



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

JULY 16, 2014
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, July 16, 2014 1:30 p.m.
OTO Offices
Holland Building
205 Park Central East, Suite 212
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA.

C. Approval of the June 11, 2014 Meeting Minutes Tab 1
(1 minute/Cossey)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES.

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

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

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

A review will be given of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

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

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

G. Legislative Reports

(5 minutes/Legislative staff)

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

II. New Business

A. Administrative Modification 3 to the FY 2014-2017 TIP Tab 2 (2 minutes/Longpine)

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

NO ACTION REQUESTED - INFORMATIONAL ONLY

B. Amendment 4 to the FY 2014-2017 TIP Tab 3 (5 minutes/Longpine)

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

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

C. Draft FY 2015-2018 Transportation Improvement Program Tab 4 (15 minutes/Longpine)

The Draft FY 2015-2018 Transportation Improvement Program (TIP) is available in electronic format for member review.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY
2015-2018 TIP TO THE BOARD OF DIRECTORS.**

D. Transportation Alternatives Program Application Tab 5 (10 minutes/Longpine)

A draft of the FY 2014 and FY 2015 Transportation Alternative Program Funding Application is included for review and recommendation. If approved, applications will be due in December.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2014
AND FY 2015 TRANSPORTATION ALTERNATIVE PROGRAM FUNDING APPLICATION.**

E. OTO Growth Trends Report Tab 6 (5 minutes/Owens)

Staff will present highlights of the OTO Growth Trends Report. The report will be distributed at the meeting.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. Performance Measures Report Tab 7 (5 minutes/Longpine)

The second OTO Performance Measures Report will be distributed at the meeting for review.

NO ACTION REQUIRED – INFORMATIONAL ONLY

G. FY 2014-2015 UPWP Amendment 1 Tab 8
(10 minutes/Parks)

An amendment to the UPWP is requested in order to allow for payment to complete the Travel Demand Model. The model was scheduled to be completed during the last fiscal year, however will now be completed in the next few months.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
AMENDMENT 1 TO THE FY 2014-2015 UNIFIED PLANNING WORK PROGRAM.**

H. Sunshine Law Policy Tab 9
(5 minutes/Parks)

A Draft Sunshine Law Policy is included for review and recommendation. A policy is needed to comply with the Missouri Sunshine Law.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE OTO
SUNSHINE LAW POLICY.**

I. Major Thoroughfare Plan Subcommittee Tab 10
(5 minutes/Longpine)

Volunteers are requested to serve on the Major Thoroughfare Plan Subcommittee. In the next year, OTO will be updating and reviewing the plan and design standards.

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT THE MAJOR THOROUGHFARE
PLAN SUBCOMMITTEE.**

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

C. Articles For Technical Planning Committee Member Information..... Tab 11

IV. Adjournment

Targeted for 2:30 P.M.

The next regular Technical Planning Committee meeting is scheduled for Wednesday, September 17, 2014 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Lou Lapaglia, OTO Chair, Christian County Presiding Commissioner
Kirk Juranas, City of Springfield Mayor's Designee
Senator McCaskill's Office

Stacy Burks, Senator Blunt's Office
Jered Taylor, Congressman Long's Office
Area News Media

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

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

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

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

TAB 1

TECHNICAL COMMITTEE AGENDA 7/16/2014; ITEM I.C.

June 11, 2014 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the June 11, 2014 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED:

“Move to approve the June 11, 2014 Technical Planning Committee Minutes.”

OR

“Move to approve the June 11, 2014 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
June 11, 2014**

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

The following members were present:

Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Randall Brown, City of Willard (a)	Mr. Frank Miller, MoDOT
Mr. King Coltrin, City of Strafford	Mr. Kent Morris, Greene County Planning
Mr. Travis Cossey, City of Nixa	Mr. Shawn Schroeder, SGF
Mr. Jonathan Gano, City of Springfield	Mr. Dan Smith, Greene County Highway Dept.
Ms. Dawne Gardner, City of Springfield (a)	Ms. Eva Voss, MoDOT
Mr. Martin Gugel, City of Springfield (a)	Mr. Dan Watts, SMCOG
Mr. Rick Hess, City of Battlefield (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	Ms. Diane May, SMCOG (a)
Mr. David Bishop, R-12 School District	Mr. Brad McMahon, FHWA
Ms. Kristy Bork, SGF (a)	Mr. Bill Robinett, MoDOT
Mr. Don Clark, Missouri State University	Mr. Ralph Rognstad, City of Springfield
Mr. Doug Colvin, City of Nixa (a)	Ms. Beth Schaller, MoDOT (a)
Mr. Rick Emling, R-12 School District (a)	Mr. Mark Schenkelberg, FAA Representative
Ms. Diane Gallion, City Utilities (a)	Mr. Jeff Seifried, Springfield Chamber
Mr. Jason Haynes, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Jay Huff, Missouri State University (a)	Ms. Cheryl Townlian, BNSF
Mr. Adam Humphrey, Greene County	Mr. Garrett Tyson, City of Republic (a)
Mr. Chris Jones, City Utilities Transit	Mr. Terry Whaley, Ozark Greenways
Mr. Kirk Juranas, City of Springfield	Mr. Todd Wiesehan, Christian County
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Bob Wilslef, City of Ozark (a)
Mr. Larry Martin, City of Ozark	Mr. Chad Zickefoose, MoDOT (a)

Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Mr. Jacob Guthrie, Ozarks Transportation Organization; Mr. Steve Childers, City of Ozark; Mr. Jered Taylor, Congressman Long's Office.

Mr. Travis Cossey called the meeting to order at 1:34 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Cossey stated that a revised agenda adding Item H had been passed out. Ms. Fields stated that Item H was for City Utilities to apply for a Federal Transit Administration Grant, "Ladders of Opportunity," for nine replacement buses. Staff is requesting to add Item H to the agenda.

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

C. Approval of the March 19, 2014 Meeting Minutes

Mr. Brock made the motion to approve the March 10, 2014 Technical Planning Committee meeting minutes. Mr. Hess seconded and the motion was carried unanimously.

D. Public Comment Period for All Agenda Items

Ms. Fields stated that the OTO received an email. It was a complaint on the City Utilities Transit System, in particular about a CU bus driver. CU has received the complaint and is handling it administratively. It is a staff issue for CU, but the OTO's policy is to pass out all public comment that is received. City Utilities assured staff that the issue was currently being addressed.

E. Executive Director's Report

Ms. Fields introduced the new OTO full time employee, Jacob Guthrie. She stated that he started work part time in January. His job transitioned into a full time position effective June 2, as a GIS Technician. The GIS position had been vacant for a while, so he will be working to catch the OTO up on all GIS projects.

Staff has attended a lot of training in the last few months. Ms. Parks attended the GFOA of Missouri's Conference and learned a lot on administrative functions and governmental accounting. Ms. Longpine attended the Mid-America GIS Consortium Conference meeting. Ms. Fields stated she had attended the Association of MPO's Policy Committee meeting.

Staff has been working on the 3/4-cent proposal. Hopefully at the next Technical Planning Committee, there will be a few more work product items on the agenda, some of the projects had been delayed due to work on the 3/4-cent proposal. Work is continuing on the Travel Demand Model. The base year has been calibrated and there is a calibration report. There was a scenario run on a Kansas Expressway Extension using the new model and it seemed to function well. There are some tweaks still needed, but staff should be able to run some future year scenarios shortly. The Travel Demand Model was due to be wrapped up in June. It might be extended through the summer.

Staff has also been working on Performance Measures. Staff produces an annual report documenting how the OTO is reaching the Performance Measures in the Long Range Transportation Plan. It has also been delayed a little. A lot of work has been going into the

Growth Trends Report. It has been delayed due to the ¾-cent sales tax. She thanked the jurisdictions for providing the building permit data.

Ms. Fields stated that Ms. Longpine had been working on the Draft Transportation Improvement Program for the Fiscal Year 2015-2018. There is a subcommittee meeting scheduled for June 18. Staff has also been working with the Board to produce some strategic plan action items at this next fiscal year. The fiscal year begins July 1, so the Board will hopefully adopt the action items on the June 18 Board of Directors meeting. Missouri State University submitted a TIGER Grant, but there has been no update on the status of the grant. The Kansas Expressway Extension Grant was not submitted due to a lack of match funding.

There has been a lot going on with the federal legislation. The Grow America Act was released by President Obama. The Senate Environmental and Public Works Committee released a version of the new Surface Transportation Bill. The House has a version proposed that would cut Saturday delivery from the US Postal Service to fund the upcoming fiscal year deficit. There does not seem to be any consensus yet.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that a lot of work had happened in the past few months deciding and approving the OTO Bicycle and Pedestrian Priorities, which are on the revised Priority Projects of Regional Significance map. Those priorities feed into the ¾-cent process as well. The BPAC has started to revise the Enhancement Application. It is now known as the Transportation Alternatives Program Funding. The funds are now directly sub allocated to the OTO. There is an actual balance that is tracked with the Funds Balance Report.

There will probably be an Enhancement Subcommittee meeting, probably before July to review the proposed changes and bring that to the Technical Planning Committee in July and the Board of Directors in August. The FY 2015 allocation is still unknown due to the federal legislative changes. The subcommittee will go ahead and post an application by September 15 and have applications due by December 1. That will give time to plan and prepare an application. That should put the OTO on track to use both the FY 2014 and FY 2015 year funding.

G. Legislative Reports

Mr. Taylor stated that there was not much to add. There has been some talk about transportation, but a lot has been about Benghazi and the terrorists that were recently released. He stated that he had talked to Congressman Long's Transportation Liaison in D.C. and the thought was that something will probably happen in the lame duck session, but not before then. He did not know what that would look like since there was currently no consensus. Ms. Fields inquired if he thought it would be in the form of a Continuing Resolution. He stated that is what the thought was, but the length of the Continuing Resolution was unknown.

II. New Business

A. Administrative Modification 2 to the FY 2014-2017 TIP

Ms. Longpine stated that the OTO Public Involvement Process allows the OTO to make Administrative Modifications to the TIP. These are minor changes that allow staff to

approve a change without having to go through the full Amendment process. This particular project was for the Route 65 pavement improvements. It was to move funding from FY 2015 and FY 2016 to FY 2014. It adjusted the funding amount of the project a little. That means it will happen this year and the project will be completed.

B. Amendment Number 3 to the FY 2014-2017 TIP

Ms. Longpine stated this was a MoDOT request to add bridge scoping on Route 13 over Radio Lane. That is a road just north of I-44. It will add scoping funding over the next few years for a total cost of \$6,000. After the scoping, the project will be looked at to see what needs to be done.

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

C. 2015-2019 Draft STIP

Mr. Miller stated that this was easier than most year,s because this year there were technically no projects added to the STIP. There were a few exceptions. One is for a few cost shares that were approved at the last cost share meeting. This includes the Division/65 Interchange, Kearney/Packer Intersection (both are Springfield projects), and Route 160/Hwy 14 in Nixa. There were also some ADA projects added from some statewide Transportation Enhancement funding. This is mainly for resurfacing Kearney in FY 2017. Last year's STIP stated various safety improvements in the OTO area, which are now being applied to particular projects. North Glenstone is being looked at with various safety improvements on the entire corridor.

Mr. Gano made the motion that the Technical Planning Committee recommends that the Board of Directors endorse the Draft FY 2015-2019 STIP. Mr. Smith seconded and the motion carried unanimously.

D. Funds Balance Report

Ms. Longpine stated that the Funds Balance Report includes all the funds that the OTO is suballocated, through March 31, 2014. If a more recent project is missing, that information can be obtained from staff. The overall Surface Transportation Program has a variety of funding sources within it. It states that large urban areas, like Springfield which is a TMA, get a specific set of funding. MoDOT helps the OTO track those balances. The OTO has decided to suballocate those balances out to the member jurisdictions. This report tracks those balances.

There is an expanded introduction this year. Information has been included on each of the program balances for the overall OTO area. This includes the March 31 ending balance, what is left after the cost shares, the maximum balance that is allowed, and the OTO's rescission risk for the funding.

MoDOT has allowed the OTO to include cost shares that have been programmed within the OTO boundaries. There is a three year funds lapse policy. If there are more than three years of funding as a whole, then the funds could be spent elsewhere in the Southwest District. The cost shares help the OTO reduce its balance. Unfortunately, MoDOT has suspended the cost share program. Overall the OTO STP-Urban balance is \$23 million. Once

the programmed cost shares are counted, it is about \$10.5 million. The maximum allowed is \$16 million.

The OTO area still receives a little bit of Small-Urban funding from the statewide program. There was a little left over from the City of Springfield and the City of Republic has continued to receive it. Republic has changed over, joining the urbanized area and now Willard is a small urban area. The program has not reset yet to account for that switch. The funding is still set for Republic, but the suballocation of funds is done, so that the City of Republic does not receive additional funding, it is included in what the overall allocation should be.

MAP-21 discontinued the On-System Bridge Program, but it is still eligible under STP. MoDOT has continued to distribute that to the large urban areas. That balance is included, with \$1.5 million that needs to be programmed. Part of that is dedicated to the Battlefield/65 Interchange project. That leaves the balance at \$352,000 which is not a lot for a bridge. The Transportation Alternatives Program is suballocated directly to the OTO. The unspent funds will remain in the OTO area. The OTO is currently in the allowable balance of \$1.7 million. It shows a March 31 ending balance of \$1 million. The FY 2013 projects that were awarded have not all been obligated. The balance is actually a little bit smaller.

Overall, about \$25 million could be subject to a federal rescission. MoDOT has a three year lapse policy, but that does not stop Congress from taking action. Staff encourages the jurisdictions to continue to program the funds as soon as possible. There are some forward projections on the agenda yellow sheet that shows the OTO balance approaching the MoDOT limit, as well. There was a STP-Urban Advance Policy passed by the Board of Directors, which will allow a jurisdiction to spend beyond the current allocation.

Mr. Cossey inquired if there was talk at the federal level of a rescission. Ms. Longpine stated no, that the recent action was on old earmarks. Congress took action to clear out old earmarks. However, Congress is starting to find places where additional funding can be found. Mr. Taylor stated he would look into it. Mr. Brock inquired about the yellow sheet projection that seemed to be different than the Funds Balance Report. Ms. Fields stated that she had requested Ms. Longpine include a projection on the yellow sheet. The funds are received on October 1 of each fiscal year, so the yellow sheet table includes the October 2015 allocation. Staff wanted to show that funds are still coming in every year and it takes a while to put together a project. If something did not happen between now and September 30, 2016 then the funds are subject to rescission. There are a couple of allocations included, but staff wanted to warn the jurisdictions.

Mr. Miller stated that MoDOT only looks at it as OTO's balance. There are not individual cities tracked except the Small Urban. Ms. Longpine stated that the timing of the report has moved. It is now in line with the funding. The next report will be in November and show where the fiscal year ended.

E. Unified Planning Work Program Amendment

Ms. Parks stated that this is the first UPWP Amendment. The federal government allows OTO to claim direct cost from MoDOT. This means that MoDOT performs work for the OTO area that is eligible for federal reimbursement. Instead of submitting the expense MoDOT

allows the OTO to submit the value of expense on the OTO budget for federal reimbursement. This helps the OTO to match the Consolidated Planning Grant. The OTO had budgeted for \$65,000 worth of work from MoDOT in the 2014 UPWP, and instead the value came to approximately \$91,000. There is still one month left, but MoDOT is projecting it will be \$91,000. That is a \$26,000 increase of revenue, that was not budgeted in the FY 2014 UPWP. The OTO will need an Amendment in order to submit the excess for reimbursement. The FY 2014 UPWP format was a little different than the FY 2015, so the whole amount will not be captured. The net effect is an increase of \$12,441. There will be about \$8,359 not captured because of the way the UPWP was formatted.

Mr. Hess made the motion to recommend approval of the proposed 2014 UPWP Amendment Number One to the Board of Directors. Mr. King seconded and the motion was carried unanimously.

F. Program Management Plan

Mr. Owens stated that the Program Management Plan is from the 5310 Program, Enhanced Mobility of Seniors and Individuals with Disabilities. The 5310 Program provides capital and operations funds which the OTO will award soon with the grant application. This particular grant provides services for traditional 5310 and New Freedom Projects, which includes ADA compliant vehicles and operating expenses for ADA.

The Program Management Plan is a description of how the 5310 program will be managed. The purpose of the plan is to help facilitate both the recipient and the FTA oversight. The plan is outlined in a FTA Circular that was just released on June 6.

The plan discusses the guidelines given for program goals and objectives, roles and responsibilities. It goes right on down through the table of contents. This is actual information from the circular that has been put straight into the program management plan. It covers all of those things. The reason for the Program Management Plan is because the OTO signed a MOU with CU and MoDOT who is partnering with this program. OTO is responsible for administering the grant administration process. MoDOT and CU will administer the actual projects. There is a list of requirements. OTO is responsible for having the Program Management Plan for City Utilities. MoDOT will be responsible for the State Management Plan which is currently being developed.

The Program Management Plan was recommended by the Local Coordinating Board for Transit. The plan has to be submitted to FTA by the Designated Recipient, which is City Utilities. This plan will go through and be submitted from CU.

Mr. Brown made the motion to recommend approval of the Draft Program Management Plan to the Board of Director. Mr. Gugel seconded and the motion carried unanimously.

G. ¾-Cent Project List

Mr. Cossey stated there was a revised project list from the mailed agenda. Ms. Fields stated that the ¾-Cent Project List has been worked on for quite a while. There was first a Public Input Committee which consisted of the Springfield Chamber of Commerce Transportation Committee and OTO members. The committee worked hard to develop the Public Input Campaign. The OTO received over 5,000 votes for various projects. These are summarized

in the Transportation Initiative Report, which is available on the OTO website. This was considered in developing a project list.

When the list was first being developed, the OTO was looking at a one-cent sales tax scenario, but then it passed the legislature as a 3/4-cent sales tax scenario. It was scheduled for the November ballot, and then it was moved to the August ballot. That moved the timeline. The subcommittee worked hard and had 5 meetings to look at the project list. The first item considered was MoDOT Maintenance. MoDOT requested \$40 million off the top to help maintain the existing system. The OTO also requested estimates for different modes of transportation. The OTO requested City Utilities Transit, the Airport, and OATS to submit project lists. The submitted proposals were much larger than shown on the lists. This proposal shows partial funding for each of the agencies.

Also included are parts of the Regional Trail Priorities that were voted to be the OTO Regional Priorities. There are small pieces of several different trails. The OTO was aiming for a 15 percent multimodal set-aside for rail, airport, bicycle and pedestrian, and transit. This is based off what different statewide multimodal groups are requesting. Different planning partners around the state agreed early with those groups to avoid amendments to the bill as it moved through the legislature. The Missouri Public Transit Association passed a resolution in support, as well as the MO Bicycle and Pedestrian Federation. There is a lot of support from different groups out there. There was feedback that the groups were impressed with this percentage. The thought is that the groups will support the sales tax effort locally.

There were initially some large amounts of funding for future needs, such as partnerships for grant matching for emerging needs that the OTO did not see coming yet. Items could include a TIGER Grant, or communities that had a project that did not score as high on the Regional Priority List but would be willing to use STP-Urban or local funding to apply for the grant. There were some larger set-asides originally. Staff called MoDOT several times asking if the project estimates could be tweaked to be shortened or have less lanes in order to maximize the projects. A lot of the estimates were cut in half. The projects have been tweaked and tweaked again, in order to touch the most amount of communities and the most amount of people. The subcommittee produced the last page provided in the agenda handout. It was approved unanimously. It came out with the next projects in priority order if there was additional funding. Originally it looked like there was not going to be any additional funding.

However, based on a request from MoDOT, there is a revised Project List that has been handed out. Mr. Miller stated that when MoDOT looked at the list statewide there were a lot of undesignated funds sitting in program pots. For example OTO has \$24.5 million, plus \$5 million for Bicycle and Pedestrian and this equals more than 15 percent of the money. The feedback from the Central Office is that voters do not want to see money in pots and trust the State to spend it later. The voters want a project list. The requirement now is that no more than 5 percent of the funding can be in those funding pots. He stated that he had called Ms. Fields late in the day yesterday. MoDOT and OTO had agreed on between 5 to 8 percent. Ms. Fields had wanted to keep \$10 million in the regional pot, for matching and partnering, and \$3 million for Bicycle and Pedestrian. This would increase the Strafford Trail scope from Washington Avenue to Partnership Drive. The Project List that was handed out shows these changes.

At the same time, MoDOT looked at the estimates and some of the estimates were decreased. However, on the freeway projects, inflation was unknown, so those estimates were increased. The net result was about \$16 million that was freed up. The alternative project that was looked at was Route 14 from Cheyenne to 65 which could not be completed for the \$20 million. There was an option to go from Combs Road to US 65 on Route 14 and that would fit the amount of additional funding available. This was placed on the list for now.

Mr. Miller stated that the Taking Care of the System could not simply state resurfacing roads in the future. The roads had to be listed out. Basically all the freeways are there. A lot of the major routes had been recently resurfaced, but in a 10-year cycle the roads will need to be resurfaced again. There were minor routes included as well. There are two bridge projects. One was just approved with the scoping amendment, Route 13 over Radio Lane. The other is H north of Springfield over one of the Sac Rivers. Ms. Fields stated that when the Statewide Project List comes out, there will be all those resurfacing projects. Mr. Miller stated that the Springfield projects are hard to see because the projects are jumbled up.

Mr. Smith inquired of Mr. Miller if the estimates were as refined as could be. Mr. Miller stated yes, at this point the list is \$370,000 over. Mr. Smith stated that he noticed that the secondary list was not included in case of additional funds. Mr. Miller stated that there will not be a secondary list now because the proposal changed to a ¾-cent proposal.

Mr. Smith made the motion to recommend approval of the handed out (revised) 3/4-Cent Project List to the Board of Directors. Mr. Coltrin seconded and the motion was carried unanimously.

Mr. Brock stated he was could not find the set-asides for multimodal or transit. Ms. Fields stated that for transit, there were fleet service improvements listed. She stated that the Statewide List would be more specific, it might say purchase buses and improve two routes. OATS has down to purchase 6 to 8 buses, with two or three more days in Christian County and serving five days a week in the City of Springfield. OATS has really significant service denial right now. Service additions in Ozark, Nixa, and Christian County and then in the City of Springfield would help meet the demand. The Airport has safety improvements. Mr. Miller stated that there are six safety projects. Ms. Fields stated that the \$10 million would not be further designated in partnership and emerging needs and \$3 million would be left in bicycle and pedestrian. This is a reduced 5 percent funding amount.

In addition, studies were not faring well with the polls of potential voters. The Inter-City Passenger Rail Study has been removed from the list. The I-44 NEPA study has also been removed from the statewide list. The OTO has added right-of-way acquisition of 60 from Republic west to the OTO western limits, because the statewide project list includes US 60 capacity projects of about \$50 million. It is going to be right-of-way acquisition and then four lanes between Monett and Aurora. If it passes, then the next 10-year list could include the project in the OTO area.

H. Support for CU Ladders of Opportunity Grant

Ms. Longpine stated that the Department of Transportation announced a new program using remaining discretionary funds that are under the FTA. This is titled the Ladders of

Opportunity Initiative. It is a capital program. City Utilities is using it to apply for 9 new buses. It will replace some of CU's existing fleet, four of the oldest buses and five of the 2000 model year buses. These buses are fully equipped with low floors, ITS Integration, automated vehicle location, passenger counters, and voice annunciation systems. This will bring the fleet more in line. City Utilities is requesting a letter of support and for the OTO to certify that the projects would be added to the TIP if CU receives the funding.

Mr. Smith made a recommendation for support for the CU Ladders of Opportunity Grant to the Board of Directors. Mr. Hess seconded and the motion was carried unanimously.

III. Other Business

A. Technical Planning Committee Member Announcements

Ms. Fields mentioned that MoDOT has an Open House, Wednesday, July 18 from 4:30 to 7:00 p.m. for the MoDOT Statewide Project List. The list is supposed to come out on Friday and there are having meetings across the state for the public to come and review the list. The Springfield area meeting is at the Springfield Chamber of Commerce.

B. Transportation Issues for Technical Planning Committee Member Review

None.

IV. Articles For Technical Planning Committee Member Information

Ms. Fields stated that the Kansas City sales tax proposal submission was included, which shows only 55 percent of the funds on roadways. St. Louis is also transit heavy. Mr. Miller stated that the St. Louis MPO gave the funds directly to the counties to manage. That is why the City of St. Louis published a list.

V. Adjournment

The meeting was adjourned at 2:21 p.m.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 7/16/2014; ITEM II.A.

Administrative Modification Number Three to the FY 2014-2017 TIP

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

AGENDA DESCRIPTION:

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

Revision –

- **Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP**

Kansas Expressway and Broadmoor (SP1122)

This project was to move funding from Fiscal Year 2015 to Fiscal Year 2014.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1122 **KANSAS EXPRESSWAY AND BROADMOOR**

Route Kansas Expressway

From Broadmoor

To

Kansas Expressway

Location/Agency City of Springfield

Federal Agency FHWA

Responsible Agency Missouri State University

Federal Funding Category STP

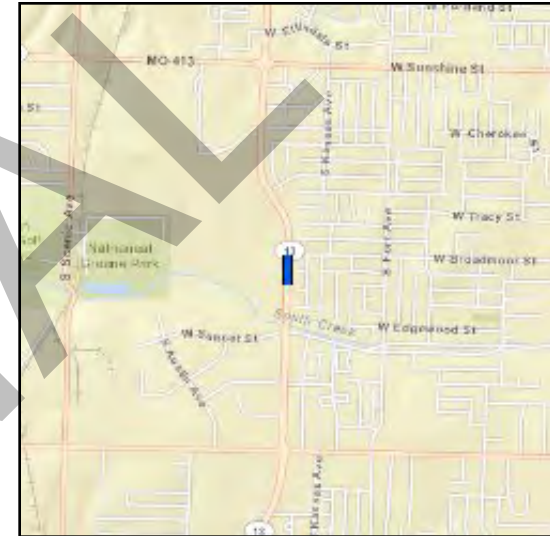
MoDOT Funding Category None

AC Year of Conv.

STIP #

Project Description

Construction of an acceleration lane on Kansas Expressway at Broadmoor.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (STP)	Federal	ENG	\$29,480	\$0	\$0	\$0	\$29,480
FHWA (STP)	Federal	CON	\$0	\$238,568	\$0	\$0	\$238,568
Totals			\$29,480	\$238,568	\$0	\$0	\$268,048

Notes

Source of local funds: Federal Earmark is 100%. Demo ID MO203.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$268,048



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1122 **KANSAS EXPRESSWAY AND BROADMOOR**

Route Kansas Expressway

From Broadmoor

To Kansas Expressway

Location/Agency City of Springfield

Federal Agency FHWA

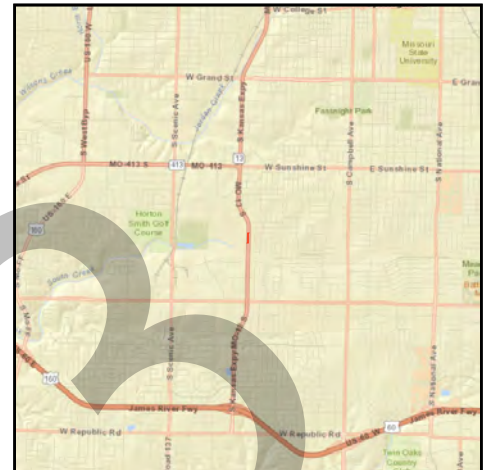
Responsible Agency Missouri State University

Federal Funding Category STP

MoDOT Funding Category None

AC Year of Conv.

STIP #



Project Description

Construction of an acceleration lane on Kansas Expressway at Broadmoor.

Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (STP)	Federal	ENG	\$29,480	\$0	\$0	\$0	\$29,480
FHWA (STP)	Federal	CON	\$238,568	\$0	\$0	\$0	\$238,568
Totals			\$268,048	\$0	\$0	\$0	\$268,048

Notes

Source of local funds: Federal Earmark is 100%. Demo ID MO203.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$268,048

FINANCIAL SUMMARY

Roadways

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
	Federal									Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2014 continued														
RP1305	\$0	\$0	\$0	\$0	\$0	\$0	\$182,400	\$0	\$0	\$0	\$0	(\$182,400)	\$0	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1018	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$100,000
SP1021	\$0	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$660,000)	\$0	\$0
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1108	\$2,791,367	\$0	\$0	\$0	\$0	\$0	\$512,000	\$1,189,657	\$0	\$0	\$4,153,300	\$3,961,475	\$0	\$12,607,799
SP1109	\$0	\$0	\$0	\$2,067,400	\$0	\$0	\$24,000	\$0	\$0	\$2,000,000	\$56,000	\$0	\$0	\$4,147,400
SP1110	\$0	\$0	\$0	\$0	\$0	\$0	\$1,256,800	\$0	\$0	\$0	(\$1,256,800)	\$0	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
SP1122	\$0	\$0	\$0	\$268,048	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,048
SP1202	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	(\$1,175,200)	\$0	\$0
SP1203	\$0	\$0	\$0	\$819,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$819,200)	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1206	\$0	\$129,000	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$542,800	\$0	\$727,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$0	\$124,979	\$0	\$0	\$0	\$624,894
SP1213	\$2,584,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,083,700	\$230,000	\$0	\$0	\$3,898,500
SP1302	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
SP1306	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,312,000	\$0	\$0	\$2,312,000
SP1313	\$3,105,258	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,269	\$4,532,473	\$0	\$0	\$8,414,000
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,266,000	\$0	\$0	\$1,266,000
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$4,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$17,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$860,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$999,000	\$0	\$0	\$999,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,151,244	\$362,610	\$0	\$0	\$1,513,854
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$469,000	\$0	\$0	\$469,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$602,000	\$0	\$0	\$602,000
SP1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$0	\$0	\$390,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1407	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,000	\$780,000	\$0	\$0	\$1,222,000
SP1408	\$595,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,000	\$270,000	\$0	\$0	\$1,147,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$6,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$8,000
SP1417	\$799,517	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,879	\$999,684	\$0	\$0	\$1,999,080
ST1101	\$0	\$222,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$544,000	\$0	\$0	\$766,000
ST1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$584,000	\$0	\$0	\$584,000
ST1401	\$0	\$126,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,000	\$0	\$0	\$360,000
WI1201	\$0	\$0	\$0	\$470,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$470,200)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
SUBTOTAL	\$11,388,561	\$4,162,500	\$2,088,000	\$11,323,963	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$12,506,224	\$23,098,890	\$1,549,600	\$67,500	\$74,576,847

FINANCIAL SUMMARY

Roadways

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														
	Federal									Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2015 continued														
SP1404	\$0	\$0	\$0	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$312,000)	\$0	\$0	\$0
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1407	\$0	\$0	\$0	\$0	\$0	\$0	\$624,000	\$0	\$0	\$0	(\$624,000)	\$0	\$0	\$0
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,277,000	\$0	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$110,200	\$0	\$0	\$112,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$394,400	\$0	\$0	\$396,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$695,200	\$0	\$0	\$700,000
ST1101	\$0	\$0	\$0	\$511,700	\$0	\$0	\$0	\$0	\$0	\$0	(\$511,700)	\$0	\$0	\$0
ST1201	\$0	\$0	\$0	\$467,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$467,200)	\$0	\$0	\$0
ST1401	\$0	\$0	\$0	\$176,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$176,000)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600	\$0	\$0	\$5,000
SUBTOTAL	\$3,424,533	\$911,900	\$328,000	\$10,326,141	\$181,800	\$2,206,500	\$17,248,655	\$0	\$0	\$7,428,384	\$6,228,968	\$0	\$273,500	\$48,558,381

FINANCIAL SUMMARY

Roadways

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

FINANCIAL SUMMARY

Roadways

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

FINANCIAL CONSTRAINT
Roadways

	FHWA Federal Funding Source										MoDOT Programmed Funds	State Operations and Maintenance	Local	TOTAL
	STP-U	Safety	Bridge	STP	IM	130	NHS	BRM	BRO	TOTAL Federal Funds				
2014 Funds Programmed	\$11,388,561	\$4,162,500	\$2,088,000	\$11,323,963	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$37,354,633	\$24,715,990	\$6,293,898	\$12,506,224	\$80,870,745
2015 Funds Programmed	\$3,424,533	\$911,900	\$328,000	\$10,326,141	\$181,800	\$2,206,500	\$17,248,655	\$0	\$0	\$34,627,529	\$6,502,468	\$6,419,776	\$7,428,384	\$54,978,157
2016 Funds Programmed	\$294,000	\$918,000	\$5,137,600	\$3,232,200	\$100,800	\$520,000	\$20,090,840	\$0	\$0	\$30,293,440	(\$1,135,440)	\$6,548,171	\$1,574,984	\$37,281,155
2017 Funds Programmed	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,262,378	\$0	\$0	\$26,945,395	\$16,520,978	\$6,679,135	\$73,000	\$17,176,552
Total	\$15,399,094	\$ 6,074,300	\$ 7,553,600	\$26,307,521	\$ 9,382,500	\$ 3,294,000	\$58,347,525	\$1,189,657	\$1,672,800	\$129,220,997	\$ 13,562,040	\$25,940,980	\$21,582,592	\$190,306,609

	Prior Year	2014	2015	2016	2017	TOTAL
Available State and Federal Funding	\$25,292,494	\$23,240,000	\$23,620,000	\$28,480,000	\$23,040,000	\$123,672,494
Available Operations and Maintenance Funding	\$0	\$6,293,898	\$6,419,776	\$6,548,171	\$6,679,135	\$25,940,980
Available Suballocated STP-U/Small Urban	\$24,683,089	\$5,414,570	\$5,414,570	\$4,580,384	\$4,580,384	\$44,672,997
Available Suballocated BRM	\$2,201,457	\$386,195	\$386,195	\$386,195	\$386,195	\$3,746,237
TOTAL AVAILABLE FUNDING	\$52,177,040	\$35,334,663	\$35,840,541	\$39,994,750	\$34,685,714	\$198,032,708
Programmed State and Federal Funding	\$0	(\$68,364,521)	(\$47,549,773)	(\$35,706,171)	(\$17,103,552)	(\$168,724,017)
TOTAL REMAINING (including prior balance)	\$52,177,040	\$19,147,182	\$7,437,950	\$11,726,529	\$29,308,691	\$29,308,691

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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 7/16/2014; ITEM II.B.

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

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

AGENDA DESCRIPTION:

There are two items included as part of TIP Amendment Number Four to the FY 2014-2017 Transportation Improvement Program.

1. *New* Jackson and Main Street Sidewalks (EN1401)
Addition of a sidewalk project along Jackson and Main in downtown Willard for a total programmed cost of \$52,500.
2. *Amended* Improvements at Route 65 and Battlefield (SP1108)
Change from Local to Federal Funding in FY 2014 and programming Advance Construction conversion in FY 2015.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

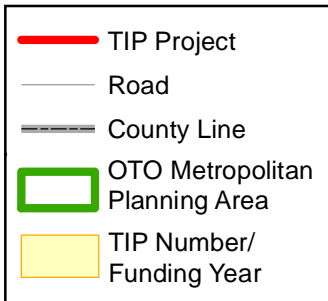
A member of the Technical Planning Committee is request to make the following motion:

“Move to approve Amendment Number Four to the FY 2014-2017 Transportation Improvement Program.”

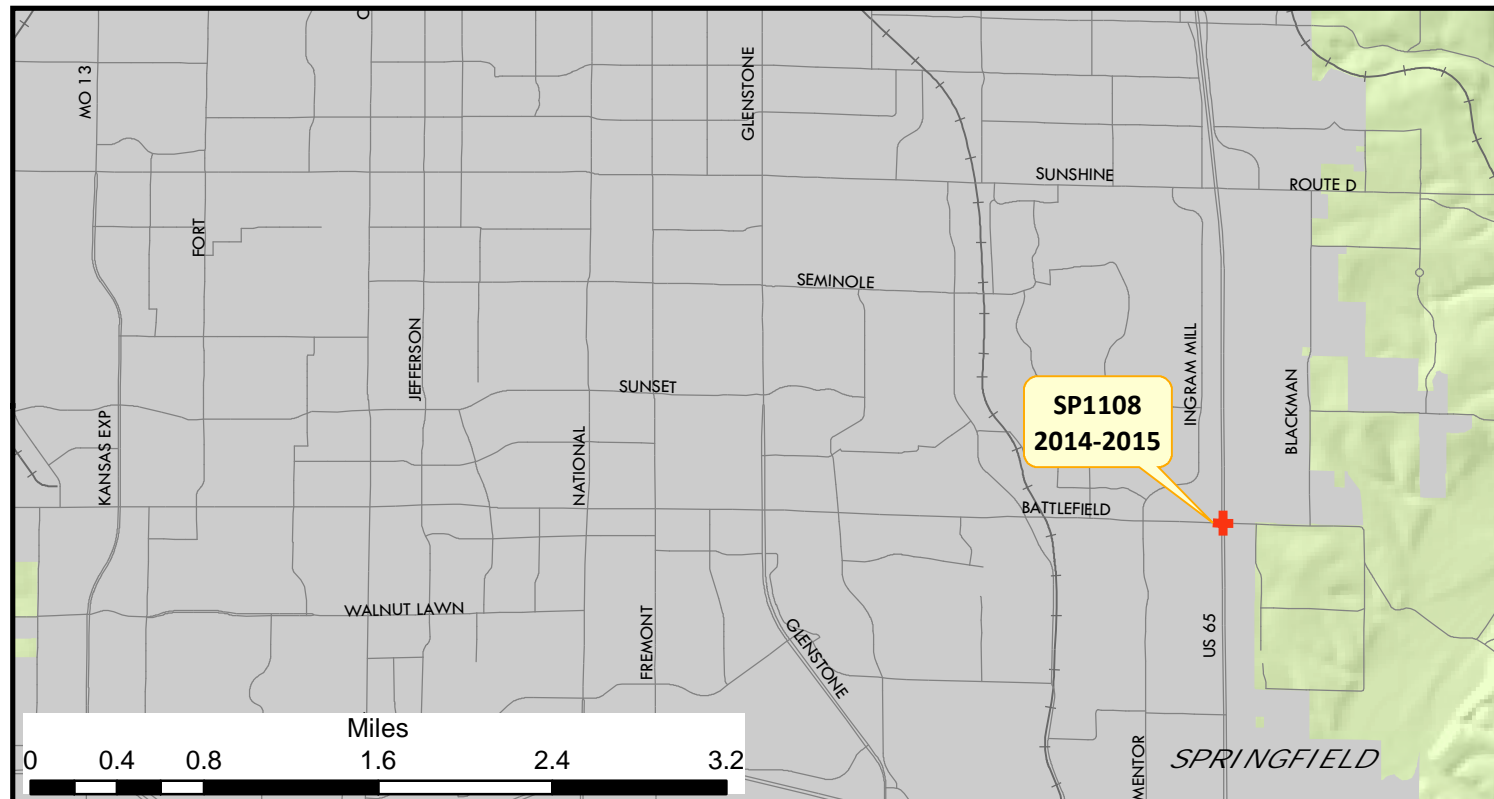
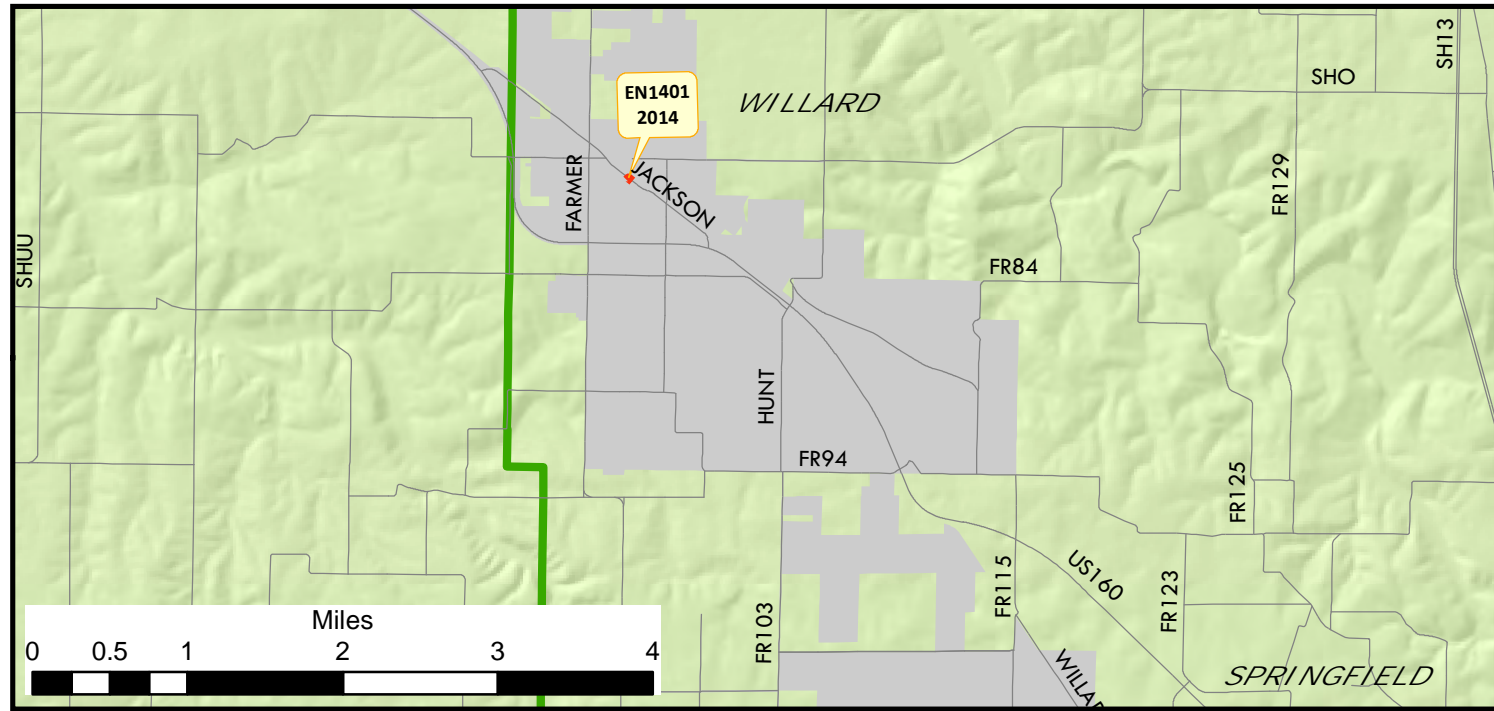
OR

“Move to ...”

Ozarks Transportation Organization 2014 - 2017 Transportation Improvement Program Amendment 4



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





Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1401 JACKSON AND MAIN STREET SIDEWALKS

Route BUSINESS 160

From MAIN ST

To EAST END OF BUSINESS DISTRICT

Location/Agency City of Willard

Federal Agency FHWA

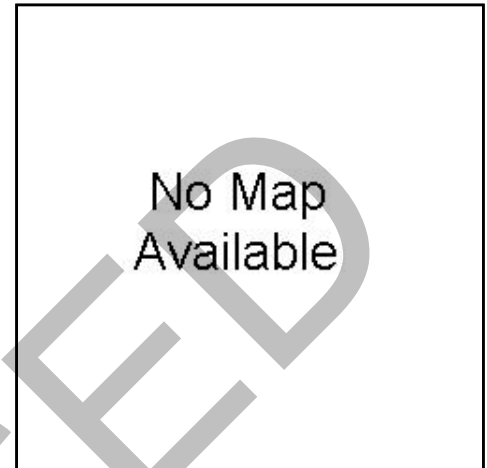
Responsible Agency City of Willard

Federal Funding Category STP-U

MoDOT Funding Category

AC Year of Conv.

STIP #



Project Description

Sidewalk replacement along Jackson St. and Main St.

Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (STP-U)	Federal	CON	\$42,000	\$0	\$0	\$0	\$42,000
LOCAL	Local	CON	\$10,500	\$0	\$0	\$0	\$10,500
Totals			\$52,500	\$0	\$0	\$0	\$52,500

Notes

Source of Local Funding: City Parks Budget

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$52,500



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1108 IMPROVEMENTS AT ROUTE 65 & BATTLEFIELD

Route Route 65 and Battlefield Road

From Route 65

To Battlefield Road

Location/Agency City of Springfield

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category NHPP(NHS), STP, BRM

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2014 and FY 2016

STIP # 8U0500



Project Description

Bridge and interchange improvements at the Battlefield Road and Route 65 interchange in Springfield.

Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (NHS)	Federal	ENG	\$512,000	\$0	\$0	\$0	\$512,000
MoDOT	State	ENG	\$-512,000	\$0	\$0	\$0	\$-512,000
MoDOT	State	ENG	\$752,000	\$0	\$0	\$0	\$752,000
FHWA (STP-U)	Federal	ROW	\$452,799	\$0	\$0	\$0	\$452,799
LOCAL	Local	ROW	\$113,000	\$0	\$0	\$0	\$113,000
FHWA (BRM)	Federal	CON	\$1,189,657	\$0	\$0	\$0	\$1,189,657
FHWA (NHS)	Federal	CON	\$0	\$4,600,380	\$0	\$0	\$4,600,380
FHWA (STP-U)	Federal	CON	\$2,338,568	\$0	\$0	\$0	\$2,338,568
LOCAL	Local	CON	\$4,040,300	\$0	\$0	\$0	\$4,040,300
MoDOT	State	CON	\$0	\$-4,600,380	\$0	\$0	\$-4,600,380
MoDOT	State	CON	\$3,721,475	\$0	\$0	\$0	\$3,721,475
Totals			\$12,607,799	\$0	\$0	\$0	\$12,607,799

Notes

Source of Funds: State transportation revenues in the statewide cost share program, City of Springfield 1/8 Transportation Sales tax, STP-Urban balances, BRM. City of Springfield STP-U of \$2,795,436; Greene County STP-U of \$500,000. BRM funding of \$1,189,657. Previously programmed funds of \$1,344,571. Advance construction with anticipated conversions in FY 2014 and 2016.

Prior Cost	\$1,277,000
Future Cost	\$0
Total Cost	\$13,884,799



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1108 IMPROVEMENTS AT ROUTE 65 & BATTLEFIELD

Route Route 65 and Battlefield Road

From Route 65

To Battlefield Road

Location/Agency City of Springfield

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category NHPP(NHS), STP, BRM

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2014 and FY 2016

STIP # 8U0500



Project Description

Bridge and interchange improvements at the Battlefield Road and Route 65 interchange in Springfield.

Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (NHPP)	Federal	ENG	\$0	\$601,600	\$0	\$0	\$601,600
FHWA (NHS)	Federal	ENG	\$512,000	\$0	\$0	\$0	\$512,000
MoDOT	State	ENG	\$-512,000	\$-601,600	\$0	\$0	\$-1,113,600
MoDOT	State	ENG	\$752,000	\$0	\$0	\$0	\$752,000
FHWA (STP-U)	Federal	ROW	\$452,800	\$0	\$0	\$0	\$452,800
LOCAL	Local	ROW	\$113,200	\$0	\$0	\$0	\$113,200
FHWA (BRM)	Federal	CON	\$1,189,657	\$0	\$0	\$0	\$1,189,657
FHWA (NHPP)	Federal	CON	\$0	\$2,871,467	\$0	\$0	\$2,871,467
FHWA (STP-U)	Federal	CON	\$4,970,877	\$0	\$0	\$0	\$4,970,877
LOCAL	Local	CON	\$1,405,405	\$0	\$0	\$0	\$1,405,405
MoDOT	State	CON	\$0	\$-2,871,467	\$0	\$0	\$-2,871,467
MoDOT	State	CON	\$3,724,063	\$0	\$0	\$0	\$3,724,063
Totals			\$12,608,002	\$0	\$0	\$0	\$12,608,002

Notes

Source of Funds: State transportation revenues in the statewide cost share program, City of Springfield 1/8 Transportation Sales tax, STP-Urban balances, BRM. City of Springfield STP-U of \$4,923,677; Greene County STP-U of \$500,000. BRM funding of \$1,189,657. Previously programmed funds of \$1,344,571. Advance construction with anticipated conversions in FY 2014 and 2016.

Prior Cost	\$1,277,000
Future Cost	\$0
Total Cost	\$13,885,002

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal						Local	State	
PROJECT	FHWA (STP)	FHWA (STP-U)	FHWA (NHS)	FHWA (TE)	FHWA (TAP)	FHWA (SRTS)	LOCAL	MoDOT	TOTAL
FY 2014									
EN1302	\$0	\$0	\$0	\$0	\$240,000	\$0	\$60,000	\$0	\$300,000
EN1304	\$32,800	\$0	\$0	\$0	\$165,587	\$0	\$0	\$79,166	\$277,553
EN1305	\$0	\$0	\$0	\$220,413	\$0	\$0	\$179,587	\$0	\$400,000
EN1306	\$0	\$0	\$0	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
EN1307	\$0	\$0	\$0	\$200,000	\$0	\$0	\$50,000	\$0	\$250,000
EN1309	\$0	\$0	\$0	\$0	\$0	\$152,973	\$0	\$0	\$152,973
EN1401	\$0	\$42,000	\$0	\$0	\$0	\$0	\$10,500	\$0	\$52,500
MO1309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,000	\$29,000
SP1413	\$0	\$0	\$0	\$0	\$0	\$0	\$349,000	\$411,000	\$760,000
SP1414	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000	\$22,000
SUBTOTAL	\$32,800	\$42,000	\$0	\$740,413	\$405,587	\$152,973	\$729,087	\$566,166	\$2,669,026
FY 2015									
MO1309	\$20,000		\$0	\$0	\$0	\$0	\$0	\$5,000	\$25,000
SP1412	\$0		\$23,000	\$0	\$0	\$0	\$0	\$321,000	\$344,000
SP1413	\$0		\$328,800	\$0	\$0	\$0	\$0	(\$328,800)	\$0
SP1414	\$17,600		\$0	\$0	\$0	\$0	\$0	\$244,400	\$262,000
SUBTOTAL	\$37,600		\$351,800	\$0	\$0	\$0	\$0	\$241,600	\$631,000
FY 2016									
MO1309	\$20,000		\$0	\$0	\$0	\$0	\$0	\$5,000	\$25,000
SP1412	\$0		\$275,200	\$0	\$0	\$0	\$0	(\$275,200)	\$0
SP1414	\$209,600		\$0	\$0	\$0	\$0	\$0	(\$209,600)	\$0
SUBTOTAL	\$229,600		\$275,200	\$0	\$0	\$0	\$0	(\$479,800)	\$25,000
FY 2017									
MO1309	\$0		\$20,000	\$0	\$0	\$0	\$0	(\$15,000)	\$5,000
SUBTOTAL	\$0		\$20,000	\$0	\$0	\$0	\$0	(\$15,000)	\$5,000
GRAND TOTAL	\$300,000		\$647,000	\$740,413	\$405,587	\$152,973	\$729,087	\$312,966	\$3,330,026

A4

A1

FINANCIAL CONSTRAINTS
Bicycle and Pedestrian

	STP	STP-U	NHS	TE	TAP	SRTS	MoDOT	Local	TOTAL
PRIOR YEAR									
Balance	\$0	\$0	\$0	\$740,413	\$405,587	\$152,973	\$0	\$0	\$1,298,973
2014									
Funds Anticipated	\$32,800	\$42,000	\$0	\$ -	\$632,629	\$ -	\$566,166	\$729,087	\$2,002,682
Funds Programmed	(\$32,800)	(\$42,000)	\$0	(\$740,413)	(\$405,587)	(\$152,973)	(\$566,166)	(\$729,087)	\$ (2,669,026)
Running Balance	\$0	\$0	\$0	\$0	\$632,629	\$0	\$0	\$0	\$632,629
2015									
Funds Anticipated	\$37,600		\$351,800	\$ -	\$ 632,629	\$ -	\$241,600	\$ -	\$1,263,629
Funds Programmed	(\$37,600)		(\$351,800)	\$ -	\$ -	\$ -	(\$241,600)	\$ -	\$ (631,000)
Running Balance	\$0		\$0	\$0	\$1,265,258	\$0	\$0	\$0	\$1,265,258
2016									
Funds Anticipated	\$229,600		\$275,200	\$ -	\$ 632,629	\$ -	(\$479,800)	\$ -	\$657,629
Funds Programmed	(\$229,600)		(\$275,200)	\$ -	\$ -	\$ -	\$479,800	\$ -	\$ (25,000)
Running Balance	\$0		\$0	\$0	\$1,897,887	\$0	\$0	\$0	\$1,897,887
2017									
Funds Anticipated	\$ -		\$20,000	\$ -	\$ 632,629	\$ -	(\$15,000)	\$ -	\$637,629
Funds Programmed	\$ -		(\$20,000)	\$ -	\$ -	\$ -	\$15,000	\$ -	\$ (5,000)
Running Balance	\$0		\$0	\$0	\$2,530,516	\$0	\$0	\$0	\$2,530,516

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (NHPP)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2014 continued															
RP1305	\$0	\$0	\$0	\$0	\$0	\$0	\$182,400	\$0	\$0	\$0	\$0	(\$182,400)	\$0	\$0	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1018	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1021	\$0	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$660,000)	\$0	\$0	\$0
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
SP1108	\$5,423,677	\$0	\$0	\$0	\$0	\$0	\$512,000	\$0	\$1,189,657	\$0	\$1,518,605	\$3,964,063	\$0	\$0	\$12,608,002
SP1109	\$0	\$0	\$0	\$2,067,400	\$0	\$0	\$24,000	\$0	\$0	\$0	\$2,000,000	\$56,000	\$0	\$0	\$4,147,400
SP1110	\$0	\$0	\$0	\$0	\$0	\$0	\$1,256,800	\$0	\$0	\$0	\$0	(\$1,256,800)	\$0	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
SP1122	\$0	\$0	\$0	\$268,048	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,048
SP1202	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	(\$1,175,200)	\$0	\$0	\$0
SP1203	\$0	\$0	\$0	\$819,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$819,200)	\$0	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1206	\$0	\$129,000	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$542,800	\$0	\$0	\$727,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$0	\$0	\$124,979	\$0	\$0	\$0	\$624,894
SP1213	\$2,584,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,083,700	\$230,000	\$0	\$0	\$3,898,500
SP1302	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
SP1306	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,312,000	\$0	\$0	\$2,312,000
SP1313	\$3,105,258	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,269	\$4,532,473	\$0	\$0	\$8,414,000
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,266,000	\$0	\$0	\$1,266,000
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$4,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$17,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$860,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$999,000	\$0	\$0	\$999,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,151,244	\$362,610	\$0	\$0	\$1,513,854
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$469,000	\$0	\$0	\$469,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$602,000	\$0	\$0	\$602,000
SP1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$0	\$0	\$390,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1407	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,000	\$780,000	\$0	\$0	\$1,222,000
SP1408	\$595,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,000	\$270,000	\$0	\$0	\$1,147,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$6,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$8,000
SP1417	\$799,517	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,879	\$999,684	\$0	\$0	\$1,999,080
ST1101	\$0	\$222,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$544,000	\$0	\$0	\$766,000
ST1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$584,000	\$0	\$0	\$584,000
ST1401	\$0	\$126,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,000	\$0	\$0	\$360,000
WI1201	\$0	\$0	\$0	\$470,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$470,200)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
SUBTOTAL	\$14,020,871	\$4,162,500	\$2,088,000	\$11,323,963	\$216,000	\$567,500	\$4,745,652	\$0	\$1,189,657	\$1,672,800	\$9,871,529	\$23,101,878	\$1,551,200	\$67,500	\$74,579,050

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	State			TOTAL
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (NHPP)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	
FY 2015															
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$308,800	\$0	\$0	\$0	\$1,557,044	\$3,896,200	\$0	\$0	\$7,834,044
CC1203	\$0	\$0	\$0	\$0	\$0	\$0	\$282,400	\$0	\$0	\$0	\$0	(\$282,400)	\$0	\$0	\$0
CC1301	\$0	\$0	\$0	\$146,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$146,700)	\$0	\$0	\$0
CC1303	\$0	\$0	\$0	\$1,185,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,185,600)	\$0	\$0	\$0
GR1010	\$400,000	\$911,000	\$0	\$0	\$0	\$0	\$928,000	\$0	\$0	\$0	\$0	\$9,692,000	\$0	\$0	\$11,931,000
GR1104	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1305	\$0	\$0	\$0	\$0	\$0	\$0	\$2,228,000	\$0	\$0	\$0	\$0	(\$2,228,000)	\$0	\$0	\$0
GR1306	\$0	\$0	\$0	\$1,470,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,470,400)	\$0	\$0	\$0
GR1308	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1401	\$0	\$0	\$0	\$251,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$251,200)	\$0	\$0	\$0
GR1402	\$0	\$0	\$0	\$0	\$0	\$2,002,500	\$0	\$0	\$0	\$0	\$0	\$133,000	\$0	\$222,500	\$2,358,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
GR1404	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$180,000)	\$0	\$0	\$0
GR1405	\$0	\$0	\$0	\$242,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$242,200)	\$0	\$0	\$0
GR1406	\$0	\$0	\$0	\$548,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$548,800)	\$0	\$0	\$0
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1150	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$155,000)	\$0	\$0	\$0
MO1201	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1403	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0	\$0
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1406	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$8,000)	\$0	\$0	\$0
MO1407	\$0	\$0	\$0	\$528,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$528,000)	\$0	\$0	\$0
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$1,015,600	\$0	\$0	\$1,018,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$1,646,200	\$0	\$0	\$1,648,000
MO1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$0	\$52,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$673,000	\$0	\$0	\$1,018,000
MO1505	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$0	\$198,000
MO1605	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,530,000	\$0	\$0	\$0	\$1,530,000
NX0906	\$0	\$0	\$0	\$1,748,541	\$0	\$0	\$0	\$0	\$0	\$0	\$1,746,941	\$400	\$0	\$0	\$3,495,882
NX1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1301	\$0	\$0	\$0	\$1,257,600	\$0	\$0	\$88,800	\$0	\$0	\$0	\$0	(\$1,346,400)	\$0	\$0	\$0
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1018	\$0	\$0	\$328,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,000	\$0	\$0	\$410,000
SP1106	\$0	\$0	\$0	\$102,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,179,000	\$1,408,600	\$0	\$0	\$2,690,000
SP1108	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,473,067	\$0	\$0	\$0	(\$3,473,067)	\$0	\$0	\$0
SP1109	\$658,533	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,415	\$5,478,523	\$0	\$0	\$7,327,471
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$59,000	\$0	\$0	\$63,000
SP1114	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$5,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1206	\$0	\$0	\$0	\$0	\$0	\$0	\$466,933	\$0	\$0	\$0	\$0	(\$466,933)	\$0	\$0	\$0
SP1213	\$0	\$0	\$0	\$184,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$184,000)	\$0	\$0	\$0
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$1,849,600	\$0	\$0	\$0	\$0	(\$1,849,600)	\$0	\$0	\$0
SP1313	\$0	\$0	\$0	\$0	\$0	\$0	\$3,625,942	\$0	\$0	\$0	\$0	(\$3,625,942)	\$0	\$0	\$0
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,800	\$0	\$0	\$0	\$0	(\$1,012,800)	\$0	\$0	\$0
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$573,800	\$0	\$0	\$577,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$13,600	\$0	\$0	\$0	\$0	\$1,896,400	\$0	\$0	\$1,910,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	(\$4,000)	\$0	\$0	\$0
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$1,258,000	\$0	\$0	\$1,266,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$799,200	\$0	\$0	\$0	\$0	(\$799,200)	\$0	\$0	\$0
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	(\$4,000)	\$0	\$0	\$0
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$375,200	\$0	\$0	\$0	\$0	(\$375,200)	\$0	\$0	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$2,600	\$0	\$0	\$5,000
SP1403	\$0	\$0	\$0	\$481,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$481,600)	\$0	\$0	\$0

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																
PROJECT	Federal										Local	State			TOTAL	
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (NHPP)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA		
FY 2015 continued																
SP1404	\$0	\$0	\$0	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$312,000)	\$0	\$0	\$0
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1407	\$0	\$0	\$0	\$0	\$0	\$0	\$624,000	\$0	\$0	\$0	\$0	\$0	(\$624,000)	\$0	\$0	\$0
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,277,000	\$0	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,200	\$0	\$0	\$112,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$394,400	\$0	\$0	\$396,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$695,200	\$0	\$0	\$700,000
ST1101	\$0	\$0	\$0	\$511,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$511,700)	\$0	\$0	\$0
ST1201	\$0	\$0	\$0	\$467,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$467,200)	\$0	\$0	\$0
ST1401	\$0	\$0	\$0	\$176,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$176,000)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600	\$0	\$0	\$5,000
SUBTOTAL	\$3,424,533	\$911,900	\$328,000	\$10,326,141	\$181,800	\$2,206,500	\$12,648,275	\$3,473,067	\$0	\$0	\$7,428,384	\$7,356,681	\$1,600	\$273,500	\$48,560,381	

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (NHPP)	FHWA (BRM)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-AC	MoDOT-GCSA	TOTAL
FY 2017															
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$81,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,100	\$0	\$0	\$91,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$5,628,800	\$0	\$0	\$0	\$0	\$1,383,200	\$0	\$0	\$7,012,000
MO1603	\$0	\$0	\$0	\$538,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$538,400)	\$0	\$0	\$0
MO1605	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$164,000)	\$0	\$0	\$0
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$673,000	\$0	\$0	\$1,038,000
MO1705	\$0	\$0	\$0	\$2,017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$203,400	\$0	\$0	\$205,417
NX0906	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
OK1401	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$339,600	\$0	\$0	\$346,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$195,200	\$0	\$0	\$0	\$0	(\$195,200)	\$0	\$0	\$0
SP1109	\$0	\$0	\$0	\$0	\$0	\$0	\$2,454,378	\$0	\$0	\$0	\$0	(\$2,454,378)	\$0	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	(\$50,000)	\$0	\$0	\$150,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$39,400	\$0	\$0	\$41,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$397,600	\$0	\$0	\$0	\$0	\$73,400	\$0	\$0	\$471,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$8,883,900	\$0	\$0	\$0	\$0	\$0	\$0	(\$8,883,900)	\$0	\$0	\$0
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$7,375,200	\$0	\$0	\$0	\$0	(\$7,375,200)	\$0	\$0	\$0
WI1301	\$0	\$0	\$0	\$716,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,000	\$0	\$0	\$845,000
SUBTOTAL	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,262,378	\$0	\$0	\$0	\$73,000	(\$16,520,978)	\$0	\$0	\$10,497,417
GRAND TOTAL	\$18,031,404	\$6,074,300	\$7,553,600	\$26,307,521	\$9,382,500	\$3,294,000	\$53,747,145		\$1,189,657	\$1,672,800	\$18,947,897	\$12,792,541	\$1,554,400	\$351,000	\$164,371,832

FINANCIAL CONSTRAINT
Roadways

	FHWA Federal Funding Source											MoDOT Programmed Funds	State Operations and Maintenance	Local	TOTAL
	STP-U	Safety	Bridge	STP	I/M	130	NHS	NHPP	BRM	BRO	TOTAL Federal Funds				
2014 Funds Programmed	\$14,020,871	\$4,162,500	\$2,088,000	\$11,323,963	\$216,000	\$567,500	\$4,745,652	\$0	\$1,189,657	\$1,672,800	\$39,986,943	\$24,720,578	\$6,293,898	\$9,871,529	\$80,872,948
2015 Funds Programmed	\$3,424,533	\$911,900	\$328,000	\$10,326,141	\$181,800	\$2,206,500	\$12,648,275	\$3,473,067	\$0	\$0	\$33,500,216	\$7,631,781	\$6,419,776	\$7,428,384	\$ 54,980,157
2016 Funds Programmed	\$294,000	\$918,000	\$5,137,600	\$3,232,200	\$100,800	\$520,000	\$20,090,840	\$0	\$0	\$0	\$30,293,440	(\$1,133,440)	\$6,548,171	\$1,574,984	\$ 37,283,155
2017 Funds Programmed	\$292,000	\$81,900	\$0	\$1,425,217	\$8,883,900	\$0	\$16,262,378	\$0	\$0	\$0	\$26,945,395	(\$16,520,978)	\$6,679,135	\$73,000	\$ 17,176,552
Total	\$18,031,404	\$ 6,074,300	\$ 7,553,600	\$26,307,521	\$ 9,382,500	\$ 3,294,000	\$53,747,145	\$ 3,473,067	\$1,189,657	\$1,672,800	\$130,725,994	\$ 14,697,941	\$25,940,980	\$18,947,897	\$190,312,812

	Prior Year	2014	2015	2016	2017	TOTAL
Available State and Federal Funding	\$25,292,494	\$23,240,000	\$23,620,000	\$28,480,000	\$23,040,000	\$123,672,494
Available Operations and Maintenance Funding	\$0	\$6,293,898	\$6,419,776	\$6,548,171	\$6,679,135	\$25,940,980
Available Suballocated STP-U/Small Urban	\$24,683,089	\$5,414,570	\$5,414,570	\$4,580,384	\$4,580,384	\$44,672,997
Available Suballocated BRM	\$2,201,457	\$386,195	\$386,195	\$386,195	\$386,195	\$3,746,237
TOTAL AVAILABLE FUNDING	\$52,177,040	\$35,334,663	\$35,840,541	\$39,994,750	\$34,685,714	\$198,032,708
Programmed State and Federal Funding	\$0	(\$71,001,419)	(\$47,551,773)	(\$35,708,171)	(\$17,103,552)	(\$171,364,915)
TOTAL REMAINING (including prior balance)	\$52,177,040	\$16,510,284	\$4,799,052	\$9,085,631	\$26,667,793	\$26,667,793

Remaining State and Federal Funding	(\$2,530,380)
Remaining Suballocated STP-Urban/Small Urban	\$26,641,593
Remaining Suballocated BRM	\$2,556,580
TOTAL REMAINING	\$26,667,793

Local Fiscal Constraint	FY2014	FY2015	FY 2016	FY2017
City of Battlefield				
Total Available Revenue	\$175,394.00	\$175,394.00	\$175,394.00	\$175,394.00
Estimated Operations and Maintenance Expenditures	(\$2,540.57)	(\$2,591.38)	(\$2,643.21)	(\$2,696.08)
Estimated TIP Project Expenditures	(\$50,000.00)	(\$2,000.00)	\$0.00	\$0.00
Amendment 1 Expenditures	(\$16,175.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$106,678.43	\$170,802.62	\$172,750.79	\$172,697.92
City of Nixa				
Total Available Revenue (prior reserves included)	\$3,598,269.00	\$1,598,269.00	\$1,598,269.00	\$1,598,269.00
Estimated Operations and Maintenance Expenditures	(\$25,423.97)	(\$25,932.45)	(\$26,451.10)	(\$26,980.12)
Estimated TIP Project Expenditures	(\$1,771,494.00)	(\$3,426,941.00)	(\$1,500,000.00)	\$0.00
Amount Available for Local Projects	\$1,801,351.03	(\$1,854,604.45)	\$71,817.90	\$1,571,288.88
City of Ozark				
Total Available Revenue	\$500,285.00	\$500,285.00	\$500,285.00	\$500,285.00
Estimated Operations and Maintenance Expenditures	(\$60,511.50)	(\$61,721.73)	(\$62,956.16)	(\$64,215.29)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$439,773.50	\$438,563.27	\$437,328.84	\$436,069.71
City of Republic				
Total Available Revenue	\$1,448,631.00	\$1,448,631.00	\$1,448,631.00	\$1,448,631.00
Estimated Operations and Maintenance Expenditures	(\$37,305.36)	(\$38,051.47)	(\$38,812.50)	(\$39,588.75)
Estimated TIP Project Expenditures	(\$16,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,395,325.64	\$1,410,579.53	\$1,409,818.50	\$1,409,042.25
City of Springfield				
Total Available Revenue	\$21,308,916.00	\$21,308,916.00	\$21,308,916.00	\$21,308,916.00
Estimated Operations and Maintenance Expenditures	(\$2,358,222.45)	(\$2,405,386.90)	(\$2,453,494.63)	(\$2,502,564.53)
Estimated TIP Project Expenditures	(\$8,742,384.00)	(\$2,442,399.00)	(\$74,984.00)	(\$73,000.00)
Amendment 1 Expenditures	(\$1,632,579)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$8,575,730.55	\$16,461,130.10	\$18,780,437.37	\$18,733,351.47

Local Fiscal Constraint	FY2014	FY2015	FY 2016	FY2017
City of Strafford				
Total Available Revenue	\$92,676.00	\$92,676.00	\$92,676.00	\$92,676.00
Estimated Operations and Maintenance Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$92,676.00	\$92,676.00	\$92,676.00	\$92,676.00
City of Willard				
Total Available Revenue	\$431,950.00	\$431,950.00	\$431,950.00	\$431,950.00
Estimated Operations and Maintenance Expenditures	(\$14,634.00)	(\$14,926.68)	(\$15,225.21)	(\$15,529.72)
Estimated TIP Project Expenditures	(\$10,500.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$406,816.00	\$417,023.32	\$416,724.79	\$416,420.28
Christian County				
Total Available Revenue	\$1,519,692.00	\$1,519,692.00	\$1,519,692.00	\$1,519,692.00
Estimated Operations and Maintenance Expenditures	(\$40,162.83)	(\$40,966.09)	(\$41,785.41)	(\$42,621.12)
Estimated TIP Project Expenditures	(\$100,000.00)	(\$1,557,044.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,379,529.17	(\$78,318.09)	\$1,477,906.59	\$1,477,070.88
Greene County				
Total Available Revenue	\$21,245,394.00	\$21,245,394.00	\$21,245,394.00	\$21,245,394.00
Estimated Operations and Maintenance Expenditures	(\$109,120.45)	(\$111,302.86)	(\$113,528.92)	(\$115,799.50)
Estimated TIP Project Expenditures	(\$618,200.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$20,518,073.55	\$21,134,091.14	\$21,131,865.08	\$21,129,594.50

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 7/16/2014; ITEM II.C.

Draft FY 2015-2018 Transportation Improvement Program

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

AGENDA DESCRIPTION:

On an annual basis, OTO staff develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process.

The draft TIP will be made available for public comment beginning on July 9, 2014, including on the OTO website at http://www.ozarkstransportation.org/Documents/OTO_TIP_FY2015-2018_DRAFT.pdf. OTO has not yet received comments from USDOT, but will incorporate their suggestions as appropriate, once received.

SUBCOMMITTEE RECOMMENDATION:

The subcommittee met on June 18, 2014 and reviewed the draft TIP and recommended approval to the Technical Planning Committee.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee make one of the following motions:

"Move to recommend the FY 2015-2018 Transportation Improvement Program, with changes as recommended by USDOT, to the OTO Board of Directors."

OR

"Move to ask the TIP Subcommittee to revisit the document to make these changes..."
This would require a special Technical Committee meeting prior to the August Board of Directors meeting.

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 7/16/2014; ITEM II.D.

FY 2014 and FY 2015 Transportation Alternatives Program Guidelines and Application

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

AGENDA DESCRIPTION:

With the passage of MAP-21 and the replacement of Transportation Enhancements with the Transportation Alternatives Program, the guidelines and application for this funding needed revision as well. Through the Bicycle and Pedestrian Advisory Committee and the Transportation Alternatives Program Subcommittee, a new application was developed that meets the requirements found in MAP-21, as well as the priorities of the OTO Long Range Transportation Plan, *Journey 2035*. If FY 2015 is funded at current levels, OTO should expect to have \$1.13 million available to award later this fall.

Changes from the prior application include:

- Revision in eligible activities
- Change in eligible project sponsors
- Revised points for project location and description
- Points more tied to project priorities
- Change in minimum and maximum award amounts (\$40,000 and \$250,000 respectively)
- Additional information requested on the cost estimates (estimate by project element in addition to phase)
- Other point revisions to meet the changes in the application requirements

TRANSPORTATION ALTERNATIVES PROGRAM COMMITTEE ACTION:

At its meeting on July 2, 2014, the TAP Subcommittee approved the changes found in the attached FY 2014 and FY 2015 TAP Guidelines and Application.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee make one of the following motions:

“Move to recommend that the Board of Directors approve the FY 2014 and FY 2015 Transportation Alternatives Program Guidelines and Application.”

OR

“Move to recommend that the Board of Directors approve the FY 2014 and FY 2015 Transportation Alternatives Program Guidelines and Application with these changes...”

FY 2014 and FY 2015 Transportation Alternatives Program Funding

Guidelines and Application



OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

205 Park Central East, Suite 205, Springfield, MO 65806
(417) 865-3042
Fax (417) 862-6013



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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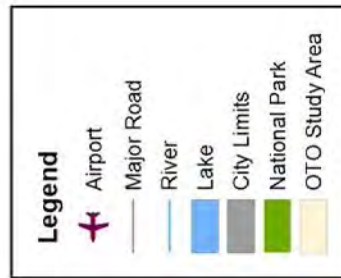
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Application follows at the end of the Guidelines Section.	



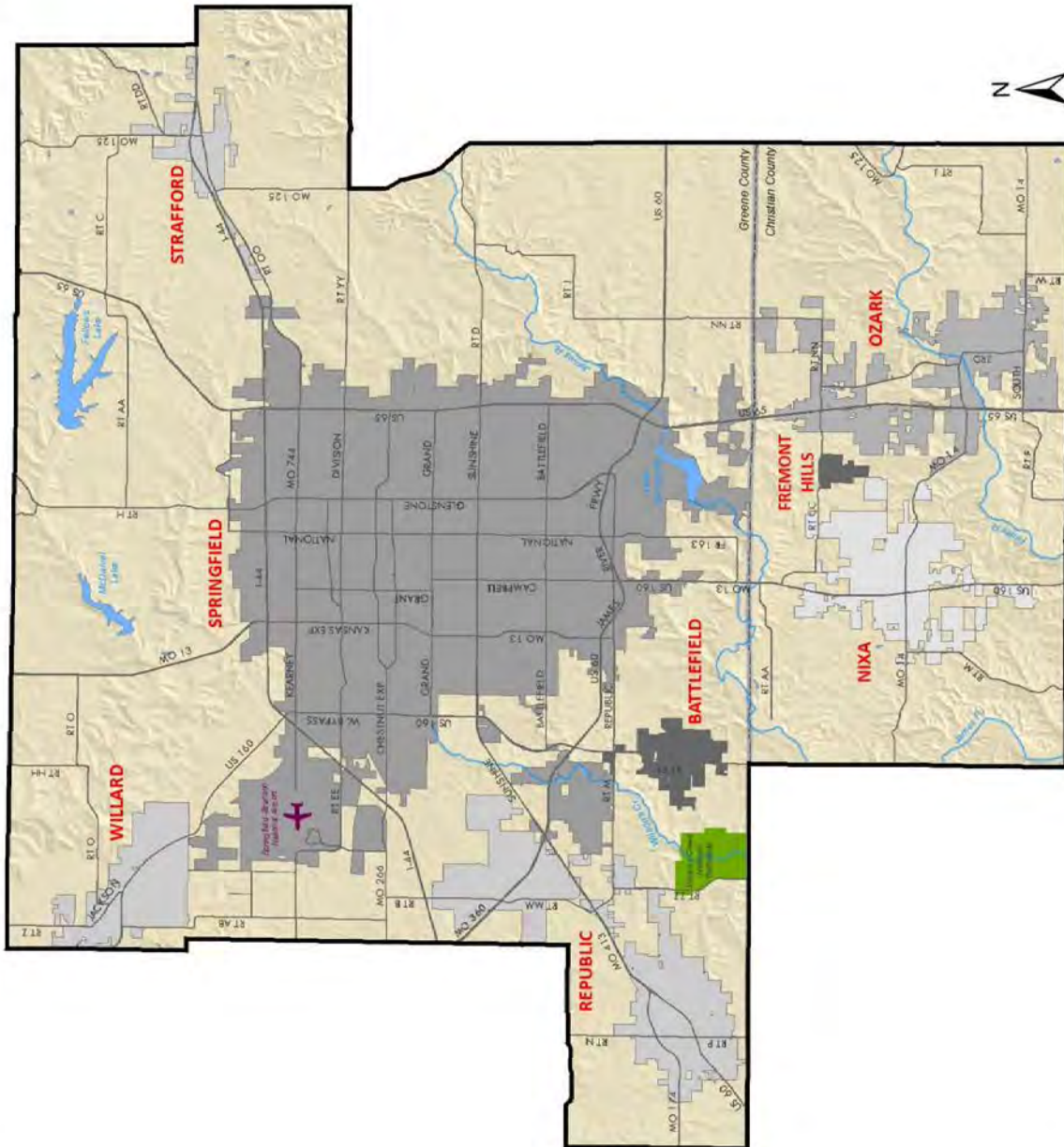
OZARKS TRANSPORTATION ORGANIZATION A METROPOLITAN PLANNING ORGANIZATION

Ozarks
Transportation
Organization
Metropolitan
Planning Area

Approved by the
Governor of Missouri
2/8/2002



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





OZARKS TRANSPORTATION ORGANIZATION

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Introduction

The Transportation Alternatives Program (TAP) was new for 2013 as part of MAP-21, Moving Ahead for Progress in the 21st Century, 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 Alternatives Program builds upon the legacy of the Transportation Enhancements program by expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment. TAP funding is suballocated to metropolitan planning organizations for distribution within their boundaries.

Using their own evaluation criteria, the Ozarks Transportation Organization selects projects for the metropolitan region. This handbook provides the evaluation criteria and the application to be used for TAP funding.

NOTE: This application handbook is for use in applying for funds allocated to the Ozarks Transportation Organization for projects located within the OTO area (see page 1).

Additional Information Available Through:

Natasha Longpine
Ozarks Transportation Organization
205 Park Central East, Suite 205
Springfield, MO 65806
(417) 865-3042
nlongpine@ozarkstransportation.org

Chad Zickefoose
MoDOT Southwest District
PO Box 868
3025 E. Kearney
Springfield, MO 65801
(417) 895-7638



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Timeline for FY 2014 and FY 2015 TAP Projects

OTO Process

May 2014	TAP Subcommittee to rewrite criteria
June 2014	TAP Subcommittee to finalize criteria
July 16, 2014	TPC meeting to recommend criteria
August 21, 2014	Selection Criteria approved by Board of Directors
September 15, 2014	Application posted
December 1, 2014	Application Deadline
December 16, 2014	TAP Selection Committee to select projects
January 21, 2015	TPC meeting to recommend TIP amendments for selected projects
February 19, 2015	Board of Directors meeting to approve TIP amendments for selected projects
February 20, 2015	OTO submits eligible selected projects to MoDOT Central Office.
April 2015	Programmed in TIP following TIP Amendment Approval by FHWA

MODOT Process

The time frames shown represent maximum expected times for implementation approvals and concurrences; schedules will vary depending on project type. Actual progress towards implementation will be measured against the schedule submitted by the entity.

Phase	Maximum Time Frame	Funds Obligated
1. Award Notification post TIP Amendment	0 Months	No
2. Programming Data Form ¹	1 Months	No
3. Engineering Services Contract Approval ²	4 Months	Yes
4. Preliminary & Right-of-Way Plans Submittal	8 Months	No
5. Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	No
6. Plans, Specifications, & Estimate (PS&E) Approval	14 Months	Yes
7. Construction Contract Award	16 Months	Modified
8. Final Project Closeout ³	Variable	Modified (as needed)

¹The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

²The evaluation of environmental and cultural impacts on the project must begin immediately after Preliminary Engineering (PE) authorization. The LPA must submit [Fig. 136.6.4 LPA Request for Environmental Review \(RER\)](#) to the MoDOT district contact within 60 days of preliminary engineering (PE) authorization for all federal-aid projects as discussed in [EPG 136.6 Environmental and Cultural Requirements](#).

³The time lapse between construction contract award and project closeout will depend on project type. Final certifications as discussed in [EPG 136.11 Local Public Agency Construction](#) must be submitted to the appropriate MoDOT district representative 60 days after final inspection.



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Application Requirements

- Must meet at least one listed TAP category (see pages 6-7).
- Must have a direct relationship to the surface transportation system.
- Involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance.
- Must be open for public access in perpetuity.
- Local match of at least 20% of the total project cost.
- The sponsor must meet eligibility requirements as listed on pages 7-8.
- The minimum federal funding request is \$40,000. The maximum federal funding request is \$250,000.
- Photographs of the proposed project site are required.
- A landscaping drawing showing type and location of street trees/other landscaping is required.
- A project implementation schedule must be submitted with each application.
- An adopted local resolution of support is required from the sponsoring agency.
- ROW shall have already been acquired or can be acquired by December 2015.
- Project must be in accordance with the Ozarks Transportation Organization's Long Range Transportation Plan.

Important Information for Applicant

- This program reimburses the project sponsor for costs incurred. It does not provide money up front.
- A very large or expensive project may be split into phases. Each phase must be applied for and approved individually. Each phase is subject to the annual allocation available to the Ozarks Transportation Organization.
- The funds allocated to a project are fixed. The project sponsor must pay all costs incurred in excess of the funding allocated to the project; therefore, it is important to develop a good estimate for the project application.
- The majority of projects will go through a competitive bid process for construction. In some cases, volunteer or public forces may do construction.
- All projects (including right-of-way acquisition) are governed by the Local Public Agency Manual and Land Acquisition Manual for Right-of-Way published by MoDOT. These may be found at: <http://www.modot.org/business/lpa/index.htm>
- Once approved by the Ozarks Transportation Organization Board of Directors and placed in the Transportation Improvement Program, the agency managing the project must fill out a Project Programming Form and submit it to MoDOT. The programming form may be found at http://epg.modot.org/index.php?title=136.14_Helpful_Information_and_Links#136.14.3.1_Commonly_Used_Forms
- No work may begin on the project until MoDOT and FHWA/FTA approves the project and a notice to proceed is issued.
- All projects must comply with MoDOT's Reasonable Progress Policy (see page 3). In the event a project is not progressing in accordance with the reasonable progress policy, the funds may be reallocated to the next highest rated project that has not yet received funding.
- All projects are required to have a project maintenance plan for a minimum of 25 years.



Project Selection

All project applications which are received by the application deadline will be considered for funding. The Ozarks Transportation Organization TAP Subcommittee will review and select projects in accordance with the evaluation criteria and funding guidelines for recommendation to the Technical Planning Committee and Board of Directors. The OTO Board of Directors will make the final project selection.

Evaluation Criteria

The evaluation criteria used in rating Transportation Alternative Program funding applications is based on the Goals and Priorities of the Bicycle and Pedestrian Plan in *Journey 2035*, the OTO Long Range Transportation Plan.

Vision

Improve the safety, access, connectivity, convenience, and prevalence of bicycling and walking as a transportation choice supporting livability within the OTO region.

Goals

1. Develop a comprehensive regional bicycle and pedestrian network by identifying both on-street and off-street facilities within the OTO.
2. Integrate the bicycle and pedestrian network with the existing transportation system.
3. Enhance and promote bicycling and pedestrian safety.
4. Identify and target sources to fund pedestrian and bicycle facilities and programs.
5. Promote bicycling and walking as a means of transportation integral to daily activities.
6. Support bicycling and walking for the promotion of tourism in the OTO region.

Top 5 Policy Priorities

1. Sidewalks on school walking routes
2. Sidewalks on streets with commercial land use, especially high volume bus routes
3. Emphasize projects that extend from communities and enhance the regional system
4. Complete bike/ped projects with appropriate roadway projects
5. Develop implementation plan for bike/ped plan, including details such as easements

Top Project Priorities

Journey 2035 included a number of project priorities centered around the goal to create a regionally connected trail system. The OTO Board of Directors has selected two corridors in support of these project priorities:

1. Route 66 Trail and on-street bicycle and pedestrian accommodations.
2. Downtown Springfield to Downtown Republic via the Jordan Creek/Wilson's Creek/Shuyler Creek trails and on-street routes, as needed.

The specific criteria that are used to evaluate projects may be found in the Score Sheet at the end of this document.



Funding Guidelines

In the event that projects receive exactly the same rating, the project will be awarded to the jurisdiction that has not had a project awarded in the past 2 years.

Projects will not necessarily be funded in the order of their associated scores. Due to the availability of funds and the Ozarks Transportation Organization's desire to spend all of the allocated funds, projects may be selected which will best obligate the funds available.

Projects which do not meet the intent of the Ozarks Transportation Organization to fund bicycle and pedestrian improvements may not be funded.

The Ozarks Transportation Organization has established a minimum and maximum award size for infrastructure projects. The minimum award will be no less than \$40,000 and the maximum award will be \$250,000. Non-infrastructure projects will have no minimum award amount, though they will still be subject to the maximum award amount of \$250,000.

Funding Levels

Current funding

Remaining Balance FY 13 (change in obligation limitation)	(\$30,429.45)
Available Funding FY 14	\$587,747.33
Available Funding FY 15 (estimate)	\$580,000.00
TOTAL	\$1,137,317.88

All projected funding levels are subject to federal law and appropriations.

Reasonable Progress Requirements

This policy is to ensure the State of Missouri is getting the maximum benefit of its federal transportation funds. Every project is required to progress according to the schedule shown on page 4.

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of MoDOT or the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

In addition, project sponsors failing to fulfill the obligations as stated in the contract agreement or showing reasonable progress for any project will not be allowed to request future project funds for a minimum period of one year, and then, only with the approval of MoDOT.



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In the event that a project does not meet the required deadlines, funds will be suspended and awarded to another project with a different project sponsor.

Selection Committee

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

OTO Eligible Activities

The Ozarks Transportation Organization has selected the following eligible activities from those allowed by MAP-21.

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103):
 - A. 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 (42 USC 12101 et seq.).
 - B. 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.
 - C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.



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2. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
 - A. Infrastructure-related projects.
 - B. Non-infrastructure-related activities.
 - C. Safe Routes to School coordinator.

TAP funds cannot be used for:

- State or MPO administrative purposes, except for SRTS administration, and administrative costs of the State permitted for RTP set-aside funds.
- Promotional activities, except as permitted under the SRTS.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.
- Routine maintenance and operations.

Note: Recreational trails inside of parks, schools, etc. are not considered eligible unless a direct transportation connection is clearly stated.

Application Instructions

In completing the responses to each Section, please make reference to how the project addresses the relevant Evaluation Criteria listed on the Funding Score Sheet found on Page 10.

Section A Project Sponsor

It is important to accurately list the project sponsor's contact information so that they may be contacted with questions relating to the project proposal.

Eligible Project Sponsors include:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land 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 an MPO or state agency) that the state determines to be eligible

Section B Project Partners

Please list all of the project partners contributing funding to this project including local, state, federal, and non-profit agencies. One additional point (up to 3) will be granted for each partner contributing at least 1 percent of the project cost (including in-kind of supplies, materials, or



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expertise, subject to MoDOT approval). For ROW value to be counted toward partnership points, it must have been acquired through the Federally approved process in the past 5 years.

Section C Basic Information

Please list the information requested and answer all questions completely. Please note right-of-way must be able to be acquired by December 2015. The full 2 points will be awarded to projects with the right-of-way already acquired. If the project sponsor has a written letter of intent to provide right-of-way, one point will be awarded. If there is no formal evidence of right-of-way acquisition, then no points will be awarded.

Section D Project Location

A general description of the project location is needed as well as a project map, which shows the project's location in reference to specific roads, water features, and public buildings.

Describe if and how this project connects two or more OTO communities. An example would be Farm Road 182 between Battlefield and Republic.

Section E Project Description

1. A project description should be attached to the project application with any supporting maps and photos. The project description should also include a detailed implementation schedule. All projects are required to comply with the Americans with Disabilities Act. Projects that rebuild at least 80 percent existing sidewalk, trail, and ramps to address an ADA concern will receive 1 point. Include in the project description how the project meets at least one of the OTO Eligible Activities.
2. *Project Length, Width, and Material Type.* Provide Description. Two points will be awarded if the project is comprised of more than 80 percent new sidewalk or if the project is along a link multi-modal corridor, per the OTO Bike/Ped plan map (http://www.ozarkstransportation.org/Documents/OTO_BikePed_MapofPriorities.pdf). Please include a landscaping drawing which shows the type and placement of street trees/other landscaping.

Section F Connectivity

Connection to other modes of transportation or Connectivity with other transportation facilities.

Please describe how the project connects to other transportation modes or transportation facilities. For example, a sidewalk might connect with a transit stop, a trail might connect with a commuter lot, or a trail project might connect two existing trails.

Section G Community

Promotion of Redevelopment or Revitalization. If applicable, please describe how the project will promote redevelopment or revitalization. A project will earn points if it will foster further development or revitalization around it.



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Section H Public Outreach

Please list a local or regional multi-modal plan in which the project is included. Describe any methods the project sponsor has used to involve the public and how the sponsor has solicited public input. Projects submitted without a public involvement component may be disqualified.

Projects will earn maximum points if they correspond to one of the two OTO Bike/Ped Priority **Projects of Regional Significance**. These can be found on the OTO website at http://www.ozarkstransportation.org/Documents/OTO_BikePed_MapofPriorities.pdf. Two points will be awarded if the project appears on the Priority PROJECT (not Policy) list in the OTO Long Range Transportation Plan, *Journey 2035*. One point will be awarded for projects derived from a community's adopted local bicycle and pedestrian plan.

Section I Distance from School

Please fill out as requested.

Section J Cost Estimates

In the cost estimate section of the application, several categories have been set up in which to enter information pertaining to the project. Most project costs will fall into these categories. Try to break down the project costs into the specific cost categories. For example, "\$80,000 for landscaping" without stating how much is for materials, labor, or equipment is not acceptable. If information submitted in a proposal is unclear, the application may not be scored correctly. Break down the costs for each category in the appropriate columns according to who will pay for that portion – either the federal share (to be reimbursed), the sponsor (as non-federal match), or a third party donation (as non-federal match).

Attach one additional sheet that details the costs. On this sheet, also explain the total cost and percentage of project total for each project element, i.e. landscaping, sidewalk, stormwater, paving, lighting.

Remember the transportation alternatives program funding is a reimbursement program, so the applicant must have funding available for the nonfederal match and the federal share. Be sure to indicate the specific source(s) for the applicant's non-federal match. Non-federal match may come from private fund donations, city or county funds, force account, or in-kind services. Describe any additional funds available for use if the project cost exceeds those estimated in the general cost-estimate. The person who prepared the cost-estimate must sign in the space provided at the bottom of the page.

Section J Signature

All applications must be signed to be considered.



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IMPORTANT SUBMITTAL INSTRUCTIONS

Application Deadline December 1, 2014

1 digital copy shall be submitted via e-mail to:

Nlongpine@ozarkstransportation.org

Or on disk via

Natasha L. Longpine
Ozarks Transportation Organization
205 Park Central Square
Suite 205
Springfield, MO 65806

If you have questions or difficulty submitting your project, please contact Natasha Longpine at 417-865-3042 x103.



Funding Score Sheet

Relevant Section	Evaluation Criteria	Maximum Points Available	Points Received
B	Project has more than one local, federal, state, or non-profit partner contributing to the match dollars (1 point for each additional partner providing at least 1% of the project cost)	3	
C	Right-of-Way for the project has already been acquired in its entirety (Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts)	2	
D	Project enhances the connection between OTO communities (Yes = 2pts, No = 0pts)	2	
E.1	Project rebuilds at least 80% existing sidewalk, trail, and ramps to address an ADA concern (Yes = 1pt, No = 0pts)	1	
E.2	Project is comprised of more than 80% new sidewalk <u>OR</u> is on a link <u>multi-modal corridor</u> , as identified in the OTO bike/ped plan (Yes = 2pts, No = 0pts)	2	
F	Project is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities (1-3 points)	3	
G	Project promotes redevelopment/revitalization (Yes = 2pts, No = 0pts)	2	
H	<u>Project is an OTO Bike/Ped Priority Project of Regional Significance (OTO PORS List = 3 pts, OTO LRTP Project Priority = 2pts, Appears in Locally adopted Bike/Ped Plan = 1pt (can be in addition to LRTP Project Priority for full points), Not in a Plan = 0pts)</u>	3	
I	Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution, excluding for-profit institutions) (3 points if project is within ½-mile or is on a designated school walking route, 2 points if within 1-mile, and 1 point within 1½- miles)	3	
TOTAL		21	



TRANSPORTATION ENHANCEMENT & TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION

Please refer to the Application Guidelines when answering each question, addressing how each answer relates to the point system on the Funding Score Sheet.

Project Name: _____

Application Date: _____

A. PROJECT SPONSOR INFORMATION (page 8)

Type of Project Sponsor: _____

First Sponsor Name:

Contact Person: _____

Title: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

Second Sponsor Name:

Contact Person: _____

Title: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

B. PROJECT PARTNERS (3 points, page 8)

List all local federal, state, or non-profit partners that are contributing money to this project.

Partner 1:	\$ _____	_____ %
Partner 2:	\$ _____	_____ %
Partner 3:	\$ _____	_____ %
Partner 4:	\$ _____	_____ %



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C. BASIC PROJECT INFORMATION (2 points, page 9)

Total Federal Funds Requested: \$ _____

Will the project be open to the public for at least 25 years? Yes _____ No _____

Will a fee be charged for public access? If yes, how much?

If yes, explain how the fees charged will be used. Yes _____ No _____

What governmental entity will be responsible for the short- and long-term project maintenance?

Identify all maintenance participation and the source of funds supporting long-term maintenance.

Has the right-of-way for the project been acquired in its entirety? Yes _____ No _____

If no, does the applicant have an option on the property executable by December 2015? Yes _____ No _____

If no, does the applicant have a written letter of intent to provide the right-of-way? Yes _____ No _____

If right-of-way acquisition is necessary, is the applicant willing to exercise condemnation authority to acquire? Yes _____ No _____

Have utilities been cleared or considered for the project? Yes _____ No _____

Attach supporting documentation to this application.

D. PROJECT LOCATION INFORMATION (2 points, page 9)

1. Where is the project located? Attach a map no larger than 8 ½ inches by 11 inches.



E. PROJECT DESCRIPTION (E.1 = 1 point, E.2 = 2 points, page 9)

Please provide a concise overview of the project. Include how the project meets at least one of the OTO Eligible Activities and the major components such as project width, length, and material types.

1. Does the project rebuild existing sidewalk and ramps to address an ADA Concern? Yes_____ No_____
- 2a. Is the project located on an OTO identified Link corridor? (See map referenced in Guidelines) Yes_____ No_____
- 2b. Is the project comprised of 80% new sidewalk? Yes_____ No_____

You must include a project plan showing the details of the projects. The plan should include the length and width of the project, the landscaping details/drawing, lighting details, etc. Drawings no larger than 8 ½ inches by 11 inches may be attached to the back of this application.

F. CONNECTIVITY (3 points, page 9)

Describe how the project connects to other transportation modes or transportation facilities.

G. COMMUNITY (2 points, page 9)

Describe how the project will promote redevelopment or revitalization.

H. PUBLIC OUTREACH (3 points, page 9)

Describe how the public has been involved and how the project sponsor has demonstrated public outreach and input. Describe how the project fits into the OTO Priority Projects of Regional Significance, the OTO Long Range Transportation Plan Priority Project List, and/or a locally adopted Bike/Ped plan.

I. DISTANCE FROM SCHOOL (3 points, page 10)

If the project is within 1½ miles of a school (measured by radius), please fill out the following information.

Nearest School _____

Type of School (public, private, etc) _____

Project distance from school _____



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J. COST ESTIMATES (page 10)

List the cost of the applicant's project components in the table provided below. Not all budget categories may apply to all projects. TAP funds can reimburse up to 80 percent of the total project cost. Non-federal matching funds may come from the applicant's resources or from a third-party donation to the applicant for cash, materials, or labor.

The minimum federal share request is \$40,000 and the maximum is \$250,000, though non-infrastructure projects do not have a minimum award amount. (Tip: Add the rows across and then add the columns down. Both sums should be the same and equal the total project cost in the bottom right-hand corner of the grid.)

LIST OF ITEMS IN ORDER OF COMPLETION	FEDERAL SHARE REQUEST	NON-FEDERAL MATCH			OTHER FUNDING	TOTAL (ADD EACH ROW)
		Applicant Budget	Donation	Source		
1. Right-of-Way Acquisition	\$	\$	\$		\$	\$
2. Design/Preliminary Engineering (Application through Bid Opening)	\$	\$	\$		\$	\$
3. Utility Relocation	\$	\$	\$		\$	\$
4. Materials	\$	\$	\$		\$	\$
5. Labor/Construction	\$	\$	\$		\$	\$
6. Construction Engineering (Only after Bid Opening)	\$	\$	\$		\$	\$
7. Construction Contingency (No more than 10% of items 3-5 above)	\$	\$	\$		\$	\$
8. Value of any land already acquired	\$	\$	\$		\$	\$
TOTALS	\$	\$	\$		\$	\$

Cost Estimate Prepared by:

_____	_____	_____
Name	Agency/Firm	Date



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Attach an additional sheet detailing the costs described above. Include with that detail, the total cost for each project element and the percentage of the total project cost for that element (i.e. landscaping, paving, sidewalks). Describe all local groups/agencies identified to complete work as part of the applicant's plan. Please document all funding sources that will be utilized in the project.

This project is phased: Yes _____ No _____
This project represents Phase # _____ of _____
Other phases include:

Complete for the phase represented on this application only.

TOTAL FEDERAL SHARE: \$ _____ %

TOTAL LOCAL SHARE: \$ _____ %

TOTAL PROJECT COST: \$ _____ 100 %

SOURCE(S) LOCAL FUNDS:



SECTION K

We, the Undersigned:

- *Hereby submit this project application to the Ozarks Transportation Organization (OTO) for approval of the project concept.*
- *Understand that the Transportation Alternatives Program is not a grant program, and that funds are administered by MoDOT.*
- *Understand that payments will be made by MoDOT as work progresses, and that no payments will be made until all local requirements have been met and proper documentation has been submitted to MoDOT.*
- *Hereby assure OTO and MoDOT that the required match will be available for all funded phases of this project at a time and through a process mutually agreed to by both MoDOT and the local government(s).*
- *Understand that the project costs in this proposal are preliminary estimates only, and that actual final costs may be more or less than those reflected herein. We understand that any variance in TAP funded projects will also affect the amount of the required local match and we are prepared to accommodate any additional local matching requirements.*
- *Hereby assure MoDOT that the local government(s) will maintain (or cause to be maintained) this project in a way and for a period of time mutually agreed to by all parties. We further understand that there will be a formal written agreement between the Missouri Highway and Transportation Commission (MHTC) and the local government(s) prior to project implementation.*
- *By signing this application, the organization (local government, school district, or other eligible entity) agrees to assume all responsibility for all environmental and cultural resource impacts that this project may have and understands that this program is subject to availability and eligibility of federal funding.*

Name	Title	Date
------	-------	------



Funding Score Sheet

Relevant Section	Evaluation Criteria	Maximum Points Available	Points Received
B	Project has more than one local, federal, state, or non-profit partner contributing to the match dollars (1 point for each additional partner providing at least 1% of the project cost)	3	
C	Right-of-Way for the project has already been acquired in its entirety (Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts)	2	
D	Project enhances the connection between OTO communities (Yes = 2pts, No = 0pts)	2	
E.1	Project rebuilds at least 80% existing sidewalk, trail, and ramps to address an ADA concern (Yes = 1pt, No = 0pts)	1	
E.2	Project is comprised of more than 80% new sidewalk <u>OR</u> is on a link <u>multi-modal corridor</u> , as identified in the OTO bike/ped plan (Yes = 2pts, No = 0pts)	2	
F	Project is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities (1-3 points)	3	
G	Project promotes redevelopment/revitalization (Yes = 2pts, No = 0pts)	2	
H	Project is an OTO Bike/Ped Priority Project of Regional Significance (OTO PORS List = 3 pts, OTO LRTP Project Priority = 2pts, Appears in Locally adopted Bike/Ped Plan = 1pt (can be in addition to LRTP Project Priority for full points), Not in a Plan = 0pts)	3	
I	Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution, excluding for-profit institutions) (3 points if project is within ½-mile or is on a designated school walking route, 2 points if within 1-mile, and 1 point within 1½- miles)	3	
TOTAL		21	

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 7/16/2014; ITEM II.E.

Growth Trends Report

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

AGENDA DESCRIPTION:

The Growth Trends report is based on the most recent census data and building permit information collected from area jurisdictions.

This report includes information for residential units permitted, population and socioeconomic data, and growth trend maps. This information provides a view of growth for the OTO service area and the 5-county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk, and Webster counties). This report is published for informational purposes and can be viewed in full report on the OTO website at

http://ozarkstransportation.org/Documents/OTO_Growth_Trends_Dec2013.pdf

If there is additional information that the Technical Planning committee is interested in seeing in the annual growth trends report, members are asked to let staff know.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.

Growth Trends



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION



THROUGH DECEMBER 31, 2013

**205 PARK CENTRAL EAST, SUITE 205
SPRINGFIELD, MISSOURI 65806**

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Highway Commission.

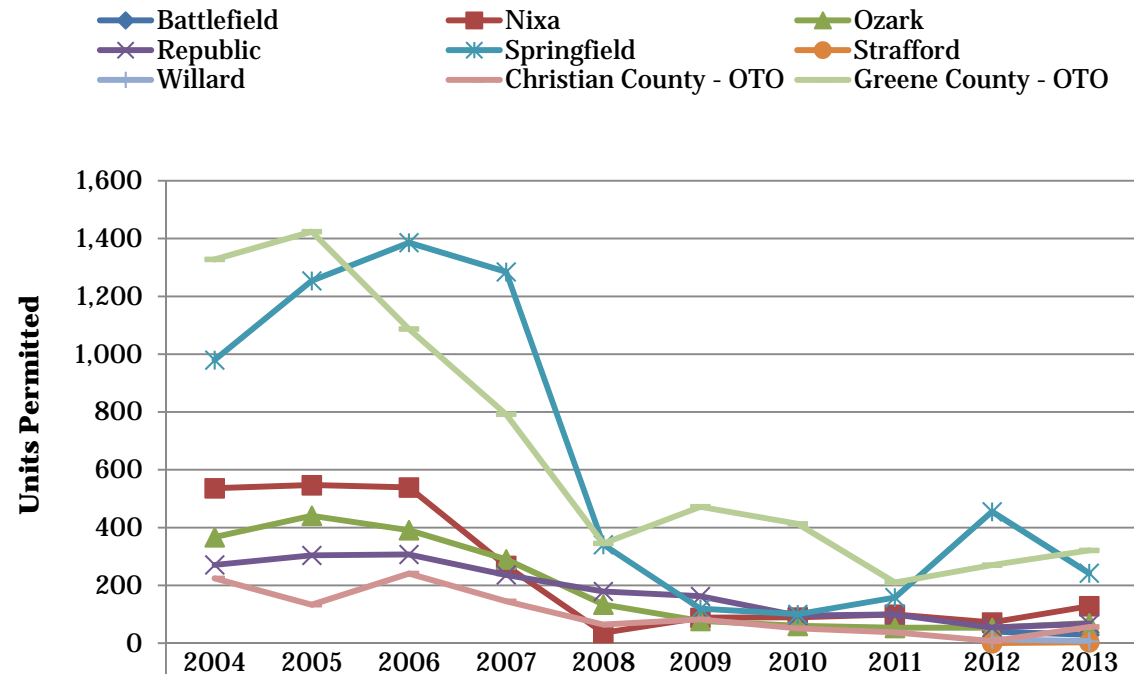
The full report is available online at http://ozarkstransportation.org/Documents/OTO_Growth_Trends_Dec2013.pdf

Jurisdictions within the OTO (continued)

The chart to the right shows the total number of residential units permitted minus single family and multi-family demolition in Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, Willard and the unincorporated portions of Greene County and Christian County within the OTO planning area. Residential construction in Ozark (441 units), Nixa (547), and Greene County (1,424) that peaked in 2005 while Springfield (1,386), Republic (307), and Christian County (241) witnessed their highest levels in 2006. Residential units within the OTO planning area declined from 2012 (964 units) to 2013 (922 units). A number of demolitions occurs for 2013 (143 demo).

Total Residential Units Permitted – OTO Area

Source: OTO – Note: Republic annexed the city of Brookline in 2005



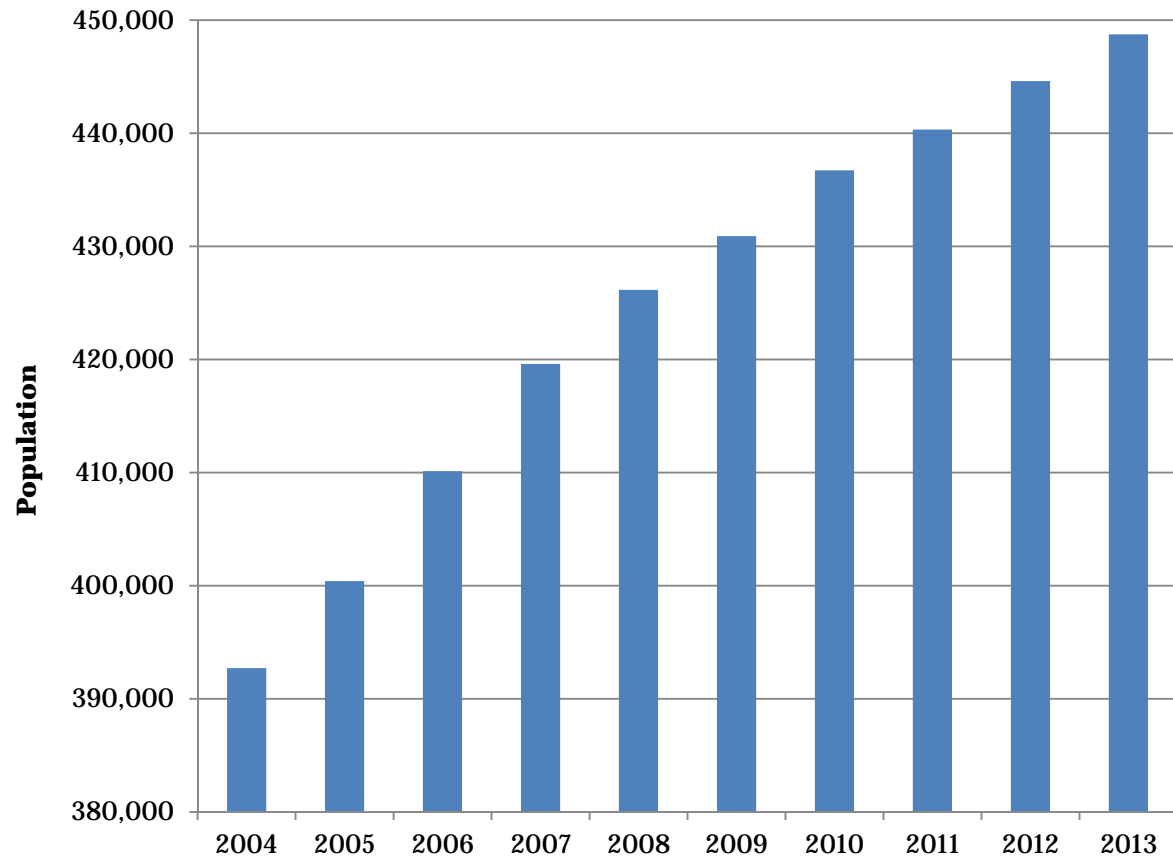
Battlefield	Not Available -----								40	29
Nixa	536	547	539	268	36	88	89	99	72	128
Ozark	367	441	391	290	134	77	60	53	53	69
Republic	271	304	307	236	179	162	95	99	54	67
Springfield	980	1,254	1,386	1,285	341	119	100	158	455	242
Strafford	Not Available -----								0	3
Willard	Not Available -----								13	7
Christian County - OTO	224	133	241	145	64	82	51	37	7	56
Greene County - OTO	1,328	1,424	1,087	792	345	472	413	210	270	321
Total	3,706	4,103	3,951	3,016	1,099	1,000	808	656	964	922

Springfield MSA (continued)

After the 2000 Census, the Springfield Metropolitan Statistical Area, or MSA, was expanded from three counties- Greene, Christian, and Webster - to five counties: Greene, Christian, Webster, Dallas, and Polk. The chart to the right shows the steady population increase in the five-county MSA. From 2004 to 2013 the MSA has increased nearly 12.5 percent. This is an annual average increase of 1.24 percent.

Springfield MSA Population

Source: US Census Bureau (Based on 2000 MSA of Greene, Christian, Webster, Polk and Dallas Counties)



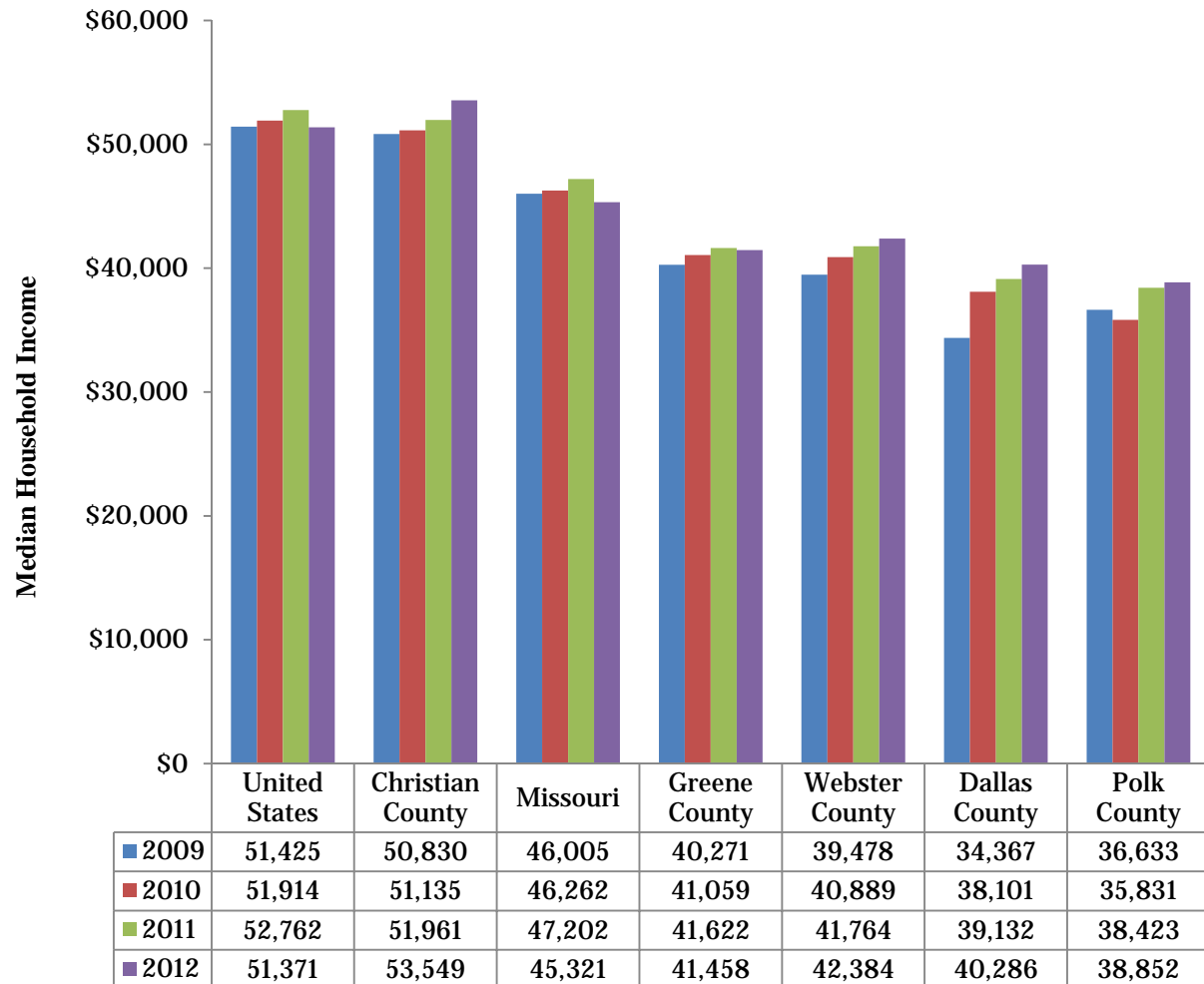
Median Household Income

The chart at right shows median household income for the five counties that comprise the Springfield Metropolitan Statistical Area, or MSA. Christian County (\$53,549) and Polk County (\$38,852) have the highest and lowest median household income levels, respectively, within the Springfield MSA.

Christian County household income increased nearly 3 percent from 2011 to 2012 exceeding the national and state level. All other counties within the Springfield MSA have a median household income level below the national (51,371) and state (45,321) levels.

Median Household Income Springfield MSA Counties

Source: 2009, 2010, 2011 and 2012 ACS 5-Year Estimates



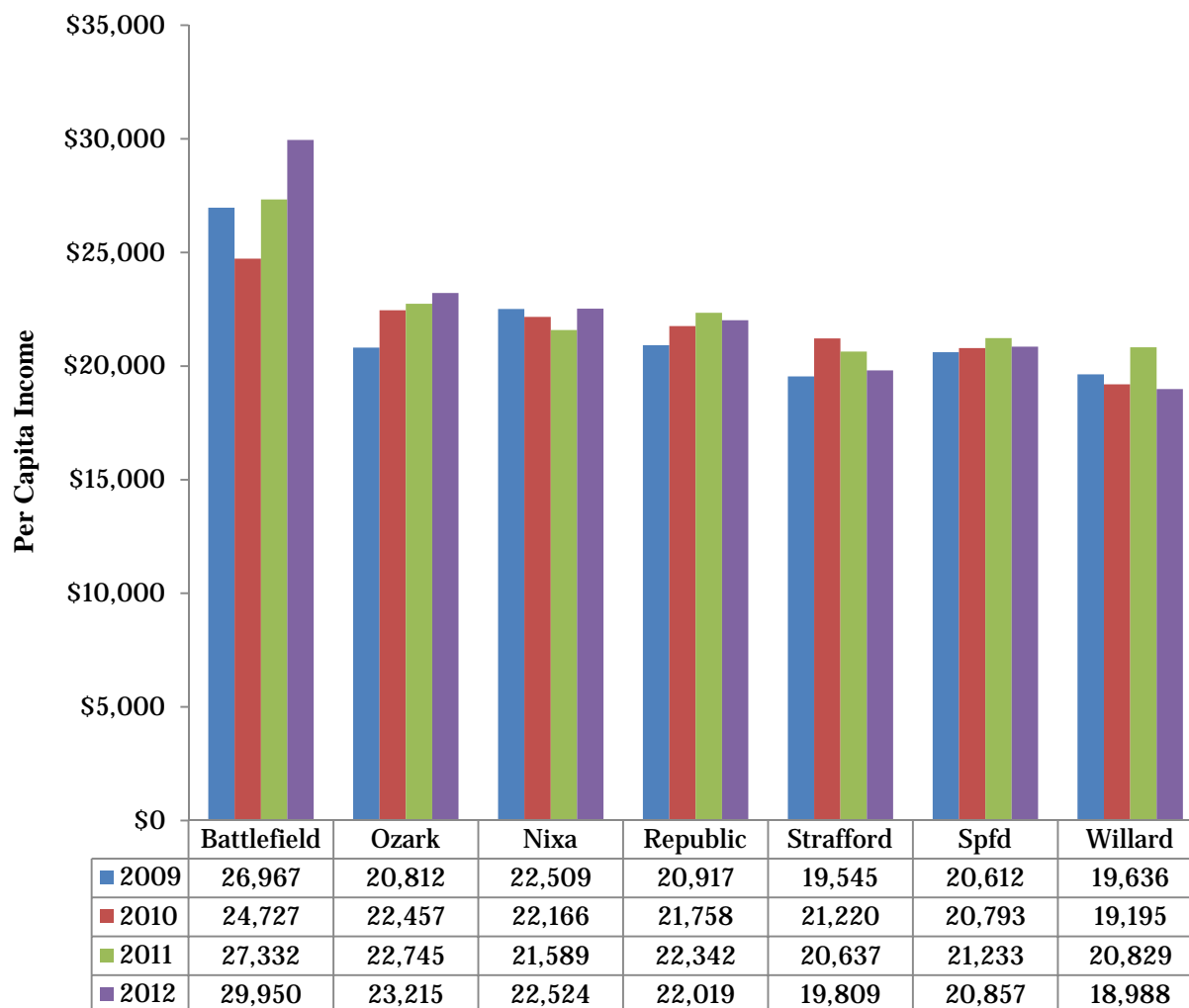
Per Capita Income

The chart to the right shows per capita income for the cities within the OTO planning area.

Battlefield is the only local city with a per capita income level (\$29,950) higher than the national (\$28,051) and Missouri per capita income level of \$25,546. All other local cities are under the national and state per capita income figures.

Per Capita Income OTO Area Cities

Source: 2009, 2010, 2011 & 2012 ACS 5-Year Estimates



Mean Travel Time to Work

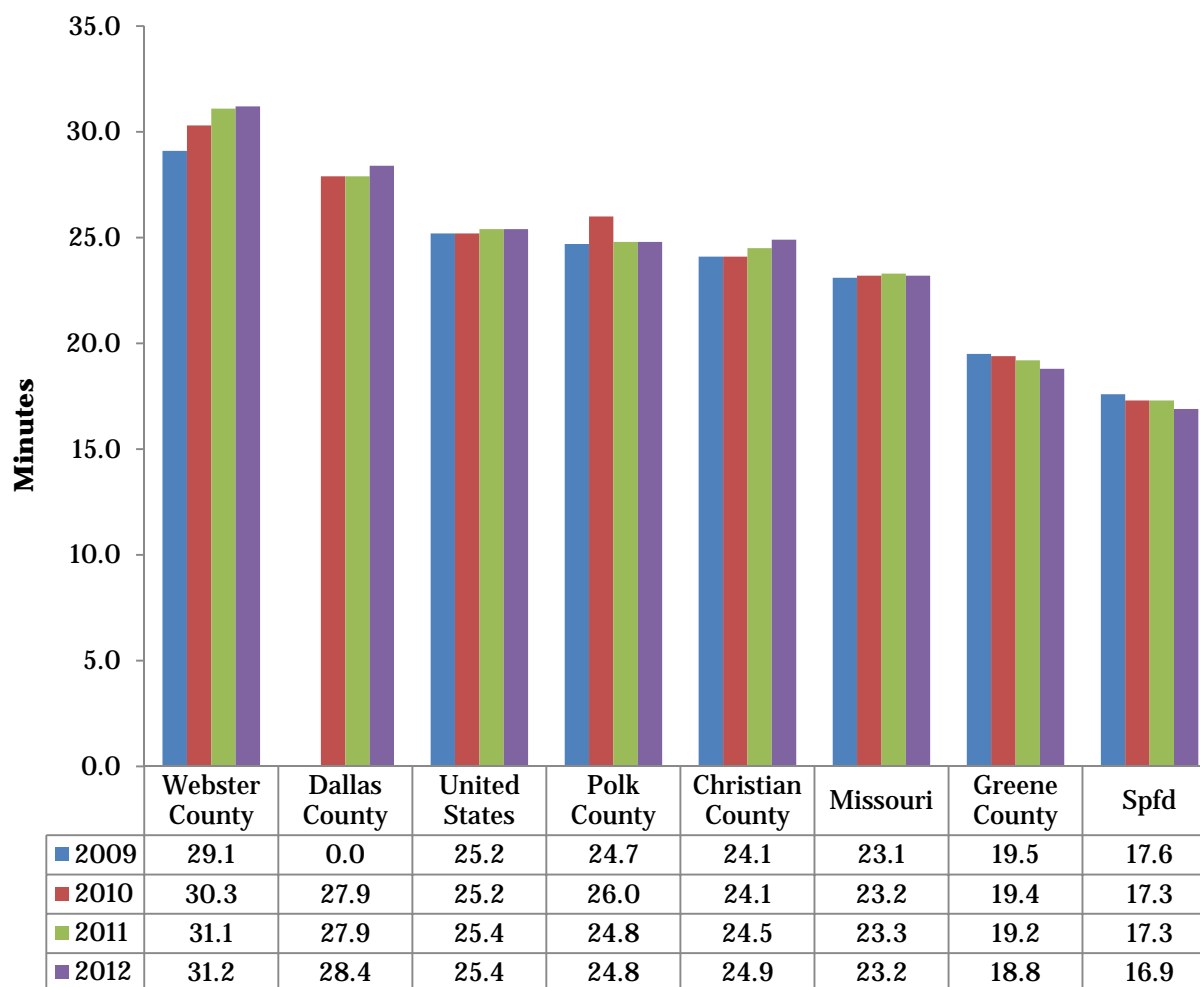
The chart to the right shows the average commute time for individuals living in Springfield and the five-county Springfield Metropolitan Statistical Area (MSA).

Residents of Springfield and Greene County have the shortest commutes to work at 16.9 minutes and 18.8 minutes, respectively. Workers living in Webster County have the longest commutes with the average of 31.2 minutes to their place of employment.

These figures reflect the reality that a large number of residents of the Springfield MSA commute into Springfield for their jobs.

Mean Travel Time to Work in Minutes Springfield & MSA Counties

Source: 2009, 2010, 2011 & 2012 ACS 5-Year Estimates



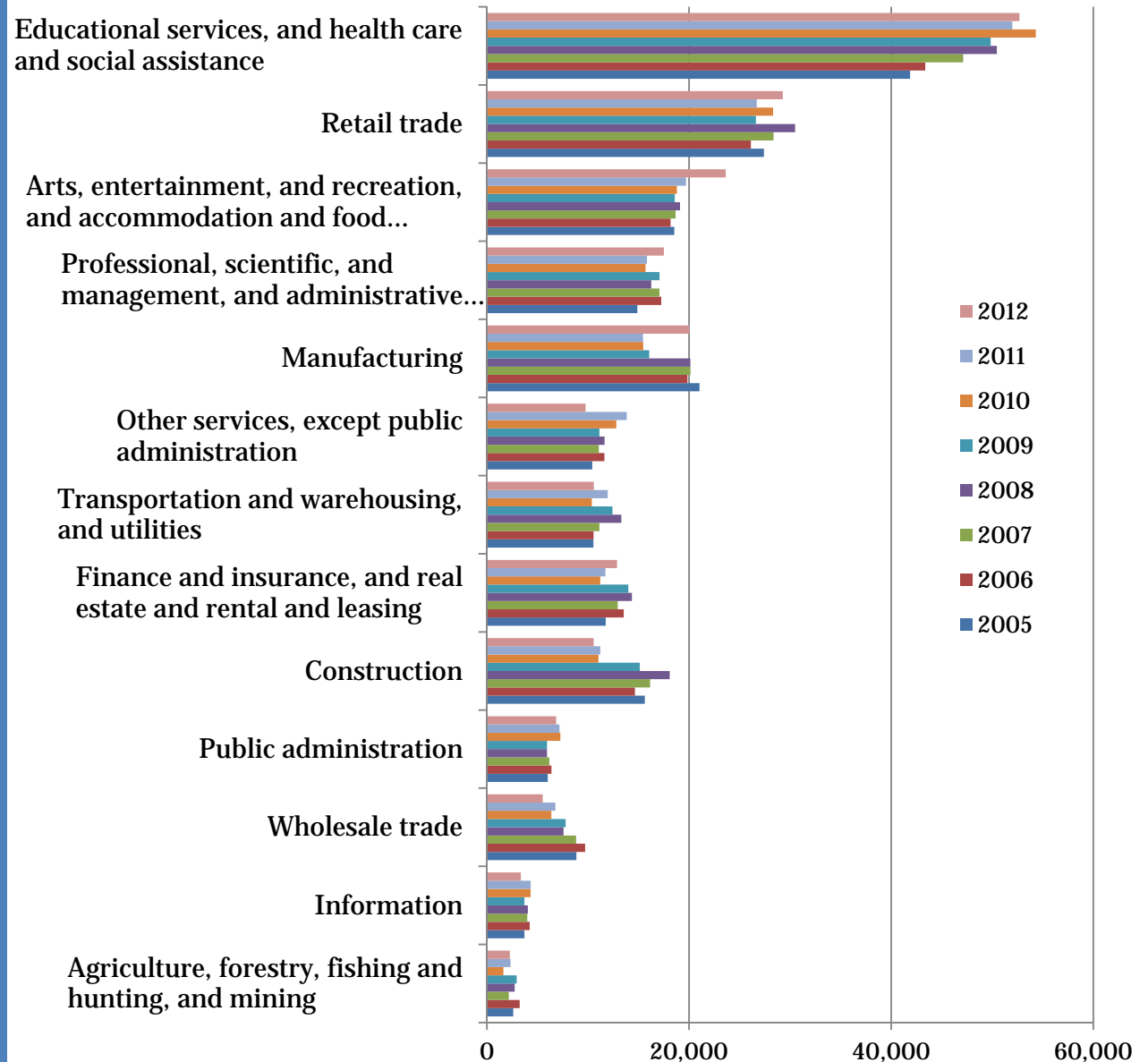
Note: 2009 data not available for Dallas County



Workforce By Industry Springfield MSA

Source: 2011 ACS 1-Year Estimates

The chart to the right shows the various industries in which the residents of Christian, Dallas, Greene, Polk, and Webster counties are employed. Educational service and health care and social assistance continues to employ the largest work force. The Springfield MSA is home to Missouri State University, has a number of regional hospitals and public assistance.



Growth Trends Maps



CHANGES IN HOUSING UNITS

In the following maps, new residential construction activity is analyzed at the MPO, county, and city levels. The majority of growth in the OTO planning area during 2013 occurred immediately west and southwest of the City of Springfield. Over the past 13 years, the areas at and outside the periphery of Springfield (including Willard, Republic, and Battlefield), and northern Christian County (including Nixa and Ozark), have witnessed the most growth.

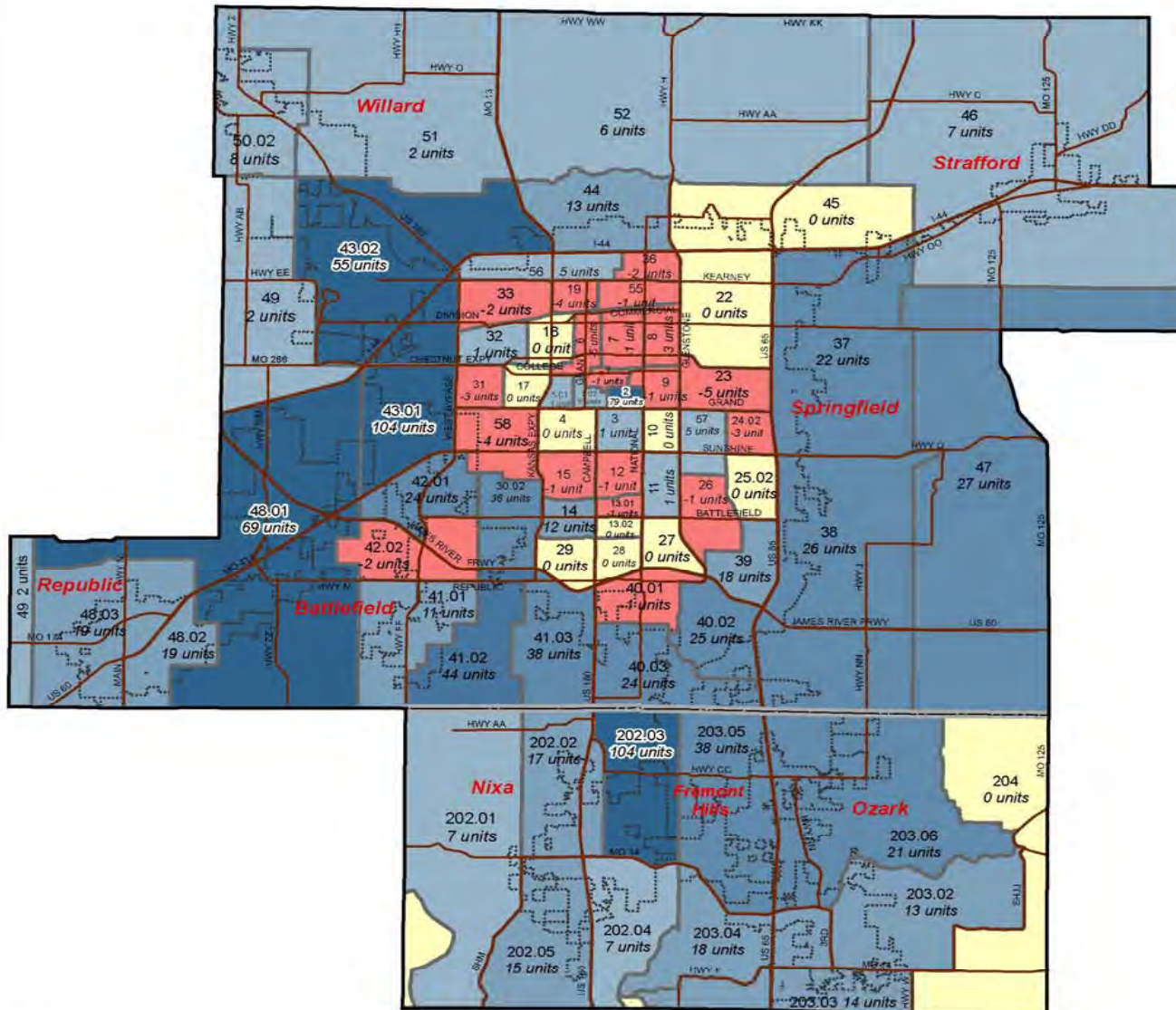
2013 Housing Units Added

OTO Planning Area Boundary

Net Change in Housing Units
by 2010 Census Tract
Jan 1, 2013 to Dec 31, 2013



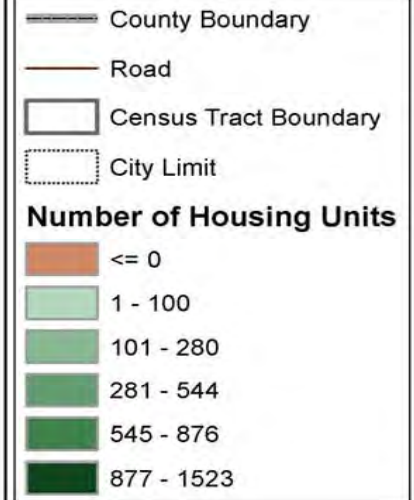
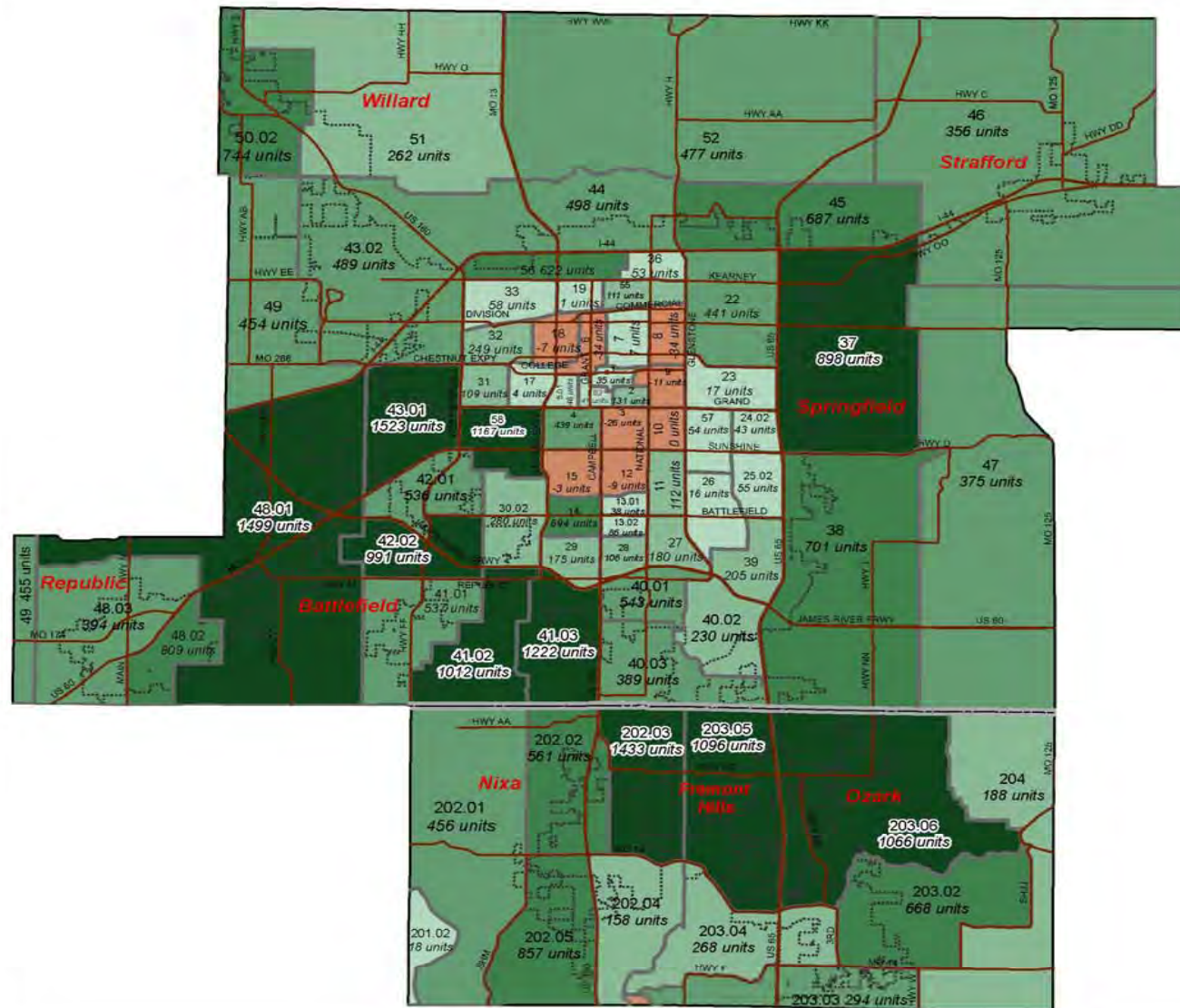
Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented herein. Data not available for all jurisdictions for all years.



2000 - 2013 Housing Units Added

OTO Planning Area Boundary

Net Change in Housing Units
by 2010 Census Tract
April 1, 2000 to Dec 31, 2013



Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented herein. Data not available for all jurisdictions for all years.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 7/16/2014; ITEM II.F.

Performance Measures Report

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

AGENDA DESCRIPTION:

The new surface transportation authorization bill, MAP-21 (Moving Ahead for Progress in the 21st Century), introduced performance measures into the planning process requirements. Ahead of passage by MAP-21, OTO included performance measures in the Long Range Transportation Plan, Journey 2035. This is OTO's second annual Performance Measures Report, providing an assessment of the OTO area and the efficacy of the performance measures themselves.

The Report, which will be provided at the Technical Planning Committee Meeting, provides a quick reference for how the region is performing along with a more detailed description of each measure and its results, as well as a brief discussion of notable factors which may have impacted each measure's current trend.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 7/16/2014; ITEM II.G.

FY 2015 Unified Planning Work Program (UPWP) Amendment One

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

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The OTO is proposing Amendment Number One to the FY 2015 UPWP in order to close out the Travel Demand Model Contract. The remaining amount to be paid on the Travel Demand Model is \$40,635. The OTO had budgeted \$150,000 in the FY 2014 UPWP Task (030) to contract with the consultant, Olsson & Associates.

The contract was written so that the remaining payment could not be processed until a finalized Travel Demand Model was received and accepted by the OTO. The work is almost complete on the Travel Demand Model, but a few changes were requested by OTO staff.

An amendment is needed to Task (030) to allow expenses to be paid in FY 2015. The addition of the Travel Demand Model expense will require a revised Consolidated Planning Grant (CPG) Agreement with the Missouri Highway and Transportation Commission and the OTO for the \$724,778.40 in planning funds budgeted for FY 2015. The increased amount of CPG funds is \$32,508.00. The proposed changes to the Task (030) – General Planning and Plan Implementation, as well as the proposed changes to Appendix A, are included in the agenda.

Proposed Amendment 1 below:

	<u>FY 2015</u>	<u>FY2015 Amended</u>
OTO Consolidated FHWA/FTA PL Funds	\$692,270.40	\$724,778.40
Local Jurisdiction Match Funds/In-Kind Match	\$ 58,067.60	\$ 66,194.60
<u>MoDOT "Direct Costs"</u>	<u>\$115,000.00</u>	<u>\$115,000.00</u>
Total OTO Revenue	\$865,338.00	\$905,973.00

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"To make a recommendation to the Board of Directors on approving Amendment Number One to the FY 2015 UPWP."

OR

"Move to..."



Task 030 – General Planning and Plan Implementation

This task addresses general planning activities, including the OTO Long-Range Transportation Plan (LRTP), approval of the functional classification map, the Congestion Management Process (CMP), and the Bicycle and Pedestrian Plan, as well as the implementation of related plans and policies. MAP-21 guidance will continue to be incorporated as it becomes available.

Work Elements	Estimated Cost
----------------------	-----------------------

OTO Long-Range Transportation Plan, <i>Journey 2035</i>	\$50,000
--	-----------------

July to June

Responsible Agency – OTO

- Process amendments to the Long Range Transportation Plan, including the Major Thoroughfare Plan.
- Prepare for the LRTP update, which is due by 12/2016. This includes incorporating MAP-21 performance measures and other guidance, as well as new guidance from the next transportation reauthorization.
- Possible Travel Demand Model Scenarios to assist with plan update. Consultant Contract
- Roadway Design Guidelines Brochure.
- Review and Update of Major Thoroughfare Plan with adoption prior to Long Range Plan Update. Special attention will be given to the East/West and North/South Arterials connecting cities, modes, and major highways.

Other Special Studies in accordance with the Adopted Long-Range Transportation Plan	\$10,000
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July to June

Responsible Agency – OTO

- Studies relating to projects in the Long Range Transportation Plan.

Congestion Management Process Implementation	\$7,000
---	----------------

July to October

Responsible Agency – OTO

- Coordinate data collection efforts for FY 2015.
- Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.

Bicycle and Pedestrian Plan Implementation	\$20,000
---	-----------------

July to June

Responsible Agency – OTO

- The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Bicycle and Pedestrian Plan.
- A trail implementation plan will be produced.



Federal Functional Classification Maintenance and Updates \$5,000

July to June

Responsible Agency – OTO

- The annual call for updates will be made and requests processed.
- Other periodic requests will be processed as received.

Geographic Information Systems (GIS)..... \$20,000

July to June

Responsible Agency – OTO

- Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support Transportation Planning efforts. Specific emphasis to be given to incorporating future land use and current zoning data.

Air Quality Planning \$5,000

July to June

Responsible Agency – OTO

- Staff serves on the Ozarks Clean Air Alliance along with the Springfield Department of Environmental Services, which is implementing the regional Clean Air Action Plan, in hopes to preempt designation as a non-attainment area for ozone and PM_{2.5}.

Demographics and Future Projections \$12,000

July to June

Responsible Agency – OTO

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

Performance Measures \$5,000

July to June

Responsible Agency – OTO

- Coordinate with MoDOT on efforts to address national performance measures as outlined in MAP-21.
- Production of an annual transportation report card to monitor the performance measures as outlined in the Long Range Transportation Plan, incorporating connections to MAP-21 performance measures.

Mapping and Graphics Support for OTO Operations..... \$11,000

July to June

Responsible Agency – OTO

- Development and maintenance of mapping and graphics for OTO activities, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials.



Travel Time Collection Units \$82,000

July to June

Responsible Agencies – OTO, MoDOT, City of Springfield

- Joint purchase with the City of Springfield and MoDOT of travel time collection units and reporting software for use in transportation planning. The overall cost is estimated to be \$600,000 for 85 units, with OTO's share at \$80,000 for 11 units. MoDOT and the City of Springfield will split the remainder, while collaborating on the installation of the units through the Transportation Management Center. OTO's share includes the 11 units, the installation of those units, and equipment such as cabling, cabinets, solar, and cellular technology. The per unit cost is higher for the 11 OTO units as they are being installed in the outlying area and those inside the City of Springfield can take advantage of existing equipment and infrastructure. Project carried over from last fiscal year.

Support for Jurisdictions Plans \$5,000

July to June

Responsible Agency – OTO

- Provide support for Long Range Transportation Planning for member jurisdictions.

Travel Time Runs and Traffic Counts \$12,000

February to April

Consultant Contract

Responsible Agency – OTO

- Data collection efforts to support the OTO planning products, signal timing, and transportation decision-making.

Studies of Parking, Land Use, and Traffic Circulation \$16,000

July to June

Responsible Agency – OTO

- Studies that are requested by member jurisdictions to look at traffic, parking, or land use.

OTO Travel Demand Model Update \$40,635

July to October (Continued from Prior Year)

Consultant Contract Continued

Responsible Agency – OTO

- Completion of Travel Demand Model Update.

End Product(s) for FY 2015

- Amendments to the Long Range Transportation Plan as necessary
- Roadway Design Guidelines Brochure
- Updated Major Thoroughfare Plan
- Implementation of Bicycle and Pedestrian Plan with report documenting accomplishments
- Trail Implementation Plan
- Continued monitoring of attainment status



- Demographic Report
- Annual Traffic Report Card
- CMP Data Collection Summary
- Complete installation of travel time collection units
- Travel Demand Model Scenarios as needed.
- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Traffic Counts as needed.
- Other projects as needed.
- Complete Travel Demand Model

Tasks Completed in FY 2014

- Changes to Federal Functional Classification System
- Maintenance of GIS System Layers
- Bicycle and Pedestrian Plan Implementation Status Report
- Demographic Report
- Continued Monitoring of Attainment Status
- Performance Measure Report
- Other projects as needed, subject to OTO staff availability and expertise
- Congestion Monitoring Report
- ~~Completed travel demand model~~
- Finalized approval of update to Urban Area Boundaries
- Traffic Counts within the OTO Area for MoDOT roadways
- One-Cent Sales Tax Public Input Scenario and 10-year project list
- Traffic Counts

Funding Sources

Local Match Funds	\$52,000 <u>\$60,127</u>	20.00%
Federal CPG Funds	\$208,000 <u>\$240,508</u>	80.00%
Total Funds	\$260,000 <u>\$300,635</u>	100.00%

Financial Summary



Expenditure Summary by Work Task

	Local Funding			Federal Funding			
Task	Local Match	City Utilities	In-Kind	CPG	5307	Total	Percent (%)
10	\$29,380			\$117,520		\$146,900	15.45% <u>14.82%</u>
20	\$25,985		\$10,000	\$143,940		\$179,925	18.93% <u>18.16%</u>
30	\$52,000 <u>\$60,127</u>			\$208,000 <u>\$240,508</u>		\$260,000 <u>\$300,635</u>	27.35% <u>30.34%</u>
40	\$16,000			\$64,000		\$80,000	8.40% <u>8.07%</u>
50	\$2,400			\$9,600		\$12,000	1.27% <u>1.21%</u>
60	\$9,703	\$40,000		\$38,810	\$160,000	\$248,513	26.15% <u>25.08%</u>
70	\$4,600			\$18,400		\$23,000	2.43% <u>2.32%</u>
TOTAL	\$140,068 <u>\$148,195</u>	\$40,000	\$10,000	\$600,270 <u>\$632,778</u>	\$160,000	\$950,338 <u>\$990,973</u>	100.00%
80	Value of MoDOT “Direct Cost”					\$115,000	
Total of Transportation Planning Work						\$1,065,338 <u>\$1,105,973</u>	

Federal Consolidated Planning Grant (CPG) Funding FY 2015 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 010-070	\$950,338.00 <u>\$990,973.00</u>
Value of Task 080 MoDOT Direct Costs Credit	\$115,000.00
Minus CU Direct Outside Grant	-\$200,000.00
Total Ozarks Transportation Organization Expenditures	\$865,338.00 <u>\$905,973.00</u>
Federal Pro-Rata Share	80%*

Federal CPG Funding Eligible

~~\$692,270.40~~ \$724,778.40

*Federal Funding as a percentage of total OTO costs are actually ~~92.26%~~ \$91.63%. The value of MoDOT Direct Costs allow OTO to include an additional \$92,000 in Federal CPG funding.

Budgeted Revenue FY2015 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Consolidated FHWA/FTA PL Funds	\$692,270.40 <u>\$724,778.40</u>
MoDOT "Direct Costs" Credit (no actual funds received)	\$115,000.00
Local Match to be Provided/In-kind Match	\$58,067.60 <u>\$66,194.60</u>
Total Ozarks Transportation Organization Revenue	\$865,338.00 <u>\$905,973.00</u>

CU Revenue (Direct Outside Grant)	Total Amount Budgeted
City Utilities Transit Planning – FTA 5307	\$160,000.00
City Utilities Local Match	\$40,000.00
Total CU Revenue	\$200,000.00

TOTAL Budgeted Revenue for FY 2015 UPWP	\$1,065,338.00 <u>\$1,105,973.00</u>
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Total Available Federal Revenue for FY 2015 UPWP Work Activities

FY 2012 (MO-81-0012) Balance	\$385,774.45
FY 2013 (MO-81-0013) Balance	\$554,717.47
CPG Fund Balance as of 12/31/13*	\$940,491.92
Remaining funds committed to fulfill last year's FY2014 UPWP	(\$422,069.66)
Remaining CPG Funds Balance available from Prior Years UPWP*	\$518,422.26
Estimated Remaining Balance of Committed Funds from FY 2014 UPWP	\$80,000.00 <u>\$140,000.00</u>
FY 2014 CPG Funds allocation**	\$551,393.54
FY 2015 Estimated CPG Funds allocation***	<u>\$512,000.00</u>
TOTAL Estimated CPG Funds Available for FY 2015 UPWP	\$1,661,815.80 <u>\$1,721,815.80</u>
TOTAL CPG Funds Programmed for FY 2015	-\$692,270.40 <u>\$724,778.40</u>
Remaining Unprogrammed Balance****	\$969,545.40 <u>\$997,037.40</u>

*Previously allocated, but unspent CPG Funds through 12/31/13.

**FY 2014 CPG Funds Allocation available March 31, 2014.

***The TOTAL Estimated CPG Funds Available for FY 2015 is an estimated figure based on an estimate for the FY 2014 allocation.

****Previously allocated but unprogrammed CPG funds.

Justification for Carryover Balance

The projected carryover balance of \$969,545.40 represents approximately 1.75 years of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. While Federal Highway funds are available upon Congressional authorization, Federal transit funds are not available until Congressional appropriation. In FY 2014, Congress delayed the full appropriation until early 2015. The full combined FHWA/FTA grant was not known until March 2014. Therefore, MoDOT as a general rule, does not allow for FY14 amounts to be available until the next OTO budget year, FY2015. Therefore OTO must always maintain a balance of at least one years' worth of funding. The remaining carryover balance of approximately nine months' worth of funding is reserved for special studies and projects. This year, the special project is the purchase of travel time collection units. These units will provide data to OTO 24/7 for years to come. The OTO will be able to get a true picture of traffic congestion over time for use in the planning and managing of congestion. The information will be used in the Congestion Management Process, Performance Measures, Long Range Transportation Plan, and transit route planning to reduce congested corridors.

APPENDIX A

FY 2015

July 1, 2014 - June 30, 2015

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Prior Budgeted FY2014</i>	<i>Total Amount Prior Budgeted FY2014</i>	<i>Budgeted Amount FY2015</i>	<i>Total Amount Budgeted FY2015</i>	<i>Increase/ Decrease</i>
Personnel					
Salaries & Fringe	\$385,000		\$420,870		
Mobile Data Plans	\$2,700		\$2,700		
Payroll Services	\$3,000		\$2,800		
Total Personnel		\$390,700		\$426,370	↑ \$35,670
Building					
Building Lease	\$51,108		\$52,258		
Office Cleaning	\$0		\$3,000		
Parking	\$960		\$960		
Total Building		\$52,068		\$56,218	↑ \$ 4,150
Commodities					
Office Supplies/Furniture	\$10,000		\$10,000		
Publications	\$400		\$550		
Total Commodities		\$10,400		\$10,550	↑ \$150
Information Technology					
IT Maintenance Contract	\$9,000		\$9,000		
Computer Upgrades/Equipment Replacement/Repair	\$6,000		\$8,000		
Data Backup/Storage	\$2,500		\$3,000		
GIS Licenses	\$4,500		\$4,500		
Software	\$3,000		\$3,000		
Webhosting	\$550		\$800		
Total Information Technology		\$25,550		\$28,300	↑ \$ 2,750
Insurance					
Board of Directors Insurance	\$2,600		\$3,000		
Liability Insurance	\$1,100		\$1,200		
Workers Comp	\$1,300		\$1,300		
Errors & Omissions	\$0		\$3,000		
Total Insurance		\$5,000		\$8,500	↑ \$3,500
Operating					
Copy Machine Lease	\$3,000		\$3,000		
Education/Training/Travel	\$25,000		\$25,000		
Food/Meeting Expense	\$4,000		\$4,000		
IRS Tax Fees	\$11,000		\$0		
Legal/Bid Notices (formerly Advertising)	\$3,400		\$10,000		
Staff Mileage Reimbursement	\$2,500		\$2,500		
Postage/Postal Services	\$3,500		\$3,500		
Printing/Mapping Services (combines two categories)	\$12,000		\$15,000		
Dues/Memberships	\$4,300		\$4,500		
Telephone	\$4,500		\$4,000		
Total Operating		\$73,200		\$71,500	↓ (\$1,700)

ESTIMATED EXPENDITURES Continued

<i>Cost Category</i>	<i>Prior Budgeted FY2014</i>	<i>Total Amount Prior Budgeted FY2014</i>	<i>Budgeted Amount FY2015</i>	<i>Total Amount Budgeted FY2015</i>	<i>Increase/ Decrease</i>
Services					
Aerial Photos	\$0		\$0		
Audit	\$6,000		\$4,900		
Professional Services (Legal & Accounting)	\$12,000		\$12,000		
TIP Tool Maintenance	\$10,000		\$10,000		
Travel Time Collection Units	\$80,000		\$80,000		
Travel Time Runs and Traffic Counts	\$12,000		\$12,000		
Travel Model Consultant	\$150,000		200,000 \$60,635		
Total Services		\$270,000		\$179,535	↓ (\$90,465)
TOTAL OTO Expenditures		\$826,918		\$780,973	↓ (\$45,945)
In-Kind Match, Direct Cost, Donated					
Member Attendance at Meetings	\$10,000		\$10,000		
Direct Cost - MoDOT Salaries	\$65,000		\$115,000		
Total In-Kind Match, Direct Cost, Donated		\$75,000		\$125,000	
TOTAL OTO Budget		\$901,918		\$905,973	↑ \$4,055
Direct Outside Grant					
CU Transit Salaries*		\$197,500		\$200,000	↑ \$2,500
TOTAL EXPENDITURES		\$1,099,418		\$1,105,973	↑ \$6,555

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

ESTIMATED REVENUES

<i>Cost Category</i>	<i>Prior Budgeted FY2014</i>	<i>Total Amount Prior Budgeted FY2014</i>	<i>Budgeted Amount FY2015</i>	<i>Total Amount Budgeted FY2015</i>	<i>Increase/ Decrease</i>
Ozarks Transportation Organization Revenue					
Consolidated FHWA/FTA PL Funds	\$721,534		692,270 \$724,778.40		
Local Jurisdiction Match Funds	\$105,384		480,676 \$56,194.60		
In-kind Match, Meeting Attendance**	\$75,000		\$10,000		
MoDOT Direct Service Match**			\$115,000		
Total Ozarks Transportation Organization Revenue		\$901,918		\$905,973	↑ \$4,055
Direct Outside Grant					
City Utilities Transit Planning					
FTA 5307	\$158,000		\$160,000		
City Utilities Local Match	\$39,500		\$40,000		
Total Direct Outside Grant		\$197,500		\$200,000	↑ \$2,500
TOTAL REVENUE		\$1,099,418		\$1,105,973	↑ \$6,555

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

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

APPENDIX B

FY 2015

July 1, 2014 - June 30, 2015

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Prior Budgeted FY2014</i>	<i>Total Amount Prior Budgeted FY2014</i>	<i>Budgeted Amount FY2015</i>	<i>Total Amount Budgeted FY2015</i>	<i>Increase/ Decrease</i>
Audit	\$6,000		\$4,900		
Professional Services Fees	\$12,000		\$12,000		
Data Storage/Backup	\$2,500		\$3,000		
IT Maintenance Contract	\$9,000		\$9,000		
TIP Tool	\$10,000		\$9,600		
Travel Time Runs and Traffic Counts	\$12,000		\$12,000		
Travel Model Consultant	\$150,000		200,000 \$60,635		
Total Consultant Usage		\$201,500.00		\$111,135.00	↓ (\$90,365)

TAB 9

TECHNICAL COMMITTEE AGENDA 7/16/2014; ITEM II.H.

OTO Sunshine Law Policy

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Ozarks Transportation Organization has put together an official Sunshine Law Policy to ensure compliance with the Missouri Sunshine Law. A summary of the Sunshine Law Policy is below:

- The public can request public records by contacting the Custodian of Records.
- The OTO has appointed the Operations Manager as the Custodian of Records.
- The OTO will notify the public within 3 days of the cost and length of time of the request.
- The OTO will allow the public to come to the OTO to review records through appointment.
- The OTO has an established fee schedule.
- The OTO stores records in accordance with the State of Missouri General Records Retention Schedule.
- The OTO can close a record for reasons outlined in this policy. The OTO will cite the RSMo for all such closed or redacted records.
- The OTO publishes meeting notices 24 hours in advance through a press list, the OTO website, and by the OTO door.
- The OTO will publish electronic meeting notices 24 hours in advance through a press list, the OTO website, and by the OTO door. The OTO will provide a place for the public to witness the electronic meeting in addition to posting it live on the OTO website.
- The OTO will provide minutes of all its board and committee meetings. It will provide meeting notes of all subcommittees.
- The OTO can close a meeting for reasons as outlined in this policy. The RSMo will be cited for the closure and an official roll call vote will be kept of the motion.
- The OTO will keep email copies of emails where the number of individuals copied on the email constitutes a quorum of the board, committee, or subcommittee.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend approval of the Sunshine Law Policy to the Board of Directors.”

OR

“Move to ...”



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

OZARKS TRANSPORTATION ORGANIZATION SUNSHINE LAW POLICY

Missouri Sunshine Law

Each public governmental body shall provide a reasonable written policy consistent with the Sunshine Law and open to the public regarding access to public records and meetings. (Section 610.028)

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- The OTO will keep email copies of emails where the number of individuals on the email constitutes a quorum of the board, committee, or subcommittee.

PUBLIC RECORDS

Request for Public Records

A request for records or to inspect public records should be made in writing to the Ozarks Transportation Organization (OTO) Custodian of Records, with sufficient specificity to enable OTO to identify the information sought.

Custodian of Records

The Ozarks Transportation Organization Operations Manager is the Custodian of Records. To submit a request for records, please contact us by one of the following:

E-mail: staff@ozarkstransportation.org

Fax: 417-862-6013

Mail: Custodian of Records
205 Park Central East, Suite 205
Springfield, MO 65806

Processing Time

The OTO will respond to each request by the end of the third business day following the date the request is received by the custodian. If the record is closed, the custodian must explain in writing why it is closed, including the statute that authorizes the closure. The letter will outline the expected time line and cost to be incurred for each Sunshine request.

Request for Access to Specific Files

It is the policy of Ozarks Transportation Organization that all records open for public inspection shall be available with the least possible delay and expense to the requesting party. Public records are open to inspection at all

times during the office hours of OTO. To permit sufficient time for OTO to compile records for review, an appointment to view the records should be made by the requestor.

Requests to OTO for information which requires analysis or customization is not a request for a record as specified by the Sunshine Law, and is therefore, not subject to the Sunshine Law. These types of requests, in addition to requests for additional study by OTO staff are subject to approval by the Ozarks Transportation Organization Executive Director and/or Board of Directors Executive Committee.

Fee Schedule

The OTO has adopted the following fee schedule for Sunshine Law Requests:

\$.10 cents per copy for 8.5 X 11 pages plus \$20 per hour (pro-rated)

\$1.00 per square foot for large-format prints plus \$20 per hour (pro-rated)

Time spent to research and locate specific items can be charged at the actual rate for staff time.

The fee may be waived at the discretion of the OTO if it is in the public interest and not for commercial purposes.

Record Retention

OTO's policy is to retain records in accordance to the State of Missouri's General Record Retention Schedule. The schedule can be found at <http://www.sos.mo.gov/archives/localrecs/schedules/pdf/General.pdf>. OTO will ensure that these records are available upon request.

CLOSED RECORDS

The OTO officially closes records that are allowed under Section 610.011 to include the following:

- Legal actions, causes of action or litigation (except that votes, minutes and settlement agreements must be opened to the public on final disposition, unless ordered closed by a court).
- Leasing, purchase or sale of real estate where public knowledge might adversely affect the amount paid in the transaction.
- Hiring, firing, disciplining or promoting a particular employee. The final decision is considered an open record but the information pertaining to the issue is closed.
- Software codes for electronic data processing. The OTO will not disclose passwords to the OTO computer systems or bank accounts.
- Individually identifiable personnel records. This includes all employee social security and HIPAA protected records. The OTO determines that this includes payroll records.

The OTO will keep an employee salary schedule that includes the employees name, hire date and rate of pay that will be provided to the public upon request.

- Records related to existing or proposed security systems.
- Specifications for competitive bidding, until either the specifications are officially approved by the OTO or the specifications are published for bid.
- Sealed bids and related documents, until the bids are opened; and sealed proposals and related documents or related to a negotiated contract until a contract is executed or all proposals are rejected.
- Confidential or privileged communications between the OTO and its auditor, including all auditor work product. However, all final audit reports issued by the auditor will be considered open records.

- Records that are protected from disclosure by other laws.

The OTO may redact portions of a record if that portion is deemed closed under the closed record rule. For example an employee social security number would be blacked out.

PUBLIC MEETINGS

Public Meeting Notices *(Section 610.010(5))*

All OTO Boards and Committees are subject to the Sunshine Law. A meeting is any meeting where public business is discussed, decided or public policy is formulated. A meeting takes place when a majority or quorum of the OTO's Board, Committee, or Subcommittee gathers to discuss or vote on public business. However, it is important to note without a quorum present, no real decision making may take place. Further, if the public and the full public governmental body are not given proper notice of a surreptitious meeting, the body will not have the benefit of a full discussion and exchange of ideas.

It is the policy of Ozarks Transportation Organization to send out meeting notices at least 24 hours in advance.

OTO sends out public notice of meetings via an e-mailed Press Release to local organizations, officials and media. The Press Release includes the date, time and place of the meeting, along with an attached tentative agenda. (Section 610.020.1) The Press Release is also posted on the following:

- OTO's website: ozarkstransportation.org
- OTO's Facebook Page
- A hard copy posted on a public bulletin board at OTO's main offices at 205 Park Central East, Holland Building, Suite 205, Springfield, MO 65806.

Recording Meetings

Citizens may videotape or record the OTO's public meetings. However, OTO's Executive Director may establish guidelines to minimize disruption.

Recording a properly closed meeting without the OTO's permission is not permitted and is a Class C misdemeanor.

Closed Meetings and Records

It is the policy of Ozarks Transportation Organization to have occasional closed meetings. In closed meeting regarding personnel discussions, minutes are available to the public while withholding confidential information such as specific salaries and/or salary raises (Section 610.021)

Matters that may be closed under Section 610.011 include:

- Legal actions, causes of action or litigation (except that votes, minutes and settlement agreements must be opened to the public on final disposition, unless ordered closed by a court).
- Leasing, purchase or sale of real estate where public knowledge might adversely affect the amount paid in the transaction.
- Hiring, firing, disciplining or promoting a particular employee.
- Software codes for electronic data processing.
- Individually identifiable personnel records. This includes all employee social security and HIPAA records.
- Records related to existing or proposed security systems.
- Specifications for competitive bidding, until either the specifications are officially approved by the OTO or the specifications are published for bid.

- Sealed bids and related documents, until the bids are opened; and sealed proposals and related documents or related to a negotiated contract until a contract is executed or all proposals are rejected.
- Confidential or privileged communications between the OTO and its auditor, including all auditor work project. However, all final audit reports issued by the auditor will be considered open records.
- Records that are protected from disclosure by other laws.

The OTO will vote to go into closed section (Section 610.02 2.1) and the votes taken during a closed meeting will be a roll-call vote (Section 610.015)

Disciplinary Action Taken Against a Public Employee in a Closed Meeting (Section 610.021(3))

The OTO will close a meeting to consider hiring, firing, disciplining or promoting an employee when personal information about the employee is discussed or recorded. Personal information relates to the performance or merit of that employee. But the vote on any final decision to hire, fire, discipline or promote an employee must be made available to the public within 72 hours after the closed meeting and include a record of how each member voted. The OTO will give the employee notice during the 72-hour period before making it public.

Closed Meeting for the Purpose of Litigation Discussion (Section 610.021(1))

The OTO will close a meeting to discuss legal actions, causes of action or litigation involving the OTO and confidential or privileged communications between the OTO and its attorneys. This includes meetings where the OTO is a potential plaintiff or defendant, even if litigation has not yet commenced.

Closing the meeting (Section 610.022)

The OTO will not discuss any other business during a closed meeting. The OTO will only close a meeting for the items outlined above. The OTO will allow for space for members of the public to remain during the closed session.

The OTO will follow its normal meeting notification procedure for a planned closed session vote. The OTO will let the public know that it will be a closed meeting and cite the specific exception for the closure. The OTO does not need to attach a tentative agenda for a closed meeting. The OTO must have a public vote to close the meeting by a majority of a quorum of the OTO's Board or Committee members. The reason for the closure must be announced, including the proper statutory section, in open session and entered into the minutes.

Disclosing records from closed session

The OTO will conduct a roll-call vote during a closed session and disclose the vote of each member, not just the vote total or results. The "vote" includes the proposition voted on and matters or material referred to within the proposition.

Public Meeting Minutes

OTO will take minutes of both open and closed meetings. OTO takes minutes of all board and committee meetings. Meeting notes will be kept of all subcommittee meetings. The minutes include the date, time, place, members present, members absent, OTO staff present, along with a sign-in sheet of all attendees. A record of votes is taken and, when a roll call vote is taken, votes are attributed to each member (Section 610.020.7).

It also the policy of the OTO to record the time the meeting is called to order and all motions to approve and seconds to the motion. Adjournment time is recorded.

Public meeting minutes are available to the public on OTO's website, ozarkstransportation.org, or via a request to OTO's Custodian of Records.

Draft Minutes

A draft of the minutes is a “public record” under Section 610.010(6) and must be provided as soon as possible and no later than the end of the third business day after the request is received (*Section 610.023.3*). The OTO will inform the requestor that the minutes are in draft form and will not be “official” until approved at the next regularly scheduled meeting of the OTO Board or Committee.

E-MAILS AMONG MEMBERS OF PUBLIC BODIES

It is the policy of Ozarks Transportation Organization for OTO’s Custodian of Records to be copied on all e-mail correspondence between OTO and two or more members of the public body, so that counting the sender, a majority of the body’s members are copied on the message.

It is the policy of OTO to maintain records in electronic formats that are accessible to the public (*Section 610.029.1*) and to provide records in the format requested, if available (*Section 610.023.3*). However, when a requester demands records in a format beyond the scope of staff expertise, the OTO may charge for the actual rate of programming necessary to comply with the request (*Section 610.026.1(2)*).

ELECTRONIC MEETINGS

Meetings conducted via the internet are subject to the Sunshine Law (Section 610.010(5)). The OTO will give notice of electronic meetings and explain to the public how they can access the meeting. The OTO will post a notice of the meeting on the OTO website. The OTO will provide a place for members of the public to watch the electronic meeting. The OTO will keep the OTO website current of the status of the meeting.

TAB 10

TECHNICAL COMMITTEE AGENDA 7/16/2014; ITEM II.I.

Major Thoroughfare Plan Subcommittee

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

During the 2015 Fiscal Year, OTO will be undertaking a two-step update to the Major Thoroughfare Plan. The MTP was last updated with the OTO Long Range Transportation Plan, *Journey 2035*. This review will first examine the OTO design standards and the possibility of an urban/suburban classification within those standards. The review will next look at the actual classification of OTO's roadways as well as the proposed roadway network. The design standard review is expected to be completed by December, with the classification revisions completed before next summer.

OTO staff is requesting the appointment of a subcommittee to guide the development of the revised standards and classification. Members of the prior subcommittee were:

Steve Childers – City of Ozark
Martin Gugel – City of Springfield
Nick Heatherly – City of Willard
Rick Hess – City of Battlefield
Frank Miller - MoDOT
Shelia Schmitt – City Utilities Transit
Dan Smith – Greene County
Cheryl Townlian – BNSF

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To appoint a Major Thoroughfare Plan Subcommittee for the FY 2015 review.

TAB 11



Obama says no executive action on transportation funding



Getty Images

By Keith Laing - 07/03/14 03:54 PM EDT

President Obama said Thursday that he would have to rely on Congress to approve a transportation funding fix, even as he has goaded GOP critics of his executive actions in other areas.

"We're not going to be able to fund the Highway Trust Fund and to ramp up our investment in infrastructure without acts of Congress," Obama said during a speech on the economy Thursday.

"That's something that we need Congress to help us on," he added.

The comments came days after Obama **dared** Republicans leaders in Congress to sue him after House Speaker John Boehner (R-Ohio) threatened to file a legal challenge to his recent executive actions in areas such as immigration.

"Middle-class families can't wait for Republicans in Congress to do stuff, so sue me," Obama said defiantly on Tuesday.

"As long as they do nothing, I'm not going to apologize for doing something," the president continued.

Obama struck a slightly more conciliatory tone in his remarks on Thursday, saying he hoped Republicans would be encouraged to strike a compromise on transportation funding by positive employment numbers that were released.

"My hope is, is the American people look at today's news and understand that, in fact, we are making strides," he said. "We have not seen more consistent job growth since the '90s. But we can make even more progress if Congress is willing to work with my administration and to set politics aside, at least occasionally ... which I know is what the American people are urgently looking for."

The Department of Transportation has said the Highway Trust Fund will run out of money in August, unless Congress acts to prevent it.

The agency has warned states it would begin cutting payments for road and transit projects at the beginning of next month unless Congress passes a fix.

Lawmakers are struggling with a way to close a \$16 billion per year shortfall in federal transportation funding.

The traditional source of revenue has been the federal gas tax, which is priced at 18.4 cents per gallon. The gas tax has struggled to keep pace with infrastructure expenses as cars have become more fuel efficient, however.

The current transportation bill that is expiring in September includes approximately \$50 billion in infrastructure spending, but gas tax brings in only brings in about \$34 billion per year.

Transportation advocates have pushed Congress to consider increasing the gas tax for the first time since 1993 to close the funding gap, but lawmakers have resisted hiking the amount drivers have to pay in the middle of an election year.

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



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AASHTO, Transportation Stakeholders Join Senate EPW Chair to Call for Highway Trust Fund & Reauthorization Action

AASHTO Journal

Senate Environment and Public Works Committee Chairman Barbara Boxer (D-CA) held a news conference this week to urge congressional action on the Highway Trust Fund and a long-term surface transportation bill to follow MAP-21, which is set to expire on Sept. 30. The HTF, however, is scheduled to run out of funding well before that expiration, according to projections by the U.S. Department of Transportation (see related AASHTO Journal story [here](#)).

"Today we are facing a mayday situation, and I am here to send an SOS call to Congress and the American people. We are on the verge of a transportation government shutdown," said Boxer. "The Highway Trust Fund must be saved. It provides predictable, multi-year funding to states so they can plan and construct long-term highway, bridge, and transit projects." Boxer went on to say she supports a recently released plan by Sen. Ron Wyden that raises \$9 billion for the HTF to keep it afloat through the end of the calendar year (see related AASHTO Journal coverage on that measure [here](#)).

Representatives of several transportation associations, including American Association of State Highway and Transportation Officials Executive Director Bud Wright, attended the event and emphasized the effects of an insolvent HTF and the lack of a follow-up bill to MAP-21.

"If Congress does not act by the end of July, the U.S. Department of transportation will delay reimbursements to state DOTs for work on highway projects that is already completed. Delaying reimbursements to states is the equivalent of the federal government defaulting on a commitment," Wright said. "Without reimbursement from USDOT, states will be forced to either pay for the federal portion of projects out of their own pockets or stop paying bills from contractors."

Wright said that many states have already taken preventive actions, cutting projects from construction schedules.

In order to prevent further funding problems on the state level, which then affects jobs during the typically busy construction season, Congress needs to act quickly, Wright said.

"The time for Congress to act is now," Wright concluded. "Congress needs to reach an agreement on how to keep the Highway Trust Fund solvent within the next few weeks and continue to work on a six-year surface

Check out a Transportation TV feature on this news conference at TransportationTV.org.

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

June 27, 2014

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Missouri updates project list for transportation tax



Construction workers demolish the Tower Grove Avenue (front) and Boyle Avenue bridges over Highway 40 (Interstate 64) in St. Louis on Saturday, March 8, 2014. The highway was shut down at about 8 p.m. on Friday and is expected to reopen by Monday morning at 3 a.m. MoDOT is building a new interchange at Tower Grove and Boyle, and replacing four bridges that span the highway in the area. Photo By David Carson, dcarson@post-dispatch.com

[Enlarge Photo](#)



JEFFERSON CITY, Mo. • Missouri officials have added money for streetcars in Kansas City and more highway projects around the state as part of a revised project list that would be funded if voters approve a three-quarters cent sales tax next month.

The updated draft project list was provided Monday to The Associated Press by the Missouri Department of Transportation in response to a Sunshine Law request seeking cost estimates for each of the more than 800 projects proposed to be funded by the tax.

The Missouri Highways and Transportation Commission is scheduled to vote Wednesday on projects to be financed by proposed Constitutional Amendment 7.

The proposal is projected by lawmakers to generate about \$5.4 billion over the 10-year life of the tax. Part of that would go to cities and counties, leaving \$4.8 billion for the state transportation department.

The widening of Interstate 70 across Missouri remains the most expensive item. It would receive \$500 million from the new tax revenues, with the rest of the \$1.5 billion cost to come from existing revenue sources. Other costly projects include interstate improvements in the St. Louis area and the widening of parts of U.S. 63 and U.S. 50 in central Missouri.

The department released an initial project list June 13 but declined to disclose cost estimates for each of the projects during a public comment period about them. The AP sought the cost figures under the Missouri open-records law, and the department released them along with a revised list dated Monday.

Transportation officials said most of the projects remained the same, but some changes were made upon the suggestions of local leaders. For example, state funding for Kansas City streetcars was added, contingent upon approval of local funding.

In southwest Missouri, a new Interstate 44 interchange at Marshfield was included in the revised project list, again contingent on local governments covering part of the cost.

In northeast Missouri, the revised project list drops a proposed interchange at Interstate 70 in Warrenton and adds a lane expansion for U.S. 54 east of Mexico, Missouri.

"There's not enough money to do everything everyone wants," said MoDOT Chief Engineer Ed Hassinger. But under the proposal, "we're spending quite a bit of money on just taking care of infrastructure that's worn out, whether that's resurfacing a road or replacing a bridge or replacing an old bus" for a city public transit system.

Follow David A. Lieb at: <http://www.twitter.com/DavidALieb>

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