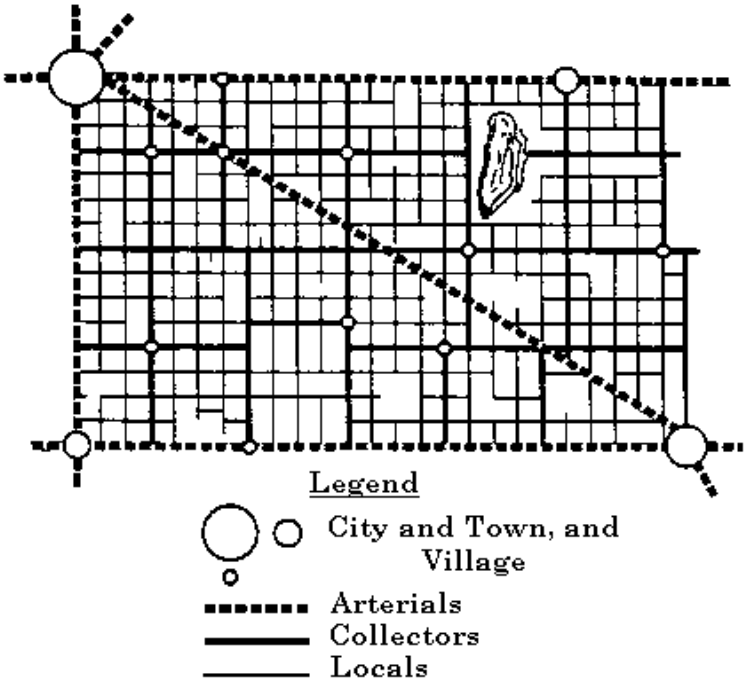
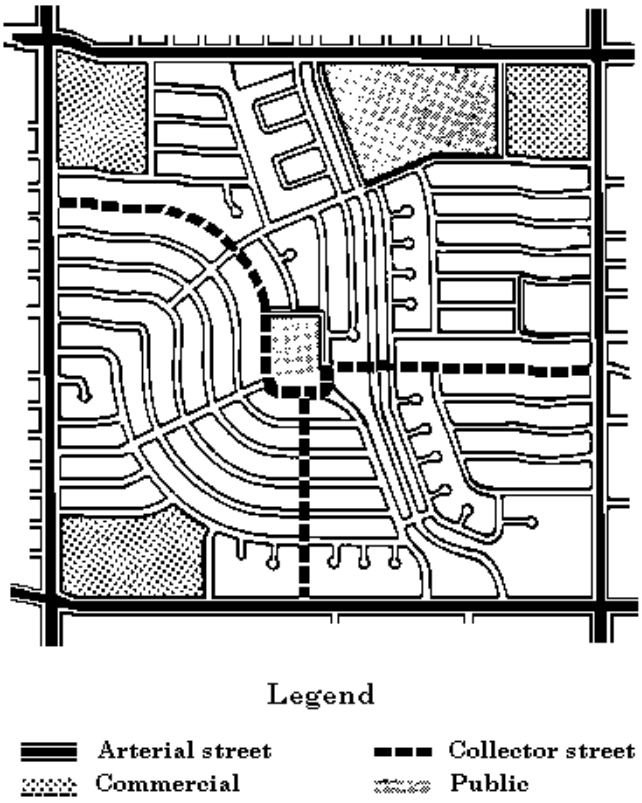


Figure II-3

Schematic of a Portion of an Urban Street Network



Although the above example has a rural setting, the same basic concepts apply in urban areas as well. A similar hierarchy of systems can be defined; however, because of the high intensity of land use and travel throughout an urban area, specific travel generation centers are more difficult to identify. In urban areas additional considerations, such as spacing, become more important in defining a logical and efficient network. A schematic illustration of a functionally classified urban street network is shown in Figure II-3.

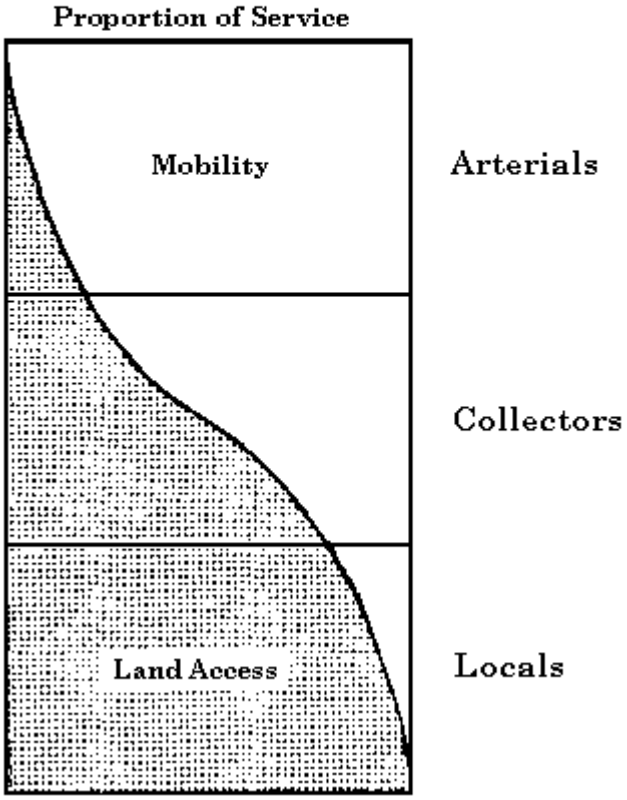
Allied to the idea of traffic channelization is the dual role the highway network plays in providing (1) access to property, and (2) travel mobility. Access is a fixed requirement, necessary at both ends of any trip. Mobility, along the path of such trips, can be provided at varying levels, usually referred to as "level of service." It can incorporate a wide range of elements (e.g., riding comfort and freedom from speed changes) but the most basic is operating speed or trip travel time.

It was pointed out in the discussion of Figure II-1 that the concept of traffic channelization leads logically not only to a functional hierarchy of systems, but also to a parallel hierarchy of relative travel distances served by those systems. This hierarchy of travel distances can be related logically to a desirable functional specialization in meeting the access and mobility requirements. Local facilities emphasize the land access function. Arterials emphasize a high level of mobility for through movement. Collectors offer a compromise between both functions. This is illustrated conceptually in Figure II-4.

Functional classification can be applied in planning highway system development, determining the jurisdictional responsibility for particular systems, and in fiscal planning. These applications of functional classification are discussed in "A Guide for Functional Highway Classification." [1]

Figure II-4

Relationship of functionally Classified Systems in Serving Traffic Mobility and Land Access



AREA DEFINITIONS

Urban and rural areas have fundamentally different characteristics as to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which all these elements are related in the definitions of highway function. Consequently, this manual provides for separate classification of urban and rural functional systems.

Experience has shown that extensions of rural arterial and collector routes provide an adequate arterial street network in places of less than 5,000 population. Hence urban classifications as discussed herein are considered in the context of places of 5,000 population or more.

Urban areas are defined in Federal-aid highway law (Section 101 of Title 23, U.S. Code) as follows:

"The term 'urban area' means an urbanized area or, in the case of an urbanized area encompassing more than one State, that part of the urbanized area in each such State, or an urban place as designated by the Bureau of the Census having a population of five thousand or more and not within any urbanized area, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall, as a minimum, encompass the entire urban place designated by the Bureau of the Census."

For clarity and simplicity this reference manual will use the following terminology, which is consistent with the above definition.

Small urban areas are those urban places, as designated by the Bureau of the Census having a population of five thousand (5,000) or more and not within any urbanized area.

Urbanized areas are designated as such by the Bureau of the Census.

Rural areas comprise the areas outside the boundaries of small urban and urbanized areas, as defined above.

FUNCTIONAL SYSTEM CHARACTERISTICS

The following pages are devoted to separate descriptions of the characteristics of the basic functional systems and their subsystems for (1) rural areas, (2) urbanized areas, and (3) small urban areas. The primary functional categories used for each of the three area types are presented in Table II-1.

Table II-1 -- The Hierarchy of functional systems

Rural areas	Urbanized areas	Small Urban areas
Principal arterials	Principal arterials	Principal arterials
Minor arterial roads	Minor arterial streets	Minor arterial strets
Collector roads	Collector streets	Collector streets
Local roads	Local streets	Local streets

Since there is a wide variation in the characteristics and magnitude of service provided by each of these basic functional systems, further stratification of routes in these systems is prescribed to insure greater adaptability for subsequent use. In rural areas, routes on the principal arterial system are subclassified as Interstate and other principal arterials; and routes on the collector road system are subclassified as major collector roads and minor collector roads. In urbanized and small urban areas, the routes on the principal arterial system are subclassified as Interstate, other freeways and expressways, and other principal arterials.

Functional Systems for Rural Areas
Rural roads consist of those facilities that are outside of small urban and urbanized areas, as previously defined. They are classified into four major systems: Principal arterials, minor arterial roads, major and minor collector roads, and local roads.

Rural principal arterial system
The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics:

1. Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.
2. Serve [2] all, or virtually all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over.
3. Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise (e.g., international boundary connections and connections to coastal cities).

In the more densely populated States, this system of highway may not include all heavily traveled routes which are multi-lane facilities. It is likely, however, that in the majority of States the principal arterial system will include all existing rural freeways.

The principal arterial system is stratified into the following two subsystems:

Interstate System.--The Interstate System consists of all presently designated routes of the Interstate System.

Other principal arterials.--This system consists of all nonInterstate principal arterials.

Rural minor arterial road system
The rural minor arterial road system should, in conjunction with the principal arterial system, form a rural network having the following characteristics:

1. Link cities and larger towns[3] (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service.
2. Be spaced at such intervals, consistent with population density, so that all developed areas of the State are within a reasonable distance of an arterial highway.
3. Provide (because of the two characteristics defined immediately above) service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to-through movement.

Rural collector road system

The rural collector routes generally serve travel of primarily intracounty rather than statewide importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. Consequently, more moderate speeds may be typical, on the average.

In order to define more clearly the characteristics of rural collectors, this system should be subclassified according to the following criteria:

Major collector roads.--These routes should: (1) Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc. ; (2) link these places with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intracounty travel corridors.

Minor collector roads.--These routes should: (1) Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; (2) provide service to the remaining smaller communities; and (3) link the locally important traffic generators with their rural hinterland.

Rural local road system

The rural local road system should have the following characteristics: (1) Serve primarily to provide access to adjacent land; and (2) provide service to travel over relatively short distances as compared to collectors or other higher systems. Local roads will, of course, constitute the rural mileage not classified as part of the principal arterial, minor arterial, or collector systems.

Extent of rural systems

The systems criteria above have been expressed primarily in qualitative, rather than quantitative terms. Because of varying geographic conditions (population density, spacing and size of cities, density and pattern of road network) it is not feasible to define uniform nationwide criteria on size of population centers, on trip length and traffic volume, or on spacing of routes, that would apply to all systems in all States. The results of classification studies conducted in many States throughout the country do, however, show considerable consistency in the relative extent of each system, expressed as a percentage of total rural road mileage.

Table II-2 -- Guidelines on extent of rural functional systems

	Range (percent)	
System	**VMT**	**Miles**
Principal arterial system	30-55	2-4
Principal arterial plus minor arterial road system	45-75	6-12*
Collector road system	20-35	20-25
Local road system	5-20	65-75

* With most states falling in the 7-10 percent range.

Systems developed using the criteria herein are generally expected,

in all States except Alaska and Hawaii, to fall within the percentage ranges shown in Table 11-2. The higher values in Table 11-2 would apply to States which have a less extensive total road network than is typical of States of similar population density. In States having a more extensive total network, the lower values would be expected to apply. The range of percentages for rural collectors is for the total mileage of both major and minor collector roads, and applies to the statewide rural mileage totals; the percentage in any particular

county may vary considerably from the statewide average. Areas having an extensive grid pattern of roads will usually have a lesser percentage of collectors than areas wherein geographic conditions have imposed a restricted or less regular pattern of road development.

Functional Systems in Urbanized Areas
The four functional systems for urbanized areas are urban principal arterials, minor arterial streets, collector streets, and local streets. The differences in the nature and intensity of development between rural and urban areas cause these systems to have characteristics that are somewhat different from the correspondingly named rural systems.

Urban principal arterial system
In every urban environment there exists a system of streets and highways which can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel it serves. In smaller urban areas (under 50,000) these facilities may be very limited in number and extent and their importance may be primarily derived from the service provided to travel passing through the area. In larger urban areas their importance also derives from service to rural oriented traffic, but equally or even more important, from service for major movements within these urbanized areas.

This system of streets and highways is the urban principal arterial system and should serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. The system should be integrated, both internally and between major rural connections.

The principal arterial system should carry the major portion of. trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travel, such as between central business districts and outlying residential areas .. between major inner city communities, or between major suburban centers should be served by this system. Frequently the principal arterial system will carry important intraurban as well as intercity bus routes. Finally, this system in small urban and urbanized areas should provide continuity for all rural arterials which intercept the urban boundary.

Because of the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system. However, this system is not restricted to controlled access routes. In order to preserve the identification of controlled access facilities, the principal arterial system is stratified as follows: (1) Interstate, (2) other freeways and expressways, and (3) other principal arterials (with no control of access).

The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas. while no firm spacing rule can be established which will apply in all, or even most circumstances, the spacing of principal arterials (in larger urban areas) may vary from less than one mile in the highly developed central business areas to five miles or more in the sparsely developed urban fringes.

For principal arterials, the concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements. It should be noted that only facilities within the "other principal arterial" system are capable of providing any direct access to adjacent land, and such service should be purely incidental to the primary functional responsibility of this system.

Urban minor arterial street system
The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The minor arterial street system includes all arterials not classified as a principal and contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. This system should include urban connections to rural collector roads where such connections have not been classified as urban principal arterials.

The spacing of minor arterial streets may vary from 1/8 - 1/2 mile in the central business district to 2 - 3 miles in the suburban fringes, but should normally be not more than 1 mile in fully developed areas.

Urban collector street system
The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

Urban local street system
The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through, traffic movement usually is deliberately discouraged.

Extent of mileage and travel on urban systems
Table II-3 contains guideline ranges of travel volume (VMT) and mileage of each of the four functional systems for urbanized areas. Systems developed for each area using the criteria herein will usually fall within the percentage ranges shown.

Table II-3 -- Guidelines on extent of urban functional systems

	Range (percent)	
System	**VMT**	**Miles**
Principal arterial system	40-65	5-10
Principal arterial plus minor arterial street systems	65-80	15-25
Collector street system	5-10	5-10
Local street system	10-30	65-80

Functional System for Small Urban Areas
The systems and their characteristics listed for urbanized areas are also generally applicable to small urban areas. The basic difference is that, by nature of their size, many small urban areas will not generate internal travel warranting urban principal arterial service.

Thus the principal arterial system for small urban areas will largely consist of extensions of rural arterial into and through the areas. In many instances, these extensions will be located so as to relieve critical sections of the street system while providing efficient movement of travel around (e.g., bypasses) and through the area. The larger urban areas within this population group, particularly those above 25,000 population, may have major activity centers which warrant principal arterial service in addition to that provided by extensions of rural arterials.

The characteristics for the minor arterial street systems, collector street systems, and local street systems in small urban areas are similar to those for urbanized areas.

Special Urban-Rural Identification
The criteria in this section define urban and rural streets and highways according to their functional character. To assure continuity of the rural arterial systems through urban areas, it is desirable to doubly identify (as indicated below) the urban arterials which form connecting links of the rural arterials. The term "connecting links" means those urban routings which will provide rural-to-rural continuity for the rural arterial systems. A connecting link may traverse the urban area from one boundary to another, or may simply connect to another previously delineated connecting link. (The mileage of any connecting link should not be included more than once.) The necessary continuity may be provided by loop or bypass routes. It is recommended that the identification be made after both the urban and rural functional classifications have been accomplished.

As specified in the systems characteristics in this section, connecting links for the rural principal and minor arterial systems will be on the urban principal arterial system (continuity for the rural Interstate will, of course, be provided by urban Interstate). Connecting links for rural principal arterials should be identified

prior to selecting those for minor arterials. The routing of the connecting link for a rural principal arterial should normally be fairly direct, while that for a rural minor arterial may involve some indirection of travel.

The following categories are to be used in identifying these connecting links on the urban principal arterial system:

1. Other freeways and expressways:

- Connecting links of non-Interstate rural principal arterials
- Connecting links of rural minor arterials
- Other urban principal arterials:
- Connecting links of other rural principal arterials
- Connecting links of rural minor arterials

Classification Criteria for Alaska, Hawaii, and Puerto Rico
The classification of rural and urban systems in Alaska, Hawaii, and Puerto Rico can generally be consistent with the functional system characteristics described in the preceding sections. However, there may be roads on small islands or in other areas that are isolated from the remaining parts of the State or Commonwealth, and none of these roads may meet the criteria for classification as arterial because of the absence of long-distance, through trips. Conversely, there may be undeveloped areas that have very few miles of collector and local roads. Thus, because of the considerably different geographic conditions existing in these areas as compared to the other 48 States, the systems extent for the rural functional classes may vary from that shown in Table II-2. The systems extent for the urban functional classes should be fairly consistent with that shown in Table II-3.

Footnotes

1. *A Guide for Functional Highway Classification*, prepared by a joint subcommittee of the American Association of State Highway Officials, the National Association of Counties, and the National Association of County Engineers (1964).
   (Originally footnote 1 on page II-5).
2. The term "serve" is difficult to define on a national basis since it varies according to the size of the urban area, the functional system under consideration, and the effects of natural barriers where they exist. As a guide the rural principal arterial system may be considered to "serve" an urban area if the system either penetrates the urban boundary, or comes within 10 miles of the center of the place and is within 20 minutes travel time (offpeak periods) of the center of the place via a minor arterial highway. The rural minor arterial road system "serves" an urban area if the system either penetrates or comes within 2 miles of the urban boundary.
   (Originally footnote 1 on page II-9).
3. The definition of a "large" town, in terms of population, cannot be arbitrarily determined in such a way as will fit all States. It can be determined in a given State during the classification process by building the system "from the top down," in terms of size of places served, and evaluating successive system increments on a diminishing returns basis, in terms of population service or traffic service. This is discussed in greater detail in Section III.
   (Originally footnote 2 on page II-9).

SECTION III - SUGGESTED PROCEDURES FOR RURAL, SMALL URBAN AREA AND URBANIZED AREA CLASSIFICATION

This section suggests procedures for classifying all roads and streets into functional systems for rural, small urban and urbanized areas, based on the most logical use of the existing facilities .[1] to serve present travel. Separate procedures are presented for rural, small urban and urbanized areas. In addition, for each of these areas, procedures are given for a functional classification of existing conditions. Also, for each of those areas, procedures are given for a functional classification based on projected facilities and usage for some "future year."

While the basic concepts and functional criteria for the development of a "future year" functional classification plan are the same as those for a functional classification of existing facilities, it will differ in two basic respects: (1) It should be based on projected "future year" population, land use and travel; and (2) it will include, in addition to existing facilities, such projected totally new facilities as will be needed to serve "future year" land use and travel. Some of this new mileage will consist of new streets in expanding urban areas.

Beltways and bypasses in smaller cities will constitute another major category of new mileage. In addition, some new routes may be needed to serve planned and committed new recreational areas or new towns. A final category of additional, though in one sense not "new," facilities will be those representing relocation of existing facilities, in cases where adequate standards cannot- be provided on the original location, or where an existing routing is excessively circuitous.

In developing a "future year" classification, consideration should be given to the impact of foreseeable developments in other modes of transportation. On statewide systems, especially in heavily traveled intercity corridors, the influence of highspeed rail service and improved air service can be estimated through travel forecasts to the extent they are quantifiable. Such influences will probably have more impact on the needed capacity of highway facilities than on the actual system configuration.

"**Future Year" - Functional Classification**
When a functional classification is made based on a "future year," a projection of population should be made.

As was pointed out in Section II, the identification of population centers is essential in the functional classification concept. When a "future year" functional classification is made, population estimates for that "future year" should be prepared for all areas that are expected to be urban as well as for the remaining rural subareas.

Each populated place presently containing less than 5,000 persons and not included within the delimited boundary of a "future year" urbanized area, should be examined to determine whether its anticipated population growth to the "future year" will result in its classification as a small urban area. In addition, certain presently rural areas (i.e., suburban development, new towns, etc.) should be examined to determine those which will qualify as small urban areas due to expected population increases by the "future year."

The base for a "future year" population should be the most recent Decennial Census. As applicable, the total State regional and national "future year" populations should be given consideration when estimating populations of the individual urbanized and small urban areas in order that the estimates will be reasonable and consistent. Consequently, in making "future year" urban estimates, it will be necessary to develop them coincidently with and in relation to the total "future year" State population projections and the projections for the remaining rural population (including those places from 2, 500 to 4,999 population).

A considerable amount of population data is available in the States through the urban transportation studies, from previous functional classification studies (see page I-1) , and from agencies preparing current population estimates for the various States.

Because of the variety of kinds of population forecasts and sources of forecasting advice and assistance that are available to the States, no single forecasting procedure is suggested in this manual. Of foremost importance in any procedure is the maintenance of a sound overall perspective. Specifically, the aggregate

of individual place projections must stand the test of reasonableness in terms implied overall trends for urbanized areas, for small urban areas by size group, and for rural area density.

To assure reasonable distribution of total projected population by the above categories an iterative approach with feedback tests is necessary, particularly, in some States, when a very large proportion of the total population growth will occur in urbanized areas. Proportionally small variances in forecasts for these places can have a disproportionate effect on residual values applicable to small urban places and rural areas. Hence a stepdown residual forecasting procedure without feedback should be avoided.

CLASSIFICATION PROCEDURES FOR RURAL SYSTEMS

Rural classification procedures apply to those areas outside of urbanized or small urban area boundaries, although many rural routes particularly arterials, continue into or through the latter areas.

Identifying and Ranking Population Centers and Other Travel Generators

The procedure for rural functional classification, as outlined in this subsection, initially involves connecting traffic generators in such a manner as to logically channelize the trips on the road network. Since most trips begin or end in a city of town, population centers are the primary traffic generators considered. However, since travel is also generated by recreation areas, such as National parks, ski resorts, lakes, and beaches, that have little resident population, instructions are included here for comparing the importance of these areas to that of a city or town.

The population of a place generally reflects its capacity for generating and attracting travel. Socio-economic factors, such as trade, employment, etc., may also indicate the importance of a place in relation to intercity travel. Urban areas of similar population and economic activity (and consequently travel generation and attraction) should be identified and service provided to them by routes of the same statewide functional system.

Ranking of population centers, usually on the basis of population is an initial step in the classification process. Available socio-economic data (e.g., sales tax receipts, retail trade, employment, etc.) may be used along with population in this ranking if the State feels that such factors are significant for the area under study. Each urban area should be treated as one center, even if several jurisdictional units are involved and even if part of the population is in an adjoining State.

Since this ranking process is one of the means of determining the population centers for which service by a particular functional system is to be provided, all places thought qualified for service by the major collector road or any higher system should be' ranked.

Major travel generators other than cities, such as recreation areas (National and State parks, State fairgrounds, ski resorts, lakes, beaches, etc.) and military installations should be treated separately during the ranking process because of their unique, predominant land activity. Usual trip generation yardsticks, such as population, employment, and related factors which measure the socio-economic status of the area and its population, are not applicable to such generators because of their atypical travel generation potential. For example, National parks and State fairgrounds contain little or no resident population and, in general, contain no commercial or industrial activity other than facilities to serve tourists. Hence, these centers require that other data be employed during the ranking process.

For purposes of functional classification, the annual number of visitors to such a recreation area can be equated to an urban area's population as shown in Figure III-1. The recreation area can then be grouped with population centers of similar trip generation potential, and service provided by the same functional system.

FIGURE III-1

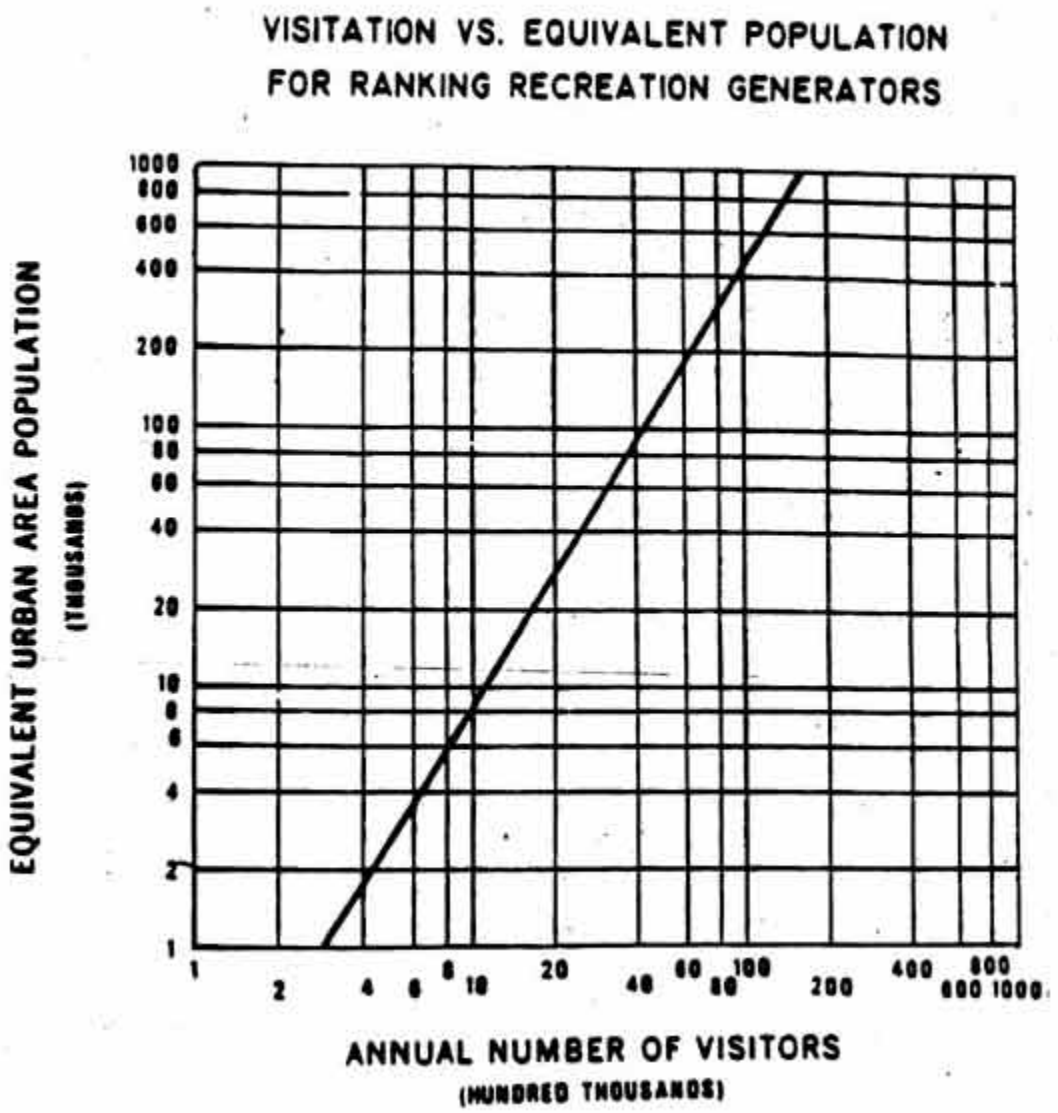


Figure III-1 - Visitation VS. Equivalent Population For Ranking Recreation Generators

Where several recreation areas are located close together and can be served by only one possible route, such as on a coastal peninsula or in a mountainous area, the equivalent populations may be combined in ranking the area.

Visitation data for recreation areas administered by the State and Federal Governments should be available from the Bureau of Outdoor Recreation liaison officer in each State.

The importance of recreation and other generators can be inferred from traffic flow data if there are no other data available for ranking purposes.

Classification of Rural Systems

As stated earlier, the procedure for rural functional system classification initially involves connecting traffic generators in such a manner as to logically channelize the trips on the road networks. The preceding discussion explains procedures for ranking population and other centers of traffic generation. These

procedures do not eliminate judgment from the classification process, but when used as a guide they do help to apply judgment in a sound and orderly fashion.

Rural principal and minor arterial systems
The procedures for functional classification of rural roads into the principal arterial and minor arterial systems are described in the following enumerated steps:

1. One of the initial steps in the classification of rural routes is the preparation of road network maps. Maximum use should be made of existing maps although reference to administrative or jurisdictional systems should not be considered in the classification process.
2. Rank travel generators as described in the immediately preceding pages. Plot generators graphically, in order to ranking, and divide into groups, with centers of similar rank in each grouping, as illustrated in Figure 111-2. While no hard and fast rules apply, six to eight groupings will usually be typical. Too many are better than too few, particularly toward the lower end of the scale. This ranking and grouping will aid in determining which centers qualify for minor arterial service or major collector service, and which will be adequately served by minor collector roads.
3. Identify pertinent travel generators in adjoining States. Judgement should be used in selecting the centers to be included. Larger out-of-State generators have traffic attraction relationships over a considerable distance while smaller out-of-State generators may be of influence only when close to the State boundary. Fit these selected out-of-State generators into the appropriate size group determined for the in-State generators in Step 2 above.

FIGURE III-2

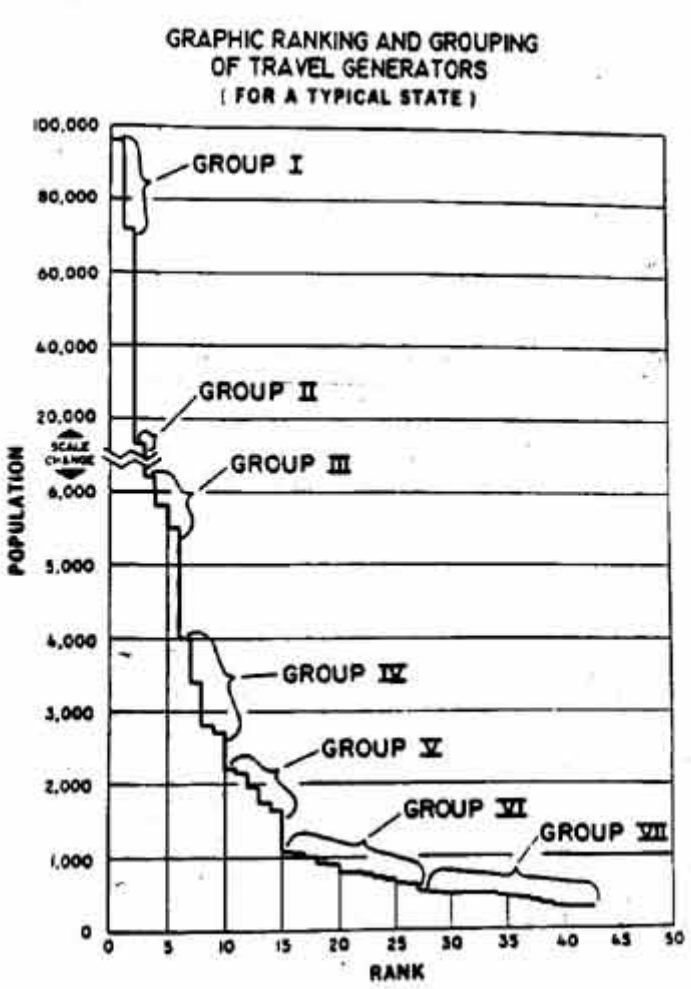


Figure III-3 - Visitation VS. Equivalent Population For Ranking Recreation Generators

4. Develop a map symbol (for example, a simple open or lightly shaded circle) for each size group of travel generators, with the size of the map symbol indicating the population range of centers in the group. Plot the generators on a statewide map. A tracing overlay superimposed on the statewide road map is recommended. The few pertinent out-of-State generators which may fall outside the State map can be dealt with by plotting them on a regional map. once the appropriate routings to the out-of-State generators have been selected, they can be shown on the statewide map by placing arrows at the State line.
5. Delineate urbanized area boundaries on the statewide map as accurately as practicable. (Subsequent accurate mileage determinations will probably require reference to large-scale maps, particularly when measuring mileages within urban limits.)
6. Delineate all presently designated routes of the Interstate highway system.
7. Select the remaining rural principal arterial routes and, following that, the rural minor arterial routes, in a general sequence that will "work down from the top" to reflect a gradation of the following route characteristics, considered in combination: (a) Size of travel generators connected; (b) predominant travel distances served; and (c) size of tributary area or "travel shed" served. The term "in sequence" does not mean an exact numerical ranking of routes since in many cases several routes may be deemed nearly equal in the above characteristics.

- The size of the travel generators being connected has been visually symbolized on the map. The predominant travel distance and size of the tributary area or "travel shed" can be inferred visually from the size of centers served, their spacing and orientation, and the size and shape of traffic flow bands of traffic maps.
- Judgment must be exercised in determining which, among all possible connections, should be made, especially when dealing with medium-sized and smaller centers. It will be helpful to keep in mind that this procedure is based on an indirect and inferential approach to the traffic attraction between centers. Therefore, the traffic flow map will help to indicate which, of all possible connections, is the most significant for the level or size of center being considered. When medium and small-sized centers are under consideration, a connection with the nearest larger center is usually more significant than a connection with a center of equal size. Where alternatives are equal in terms of mileage, the most heavily traveled and the better improved route should normally be selected.
- The termini for the routes being added to each system should be selected so that a continuous system is always maintained (i.e., each route is connected to routes of the same or higher level system).
- Determine the total length of the rural principal arterial system in accordance with the system characteristics and the guide on system mileage extent in Section II, page II-11.
- Determine the lower size limit of population centers to be served as a group by the minor arterial system. In the criteria for this system, the diminishing returns concept is mentioned. This means that in adding routes to a system, a point is reached at which the rate of increase in mileage begins to exceed markedly the rate of increase of highway service, indicating that the lower limit of the system under consideration has been determined. Figure 111-3, on which cumulative system mileage has been plotted against cumulative service as measured by vehiclemiles of travel, is an illustration of this concept.
- The concept illustrated in Figure 111-3 can be applied during the classification process by visual evaluation of the system map in conjunction with basic data on traffic flow and population. The following considerations, used in conjunction, should apply. First, as indicated in Section II, page 11-11, a combined mileage of rural principal arterial and minor arterial classes of between 7 and 10 percent of total rural mileage is the normal maximum extent. considering this as the limit being approached, then: (1) Would adding routes to serve a next group of smaller generators result in adding a considerable mileage of routes carrying, as a group, substantially less traffic than routes already added? (2) Is the radius of traffic attraction of this next group of smaller generators, as implied by their size, their distance from larger generators, or by traffic flow data, substantially less than that of places already served? If the answer to either question is yes, then a logical lower limit of the minor arterial system has been reached, as far as service travel generators is concerned.

FIGURE III-3

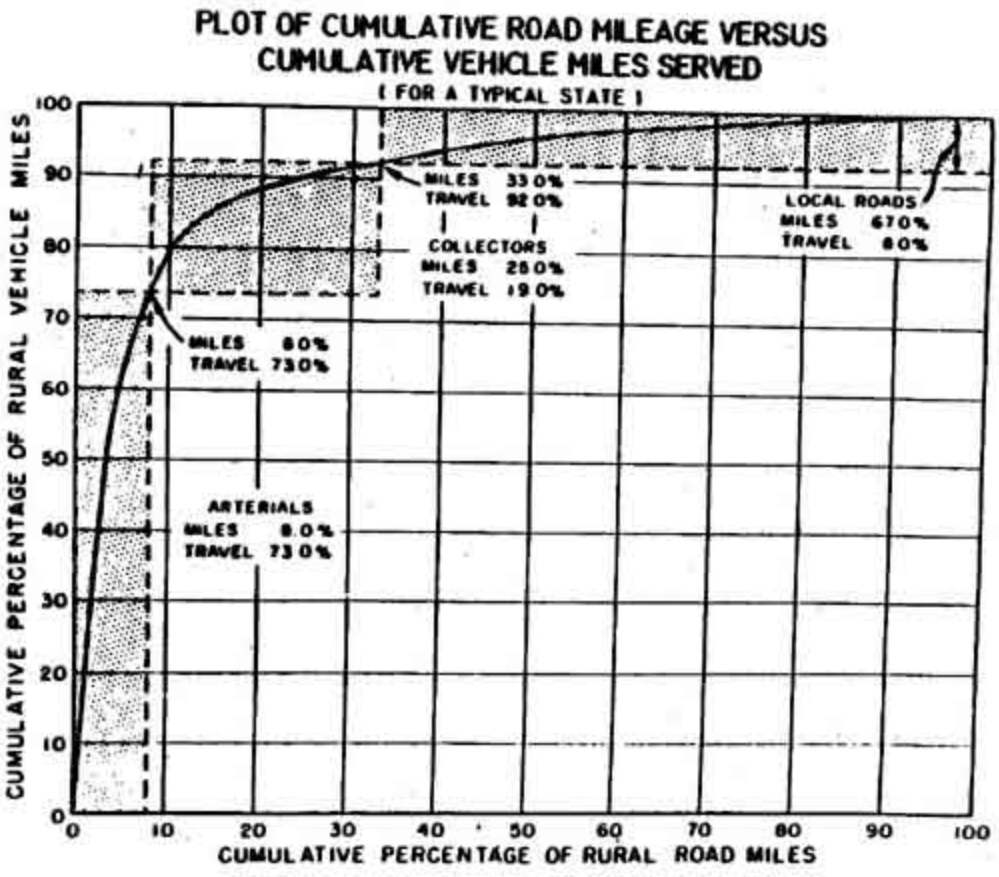


Figure III-3 - Plot of Cumulative Road Mileage Versus Cumulative Vehicle Miles Served

8. Add such other routes to the minor arterial system as are required by the defined system characteristics. Such routes will include:
    a. (Service to corridor movements with trip lengths and volumes equivalent to those of routes already added, as determined from traffic flow maps.
    b. Service to all areas of the State, with spacing of routes at reasonably consistent intervals, as tempered by consideration of population density.
    c. Such additions as are clearly needed for adequate statewide continuity (but only where significant travel patterns serve to justify them).
9. Inclusion in the system of additional alternative routes is a problem that will occasionally arise. In most cases a single connection between two centers is all that is needed. Some instances where alternative routes may have to be considered are:
    a. Where two apparently alternative routes are separated by geographic barriers and each is needed for minor arterial service to some qualified intermediate center or for connection to another intersected minor arterial route.
    b. Where one major facility is a parkway from which commercial vehicles are excluded.
    c. Where the total traffic volume cannot practicably be handled by one facility.
    d. Where one facility is a toll road.

"future year" Classifications:
Studies conducted over the years have indicated a large degree of stability in the routes and corridor locations of arterial systems. To a considerable extent, centers of the lower size range of places served by these systems (especially minor arterial) are not undergoing great or rapid change. Furthermore, considering mere growth, per se; if all centers were growing in proportion, without causing significant shifts in travel linkages, such growth would not affect the functional relationships in the road network. There will,

however, be instances where smaller cities and towns, due to unique circumstances of location or activity, will be anticipated to undergo substantial growth. The same will apply, probably in greater degree, to other travel generators, especially recreation centers. These rapidly expanding generators will be of principal interest in reviewing the updated ranking of generators.

Generators other than population centers should be involved in the ranking of generators. Both in regard to population projections and in projecting these other generators, statewide and regional development agencies should be contacted to obtain information on development trends, available socio-economic forecasts, and statewide and regional development plans.

Visitation forecasts for important recreation centers should be obtained, or made if not available. Projections of visits should be reviewed to assure that individual forecasts are realistic in terms of use potential and that projected statewide totals reflect a growth rate consistent with overall travel growth. Figure III-1, page 111-5 may be used to obtain equivalent population to use in the ranking process.

Rural collector system

The step-by-step procedure just described for laying out the rural principal arterial and minor arterial systems can be extended in a qualitative sense, to the development of the rural collector system. However, precise quantitative data as to size of traffic generators and amount of traffic movement are usually not available to the same degree at the collector level. Also, population density and distribution and basic road patterns vary widely at this level. Accordingly, the procedure as described here is somewhat more generalized than that described for the higher systems. In any case, it should be borne in mind that what is being laid out is the backbone network of traffic circulation at the county or local level.

Before selecting any routes for the rural collector system a preliminary visual and mental assessment of the entire local picture should be made, considering the following:

1. Location of population centers (including county seats) not already served by the higher systems.
2. Location of important local traffic generators other than population centers: consolidated schools, shipping points, county parks, etc. Aerial photographs, where available, should prove helpful in locating these local traffic generators.
3. Location of any heavier-than-average corridor movements within the county, from traffic flow data.
4. Location of existing freeway interchanges or important river crossings that may be key location controls with regard to the collector system.
5. Rural population and land-use distribution within the county as regards uniform or nonuniform density of development.

Selection of major collector routes. --In many instances, selection of a few major collector routes can be made and shown on the statewide map which has been used to delineate the arterial systems. This is a practical matter of working with whatever map offers the most convenient scale. Completion of the collector classification, however, should be done on maps of county scale, preferably those of the county highway planning series. A mosaic of maps of the county being classified and the bordering counties will be helpful in determining the function of routes crossing the county line. The designated principal arterial and minor arterial systems and any collector routes already designated on the statewide map should be transferred to the county map before any additional routes are selected. The major collector routes should then be selected to accomplish the following:

1. Connect the county seats and the larger population centers not served by the higher systems with such systems and/or directly with nearby larger population centers served by those higher systems.
2. Link the more important local traffic generators with nearby population centers or with this or a higher system.
3. Serve corridor movements with traffic volumes and trip lengths comparable to those of major collector routes already selected.

Selection of minor collector routes. --The routes selected up to this point serve to connect population centers and other traffic generators of like magnitude. However, there will be many areas with clustered residents at considerable distance from the previously selected systems. Within reasonable economic limits, minor collector or "spacer" routes should be designated to serve these areas, interconnect the small communities, and link the locally important traffic generators with their rural hinterland.

These "spacer" routes should be selected so as to provide approximately equal distance between arterial or collector routes for equal rural population densities so that equitable service is provided to all rural areas of the State. The approximate population density within each area bounded by major collector or arterial routes can be determined, either from census data or by an approximate house count from the county highway map, and the existing spacing of routes already selected can be measured. Areas with poor service can then be identified by comparing those data with a table of desirable collector spacing (miles between routes) versus population density (people per square mile) and additional routes selected and added to the collector system where necessary.

Future year classification. --In most counties there should be a substantial degree of stability over time in the extent and location of rural collector routes. There will, of course, be changes brought about by (a) change urban-in-fact boundaries, (b) reclassification of arterials superseded by relocations; even in counties where the rural environment remains little changed, and, (c) reclassification of roads presently functioning as collectors to local classification due to the normal diversion and increased channelization of traffic on to one facility following a highway improvement.

Probable changes in land use which would significantly affect the classification plan should be forecast wherever possible. Such changes are most predictable where substantial recreation developments are being planned or where other changes in basic economic activity can be firmly projected, including some assurance as to probable activity sites. Plans and forecasts of State and local agencies should be sought out where available. It is not suggested here, however, that all local plans be uncritically accepted. They should be compared with overall State forecasts for reasonableness.

Local rural roads
The remaining rural mileage not otherwise classified as principal arterial, minor arterial, or collector should be assigned to the rural local road system.

For future year classifications there will generally be a reduction in rural local mileage brought about by changed urban boundaries. There may be some growth of rural local mileage, particularly for projected recreation, industrial and rural residential developments.

CLASSIFICATION PROCEDURES FOR SMALL URBAN AREAS

This subsection includes the procedures for developing functionally classified street and highway systems in small urban areas. The systems so developed should be consistent with the system characteristics discussed in Section II.

Determine and map the urban area boundary
The boundary delimiting the area that is urban-in-fact, should be plotted on an existing map of the small urban area. Existing land-use maps or recent aerial photographs may be used to help in locating this boundary. Where neither of these are available, the division line between urban and rural development can be determined through aerial or ground reconnaissance; or officials of the town under study may help to locate this line from their knowledge of local development.

Prepare road network map
The street and highway network should be updated on the map used in selecting the urban boundary by adding any facilities open to traffic that are not shown on the original map. New routes can be sketched on the map in their approximate location.

Identify and map land service characteristics
Major traffic generators, land use patterns, and the points at which rural arterial and collector routes intercept the urban boundary should be identified and shown on the map of the area. Recent aerial photographs should prove very useful in identifying the major traffic generators and land use patterns.

Classify the highway and street network
Classify the highway and street network in accordance with the system characteristics discussed in Section II, and in relation to the land service characteristics described above. In accordance with logical system continuity considerations, select first the principal arterial system, followed by minor arterials, and finally collectors.

As a first step in this process, the Interstate System should be identified on the map. Next, any sections of other freeways or expressways should be delineated. Additional routes should then be selected to provide continuity through the urban area for the routes already identified and for all other rural principal and minor arterials intercepting the urban boundary. In urban areas under 25,000 population, the principal arterial system will probably consist wholly of routes such as the ones selected above. In those small urban areas over 25,000 population, however, there may exist urban activity centers of regional importance. Where these centers do exist, routes should be added to the principal arterial system so that adequate service is provided.

Next, minor arterial streets should be designated to serve the remaining urban activity centers and to provide adequate areawide circulation. The reasonableness of route spacing should be considered, using the quidelines shown below in Table III-1.

Table III-1--Arterial spacing guidelines

Area type	Arterial spacing
Central business district	1/8-1/2 mile
Urban (central city except CBD)	1/2-1 mile
Suburban	1-2 miles

Finally, the collector streets should be selected, based on the systems characteristics discussed in Section II, and delineated on the map of the urban area. Remaining streets, of course, will form the local street system.

"Future Year" Classifications. --A functional classification for "future year" system plans in small urban areas can be developed as follows:

1. Develop, in general concept, the pattern of future land uses in presently undeveloped areas within and around the city. Assumptions must be made (realistically) regarding major new commercial, industrial, institutional, and recreational developments as well as residential development. In the absence of a "future year" land use plan, guidance must come from the pattern of land use in the present urban area (particularly from recent growth, if any),, for local knowledge of any development proposals, from the pattern of existing road network, from the effect, of other transportation facilities, and from an examination of the terrain conditions in the area.
2. considering the above and the urban boundary criteria discussed on page 11-7, delimit the "future year" urban area boundary.
3. Using the latest available functional classification as a base, delineate the principal arterial and minor arterial street networks within the future year urban area boundary. Included in these networks will be projected new facilities based on the land use plan or the assumption developed in (a) above.
4. Evaluate (for reasonableness) the extent of the projected mileage of new facilities developed in (c). Miles of arterials per square mile of area should be comparable to the rate in areas presently developed to a similar land use intensity. This miles-per-square-mile rate for facilities in the area of future urbanization should logically not be higher than the corresponding rate for the present urban area, since the latter includes the densely developed areas of the city.
5. Projecting proposed locations for future collector and local streets in presently undeveloped areas may, in many cases, be impracticable. However, statistical estimates of future collector and local street mileage may be desired, particularly as a basic for projecting maintenance requirements. Statistical indices, such as a street-miles-per-square-mile rate, may be developed, based on existing developments at dwelling unit or population densities similar to that projected for the new area.
6. Evaluate the adequacy of the overall classification plan to serve anticipated future year travel. The following questions, among others, should be considered: Does the pattern of principal arterials (if any) plus minor arterial streets provide adequate continuity for citywide movement? Can anticipated future year capacity requirements be met within developable rights-of-way of the designated network or should additional arterials (oneway couplets, for example) be designated? Would such added arterials, in regard to their impact on the immediate environment, be representative of

realistic proposals that might be implemented to satisfy local demand? Has the distinction between arterial and collector streets been properly and consistently defined?

7. Develop the further subclassifications within the principal arterial street classes required to provide connecting links for the rural principal arterial and minor arterial systems as described on page 11-15.

Footnotes

1. Note: Two special cases should be treated in the following manner: One-way streets should be classified individually, and their mileage and travel accumulated on an individual basis, not in pairs. Frontage roads should be classified independently of the controlled-access facility on which they abut. The classification of frontage roads, based upon the criteria presented in this manual should normally be in the collector or local category. Original is footnote 1 on page III-1.

SECTION III - SUGGESTED PROCEDURES FOR RURAL, SMALL URBAN AREA AND URBANIZED AREA CLASSIFICATION - CONTINUED

Introduction

This subsection of the manual presents a procedure which can be used to develop functionally classified street and highway systems in urbanized areas. No such procedure can be used mechanically or without judgment. Rather, it is intended to serve as a guide, and if proper application is made of the definitions and criteria, the resultant systems will be fully appropriate for this nationwide study and should provide an excellent base for local transportation planning.

It should be mentioned at the outset that the procedures presented in this section are suggested as a logical approach to urban functional classification. They are designed to conform with the needs and capabilities of most of the urbanized areas. For those areas in which all of the procedures outlined here cannot be followed, the suggested methods may still be adhered to as closely as available data permit.

Listed below are the basic steps which comprise the suggested procedure for functional classification in urbanized areas (each step is discussed in the following text):

A. Determine and map the urbanized area boundary.
B. Map the road network.
C. Perform a preliminary classification of the total arterial system.
D. Classify the final arterial system.
E. Classify the principal and minor arterial street systems.
F. Substratify the principal arterial system.
G. Classify collector and local streets.

Classification Procedures for Urbanized Areas

A. **Determine and map the urbanized area boundary**
   The definition of urban area is given on page 11-7. Federalaid urban area boundaries are established in accordance with Volume 4, Chapter 6, Section 3 of the Federal-Aid Highway Program Manual.
B. **Map the road network**
   A base map should be prepared containing the street and highway network within the urbanized area. In most urbanized areas, preparation of such a map will simply involve updating existing maps.
C. **Perform preliminary classification of the total arterial system**
   The preliminary classification is directed toward establishing a tentative division between arterials and all other streets and highways, based upon all available criteria. Where the choice between arterial and collector is borderline or unclear, the facility should be included in the preliminary arterial system. Resolution will come with more detailed analysis in the final arterial system classification when additional criteria may be applied.

Functional system criteria are related to trips served, areas served, and characteristics of the facilities themselves. Within this basic framework, specific measures can be identified as being particularly applicable in assigning facilities to predefined functional classes. For urban functional classification, the criteria measures deemed most useful include service to urban activity centers, system continuity, land use considerations, route spacing, trip length, traffic volume, and control of access. Naturally, none of these can be applied independently, or to the exclusion of all others, in developing functional systems. It is hoped that as many of these as are feasible will be considered in arriving at a logical functional classification. The application of these criteria in classifying a preliminary arterial system is described below.

1. **Service to urban activity centers**
   The greater the importance of an urban activity center, in terms of the nature and quantity of travel generated, the wider is its range of trip attraction and, therefore, the greater its need to be served by a higher type system. Some urban activity centers may be evaluated for relative importance by quantitative measures of size and intensity of use, such as number of employees, trip-end density, and the like. In determining the hierarchy of trip generation centers, it may be helpful to consider them in groups arranged according to such measures. These can be plotted from high to low, in the manner shown in Figure 111-4. Such an analysis may be useful in identifying the trip generators that should be served by each functional system. Typically, there are comparatively few very large generators in an urbanized area and these should be served by the principal arterial system.

   Where urban activity centers of social and economic importance to the area cannot be weighed quantitatively, they should be identified, subjectively ranked, and appropriately served by the principal or minor arterial system as warranted. Subjective comparison of the relative importance of these centers to those of the first type may be helpful.

   Centers appropriately served by arterials should generally include traffic generators of regional or community importance. These consist of the business districts of the central city as well as those of satellite communities, shopping centers, recreational facilities which serve larger than purely local areas, transportation terminals, industrial centers, large high-density residential developments, and the like. These travel generators may be considered to be served by arterials if such a facility passes within one-quarter to one mile of the limits of the activity center, depending upon the type of arterial and the size of the generator. All trip generators which warrant arterial service should be located on a suitable map or overlay, identified according to relative importance.

FIGURE III-4

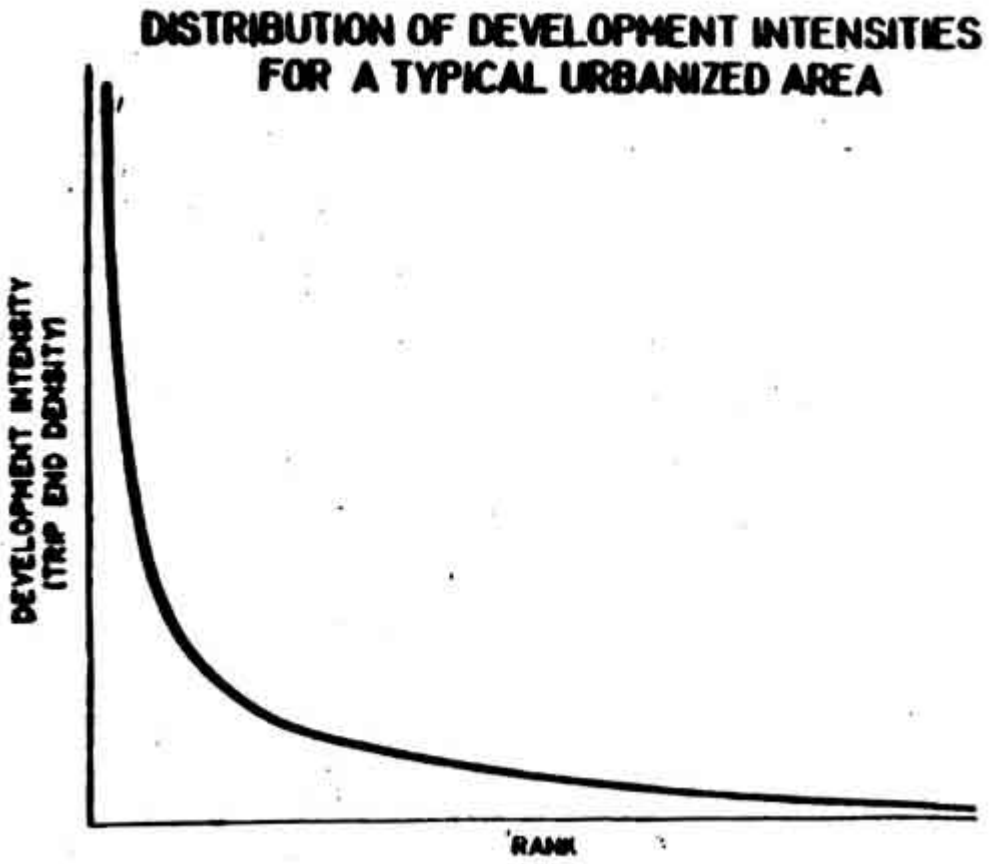


Figure III-4. Distribution of Development Intensities For A Typical Urbanized Area

2. **System Continuity**
   The arterial system should be completely integrated, with stub ends occurring only at the urban area boundary (in which case they connect with a rural arterial or a rural collector) or in areas having unusual topographic features, such as sea coasts.

   In rare instances, system continuity should not be an absolute constraint for the functional classification of systems. Exceptions could be permitted where long-distance trips end at major centers, such as airports.

3. **Land-use considerations**
   Land use is a primary consideration in functional classification, for the mosaic of existing land use largely governs overall travel patterns, travel density, and street spacing.

   The transportation system is a major structural element of the community. It serves as a circulatory system providing travel mobility, but it serves equally as a skeletal system providing a relatively permanent framework which delineates and influences the pattern of land development, and within which residential neighborhoods and other land uses may develop and function. The preservation of neighborhoods, the stabilization of desirable land uses, and the encouragement of orderly development are among the basic considerations in the development of functional street systems.

   The concept of streets as a land use is also important in functional classification. In the same manner that industrial activities usually make undesirable neighbors for residential districts, but

make suitable neighbors for railroads, so must streets and traffic be viewed in terms of their impact upon as well as service to adjacent land uses. The classification of streets into functional types recognizes this and encompasses, at one extreme, local streets which furnish access to abutting land and discourage through-traffic movement, and at the other extreme, arterials which furnish a primary service to through travel and avoid penetrating identifiable neighborhoods where possible. Establishment of functional street systems and unification of these systems into a balanced network are basic to comprehensive urban planning and must be concurrently accomplished as an integral component of urban planning procedures.

Using suitable overlays on the base transportation network, maps should be prepared which identify all sizeable areas of similar land-use characteristics, such as industrial, commercial, institutional, open space, or residential. Maps such as this are readily available in most urbanized areas in a-form requiring little or no additional work.

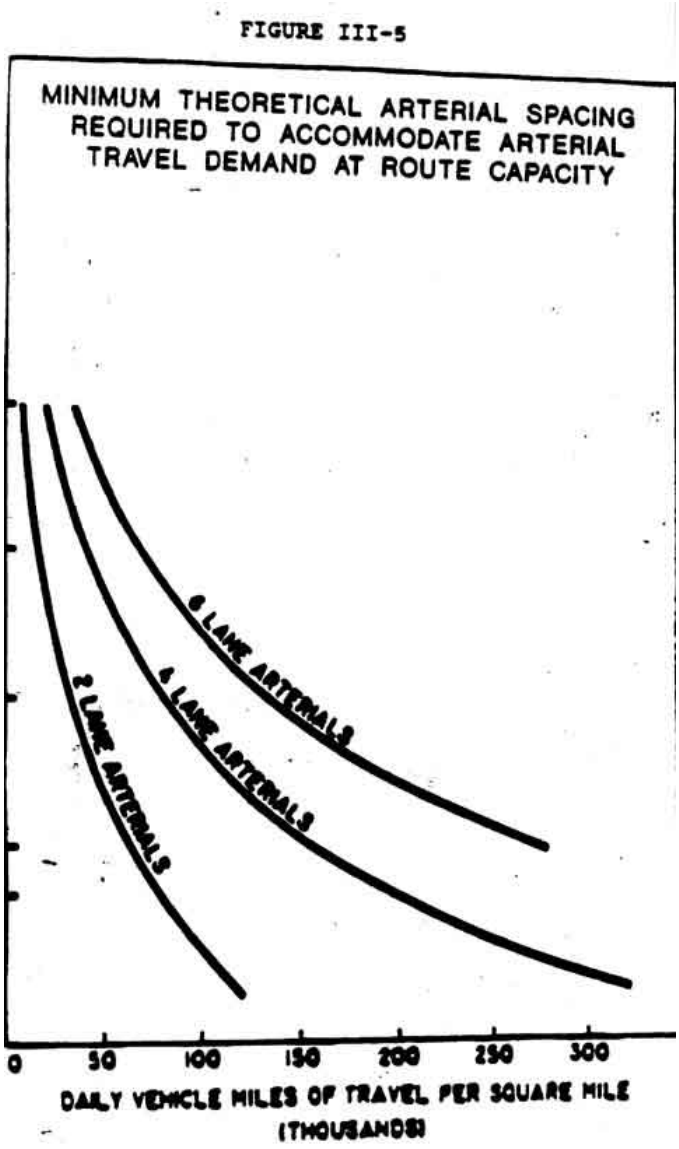
4. **Spacing between routes**
The geometric configuration of highway and street systems must be related to the spatial distribution of the activities to be served and to the density of traffic generated. Generally, the more intense the development, the closer the spacing required. In the less dense suburban portions of an urbanized area, neighborhoods tend to be larger than in the more dense central cities. These less dense areas will not require the same close spacing of facilities to serve traffic as the areas closer to the central business district (CBD).

Based upon these considerations Table 111-2 presents a general indication of desirable arterial spacing according to type of area. In addition, Figure 111-5 provides a measure of theoretical arterial spacing required to serve travel to varying intensities. It is recognized that neither the spacing guidelines included in the table nor the theoretical spacing reflected by the curves in Figure 111-5 will apply universally to the spacing of existing arterials. However, they may prove particularly useful in borderline cases where other criteria cannot fully indicate the appropriate functional class of a particular facility.

Table 111-2 -- Arterial spacing guidelines

Area type	Arterial spacing
Central business district	1/8-1/2 mile
Urban (central city except CBD)	1/2-1 mile
Suburban	1-2 miles
Lowest density development	2-3 miles

Figure III-5. - Visitation VS. Minimum Theoretical Arterial Spacing Required to Accommodate Arterial Travel Demand at Route Capacity (Illustration scanned)

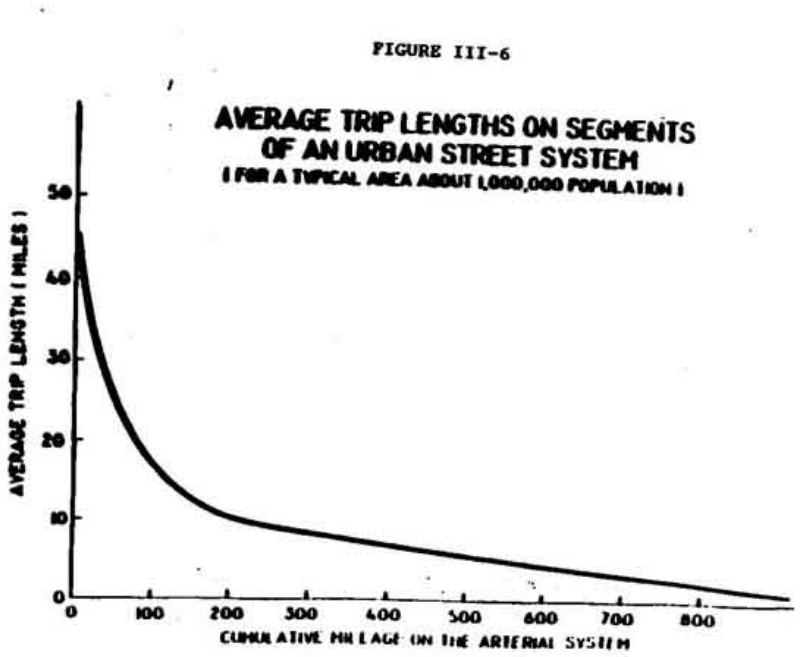


5. **Average trip length**
   A basic assumption in assigning facilities to logical functional groupings is that higher order systems should generally serve the longest trips. Figure 111-6 illustrates a characteristic high-to-low ordering of average trip lengths on segments of a highway network in a large urban area. - Only comparatively few miles of urban streets and highways serve trips of any great length; a somewhat greater mileage serves trips of moderate length; and a substantial mileage serves comparatively short trips. The approximate break points between these triplength groupings can suggest possible ranges of average trip length for each of the functional system.

   A quantitative measure of average trip length on a facility can be obtained if desired via the traffic assignment process. However, it is also possible to apply this criterion in a generalized way without the benefit of quantitative measurements. This requires a knowledge of the nature of travel served by individual roads. Facilities which serve relatively long trips (including trips passing through the urban area, trips between the suburbs and central city, trips between outlying communities, and long trips occurring within the central city) are likely to be functioning as arterials and should be considered for inclusion in the preliminary arterial system.

   An exception in application of the average trip length criterion lies in the existence of outlying minor routes which, by virtue of their distance from the metropolitan center, may carry an unusually high proportion of long trips; indeed, longer average trip lengths than on some principal arterials located closer to the center of the metropolitan area. Consequently, it is necessary to consider trip length within the basic framework of other criteria that reflect the other characteristics of a facility as well as the type of area the facility is in.

Figure III-6. - Average Trip Lengths on Segments of an Urban Street System



Traffic volume

In functional classification, the routes with the highest traffic volumes are likely to be included in the highest type systems, although this is by no means a firm rule. To assist in developing specific volume criteria for an individual urban area, it is suggested that a list of volumes on individual route segments be plotted (from high to low) against the mileage of routes included as illustrated by Figure 111-7. Notice that there are usually relatively few miles of the system that carry high volumes and a modest mileage carrying moderate volumes, but that most mileage comprises low-volume routes.

Most high-volume streets and highways in an urban area function as arterials. But there are exceptions, notable in intensely developed areas where high-volume facilities function as collectors, serving traffic movements between local streets and arterials, or providing a high degree of direct access service to abutting property. For example, some roads which border on large traffic generators may carry proportionately high volumes of traffic while functioning as collectors.

To use the volume criterion as an aid in establishing a preliminary arterial system, it is desirable to have traffic volume data on all segments that probably will be classified as arterials and on all or most facilities which will eventually comprise the "upper" portion of the next lower functional class of roads. This is necessary for determining the approximate volume range in which the break between arterials and collectors occurs (considering the exceptions noted above) , as exemplified by the curve in Figure 111-7. Traffic volume flow raps as well as a rank order distribution of road segments based upon volume can also assist in the analysis.

It is not intended that traffic counts be made specifically for this analysis. Rather, it is hoped that extensive use will be made of the most recent data already available.

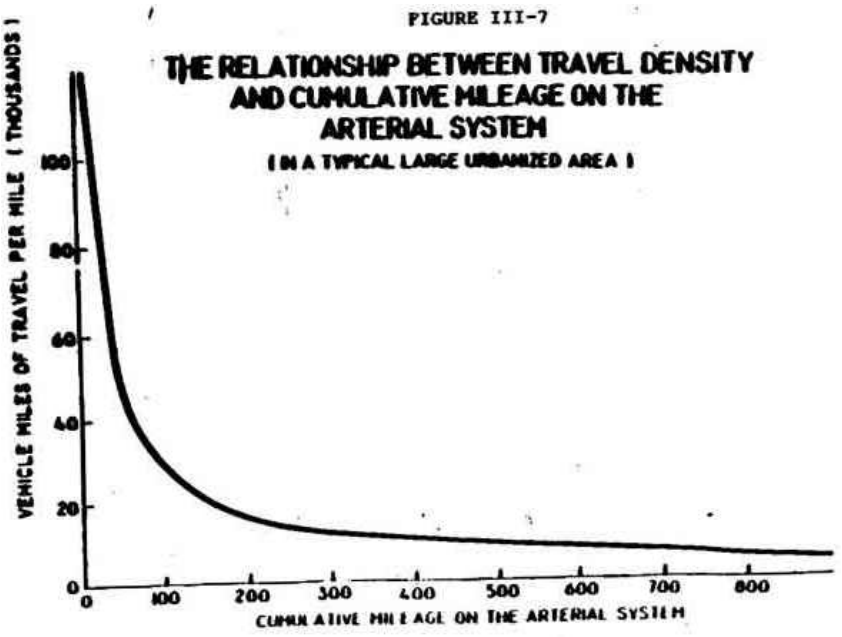


Figure III-7. - The Relationship Between Travel Density and Cumulative Mileage on the Arterial System (Illustration scanned)

7. **Control of access**
   Control of access is perhaps the easiest criterion to apply, since facilities with full or partial control of access will almost always be in the arterial class. It may therefore be advantageous to delineate these facilities at the very outset, thereby providing for a convenient starting point in defining a preliminary system of arterials.
8. **Vehicle-miles of travel and mileage**
   The extent of vehicle-miles of travel and system mileage to be included in the preliminary arterial system classification should be on the high side of the values entered in Table 11-3. This will be the natural outcome of including in this system all facilities about which serious question remains as to whether they are arterials or collectors. It is logical to include such facilities initially in order that they may be subjected to the more stringent analyses described in step D.

FIGURE III-8

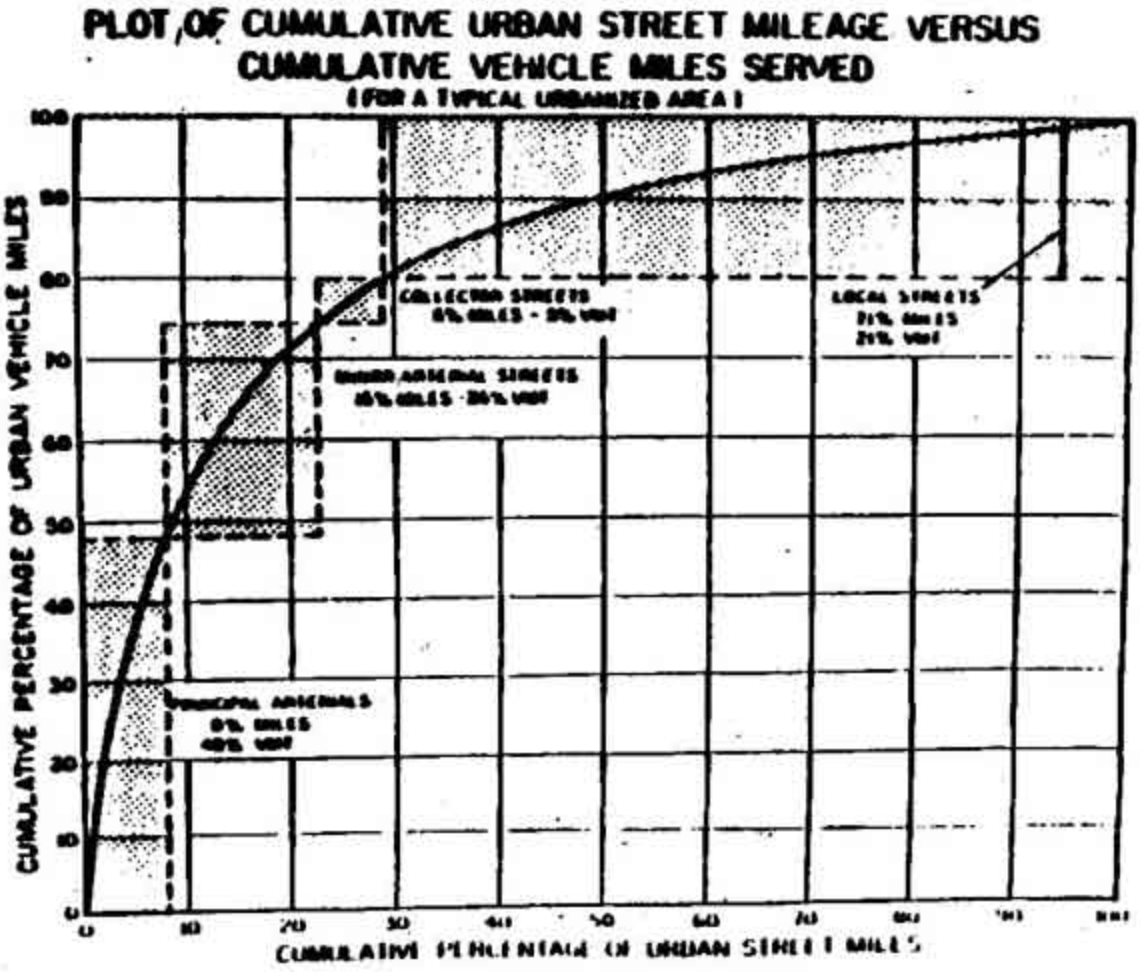


Figure III-8. - Plot of Cumulative Urban Street Mileage Versus Cumulative Vehicle Miles Served (Illustration scanned)

Classify the final arterial system
The result of the preceding phase of the urban functional classification procedure should be a first approximation of an arterial system. At this point a reevaluation of the preliminary system is undertaken in order to define a final system of arterials.

The procedure used to determine the final arterial system will be highly dependent upon individual study circumstances. In cases where the preliminary arterial system is judged to be adequate, with relatively few facilities in question as to whether they logically function as arterials or collectors, this phase in the analysis may only involve a refinement of the application of the criteria described in step 'C' In cases where there are numerous questions regarding the proper functional classification of facilities (arterials versus collectors) , professional judgment and vision will be appropriate after considering all criteria and guidelines.

Classify the principal and minor arterial street systems
Step 'C' and 'D' were directed toward establishing the total system of arterials in the urban area. The next step is to identify an integrated system of principal arterials, with all remaining arterials designated as minor arterial streets. The principal arterial system, as defined earlier, comprises three categories of facilities: Interstate highways, other freeways and expressways, and other principal arterials. Since the first two of

these categories consist of readily identifiable "facilities, the primary task described in this step entails the identification of the split between "other" principal arterials and minor arterial streets.

The criteria used in step 'C' for the designation of a total arterial system can be reapplied here to assist in this differentiation between "other" principal and minor arterial streets, as described below.

1. **Service to urban activity centers (traffic generators)**
   In step C-1., all major generators which warrant arterial service were identified and mapped. A breakdown is now required to distinguish between those centers that should be served by the principal arterial system and those that require at least minor arterial street service. A principal arterial is considered to be offering service to a center when direct access is not further than about one-half to one mile from the facility, while for a minor arterial street, the suggested maximum range is from one-quarter to one-half mile.

   As mentioned previously, the rank ordering of traffic generators by quantitative and/or subjective criteria can assist in the allocation of functional responsibility. Generally, centers of regional significance should have principal arterial service, and community oriented centers usually should have at least minor arterial street service. The following list can serve as a guide in determining the generators to be served by the principal arterial system:

   a. Business districts of the central city(s) as well as those of larger satellite cities located within the urban area.
   b. Important air, rail, bus, and truck freight terminals.
   c. Regional retail shopping centers (those usually containing at least one major department store and generally selling goods, apparel and furniture, as opposed to convenience type of shopping goods).
   d. Large colleges, hospital complexes, military bases, and other institutional facilities.
   e. Major industrial and commercial centers.
   f. Important recreation areas such as regional parks, beaches, stadiums, and fairgrounds.
2. **System continuity**
   The "building" of functional systems beginning with the principal arterial system should form, at the conclusion of each functional system addition, an integrated, continuous network throughout the area. Thus, the principal arterial system will be an integrated system which is continuous throughout the urbanized area (except as noted on page 111-15) and which also provides for statewide continuity of the rural arterial systems. The combined principal and minor arterial street systems will also form an integrated system. Likewise, when collectors, and finally locals, are added to the higher order systems the combinations at each stage are to be integrated systems. It should be understood that the minor arterials, collectors, and locals need not be integrated systems by themselves, but only in combination with the previously designated higher order system.
3. **Land use considerations**
   Arterials can serve as buffers between incompatible land uses, and conversely, should avoid penetration of residential neighborhoods. Similarly, the configuration of the arterial system as a whole has a significant impact on land development policies and practices, although the magnitude of such impact is probably correlated with the relative significance of the arterial. In the extreme, controlled-access facilities serve best in separating land uses and generally have the most noticeable impact on land use.

   A pertinent land use consideration in the classification process is that of the degree of access to abutting land. The land access function of principal arterials is entirely subordinate to their primary function of carrying traffic not destined to land adjacent to the facility. Minor arterial streets, on the other hand, have a slightly more important land access function, though even for this class of facilities this is a secondary consideration.

4. **Spacing between routes**
   It is difficult to define spacing criteria to assist in separating principal from minor arterials, since this factor has less bearing upon the differences that mark these two classes of roads than some of the other measures described in this section. In an ideal sense, spacing between principal arterials should be greater than spacing between minor arterial streets. Normally, minor arterial streets will be located between principal arterials.

In the larger urbanized areas, the spacing of principal arterials may vary from less than one mile in the highly developed central business area to five miles or more in the sparsely developed suburban fringes. However, the nature of the land development pattern, and the associated travel patterns, in most urban areas will preclude the unqualified application of such an idealized rule.

5. **Average trip length**
   Principal arterials should, as a general rule, serve trips which are significantly longer than those that are carried on the minor arterial street system. A qualitative (subjective) measure of trip lengths served by facilities is possible from a knowledge of the existing street and highway system and the routes generally used for long trips.
6. **Traffic volume**
   The traffic volume criterion can be used here in a fashion similar to the procedure described in step C-6. However, a note of caution is warranted since the division between principal and minor arterials will be less subject to decision according to the amount of traffic carried on a facility than the split between all arterials and collectors. Because traffic volumes in the outlying portions of an urbanized area are generally lower than in the more densely populated central areas, the volume on a minor arterial street in the central city may be greater than the volume on a principal arterial in a suburban area. Thus, the volume of traffic carried by a facility should not be the controlling criterion in determining the proper system classification for a street, although it may be an important consideration.
7. **Control of access**
   The access-control criterion is perhaps the most straight- forward to apply. Almost all facilities with full or partial control of access will fall within the principal arterial category. Partial access control is defined, for the purposes of this study, as the exercise of police power to limit access to a highway from abutting land to specified and controlled points. In a few instances such facilities may be determined to be functioning as minor arterial streets.
8. **Vehicle-miles of travel and mileage**
   Upon completing the functional classification of arterials into the two basic categories, principals and minors, the cumulative vehicle-miles of travel carried by each class of facility in terms of cumulative mileage should be determined. These values should be compared with the general guidelines presented in Table 11-3. While exceptions are to be expected in a number of urban areas, an attempt should be made to describe the reasons for them where they do occur. If no substantive causes can be identified, consideration ought to be given to a re-examination of the functional classification as performed to this point.

   A typical plot for an urbanized area of cumulative urban street mileage versus cumulative vehicle miles served is shown in Figure 111-8.

9. **Substratify the principal arterial system**
   Completion of step 'E' should produce a finalized breakdown between arterials and other facilities, as well as a stratification of arterials into principals and minors. The principal arterial system should be further divided into the three subcategories of Interstate highways, other freeways and expressways[1], and other principal arterials. (Those facilities which are currently providing continuity between completed portions of the Interstate System should be designated as either other freeways and expressways or other principal arterials, as the case may warrant.)

   At this point in the development of a functionally classified system connecting links should be identified to provide continuity for rural arterials which intercept the urban area boundary.

10. **Classify collector and local streets**
    With the designation of the arterial system, the remaining streets in the urban area will comprise those facilities which function as collectors and locals. It will be necessary to shift the scale of the analysis at this point in order to identify these classes of roads in terms of the individual streets which are in each functional category, the total amount of travel occurring on these classes of streets, and the total mileage they represent. Pertinent steps in the procedures described above, and the definitions and criteria presented earlier, should be applied to the fullest extent possible.

    The basic consideration here is that collector streets, which may have a relatively important land access function, serve primarily to funnel traffic between local streets, where the land access function is dominant, and the arterial system, where service to through traffic is of primary

importance. In order to bridge this gap between locals and arterials, collectors must, and do, penetrate identifiable neighborhoods.

With the identification of collector streets, all remaining facilities which have not been designated as arterials or collectors will necessarily fall within the local category. The extent of the collectors and locals, as measured by cumulative vehicle-miles of travel and mileage, should be computed with the generalized values presented in Table 111-3. Where significant differences exist, they should be noted and discussed.

"Future Year" Classifications

A functional classification for "future Year" system plans in urbanized areas can be developed as follows:

1. Develop, in general concept, the pattern of future land uses in presently undeveloped areas within and around the city. Assumptions must be made (realistically) regarding major new commercial, industrial, institutional, and recreational developments as well as residential development. In the absence of a "future year" land use plan, guidance must come from the pattern of land use in the present urban area (particularly from recent growth, if any), from local knowledge of and development proposals, from the pattern of existing road network, from the effect of other transportation facilities, and from an examination of the terrain conditions in the area.
2. Considering the above and the urban boundary criteria discussed on page 11-7, delimit the "future year" urban area boundary.
3. Using the latest available functional classification as a base, delineate the principal arterial and minor arterial street networks within the future year urban area boundary. Included in these networks will be projected new facilities based on the land use plan or the assumption developed in (1) above and future systems plans developed by the urban planning process.
4. Evaluate (for reasonableness) the extent of the projected mileage of new facilities developed in (3). Miles of arterials per square mile of area should be comparable to the rate in areas presently developed to a similar land use intensity. This miles-per-square-mile rate for facilities in the area of future urbanization should logically not be higher than the corresponding rate for the present urban area, since the latter includes the densely developed areas of the city. Attention should be given to providing an adequate limited access system for area mobility. In addition, consideration should be given to providing good intermodal connectivity.
5. Projecting proposed locations for future collector and local streets in presently undeveloped areas may, in many cases, be impracticable. However, statistical estimates of future collector and local street mileage may be desired, particularly as a basic for projecting maintenance requirements. Statistical indices, such as a street-miles-per-square-mile rate, may be developed, based on existing developments at dwelling unit or population densities similar to that projected for the new area.
6. Evaluate the adequacy of the overall classification plan to serve anticipated future year travel. The following questions, among others, should be considered: Does the pattern of principal arterials plus minor arterial streets provide adequate continuity for areawide movement? Are there sufficient limited access facilities to provide the proper channelization of trips? Does the proposed functional classification adequately support the intermodal transportation plan? Can anticipated future year capacity requirements be met within developable rights-of-way of the designated network or should additional arterials (one-way couplets, for example) be designated? Would such added arterials, in regard to their impact on the immediate environment, be representative of realistic proposals that might be implemented to satisfy local demand? Has the distinction between arterial and collector streets been properly and consistently defined?
7. Develop the further subclassifications within the principal arterial street classes required to provide connecting links for the rural principal arterial and minor arterial systems as described on page 11-15.

Footnotes

2. The designation of expressways should be in accordance with the American Association of State Highway and Transportation Officials (AASHTO) definition. Original is footnote 1 on page III-32.

Attachment 3

ADDENDUM

**Highway Functional Classification -
Concepts, Criteria and Procedures**

This addendum supplements the manual, ***Highway Functional Classification - Concepts, Criteria and Procedures***, March 1989, to provide more flexibility for classifying routes that cross urban boundaries and to provide specific criteria for including future or proposed routes.

Routes Crossing Urban/Rural Boundaries
The Manual provides for rural routes (other than principal arterials) to be upgraded to a higher classification level when they cross an urban boundary. Although the principle is sound, rigid application has presented difficulties for some states. Accordingly, this addendum to the guidelines is intended to provide greater flexibility for deciding on an appropriate place for changing the functional classification when rural routes cross an urban boundary, taking into account changes in traffic conditions, the degree of urban development and other factors. Instead of automatically upgrading the functional classification of a rural route that crosses an urban boundary, the rural classification may be continued inside the urban boundary until there is a more logical and acceptable place for a change.

Future Routes
The manual discusses procedures for conducting a functional classification based on projected facilities and usage for some "future year"; however, the manual does not provide criteria for including future or proposed routes into a functional classification of existing facilities. Because the functional classification will support the designation of the National Highway System which is expected to include some future routes, this addendum establishes criteria for determining which future routes should be included in the functional classification of existing routes. Future routes should be functionally classified with the existing system if they are included in an approved short range improvement program and there is a good probability that the route will be under construction in the reasonably near future (up to 6 years). Where applicable, the same classification should be given to the future route and to the existing route that it will replace *until the future route is constructed*.

TAB 6

TECHNICAL COMMITTEE AGENDA 0919/12; ITEM II.E.

STP-Urban Balance June 2012 Report

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated STP-Urban funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate these balances among the jurisdictions within the urbanized area. Each of these jurisdiction's allocations are based upon the population within the urbanized area.

MoDOT has enacted a policy of allowing no more than three years of this STP-Urban allocation to accrue due to requirements by FHWA. If a balance greater than 3 years accrues, funds will lapse (be forfeited). OTO's balance is monitored as a whole by MoDOT and 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 which reflect the projects that have been obligated. MoDOT's policy does allow 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, 2012.

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 2012, therefore, there is not an immediate threat of rescission by MoDOT.

The Obligation Summary Report Balance Sheet (Page 1) indicates the STP-Urban balance for OTO as a whole. OTO has an ending balance of $20,029,655.14 for FY 2012. After the MoDOT cost share projects that appear in the STIP are subtracted, the balance is $2,343,449.08. This is well within the balance allowed to be carried by MoDOT.

In 2009, $3.5 million in STP-U funding was rescinded when SAFETEA-LU expired and then was restored nine months later. The only action that prevents a rescission of federal funding is obligation. The OTO unobligated balance that is subject to rescission is $20,029,655.14.
It is recommended that this funding be obligated as quickly as possible to protect against further rescissions.

The OTO jurisdictions have acted in response to the suggestion that these funds be spent. Several jurisdictions have partnered with MoDOT to spend these funds. OTO commends them for their swift action.

TECHNICAL COMMITTEE ACTION:

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

Ozarks Transportation Organization

STP-Urban Obligation Report

June 2012

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation.

Ozarks Transportation Organization

STP-Urban Obligation Report

Table of Contents

Obligation Summary Report

June 2012

Balance Sheet

TOTAL APPROPRIATIONS FY2003-FY2012 (See Pg 2)	**$43,088,304.69**
TOTAL OBLIGATIONS FY2003-FY2012 (See Pg 2)	**($23,058,649.55)**
TOTAL UNOBLIGATED BALANCE	**$20,029,655.14**
MoDOT COST SHARES (See Pg 5)	**($17,686,206.06)**
BALANCE AFTER COST SHARES	**$2,343,449.08**
TOTAL BALANCE*	**$2,343,449.08**
MAXIMUM BALANCE ALLOWED	**$13,281,562.95**
REMAINING TO BE OBLIGATED BY SEPT 2012	**$0.00**

Total Unobligated Balance

OTO Obligation Limitation through FY2012 (See Pgs 19-20)	$21,732,344.63
Republic Small Urban through FY2012 (See Pg 12)	$99,263.94
BRM	($1,801,953.43)
TOTAL	**$20,029,655.14**

* Total Balance reflects cost shares committing future STP-U funding not yet allocated.

Obligation Summary Report

June 2012

Appropriations and Obligations

APPROPRIATIONS

TOTAL STP-URBAN (2003-2011) & REPUBLIC SMALL URBAN (2010-2011)	$34,954,969.21
TOTAL STP-URBAN (2012) & REPUBLIC SMALL URBAN (2012)	$4,427,187.65
TOTAL REMAINING SMALL URBAN (thru 2002)	$3,507,681.84
TOTAL PREVIOUS REPUBLIC SMALL URBAN BALANCE (thru 2009)	$198,465.99
TOTAL APPROPRIATIONS	**$43,088,304.69**

OBLIGATIONS

Small Urban

	N/S Corridor Study	($184,224.00)
	Ozark (Third Street)	($132,800.00)
	Springfield	($2,502,106.13)
	Greene County	($564,027.15)
	Campbell/Weaver	($124,524.56)
TOTAL Small Urban Obligations		**($3,507,681.84)**

Republic Small Urban

	Obligation	($198,465.00)
TOTAL Republic Small Urban Obligations		**($198,465.00)**

STP-Urban

	Adjustment to Balance	
	Chestnut/National	($20,056.73)
	JRF/Glenstone	($946,611.27)
	TMC Staff	($112,000.00)
	Terminal Access Rd	($1,993,062.73)
	Terminal Access Rd	($2,461,290.27)
	Glenstone/Primrose	($134,432.60)
	Terminal Access Rd	$1,069,858.00
	Terminal Access Rd	($508,570.80)
	CC	($236,800.00)
	Glenstone/Primrose	$22,101.02
	Campbell/Weaver	($124,524.56)
	17th street/65	($244,800.00)
	Scenic Avenue Sidewalks	($74,642.40)
	Roadway Prioritization	($14,681.60)
	Main Street	($53,822.02)
	Gregg/14	($38,133.92)
	Scenic Avenue Sidewalks	$18,089.16
	Glenstone (I-44 to Valley Water Mill)	($2,700,000.00)
	TMC Salaries	($128,800.00)
	Chestnut/National	($78,307.24)
	Prioritization Study	$349.91
	TMC Salaries	($61,600.00)
	Kansas/Evergreen	($300,000.00)
	Kansas/Evergreen	$19,036.04
	National/JRF Interchange	($1,244,617.00)
	Northview Rd	($17,386.10)
	Glenstone/Primrose	($312,694.65)

13/44	($978,000.00)
CC	($320,000.00)
Master Transportation Plan	($7,243.20)
Traffic Analysis	($6,821.60)
Kansas/Evergreen	$38,753.65
65	($7,570.99)
65	($1,061,000.00)
TMC Salaries	$659.24
TMC Salaries	$859.06
TMC Salaries	($228,000.00)
Rt 160 & Weaver Rd	($2,657,587.76)
Highway M Study	($14,399.22)
Scenic Sidewalks	($7,350.46)
Elm Street Sidewalks	($1,998.24)
Cloverdale Lane Sidewalks	($795.68)
Hwy 14 (Third St), Ozark	($56,192.80)
Rt 160 & Weaver Rd	$328,117.82
Rte FF, Greene Co, pavement improvements	($70,000.00)
James River Freeway & Rte 160 (Campbell Ave)	($1,800,000.00)
ARRA City of Ozark Trans Plan	$7,243.20
Gregg/14	($54,780.00)
Airport Blvd, SPGFD	$0.15
Airport Blvd, SPGFD	($43,205.64)
Airport Blvd, SPGFD	($59,268.28)
Hwy 14 (Third St), Ozark - Streetscape	($72,962.40)
City of Nixa - Northview Rd	($89,798.40)
Rte 65, Greene Co, pedestrian accommodations on Bus 65/Loop 44	($106,000.00)
Rte FF, Greene Co, pavement improvements	$35,578.89
City of Springfield, TMC Salaries	($276,000.00)
Springfield/Greene County Bicycle Destination Plan, Ph. 1	($40,033.84)
Ozark Traffic Study from Jackson to Church on 3rd	$17.39
60/65 Interchange Improvements	($100,000.00)
14/3rd Street Streetscape	($177,500.00)
Northview Rd	$107,184.50
14 and Gregg Intersection Improvements	($209,764.71)
Route 60 Intersection Improvemenst at Oakwood/FR93	($173,050.00)
Route 65 Interchange Improvements at Chestnut Expy	($1,369,515.74)
Payback for National/James River	$1,244,617.00
Route 125/OO	($63,775.00)
Kansas Expressway/James River Freeway	($385,519.89)
TOTAL STP-Urban Obligations	**($19,352,502.71)**
TOTAL OBLIGATIONS	**($23,058,649.55)**

Obligation Summary Report

June 2012

Ending Balance by Jurisdiction FY 12

FY 2003 - FY 2012

Jurisdiction	Allocations	Obligations	Balance	MoDOT Cost Shares	Balance after Cost Shares
Christian*	$2,137,558.61	($320,000.00)	$1,817,558.61	($2,300,000.00)	($482,441.39)
Greene (inc. Small-U)	$8,975,644.48	($6,348,774.22)	$2,626,870.26	($1,400,000.00)	$1,226,870.26
Battlefield	$426,439.73	($116,614.25)	$309,825.48	N/A	$309,825.48
Nixa	$1,994,863.51	($593,300.65)	$1,401,562.86	N/A	$1,401,562.86
Ozark	$1,664,405.36	($705,391.10)	$959,014.26	($594,344.80)	$364,669.46
Republic (inc. Small-U)	$602,955.02	($371,515.00)	$231,440.02	N/A	$231,440.02
Springfield (inc. Small-U)*	$26,897,812.00	($14,355,055.33)	$12,542,756.67	($13,370,861.26)	($828,104.59)
Strafford	$68,495.74	($63,775.00)	$4,720.74	N/A	$4,720.74
Willard	$135,906.24	$0.00	$135,906.24	($21,000.00)	$114,906.24
North South corridor	$184,224.00	($184,224.00)	$0.00	N/A	$0.00
TOTAL	**$43,088,304.69**	**($23,058,649.55)**	**$20,029,655.14**	**($17,686,206.06)**	**$2,343,449.08**

* Overprogrammed Balance reflects cost shares committing future STP-U funding not yet allocated.

Obligation Summary Report

June 2012

MoDOT Cost Shares

Projects Currently Programmed in the STIP

	Christian	Greene	Ozark	Springfield	Willard	Total
Chestnut/65	$ -	$0.00	$ -	($953,606.26)	$ -	($953,606.26)
14/3rd Street	$ -	$ -	($594,344.80)	$ -	$ -	($594,344.80)
CC/65	($2,300,000.00)	$ -	$ -	$ -	$ -	($2,300,000.00)
South Glenstone	$ -	$ -	$ -	($5,240,756.00)	$ -	($5,240,756.00)
Kansas Expy/JRF	$ -	($500,000.00)	$ -	($2,055,400.00)	$ -	($2,555,400.00)
Hunt/160	$ -	$0.00	$ -	$ -	($21,000.00)	($21,000.00)
TOTAL	**($2,300,000.00)**	**($500,000.00)**	**($594,344.80)**	**($8,249,762.26)**	**($21,000.00)**	**($11,665,107.06)**

Approved Cost Shares Not Yet Programmed*

	Christian	Greene	Ozark	Springfield	Willard	
Battlefield/65	$ -	($500,000.00)	$ -	($2,795,436.00)	$ -	($3,295,436.00)
Chestnut RR Overpass	$ -	($400,000.00)	$ -	($2,325,663.00)	$ -	($2,725,663.00)
TOTAL	**$ -**	**($900,000.00)**	**$ -**	**($5,121,099.00)**	**$ -**	**($6,021,099.00)**
GRAND TOTAL	**($2,300,000.00)**	**($1,400,000.00)**	**($594,344.80)**	**($13,370,861.26)**	**($21,000.00)**	**($17,686,206.06)**

*Will be placed in the STIP once agreements have been approved and signed by jurisdiction

Obligation Summary Report

June 2012

Bridge (BRM) Balance

2004	$210,242.66
2005	$203,613.48
2006	$265,090.64
Adjustment to Balance	($0.43)
2007	$255,748.00
James River Bridge	($780,000.00)
2008	$297,860.03
2009	$299,406.62
2010	$341,753.00
2011	$326,535.00
2012	$381,704.00
TOTAL	**$1,801,953.00**

Programmed (Farmer Branch)	($1,000,000.00)
TOTAL AVAILABLE	**$801,953.00**
Maximum Balance Allowed	**$979,605.00**
Need to Obligate an Additional	**$0.00**

STP-Urban Balance Based on Current Obligations

June 2012

Christian County

Allocation/Project		Amount	Running Balance
Allocation FY 03/04		**$348,765.17**	**$348,765.17**
Allocation FY 05		**$210,184.62**	**$558,949.79**
Allocation FY 06		**$176,680.04**	**$735,629.84**
Allocation FY 07		**$205,358.34**	**$940,988.18**
Allocation FY 08		**$219,817.75**	**$1,160,805.93**
Allocation FY 09		**$225,611.19**	**$1,386,417.12**
CC		**($320,000.00)**	**$1,066,417.12**
Allocation FY 10		**$263,786.19**	**$1,330,203.32**
Allocation FY 11		**$255,650.30**	**$1,585,853.62**
Allocation FY 12		**$231,704.99**	**$1,817,558.61**
TOTAL ALLOCATIONS		**$2,137,558.61**	
TOTAL AVAILABLE		**$1,817,558.61**	
TOTAL OBLIGATIONS		**($320,000.00)**	
MoDOT Cost Shares			
	CC/65	**($2,300,000.00)**	
Total Available after MoDOT Cost Shares		**($802,441.39)**	
Maximum Balance Allowed		**$695,114.97**	
Need to Obligate an Additional		**$0.00**	

STP-Urban Balance Based on Current Obligations

June 2012

Greene County

Allocation/Project	Amount	Running Balance
Small Urban Remaining Funds	**$ 344,278.68**	**$344,278.68**
Allocation FY 03/04	**$1,399,042.73**	**$1,743,321.41**
Allocation FY 05	**$843,138.29**	**$2,586,459.70**
Transfer from City of Battlefield	**$45,000.00**	**$2,631,459.70**
Allocation FY 06	**$708,737.42**	**$3,340,197.12**
Allocation FY 07	**$823,778.07**	**$4,163,975.19**
Allocation FY 08	**$881,780.76**	**$5,045,755.95**
Transfer from City of Springfield	**$43,450.00**	**$5,089,205.95**
Scenic Avenue Sidewalks	**($74,642.40)**	**$5,014,563.55**
Scenic Avenue Sidewalks	**$18,089.16**	**$5,032,652.71**
JRF/Glenstone	**($500,000.00)**	**$4,532,652.71**
Division Underground Tank Removal	**($64,027.15)**	**$4,468,625.56**
Midfield Terminal Access Road	**($1,000,000.00)**	**$3,468,625.56**
Glenstone (I-44 to Valley Water Mill)	**($1,500,000.00)**	**$1,968,625.56**
Allocation FY 09	**$905,020.70**	**$2,873,646.27**
Transfer from City of Battlefield	**$20,000.00**	**$2,893,646.27**
Allocation FY 10	**$1,058,156.57**	**$3,951,802.84**
Campbell/Weaver	**($124,524.56)**	**$3,827,278.28**
Campbell/Weaver	**($1,328,793.88)**	**$2,498,484.40**
Scenic Avenue Sidewalks	**($7,350.46)**	**$2,491,133.94**
Campbell/Weaver	**$164,058.91**	**$2,655,192.85**
James River Freeway & Rte 160 (Campbell Ave)	**($1,000,000.00)**	**$1,655,192.85**
Allocation FY 11	**$1,025,520.10**	**$2,680,712.96**
Bicycle Destination Plan	**($40,033.84)**	**$2,640,679.12**
Allocation FY 12	**$986,191.15**	**$3,626,870.26**
65/Chestnut Interchange Improvements	**($1,000,000.00)**	**$2,626,870.26**
TOTAL ALLOCATIONS (inc. prior Small Urban)	**$8,975,644.48**	
TOTAL AVAILABLE	**$2,626,870.26**	
TOTAL OBLIGATIONS	**($6,348,774.22)**	
MoDOT Cost Shares		
Chestnut/65	**$0.00**	
Battlefield/65	**($500,000.00)**	
Chestnut RR Overpass	**($400,000.00)**	
Total Available after MoDOT Cost Shares	**($4,621,903.96)**	
Maximum Balance Allowed	**$2,958,573.44**	
Need to Obligate an Additional	**$0.00**	

STP-Urban Balance Based on Current Obligations

June 2012

City of Battlefield

Allocation/Project	Amount	Running Balance
Allocation FY 03/04	**$63,402.45**	**$63,402.45**
Transfer to Greene County	**($45,000.00)**	**$18,402.45**
Allocation FY 05	**$38,209.72**	**$56,612.17**
Allocation FY 06	**$32,118.88**	**$88,731.05**
Allocation FY 07	**$37,332.34**	**$126,063.39**
Allocation FY 08	**$39,960.94**	**$166,024.33**
Allocation FY 09	**$41,014.13**	**$207,038.46**
Transfer to Greene County	**($20,000.00)**	**$187,038.46**
Allocation FY 10	**$47,954.01**	**$234,992.48**
Highway M Study	**($14,399.22)**	**$220,593.26**
Elm Street Sidewalks	**($1,998.24)**	**$218,595.02**
Cloverdale Lane Sidewalks	**($795.68)**	**$217,799.34**
Rte FF, Greene Co, pavement improvements	**($70,000.00)**	**$147,799.34**
Allocation FY 11	**$46,474.98**	**$194,274.32**
Rte FF, Greene Co, pavement improvements	**$35,578.89**	**$229,853.21**
Allocation FY 12	**$79,972.27**	**$309,825.48**
TOTAL ALLOCATIONS	**$426,439.73**	
TOTAL AVAILABLE	**$309,825.48**	
TOTAL OBLIGATIONS	**($116,614.25)**	
Maximum Balance Allowed	**$239,916.81**	
Need to Obligate an Additional	**$69,908.67**	

STP-Urban Balance Based on Current Obligations

June 2012

City of Nixa

Allocation/Project	Amount	Running Balance
Allocation FY 03/04	**$315,253.93**	**$315,253.93**
Allocation FY 05	**$189,988.95**	**$505,242.87**
Allocation FY 06	**$159,703.67**	**$664,946.54**
CC Realignment	**($236,800.00)**	**$428,146.54**
Main Street	**($53,822.02)**	**$374,324.52**
Allocation FY 07	**$185,626.40**	**$559,950.93**
Allocation FY 08	**$198,696.47**	**$758,647.39**
Gregg/14	**($38,133.92)**	**$720,513.47**
Allocation FY 09	**$203,933.25**	**$924,446.72**
Northview	**($17,386.10)**	**$907,060.62**
Allocation FY 10	**$238,440.19**	**$1,145,500.81**
Allocation FY 11	**$231,086.04**	**$1,376,586.85**
Northview	**($89,798.40)**	**$1,286,788.45**
Gregg/14	**($54,780.00)**	**$1,232,008.45**
Allocation FY 12	**$272,134.62**	**$1,504,143.07**
Northview	**$107,184.50**	**$1,611,327.57**
Gregg/14	**($209,764.71)**	**$1,401,562.86**
TOTAL ALLOCATION	**$1,994,863.51**	
TOTAL AVAILABLE	**$1,401,562.86**	
TOTAL OBLIGATIONS	**($593,300.65)**	
Maximum Balance Allowed	**$816,403.86**	
Need to Obligate an Additional	**$585,159.00**	

STP-Urban Balance Based on Current Obligations

June 2012

City of Ozark

Allocation/Project	Amount	Running Balance
Allocation FY 03/04	**$257,927.98**	**$257,927.98**
Allocation FY 05	**$155,441.25**	**$413,369.23**
Allocation FY 06	**$130,663.07**	**$544,032.30**
Allocation FY 07	**$151,872.00**	**$695,904.29**
Third Street/14	**($132,800.00)**	**$563,104.29**
Allocation FY 08	**$162,565.39**	**$725,669.69**
17th Street Relocation	**($244,800.00)**	**$480,869.69**
Roadway Prioritization	**($14,681.60)**	**$466,188.09**
Allocation FY 09	**$166,849.92**	**$633,038.00**
Roadway Prioritization	**$349.91**	**$633,387.91**
Transportation Plan	**($7,243.20)**	**$626,144.71**
Traffic Analysis	**($6,821.60)**	**$619,323.11**
Allocation FY 10	**$195,082.09**	**$814,405.21**
Hwy 14 (Third St), Ozark	**($56,192.80)**	**$758,212.41**
ARRA City of Ozark Trans Plan	**$7,243.20**	**$765,455.61**
Allocation FY 11	**$189,065.22**	**$954,520.83**
Hwy 14 (Third St), Ozark - Streetscape	**($72,962.40)**	**$881,558.43**
3rd Street Traffic Study	**$17.39**	**$881,575.82**
Allocation FY 12	**$254,938.44**	**$1,136,514.26**
Hwy 14 (Third St), Ozark - Streetscape	**($177,500.00)**	**$959,014.26**
TOTAL ALLOCATION	**$1,664,405.36**	
TOTAL AVAILABLE	**$959,014.26**	
TOTAL OBLIGATIONS	**($705,391.10)**	
MoDOT Cost Shares		
Remaining Third Street	**($594,344.80)**	
Total Available after MoDOT Cost Shares	**($340,721.64)**	
Maximum Balance Allowed	**$764,815.31**	
Need to Obligate an Additional	**$0.00**	

STP-Urban Balance Based on Current Obligations

June 2012

City of Republic

Allocation/Project	Amount	Running Balance
Small Urban Balance FY 09	**$198,465.99**	**$198,465.99**
Obligation	**($198,465.00)**	**$0.99**
Small Urban Allocation FY 10	**$33,087.65**	**$33,088.64**
Small Urban Allocation FY 11	**$33,087.65**	**$66,176.29**
STP-Urban Allocation FY 11	**$127,281.36**	**$193,457.65**
Small Urban Allocation FY 12	**$33,087.65**	**$226,545.30**
STP-Urban Allocation FY 12	**$177,944.72**	**$404,490.02**
Route 60/Oakwood/FR93	**($173,050.00)**	**$231,440.02**
TOTAL SMALL URBAN ALLOCATION	**$297,728.94**	
TOTAL STP-URBAN ALLOCATION	**$305,226.08**	
TOTAL STP-URBAN AVAILABLE	**$132,176.08**	
TOTAL SMALL URBAN AVAILABLE	**$99,263.94**	
TOTAL AVAILABLE	**$231,440.02**	
TOTAL OBLIGATIONS	**($371,515.00)**	
Maximum STP-Urban Balance Allowed	**$533,834.17**	
Maximum Small Urban Balance Allowed	**$99,262.95**	
Need to Obligate an Additional STP-Urban	**$0.00**	
Need to Obligate an Additional Small Urban	**($0.99)**	

STP-Urban Balance Based on Current Obligations

June 2012

City of Springfield

Allocation/Project	Amount	Running Balance
Small Urban Balance	**$3,163,403.16**	**$3,163,403.16**
Allocation FY 03/04	**$3,925,754.34**	**$7,089,157.50**
Allocation FY 05	**$2,365,870.41**	**$9,455,027.91**
Allocation FY 06	**$1,988,737.70**	**$11,443,765.61**
Allocation FY 07	**$2,311,545.07**	**$13,755,310.68**
Allocation FY 08	**$2,474,302.31**	**$16,229,612.99**
44/65	**($74,000.00)**	**$16,155,612.99**
Chestnut/National	**($20,056.73)**	**$16,135,556.26**
Chestnut/National	**($948,888.79)**	**$15,186,667.47**
JRF/Glenstone	**($2,103,741.90)**	**$13,082,925.57**
JRF/Glenstone	**($446,611.27)**	**$12,636,314.30**
Midfield Terminal Access Road	**($2,461,290.27)**	**$10,175,024.03**
Glenstone/Primrose	**($134,432.60)**	**$10,040,591.43**
Midfield Terminal Access Road	**$1,069,858.00**	**$11,110,449.43**
Glenstone/Primrose	**$22,101.02**	**$11,132,550.45**
TMC Salaries	**($112,000.00)**	**$11,020,550.45**
Weaver/Campbell	**($124,524.56)**	**$10,896,025.89**
JRF/Glenstone	**($946,611.27)**	**$9,949,414.62**
Midfield Terminal Access Road	**($993,062.73)**	**$8,956,351.89**
Midfield Terminal Access Road	**($508,570.80)**	**$8,447,781.09**
Transfer to Greene County	**($43,450.00)**	**$8,404,331.09**
JRF/Glenstone (small urban credit)	**$1,071,135.83**	**$9,475,466.92**
Glenstone (I-44 to VW Mill)	**($1,200,000.00)**	**$8,275,466.92**
Allocation FY 09	**$2,539,514.25**	**$10,814,981.17**
TMC Salaries	**($128,800.00)**	**$10,686,181.17**
Chestnut/National	**($78,307.24)**	**$10,607,873.93**
TMC Salaries	**($61,600.00)**	**$10,546,273.93**
Kansas/ Evergreen	**($300,000.00)**	**$10,246,273.93**
Kansas/ Evergreen	**$19,036.04**	**$10,265,309.97**
National/JRF	**($1,244,617.00)**	**$9,020,692.97**
13/44	**($978,000.00)**	**$8,042,692.97**
Glenstone/Primrose	**($312,694.65)**	**$7,729,998.32**
Kansas/ Evergreen	**$38,753.65**	**$7,768,751.97**
Allocation FY 10	**$2,969,217.93**	**$10,737,969.91**
65	**($7,570.99)**	**$10,730,398.92**
65	**($1,061,000.00)**	**$9,669,398.92**
TMC Salaries	**$659.24**	**$9,670,058.16**
TMC Salaries	**$859.06**	**$9,670,917.22**
TMC Salaries	**($228,000.00)**	**$9,442,917.22**
Campbell/Weaver	**($1,328,793.88)**	**$8,114,123.34**
Campbell/Weaver	**$164,058.91**	**$8,278,182.25**
JRF/Campbell	**($800,000.00)**	**$7,478,182.25**

STP-Urban Balance Based on Current Obligations

June 2012

City of Springfield

Allocation/Project	Amount	Running Balance
Allocation FY 11	**$2,877,639.06**	**$10,355,821.30**
Midfield Terminal Access Road	**$0.15**	**$10,355,821.45**
Midfield Terminal Access Road	**($43,205.64)**	**$10,312,615.81**
Midfield Terminal Access Road	**($59,268.28)**	**$10,253,347.53**
Glenstone Sidewalks	**($106,000.00)**	**$10,147,347.53**
TMC Salaries	**($276,000.00)**	**$9,871,347.53**
Allocation FY 12	**$2,281,827.77**	**$12,153,175.30**
60/65 Interchange Improvements	**($100,000.00)**	**$12,053,175.30**
65/Chestnut Interchange Improvements	**($369,515.74)**	**$11,683,659.56**
Payback on National/James River Freeway	**$1,244,617.00**	**$12,928,276.56**
Kansas Expressway/James River Freeway	**($385,519.89)**	**$12,542,756.67**
TOTAL ALLOCATIONS (inc. prior Small Urban)	**$26,897,812.00**	
TOTAL AVAILABLE	**$12,542,756.67**	
TOTAL OBLIGATIONS	**($14,355,055.33)**	
MoDOT Cost Shares		
Chestnut/65	**($953,606.26)**	
Battlefield/65	**($2,795,436.00)**	
Chestnut RR Overpass	**($2,325,663.00)**	
South Glenstone	**($5,240,756.00)**	
Kansas/James River Freeway	**($2,055,400.00)**	
Total Available after MoDOT Cost Shares*	**($7,887,003.92)**	
Maximum Balance Allowed	**$6,845,483.31**	
Need to Obligate an Additional	**$0.00**	

STP-Urban Balance Based on Current Obligations

June 2012

City of Strafford

Allocation/Project	Amount	Running Balance
Allocation FY 11	**$34,761.47**	**$34,761.47**
Allocation FY 12	**$33,734.28**	**$68,495.74**
Route 125/OO	($63,775.00)	**$4,720.74**
TOTAL ALLOCATION	**$68,495.74**	
TOTAL AVAILABLE	**$4,720.74**	
TOTAL OBLIGATIONS	**($63,775.00)**	
Maximum Balanced Allowed	**$101,202.83**	
Need to Obligate an Additional	**$0.00**	

STP-Urban Balance Based on Current Obligations

June 2012

City of Willard

Allocation/Project	Amount	Running Balance
Allocation FY 11	**$60,254.47**	**$60,254.47**
Allocation FY 12	**$75,651.77**	**$135,906.24**
TOTAL ALLOCATION	**$135,906.24**	
TOTAL AVAILABLE	**$135,906.24**	
TOTAL OBLIGATIONS	**$0.00**	
MoDOT Cost Shares		
Hunt/160	**($21,000.00)**	
Total Available after MoDOT Cost Shares	**$114,906.24**	
Maximum Balance Allowed	**$226,955.30**	
Need to Obligate an Additional	**$0.00**	

MPO 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	Percent Change
Christian County	**13,488**	**13,488**	**5.24%**	**5.53%**	**16,196**	**5.23%**	0.00%
Greene County	**54,106**	**54,106**	**21.01%**	**22.17%**	**68,934**	**22.28%**	1.26%
Battlefield	**2,452**	**2,452**	**0.95%**	**1.00%**	**5,590**	**1.81%**	0.85%
Nixa	**12,192**	**12,192**	**4.73%**	**5.00%**	**19,022**	**6.15%**	1.41%
Ozark	**9,975**	**9,975**	**3.87%**	**4.09%**	**17,820**	**5.76%**	1.88%
Republic	**8,461**	**-**	**3.29%**	**0.00%**	**14,751**	**4.77%**	1.48%
Springfield	**151,823**	**151,823**	**58.96%**	**62.21%**	**159,498**	**51.54%**	-7.42%
Strafford	**1,834**	**-**	**0.71%**	**0.00%**	**2,358**	**0.76%**	0.05%
Willard	**3,179**	**-**	**1.23%**	**0.00%**	**5,288**	**1.71%**	0.47%
Totals	***257,510***	***244,036***	***100.00%***	***100.00%***	**309,457**	***100.00%***	0.00%

Note: STP-Urban funds distribution based on percentage of 2010 MPO Population.

STP Funding Allocation

Jurisdiction	FY 2003/2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Christian County	$348,765.17	$210,184.62	$176,680.04	$205,358.34	$219,817.75	$225,611.19
Greene County	$1,399,042.73	$843,138.29	$708,737.42	$823,778.07	$881,780.76	$905,020.70
Battlefield	$63,402.45	$38,209.72	$32,118.88	$37,332.34	$39,960.94	$41,014.13
Nixa	$315,253.93	$189,988.95	$159,703.67	$185,626.40	$198,696.47	$203,933.25
Ozark	$257,927.98	$155,441.25	$130,663.07	$151,872.00	$162,565.39	$166,849.92
Republic	$ -	$ -	$ -	$ -	$ -	$ -
Springfield	$3,925,754.34	$2,365,870.41	$1,988,737.70	$2,311,545.07	$2,474,302.31	$2,539,514.25
Strafford	$ -	$ -	$ -	$ -	$ -	$ -
Willard	$ -	$ -	$ -	$ -	$ -	$ -
Republic Small Urban	$ -	$ -	$ -	$ -	$ -	$ -
Special Earmarks	$ -	$ -	$184,224.00	$ -	$ -	$ -
Special Projects	$ -	$ -	$ -	$ -	$ -	$ -
	$6,310,146.59	$3,802,833.24	$3,380,864.78	$3,715,512.23	$3,977,123.62	$4,081,943.45

	FY 2010	FY 2011	FY 2012	Projected FY2013		TOTAL FY 2003-2013	TOTAL FY 2003-2012
Christian County	$263,786.19	$255,650.30	$231,704.99	$231,181.62	Christian County	$2,368,740.23	$2,137,558.61
Greene County	$1,058,156.57	$1,025,520.10	$986,191.15	$983,963.57	Greene County	$9,615,329.37	$8,631,365.80
Battlefield	$47,954.01	$46,474.98	$79,972.27	$79,791.63	Battlefield	$506,231.36	$426,439.73
Nixa	$238,440.19	$231,086.04	$272,134.62	$271,519.93	Nixa	$2,266,383.44	$1,994,863.51
Ozark	$195,082.09	$189,065.22	$254,938.44	$254,362.59	Ozark	$1,918,767.95	$1,664,405.36
Republic	$ -	$127,281.36	$177,944.72	$177,468.05	Republic	$482,694.13	$305,226.08
Springfield	$2,969,217.93	$2,877,639.06	$2,281,827.77	$2,276,673.64	Springfield	$26,011,082.49	$23,734,408.84
Strafford	$ -	$34,761.47	$33,734.28	$33,658.08	Strafford	$102,153.82	$68,495.74
Willard	$ -	$60,254.47	$75,651.77	$75,480.89	Willard	$211,387.12	$135,906.24
Republic Small Urban	$33,087.65	$33,087.65	$33,087.65	$33,087.65	Republic Small Urban	$132,350.60	$99,262.95
Special Earmarks	$ -	$ -	$ -	$ -	Special Earmarks	$184,224.00	$184,224.00
Special Projects	$ -	$ -	$ -	$10,000.00	Special Projects	$10,000.00	$ -
	$4,772,637.00	$4,880,820.65	$4,427,187.65	$4,427,187.65	TOTAL	$43,809,344.51	$39,382,156.86

Note:
FY2003-FY2011 STP-Urban funds distribution based on percentage of 2000 MPO Population.
FY2012-FY2013 STP-Urban funds distribution based on percentage of 2010 MPO Population.

STP Urban Running Balance

				Allocation		STP Balance	Bridge Balance	STP Expenditures	Bridge Expenditures	TOTAL Balance
FY 2003	STP			$3,014,341.72			$0.00			**$3,014,341.72**
FY 2004	STP			$3,295,804.87		$6,310,146.59				
	Bridge			$210,242.66			$210,242.66			**$6,520,389.25**
FY 2005	STP			$3,386,706.24		$9,696,852.83				
	Bridge			$203,613.48			$413,856.14			
								$416,127.00		
						$10,112,979.83				**$10,526,835.97**
FY 2006	STP			$3,380,864.78		$13,493,844.61				
	Bridge			$265,090.64			$678,946.78			**$14,172,791.39**
FY 2007	STP			$3,715,512.23		$17,209,356.84				
	Bridge			$255,748.00			$934,694.78			
	Chestnut and National							($20,056.73)		
						17,189,300.11				**$18,123,994.89**
FY 2008	STP			$3,977,123.62		$21,166,423.73				
	Bridge			$297,860.03			$1,232,554.81			**$22,398,978.54**
10/23/07	JRF/GLENSTONE				Springfield			($946,611.27)		$21,452,367.27
10/24/07	TMC STAFF				Springfield			($112,000.00)		$21,340,367.27
11/8/07	TERMINAL ACCESS ROAD				Springfield/Greene			($1,993,062.73)		$19,347,304.54
11/9/07	TERMINAL ACCESS ROAD				Springfield/Greene			($2,461,290.27)		$16,886,014.27
12/21/07	GLENSTONE/PRIMROSE				Springfield			($134,432.60)		$16,751,581.67
1/24/08	TERMINAL ACCESS ROAD				Springfield/Greene			$1,069,858.00		$17,821,439.67
2/15/08	TERMINAL ACCESS ROAD				Springfield/Greene			($508,570.80)		$17,312,868.87
2/22/08	CC				Nixa			($236,800.00)		$17,076,068.87
2/29/08	GLENSTONE/PRIMROSE				Springfield			$22,101.02		$17,098,169.89
3/7/08	CAMPBELL/WEAVER				Springfield/Greene			($124,524.56)		$16,973,645.33
4/18/08	17TH STREET/65				Ozark			($244,800.00)		$16,728,845.33
5/23/08	SCENIC SIDEWALKS				Greene			($74,642.40)		$16,654,202.93
7/1/08	ROADWAY PRIORITIZATION				Ozark			($14,681.60)		$16,639,521.33
8/7/08	MAIN STREET				Nixa			($53,822.02)		$16,585,699.31
8/7/08	GREGG/14				Nixa			($38,133.92)		$16,547,565.39
8/15/08	SCENIC SIDEWALKS				Greene			$18,089.16		$16,565,654.55
9/18/08	GLENSTONE (H)				Greene			($2,700,000.00)		$13,865,654.55
						$12,633,099.74	$1,232,554.81			**$13,865,654.55**
FY 2009	STP*			$4,081,943.45		$16,715,043.19				
	Bridge			$299,406.62			$1,531,961.43			**$18,247,004.62**
11/28/2008	TMC SALARIES				Springfield			($128,800.00)		$18,118,204.62
11/28/2008	CHESTNUT AND NATIONAL				Springfield			($78,307.24)		$18,039,897.38
12/10/2008	PRIORITIZATION STUDY				Ozark			$349.91		$18,040,247.29
1/8/2009	LAKE SPRINGFIELD BRIDGE								($780,000.00)	$17,260,247.29
3/13/2009	TMC SALARIES				Springfield			($61,600.00)		$17,198,647.29
3/25/2009	KANSAS/ EVERGREEN				Springfield			($300,000.00)		$16,898,647.29
5/1/2009	KANSAS/ EVERGREEN				Springfield			$19,036.04		$16,917,683.33
6/18/2009	NATIONAL/JRF				Springfield			($1,244,617.00)		$15,673,066.33
7/9/2009	NORTHVIEW ROAD				Nixa			($17,386.10)		$15,655,680.23
7/9/2009	GLENSTONE/PRIMROSE				Springfield			($312,694.65)		$15,342,985.58
8/21/2009	13/44				Springfield			($978,000.00)		$14,364,985.58
9/17/2009	CC STUDY				Christian County			($320,000.00)		$14,044,985.58
9/3/2009	TRAFFIC ANALYSIS				Ozark			($6,821.60)		$14,038,163.98
9/5/2009	KANSAS/ EVERGREEN				Springfield			$38,753.65		$14,076,917.63
9/22/2009	MASTER TRANSPORTATION PLAN				Ozark			($7,243.20)		$14,069,674.43
						$13,317,713.00	$751,961.43			**$14,069,674.43**

STP Urban Running Balance

		Allocation	STP Balance	Bridge Balance	STP Expenditures	Bridge Expenditures	TOTAL Balance
FY 2010	STP	$4,772,637.00	$18,090,350.00				
	Bridge	$341,753.00		$1,093,714.43			**$19,184,064.43**
	65				($7,570.99)		$19,176,493.44
	65				($1,061,000.00)		$18,115,493.44
	TMC SALARIES				$659.24		$18,116,152.68
	TMC SALARIES				$859.06		$18,117,011.74
	TMC SALARIES				($228,000.00)		$17,889,011.74
	160/ WEAVER				($2,657,587.76)		$15,231,423.98
	HIGHWAY M BATTLEFIELD				($14,399.22)		$15,217,024.76
	SCENIC SIDEWALKS				($7,350.46)		$15,209,674.30
	BATTLEFIELD ELM STREET SIDEWALKS				($1,998.24)		$15,207,676.06
	CLOVERDALE LANE SIDEWALKS				($795.68)		$15,206,880.38
	HWY 14 (THIRD ST), OZARK--STREETSCAPE FOR 3RD STREET PROJECT				($56,192.80)		$15,150,687.58
	RT 160 & WEAVER RD, SPGFD-RDWY REALIGNMENT & INTERSECTION IMPROVEMENTS				$328,117.82		$15,478,805.40
	RTE FF, GREENE, PAVEMENT IMPROVEMENTS FROM S/O WEAVER TO END OF ROUTE				($70,000.00)		$15,408,805.40
	RTE 160, GREENE, IMPROVE INTERCHANGE SAFETY & CAPACITY AT JRF & RTE 160				($1,800,000.00)		$13,608,805.40
	ARRA OZARK TRANS PLAN FOR PRELIM SCOPING OF TRANS PROJECTS IN CITY LIMITS				$7,243.20		$13,616,048.60
			$12,522,334.17	$1,093,714.43			**$13,616,048.60**
FY 2011	STP	$4,847,733.00	$17,370,067.17				
	Bridge	$326,535.00		$1,420,249.43			**$18,790,316.60**
	GREENE, PEDESTRIAN ACCOMMODATIONS ON BUS 65/LOOP 44 (GLENSTONE AVE)				($106,000.00)		$18,684,316.60
	AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE-CONSTRUCT RDWY				($102,473.77)		$18,581,842.83
	SPRINGFIELD/GREENE COUNTY BICYCLE DESTINATION PLAN - PHASE I				($40,033.84)		$18,541,808.99
	SPRINGFIELD, TMC SALARIES				($276,000.00)		$18,265,808.99
	OZARK-STREETSCAPE FOR 3RD ST INC. JACKSON & CHURCH STREET INTERSECTIONS				($72,962.40)		$18,192,846.59
	NIXA--STREET WIDENING, GRADING & STORM SEWER IMPRMNTS ON NORTHVIEW				($89,798.40)		$18,103,048.19
	ROUTE 14 & GREGG ROAD INTERSECTION IMPROVEMENTS, CITY OF NIXA				($54,780.00)		$18,048,268.19
	CITY OF OZARK TRAFFIC STUDY FROM JACKSON TO CHURCH ON 3RD STREET				$17.39		$18,048,285.58
	RTE FF, GREENE, PAVEMENT IMPRMNTS FROM S/O WEAVER RD TO END OF ROUTE				$35,578.89		$18,083,864.47
			$16,663,615.04	$1,420,249.43			**$18,083,864.47**
FY2012	STP	$4,394,100.00	$21,057,715.04				
	Bridge	$381,704.00		$1,801,953.43			**$22,859,668.47**
	RTES 60/65, INTERCHANGE IMPROVEMENTS, GREENE COUNTY				($100,000.00)		$22,759,668.47
	OZARK-STREETSCAPE FOR 3RD ST INC. JACKSON & CHURCH STREET INTERSECTIONS				($177,500.00)		$22,582,168.47
	NORTHVIEW, STREET WIDENING, GRADING & STORM SEWER IMPROVEMENTS, NIXA				$107,184.50		$22,689,352.97
	RTE 14 & GREGG ROAD, INTERSECTION IMPROVEMENTS, CITY OF NIXA				($209,764.71)		$22,479,588.26
	RTE 60, INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE/FR93				($173,050.00)		$22,306,538.26
	RTE 65, INTERCHANGE IMPROVEMENTS AT CHESTNUT EXPRESSWAY				($1,369,515.74)		$20,937,022.52
8/12/2011	PAYBACK FOR COSTSHARE 8P0791 ON JAMES RIVER FREEWAY/NATIONAL				$1,244,617.00		$22,181,639.52
6/14/2012	ROUTE 125/OO				($63,775.00)		$22,117,864.52
7/3/2012	KANSAS EXPY/JAMES RIVER FREEWAY				($385,519.89)		$21,732,344.63
			$19,930,391.20	$1,801,953.43			**$21,732,344.63**
FY2013**	STP	$4,394,100.00	$24,324,491.20				
	Bridge	$387,704.00		$2,189,657.43			**$26,514,148.63**

*FY2009 Allocation of $4,081,943.43+$0.02 in adjustments to match MoDOT Reported Balance

**Funds for FY2013 are estimates only.

Note 1: TOTAL STP-U Balance is **$19,930,391.20** ($21,732,344.63-$1,801,953.43 bridge balance), using FY 2012 Funds, plus $795,322.11 additional STP-U Payback Balance

Note 2: STP-U Suballocations adjusted to add back in the 05 and 07 STP-Expenditures, as the projects are unknown and cannot be subtracted from a single jurisdiction

Surface Transportation Program (STP)
Springfield Urban Area
December 31, 2011 Report

		Apportionment	Available (OL)
Balance as of September 30, 2011		$18,067,018.13	$16,663,615.04
Fiscal Year 2012 Apportionment* (OL percentage = 92.4%, Preliminary)		$2,334,113.00	$2,156,720.00
Fiscal Year 2012 Obligations:			
0602065	RTES 60/65, INTERCHANGE IMPROVEMENTS, GREENE COUNTY	-$100,000.00	-$100,000.00
9900824	RTE 14 (THIRD STREET), STREETSCAPE FOR 3RD STREET PROJECT INCLUDING JACKSON AND CHURCH STREET INTERSECTIONS, CITY OF OZARK	-$177,500.00	-$177,500.00
9900861	NORTHVIEW ROAD, STREET WIDENING, GRADING AND STORM SEWER IMPROVEMENTS, CITY OF NIXA	$107,184.50	$107,184.50
9900869	RTE 14 & GREGG ROAD, INTERSECTION IMPROVEMENTS, CITY OF NIXA	-$264,802.80	-$264,802.80
Balance as of December 31, 2011		**$19,966,012.83**	**$18,385,216.74**

* Based on SAFETEA-LU extension thru March 31, 2012.

Surface Transportation Program (STP)
Springfield Urban Area

		Apportionment	Available (OL)
Balance as of September 30, 2011		$18,067,018.13	$16,663,615.04
Fiscal Year 2012 Apportionment (OL percentage = 93.5%, Preliminary)		$4,699,572.00	$4,394,100.00
Fiscal Year 2012 Obligations:			
0602065	RTES 60/65, INTERCHANGE IMPROVEMENTS, GREENE COUNTY	-$100,000.00	-$100,000.00
9900824	RTE 14 (THIRD STREET), STREETSCAPE FOR 3RD STREET PROJECT INCLUDING JACKSON AND CHURCH STREET INTERSECTIONS, CITY OF OZARK	-$177,500.00	-$177,500.00
9900861	NORTHVIEW ROAD, STREET WIDENING, GRADING AND STORM SEWER IMPROVEMENTS, CITY OF NIXA	$107,184.50	$107,184.50
9900869	RTE 14 & GREGG ROAD, INTERSECTION IMPROVEMENTS, CITY OF NIXA	-$209,764.71	-$209,764.71
0602076	RTE 60, INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE/COUNTY ROAD 93, CITY OF REPUBLIC	-$173,050.00	-$173,050.00
0652076	RTE 65, INTERCHANGE IMPROVEMENTS AT CHESTNUT EXPRESSWAY, CITY OF SPRINGFIELD	-$1,369,515.74	-$1,369,515.74
Balance as of June 30, 2012		**$20,843,944.18**	**$19,135,069.09**

Highway Bridge Program (BRM)
Springfield Urban Area

December 31, 2011 Report

	Apportionment	Available (OL)
Balance as of September 30, 2011	$1,523,280.00	$1,420,249.00
Fiscal Year 2012 Apportionment* (OL percentage = 92.4%, Preliminary)	$0.00	$0.00
Fiscal Year 2012 Obligations:		
None	$0.00	$0.00
Balance as of December 30, 2011	**$1,523,280.00**	**$1,420,249.00**

* Based on SAFETEA-LU extension thru March 31, 2012.

Highway Bridge Program (BRM)
Springfield Urban Area

	Apportionment	Available (OL)
Balance as of September 30, 2011	$1,523,280.00	$1,420,249.00
Fiscal Year 2012 Apportionment (OL percentage = 93.5%, Preliminary)	$408,240.00	$381,704.00
Fiscal Year 2012 Obligations:		
None	$0.00	$0.00
Balance as of June 30, 2012	**$1,931,520.00**	**$1,801,953.00**

TAB 7

MoDOT News Release

For more information, contact Jeff Cremer, Safe Routes to School Coordinator, (573) 526-2440.

September 11, 2012

MoDOT Seeks Projects for Safe Routes to School Funds

JEFFERSON CITY -The Missouri Department of Transportation is seeking projects to be funded with federal Safe Routes to School (SRTS) funds.

Applications are due by November 5, 2012. Projects will be selected by a statewide committee of transportation professionals, education professionals, health department officials and walking/bicycling advocates. Awards will be announced in January 2013.

The SRTS program offers up to 100 percent federal funding focused on providing infrastructure, safety improvements, ADA improvements, safety education and encouragement for children to walk to school safely. Eligible projects must be located within a two-mile radius of a grade school (K-8).

Funding for the program is split into two funding categories:

- Infrastructure projects, including but not limited to - sidewalk improvements, crosswalks, bicycle facilities, etc.,
- Non infrastructure projects, including but not limited to - walk to school promotional programs, walking school bus programs, bicycle / pedestrian safety education, etc.

The 2012 SRTS administrative guidelines and instructions on how to submit the SRTS application may be found at http://www.modot.mo.gov/safety/SafeRoutestoSchool.htm or contact Safe Routes to School Coordinator Jeffrey Cremer at 573-526-2440.

MoDOT News Release

For more information, contact Eileen Rackers, State Traffic and Highway Safety Engineer, at 573-526-2803, or Leanna Depue, State Highway Safety Director, at 573-751-7643.

August 01, 2012

MoDOT Signs to Report Roadway Fatality Numbers

Dynamic Message Signs will provide weekly updates of Missouri fatalities.

JEFFERSON CITY - Motorists traveling across Missouri rely on MoDOT's electronic roadside message signs to provide important highway information. Starting Aug. 1, a new type of safety message will appear. The boards will report the number of people who died on Missouri roads so far this year, and the percentage of those people who were unbelted.

"After a six year decline in fatalities, we are now seeing an upward trend," said Eileen Rackers, MoDOT State Traffic and Highway Safety Engineer. "We want to help motorists to be more aware of safety issues when making travel decisions."

These messages will be updated weekly and shown occasionally on the 66 rural message boards and those in the metro areas.

"We remain committed to providing a safe transportation system," Rackers said. "These boards allow us an additional outlet for continued safety messages."

Missouri fatalities are up 14 percent compared to this time last year. That's equivalent to 58 additional lives lost. Daily fatality updates can be viewed on the Missouri State Highway Patrol web site at http://www.mshp.dps.missouri.gov. While no conclusion has been made to the cause of this increase, the following facts weigh heavily:

- During the last three years, seven out of ten vehicle occupants killed in Missouri traffic crashes were unbuckled.
- During the last three years, one in four Missouri traffic crashed involved a young driver (under the age of 21).
- Substance-impaired driving contributed to nearly 30 percent of all Missouri traffic fatalities in 2011.
- Eighty percent of crashes involve some form of distracted driving.

For more information visit http://www.modot.org/ or contact the Missouri Department of Transportation at 1-888-ASK-MODOT (888-275-6636).

###

WH1

Tuesday, August 28,2012

Obama Administration Finalizes Historic 54.5 mpg Fuel Efficiency Standards

Consumer Savings Comparable to Lowering Price of Gasoline by $1 Per Gallon by 2025

WASHINGTON, DC – The Obama Administration today finalized groundbreaking standards that will increase fuel economy to the equivalent of 54.5 mpg for cars and light-duty trucks by Model Year 2025. When combined with previous standards set by this Administration, this move will nearly double the fuel efficiency of those vehicles compared to new vehicles currently on our roads. In total, the Administration's national program to improve fuel economy and reduce greenhouse gas emissions will save consumers more than $1.7 trillion at the gas pump and reduce U.S. oil consumption by 12 billion barrels.

"These fuel standards represent the single most important step we've ever taken to reduce our dependence on foreign oil," **said President Obama.** "This historic agreement builds on the progress we've already made to save families money at the pump and cut our oil consumption. By the middle of the next decade our cars will get nearly 55 miles per gallon, almost double what they get today. It'll strengthen our nation's energy security, it's good for middle class families and it will help create an economy built to last."

The historic standards issued today by the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) build on the success of the Administration's standards for cars and light trucks for Model Years 2011-2016. Those standards, which raised average fuel efficiency by 2016 to the equivalent of 35.5 mpg, are already saving families money at the pump.

Achieving the new fuel efficiency standards will encourage innovation and investment in advanced technologies that increase our economic competitiveness and support high-quality domestic jobs in the auto industry. The final standards were developed by DOT's National Highway Traffic Safety Administration (NHTSA) and EPA following extensive engagement with automakers, the United Auto Workers, consumer groups, environmental and energy experts, states, and the public. Last year, 13 major automakers, which together account for more than 90 percent of all vehicles sold in the United States, announced their support for the new standards. By aligning Federal and state requirements and providing manufacturers with long-term regulatory certainty and compliance flexibility, the standards encourage investments in clean, innovative technologies that will benefit families, promote U.S. leadership in the automotive sector, and curb pollution.

"Simply put, this groundbreaking program will result in vehicles that use less gas, travel farther, and provide more efficiency for consumers than ever before—all while protecting the air we breathe and giving automakers the regulatory certainty to build the cars of the future here in America," said Transportation Secretary Ray LaHood. "Today, automakers are seeing their more fuel-efficient vehicles climb in sales, while families already saving money under the Administration's first fuel economy efforts will save even more in the future, making this announcement a victory for everyone."

"The fuel efficiency standards the administration finalized today are another example of how we protect the environment and strengthen the economy at the same time," said EPA Administrator Lisa P. Jackson. "Innovation and economic growth are already reinvigorating the auto industry and the thousands of businesses that supply automakers as they create and produce the efficient vehicles of tomorrow. Clean, efficient vehicles are also cutting pollution and saving drivers money at the pump."

The Administration's combined efforts represent the first meaningful update to fuel efficiency standards in decades. Together, they will save American families more than $1.7 trillion dollars in fuel costs, resulting in an average fuel savings of more than $8,000 by 2025 over the lifetime of the vehicle. For families purchasing a model Year 2025 vehicle, the net savings will be comparable to lowering the price of gasoline by approximately $1 per gallon. Additionally, these programs will dramatically reduce our reliance on foreign oil, saving a total of 12 billion barrels of oil and reducing oil consumption by more than 2 million barrels a day by 2025 – as much as half of the oil we import from OPEC each day.

The standards also represent historic progress to reduce carbon pollution and address climate change. Combined, the Administration's standards will cut greenhouse gas emissions from cars and light trucks in half by 2025, reducing emissions by 6 billion metric tons over the life of the program – more than the total amount of carbon dioxide emitted by the United States in 2010.

President Obama announced the proposed standard in July 2011, joined by Ford, GM, Chrysler, BMW, Honda, Hyundai, Jaguar/Land Rover, Kia, Mazda, Mitsubishi, Nissan, Toyota, and Volvo, as well as the United Auto Workers. The State of California and other key stakeholders also supported the announcement and were integral in developing this national program.

In achieving these new standards, EPA and NHTSA expect automakers' to use a range of efficient and advanced technologies to transform the vehicle fleet. The standards issued today provide for a mid-term evaluation to allow the agencies to review their effectiveness and make any needed adjustments.

Major auto manufacturers are already developing advanced technologies that can significantly reduce fuel use and greenhouse gas emissions beyond the existing model year 2012-2016 standards. In addition, a wide range of technologies are currently available for automakers to meet the new standards, including advanced gasoline engines and transmissions, vehicle weight reduction, lower tire rolling resistance, improvements in aerodynamics, diesel engines, more efficient accessories, and improvements in air conditioning systems. The program also includes targeted incentives to encourage early adoption and introduction into the marketplace of advanced technologies to dramatically improve vehicle performance, including:

- Incentives for electric vehicles, plug-in hybrid electric vehicles, and fuel cells vehicles;
- Incentives for hybrid technologies for large pickups and for other technologies that achieve high fuel economy levels on large pickups;
- Incentives for natural gas vehicles;

Credits for technologies with potential to achieve real-world greenhouse gas reductions and fuel economy improvements that are not captured by the standards test procedures.

Contact: NHTSA Press Office • **Tel:** 202-366-9550

AASHTO Journal
Weekly Transportation Report

August 31, 2012

Congressional Budget Office Releases Updated Highway Trust Fund Estimates

Based on its mid-year review of the federal budget, the Congressional Budget Office published its latest projection of the Highway Trust Fund between 2012 and 2022.

CBO estimates that the Highway Account will end fiscal year 2012 with a balance of $8.7 billion and that the Mass Transit Account will end FY 2012 with a balance of $4.7 billion. CBO also estimates that both accounts will be unable to meet obligations at some point in 2015, although the Mass Transit Account may have some difficulties in FY 2014, depending on cash flows into and out of that account. It is important to note that these figures reflect a $18.8 billion transfer to the Highway Trust Fund through the General Fund to help finance these accounts up until 2015.

These updated estimates did not include the effects of the earmark reprogramming action that the Obama Administration announced on Aug. 17 (see related story: bit.ly/AJearmark).

According to CBO, in comparison to its March 2012 baseline, there were minor changes attributable to the recently-enacted MAP-21 surface transportation legislation. These spending changes include a small increase in the Mass Transit Account and a small decrease in the Highway Account. In addition, CBO notes that estimated revenues have decreased somewhat due to the low interest rate credited to the Highway Trust Fund Balances.

The full Highway Trust Fund projection is available at bit.ly/HTFprojection.

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

Transportation

A MONEY PIT? GM LOSING NEARLY $50,000 ON EVERY CHEVY VOLT PRODUCED

SUBMITTED BY **EBOOM STAFF** ON SEPTEMBER 10, 2012

Despite selling a record number of Chevy Volts in August, General Motors is losing money on its plug-in electric hybrid, and a lot of money at that.

Industry analysts estimate GM is losing as much as $49,000 on every Volt it produces. This number could be even higher with cheap leases now being offered for the vehicle.

Dennis Virag, the president of Automotive Consulting Group says GM's problem is "the Volt is over-engineered and over-priced."

Thanks to some very expensive technology, such as lithium polymer batteries, the Volt has a base price of $39,995. Whether it is the price, or consumers unwillingness to adopt alternative technology, GM has only sold 13,500 Volts so far this year, well below its goal of 40,000 sales in 2012.

Weak sales have forced GM to close the manufacturing facility responsible for assembling Chevy Volts for the second time this year. The closure will start on September 17th and last four weeks.

To date, GM has invested $1.2 billion in the Volt. Although analysts argue to the contrary, Doug Parks, GM's vice president of global product programs and the former Volt development chief, says the car will eventually make money: "It's true, we're not making money yet. As the volume comes up and we get into the Gen 2 car, we're going to turn (the losses) around."

Image credit: GM

TAGS: Chevy Volt, General Motors, GM, lithium polymer batteries, PHEV, plug-in hybrid electric vehicle, Volt

Nathanael Baker is the Managing Editor of EnergyBoom. He has researched and reported on the issu renewable energy, sustainability, and climate change for over two years. He has provided research t *New York Times* and *The Economist*, as well as being published on different media outlets including, *Energy Collective*.

AASHTO
THE VOICE OF TRANSPORTATION

MAP-21 Analysis
Performance Management Provisions
Standing Committee on Performance Management

July 27, 2012

Overview

MAP-21 contains performance measures that will transform the federal-aid highway program and provide a means to the most efficient investment of federal funds. This is done by refocusing on national transportation goals, increasing the accountability and transparency of the federal-aid highway program and improving project decision making through performance-based planning and programming.

A Task Force on National Performance Measure Development, Coordination and Reporting has been developed by SCOPM and AASHTO to collaborate with FHWA and U.S. DOT as we work together to meet the new Federal performance management requirements. The task force will also work to develop a strategy for communicating national performance results to Congress and the public.

In general, the Secretary, in consultation with States, MPOs, and other stakeholders, will establish performance measures for pavement conditions and performance for the Interstate and National Highway Systems (NHS), bridge conditions on the NHS, injuries and fatalities on all public roadways, traffic congestion and on-road mobile source emissions in areas with population over one million, and freight movement on the Interstate System. States (and MPOs, where applicable) will set performance targets in support of those measures, and State and metropolitan plans (both long range plans and S/TIPS) will describe how program and project selection will help achieve the targets.

National Goal Areas for Performance Management

1. **Safety**: To achieve reduction in fatalities and serious injuries on all public roads.
2. **Infrastructure Condition**: To maintain highway infrastructure assets in state of good repair.
3. **Congestion Reduction**: To achieve reduction in congestion on the National Highway System.
4. **System Reliability**: To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality**: To improve freight networks, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability**: To enhance the performance of the transportation system while protecting and enhancing the environment.
7. **Reduced Project Delivery Delays**: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Target Setting

The States are required to establish performance targets that reflect each of the performance measures established by the U.S. DOT. This target setting requirement must be met by the State no later than 1 year after the U.S. DOT issues the final rule establishing the performance measures. The States must establish their targets in "coordination" with MPOs and with public transit operators in areas not represented by MPOs. States may, as appropriate, provide for different targets for urbanized and rural areas.

The MPOs are required to establish performance targets, where applicable, to address each of the performance measures adopted by U.S. DOT. The MPOs are required to establish their targets in "coordination" with the State and with the public transit operator in the MPO area. This target setting requirement must be met by the MPO no later than 180 days after the establishment of targets by the State or public transit operator.

Establishment of National Performance Measures

U.S. DOT is responsible for establishing the performance measures that will be used to assess progress in three apportioned Federal-aid programs: the National Highway Performance Program (NHPP); the Highway Safety Improvement Program (HSIP); and the Congestion Management and Air Quality (CMAQ) program. The legislation specifies the types of measures to be established, and does not allow USDOT to establish additional types of measures. The U.S. DOT is required to promulgate a rulemaking to establish the measures no later than 18 months after enactment.

National Performance Measures will be developed to assess the following[1]:

National Goal Area	National Performance Measure Areas	MAP-21 Program Area
Safety	1. Serious Injuries per VMT 2. Fatalities per VMT 3. Number of Serious Injuries 4. Number of Fatalities	HSIP HSIP HSIP HSIP
Infrastructure Condition	5. Bridge Condition on the NHS 6. Pavement Condition of the Interstate System 7. Pavement Condition of the NHS (*excluding the Interstate*)	NHPP NHPP NHPP
Congestion Reduction	8. Traffic Congestion	CMAQ
System Reliability	9. Performance of the Interstate System 10. Performance of the NHS (*excluding the Interstate*)	NHPP NHPP
Freight Movement and Economic Vitality	11. Freight Movement on the Interstate	
Environmental Sustainability	12. On-Road Mobile Source Emissions	CMAQ
Reduced Project Delivery Delays	None.	

[1] This table represents AASHTO's interpretation linking the National Performance Measures to the National Goal Areas. While MAP-21 does not provide a direct connection between the National Goal Areas and the National Performance Measures, listed in this table is a natural correlation between the goal areas and measures.

HSIP

Measures

- *Serious Injuries per VMT*
- *Fatalities per VMT*
- *Number of Serious Injuries*
- *Number of Fatalities*

- Who: U.S. DOT Secretary establishes the measures through rulemaking no later than 18 months after enactment in consultation with State DOTs, MPOs, and other stakeholders.
- Targets:
  - States: Set performance targets within one year after final rulemaking
  - MPO: Set target no later than 180 days after the State target is set, if applicable.
  - U.S. DOT: Targets are established in law for high-risk rural road and older driver safety.
- Penalties: Yes.
- Reporting: There are two sets of reporting requirements for State DOTs. The first are the annual NHTSA reporting requirements. The second is under the HSIP program and FHWA. The NHTSA requirements (based on agreements with GHSA) call for annual reports of progress and annual targets for a host of safety performance measures. However, these are separate from the National Performance Measures. FHWA requirements include performance measures related to serious injuries and fatalities per VMT and a count of serious injuries and fatalities with an initial report is due four years after enactment and every two years thereafter.

NHPP

Measures

- *Bridge Condition on the NHS*
- *Pavement Condition of the Interstate System*
- *Pavement Condition of the NHS (excluding the Interstate)*
- *Performance of the Interstate System*
- *Performance of the NHS (excluding the Interstate)*

- Who: U.S. DOT Secretary established the measures through rulemaking no later than 18 months after enactment in consultation with State DOTs, MPOs, and other stakeholders.
- Targets:
  - States: Set performance targets within one year after final rulemaking.
  - MPO: Set target no later than 180 days after the State target is set, if applicable.
  - U.S. DOT:
    - Minimum Allowable Condition for Bridges on the NHS
    - Minimum Allowable Condition for Pavements on the Interstate System
- Penalty: Yes.
- Reporting:
  - Bridge Condition: First report due four years after enactment; every two years thereafter.
  - Pavement Condition: First report due four years after enactment; every two years thereafter.

- Performance: First report due four years after enactment; every two years thereafter.

CMAQ

Measures

- *Traffic Congestion*
- *On-Road Mobile Source Emissions*

- Who: U.S. DOT Secretary establishes the measures through rulemaking no later than 18 months after enactment in consultation with State DOTs, MPOs, and other stakeholders.
- Targets:
  - States: Set performance targets within one year after final rulemaking.
  - MPO: Set target no later than 180 days after the State target is set, if applicable.
  - U.S. DOT: None.
- Penalty: None.
- Reporting: There are two reporting requirements for State DOTs. First, under the CMAQ program, a performance plan is required that shows progress made towards achieving the targets for both air quality (related to On-Road Mobile Source Emissions) and traffic congestion targets. Second, under the Performance Management section, an initial report is due four years after enactment; every two years thereafter. U.S. DOT will be coordinating these two reporting requirements.

Freight Movement and Economic Vitality

Measures

- *Freight Movement on the Interstate*

- Who: USDOT Secretary in conjunction with State DOT, MPOs and other stakeholders will set measures.
- Targets:
  - States: Set performance targets within one year after final rulemaking.
  - MPO: Set target no later than 180 days after the State target is set, if applicable.
  - U.S. DOT: None.
- Penalty: None.
- Reporting: First report due four years after enactment; every two years thereafter.

State Required Plans

Aside from the traditional long range transportation plan and transportation improvement program (see below under Performance-Based Planning and Programming), there are a number of new and revised plans required by State DOTs and MPOs. The following is a description on the new plans required under MAP-21

1. **Risk-based Asset Management Plan**—This plan must be developed by each state based on requirements that the U.S. DOT must establish no later than 18 months after enactment .The planning process must be reviewed and certified by the U.S. DOT at least every four years. Failure to develop and implement the plan (beginning in FY 2016 at the earliest) would lower the federal share payable on projects to 65 percent. The plan shall include:
   - listing of pavement and bridge assets, including a description of their conditions,

- asset management objectives and measures,
- performance gap identification,
- lifecycle cost and risk management analysis,
- financial plan, and
- investment strategies.

2. **Strategic Highway Safety Plan (SHSP)**[2]—The SHSP is required under FHWA and is to be based on requirements that the U.S. DOT establishes no later than one year of enactment and will require regular updates; the timing of which will be established by U.S. DOT. The states must have an approved SHSP by August 1 of the FY following the requirements (August 1, 2014 at the earliest).The updated plan will be based upon, among other things:
   - Include accident locations
   - Include findings of road safety audits
   - Be based on all public roads

3. **Freight Plan**—The Secretary encourages each State to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight. States with a freight plan will be eligible for a larger federal share of project costs for those projects listed in the statewide freight plan (increase from 90% to 95% federal share).

4. **CMAQ Program Performance Plan**—Each MPO serving a transportation management area with a population over 1 million people representing a nonattainment or maintenance area shall develop a performance plan that is related to the Congestion Mitigation and Air Quality Program (CMAQ). While not a requirement for the State DOT, the plan will have to:
   - Include an area baseline level for traffic congestion and on-road mobile source emissions for which the area is in nonattainment or maintenance;
   - Describe progress made in achieving the performance targets;
   - Include a description of projects identified for funding under this section and how such projects will contribute to achieving emission and traffic congestions reduction targets, established by the State DOT and MPO.

Performance-Based Planning and Programming

States must continue to develop a long range transportation plan covering a minimum of 20 years. States must also develop a Statewide Transportation Improvement Program (STIP) that must include, to the maximum extent practicable, a discussion of the anticipated effect of the transportation improvement program toward achieving the performance targets established by the State and MPO, respectively, linking investment priorities to performance targets. MPOs are also required to include "system performance reports" as part of their transportation plans.

A major emphasis of MAP-21 is on a performance based process. In general, the statewide transportation plan and STIP must include consideration of the National Level Performance Measures and targets. More specifically, states must include in their statewide transportation plan an assessment of how MPOs are achieving progress towards performance targets in their regions. Both the S/TIP must

[2] In addition to the SHSP, states are also required to develop a Highway Safety Plan that is focused on funding received from NHTSA for behavioral programs. This plan includes additional safety goals, measures and targets.

also be developed to demonstrate progress is being made toward established performance targets and include a description of the anticipated achievements.

The U.S. DOT is required to establish criteria for the evaluation of the new performance-based planning processes. The process will consider whether States developed appropriate performance targets and made progress toward achieving the targets. Five years after enactment of MAP-21, the Secretary is to provide to the Congress reports evaluating the overall effectiveness of performance-based planning and the effectiveness of the process in each State and for each MPO.