



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

TECHNICAL PLANNING COMMITTEE MEETING AGENDA

NOVEMBER 20, 2013
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, November 20, 2013 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/Hess)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the July 17, 2013 Meeting Minutes Tab 1
(1 minute/Hess)

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

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

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

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

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

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

Staff will provide a review of BPAC's current activities.

II. New Business

A. Amendment Number 1 to the FY 2014-2017 TIP..... Tab 2
(3 minutes/Longpine)

There are six changes requested to the current TIP that are detailed in Tab 2.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
AMENDMENT NUMBER 1 TO THE FY 2014-2017 TIP TO THE BOARD OF DIRECTORS**

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

There are several changes to the Federal Functional Classification Map requested and outlined in the attached materials.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
PROPOSED FEDERAL FUNCTIONAL CLASS CHANGES TO THE BOARD OF DIRECTORS**

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

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.332. This is included in the Agenda for member review.

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

D. Federal Funds Balance Report Tab 5
(10 minutes/Longpine)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. Request for Support of I-244 Designation Tab 6
(3 minutes/Longpine)

The City of Springfield is requesting support of a proposal to designate US65 and James River Freeway as I-244.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND SUPPORT OF THE I-244
DESIGNATION TO THE BOARD OF DIRECTORS**

F. “On the Move” Presentation Tab 7
(15 minutes/Miller)

A presentation on MoDOT’s new long range plan, “On the Move” will be given.

NO ACTION REQUIRED – INFORMATIONAL ONLY

G. OTO Technical Committee Chair Rotation Tab 8
(2 minutes/Fields)

**TECHNICAL COMMITTEE ACTION REQUESTED TO ELECT THE CHAIRMAN AND CHAIRMAN-
ELECT POSITIONS OF THE 2014 TECHNICAL PLANNING COMMITTEE**

H. OTO Technical Committee 2014 Meeting Schedule..... Tab 9
(2 minutes/Fields)

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

C. Articles For Technical Planning Committee Member Information..... Tab 10

IV. Adjournment

Targeted for 2:15 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, January 15, 2014 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Jim Viebrock, OTO Chair, Greene County Presiding Commissioner
Phil Broyles, City of Springfield Mayor's Designee
Gail Melgren, Senator McCaskill's Office
Stacy Burks, Senator Blunt's Office
Jered Taylor, Congressman Long's Office
Area News Media

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

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

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

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

TAB 1

MEETING MINUTES AGENDA 11/20/2013; ITEM I.C.

Attached for Technical Committee member review are the minutes from the July 17, 2013 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
July 17, 2013**

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

The following members were present:

Mr. David Brock, City of Republic	Mr. Larry Martin, City of Ozark
Mr. Randall Brown, City of Willard (a)	Mr. Frank Miller, MoDOT
Mr. King Coltrin, City of Strafford	Mr. Bill Robinett, MoDOT
Mr. Travis Cossey, City of Nixa	Mr. Ralph Rognstad, City of Springfield
Mr. Martin Gugel, City of Springfield (a)	Ms. Shelia Schmitt, City Utilities
Mr. Rick Hess, City of Battlefield (Chair)	Mr. Andrew Seiler, MoDOT
Mr. Adam Humphrey, Greene County	Ms. Eva Voss, MoDOT
Mr. Kirk Juranas, City of Springfield	Mr. Dan Watts, SMCOG
Mr. Joel Keller, Greene County Hwy Dept. (a)	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

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

Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Ms. Melissa Richards, Ozarks Transportation Organization; Mr. Earl Wall, Missouri State University; Mr. Jered Taylor, Congressman Long's Office; Ms. Gail Melgren, Senator McCaskill's Office.

Mr. Hess called the July 17, 2013 Technical Planning Committee meeting to order at 1:31 p.m.

I. Administration
A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Cossey made the motion to approve the Technical Planning Committee Meeting Agenda. Mr. Brown seconded and the agenda was approved unanimously.

C. Approval of the March 20, 2013 Meeting Minutes

Mr. Rognstad made the motion to approve the March 20, 2013 Meeting Minutes. Mr. Cossey seconded and the minutes were approved unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

Ms. Fields stated that staff has been working to finish the fiscal year. The fiscal year ends June 30. There are a lot of projects being completed on this agenda. The other major thing that happened in June is the OTO Federal Certification Review. The Federal Highway Administration and Federal Transit Administration came and reviewed the OTO's planning practices and how the practices comply with federal law regarding Metropolitan Transportation Planning. Federal Highway and Federal Transit will come out with a report that has Recommendations, Commendations, and Corrective Actions. Corrective Actions are things that if not fixed in a given amount of time, the OTO's federal funds would be withheld. There is not a final report yet, but there was a close-out report and the OTO is not expecting any Corrective Actions.

This week the Model Subcommittee had the first meeting for the Travel Demand Model. The Subcommittee decided on a software package, Visum. The former model was in TransCad and it had some real limitations in the way intersections were modeled. There were many dual left intersections that were not accounted for and that caused some problems. The Subcommittee is hopeful that this model will account for that better. The OTO hired the Bureau of Economic Analysis and David Mitchell at Missouri State University to do the population and employment forecast. The last model had some criticisms that the forecasts were too high. There is an expert looking at that. The input into the model should be more accurate and then the outputs, the future traffic projections. The timeline is for the calibrated model to be ready by end of the year. Ms. Fields stated that the timeline is not firm since sometimes with calibrations there are problems that arise. That is just the timeline that the schedule calls for.

Ms. Fields stated that the OTO Surplus Policy states that if the OTO has surplus items, then the items can be given away to the member jurisdictions. There are some

office supplies in the small conference room. There is a form to complete stating that any items taken are for work purposes.

Ms. Schmitt inquired on the deadline for the MOU. Ms. Fields stated that there should be a deadline in the report that comes out in October. The OTO has a chance to comment and reply if the deadline is not realistic.

Mr. Taylor stated there was not a lot to report. Congress is currently in session. Immigration is currently the hot topic. Congressman Long would like to see less amnesty and more border protection. The Farm bill passed last week out of the House. Those are the two big issues addressed recently.

Ms. Fields offered the legislative representatives and opportunity to speak to the TPC Committee.

Ms. Melgren stated that the Farm Bill had the Food Stamps removed and that issues is being looked at separately. Nothing has been decided yet. There still needs to be a compromise between the House and Senate. The same with the immigration issue, the Senate has passed it and the House is sitting on it. Blueways is something that was pretty controversial. It is kind of infrastructure since it is waterways. There was also a filibuster on the federal appointments. Senator McCaskill is looking at one of her specialties, waste, fraud and abuse and is tackling the issue.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that in the agenda there is the Bike/Ped Plan Report. This implementation report is produced annually to track the progress of the Bicycle and Pedestrian Plan. At the beginning of the report there is a list of the goals that are included in the Long Range Transportation Plan and the status of those goals. All the goals say ongoing. There is not necessarily an end date. The Bicycle and Pedestrian Committee is continually working on improving the Bicycle and Pedestrian network in the region. The next section lists the accomplishments. The accomplishments are organized by funding and then by the five E's. There is a lot of talk about the Safe Routes to School and Bicycle Friendly Communities. Funding was definitely important last year. The OTO received the Transportation Enhancements and the New Transportation Alternatives Program funding, and the BPAC was able to distribute that to the communities. It appears that there will be more funding available in October, though there is no number yet. The OTO applied for a TIGER Grant. There is a presentation later in the agenda about the TIGER Grant. It included Streetscapes along Route 66, the bus transfer facility and Ozark Greenways trails.

There is a section on Engineering. There has been a lot going on with trails, streetscapes and sidewalks throughout the area. The City of Springfield continues to expand the LINK which extends the Greenways trails to the north and south. Most of the mileage done this past year is to the bicycle facilities and putting pavement markings on the road. Evaluationwise, the BPAC has been working on a priorities list. MoDOT is looking for a list of priorities as part of the Long Range Transportation Plan. The BPAC has gotten through most of the projects on the

previous list. A lot is just going to relate back to the goals and priorities that are in the plan.

The Bicycle Friendly Communities Application is an important one. That was just submitted for renewal and the BPAC should find out sometime in the next few months. It is due every four years. It would be up for renewal in February 14, 2014. BPAC wanted to go ahead and get the application in now, in case there was anything needing to be remedied. The goal is to be Silver or better, but if the region could renew the Bronze designation that would be important as well. There has been a lot in the community regarding education and encouragement. There was a final round of Safe Routes to School funding. There is a big media roll out for "Let's Go Smart Springfield." There have been PSAs on the radio regarding the "Let's Go Smart" campaign. Ozark Greenways is in the middle of recording some video PSAs at the moment.

Finally, there is an awards section. Missouri was named a Best Trails State by American Trails this past year. Also, the Missouri Bicycle and Pedestrian Federation honored Phil Broyles, the City of Springfield Public Works Director, with a statewide award for all the work the department has been doing implementing Bicycle and Pedestrian improvements.

II. New Business

A. Public Participation Plan and Annual Evaluation Report

Ms. Richards stated that this is the new updated Public Participation Plan. The document has been split into two documents: the Public Participation Plan with the Annual Evaluation now as a standalone document. The Public Participation Plan (PPP) draft is up for recommendation to the Board of Directors for approval. The Annual Evaluation is for the TPC review. The PPP is a comprehensive document that fulfills the federal requirements in MAP-21, and sets forth a protocol for OTO to conduct public involvement activities. The current PPP draft is now in good form to be used as a template reference. It will be reviewed for approval by the Board of Directors every three years, regardless of updates. The PPP is intended to find direction for public involvement activities used by OTO for public involvement. The newly updated PPP is currently up for a 45 day public comment period right now running from July 1 to August 15. Ms. Richards made a PowerPoint presentation on both the PPP and the Annual Evaluation Report. The presentation is available on the OTO website.

Mr. Coltrin asked if the OTO had talked to the Chamber to try and increase the coverage since the chamber has a lot of different email blast groups. The Chamber could send out the message to all those groups and hit 2,000 people instantly. The people might not all respond, but there might be a big response because they are interested in their community. Ms. Richards stated that the Chamber was on the master list. Mr. Coltrin said that is good, but staff could go a step farther making sure someone at the Chamber coordinates it to be specifically sent out to the email lists. Ms. Richards stated it was a good idea. She stated staff had also discussed making

person to person contacts along with keeping an eye on the online news websites. Occasionally the OTO press releases are picked up but not always.

Mr. Brock stated that none of the respondents seemed interested in advertising or press releases, or meeting in a physical meeting. Mr. Martin inquired if in the survey there was a category for "Other". Ms. Richards responded that there was an "Other" category in all of the surveys and that no one took advantage of it. Mr. Brock asked if those that responded were skewed toward electronic communication. Ms. Fields stated that it was directed towards the internet. Interestingly though, with the Federal Certification Review, the OTO placed a public legal ad. The press release was sent out and the Christian County Headliner picked it up and placed it in the paper. Mr. Martin stated that those from smaller towns still read the papers cover to cover. Ms. Fields stated that was a good point. Mr. Martin stated that people forget that in the country there is no high speed internet access. It is a problem that rural people have.

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

B. Administrative Modifications Five, Six, and Seven to the FY 2013-2016 TIP

Ms. Longpine stated that there are three separate Administrative Modifications to the FY 13-16 TIP. Per the Public Participation Plan, which outlines the requirements for Administrative Modifications versus full Amendments to the TIP, these were all allowed under the Administrative Modification guidelines. Basically, staff can make these minor adjustments without having to go through the ONEDOT and MoDOT approval process. These were made three separate times which is why they are listed individually. The first one is moving a project from a prior adopted TIP, the Kansas Expressway and Broadmoor project with Missouri State University. That did not affect any of the fiscal constraint, because it had received an earmark. The project is being moved forward to be completed.

The second project is adding or deleting a project development phase of a project without major changes to the scope of the project. This is for the Willard Sidewalk project, which is one of the Enhancements that were awarded last year. When the actual TIP Amendment for the Enhancements was made, it did not show any funding in the engineering phase of the project. Willard wanted to make sure the engineering could be done on the project as well as the construction. The overall amount of the project did not change. The final modification has two changes for the same project. Changes in the project programmed amount and then minor changes to the scope of the project. City Utilities was purchasing two new buses, the way the project was described in the TIP did not match what the buses were being used for so there was an adjustment made.

C. FTA 5339 Project Selection Criteria

Mr. Owens stated that under the MAP-21 program legislation there is a new program 5339, which is for bus and bus facilities. This program replaces the 5309 program under the SAFETEA-LU legislation. The actual guidance does not come out until late summer but the OTO wanted to start putting together a list of criteria for project

selection. The Transportation Improvement Program Subcommittee approved the selection criteria sheet for recommendation to the Technical Planning Committee. The selection criteria is geared toward maintaining what is already existing. The new program is less than what was under the SAFETEA-LU program.

The Subcommittee put together criteria of the important elements for selecting a project. The funding is now a formula based program and it is different than the 5309 program that was discretionary.

Mr. Martin stated that he could not remember all the 5309 over the past three to five years, but that this appeared to be a big difference in the two programs selections and funding. He inquired how much funding was awarded last year. Ms. Fields stated that it was hard to estimate because it was competitive. CU is very good at applying. CU received \$13 million for new buses. CU also received \$3 million for the transfer facility. CU applies project by project and has received several million dollars each time. Mr. Martin stated that it would be correct to assume that in the past it would be millions of dollars and now it is approximately \$250,000. Mr. Owens stated that the funding that will be received under 5339 will basically buy one bus, so that is a correct assumption.

Mr. Rognstad made the motion to recommend the approval of the proposed 5339 project selection criteria to the Board of Directors. Mr. Martin seconded and the motion was carried unanimously.

D. FY 2014-2017 Transportation Improvement Program

Ms. Longpine stated that staff was in the middle of finalizing the Transportation Improvement Program. The TIP comes between the projects that are prioritized in the Long Range Plan and when the project actually goes to construction. It is a four year program. It is supposed to reflect those investment priorities in the Long Range Transportation Plan. It shows how the region is using the federal funds. It also includes projects of Regional Significance regardless of the funding source. One of the key items of the TIP is that it is to be fiscally constrained. It is a budget of what the OTO plans to do over the next four years. It is a six month process, from March when it was started, until October when the TIP will go into effect. There are some new items in the TIP this year. Ms. Longpine thanked everyone for using the new TIP Tool. She presented the FY 2014-2017 Transportation Improvement Program PowerPoint which is on the OTO Website. Ms. Longpine also outlined several changes included since the draft was mailed.

Mr. Robinett inquired if the OTO intended to amend the TIP at the time 5310 vehicles are selected. Ms. Longpine also responded that yes that would be the case.

Mr. Martin made the motion for the FY 2014-2017 TIP to be forwarded to the Board of Directors for their consideration with the attached changes. Mr. Juranas seconded and the motion was carried unanimously.

Mr. Hess stated that if there are any corrections or changes to the TIP before the Board of Directors meets to please contact OTO staff prior to August 14 so it can be corrected. Ms. Longpine stated that the TIP Tool currently shows the FY 2013 TIP if logged in from a public site. Once the FY 2014 TIP is approved it will be uploaded and replaced by October 1. The Draft TIP can be found as a PDF on the OTO website.

E. TIGER Grant

Ms. Longpine presented a TIGER Grant PowerPoint, which is on the OTO Website. Ms. Longpine stated that this is the 5th round of TIGER funding that has been available. The region did apply for a TIGER grant. This project was titled “The rebirth of Route 66”. This was a collaboration between OTO, City Utilities, the City of Springfield, and the Urban District Alliance in developing the application. The project goes along what is considered old Route 66, which is College, just heading west out of Downtown. There are several different projects. There is a streetscape along College Street, the bus transfer facility which is at College and Main, and the trail through West Meadows is actually funded with Enhancement funds. The thought was if it was funded through TIGER, then there would be more Enhancement funds that could be spent elsewhere in the community. If the OTO does not get a TIGER grant, then that project will still remain funded. She stated that TIGER requires a 20 percent match minimum and the overall projects totaled a little over \$17 million with \$10 million funded by TIGER. There was some local share and federal grants that brought the TIGER share to 58 percent. This round had 568 applications, totaling over \$9 billion dollars, while there is \$474 million available. The availability of funding was announced in April and applications were due at the first of June. The OTO should know something by September. The prior rounds have been about the same statistics, though the number of applicants each time continues to decrease. The amount of funding available for TIGER has also decreased.

F. OTO Growth Trends Report

Mr. Owens presented the Annual Growth Trends Report for the OTO area. The information for this report comes from the US Census Bureau and also from local jurisdictions. Mr. Owens stated he had requested building permit data previously and that information was compiled into the report as well. He presented the Growth Trends PowerPoint, which is on the OTO website. He stated that these are a few slides out of the whole report. The full report can be found on the OTO website at the bottom of the page entitled “2012 Growth Trends”. There are a few more data points in there. If there is something that a jurisdiction would like included in the future, it can be added to the reports.

G. Performance Measures Report

Ms. Longpine stated that the Performance Measures are something that will be continued to be seen throughout the OTO Planning Products. OTO Staff started with the Long Range Plan to set the Performance Measures and identify targets for 2035 and some trends that the OTO would like to see between now and then. Staff would like to produce an annual report that shows the progress towards each of those Long Range Plan Performance Measures. This report is in the TPC Agenda Packet. Ms.

Longpine presented the Performance Measures PowerPoint which is on the OTO website.

Mr. Martin stated that there seem to be two issues, one is where people are living versus where the improvements are being made. Ms. Longpine replied that part of the issue is that this is compiled partially with American Survey Data which has its own set of concerns. It is a very small sample size. That is why staff used the five year data and hopefully it can mitigate some of those anomalies.

H. New OTO Logo

Ms. Richards stated that the OTO Logo was approved by the Board of Directors in April. There were several months of samples and revisions. The goal was to incorporate elements of the function of OTO to provide more of a visual to the public. The Logo has Railroad, Bicycle, Roadways and Aviation symbols. There were several modifications but in the end it was requested that a version be designed using some of the original elements but with the letter “t” inserted in the middle. The graphic can be stand alone, but the official logo has Ozarks Transportation Organization and Metropolitan Planning Organization under it. The new logo design will hopefully raise the OTO profile with the public and is part of the rebranding that the OTO is going through right now.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Owens announced that on July 25, 2013 the Local Coordinating Board of Transit would be touring the City Utilities new bus facility. All TPC members are invited to the tour. There will be a sneak preview of where the Transit funds have been spent. It will be at 1:30 pm at the CU transit office.

Mr. Miller gave an update on the Long Range Transportation Plan for the State. MoDOT has concluded the public outreach sessions and is getting data from the public to build a new Statewide Transportation needs database. MoDOT will be adding to the database things from the Long Range Plan that were not already included by the public. People requested a monorail system in Springfield. Several more wanted a light rail system. A lot of people wanted sidewalks and bicycle improvements. People want Amtrak service to St. Louis. There were a lot of requests for improvements to Republic Road/Campbell Road. It is anticipated that there will be a lot of comments about Route CC/14 and Route 160 from the Ozark and Nixa public input, as well as a lot of sidewalk requests.

Ms. Voss stated that the 2014-2018 Statewide Transportation Improvement Program was approved by the Highway Commission on July 9.

B. Transportation Issues for Technical Planning Committee Member Review

Ms. Fields inquired of Mr. Miller if the adaptive signals in Republic were complete. Mr. Miller stated that the signals were supposed to turn on July 18, 2013.

C. Articles For Technical Planning Committee

IV. Adjournment

Mr. Martin made the motion to adjourn at 3:01 p.m. Mr. Miller seconded and the meeting was adjourned.

TAB 2

TECHNICAL COMMITTEE AGENDA 11/20/2013; ITEM II.A.

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

1. ADA Accommodations on Glenstone and Sunshine (SP1413)

MoDOT is requesting to increase project funds and add funds from the City of Springfield who is now cost sharing on this project. The original project cost was \$411,000 and the programmed total is now \$760,000.

2. Weaver Road Widening (BA1401)

The City of Battlefield is requesting to program the additional costs of utility relocation in the Weaver Road Widening project. This increases the total programmed amount by \$80,874 to \$330,874.

3. Republic Road Bridges over James River (SP1213)

MoDOT is requesting to add construction funding and City of Springfield inspection funding for the west bridge on Republic Road over James River Freeway. This takes the current programmed amount of \$230,000 and increases it to \$3,898,500.

4. *New* Republic Road and Farm Road 107 Intersection (GR1407)

MoDOT is requesting to add a new project for intersection improvements at Republic Road (Route M) and Farm Road 107. MoDOT will be funding the engineering and City Utilities, the construction. The total programmed amount for this project is \$168,000.

5. *New* Glenstone and Pythian Intersection (SP1416)

MoDOT is requesting to add a scoping project for the Glenstone and Pythian intersection at a programmed total of \$8,000, utilizing all state funds.






6. *New* Kansas Expressway Pavement Rehabilitation (SP1417)

MoDOT is requesting the addition of a project for pavement rehabilitation and concrete repair on Kansas Expressway between I-44 and Mount Vernon. This is a complimentary project to SP1316, which includes asphalt overlay on portions of Kansas Expressway between I-44 and the James River Freeway. The total programmed amount requested for SP1417 is \$1,999,080.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors on approving Amendment Number One to the FY 2014-2017 TIP.

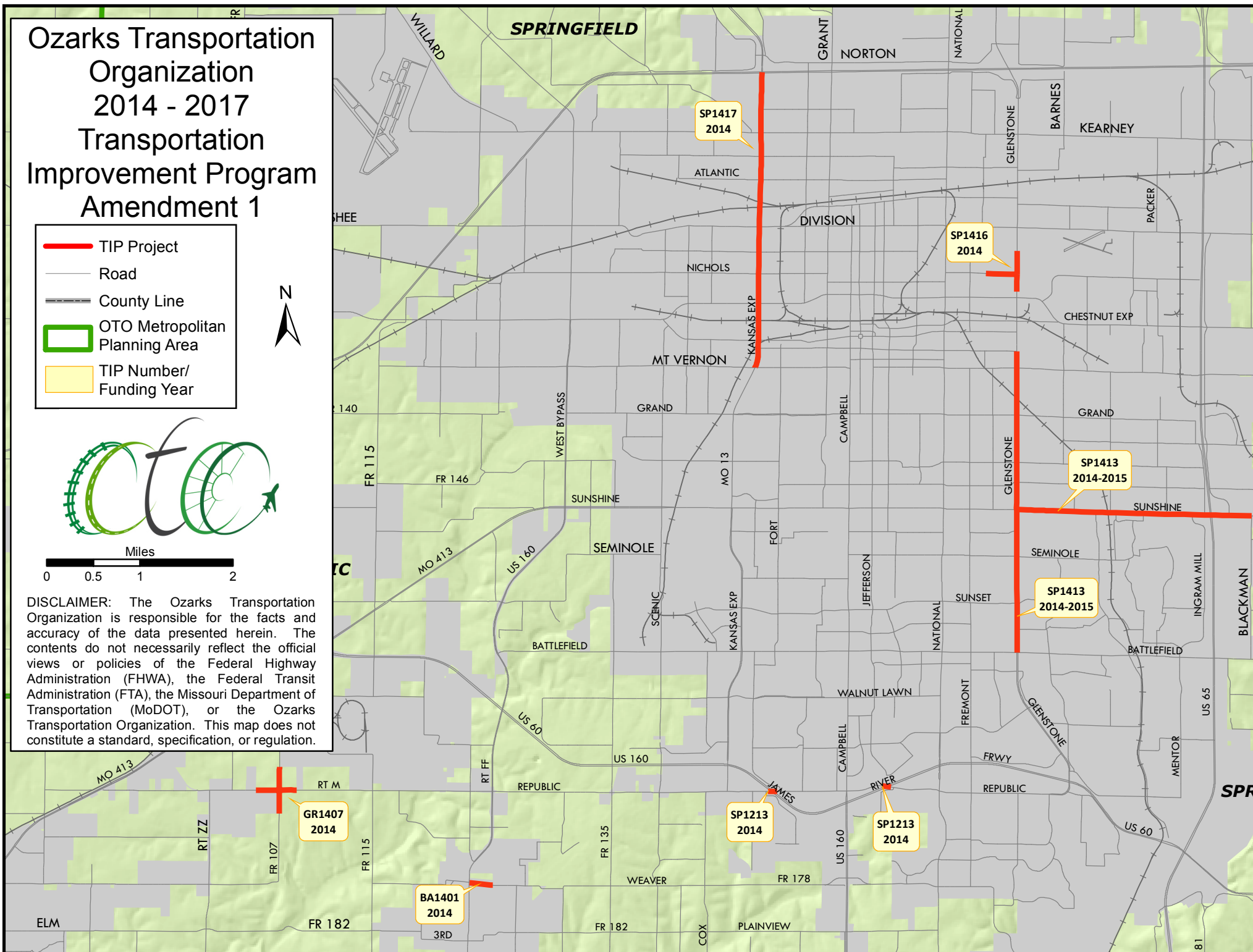
Ozarks Transportation
Organization
2014 - 2017
Transportation
Improvement Program
Amendment 1

-  TIP Project
 Road
 County Line
 OTO Metropolitan Planning Area
 TIP Number/
Funding Year



A number line is shown with tick marks at 0, 0.5, 1, and 2. A bracket is drawn above the line from 0 to 1, and the word "Miles" is written above the bracket.

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 # SP1413 ADA ACCOMMODATIONS ON GLENSTONE AND SUNSHINE

Route Bus. 65 and Rte. D

From Walnut, Glenstone

To Battlefield Rd., Blackman Rd.

Location/Agency City of Springfield

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2015

STIP # 8S3024

Project Description

ADA accommdations at various locations of Glenstone Avenue (Bus. 65) from Walnut Street to Battlefield Road and on Sunshine Street (Rte. D) from Glenstone Avenue to Blackman Road.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (NHS)	Federal	ENG	\$0	\$49,600	\$0	\$0	\$49,600
MoDOT	State	ENG	\$0	\$-49,600	\$0	\$0	\$-49,600
MoDOT	State	ENG	\$62,000	\$0	\$0	\$0	\$62,000
FHWA (NHS)	Federal	CON	\$0	\$279,200	\$0	\$0	\$279,200
MoDOT	State	CON	\$0	\$-279,200	\$0	\$0	\$-279,200
MoDOT	State	CON	\$349,000	\$0	\$0	\$0	\$349,000
Totals			\$411,000	\$0	\$0	\$0	\$411,000

ORIGINAL

Notes

Source of state funds: State transportation revenues. Advance construction with anticipated conversion in FY 2015.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$411,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # SP1413 ADA ACCOMMODATIONS ON GLENSTONE AND SUNSHINE

Route Bus. 65 and Rte. D

From Walnut, Glenstone

To

Battlefield Rd., Blackman Rd.

Location/Agency City of Springfield

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2015

STIP #

8S3024

Project Description

ADA accommdations at various locations of Glenstone Avenue (Bus. 65) from Walnut Street to Battlefield Road and on Sunshine Street (Rte. D) from Glenstone Avenue to Blackman Road.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (NHS)	Federal	ENG	\$0	\$49,600	\$0	\$0	\$49,600
MoDOT	State	ENG	\$0	\$-49,600	\$0	\$0	\$-49,600
MoDOT	State	ENG	\$62,000	\$0	\$0	\$0	\$62,000
FHWA (NHS)	Federal	CON	\$0	\$279,200	\$0	\$0	\$279,200
LOCAL	Local	CON	\$349,000	\$0	\$0	\$0	\$349,000
MoDOT	State	CON	\$0	\$-279,200	\$0	\$0	\$-279,200
MoDOT	State	CON	\$349,000	\$0	\$0	\$0	\$349,000
Totals			\$760,000	\$0	\$0	\$0	\$760,000

Notes

Cost Share with the City of Springfield. Source of state funds: State transportation revenues and City of Springfield local funds. Advance construction with anticipated conversion in FY 2015.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$760,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # BA1401 **WEAVER ROAD WIDENING**

Route Weaver Rd.

From Wilson Creek School

To State Highway FF

Location/Agency City of Battlefield

Federal Agency FHWA

Responsible Agency City of Battlefield

Federal Funding Category STP-U

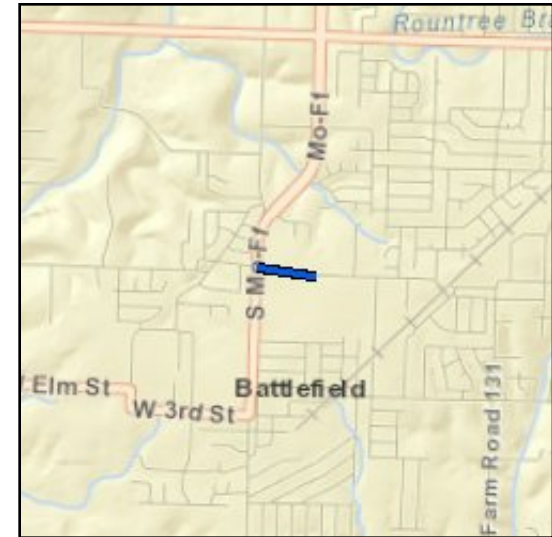
MoDOT Funding Category None

AC Year of Conv.

STIP #

Project Description

Widen Weaver Rd from Wilson Creek Elementary to St. Hwy FF. This will create safer passage for school buses and other large vehicles.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (STP-U)	Federal	CON	\$200,000	\$0	\$0	\$0	\$200,000
LOCAL	Local	CON	\$50,000	\$0	\$0	\$0	\$50,000
Totals			\$250,000	\$0	\$0	\$0	\$250,000

ORIGINAL

Notes

Funding source: Battlefield STP-U

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$250,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # BA1401 WEAVER ROAD WIDENING

Route Weaver Rd.

From Wilson Creek School

To State Highway FF

Location/Agency City of Battlefield

Federal Agency FHWA

Responsible Agency City of Battlefield

Federal Funding Category STP-U

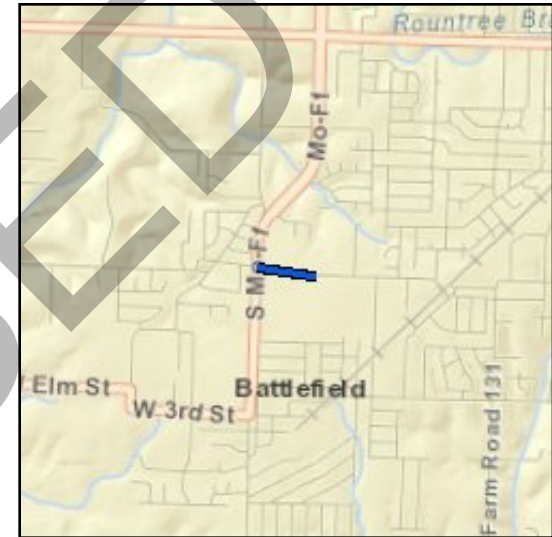
MoDOT Funding Category None

AC Year of Conv.

STIP #

Project Description

Widen Weaver Rd from Wilson Creek Elementary to St. Hwy FF. This will create safer passage for school buses and other large vehicles.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (STP-U)	Federal	CON	\$264,699	\$0	\$0	\$0	\$264,699
LOCAL	Local	CON	\$66,175	\$0	\$0	\$0	\$66,175
Totals			\$330,874	\$0	\$0	\$0	\$330,874

Notes

Funding source: Battlefield STP-U

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$330,874



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1213 **REPUBLIC ROAD BRIDGES OVER JAMES RIVER**

Route Republic Road

From Republic Road **To** James River Freeway

Location/Agency City of Springfield

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2015 **STIP #** 8P3003

Project Description

Improvements to the Republic Road bridges over the James River Freeway (Route 60) 0.6 miles east of Kansas Expressway (Route 13) and 0.5 miles east of Campbell Avenue (Route 160).



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (STP)	Federal	ENG	\$0	\$184,000	\$0	\$0	\$184,000
MoDOT	State	ENG	\$0	\$-184,000	\$0	\$0	\$-184,000
MoDOT	State	ENG	\$230,000	\$0	\$0	\$0	\$230,000
Totals			\$230,000	\$0	\$0	\$0	\$230,000

ORIGINAL

Notes

Source of MoDOT Funds: State transportation revenues. Source of Local funds: City of Springfield 1/8 Cent Transportation Sales tax. Previously programmed funds of \$200,000. Advance Construction for Engineering funding with anticipated conversion in 2015.

Prior Cost	\$200,000
Future Cost	\$4,700,000
Total Cost	\$5,130,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1213 **REPUBLIC ROAD BRIDGES OVER JAMES RIVER**

Route Republic Road

From Republic Road

To

James River Freeway

Location/Agency City of Springfield

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2015

STIP #

8P3003

Project Description

Improvements to the Republic Road bridges over the James River Freeway (Route 60) 0.6 miles east of Kansas Expressway (Route 13) and 0.5 miles east of Campbell Avenue (Route 160).



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (STP)	Federal	ENG	\$0	\$184,000	\$0	\$0	\$184,000
LOCAL	Local	ENG	\$168,750	\$0	\$0	\$0	\$168,750
MoDOT	State	ENG	\$0	\$-184,000	\$0	\$0	\$-184,000
MoDOT	State	ENG	\$230,000	\$0	\$0	\$0	\$230,000
FHWA (STP-U)	Federal	CON	\$2,584,800	\$0	\$0	\$0	\$2,584,800
LOCAL	Local	CON	\$914,950	\$0	\$0	\$0	\$914,950
Totals			\$3,898,500	\$0	\$0	\$0	\$3,898,500

Notes

Source of MoDOT Funds: State transportation revenues. Source of Local funds: City of Springfield 1/8 Cent Transportation Sales tax and STP-Urban funds. Previously programmed funds of \$200,000. Advance Construction for Engineering funding with anticipated conversion in 2015.

Prior Cost	\$200,000
Future Cost	\$0
Total Cost	\$4,098,500



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # GR1407 REPUBLIC ROAD AND FARM ROAD 107 INTERSECTION

Route Route M (Republic Road)

From Route M **To** Farm Road 107

Location/Agency Greene County

Federal Agency None

Responsible Agency MoDOT

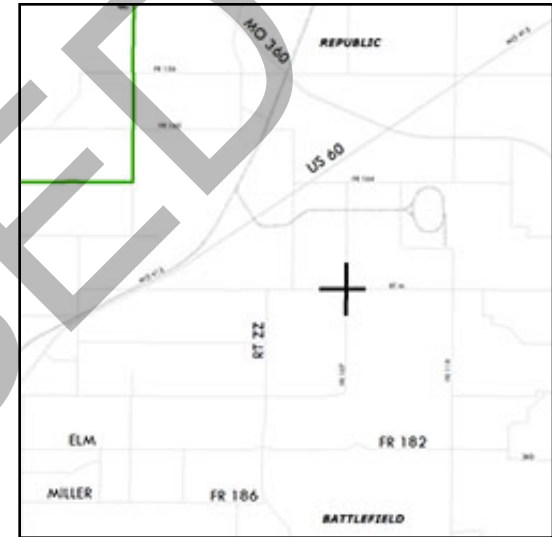
Federal Funding Category None

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. **STIP #** 8S3037

Project Description

Intersection improvements at Route M (Republic Road) and Farm Road 107.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
MoDOT	State	ENG	\$18,000	\$0	\$0	\$0	\$18,000
LOCAL	Local	CON	\$150,000	\$0	\$0	\$0	\$150,000
Totals			\$168,000	\$0	\$0	\$0	\$168,000

Notes

Construction funded by City Utilities of Springfield. Engineering by MoDOT. Source of funds: City Utilities electricity production revenues and MoDOT operating budget.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$168,000



Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1416 **GLENSTONE AND PYTHIAN INTERSECTION**

Route Loop 44

From Glenstone

To Pythian

Location/Agency City of Springfield

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. **STIP #** 8P3041

Project Description

Scoping for intersection improvements at Glenstone and Pythian.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
MoDOT	State	ENG	\$8,000	\$0	\$0	\$0	\$8,000
Totals			\$8,000	\$0	\$0	\$0	\$8,000

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$8,000



Transportation Improvement Program - FY 2014-2017

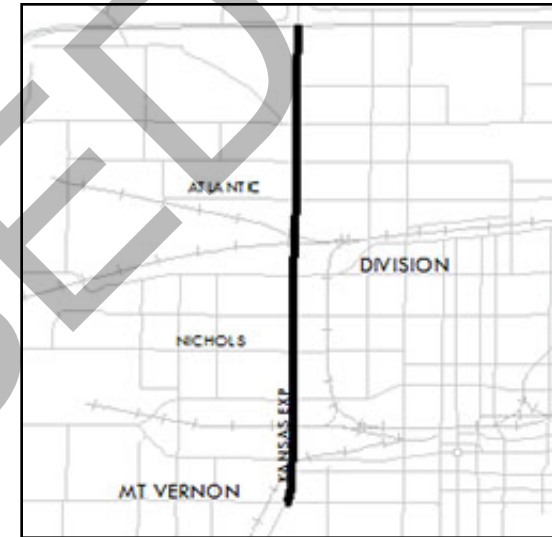
Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1417 **KANSAS EXPRESSWAY PAVEMENT REHABILITATION**
Route 13
From I-44 **To** Mt. Vernon Street
Location/Agency City of Springfield
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Cost Share Program
AC Year of Conv. FY 2015 **STIP #** 8P3042

Project Description

Pavement improvements on various sections of Kansas Expressway from I-44 to Mt. Vernon Street.



Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
MoDOT	State	ENG	\$261,000	\$0	\$0	\$0	\$261,000
FHWA (STP-U)	Federal	CON	\$799,517	\$0	\$0	\$0	\$799,517
LOCAL	Local	CON	\$199,879	\$0	\$0	\$0	\$199,879
MoDOT	State	CON	\$738,684	\$0	\$0	\$0	\$738,684
Totals			\$1,999,080	\$0	\$0	\$0	\$1,999,080

Notes

Cost Share with the City of Springfield (pending Cost Share application for 11.15.2013). Advance Construction with anticipated conversion in FY 2015.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,999,080

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal					Local	State	
PROJECT	FHWA (STP)	FHWA (NHS)	FHWA (TE)	FHWA (TAP)	FHWA (SRTS)	LOCAL	MoDOT	TOTAL
FY 2014								
EN1302	\$0	\$0	\$0	\$240,000	\$0	\$60,000	\$0	\$300,000
EN1304	\$32,800	\$0	\$0	\$165,587	\$0	\$0	\$79,166	\$277,553
EN1305	\$0	\$0	\$220,413	\$0	\$0	\$179,587	\$0	\$400,000
EN1306	\$0	\$0	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
EN1307	\$0	\$0	\$200,000	\$0	\$0	\$50,000	\$0	\$250,000
EN1309	\$0	\$0	\$0	\$0	\$152,973	\$0	\$0	\$152,973
MO1309	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$0	\$0	\$29,000	\$29,000
SP1413	\$0	\$0	\$0	\$0	\$0	\$349,000	\$411,000	\$760,000
SP1414	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000	\$22,000
SUBTOTAL	\$32,800	\$0	\$740,413	\$405,587	\$152,973	\$718,587	\$566,166	\$2,616,526
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	\$718,587	\$312,966	\$3,277,526

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FINANCIAL CONSTRAINTS
Bicycle and Pedestrian

	STP	NHS	TE	TAP	SRTS	MoDOT	Local	TOTAL
PRIOR YEAR								
Balance	\$0	\$0	\$740,413	\$405,587	\$152,973	\$0	\$0	\$1,298,973
2014								
Funds Anticipated	\$32,800	\$0	\$ -	\$632,629	\$ -	\$566,166	\$718,587	\$1,950,182
Funds Programmed	(\$32,800)	\$0	(\$740,413)	(\$405,587)	(\$152,973)	(\$566,166)	(\$718,587)	\$(2,616,526)
Running Balance	\$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

	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-GCSA	TOTAL	
FY 2014														
BA1401	\$264,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,175	\$0	\$330,874	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000	
CC1110	\$228,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$386,000	\$0	\$714,000	
CC1201	\$0	\$1,759,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,500	\$0	\$1,955,000	
CC1202	\$0	\$200,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,600	\$0	\$223,000	
CC1203	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$33,000	\$0	\$353,000	
CC1301	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$189,000	\$0	\$239,000	
CC1302	\$0	\$891,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,000	\$0	\$990,000	
CC1303	\$0	\$184,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,686,000	\$0	\$1,870,000	
CC1304	\$0	\$101,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,300	\$0	\$113,000	
CC1305	\$0	\$143,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,900	\$0	\$159,000	
CC1306	\$0	\$0	\$0	\$2,387,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$2,387,200)	\$0	\$0	
CC1401	\$0	\$270,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,100	\$0	\$301,000	
GR1010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,160,000	\$0	\$1,160,000	
GR1104	\$0	\$0	\$0	\$0	\$0	\$80,000	\$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	\$2,510,000	
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$1,417,000	
GR1303	\$0	\$0	\$0	\$3,588,800	\$0	\$0	\$0	\$0	\$0	\$0	(\$3,588,800)	\$0	\$0	
GR1304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$26,000	
GR1305	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,785,000	\$0	\$2,785,000	
GR1306	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,839,000	\$0	\$1,839,000	
GR1308	\$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	
GR1311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168,000	\$42,000	\$0	\$0	\$210,000	
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$464,000	
GR1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$314,000	\$0	\$314,000	
GR1402	\$0	\$0	\$0	\$0	\$0	\$247,500	\$0	\$0	\$0	\$0	\$169,000	\$27,500	\$444,000	
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	
GR1404	\$0	\$0	\$0	\$0	\$216,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$216,000	
GR1405	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,000	\$0	\$365,000	
GR1406	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$689,000	\$0	\$717,000	
GR1407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$18,000	\$0	\$168,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$284,000	
MO1150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,000	\$0	\$193,000	
MO1201	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$1,000	
MO1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$52,000	
MO1403	\$268,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$673,000	\$0	\$1,008,000	
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	
MO1406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	
MO1407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,000	\$0	\$660,000	
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000	
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	
MO1410	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$15,000	
MO1411	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$20,000	
MO1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	
NX0701	\$301,920	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,480	\$0	\$0	\$377,400	
NX0703	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$95,000	
NX0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$175,000	\$0	\$0	\$175,000	
NX0803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,313,314	\$0	\$0	\$1,313,314	
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	
NX1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$188,700	\$0	\$0	\$188,700	
OK1006	\$0	\$0	\$0	\$535,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$535,200)	\$0	\$0	
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	
RP1201	\$0	\$0	\$0	\$0	\$0	\$0	\$217,600	\$0	\$0	\$0	(\$217,600)	\$0	\$0	
RP1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,683,000	\$0	\$1,683,000	
RP1302	\$0	\$0	\$0	\$0	\$0	\$0	\$949,600	\$0	\$0	\$0	(\$949,600)	\$0	\$0	
RP1303	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$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-GCSA	TOTAL
FY 2014 continued													
RP1305	\$0	\$0	\$0	\$0	\$0	\$0	\$182,400	\$0	\$0	\$0	(\$182,400)	\$0	\$0
RP1401	\$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	\$20,000	\$0	\$100,000
SP1021	\$0	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$660,000)	\$0	\$0
SP1106	\$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	\$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	\$4,147,400
SP1110	\$0	\$0	\$0	\$0	\$0	\$0	\$1,256,800	\$0	\$0	\$0	(\$1,256,800)	\$0	\$0
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1122	\$0	\$0	\$0	\$29,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,480
SP1202	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	(\$1,175,200)	\$0	\$0
SP1203	\$0	\$0	\$0	\$819,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$819,200)	\$0	\$0
SP1204	\$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	\$542,800	\$0	\$727,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$0	\$124,979	\$0	\$0	\$624,894
SP1213	\$2,584,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,083,700	\$230,000	\$0	\$3,898,500
SP1302	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$100,000
SP1306	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,312,000	\$0	\$2,312,000
SP1313	\$3,105,258	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,269	\$4,532,473	\$0	\$8,414,000
SP1314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,266,000	\$0	\$1,266,000
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$4,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$17,000
SP1317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
SP1319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$999,000	\$0	\$999,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$13,984
SP1322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,151,244	\$362,610	\$0	\$1,513,854
SP1323	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000
SP1324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$469,000	\$0	\$469,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$602,000	\$0	\$602,000
SP1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$0	\$390,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1407	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,000	\$780,000	\$0	\$1,222,000
SP1408	\$595,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,000	\$270,000	\$0	\$1,147,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$8,000
SP1417	\$799,517	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,879	\$999,684	\$0	\$1,999,080
ST1101	\$0	\$222,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$544,000	\$0	\$766,000
ST1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$584,000	\$0	\$584,000
ST1401	\$0	\$126,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,000	\$0	\$360,000
WI1201	\$0	\$0	\$0	\$470,200	\$0	\$0	\$0	\$0	\$0	\$0	(\$470,200)	\$0	\$0
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
SUBTOTAL	\$11,388,561	\$4,162,500	\$2,088,000	\$11,085,395	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$12,506,224	\$21,085,490	\$67,500	\$70,775,279

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	BRM	BRO	TOTAL Federal Funds				
2014 Funds Programmed	\$11,388,561	\$4,162,500	\$2,088,000	\$11,085,395	\$216,000	\$567,500	\$4,745,652	\$1,189,657	\$1,672,800	\$37,116,065	\$21,152,990	\$6,293,898	\$12,506,224	\$77,069,177
2015 Funds Programmed	\$3,424,533	\$911,900	\$328,000	\$10,564,709	\$181,800	\$2,206,500	\$17,269,455	\$0	\$0	\$34,886,897	\$10,381,668	\$6,419,776	\$7,428,384	\$59,116,725
2016 Funds Programmed	\$294,000	\$918,000	\$5,137,600	\$3,232,200	\$100,800	\$520,000	\$21,889,240	\$0	\$0	\$32,091,840	(\$2,933,840)	\$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	\$60,166,725	\$1,189,657	\$1,672,800	\$131,040,197	\$ 12,079,840	\$25,940,980	\$21,582,592	\$190,643,609

	Prior Year	2014	2015	2016	2017	TOTAL
Available State and Federal Funding	\$0	\$23,240,000	\$23,620,000	\$28,480,000	\$23,040,000	\$98,380,000
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	\$26,884,546	\$35,334,663	\$35,840,541	\$39,994,750	\$34,685,714	\$172,740,214
Programmed State and Federal Funding	\$0	(\$64,562,953)	(\$51,688,341)	(\$35,706,171)	(\$17,103,552)	(\$169,061,017)
TOTAL REMAINING	\$26,884,546	(\$29,228,290)	(\$15,847,800)	\$4,288,579	\$17,582,162	\$3,679,197

Remaining State and Federal Funding	(\$28,151,286)
Remaining Suballocated STP-Urban/Small Urban	\$29,273,903
Remaining Suballocated BRM	\$2,556,580
TOTAL REMAINING	\$3,679,197

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	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$417,316.00	\$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 3

TECHNICAL COMMITTEE AGENDA 11/20/2013; ITEM II.B.

Federal Functional Classification Change Request

Ozarks Transportation Organization (Metropolitan Planning Organization)

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

The Missouri Department of Transportation has requested the following changes to the federal functional classification system. The applications are included.

- 1) Chestnut Expressway from US 65 Ramp to Eastgate Avenue
Current Functional Classification – Minor Arterial
Requested Functional Classification – Major Collector
Major Thoroughfare Plan – Primary Arterial
Reasoning – This short section is less than 100' in length and connects with a Principal Arterial to the west and a local road to the east, with Eastgate as a Collector. MoDOT requests that this change be made to better conform to the typical characteristics of the classification.
- 2) Old County Road 178 from relocated Weaver Road to the west outer road
Current Functional Classification – N/A
Requested Functional Classification – Local
Major Thoroughfare Plan – N/A
Reasoning – This segment is a byproduct of relocating Weaver Road and is now only used as a local access road for businesses on an outer road that runs parallel to Campbell. The road is not currently classified due to the relocation of Weaver, which is classified as a Minor Arterial as it was in its prior alignment.
- 3) West Weaver Road from relocated Weaver Road to end of route
Current Functional Classification – N/A
Requested Functional Classification – Local
Major Thoroughfare Plan – N/A
Reasoning - This segment is a byproduct of relocating Weaver Road and is now only used by residents to access three homes that were along the original alignment. The road is not currently classified due to the relocation of Weaver, which is classified as a Minor Arterial as it was in its prior alignment.
- 4) West Bypass from I-44 to Loop 44 (Chestnut Expressway)
Current Functional Classification – Other Principal Arterial
Requested Functional Classification – Other Freeway/Expressway

Major Thoroughfare Plan – Expressway

Reasoning – This section of West Bypass has been reconstructed as a four-lane divided facility with raised medians, matching the portion south of this segment on US160, which is also classified as Other Freeway/Expressway. The current classification was not adjusted with this construction in 2007.

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

5) Olive Street from St. Louis Street to Main Avenue

Current Functional Classification – Minor Arterial

Requested Functional Classification – Major Collector

Major Thoroughfare Plan – Secondary Arterial

Reasoning – Olive Street is a short, low speed connection between St. Louis and Main and has demand inconsistent with its existing classification.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding the proposed changes to the Functional Classification System. For those items that are recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the list can be conducted and comments received prior to the December 19, 2013 Board of Directors meeting.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Application

Federal Functional Classification Change

Instructions

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

Application Information

Date: 10/25/13

Contact Information

Name: Andrew Seiler
Title: Senior Transportation Planner
Agency: MoDOT
Street Address: 3025 E Kearney

City/State/Zip: Springfield, MO 65803
Email: andrew.seiler@modot.mo.gov
Phone: (417) 895-7696
Fax: (417) 895-7610

Roadway Data

Roadway Name: Chestnut Expressway
Termini of Roadway
 From: US 65 Ramp
 To: Eastgate Avenue

Length (miles): .02
Number of Lanes: 4
Lane Width: 12
Traffic Volume (AADT): 2,364

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

This is an existing road.

Classification Change

Type of Area: Urban

Current Classification: Minor Arterial

Requested Classification: Major Collector

Justification

Explain why the roadway classification should be revised.

This is a short section of less than 100' between a Principal Arterial to its west and local road to its east. To be classified as a minor arterial does not conform with the typical characteristics of that classification. With Eastgate Avenue classified as a collector, this segment would be more appropriately classified as collector, as well.

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

There have been plans in recent years to develop that area east of the interchange, the latest of which recently fell through. The land in this area, however, is prime for development and is conducive to any number uses including, but not limited to, big box retail or planned development.

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

This is such a small segment that it does not provide direct access to anything, though it is an important component in the roadway network in that many people utilize Eastgate Avenue to access the numerous businesses, churches, and residential areas and converge on this area to access both US 65 and Chestnut Expressway to its west.

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

The demand and function is inconsistent with its current classification.

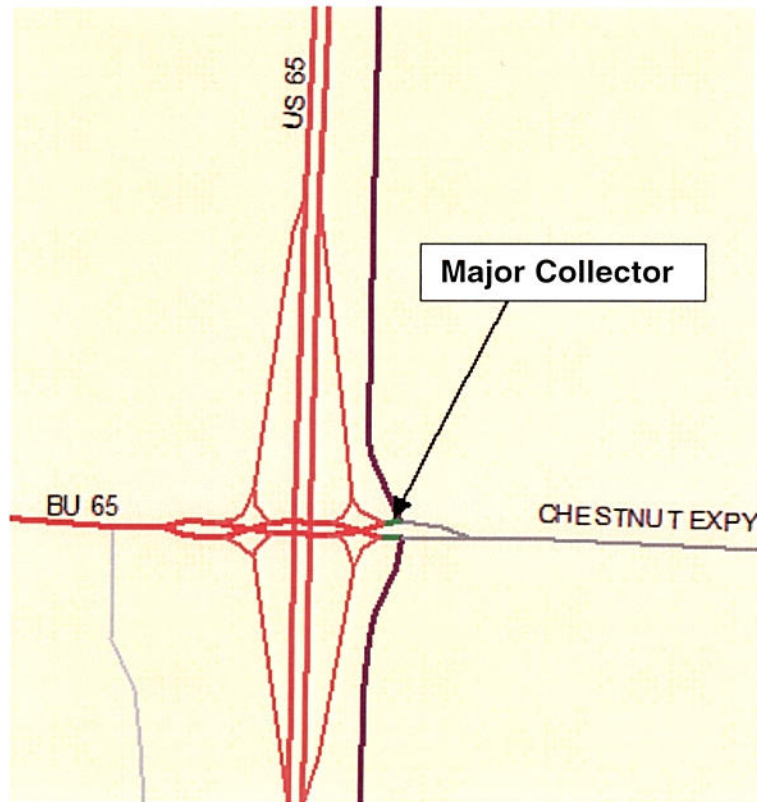
Additional information you would like to include.

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

Functional Reclassification Process (minimum timeframe is 4 months)

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

City of Springfield Chestnut Expressway



Functional Classification

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





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Application

Federal Functional Classification Change

Instructions

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

Application Information

Date: 10/28/13

Contact Information

Name: Andrew Seiler
Title: Senior Transportation Planner
Agency: MoDOT
Street Address: 3025 E Kearney

City/State/Zip: Springfield, MO 65803
Email: andrew.seiler@modot.mo.gov
Phone: (417) 895-7696
Fax: (417) 895-7610

Roadway Data

Roadway Name: unnamed
Termini of Roadway
 From: relocated Weaver Road
 To: west outer road
Length (miles): .17
Number of Lanes: 2
Lane Width: unknown
Traffic Volume (AADT): unknown

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

Existing

Classification Change

Type of Area: Urban

Current Classification: n/a

Requested Classification: Local

Justification

Explain why the roadway classification should be revised.

This short segment of roadway was once County Road 178, locally known as Weaver Road. Following the completion of a project to relocate Weaver Road in 2012, this segment is now used only for local traffic accessing businesses on an outer road that runs parallel to Campbell Avenue.

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

A right-in/right-out access point from Campbell Avenue to the west outer road was recently completed south of Weaver Road that could potentially lessen the demand for this roadway due to the increased access to businesses.

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

There is an apartment complex and a couple of businesses adjacent to this roadway, though the majority of businesses, including some strip centers lie along the outer road served by this roadway.

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

The road is not currently classified due to the relocation of County Road 178 (Weaver Road), which is now classified as Minor Arterial as it was in its prior alignment.

Additional information you would like to include.

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

Functional Reclassification Process (minimum timeframe is 4 months)

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

Springfield urbanized area (Greene County)

Weaver Rd relocation





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Application

Federal Functional Classification Change

Instructions

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

Application Information

Date: 10/28/13

Contact Information

Name: Andrew Seiler
Title: Senior Transportation Planner
Agency: MoDOT
Street Address: 3025 E Kearney

City/State/Zip: Springfield, MO 65803
Email: andrew.seiler@modot.mo.gov
Phone: (417) 895-7696
Fax: (417) 895-7610

Roadway Data

Roadway Name: W Weaver Road
Termini of Roadway
 From: relocated Weaver Road
 To: end of route
Length (miles): .13
Number of Lanes: 2
Lane Width: unknown
Traffic Volume (AADT): unknown

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

Existing

Classification Change

Type of Area: Urban

Current Classification: n/a

Requested Classification: Local

Justification

Explain why the roadway classification should be revised.

This short segment of roadway was once part of the alignment of Weaver Road. Following the completion of a project to relocate Weaver Road to the north in 2012, this segment is now used by residents of three homes that were on the original alignment.

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

No, there are no new developments that will alter its demand.

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

There are three homes adjacent to this roadway.

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

The road is not currently classified due to the relocation of Weaver Road, which is now classified as Minor Arterial as it was in its prior alignment.

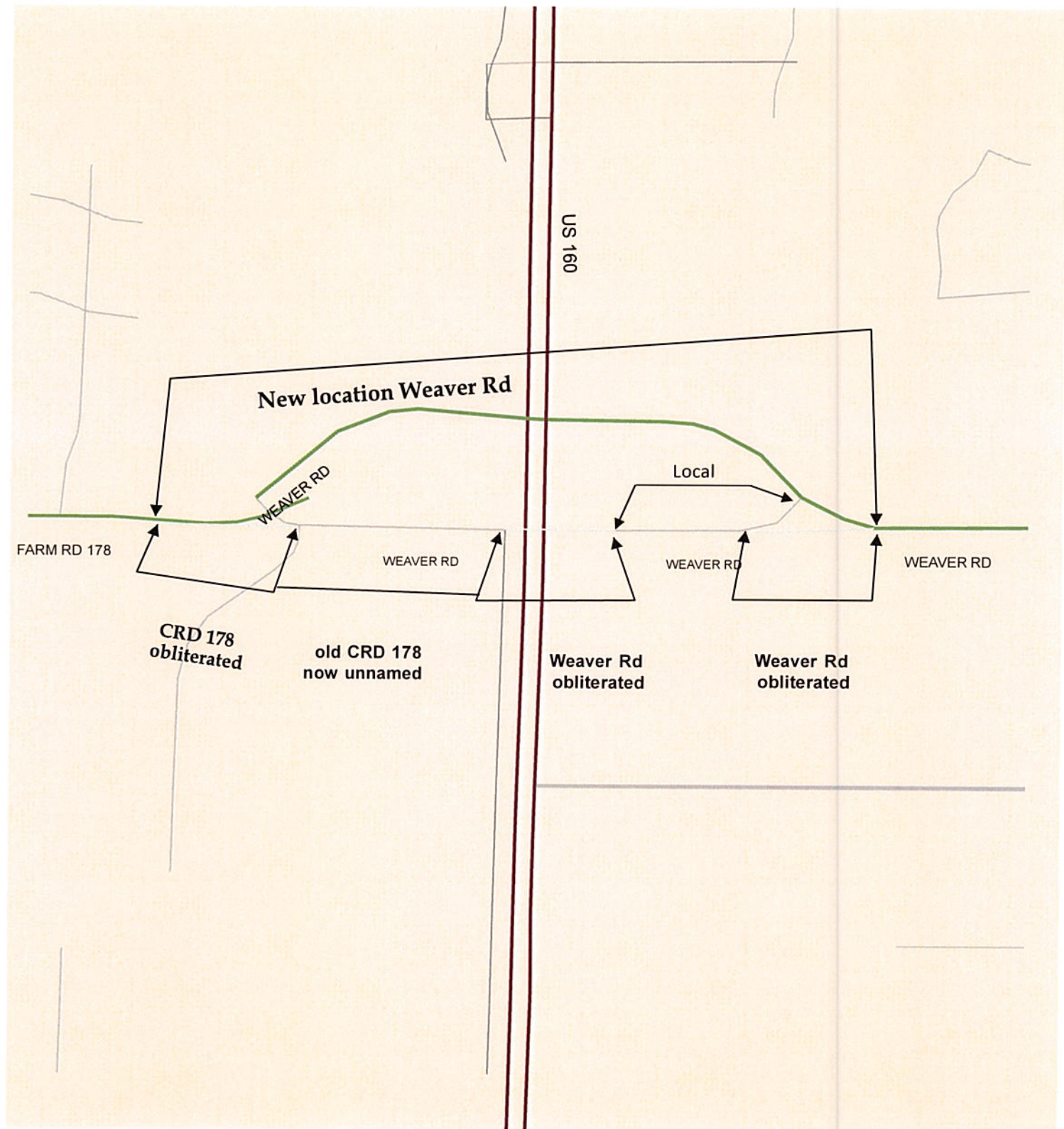
Additional information you would like to include.

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

Functional Reclassification Process (minimum timeframe is 4 months)

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

Springfield urbanized area (Greene County) Weaver Rd relocation





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Application

Federal Functional Classification Change

Instructions

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Application Information

Date: 10/24/13

Contact Information

Name: Andrew Seiler
Title: Senior Transportation Planner
Agency: MoDOT
Street Address: 3025 E Kearney

City/State/Zip: Springfield, MO 65803
Email: andrew.seiler@modot.mo.gov
Phone: (417) 895-7696
Fax: (417) 895-7610

Roadway Data

Roadway Name: US 160 (West Bypass)
Termini of Roadway
 From: I-44
 To: Lp 44 (Chestnut Expressway)
Length (miles): 2.527
Number of Lanes: 4
Lane Width: 12'
Traffic Volume (AADT): 20,644

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

This is an existing road.

Classification Change

Type of Area: Urban

Current Classification: Other Principal Arterial

Requested Classification: Other Freeway/Expressway

Justification

Explain why the roadway classification should be revised.

Prior to 2007, the roadway was a two-lane undivided facility. Following the completion of a construction project that year, the roadway is now a four-lane divided facility with raised medians. The upgrade of classification to Other Freeway/Expressway would provide consistency, as US 160 south of this segment is also a four-lane divided facility, and classified as Other Freeway/Expressway.

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

The vacant land, located primarily on the northern end of this segment, is zoned similarly to that of the existing uses. While there are no known upcoming developments immediately adjacent to this roadway, future land uses would likely be similar to existing uses.

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

Most of the area adjacent to the roadway is zoned general or heavy manufacturing, with some highway commercial, as well. Uses include salvage yards, industrial equipment dealers, and trucking companies, though there are some strip centers, fast food restaurants, and convenience stores, as well as a planned mixed-use development near I-44.

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

The classification does not accurately represent the type of roadway, which is now a four-lane facility divided by a raised median.

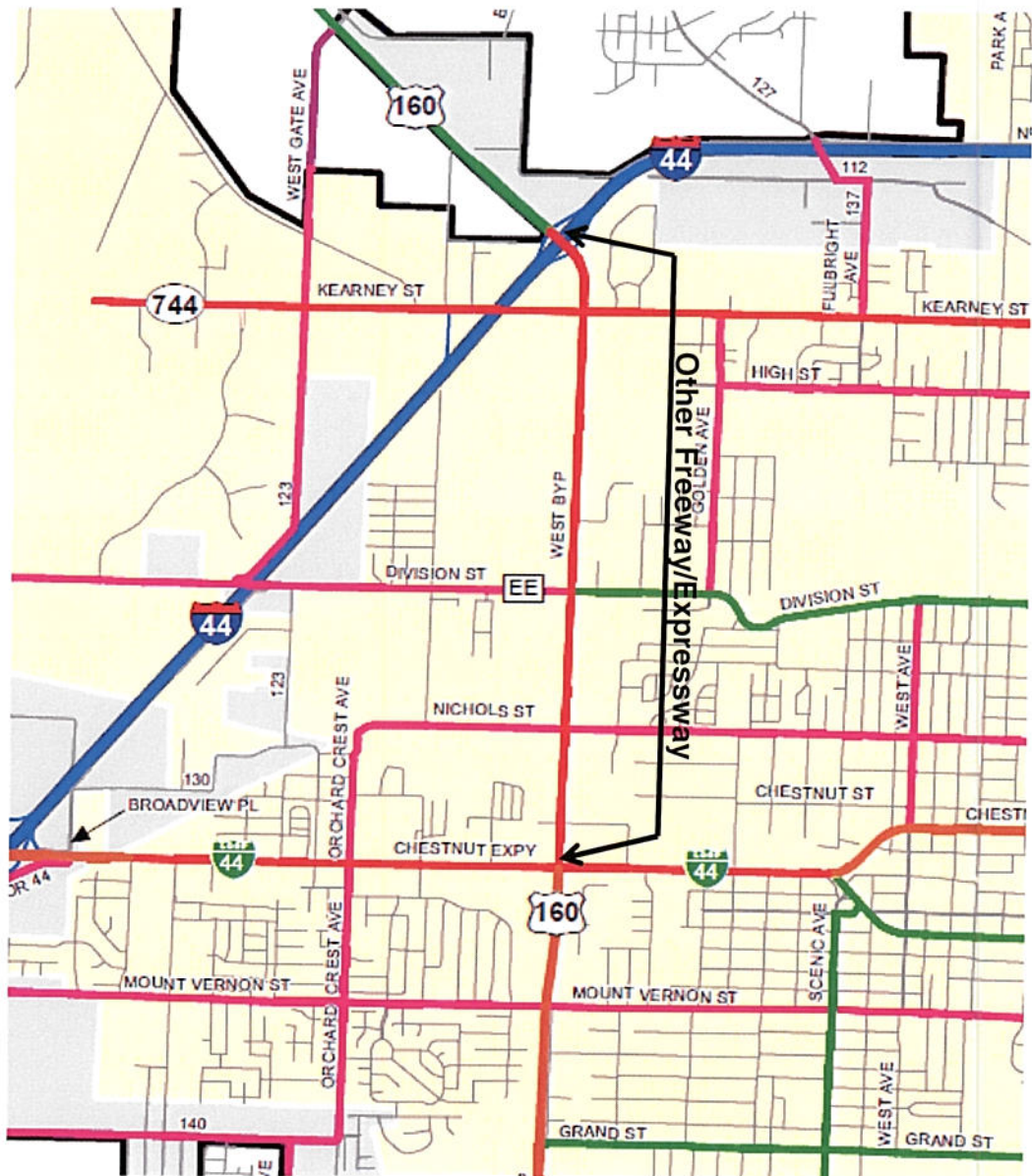
Additional information you would like to include.

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

Functional Reclassification Process (minimum timeframe is 4 months)

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4. **FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency

City of Springfield US 160



Functional Classification

- | | |
|--|---|
| — INTERSTATE | — MAJOR COLLECTOR |
| — OTHER FREEWAY/EXPRESSWAY | — MINOR COLLECTOR |
| — OTHER PRINCIPAL ARTERIAL | — LOCAL |
| — MINOR ARTERIAL | |





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Application Federal Functional Classification Change

Instructions

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Application Information

Date: 10-30-13

Contact Information

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

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

Roadway Data

Roadway Name: Olive Street
Termini of Roadway
 From: St. Louis Street
 To: Main Ave
Length (miles): .4 miles
Number of Lanes: 2
Lane Width: 15 feet
Traffic Volume (AADT): 1500 cars/day

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

Classification Change

Type of Area

Current Classification

Secondary Arterial

Requested Classification:

Collector

Justification

Explain why the roadway classification should be revised.

Olive street is a very short, low speed street section that provides a connection between St. Louis Street and Main Avenue. It is a downtown connector street that does not function as a secondary arterial nor will it in the future.

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

No.

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

This portion of Olive contains residential lofts, access to downtown public parking, and very small retail.

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

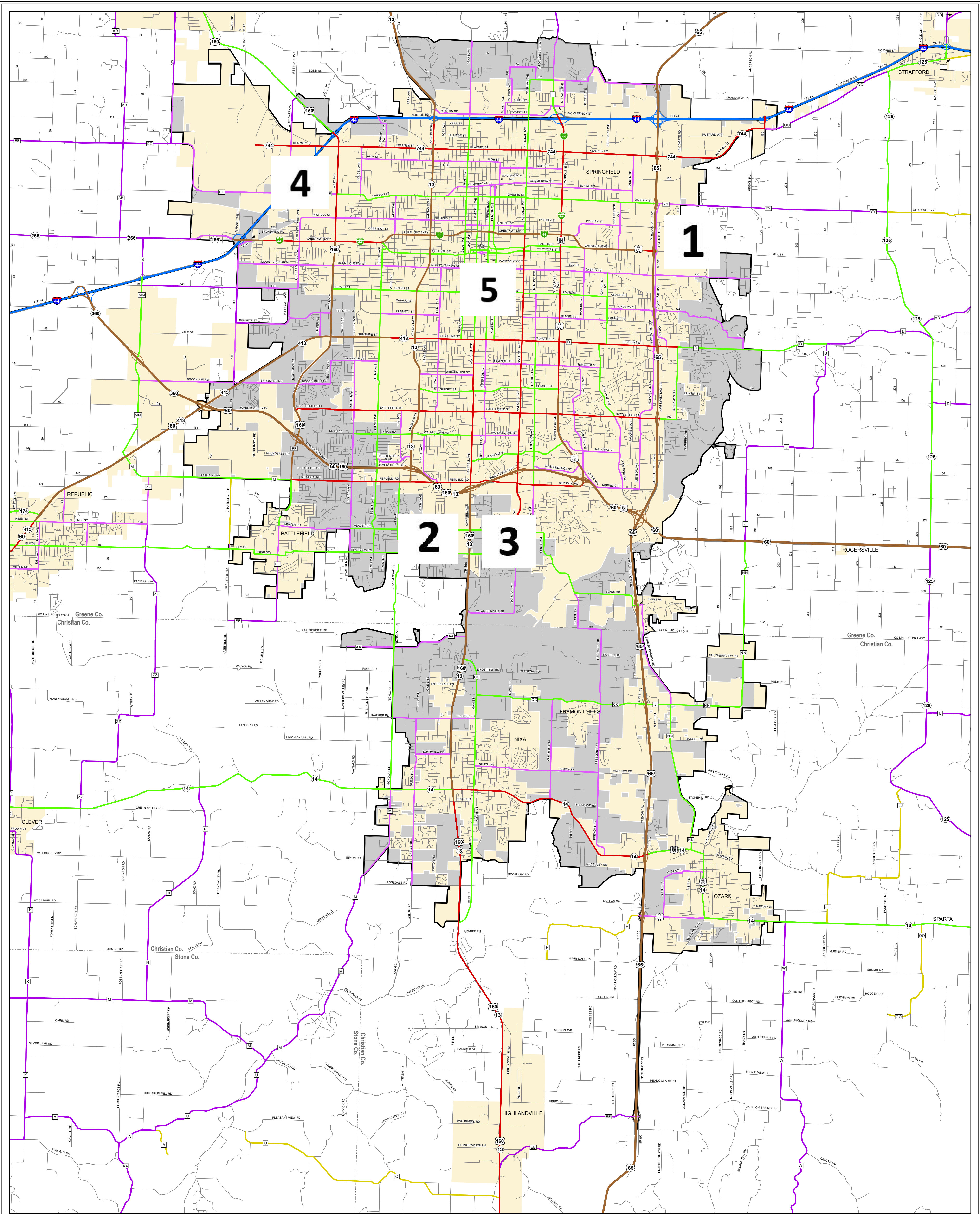
Existing demand is inconsistent with its current classification

Additional information you would like to include.

[Click **here** and type additional information]

Functional Reclassification Process (minimum timeframe is 4 months)

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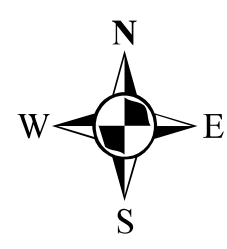


FUNCTIONAL CLASS

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

CITY

URBAN AREA



Functional Classification System

SPRINGFIELD

Christian County
Greene County

Missouri

MoDOT

Transportation Planning

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

Approved July 27, 2011

TAB 4

TECHNICAL COMMITTEE AGENDA 11/20/2013; ITEM II.C.

Annual Listing of Obligated Projects (ALOP)

Ozarks Transportation Organization (Springfield, MO Area MPO)

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

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

Included for review and consideration is the Ozarks Transportation Organization Federal Fiscal Year 2013 Annual Listing of Obligated Projects.

Staff is requesting each jurisdiction review the report for any inaccuracies and advise staff. Please note that this is required to be published by December 30, 2013.

TECHNICAL COMMITTEE ACTION REQUESTED:

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

FY2013 Annual Listing of Obligated Projects

PROJECT NUMBER	JOB NUMBER	PROJECT DESCRIPTION	COUNTY	DISTRICT	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR *	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANSACTION DATE	FEDERAL FUNDING CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FUTURE FEDERAL FUNDS
0132059	J8S2157	RTE 13, GREENE CO, BRIDGE IMPROVEMENTS OVER THE BNSF RAILWAY KANSAS AVE YARDS IN SPRINGFIELD, 0.458 MI	Greene	SW	SP0911	2011-2014	2011, 2014 (AC)	\$0.00	\$5,815,200.00	L05E	05/08/2013	(\$89,582.08)	\$5,909,383.94	Complete - \$0.00
0132060	J8P0881B	RTE 13, GREENE CO, PAVEMENT IMPROVEMENTS ON KANSAS EXPRESSWAY FROM CHESTNUT EXPRESSWAY TO MT VERNON AVE IN SPRINGFIELD, .6 MI	Greene	SW	SP1101	2011-2014	2011, 2014 (AC)	\$0.00	\$314,400.00	LS3E	08/27/2013	\$15,549.40	\$75,466.88	\$20,121.00
										L05E	08/27/2013	\$26,301.26	\$176,961.46	
0132064	J8P2395	RTE 13, GREENE CO, BRIDGE IMPROVEMENTS OVER JORDAN CREEK ON KANSAS EXPRESSWAY IN SPRINGFIELD, 24.198 MI	Greene	SW	SP1210	2015-2015	2012, 2015 (AC)	\$0.00	\$528,800.00	M001	05/22/2013	\$572,955.36	\$0.00	\$0.00
0132067	J8P2405	RTE 13, GREENE CO, PAVEMENT IMPROVEMENT AT VARIOUS LOCATIONS BETWEEN I-44 AND RTE WW, 5.97 MI	Greene	SW	GR1201	2012-2015	2012, 2015 (AC)	\$0.00	\$1,292,000.00	M001	05/20/2013	\$823,409.74	\$0.00	\$468,590.26
0132070	J8P3012	RT MO13, GREENE COUNTY, INTERCHANGE IMPROVEMENTS AT KANSAS EXPRESSWAY AND JAMES RIVER FREEWAY INTERCHANGE IN SPRINGFIELD, 0.3 MI	Greene	SW	SP1214	2012-2015 A4	2012, 2017 (AC Beyond Programmed TIP Years)	\$500,000.00	\$0.00	L20E	10/31/2012	(\$48,882.69)	\$385,519.89	\$0.00
										M001	09/11/2013	\$1,683,186.00	\$0.00	
0141015	J8S2380	RTE 14, CHRISTIAN CO, SIGNAL IMPROVEMENTS AT VARIOUS LOCATIONS IN CHRISTIAN CO, 29.361 MI	Christian	SW	CC1204	2012-2015	2012, 2015 (AC)	\$0.00	\$921,600.00	L20E	05/30/2013	\$635,615.95	\$0.00	\$285,984.05
0141017	J8P3000	RTE 14, CHRISTIAN COUNTY, PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS FROM RTE M (NICHOLAS RD) N NIXA TO RTE W IN OZARK, 12.0 MI	Christian	SW	CC1303	2013-2016, 2014-2017	2013, 2014, 2015 (AC)	\$0.00	\$1,185,600.00	MS31	08/06/2013	\$185,711.15	\$0.00	\$999,888.85
0442239	J8P2293	RTE 44, GREENE CO, REHAB RTE 65 SB BRIDGE OVER I-44 IN SPRINGFIELD, 0.006 MI	Greene	SW	SP1112	2012-2015, 2013-2016, 2014-2017	2012, 2013, 2014, 2015 (AC), 2016 (AC), 2017 (AC), Beyond 2017 (AC)	\$0.00	\$254,400.00	HY10	10/29/2012	\$166,134.42	\$0.00	\$88,265.58
0442241	J8P2455	LP 44, GREENE CO, PAVEMENT TREATMENT ON GLENSTONE AVE FROM EVERGREEN ST TO RR BRIDGE S/O CHESTNUT EXPWY IN SPGFD, 2.15 MI	Greene	SW	SP1202	2012-2015, 2013-2016, 2014-2017	2012, 2013, 2014 (AC)	\$0.00	\$1,175,200.00	M001	08/15/2013	\$1,428,221.86	\$0.00	\$0.00
0442242	J8I2198B	RTE 44, GREENE CO, PAVEMENT IMPROVEMENTS FROM OTO'S BOUNDARY NEAR RTE 360 TO W/O CHESTNUT EXPRESSWAY IN SPRINGFIELD, 2.60 MI	Greene	SW	GR1101	2012-2015	2012, 2015 (AC)	\$0.00	\$1,190,700.00	L01E	04/04/2013	\$1,139,692.25	\$0.00	\$51,007.75
0442246	J8I2445	RTE 44, GREENE CO, PAVEMENT IMPROVEMENTS ON VARIOUS INTERCHANGES ON I-44 IN GREENE CO, 0.00 MI	Greene	SW	GR1208	2012-2015	2012, 2015 (AC)	\$0.00	\$440,800.00	M001	04/04/2013	\$384,817.93	\$0.00	\$55,982.07
0442256	J8P2280B	RTE. 44. GREENE CO. PEDESTRIAN ACC. ON VARIOUS SECTIONS OF GLENSTONE AVE FROM EVERGREEN ST. TO ST. LOUI ST. 2.151 MI	Greene	SW	SP1320	2013-2016	2013, 2014 (AC)	\$0.00	\$677,600.00	L22E	01/14/2013	\$627,000.00	\$0.00	\$161,111.60
	J8P2280B										05/14/2013	(\$110,511.60)		
0442258	J8P2421	RT 60 GREENE CO; SIGNAL IMPROVEMENTS FROM RT P TO COUNTY RD 93 IN REPUBLIC; 2.227 MI	Greene	SW	RP1201	2013-2016	2013, 2014 (AC)	\$0.00	\$217,600.00	LY90	02/01/2013	\$1,449.88	\$0.00	\$217,600.00
											09/11/2013	(\$1,449.88)		
0602062	J8P0683B, '0602(061)', 'J8P0683'	RT 60/65 INTERCHANGE, GREENE CO--PE	Greene	SW	SP0626	2008-2011	2008	\$ 3,430,000.00	\$0.00	H170	11/14/2012	(\$9,999.90)	\$ 55,968.00	\$0.00
										H660	11/14/2012	(\$9,999.76)	\$ 2,896,847.00	
										3AA0	--	--	\$ 157,619.00	
										L050	--	--	\$ 1,387,080.00	
0602065	J8P0683C	RTE 60/65 GREENE CO-IMPROVE INTERCHANGE AND RAMPS AT RTE 60-65, CONSTRUCT FLYOVER RAMPS AND BRIDGES, 1.4	Greene	SW	SP0626	2009-2012	2009	\$38,553,000.00	\$0.00	L930	06/04/2013	\$52,845.96	\$162,520.00	\$9,437,709.82
										LY20	06/04/2013	\$97,399.23		
										M001	06/04/2013	\$3,886,897.21		
										H170	--	--	\$1,137,195.78	
										L24E	--	--	\$22,001,092.00	
										L230	--	--	\$100,000.00	
										56A0	--	--	\$237,500.00	
										HY10	--	--	\$273,751.00	
										LY10	--	--	\$1,166,089.00	

PROJECT NUMBER	JOB NUMBER	PROJECT DESCRIPTION	COUNTY	DISTRICT	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR *	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANSACTION DATE	FEDERAL FUNDING CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FUTURE FEDERAL FUNDS
0602068	J8P0792	RTE 160, GREENE CO, IMPROVE INTERCHANGE SAFETY & CAPACITY AT JAMES RIVER FREEWAY & RTE 160 (CAMPBELL AVE) IN SPRINGFIELD, 0.93 MI	Greene	SW	SP1015	2010-2013 A5	2010, 2011	\$5,088,000.00	\$0.00	L05E	06/17/2013	\$111,504.79	\$1,826,816.80	Complete - \$0.00
										M001	06/17/2013	\$225,012.38	\$0.00	
										L230	--	--	\$1,800,000.00	
										56C0	--	--	\$999,829.00	
0602071	J8P2423	RTE 60, GREENE CO, RAMP IMPROVEMENTS AT VARIOUS LOCATIONS ON JAMES RIVER FREEWAY IN SPRINGFIELD, 8.753 MI	Greene	SW	SP1203	2013-2016	2013, 2014 (AC)	\$0.00	\$819,200.00	M001	09/11/2013	\$1,194,806.53	\$0.00	\$0.00
0602075	J8P2411	RTE 60, GREENE CO, PAVEMENT REPAIRS AT VARIOUS LOCATIONS FROM RTE 65 TO RTE 125, 6.392 MI	Greene	SW	GR1204	2012-2015	2012, 2015 (AC)	\$0.00	\$50,400.00	L050	04/18/2013	\$210,296.82	\$0.00	Complete - \$0.00
0602076	J8P2154	RT 60, GREENE CO., INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE/COUNTY ROAD 93 IN REPUBLIC, 0.06 MILE	Greene	SW	RP1104	2012-2015	2012, 2015 (AC)	\$0.00	\$506,595.00	MS30	07/09/2013	\$381,710.23	\$0.00	\$0.00
										L230	--	--	\$173,050.00	
0602077	J8P3008	RT FF, GREENE CO, PAVEMENT IMPRMENTS ON VAR SECTIONS FROM ILLINOIS ST TO RT 174 IN REPUBLIC & RT FF FROM RT 60 TO S WEAVER, 27.397	Greene	SW	RP1302	2013-2016	2013, 2014 (AC)	\$0.00	\$949,600.00	M001	09/11/2013	\$857,372.64	\$0.00	\$92,227.36
0651064	J8P2156	RT 65 CHRISTIAN CO; BRIDGE IMPROVE FOR NB BR OVER FARMER'S BRANCH, 1.5 MI N/O RT J; 0.2 MI	Christian	SW	OK1004	2013-2016	2013	\$2,433,600.00	\$0.00	M240	03/29/2013	\$1,000,000.00	\$0.00	\$1,433,600.00
0652069	J8S2150	RTE 65, GREENE CO, PEDESTRIAN ACCOMMODATIONS ON BUS 65/LOOP 44 (GLENSTONE AVE), 1.296 MI	Greene	SW	EN0809	2011-2014	2011, 2014 (AC)	\$0.00	\$361,600.00	L05E	01/14/2013	(\$24,088.47)	\$107,093.90	Complete - \$0.00
										L220	--	--	\$58,000.00	
										L230	--	--	\$106,000.00	
0652070	J8P0605F	RTE 65, GREEN CO, CONSTRUCT SOUND ABATEMENT AT 5 LOCATIONS FROM I-44 TO RTE 60, 8.518 MI	Greene	SW	SP1020	2011-2014	2011, 2014 (AC)	\$0.00	\$3,916,000.00	L05E	03/27/2013	(\$57,809.37)	\$3,491,623.97	Complete - \$0.00
0652074	J8P2424, 'J8P3013'	RTE 65, GREENE CO, SB TURN LANE IMPROVEMENTS AT GLENSTONE AVE AND PEELE ST IN SPRINGFIELD, 0.10 MI	Greene	SW	SP1205	2012-2015	2012, 2013	\$0.00	\$0.00	--	--	--	--	8608043
					SP1313	2013-2016	2013, 2014, 2015 (AC)	\$2,135,742.00	\$8,345,901.00	L20E	03/14/2013	\$629,360.80	\$0.00	
										L230	03/14/2013	\$1,244,239.20	\$0.00	
0652075	J8P2428	RT3 65, GREENE CO, SHOULDER IMPROVEMENTS FROM I-44 TO 0.1 MI N/O RTE KK, 6.534 MI	Greene	SW	GR1205	2012-2015	2012, 2015 (AC)	\$0.00	\$652,800.00	M001	05/22/2013	\$523,858.18	\$0.00	\$128,941.82
0652076	J8P0850	RT 65, GREENE CO., COST SHARE PROJECT WITH SPRINGFIELD AND GREENE CO FOR INTRCHNG IMPVMTS AT RTE 65/BUS 65(CHESTNUT EXPWY), 0.406	Greene	SW	SP1016	2012-2015	2012, 2015 (AC)	\$1,461,000.00	\$2,153,600.00	M001	05/21/2013	\$943,368.30	\$0.00	\$1,301,715.96
										L230	--	--	\$1,369,515.74	
1145004	J8S0736C	RTE CC, CHRISTIAN CO, ROADWAY REALIGNMENT FROM CHEYENNE RD TO FREMONT HILLS, 0.579 MI	Christian	SW	CC1201	2012-2015, 2013-2016, 2014-2017	2012, 2013, 2014	\$425,700.00	\$1,759,500.00	LS3E	05/08/2013	\$263,700.00	\$0.00	\$1,921,500.00
1145005	J8S0736B	RTE CC, CHRISTIAN COUNTY, INTERSECTION IMPROVEMENTS T CHEYENNE ROAD, .2 MI	Christian	SW	CC1302	2013-2016, 2014-2017	2013, 2014	\$504,000.00	\$891,000.00	LS3E	05/08/2013	\$450,000.00	\$0.00	\$945,000.00
1601043	J8P2425	RTE 160, GREENE CO, INTERSECTION IMPROVEMENTS AT HUNT RD IN WILLARD, 0.20 MI	Greene	SW	WI1201	2013-2016 A1	2013, 2014 (AC)	\$21,000.00	\$470,200.00	L20E	12/09/2012	\$21,000.00	\$0.00	\$69,976.99
										M232	08/18/2013	\$400,223.01	\$0.00	
1601045	J8P2382	RTE 160, GREENE CO, SIGNAL AND RAMP IMPROVEMENTS AT I-44, 0.049 MI	Greene	SW	GR1202	2012-2015	2012, 2015 (AC)	\$0.00	\$1,004,800.00	M001	05/21/2013	\$1,024,822.89	\$0.00	\$0.00
1601047	J8P2231	RTE 160, GREENE CO, BRIDGE IMPROVEMENTS OVER I-44, .028 MI	Greene	SW	SP1105	2012-2015	2012, 2015 (AC)	\$0.00	\$3,229,200.00	M001	05/21/2013	\$2,291,090.46	\$0.00	\$938,109.54
1601050	J8S3000	RT 160 GREENE CO; PVMT IMPROVEMENTS ON VARIOUS SECTIONS FROM N/O PLAINVIEW IN SPRINGFIELD TO 0.4 MI N/O FINLEY RIVER	Greene	SW	CC1306	2013-2016, 2014-2017	2013, 2014 (AC)	\$0.00	\$2,387,200.00	M001	09/13/2013	\$1,997,234.87	\$0.00	\$389,965.13
5900841		GREENWAY PARK, SPRINGFIELD--BIKE TRAIL & PED IMPROVEMENTS	Greene	SW	EN0707	2012-2015	2012	\$227,916.00	\$0.00	L220	04/01/2013	\$104,415.00	\$119,550.00	\$1.00
										H220	--	--	\$3,950.00	

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5900842		WALNUT ST, SPRINGFIELD--STREETSCAPE PHASE 2	Greene	SW	EN0709	2010-2013	2010	\$137,500.00	\$0.00	L220 H220	06/04/2013 --	(\$6,445.50) --	\$6,445.50 \$9,988.16	Complete - \$0.00
5900846	J8Q0830B	VARIOUS RTES, GREENE CO, PHASE II OF FIELD DEVICE DEPLOYMENT OF THE INTELLIGENT TRANSP SYSTEM ON VARIOUS RTES IN URBAN DIST 8, 0.0	Greene	SW	MO0908	2011-2014	2011, 2014 (AC)	\$0.00	\$1,156,400.00	L24E	03/27/2013	(\$162,863.23)	\$1,408,397.77	Complete - \$0.00
5900847	J8P2394	VARIOUS RTES, GREENE CO, DECK SEALING ON VARIOUS BRIDGES IN AND AROUND SPRINGRIELD, 0.0 MI	Greene	SW	SP1207	2012-2015	2012, 2015 (AC)	\$0.00	\$177,600.00	L20E	06/04/2013	\$170,514.34	\$0.00	Complete - \$0.00
5910806		CITY OF SPRINGFIELD, BOONEVILLE STREETSCAPE PHASE 4. SIDEWALK, STREET AND PED LIGHTING, LANDSCAPING, IRRIGATION AND XWALK IMPROVEM	Greene	SW	EN0808	2013-2016	2013	\$489,600.00	\$0.00	L22E	07/02/2013	\$328,283.20	\$0.00	\$161,316.80
5910809		GREENE CO, SIDEWALK & LIGHTING IMPROVEMENTS ON CAMPBELL AE FROM WALNUT ST TO MCDANIEL ST & ON OLIVE ST TO MARKET AVE TO MAIN AVE	Greene	SW	EN0818	2013-2016	2013	\$268,800.00	\$0.00	L220	04/19/2013	(\$10,775.60)	\$268,800.00	\$10,775.60
5938801		CITY OF SPRINGFIELD, SALARIES OF ENGINEERS THAT OPERATE AND MANAGE THE TRANPORTATION MANAGEMENT CENTER FOR CITY OF SPRINGFIELD.	Greene	SW	MO1103	2011-2014	2011	\$250,000.00	\$0.00	L230	05/18/2013	(\$9,145.43)	\$276,000.00	Complete - \$0.00
5938803		GREENE COUNTY-SALARIES OF ENGINEERS, TECHNICIANS THAT OPERATE THE TMC OF THE OZARKS TRAFFIC DATA FOR THE OZARKS TRAFFIC ITS.	Greene	SW	MO1303	2013-2016	2013	\$260,000.00	\$0.00	L20E	11/01/2012 11/19/2012	\$208,000.00 \$52,000.00	\$0.00 \$0.00	\$0.00
7441006	J8S2449	RTE 744, GREENE CO, SAFETY IMPROVEMENTS ON KEARNEY ST AT MUSTARD WAY & MULROY RD IN SPRINGFIELD, 0.30 MI	Greene	SW	SP1206	2013-2016, 2014-2017	2013, 2014 (AC), 2015 (AC)	\$0.00	\$651,133.00	MS30	09/03/2013	\$529,064.85	\$0.00	\$122,068.15
7441007	J8P2250	RTE 744, GREENE CO, PAVEMENT IMPROVEMENT FROM RTE 13 TO BUS LOOP 44 IN SPRINGFIELD, 2.762 MI	Greene	SW	SP1110	2013-2016, 2014-2017	2013, 2014 (AC)	\$0.00	\$1,256,800.00	M001	08/15/2013	\$1,087,498.79	\$0.00	\$169,301.21
7441008	J8P2236	RTE 744, GREENE CO, PROVIDE CONT SIDEWALK ON BOTH SIDES OF KEARNEY ST FROM KS EXPWY TO GLENSTONE AVE IN SPGFLD, .2 MI	Greene	SW	EN1101	2013-2016	2013	\$609,200.00	\$0.00	L220 L22E	01/15/2013 01/15/2013	(\$534,000.00) \$534,000.00	\$534,000.00 \$0.00	\$75,200.00
9900824	J8P2146	RTE 14, CHRISTIAN CO, ROADWAY CAPACITY AND SAFETY IMPROVEMENTS ON 3RD ST FROM FINLEY RIVER TO N/O CHURCH ST IN DOWNTOWN OZARK,0.51	Christian	SW	OK1006	2013-2016, 2014-2017	2013, 2014 (AC)	\$723,000.00	\$535,500.00	L20E L230 L200	10/10/2012 -- --	\$425,902.45 -- --	\$ 27,840.58 \$ 950,204.27 \$ 162,533.60	\$ (307,980.90)
9900837		SPRINGFIELD--BIKE/PED OUTREACH PROG	Greene	SW	N/A	N/A	N/A	N/A	N/A	H220	03/29/2013	(\$534.92)	\$35,400.00	Complete - \$0.00
9900854		CITY OF NIXA -- HIGHWAY CC EXTENSION	Christian	SW	NX0603	2008-2011	2008	\$228,480.00	\$0.00	L230	03/27/2013	(\$3,168.42)	\$236,800.00	\$0.00
9900858		CITY OF NIXA -- ROUTE 14 & GREGG ROAD	Christian	SW	NX0804	2008-2011 A	2008	\$36,928.00	\$0.00	H230	12/19/2012	(\$104.26)	\$38,133.92	Complete - \$0.00
9900859		CITY OF NIXA -- MAIN ST FROM TRACKER RD TO ROUTE CC; STREET WIDENING, GRADING & STORM SEWER IMPROVEMENTS	Christian	SW	NX0803	2008-2011 A	2008	\$54,240.00	\$0.00	H230	03/27/2013	(\$7,167.08)	\$53,822.02	\$7,585.06
9900869	J8P2357	ROUTE 14 & GREGG ROAD INTERSECTION IMPROVEMENTS, CITY OF NIXA.	Christian	SW	NX0901	2011-2014	2011	\$547,395.00	\$0.00	H230	04/09/2013 04/15/2013	\$1,329.60 \$31,206.00	\$264,544.71	\$250,314.69
9900878	J8S2470	RTE OO, GREENE CO, TURN-LANE IMPROVEMENTS ON RTES 125 AND OO 1.26 MILES W/O I-44, 0.55 MI	Greene	SW	ST1202	2012-2015	2012	\$627,863.00	\$0.00	M232	08/25/2013	\$564,467.35	\$63,775.00	\$0.00
9900883		CHRISTIAN COUNTY, SIDEWALK ON HWY 14 @ COMMUNITY CENTER IN THE CITY OF OZARK.	Christian	SW	EN1107	2011-2014 A1	2011	\$25,078.00	\$0.00	L22E	08/18/2013	(\$0.01)	\$25,077.60	Complete - \$0.00
9900884		05/CITY OF REPUBLIC, SIDEWALKS ON THE NORTH SIDE OF ELM STREET FROM MAIN STREET TO SHERMAN AVENUE.	Greene	SW	EN1108	2011-2014 A1	2011	\$147,232.00	\$0.00	L22E	05/06/2013	\$129,734.06	\$17,497.94	\$0.00
9900887		CONSTRUCTION OF STREETSCAPE IMPROVEMENTS ON THE EAST AND WEST SIDES OF CAMPBELL AVE FROM OLIVE ST TO SOUTH OF MILL ST.	Greene	SW	EN 1111	2011-2014 A1	2011	\$200,000.00	\$0.00	L22E	11/20/2012 05/21/2013	\$46,781.84 \$27,100.41	\$124,619.05	\$1,498.70

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9900890		SIDEWALK ENHANCEMENT: CHESTNUT/WASHINGTON/BUMGARNER STREETS IN CITY OF STRAFFORD, GREENE COUNTY	Greene	SW	EN1114	2011-2014 A1	2011	\$199,967.00	\$0.00	L22E	12/28/2012	(\$28,776.00)	\$199,863.20	\$28,879.80
9900895	J8P2452	RT 60, GREENE CO, PAVEMENT IMPROVEMENTS ON RT 60 FROM GLENSTONE AVE IN SPRINGFIELD TO RT 125, 7.001 MI	Greene	SW	MO1209 (GR1303)	2012-2015, 2013-2016, 2014-2017	2012, 2013 (GR1303), 2014 (AC as GR1303)	\$0.00	\$3,588,800.00	M001	08/13/2013	\$2,391,771.40	\$0.00	\$1,197,028.60
9901806		CITY OF WILLARD, FARMER RD. CNST SIDEWALKS ON FARMER RD. (JACKSON ST TO WILLEY ST) AND ON MILLER RD (GREENWAY TRAIL TO JACKSON ST)	Greene	SW	EN1303	2013-2016 A3, AM6	2013	\$200,000.00	\$0.00	L22R	07/09/2013	\$16,000.72	\$0.00	\$183,999.28
9901807		CITY OF STRAFFORD. CONSTRUCT SIDEWALKS ALONG MADISON ST., BUMGARNER ST., AND PINE ST.	Greene	SW	EN1301	2013-2016 A3	2013	\$240,000.00	\$0.00	Q220	09/11/2013	\$19,205.41	\$0.00	\$220,794.59
000S215		STATEWIDE RAIL/HWY GRADE CROSSING IMPROVEMENT PROG	Greene	SW	Various	N/A	2006	N/A	N/A	LS40	10/29/2012	(\$66,086.29)	Greene County Portion - \$321,309.04	Complete - \$0.00
000S251		STATEWIDE CROSSING IMPROVEMENT PROGRAM	Greene	SW	Various	2009 (STIP)	2009	N/A	N/A	LS50	06/27/2013	(\$25,308.14)		Complete - \$0.00
000S308		BNSF RAILWAY GRADE / CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES IN GREENE COUNTY	Greene	SW	Various	N/A	2012	N/A	N/A	LS5E	12/19/2012	\$270,219.60	\$99,711.45	N/A
000S364		BNSF RAIL/HWY CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES	Greene	SW	Various	N/A	2013	N/A	N/A	LS50	12/06/2012	\$42,562.26	\$0.00	N/A
										LS50	12/19/2012	\$154,791.00		
										LS5R	06/10/2013	\$54,351.00		
000S371		BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES	Greene	SW	Various	N/A	2013	N/A	N/A	LS4E	03/05/2013	\$139,911.12	\$0.00	N/A
										LS50	06/17/2013	\$540.45		
B039030		GREENE CO. REPLACE BRIDGE #1860096 & #1860098 ON FARM RD 186 OVER WILSON CREEK.	Greene	SW	GR1105 (GR1212)	2013-2016	2013	\$960,000.00	\$0.00	L11R	08/25/2013	\$868,621.10	\$0.00	\$91,378.90
H108001		SPRINGFIELD PUBLIC SCHOOL -- SCHOOL ZONE FLASHERS	Greene	SW	EN0814	2008-2011	2008	\$249,580.60	\$0.00	LU20	04/03/2013	(\$5,788.90)	\$222,079.31	Complete - \$0.00
H308501		CITY OF NIXA--WALKING SCHOOL BUS PROGRAM AT MATHEWS ELEMENTARY AND THOMAS ELEMENTARY	Christian	SW	EN1009	2010-2013 A5	2010	\$3,000.00	\$0.00	LU10	08/01/2013	(\$695.00)	\$3,000.00	Complete - \$0.00
H308505		OZARK REGIONAL YMCA--WALKING SCHOOL BUS PROGRAM AT DELAWARE, JEFFRIES, ROUNTREE, WEAVER AND WILLIAMS ELEMENTRIES IN SPRINGFIELD	Greene	SW	EN1006	2010-2013 A5	2010	\$20,812.00	\$0.00	LU10	08/18/2013	(\$11,793.83)	\$20,812.00	Complete - \$0.00
H308506		REPUBLIC R-III SCHOOL DISTRICT--EDUCATIONAL PROGRAM TO WALK/BIKE TO SCHOOL	Greene	SW	EN1007	2010-2013 A5	2010	\$21,528.00	\$0.00	LU30	06/16/2013	(\$12,903.03)	\$21,528.00	Complete - \$0.00
H32G101		CITY OF OZARK, SRTS SIDEWALK PROJECT ALONG E. SAMUEL J. STREET TO EAST ELEMENTARY SCHOOL.	Christian	SW	EN1309	2013-2016 A4	2013	\$152,973.00	\$0.00	HU10	09/09/2013	\$728.82	\$0.00	\$140,936.86
										HU30	09/09/2013	\$4,970.67	\$0.00	
										LU10	09/09/2013	\$6,336.65	\$0.00	
H32G501		GREENE CO. MOBILE CLASSROOM FOR BIKE PED EDUCATION	Greene	SW	EN1308	2013-2016 A4	2013	\$74,990.00	\$0.00	LU1E	02/26/2013	\$24,989.50	\$0.00	\$50,000.50
H32G502		GREENE CO. BIKE & HELMET PROMO ITEMS	Greene	SW	EN1308	2013-2016 A4	2013	\$74,990.00	\$0.00	LU1E	02/26/2013	\$25,000.00	\$0.00	\$25,000.50
H32G503		GREENE CO. SCHOOL GUARD CROSSING TRAINING & EQUIPMENT. SRTS	Greene	SW	EN1308	2013-2016 A4	2013	\$74,990.00	\$0.00	LU1E	02/26/2013	\$25,000.00	\$0.00	\$0.50
NBI9761		2011 UNDERWATER BRIDGE INSP ON NON FED AID ROUTES IN KANSAS CITY, CHRISTIAN, GREENE, LACLEDE & MCDONALD COUNTIES	Christian	SW	N/A	N/A	2011	N/A	\$0.00	Q110	01/31/2013	(\$652.21)	\$26,685.99	Complete - \$0.00
										L110	01/31/2013	(\$138.20)	\$6,153.74	
NBIS813		2010 NON STATE BRIDGE INSPECTION PROGRAM GREENE COUNTY NON FEDERAL AID ROUTES	Greene	SW	N/A	N/A	2010	N/A	\$0.00	L110	04/29/2013	(\$8,005.45)	\$14,559.39	Complete - \$0.00
NBIS814		GREENE CO, 2012 NAT'L BRIDGE INSPRCTON STANDARDS	Greene	SW	N/A	2012 (STIP)	2012	N/A	\$0.00	L110	08/18/2013	(\$4,293.35)	\$10,568.55	Complete - \$0.00
S936006	J8S2466	RTE DD, GREENE CO, PAVEMENT IMPROVEMENTS FROM RTE 125 TO END OF ROUTE, 2.753 MI	Greene	SW	GR1207	2012-2015	2012, 2015 (AC)	\$0.00	\$127,200.00	M240	04/09/2013	\$99,080.25	\$0.00	Complete - \$0.00
S963001	J8S2467	RTE J, GREENE CO, PAVEMENT IMPROVEMENTS FROM RTE D TO END OF ROUTE, 5.772 MI	Greene	SW	GR1209	2012-2015	2012, 2015 (AC)	\$0.00	\$300,800.00	M240	02/26/2013	\$216,265.11	\$0.00	Complete - \$0.00

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S963002	J8S2468	RTE NN, GREENE CO, PAVEMENT IMPROVEMENTS FROM RTE 60 IN GREENE CO TO RTE J IN CHRISTIAN CO, 5.013 MI	Greene	SW	GR1210	2012-2015	2012, 2015 (AC)	\$0.00	\$232,000.00	M240	01/02/2013	\$279,911.29	\$0.00	Complete - \$0.00
S965008	J8P2292	RTE 125, CHRISTIAN CO, SAFETY IMPROVEMENTS BETWEEN SMYRNA RD AND RTE JJ, 2.00 MI	Christian	SW	CC1202	2012-2015, 2013-2016	2012, 2013, 2014	\$10,800.00	\$200,400.00	LS20	09/03/2013	\$19,410.13	\$0.00	\$191,789.87
S965011	J8S2426	RTE 125, GREENE CO, TURN LANE IMPROVEMENTS AT WASHINGTON ST IN STRAFFORD, 0.30 MI	Greene	SW	ST1201	2012-2015, 2013-2016, 2014-2017	2012, 2013, 2014, 2015 (AC)	\$69,600.00	\$467,200.00	MS30	09/02/2013	\$466,215.58	\$0.00	\$70,584.42
S965013	J8S3018	RT 125 GREENE ; PVMT/SAFE IMPRV VAR SECT OF RT 125 - 0.3 MI S/O OO IN STRAFFORD TO SMYRNA RD & RT D - RT J TO RT 125; 15.134 MI	Greene	SW	GR1310	2013-2016 A2	2013	\$861,000.00	\$0.00	LS2E	02/05/2013 06/17/2013	\$4,157.83 (\$580.86)	\$0.00	\$857,423.03
--	MO-90-X291	Operating Assistance - Fixed Route	City Utilities	SW	CU1300	2013-2016	2013	\$874,465.00	\$0.00	FTA	--	\$1,184,105.00	\$0.00	\$0.00
--	MO-90-X291	Preventive Maintenance	City Utilities	SW	CU1301	2013-2016	2013	\$941,464.00	\$0.00	FTA	--	\$878,360.00	\$0.00	\$63,104.00
--	MO-90-X291	Maintenance of Existing Operations - Paratransit 10%	City Utilities	SW	CU1302	2013-2016	2013	\$219,978.00	\$0.00	FTA	--	\$248,089.00	\$0.00	\$0.00
--	MO-90-X291	Transit Enhancement - FTA 5307	City Utilities	SW	CU1303	2013-2016	2013	\$88,002.00	\$0.00	FTA	--	\$24,809.00	\$0.00	\$63,193.00
--	MO-90-X291	Transit Planning - FTA 5307	City Utilities	SW	CU1304	2013-2016	2013	\$96,984.00	\$0.00	FTA	--	\$96,984.00	\$0.00	\$0.00
--	MO-90-X291	Transit Security - FTA 5307	City Utilities	SW	CU1305	2013-2016	2013	\$21,998.00	\$0.00	FTA	--	\$24,809.00	\$0.00	\$0.00
--	MO-90-X291	Replacement of Transit Supervisory Sedan	City Utilities	SW	CU1317	2013-2016	2013	\$27,390.00	\$0.00	FTA	--	\$23,730.00	\$0.00	\$3,660.00
--	MO-04-0143	Transit ITS Hardware & Software	City Utilities	SW	CU1318/CU1619	2013-2016 AM2	2013	\$374,000.00	\$0.00	FTA	--	\$374,000.00	\$0.00	\$0.00
--	MO-34-0002	Purchase Paratransit/Small Cutaway Buses	City Utilities	SW	CU0909	2013-2016 AM7	2013	\$3,258,863.00	\$0.00	FTA	--	\$258,863.00	\$0.00	\$3,000,000.00
--	MO-95-X258	MODOT STP Funds - ADA Accessibility Projects	City Utilities	SW	EN1102	2013-2016 AM1	2013	\$200,000.00	\$0.00	FTA	--	\$200,000.00	\$0.00	\$0.00

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

TAB 5

TECHNICAL COMMITTEE AGENDA 11/20/2013; ITEM II.D.

Federal Funds Balance Report – September 30, 2013

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Ozarks Transportation Organization is allocated STP-Urban, Small Urban, and BRM (On-System Bridge) funds each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STP-Urban allocation to accrue due to requirements by FHWA. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

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

Staff has included a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order not to be rescinded by MoDOT. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2013, therefore, there is not an immediate threat of rescission by MoDOT. The report also outlines activity in other OTO funding accounts, such as BRM and Small Urban. These accounts are subject to the same rescission policy.

The Obligation Summary Report Balance Sheet (Page 1) indicates the STP-Urban balance for OTO as a whole. OTO has an ending balance of \$22,938,867.03 as of September 30, 2013. After the MoDOT cost share projects that appear in the STIP are subtracted, the balance is \$7,395,410.04. This is well within the balance allowed to be carried by MoDOT.

In 2009, \$3.5 million in STP-Urban funding was rescinded when SAFETEA-LU expired, though it was restored nine months later. The only action that prevents a rescission of federal funding is obligation. The OTO unobligated balance of all funds that is subject to rescission is \$24,179,801.90. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. Several jurisdictions have partnered with MoDOT to spend these funds. OTO commends those who have acted in response to the suggestion that these funds be spent.

TECHNICAL COMMITTEE ACTION:

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Sept. 2013

FUND BALANCE REPORT

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Surface Transportation Program Funding

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

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

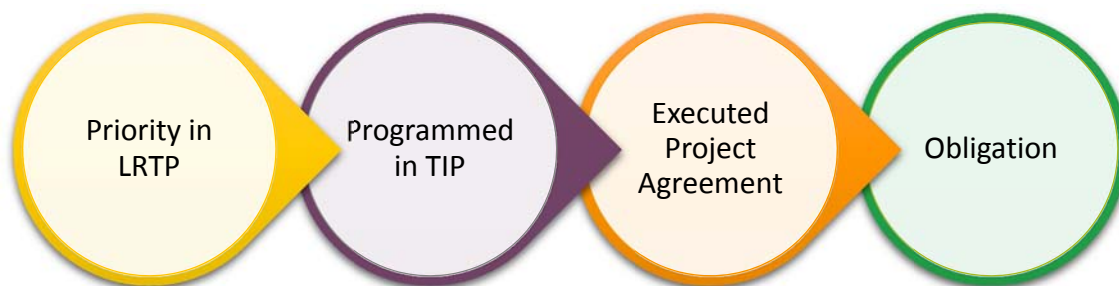
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for three subcategories of STP funding – Transportation Alternatives Program, On-System Bridge (BRM), and STP funding (both Urban and Small Urban). This report monitors the funding balance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

Eligible Entities for OTO Suballocated STP Funds

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

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

Obligating a Project



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

Balance Summary

Bridge (BRM)	1,206,764.00
Republic Small Urban	16,155.32
Springfield Area Small Urban	18,015.55
OTO STP Payback	0.00
STP-Urban	22,938,867.03
	24,179,801.90

Allocations	51,968,987.81
Obligations	(27,789,185.91)
	24,179,801.90

Ending Balance (All Funding Sources)	All Accounts	Cost Share Balance	Total
Bridge (BRM) - Programmed Balance, Not Cost Share	1,206,764.00	(1,189,657.00)	17,107.00
Christian County	2,109,624.77	(2,300,000.00)	(190,375.23)
Greene County	3,568,289.44	(1,400,000.00)	2,168,289.44
City of Battlefield	414,183.72	0.00	414,183.72
City of Nixa	1,722,494.98	0.00	1,722,494.98
City of Ozark	1,250,632.64	(588,436.10)	662,196.54
City of Republic	447,437.57	0.00	447,437.57
City of Springfield	13,202,866.09	(11,255,020.89)	1,947,845.20
City of Strafford	47,242.97	0.00	47,242.97
City of Willard	210,265.72	0.00	210,265.72
	24,179,801.90	(16,733,113.99)	7,446,687.91

MoDOT Cost Shares	Total	Obligated	Balance
CC/65 (Christian County)	2,300,000.00	0.00	2,300,000.00
Battlefield/65 (Greene)	500,000.00	0.00	500,000.00
Battlefield/65 (Springfield)	4,817,963.00	0.00	4,817,963.00
Battlefield/65 (BRM)*	1,189,657.00	0.00	1,189,657.00
Chestnut RR Overpass (Greene)	400,000.00	0.00	400,000.00
Chestnut RR Overpass (Springfield)	2,325,663.00	0.00	2,325,663.00
0652074 South Glenstone (Springfield)	4,740,756.00	(629,361.11)	4,111,394.89
0652074 South Glenstone (Greene County)	500,000.00	0.00	500,000.00
9900824 Third Street/14 (Ozark)	895,091.30	(306,655.20)	588,436.10
*All Cost Shares are STP-Urban except Battlefield/65 (BRM)	17,669,130.30	(936,016.31)	16,733,113.99

STP-Urban Only Balance	22,938,867.03
STP-Only Cost Share Balance	15,543,456.99
STP-Urban Only Balance After Cost Shares	7,395,410.04
Maximum STP-Urban Balance Allowed	16,311,919.98
STP-Urban to be Obligated by September 2013	0.00
STP-Urban Subject to Rescission	22,938,867.03

Balance Based on Current Obligations

Bridge (BRM)

Name	Account	Amount	Balance
FY 2004 BRM Allocation	BRM	210,242.66	210,242.66
FY 2005 BRM Allocation	BRM	203,613.48	413,856.14
FY 2006 BRM Allocation	BRM	265,090.64	678,946.78
Adjustment to Balance	BRM	(0.43)	678,946.35
FY 2007 BRM Allocation	BRM	255,748.00	934,694.35
FY 2008 BRM Allocation	BRM	297,860.03	1,232,554.38
FY 2009 Allocation	BRM	299,406.62	1,531,961.00
0602066 James River Bridge	BRM	(780,000.00)	751,961.00
FY 2010 Allocation	BRM	341,753.00	1,093,714.00
FY 2011 Allocation	BRM	326,535.00	1,420,249.00
FY 2012 Allocation	BRM	395,013.00	1,815,262.00
FY 2013 Allocation	BRM	391,502.00	2,206,764.00
0651064 Farmer Branch	BRM	(1,000,000.00)	1,206,764.00
		1,206,764.00	2,413,528.00
Programmed	Total	Obligated	Balance
Battlefield/65	1,189,657.00	0.00	1,189,657.00
	1,189,657.00	0.00	1,189,657.00
Remaining Balance (After Programmed Funding)			17,107.00
Maximum BRM Balance Allowed			1,174,506.00
Need to Obligate an Additional			0.00

Balance Based on Current Obligations

Christian County

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

Remaining Balance All Funds (After MoDOT Cost Shares)

(190,375.23)

Maximum STP-Urban Balance Allowed

\$ 853,714.29

Need to Obligate an Additional

\$ -

Balance Based on Current Obligations

Greene County

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

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Balance Based on Current Obligations

Greene County, continued

MoDOT Cost Shares	Total	Obligated	Balance
Kansas/JRF	336,637.20	(336,637.20)	0.00
0652076 65/Chestnut (Final)	589,570.53	(589,570.53)	0.00
Battlefield/65	500,000.00	0.00	500,000.00
0652074 South Glenstone	500,000.00	0.00	500,000.00
Chestnut RR Overpass	400,000.00	0.00	400,000.00
	2,326,207.73	(926,207.73)	1,400,000.00
Remaining Balance All Funds (After MoDOT Cost Shares)			2,168,289.44
Maximum STP-Urban Balance Allowed			\$ 3,633,609.48
Need to Obligate an Additional			\$ -

Balance Based on Current Obligations

City of Battlefield

Name	Split	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	63,402.45	63,402.45
FY 2005 Allocation	STP-Urban	38,209.72	101,612.17
Transfer	Greene County	(45,000.00)	56,612.17
FY 2006 Allocation	STP-Urban	33,969.91	90,582.08
FY 2007 Allocation	STP-Urban	37,332.34	127,914.42
FY 2008 Allocation	STP-Urban	39,960.94	167,875.36
5900837 NS Corridor Study	Springfield Area Small Urban	(1,851.03)	166,024.33
FY 2009 Allocation	STP-Urban	41,014.13	207,038.46
Transfer	Greene County	(20,000.00)	187,038.46
FY 2010 Allocation	STP-Urban	47,954.01	234,992.47
5900837 NS Corridor Study	Springfield Area Small Urban	0.15	234,992.62
5916806 Highway M Study	STP-Urban	(14,399.22)	220,593.40
9900866 Elm Street Sidewalks	STP-Urban	(1,998.24)	218,595.16
9900867 Cloverdale Lane Sidewalks	STP-Urban	(795.68)	217,799.48
S959003 Route FF Pavement Imp	STP-Urban	(70,000.00)	147,799.48
FY 2011 Allocation	STP-Urban	46,474.89	194,274.37
S959003 Route FF Pavement Imp	STP-Urban	35,578.89	229,853.26
FY 2012 Allocation	STP-Urban	82,739.59	312,592.85
S959003 Route FF Pavement Imp	STP-Urban	3,552.55	316,145.40
FY 2013 Allocation	STP-Urban	98,218.96	414,364.36
FY 2013 Rideshare	City of Springfield	(180.64)	414,183.72
		<u>414,183.72</u>	<u>414,183.72</u>
Maximum STP-Urban Balance Allowed			\$ 294,656.88
Need to Obligate an Additional			\$ 119,526.84

Balance Based on Current Obligations

City of Nixa

Name	Split	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	315,253.93	315,253.93
FY 2005 Allocation	STP-Urban	189,988.95	505,242.88
FY 2006 Allocation	STP-Urban	168,907.47	674,150.35
FY 2007 Allocation	STP-Urban	185,626.40	859,776.75
FY 2008 Allocation	STP-Urban	198,696.47	1,058,473.22
5900837 NS Corridor Study	Springfield Area Small Urban	(9,203.80)	1,049,269.42
9900854 CC Realignment	STP-Urban	(236,800.00)	812,469.42
9900859 Main Street	STP-Urban	(53,822.02)	758,647.40
9900858 Gregg/14	STP-Urban	(38,133.92)	720,513.48
FY 2009 Allocation	STP-Urban	203,933.25	924,446.73
9900861 Northview Road	STP-Urban	(17,386.10)	907,060.63
FY 2010 Allocation	STP-Urban	238,440.19	1,145,500.82
5900837 NS Corridor Study	Springfield Area Small Urban	0.73	1,145,501.55
FY 2011 Allocation	STP-Urban	231,085.56	1,376,587.11
9900861 Northview Road	STP-Urban	(89,798.40)	1,286,788.71
9900869 14/Gregg	STP-Urban	(54,780.00)	1,232,008.71
FY 2012 Allocation	STP-Urban	281,551.42	1,513,560.13
9900861 Northview Road	STP-Urban	107,184.50	1,620,744.63
9900869 14/Gregg	STP-Urban	(209,764.71)	1,410,979.92
FY 2013 Allocation	STP-Urban	334,225.59	1,745,205.51
FY 2013 Rideshare	City of Springfield	(614.69)	1,744,590.82
9900858 Gregg/14	STP-Urban	104.26	1,744,695.08
9900854 CC Realignment	STP-Urban	3,168.42	1,747,863.50
9900859 Main Street	STP-Urban	7,167.08	1,755,030.58
9900869 14/Gregg	STP-Urban	(32,535.60)	1,722,494.98
		1,722,494.98	1,722,494.98
Maximum STP-Urban Balance Allowed			\$ 1,002,676.77
Need to Obligate an Additional			\$ 719,818.21

Balance Based on Current Obligations

City of Ozark

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

MoDOT Cost Shares	Total	Obligated	Balance
9900824 Third Street/14	895,091.30	(306,655.20)	588,436.10
	<u>895,091.30</u>	<u>(306,655.20)</u>	<u>588,436.10</u>

Remaining Balance All Funds (After MoDOT Cost Shares) 662,196.54

Maximum STP-Urban Balance Allowed \$ 939,317.61

Need to Obligate an Additional \$ -

Balance Based on Current Obligations

City of Republic

Name	Split	Amount	Balance
Opening Balance	Republic Small Urban	278,258.25	278,258.25
FY 2003 Allocation	Republic Small Urban	25,177.78	303,436.03
FY 2004 Allocation	Republic Small Urban	33,077.66	336,513.69
6900804 60 East	Republic Small Urban	(303,436.00)	33,077.69
FY 2005 Allocation	Republic Small Urban	33,077.66	66,155.35
FY 2006 Allocation	Republic Small Urban	33,077.66	99,233.01
FY 2007 Allocation	Republic Small Urban	33,077.66	132,310.67
FY 2008 Allocation	Republic Small Urban	33,077.66	165,388.33
FY 2009 Allocation	Republic Small Urban	33,077.66	198,465.99
S950012 M/ZZ	Republic Small Urban	(198,465.00)	0.99
FY 2010 Allocation	Republic Small Urban	33,077.66	33,078.65
FY 2011 Allocation	STP-Urban	127,291.02	160,369.67
FY 2011 Allocation	Republic Small Urban	33,077.66	193,447.33
FY 2012 Allocation	STP-Urban	185,257.16	378,704.49
0602076 Oakwood/60	STP-Urban	(173,050.00)	205,654.49
FY 2012 Allocation	Republic Small Urban	33,077.66	238,732.15
FY 2013 Allocation	STP-Urban	226,104.43	464,836.58
FY 2013 Rideshare	City of Springfield	(476.67)	464,359.91
FY 2013 Allocation	Republic Small Urban	33,077.66	497,437.57
0602076 Oakwood/60	Republic Small Urban	(50,000.00)	447,437.57
		447,437.57	447,437.57
Maximum STP-Urban Balance Allowed			\$ 678,313.29
Need to Obligate an Additional			\$ -

Balance Based on Current Obligations

City of Springfield

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

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Balance Based on Current Obligations

City of Springfield, continued

Name	Account	Amount	Balance
FY 2010 Allocation	STP-Urban	2,969,217.93	10,737,969.90
0602067 National/JRF	STP - OTO Payback	1,244,617.00	11,982,586.90
5907801 Campbell/Weaver	Springfield Area Small Urban	(124,524.56)	11,858,062.34
0602064 JRF/Glenstone	Springfield Area Small Urban	47,734.48	11,905,796.82
5900837 NS Corridor Study	Springfield Area Small Urban	9.13	11,905,805.95
0652058 Glenstone/Primrose	STP-Urban	(7,570.99)	11,898,234.96
0652067 US65	STP-Urban	(1,061,000.00)	10,837,234.96
5905804 FY 2008 TMC Staff	STP-Urban	659.24	10,837,894.20
5905805 FY 2009 TMC Staff	STP-Urban	859.06	10,838,753.26
5905806 FY 2010 TMC Staff	STP-Urban	(228,000.00)	10,610,753.26
5907801 Campbell/Weaver	STP-Urban	(1,328,793.88)	9,281,959.38
5907801 Campbell/Weaver	STP-Urban	164,058.91	9,446,018.29
0602068 JRF/Campbell (160)	STP-Urban	(800,000.00)	8,646,018.29
FY 2011 Allocation	STP-Urban	2,877,633.17	11,523,651.46
0652069 Glenstone Sidewalks	STP-Urban	(106,000.00)	11,417,651.46
2661009 Midfield Terminal Access	STP-Urban	(43,205.64)	11,374,445.82
2661009 Midfield Terminal Access	STP-Urban	(59,268.28)	11,315,177.54
2661009 Midfield Terminal Access	STP-Urban	0.15	11,315,177.69
5938801 FY 2011 TMC Staff	STP-Urban	(276,000.00)	11,039,177.69
FY 2012 Allocation	STP-Urban	2,360,786.90	13,399,964.59
0602065 60/65	STP-Urban	(100,000.00)	13,299,964.59
0652076 65/Chestnut	STP-Urban	(779,945.21)	12,520,019.38
FY 2013 Allocation	STP-Urban	2,802,455.71	15,322,475.09
5938803 FY 2013 TMC Staff	STP - OTO Payback	(260,000.00)	15,062,475.09
0652074 South Glenstone	STP - OTO Payback	(233,600.00)	14,828,875.09
0652074 South Glenstone	STP - OTO Payback	(395,761.11)	14,433,113.98
FY 2013 Rideshare	Christian County	523.37	14,433,637.35
FY 2013 Rideshare	City of Battlefield	180.64	14,433,817.99
FY 2013 Rideshare	Greene County	2,227.58	14,436,045.57
FY 2013 Rideshare	City of Nixa	614.69	14,436,660.26
FY 2013 Rideshare	City of Ozark	575.85	14,437,236.11
FY 2013 Rideshare	City of Republic	476.67	14,437,712.78
FY 2013 Rideshare	City of Strafford	76.20	14,437,788.98
FY 2013 Rideshare	City of Willard	170.88	14,437,959.86
5938801 FY 2011 TMC Staff	STP-Urban	9,145.43	14,447,105.29
0652074 South Glenstone	STP-Urban	(1,244,239.20)	13,202,866.09
		13,202,866.09	13,202,866.09

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Balance Based on Current Obligations

City of Springfield, continued

MoDOT Cost Shares	Total	Obligated	Balance
0652076 65/Chestnut (Final)	779,945.21	(779,945.21)	0.00
Battlefield/65	4,817,963.00	0.00	4,817,963.00
Chestnut RR Overpass	2,325,663.00	0.00	2,325,663.00
0652074 South Glenstone	4,740,756.00	(629,361.11)	4,111,394.89
	12,664,327.21	(1,409,306.32)	11,255,020.89
Remaining Balance All Funds (After MoDOT Cost Shares)			\$ 1,947,845.20
Maximum STP-Urban Balance Allowed			\$ 8,407,367.13
Need to Obligate an Additional			\$ -

Balance Based on Current Obligations

City of Strafford

Name	Split	Amount	Balance
FY 2011 Allocation	STP-Urban	34,761.39	34,761.39
FY 2012 Allocation	STP-Urban	34,901.60	69,662.99
9900878 125/OO	STP - OTO Payback	(9,819.76)	59,843.23
9900878 125/OO	STP - OTO Payback	(53,955.24)	5,887.99
FY 2013 Allocation	STP-Urban	41,431.18	47,319.17
FY 2013 Rideshare	City of Springfield	(76.20)	47,242.97
		47,242.97	47,242.97
Maximum STP-Urban Balance Allowed			\$ 124,293.54
Need to Obligate an Additional			\$ -

Balance Based on Current Obligations

City of Willard

Name	Account	Amount	Balance
FY 2011 Allocation	STP-Urban	60,254.35	60,254.35
FY 2012 Allocation	STP-Urban	78,269.58	138,523.93
FY 2013 Allocation	STP-Urban	92,912.67	231,436.60
1601043 160/Hunt Road	STP - OTO Payback	(21,000.00)	210,436.60
FY 2013 Rideshare	City of Springfield	(170.88)	210,265.72
		210,265.72	210,265.72
Maximum STP-Urban Balance Allowed			\$ 278,738.01
Need to Obligate an Additional			\$ -

Funding Allocation

	FY 2003	FY 2003/2004	FY 2005	FY 2006
Republic Small Urban Allocation	25,177.78	33,077.66	33,077.66	33,077.66
STP-Urban Allocation		6,310,146.59	3,802,833.24	3,380,864.78
STP-Urban Distribution				
Christian County		348,765.16	210,184.62	186,862.21
Greene County		1,399,042.73	843,138.29	749,582.31
City of Battlefield		63,402.45	38,209.72	33,969.91
City of Nixa		315,253.93	189,988.95	168,907.47
City of Ozark		257,927.98	155,441.25	138,193.24
City of Republic		N/A	N/A	N/A
City of Springfield		3,925,754.34	2,365,870.41	2,103,349.64
City of Strafford		N/A	N/A	N/A
City of Willard		N/A	N/A	N/A
		6,310,146.59	3,802,833.24	3,380,864.78
Republic Small Urban Distribution	25,177.78	33,077.66	33,077.66	33,077.66
	FY 2007	FY 2008	FY 2009	FY 2010
Republic Small Urban Allocation	33,077.66	33,077.66	33,077.66	33,077.66
STP-Urban Allocation	3,715,512.23	3,977,123.62	4,081,943.45	4,772,637.00
STP-Urban Distribution				
Christian County	205,358.35	219,817.75	225,611.20	263,786.21
Greene County	823,778.07	881,780.76	905,020.70	1,058,156.57
City of Battlefield	37,332.34	39,960.94	41,014.13	47,954.01
City of Nixa	185,626.40	198,696.47	203,933.25	238,440.19
City of Ozark	151,872.00	162,565.39	166,849.92	195,082.09
City of Republic	N/A	N/A	N/A	N/A
City of Springfield	2,311,545.07	2,474,302.31	2,539,514.25	2,969,217.93
City of Strafford	N/A	N/A	N/A	N/A
City of Willard	N/A	N/A	N/A	N/A
	3,715,512.23	3,977,123.62	4,081,943.45	4,772,637.00
Republic Small Urban Distribution	33,077.66	33,077.66	33,077.66	33,077.66
	FY 2011	FY 2012	FY 2013	FY 2003-2013
Republic Small Urban Allocation	33,077.66	33,077.66	33,077.66	355,954.38
STP-Urban Allocation	4,847,733.00	4,547,306.00	5,404,229.00	44,840,328.91
STP-Urban Distribution				
Christian County	255,649.77	239,722.79	284,571.43	2,440,329.49
Greene County	1,025,518.01	1,020,316.77	1,211,203.16	9,917,537.37
City of Battlefield	46,474.89	82,739.59	98,218.96	529,276.94
City of Nixa	231,085.56	281,551.42	334,225.59	2,347,709.23
City of Ozark	189,064.84	263,760.19	313,105.87	1,993,862.77
City of Republic	127,291.02	185,257.16	226,104.43	538,652.61
City of Springfield	2,877,633.17	2,360,786.90	2,802,455.71	26,730,429.73
City of Strafford	34,761.39	34,901.60	41,431.18	111,094.17
City of Willard	60,254.35	78,269.58	92,912.67	231,436.60
	4,847,733.00	4,547,306.00	5,404,229.00	44,840,328.91
Republic Small Urban Distribution	33,077.66	33,077.66	33,077.66	355,954.38

Funding Allocation

OTO Population Distribution

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

OTO Special Projects

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

Notes:

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

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

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

Republic Small Urban FY04-10 not included in overall distribution

Republic Small Urban FY11-13 included in overall distribution

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2012 Allocation					
	Deposit	10/01/2011	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2011	Christian County	239,722.79	272,800.45
	Deposit	10/01/2011	Greene County	1,020,316.77	1,293,117.22
	Deposit	10/01/2011	City of Battlefield	82,739.59	1,375,856.81
	Deposit	10/01/2011	City of Nixa	281,551.42	1,657,408.23
	Deposit	10/01/2011	City of Ozark	263,760.19	1,921,168.42
	Deposit	10/01/2011	City of Republic	185,257.16	2,106,425.58
	Deposit	10/01/2011	City of Springfield	2,360,786.90	4,467,212.48
	Deposit	10/01/2011	City of Strafford	34,901.60	4,502,114.08
	Deposit	10/01/2011	City of Willard	78,269.58	4,580,383.66
Total FY 2012 Allocation				4,580,383.66	4,580,383.66
FY 2012 BRM Allocation					
	Deposit	10/01/2011	Bridge (BRM)	395,013.00	395,013.00
Total FY 2012 BRM Allocation				395,013.00	395,013.00
FY 2013 Allocation					
	Deposit	10/01/2012	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2012	Christian County	284,571.43	317,649.09
	Deposit	10/01/2012	Greene County	1,211,203.16	1,528,852.25
	Deposit	10/01/2012	City of Battlefield	98,218.96	1,627,071.21
	Deposit	10/01/2012	City of Nixa	334,225.59	1,961,296.80
	Deposit	10/01/2012	City of Ozark	313,105.87	2,274,402.67
	Deposit	10/01/2012	City of Republic	226,104.43	2,500,507.10
	Deposit	10/01/2012	City of Springfield	2,802,455.71	5,302,962.81
	Deposit	10/01/2012	City of Strafford	41,431.18	5,344,393.99
	Deposit	10/01/2012	City of Willard	92,912.67	5,437,306.66
Total FY 2013 Allocation				5,437,306.66	5,437,306.66
FY 2013 BRM Allocation					
	Deposit	10/01/2012	Bridge (BRM)	391,502.00	391,502.00
Total FY 2013 BRM Allocation				391,502.00	391,502.00
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				51,968,987.81	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
0132056 13/I-44				
	08/21/2009	City of Springfield	STP-Urban	(978,000.00)
0132070 Kansas/JRF				
	10/02/2011	Greene County	STP - OTO Payback	(385,519.89)
	10/02/2012	Greene County	STP - OTO Payback	48,882.69
0141014 17th Street Relocation				
	04/18/2008	City of Ozark	STP-Urban	(244,800.00)
0602064 JRF/Glenstone				
	10/02/2006	City of Springfield	Springfield Area Small Urban	(2,103,741.90)
	10/02/2006	Greene County	Springfield Area Small Urban	(500,000.00)
	10/02/2006	City of Springfield	Springfield Area Small Urban	(446,611.27)
	10/23/2007	City of Springfield	STP-Urban	(446,611.27)
	10/23/2007	Greene County	STP-Urban	(500,000.00)
	10/02/2009	City of Springfield	Springfield Area Small Urban	47,734.48
0602065 60/65				
	10/02/2011	City of Springfield	STP-Urban	(100,000.00)
0602066 James River Bridge				
	01/02/2009	Bridge (BRM)	BRM	(780,000.00)
0602067 National/JRF				
	06/18/2009	City of Springfield	STP-Urban	(1,244,617.00)
	10/02/2009	City of Springfield	STP - OTO Payback	1,244,617.00
0602068 JRF/Campbell (160)				
	10/02/2009	Greene County	STP-Urban	(1,000,000.00)
	10/02/2009	City of Springfield	STP-Urban	(800,000.00)
0602076 Oakwood/60				
	10/02/2011	City of Republic	STP-Urban	(173,050.00)
	10/03/2013	City of Republic	Republic Small Urban	(50,000.00)
0651064 Farmer Branch				
	07/15/2013	Bridge (BRM)	BRM	(1,000,000.00)
0652048 44/65				
	04/17/2007	City of Springfield	Springfield Area Small Urban	(74,000.00)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
0652058 Glenstone/Primrose				
	12/21/2007	City of Springfield	STP-Urban	(134,432.60)
	02/29/2008	City of Springfield	STP-Urban	22,101.02
	07/09/2009	City of Springfield	STP-Urban	(312,694.65)
	10/02/2009	City of Springfield	STP-Urban	(7,570.99)
0652067 US65				
	10/02/2009	City of Springfield	STP-Urban	(1,061,000.00)
0652069 Glenstone Sidewalks				
	10/02/2010	City of Springfield	STP-Urban	(106,000.00)
0652074 South Glenstone				
	10/02/2012	City of Springfield	STP - OTO Payback	(233,600.00)
	10/02/2012	City of Springfield	STP - OTO Payback	(395,761.11)
	10/02/2012	City of Springfield	STP-Urban	(1,244,239.20)
0652076 65/Chestnut				
	10/02/2011	Greene County	STP-Urban	(589,570.53)
	10/02/2011	City of Springfield	STP-Urban	(779,945.21)
1601043 160/Hunt Road				
	10/02/2012	City of Willard	STP - OTO Payback	(21,000.00)
2661009 Midfield Terminal Access				
	11/08/2007	City of Springfield	STP-Urban	(993,062.73)
	11/08/2007	Greene County	STP-Urban	(1,000,000.00)
	11/09/2007	City of Springfield	STP-Urban	(2,461,290.27)
	01/24/2008	City of Springfield	STP-Urban	1,069,858.00
	02/15/2008	City of Springfield	STP-Urban	(508,570.80)
	10/02/2010	City of Springfield	STP-Urban	(43,205.64)
	10/02/2010	City of Springfield	STP-Urban	(59,268.28)
	10/02/2010	City of Springfield	STP-Urban	0.15

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
5900837 NS Corridor Study				
	10/02/2007	City of Ozark	Springfield Area Small Urban	(7,530.18)
	10/02/2007	Christian County	Springfield Area Small Urban	(10,182.16)
	10/02/2007	Greene County	Springfield Area Small Urban	(40,844.89)
	10/02/2007	City of Battlefield	Springfield Area Small Urban	(1,851.03)
	10/02/2007	City of Nixa	Springfield Area Small Urban	(9,203.80)
	10/02/2007	City of Springfield	Springfield Area Small Urban	(114,611.94)
	10/02/2009	Christian County	Springfield Area Small Urban	0.81
	10/02/2009	Greene County	Springfield Area Small Urban	3.25
	10/02/2009	City of Battlefield	Springfield Area Small Urban	0.15
	10/02/2009	City of Nixa	Springfield Area Small Urban	0.73
	10/02/2009	City of Ozark	Springfield Area Small Urban	0.60
	10/02/2009	City of Springfield	Springfield Area Small Urban	9.13
5900845 Bicycle Destination Plan				
	10/02/2010	Greene County	STP-Urban	(40,033.84)
5904810 Division Underground Tank				
	10/02/2006	Greene County	Springfield Area Small Urban	(64,027.15)
5905804 FY 2008 TMC Staff				
	10/24/2007	City of Springfield	STP-Urban	(112,000.00)
	10/02/2009	City of Springfield	STP-Urban	659.24
5905805 FY 2009 TMC Staff				
	11/28/2008	City of Springfield	STP-Urban	(128,800.00)
	03/13/2009	City of Springfield	STP-Urban	(61,600.00)
	10/02/2009	City of Springfield	STP-Urban	859.06
5905806 FY 2010 TMC Staff				
	10/02/2009	City of Springfield	STP-Urban	(228,000.00)
5907801 Campbell/Weaver				
	03/07/2008	City of Springfield	STP-Urban	(124,524.56)
	10/02/2009	City of Springfield	Springfield Area Small Urban	(124,524.56)
	10/02/2009	Greene County	STP-Urban	(1,328,793.88)
	10/02/2009	City of Springfield	STP-Urban	(1,328,793.88)
	10/02/2009	Greene County	STP-Urban	164,058.91
	10/02/2009	City of Springfield	STP-Urban	164,058.91
5916806 Highway M Study				
	10/02/2009	City of Battlefield	STP-Urban	(14,399.22)

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
5933803 Kansas/Evergreen				
	03/25/2009	City of Springfield	STP-Urban	(300,000.00)
	03/25/2009	City of Springfield	STP-Urban	19,036.04
	09/05/2009	City of Springfield	STP-Urban	38,753.65
5935803 Chestnut/National				
	10/02/2006	City of Springfield	Springfield Area Small Urban	(948,888.79)
	10/02/2006	City of Springfield	STP-Urban	(20,056.73)
	10/02/2007	Greene County	Springfield Area Small Urban	500,000.00
	10/02/2007	City of Springfield	Springfield Area Small Urban	446,611.27
	10/02/2008	City of Springfield	Springfield Area Small Urban	124,524.56
	11/28/2008	City of Springfield	STP-Urban	(78,307.24)
5938801 FY 2011 TMC Staff				
	10/02/2010	City of Springfield	STP-Urban	(276,000.00)
	10/02/2012	City of Springfield	STP-Urban	9,145.43
5938803 FY 2013 TMC Staff				
	10/02/2012	City of Springfield	STP - OTO Payback	(260,000.00)
6900804 60 East				
	03/19/2004	City of Republic	Republic Small Urban	(303,436.00)
9900824 Third Street/14				
	10/02/2006	City of Ozark	Springfield Area Small Urban	(89,600.00)
	10/02/2006	City of Ozark	Springfield Area Small Urban	(43,200.00)
	10/02/2009	City of Ozark	STP-Urban	(56,192.80)
	10/02/2010	City of Ozark	STP-Urban	(72,962.40)
	10/02/2011	City of Ozark	STP-Urban	(177,500.00)
	09/30/2013	City of Ozark	Springfield Area Small Urban	(29,733.60)
9900846 Scenic Sidewalks				
	05/23/2008	Greene County	STP-Urban	(74,642.40)
	08/15/2008	Greene County	STP-Urban	18,089.16
	10/02/2009	Greene County	STP-Urban	(7,350.46)
9900854 CC Realignment				
	02/22/2008	City of Nixa	STP-Urban	(236,800.00)
	10/02/2012	City of Nixa	STP-Urban	3,168.42
9900855 Roadway Prioritization				
	07/01/2008	City of Ozark	STP-Urban	(14,681.60)
	11/28/2008	City of Ozark	STP-Urban	349.91

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
9900858 Gregg/14				
	08/07/2008	City of Nixa	STP-Urban	(38,133.92)
	10/02/2012	City of Nixa	STP-Urban	104.26
9900859 Main Street				
	08/07/2008	City of Nixa	STP-Urban	(53,822.02)
	10/02/2012	City of Nixa	STP-Urban	7,167.08
9900860 CC Study				
	09/17/2009	Christian County	STP-Urban	(320,000.00)
9900861 Northview Road				
	07/09/2009	City of Nixa	STP-Urban	(17,386.10)
	10/02/2010	City of Nixa	STP-Urban	(89,798.40)
	10/02/2011	City of Nixa	STP-Urban	107,184.50
9900866 Elm Street Sidewalks				
	10/02/2009	City of Battlefield	STP-Urban	(1,998.24)
9900867 Cloverdale Lane Sidewalks				
	10/02/2009	City of Battlefield	STP-Urban	(795.68)
9900869 14/Gregg				
	10/02/2010	City of Nixa	STP-Urban	(54,780.00)
	10/02/2011	City of Nixa	STP-Urban	(209,764.71)
	10/02/2012	City of Nixa	STP-Urban	(32,535.60)
9900878 125/OO				
	10/02/2011	City of Strafford	STP - OTO Payback	(9,819.76)
	10/02/2011	City of Strafford	STP - OTO Payback	(53,955.24)
9900891 Evans/65				
	10/02/2011	Greene County	STP-Urban	(500,000.00)
ES08006 Traffic Analysis				
	09/03/2009	City of Ozark	STP-Urban	(6,821.60)
	10/02/2010	City of Ozark	STP-Urban	17.39
ES08007 Master Transportation Pln				
	09/22/2009	City of Ozark	STP-Urban	(7,243.20)
	10/02/2009	City of Ozark	STP-Urban	7,243.20

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Account</u>	<u>Amount</u>
S947010 Glenstone (H) I-44 to VWM				
	09/18/2008	City of Springfield	STP-Urban	(1,200,000.00)
	09/18/2008	Greene County	STP-Urban	(1,500,000.00)
S950012 M/ZZ				
	10/02/2009	City of Republic	Republic Small Urban	(198,465.00)
S959003 Route FF Pavement Imp				
	10/02/2009	City of Battlefield	STP-Urban	(70,000.00)
	10/02/2010	City of Battlefield	STP-Urban	35,578.89
	10/02/2011	City of Battlefield	STP-Urban	3,552.55
Adjustments				
	10/02/2005	Bridge (BRM)	BRM	(0.43)
TOTAL OBLIGATIONS				(27,789,185.91)

MoDOT Report

STP-Urban Account

		Apportionment	Available (OL)
Balance as of September 30, 2011		18,067,018.13	16,663,615.04
Fiscal Year 2012 Apportionment (OL percentage = 96.76%)		4,699,572.00	4,547,306.00
Fiscal Year 2012 Obligations:			
0602065	RTES 60/65, INTERCHANGE IMPROVEMENTS, GREENE COUNTY	(100,000.00)	(100,000.00)
9900824	RTE 14 (THIRD STREET), STREETScape FOR 3RD STREET PROJECT INCLUDING JACKSON AND CHURCH STREET INTERSECTIONS, CITY OF OZARK	(177,500.00)	(177,500.00)
9900861	NORTHVIEW ROAD, STREET WIDENING, GRADING AND STORM SEWER IMPROVEMENTS, CITY OF NIXA	107,184.50	107,184.50
9900869	RTE 14 & GREGG ROAD, INTERSECTION IMPROVEMENTS, CITY OF NIXA	(209,764.71)	(209,764.71)
0602076	RTE 60, INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE/COUNTY ROAD 93, CITY OF REPUBLIC	(173,050.00)	(173,050.00)
0652076	RTE 65, INTERCHANGE IMPROVEMENTS AT CHESTNUT EXPRESSWAY, CITY OF SPRINGFIELD	(1,369,515.74)	(1,369,515.74)
9900891	RTE 65, WIDEN NORTHBOUND & SOUTHBOUND OFF-RAMPS AT EVANS ROAD TO TWO LANES WITH SIGNALS, GREENE COUNTY	(500,000.00)	(500,000.00)
S959003	RTE FF, PAVEMENT IMPROVEMENTS FORM SOUTH OF WEAVER ROAD TO END OF ROUTE, GREENE COUNTY	3,552.55	3,552.55
Balance as of September 30, 2012		20,347,496.73	18,791,827.64
Fiscal Year 2013 Apportionment (OL percentage = 95.19%, Preliminary)		5,677,308.00	5,404,229.00
Fiscal Year 2013 Obligations:			
0652074	RTE 65, GREENE COUNTY, J8P2424	(1,244,239.20)	(1,244,239.20)
5938801	TMC OPERATIONS, CITY OF SPRINGFIELD	9,145.43	9,145.43
9900854	RTE CC, CITY OF NIXA	3,168.42	3,168.42
9900858	RTE 14 & GREGG ROAD, CITY OF NIXA	104.26	104.26
9900859	MAIN STREET, CITY OF NIXA	7,167.08	7,167.08
9900869	RTE 14 & GREGG ROAD, CITY OF NIXA	(32,535.60)	(32,535.60)
Balance as of September 30, 2013		24,767,615.12	22,938,867.03

MoDOT Report

Republic Small Urban

Balance as of September 30, 2012

Apportionment

99,233.97

Fiscal Year 2013 Apportionment

33,077.66

Fiscal Year 2013 Obligations:

0602076 RTES 60, GREENE COUNTY, J8P2154
MTFC LOAN REPAYMENT

(66,156.00)

(50,000.00)

Balance as of September 30, 2013

16,155.63

Springfield Area Small Urban

Balance as of September 30, 2012

47,749.15

Fiscal Year 2013 Obligations:

9900824 THIRD STREET/14

(29,733.60)

Balance as of September 30, 2013

18,015.55

STP - OTO Payback

Balance as of September 30, 2012

805,141.87

Fiscal Year 2013 Obligations:

0132070 RTE 13, GREENE COUNTY, J8P3012
0602076 RTE 60, GREENE COUNTY, J8P2154
0652074 RTE 65, GREENE COUNTY, J8P2424
1601043 RTE 160, GREENE COUNTY, J8P2425
5938803 TMC OPERATIONS, CITY OF SPRINGFIELD
9900878 RTE OO, GREENE COUNTY, J8S2470

48,882.69

66,156.00

(629,360.80)

(21,000.00)

(260,000.00)

(9,819.76)

Balance as of September 30, 2013

0.00

MoDOT Report

On-System Bridge (BRM)

	Apportionment	Available (OL)
Balance as of September 30, 2011	1,523,280.00	1,420,249.00
Fiscal Year 2012 Apportionment (OL percentage = 96.76%)	408,240.00	395,013.00
Fiscal Year 2012 Obligations:		
None	0.00	0.00
Balance as of September 30, 2012	1,931,520.00	1,815,262.00
Fiscal Year 2013 Apportionment (OL percentage = 95.9%, Preliminary)	408,240.00	391,502.00
Fiscal Year 2013 Obligations:		
0651064 RTE 65, CHRISTIAN COUNTY, J8P2156	(1,000,000.00)	(1,000,000.00)
Balance as of September 30, 2013	1,339,760.00	1,206,764.00

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

TAB 6

TECHNICAL COMMITTEE AGENDA 11/20/2013; ITEM II.A.

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

1. ADA Accommodations on Glenstone and Sunshine (SP1413)

MoDOT is requesting to increase project funds and add funds from the City of Springfield who is now cost sharing on this project. The original project cost was \$411,000 and the programmed total is now \$760,000.

2. Weaver Road Widening (BA1401)

The City of Battlefield is requesting to program the additional costs of utility relocation in the Weaver Road Widening project. This increases the total programmed amount by \$80,874 to \$330,874.

3. Republic Road Bridges over James River (SP1213)

MoDOT is requesting to add construction funding and City of Springfield inspection funding for the west bridge on Republic Road over James River Freeway. This takes the current programmed amount of \$230,000 and increases it to \$3,898,500.

4. *New* Republic Road and Farm Road 107 Intersection (GR1407)

MoDOT is requesting to add a new project for intersection improvements at Republic Road (Route M) and Farm Road 107. MoDOT will be funding the engineering and City Utilities, the construction. The total programmed amount for this project is \$168,000.

5. *New* Glenstone and Pythian Intersection (SP1416)

MoDOT is requesting to add a scoping project for the Glenstone and Pythian intersection at a programmed total of \$8,000, utilizing all state funds.

6. *New* Kansas Expressway Pavement Rehabilitation (SP1417)

MoDOT is requesting the addition of a project for pavement rehabilitation and concrete repair on Kansas Expressway between I-44 and Mount Vernon. This is a complimentary project to SP1316, which includes asphalt overlay on portions of Kansas Expressway between I-44 and the James River Freeway. The total programmed amount requested for SP1417 is \$1,999,080.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors on approving Amendment Number One to the FY 2014-2017 TIP.

November 06, 2013

Ozark Transportation Organization
Attn: Sara Fields
205 Park Center East, Suite 205
Springfield, Missouri 65806

Dear Sara Fields,

The City of Springfield would like to express our support of the proposed interstate improvements that would provide an interstate loop around Springfield using U.S. Highway 360, 60 and 65, called Interstate 244.

The Missouri Department of Transportation is currently working with the Federal Highway Administration to see what modifications to the existing system would be required.

We appreciate your assistance moving this important improvement forward.

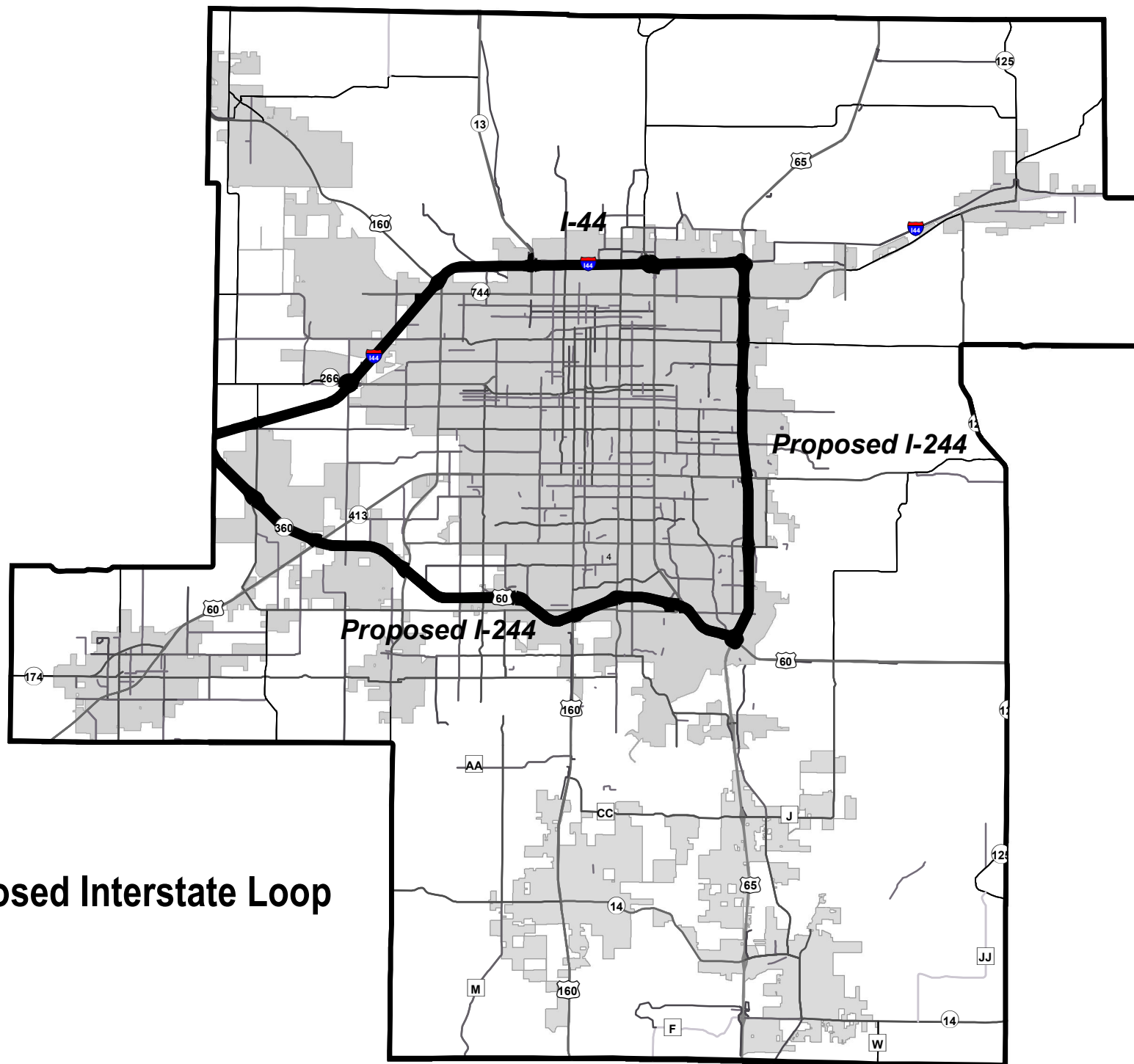
Sincerely,



Phil Broyles, P.E.

Director of Public Works

KJ/bg



Proposed Interstate Loop

TAB 7



A Vision for Missouri's Transportation Future

The Missouri Department of Transportation has released for public review its draft of a 20-year Long Range Transportation Plan titled "A Vision for Missouri's Transportation Future." The Long Range Plan will guide future transportation investment in the state over the next 20 years.

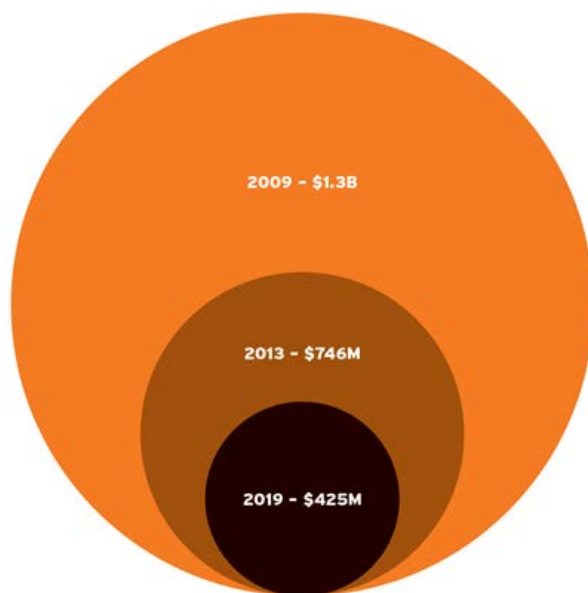
FROM JANUARY THROUGH JULY, WE MOUNTED A PUBLIC ENGAGEMENT EFFORT CALLED "ON THE MOVE" TO FIND OUT WHAT MISSOURIANS WANT FROM THEIR TRANSPORTATION SYSTEM. WE VISITED EVERY COUNTY OF THE STATE AND VISITED WITH THOUSANDS OF MISSOURIANS.

BASED ON THE INPUT WE RECEIVED FROM MISSOURIANS, FOUR MAIN GOALS WERE DEVELOPED THAT WILL DRIVE DECISION MAKING OVER THE NEXT 20 YEARS

- Take care of the transportation system and services we enjoy today
- Keep all travelers safe, no matter the mode of transportation
- Invest in projects that spur economic growth and create jobs
- Give Missourians better transportation choices (more viable urban and rural transit, friendlier bike and pedestrian accommodations, improvements in rail, ports and airport operations)

WE ARE COMMITTED TO DOING EVERYTHING WE CAN WITH THE BUDGET WE HAVE BUT IT'S GETTING INCREASINGLY DIFFICULT.

There is a significant and growing gap between the transportation system that people want and need to be safe, and what we can deliver with current funds. As an example, MoDOT's funding for road and bridge construction (pictured to the right) has decreased significantly from \$1.3 billion in 2009 to \$746 million in 2013 and will decrease to \$425 million in 2019—which is not even enough to maintain our current system.

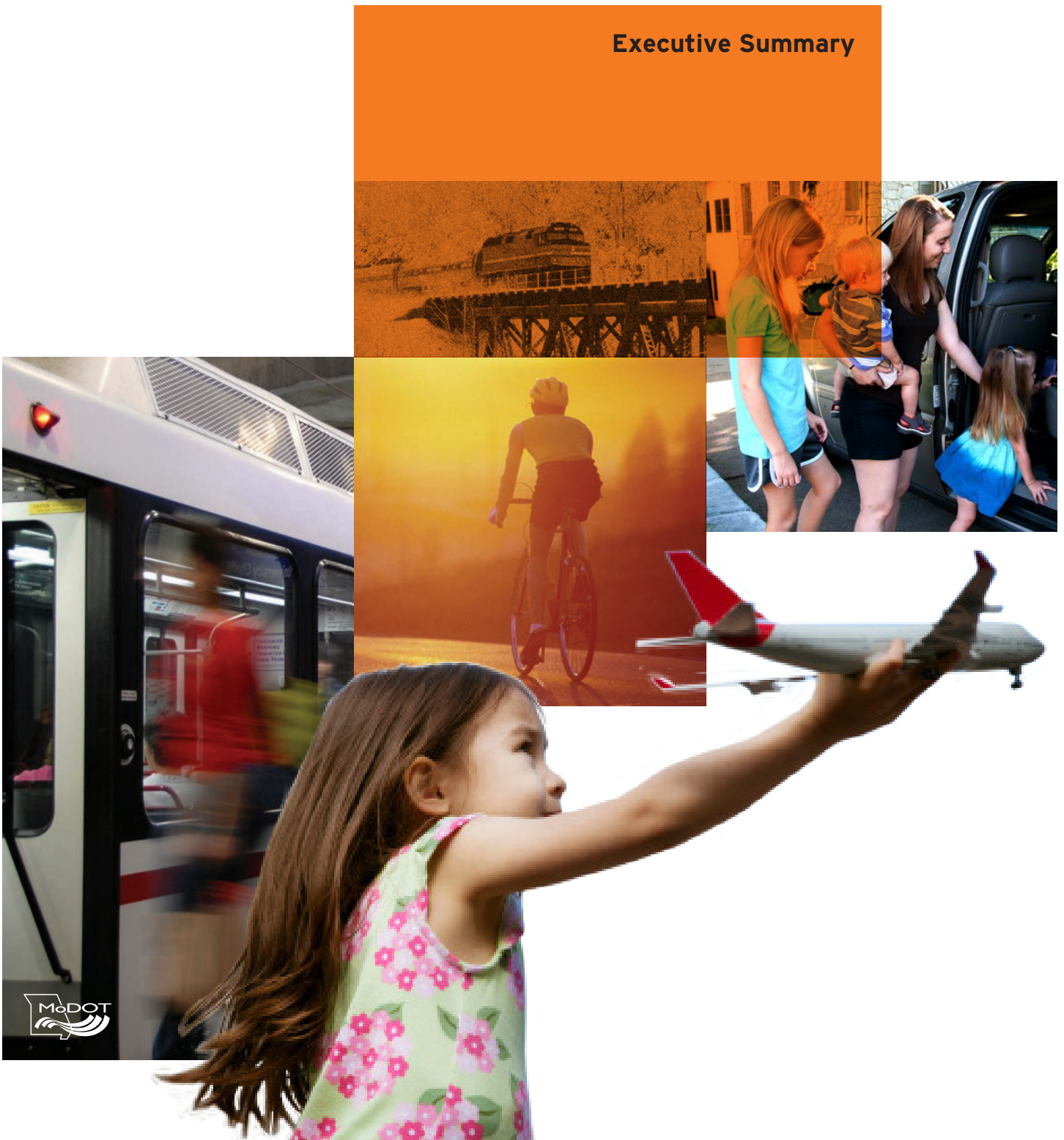


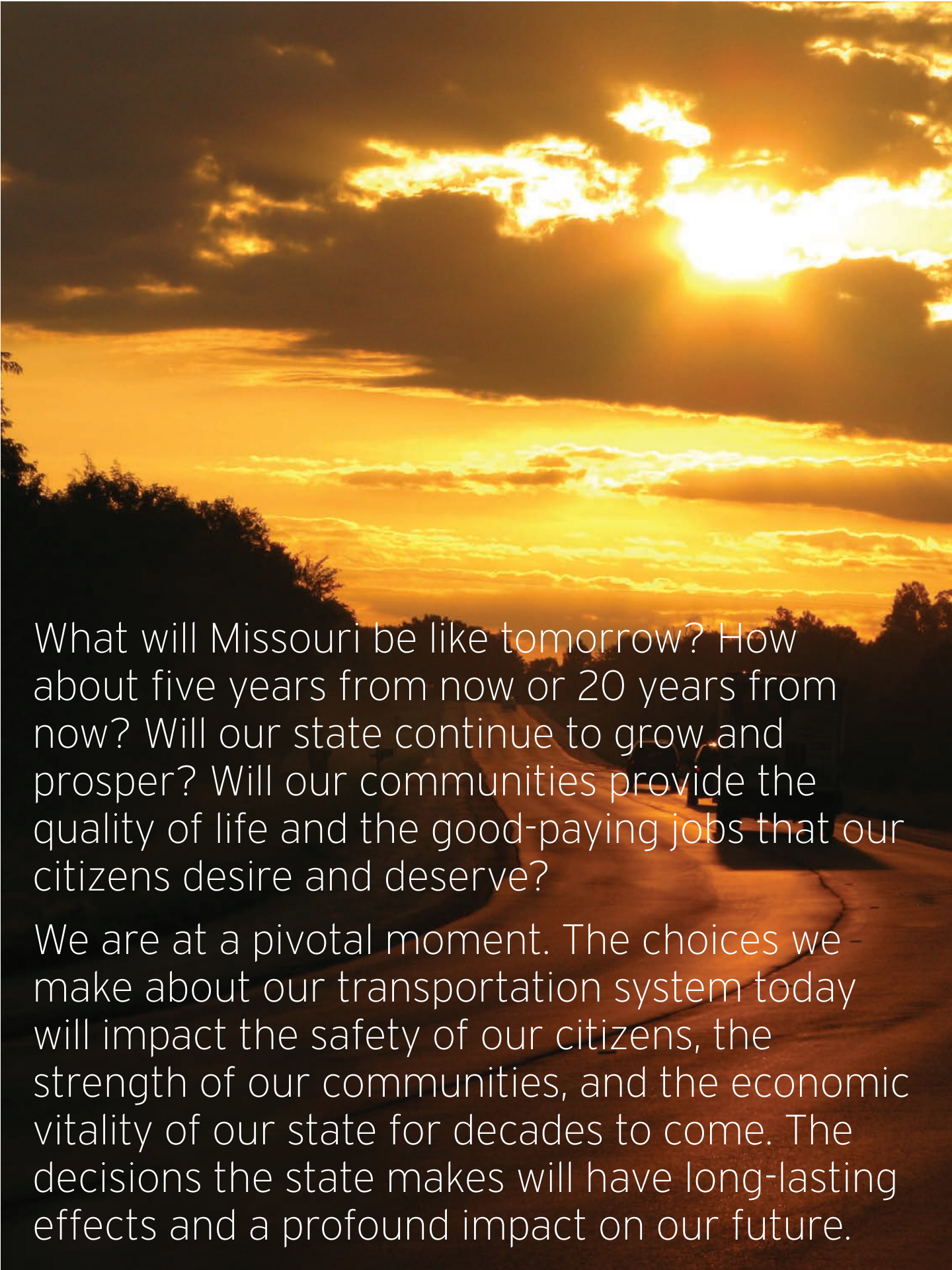
THE TIME TO ENSURE A MODERN AND SAFE TRANSPORTATION SYSTEM IS NOW!

To read the Long Range Plan, view videos about Missouri's transportation system, and provide feedback, please visit MissouriOntheMove.Org. Or you can email us at onthemove@modot.mo.gov

A Vision for Missouri's Transportation Future

Executive Summary



A full-page background image showing a sunset or sunrise. The sun is a bright, glowing orb in the upper right, partially obscured by dark, textured clouds. The sky is filled with horizontal bands of orange and yellow light. In the foreground, a dark, silhouetted road curves from the bottom left towards the center. A small, dark car is visible on the road in the distance. The overall mood is contemplative and hopeful.

What will Missouri be like tomorrow? How about five years from now or 20 years from now? Will our state continue to grow and prosper? Will our communities provide the quality of life and the good-paying jobs that our citizens desire and deserve?

We are at a pivotal moment. The choices we make about our transportation system today will impact the safety of our citizens, the strength of our communities, and the economic vitality of our state for decades to come. The decisions the state makes will have long-lasting effects and a profound impact on our future.

**MISSOURIANS UNDERSTAND THE IMPORTANCE
OF A STRONG TRANSPORTATION SYSTEM**



We asked. You told us. As a part of our long range planning process, we wanted to know what Missourians expect from the state's transportation system over the next 20 years. You responded generously with many thought-provoking insights during our On the Move initiative held between January and July 2013.

We talked to thousands of people all across the state during On the Move through a variety of channels and events. All told, we received 12,000-plus suggestions ranging from big picture ideas to requests for localized projects.

Taken together, your expectations for Missouri's transportation future are summarized in four goal areas:

- Take care of the transportation system and services we enjoy today
- Keep all travelers safe, no matter the mode of transportation
- Invest in projects that spur economic growth and create jobs
- Give Missourians better transportation choices (more viable urban and rural transit, friendlier bike and pedestrian accommodations, improvements in rail, ports and airport operations)

You impressed upon us how crucial it is to achieve these goals because they will provide a strong, vibrant transportation system and a long-term boost to our economy and our quality of life.

The benefits of accomplishing these goals are tangible. Missourians will be better able to leverage our geographic assets – rivers and central location – to strengthen Missouri's position in the global economy. And Missourians' daily lives will improve regardless of how they use transportation, whether commuting for work, shipping materials and finished goods or even

responding to family, local and national emergencies.

The biggest challenge we face in keeping Missourians safe is a tremendous gap between what Missourians need and want and what we can continue to fund. Without a funding solution, we will be hard pressed to even maintain the existing system.

Between 2005 and 2009, funds made available by Amendment 3 allowed us to make significant improvements in safety. However, while that funding was temporary, the need to make safety improvements will only continue to increase.

Here at MoDOT, we have done everything we can to tighten our belt and reduce spending wherever possible. We have gotten smaller, we've cut costs, reduced staff and services and have squeezed every penny out of every dollar we have to maintain the system.

Through On the Move, you set a high standard for MoDOT and our collective transportation system. In response, we have identified "A Vision for Missouri's Transportation Future" in this Executive Summary and the full-length Long Range Plan. But we're not done yet. We want to hear from you.

Through our interactive website, in-person meetings or outreach to our MoDOT offices, we hope all Missourians will provide feedback and let us know if we are headed in the right direction and if there is anything we missed.

Continuing to work together, we can create solutions and address the goals spelled out in the Long Range Plan. We are excited to face the challenges and embrace this opportunity. We hope all Missourians are too.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dave Nichols". The signature is fluid and cursive, written over a light-colored background.

Dave Nichols

Director, Missouri Department of Transportation (MoDOT)

STATE OF THE CURRENT SYSTEM

From traveling across the state Missourians told us keeping Missouri's existing roads and bridges in good condition should be one of the state's highest priorities. This was a critical point we heard from nearly every person with whom we met, and the issue really comes down to the safety of Missouri citizens, families and those who travel in our state.



If we do not address these challenges now, the safety of our citizens will be compromised.

Safety is at the core of everything we do. Strategic investments in engineering, emergency medical services, enforcement and education have been proven to reduce fatalities and serious accidents. While progress has been made statewide over the past several years to make roads smoother and safer, anyone who travels around the state knows that there are many areas that need to be fixed. Based on current revenue projections the problem will only get worse. Many of

the improvements that occurred over the past decade, made possible by temporary funding from Amendment 3 and federal dollars, demonstrated that MoDOT can successfully focus on and fix the areas of highest concern. However, addressing our maintenance priorities through temporary funding options is over, stalling MoDOT's ability to get more roads and bridges into safe condition.

The fact is, if we do not address these challenges now, the safety of our citizens will be compromised.



Missouri's system by the numbers:

6,598 BRIDGES

IN MISSOURI, CONTROLLED BY THE STATE, ARE IN
FAIR OR POOR CONDITION.

9,290 MILES

OF MISSOURI'S MAJOR AND MINOR HIGHWAYS
ARE IN FAIR OR POOR CONDITION.

MORE THAN

20,000 MILES

OF BRIDGES AND HIGHWAYS CROSSING
THROUGH COMMUNITIES DO NOT HAVE SHOULDERS.

Between 2005 and 2012, as bridge and highway conditions improved, roadway fatalities decreased by more than 34 percent. While this progress is important to note, the reality is one death is too many. As we outline later in this draft plan, safety and the upkeep of our current system are two of our four major goals.

In a nutshell, with declining transportation funding and increasing costs from inflation, MoDOT's ability to adequately maintain bridges and highways is impossible moving forward.





MISSOURI HAS MORE STATE HIGHWAY MILES THAN KANSAS AND ILLINOIS COMBINED

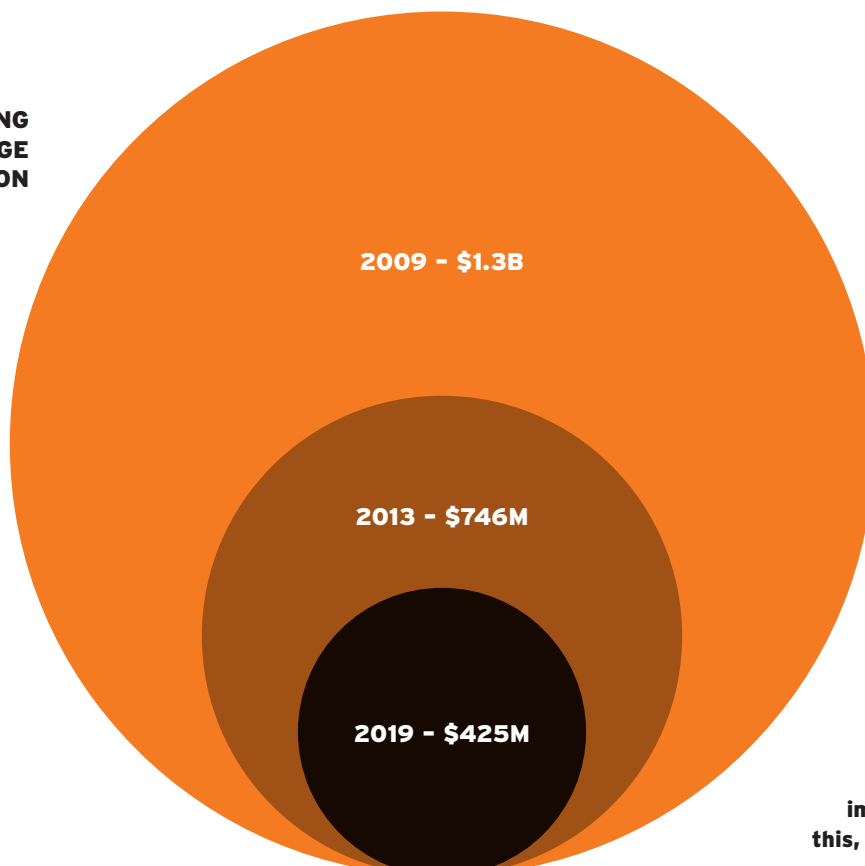


BUT WITH ONLY 1/3 OF ILLINOIS' REVENUES

Missouri's highway system is the seventh largest in the nation, but ranks 40th in funding per mile.



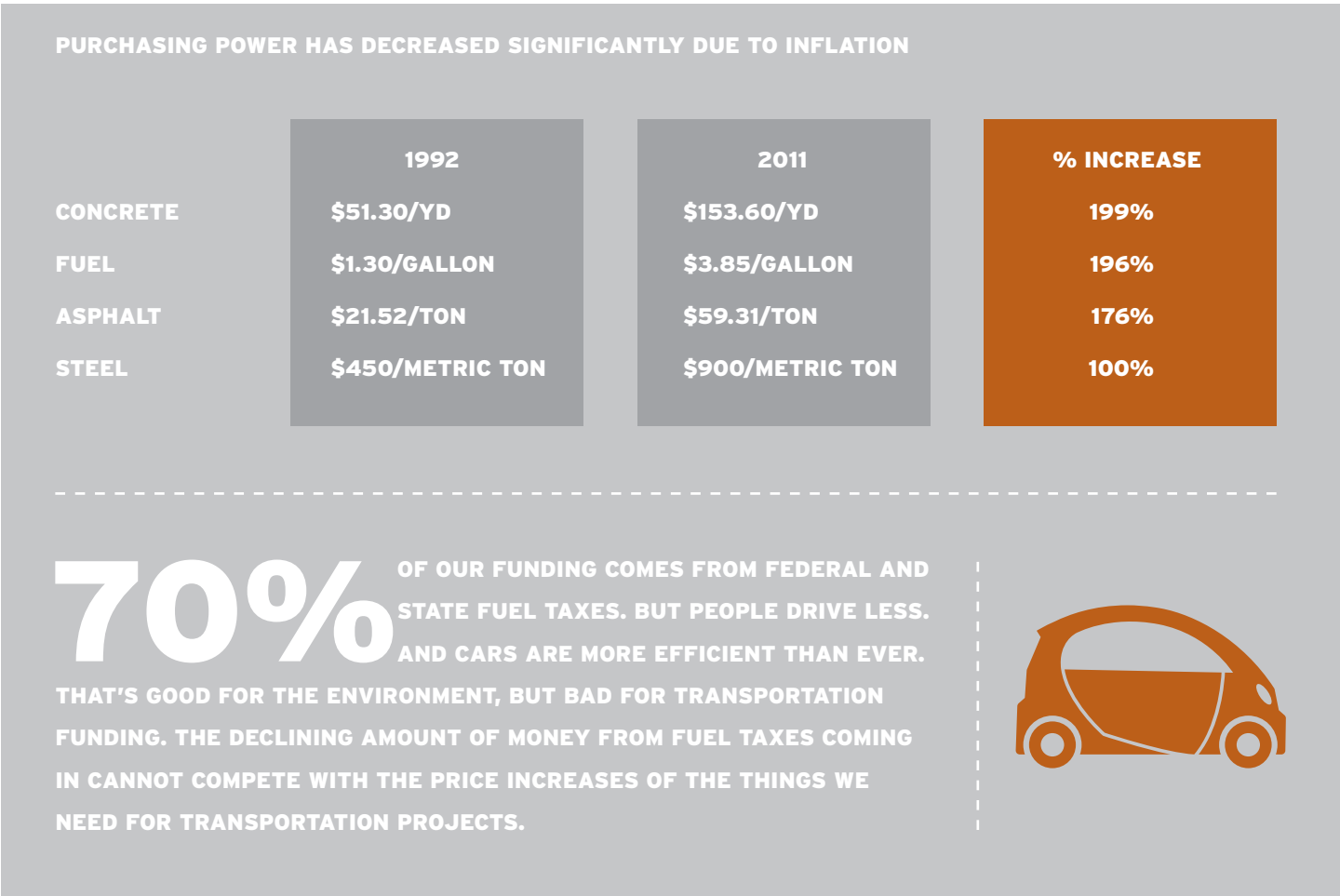
**MODOT'S FUNDING
FOR ROAD AND BRIDGE
CONSTRUCTION**



Due to the loss of temporary funding, inflation and no increase to the gas tax in 20 years, our funding has decreased significantly. And Missouri's current funding structure requires that we can only use this money on road and bridge improvements. Because of all this, we are not able to maintain our current system.

CURRENT FUNDING REALITIES

One of our primary funding challenges is inflation. The same increases that we see in our daily lives in recent years – the price of gas has nearly tripled and the cost of a gallon of milk is up by more than a dollar – also apply to the materials we need for transportation. The price of asphalt, concrete and steel are double and triple what they were 20 years ago, when fuel taxes were last raised. Our reduced purchasing power has created a bigger strain on the budget for maintaining Missouri’s many bridges and highways.



WHERE WE'VE BEEN

The future of transportation in Missouri is an issue that touches everyone.

It's an issue of how efficiently food can be delivered from the farm to the market. It's an issue of how people get to work, senior citizens get to the doctor, and families get to vacation destinations, sporting events and everywhere in between. It's an issue of job creation, economic growth and getting products made in

Missouri to customers all around the world. With that in mind, we worked diligently throughout the first half of 2013 to reach as many Missourians as possible across the state. Our goal was to learn what Missourians want from their transportation system - and then use that information to plan Missouri's transportation future.

As we sat down with Missourians through On the Move, our goal was to think about the components of our complex transportation system and consider the right set of questions to determine how we can best proceed as a state.



WE CONSIDERED

- How do we keep Missourians safe?
- How do we balance the wants and needs of everyone across the state?
- How do we support agribusiness and other industries that help drive our state's growth?
- How do we stay ahead of the curve and invest in projects that will help our state 20 years from now, not just today?
- How do we stay competitive on a global scale?
- How do we meet the needs of a diverse population?
- How do we maintain our system, build new infrastructure and invest in all modes of transportation?
- How do we attract and retain businesses and our most important asset - our people?
- How do we embrace the needs of private companies, local governments, interest groups and citizens?
- *And, how do we do all of this with a shrinking funding source?*

We visited every county in the state ...

114



232

THIS YEAR, WE COMPLETED OUR FIRST EVER MISSOURI ON THE MOVE MOBILE TOUR. THE TOUR VISITED 232 COMMUNITIES ACROSS OUR STATE IN AN EFFORT TO REACH AS MANY MISSOURIANS AS POSSIBLE TO LEARN WHAT NEEDS AND PRIORITIES THEY HAVE FOR OUR TRANSPORTATION SYSTEM. THE INFORMATION WE GATHERED DURING THE MOBILE TOUR IS DIRECTLY REFLECTED IN THIS PLAN.

25,225

OUR VANS TRAVELED 25,225 MILES ON MISSOURI'S ROADS DURING THE MOBILE TOUR AND THE FEEDBACK FROM MISSOURIANS WAS OUTSTANDING.

12,000

AND COUNTING PROJECT SUGGESTIONS AND PERSONAL PREFERENCES ABOUT HOW WE DO BUSINESS.

See appendices A-H of the Long Range Plan for a full description of the feedback we received from each district.

WHAT WE HEARD

With all of the challenges and funding realities in mind, our team conducted a robust public outreach effort across the state from January through July. We visited with thousands of Missourians in all 114 counties to talk about our state’s transportation future.

THERE IS A SIGNIFICANT GAP – AND IT’S GROWING – BETWEEN THE TRANSPORTATION SYSTEM THAT PEOPLE WANT AND NEED AND WHAT WE CAN DELIVER WITH CURRENT FUNDS

Our focus for this first round of public engagement was to reach stakeholders, including economic development groups, major employers, universities, statewide advocacy groups and interested Missouri citizens. We structured each session so we could have an intimate conversation with attendees and capture as much detail as possible regarding the needs of Missourians in all corners of the state. We presented participants with options and questions about the transportation system. We asked them to prioritize where funds should be spent and shared information about the current system, funding and the forecast for diminishing transportation funding, and its impact on the quality of our roads, bridges and other aspects of our system. We received an incredible amount of

feedback. We heard a wide range of options and opinions about investment choices and the direction we should go as a state. And when confronted with the reality of a declining transportation budget, the majority of participants expressed significant concern. We presented stark choices such as:

- Cuts to the most basic services we provide (replacing aging bridges, filling potholes, resurfacing highways, removing snow)
- Few improvements to the existing system
- Very limited flexibility to invest in non-roadway transportation such as transit, rail, ports, air and bike paths

When given these options, participants said something needs to be done about the decline of transportation funding in Missouri. (Full details are included in Appendix A of the Long Range Plan).

Missourians want a lot from their transportation system. More specifically, Missourians suggested thousands of projects, wants and needs that significantly outweighed the amount of money we will have available. This amount doesn’t include inflation or city and county needs that exist. Not surprisingly, there is a significant gap - and it’s growing - between the transportation system that people want and need and what we can deliver with current funds.

The bottom line - the amount of money available to maintain our roads and bridges has declined and will continue to decline over time. In the very near future, it will be impossible to maintain existing transportation systems and services, let alone provide the many needs and wants we heard.



During our outreach, we heard a wide range of options and opinions about investment choices and the direction we should go as a state.



Vision for the Future

WHERE WE ARE GOING

Missourians want a transportation system that is safe, grows our economy and leads to job creation. They want to know that the system will enable them to get to work on time and get to school safely. They want smooth roads and bridges, public transit that is available when and where they need it, and a system of highways, railroads, ports and airports that can stand up to the wear and tear of increasing freight demand.

Missourians want to know they're safe when traveling in Missouri. They want highways with shoulders and cable barriers and signs that are easy to read. They want dedicated

lanes and paths for walking and biking. And they want clean and well cared for public transit vehicles.

Missouri businesses want a transportation system that supports economic growth. Missouri communities and business leaders want road improvements to consider the needs of local businesses and to serve as a recruitment tool for new companies. They want a well-connected system of roads, rails and ports, so that all Missouri products can be moved cost effectively - whether it is soybeans going from Missouri farms to China or aircraft parts going to Brazil. And they want a system that allows visitors to come to Missouri and buy products and spend money at our local businesses.

Missourians want options when

deciding how to travel. They don't want to have to drive a car for every trip they take. They want to be able to bike and walk to work and then take a bus to a doctor's appointment or to go shopping. They want to be able to take a train across the country and fly from Missouri to anywhere in the world.

Considering Missourians' vision for transportation and what we heard from transportation planning partners across the state, we have developed four main goals which will drive decision-making.

MISSOURIANS WANT A TRANSPORTATION SYSTEM THAT IS SAFE



Take care of the transportation system and services we enjoy today

MISSOURI IS A BIG STATE WHEN IT COMES TO OUR TRANSPORTATION SYSTEM. WE RANK NEAR THE TOP IN TERMS OF HIGHWAY MILES, NUMBER OF BRIDGES AND THE SHIPMENT OF FREIGHT ON OUR ROADS, RAILS, WATERWAYS AND AIRWAYS. AS WE HEARD THROUGHOUT ON THE MOVE, WE MUST MAKE SURE OUR EXISTING SYSTEM AND SERVICES ARE WELL-MAINTAINED. THAT MEANS CONTINUED FOCUS ON MAINTAINING AND PRESERVING OUR AGING ROADS, BRIDGES, PORTS, RAILS, AIRPORTS AND TRANSIT VEHICLES TO ENSURE PEOPLE AND FREIGHT MOVE SAFELY AND WITH EASE.

Keep all travelers safe, no matter the mode of transportation

OUR GOAL IS ZERO DEATHS FOR THOSE WHO ARE TRAVELING IN MISSOURI. IT MEANS ADDING SHOULDERS TO RURAL ROADS, IMPROVING SIGNS AND ADDING RUMBLE STRIPS OR GUARD RAILS TO OUR ROADS SO CARS, TRUCKS, BUSES AND MOTORCYCLES CAN TRAVEL SAFELY. IT MEANS INVESTING IN MORE BIKE LANES TO PROTECT BICYCLISTS AND IMPROVING INTERSECTIONS WHERE ROADS AND RAILS MEET. IT MEANS PROVIDING SAFE AND SECURE BUS AND TRANSIT STOPS AND KEEPING UP WITH VEHICLE TECHNOLOGIES.



Invest in projects
that spur
economic growth
and create jobs



OUR STATE TRANSPORTATION NETWORK CAN ENHANCE OUR ECONOMIC GROWTH AND BUSINESS RECRUITMENT. WE MUST USE OUR RIVERS, GEOGRAPHIC LOCATION AND RESOURCES TO CREATE A COMPETITIVE EDGE THROUGH A SYSTEM OF WELL-CONNECTED LOCAL ROADS, HIGHWAYS, RAILWAYS, WATERWAYS AND AIRPORTS. TARGETED INVESTMENT IS NECESSARY TO ATTRACT AND RETAIN BUSINESSES. ALL LEVELS OF GOVERNMENT SHOULD – IN PARTNERSHIP WITH ECONOMIC DEVELOPMENT EXPERTS AND THE PRIVATE SECTOR – PLAN AND DESIGN OUR TRANSPORTATION INVESTMENTS TO ACCOMMODATE THE NEEDS OF MISSOURI BUSINESSES. IT MEANS INVESTING IN FACILITIES THAT PROVIDE CONNECTIONS BETWEEN HIGHWAYS, RAILS, AIRPORTS AND PORTS SO THAT PRODUCTS CAN BE MOVED EFFICIENTLY WITHIN THE STATE, ACROSS THE COUNTRY AND AROUND THE GLOBE.

Give Missourians
better
transportation
choices

CONSIDERING THE COLLECTIVE ASSETS OF OUR STATE'S TRANSPORTATION SYSTEM, WE MUST FIND WAYS TO USE OUR STRENGTHS AND PROVIDE BETTER OPPORTUNITIES FOR CITIZENS TO TRAVEL IN THE WAYS THAT MAKE THE MOST SENSE FOR THEM. THAT MEANS INVESTING MORE RESOURCES IN PUBLIC TRANSPORTATION SO PEOPLE HAVE BETTER ACCESS TO HEALTHCARE, BUSINESSES CAN RECRUIT AND EXPAND, AND ALL MISSOURIANS HAVE EASIER ACCESS TO EMPLOYMENT. IT MEANS ACCOMMODATING THE NEEDS OF BICYCLISTS AND PEDESTRIANS AS WE PLAN AND DESIGN OUR ROADWAYS. IT MEANS SUPPORTING INVESTMENTS IN PASSENGER RAIL AND IMPROVEMENTS TO AIRPORTS, AND IT MEANS BETTER CONNECTING ALL MODES OF TRANSPORTATION.





HOW DO WE GET THERE: FOUR GOALS

Our vision was formed by conversations with thousands of Missourians. As we outlined a realistic path to success, we looked at each of the four goals and developed strategies to move Missouri closer to those goals.

**TAKE CARE OF THE
TRANSPORTATION SYSTEM AND
SERVICES WE ENJOY TODAY**

Missouri’s existing transportation infrastructure is a valuable asset, and Missourians have worked hard to build a system of roads, bridges, railroads, bike lanes, ports and runways that allow us to move safely around the state and help businesses move goods and materials. Keeping this system well preserved and maintained is our first goal. The rest of our vision cannot be achieved without ensuring that our current infrastructure is adequately maintained.

Maintaining our system means keeping the bridges that cross our

rivers and waterways open and safe. It means keeping highway and road pavements smooth and in good structural condition. It also means maintaining our public transportation fleet, both in urban and rural areas, as residents rely on public transit to get to work, the hospital or other essential services. In addition, we must support the continued upkeep of our river ports, rails and airports to ensure our state’s access to national and global markets.

Unfortunately, the time has come where our funding cannot support the current system. Thus, it is vital we find a way to solve our funding challenge.

Maintaining the transportation

system and services we currently have can best be accomplished by:

- Establishing condition and service goals for all components of Missouri’s transportation system - including roads, bridges, airports, ports, transit, rail, sidewalks and trails
- Securing dependable funding to support the current system and services for all modes of transportation to keep traffic flowing
- Continuing to explore technology and developing practices that result in lower costs to stretch funding for more improvements

More information about specific plans and strategies can be found in Chapter 6 and Appendix J of the Long Range Plan.



**“IF OUR ROADS ARE SAFE TO TRAVEL ON AND OUR DRIVERS ARE PRACTICING
SAFE DRIVING BEHAVIOR, WE CAN SAVE LIVES IN MISSOURI.”**
PAM HOLT, MISSOURI COALITION FOR ROADWAY SAFETY

GOAL IS ZERO LIVES LOST

KEEP ALL TRAVELERS SAFE, NO MATTER THE MODE OF TRANSPORTATION

Fatalities have sharply decreased from 1,257 in 2005 to 826 in 2012. But since 2005, 7,616 lives have been lost. We believe that even one transportation-related death on our system is unacceptable and have a zero lives lost goal.

While progress has been made, there is still significant work to be done. We must modernize the system to meet today's safety needs and standards. Modern infrastructure features (guard cables, rumble strips, wider shoulders) that keep drivers safely on the road and out of accidents don't exist on the vast majority of state roads. A safe road system also protects public transit passengers and improves the safety of bicyclists and pedestrians.

Another factor affecting the safety of our transportation system is

drivers are more distracted than ever. Texting, eating and talking on the phone while driving continues to increase. So, while we have a zero transportation death goal, there's also a recognition that personal responsibility is at the core of transportation safety and drivers cannot control what other people do.

Looking forward, we can make travel safer for Missourians through strategies such as:

- Investing in systemwide safety improvements that reduce roadway fatalities and disabling injuries
- Increasing access and providing protection for bicyclists and pedestrians
- Providing safer, secure links and connection points between the various types of transportation
- Expanding partnerships with safety advocates around the state to identify and implement safety improvements
- Increasing safety belt usage

826 ROAD DEATHS IN 2012
71% UNBUCKLED



Traffic Fatalities

1,257

826

2005

2012

7,616 LIVES LOST SINCE 2005

**STRATEGIC INVESTMENTS IN ENGINEERING, ENFORCEMENT, EMERGENCY MEDICAL SERVICES
AND EDUCATION HAVE BEEN PROVEN TO REDUCE FATALITIES AND SERIOUS ACCIDENTS**



INVEST IN PROJECTS THAT SPUR ECONOMIC GROWTH AND CREATE JOBS

Growing our economy and adding new jobs improves the quality and standard of living for Missourians, and transportation can play a pivotal role in supporting this growth.

“WE’VE NOT HAD A PROBLEM FINDING CUSTOMERS. WE’VE HAD A PROBLEM FINDING THE FUNDS TO PUT IN THE INFRASTRUCTURE THAT’S NEEDED FOR THE CUSTOMERS.”

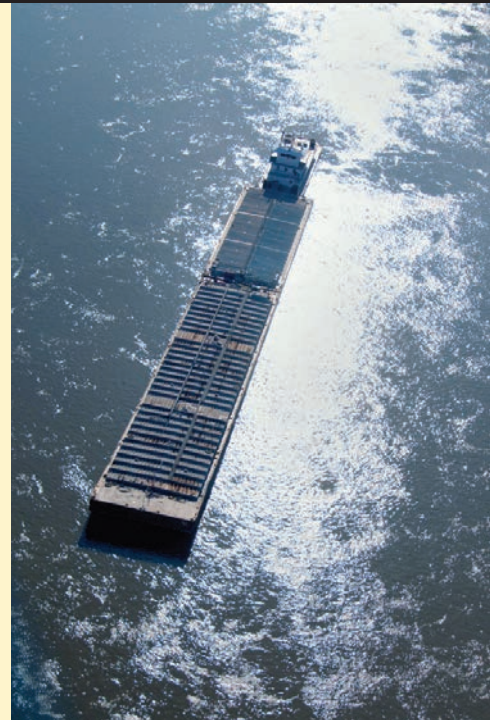
DAN OVERBEY, EXECUTIVE DIRECTOR, SEMO PORT

Transportation improvements can work as a catalyst to draw new businesses to Missouri, and they can help existing businesses remain competitive by improving access to customers and employees. Making strategic transportation investments can also lower transportation costs and provides options so Missouri businesses effectively get their products and services to markets within the state, across the nation and around the globe.

Freight moved by truck, train, barge and plane is an essential part of our economy and growth. On any given day, you could count the thousands of trucks that drive on I-70 through Kingdom City, barges passing through Cape Girardeau, railcars rolling past the rail yard in Moberly or cargo planes lined up on the runways of Lambert-St. Louis International Airport to fully comprehend the sheer mass and importance of our freight system.

These freight systems are essential to getting Missouri products such as soybeans and aviation parts around the world in a quick and cost-effective way. We must update the existing system and improve transfer points to allow Missouri businesses to tap world markets through efficient forms of long distance transportation.

Transportation improvements require collaboration and partnerships between public and private sectors. We must work with local governments to leverage resources and build improvements that support state, regional and local economic priorities. Forging strong partnerships with economic development professionals and the private sector is also important to ensure that government officials truly understand the needs of the business community and to leverage investments made by private sector companies.



Strategic investments in our transportation system improve the safety and quality of life for Missourians and improve the economic vitality of the state.

This plan aims to improve Missouri's economic vitality and support existing businesses in a number of ways, including:

- Increasing partnerships with local communities, businesses, transportation service providers and other sectors to specifically identify what transportation projects can best support local economies
- Expanding MoDOT's cost share opportunities to include all transportation modes
- Identifying and supporting the statewide freight network to serve the needs of Missouri businesses
- Developing intermodal connectors that better link the state's rivers, rails, roads and runways
- Providing reliable and accessible transportation options to get people to work and customers to businesses



\$1 → \$4

**EVERY DOLLAR INVESTED IN TRANSPORTATION
GENERATES \$4 IN NEW ECONOMIC ACTIVITY**

\$24.2M → \$125.5M

**SINCE 2007 THE \$24.2 MILLION IN FUNDS FOR OUR PORTS AND
WATERWAYS HAS GENERATED \$125.5 MILLION IN PRIVATE INVESTMENT**

125 → \$11B

**THE 125 PUBLIC-USE AIRPORTS GENERATE \$11 BILLION
IN ANNUAL ECONOMIC ACTIVITY**

\$453M → \$1.1B

**BY PARTNERING WITH LOCAL COMMUNITIES AND BUSINESSES,
MODOT'S COST SHARE PROGRAM HAS TURNED \$453 MILLION OF
FUNDS INTO MORE THAN \$1.1 BILLION OF PROJECTS**



"A FULLY FUNCTIONING TRANSPORTATION SYSTEM KEEPS OUR STATE MOVING. IT BRINGS JOBS, ECONOMIC GROWTH AND COMPETITIVENESS, BUT MORE IMPORTANTLY – IT KEEPS YOUR FAMILY SAFE."

JIM ANDERSON, PRESIDENT, SPRINGFIELD AREA CHAMBER OF COMMERCE

Give Missourians Better Transportation Choices



Like planning for retirement, when we look at what Missourians will need from their transportation system in 20 years, we see the need to diversify our state's investment beyond roads and bridges. Missouri's current transportation funding structure is constitutionally mandated to be used only on road and bridge improvements and most Missourians choose to drive their personal vehicle for the majority of their travel. However, attitudes and needs are changing.

To serve all Missouri citizens, and to give Missourians better access to employment, healthcare and other essential services, we need to increase scheduled public transit services and improve the reliability of on-time arrivals. The state must continue to support passenger rail service and recognize the important role that pedestrian and bicycle facilities play for those who cannot or choose not to drive.

Airports also play a pivotal role in not only quickly connecting Missouri to the rest of the nation and world, but also connecting Missourians across the state. We can ensure that Missouri's transportation system is better connected and Missourians have more options when traveling in the state by:

- Increasing regional involvement to include all transportation stakeholders when identifying and prioritizing projects
- Securing reliable funding that is flexible and can be used to address each region's transportation priorities
- Evaluating the impact to all transportation modes during the development of an improvement
- Connecting travel options - passenger rail to bus stops to sidewalks to airports
- Expanding and improving transit, air, passenger rail, bicycle and pedestrian options throughout the state
- Providing accessibility to all users of the transportation system



Missourians see the need to diversify our state's investment beyond roads and bridges.



"IF YOU LOOK AROUND THE COUNTRY AT THE REGIONS AND CITIES THAT ARE REALLY DOING WELL, THEY HAVE A LOT OF DIFFERENT COMPONENTS. ONE OF THE ELEMENTS THAT YOU'LL FIND IS THEY HAVE A GOOD PUBLIC TRANSPORTATION SYSTEM AND ARE INVESTING IN IT."

JOHN NATIONS, PRESIDENT AND CEO, BI-STATE DEVELOPMENT AGENCY & METRO TRANSIT



CONCLUSION

We spent the past year listening to Missourians and hearing what people want from their transportation system. We listened and we learned. We heard that while each person in Missouri has his or her own personal needs, everyone in the state can agree on one thing – we need transportation in nearly every aspect of our daily lives.



With this plan and vision, we see the potential for a bright future for

Missouri. We see a future where Missourians are proud of how well maintained our transportation system is and can safely get where they need to go, no matter how they want to get there. We see a transportation system that reflects the needs of our population, small businesses and fosters commerce everywhere in the state. We see a state that is competitive, not just on a regional scale, but on a global scale. We see a transportation system of roads, rails, ports and airports that is upgraded to reflect the needs of a growing population.

However, with declining transportation funding and increasing costs from inflation, MoDOT's ability to adequately maintain bridges and highways is impossible moving forward, let alone focusing on the many needs and wants we heard from Missourians during On the Move.

We cannot sit back and watch Missouri's system become obsolete and slide into disrepair. We went to great lengths to understand and create the transportation vision that Missourians want through On the Move, and we need to keep that momentum alive. We need your help and we will continue to look to Missourians across the state to help us make this vision a reality.

The time to ensure a modern and safe transportation system is now.

We're not there yet! We want to know what you think about our "Vision for Missouri's Transportation Future."



TO READ THE FULL LONG RANGE PLAN AND VIEW VIDEOS ABOUT MISSOURI'S TRANSPORTATION SYSTEM, PLEASE VISIT [MISSOURIONTHEMOVE.ORG](https://missourionthefuture.org) AND SUBMIT YOUR COMMENTS THROUGH OUR INTERACTIVE WEBSITE. YOU CAN ALSO CONTACT US AT MISSOURI DEPARTMENT OF TRANSPORTATION, CENTRAL OFFICE, 105 W. CAPITOL AVENUE, JEFFERSON CITY, MO 65102. CALL US AT 1.888.ASK.MODOT (275.6636), OR EMAIL US AT ONTHEMOVE@MODOT.MO.GOV





MODOT.ORG

TAB 8

TECHNICAL COMMITTEE AGENDA 11/20/2013; ITEM II.G.

Technical Committee Chair Rotation Appointment

Ozarks Transportation Organization (Springfield, MO Area MPO)

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

TECHNICAL COMMITTEE CHAIR ROTATION SCHEDULE

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

TECHNICAL COMMITTEE ACTION REQUESTED: To make a motion to elect the Chairman and Chairman-Elect positions for the 2014 Technical Planning Committee as shown above.

TAB 9



Technical Planning Committee 2014 Meeting Schedule

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

January 15, 2014

March 19, 2014

May 21, 2014

July 16, 2014

September 17, 2014

November 19, 2014

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

TAB 10



MoDOT News Release

October 21, 2013 09:06 AM

MoDOT's Safe & Sound Bridge Improvement Program Wins People's Choice Award As Nation's Top Project

JEFFERSON CITY -- A Missouri Department of Transportation project that built new bridges in each of Missouri's 114 counties and was completed more than a year early and under its \$685 million budget has been named one of the nation's two best projects that were completed in 2012.

The Safe & Sound Bridge Improvement Program yesterday received the People's Choice Award - decided by popular vote of the general public - in the America's Transportation Awards competition sponsored by the American Association of State Highway and Transportation Officials (AASHTO), AAA and the U.S. Chamber of Commerce. MoDOT Director Dave Nichols accepted the award at AASHTO's annual meeting in Denver.

Safe & Sound replaced or repaired 802 of the state's poorest bridges. Work began in 2009 and the final bridge was completed in November last year, two years earlier than MoDOT's goal, and more than a year ahead of the commitment established by the project's design-build contractor, KTU Constructors.

This is the second time MoDOT has won in this competition that is now in its sixth year. The reconstruction of I-64 in St. Louis was the winner of the Grand Prize in 2010, which is chosen by a panel of judges. Utah won that award this year for a project that expanded Interstate 15.

"We are thrilled to have won this award," Nichols said. "It was truly a unique project that benefitted all Missourians, and was successfully completed through the efforts of our employees and our many partners in the Missouri engineering and construction communities."

The award carries with it a \$10,000 prize that is to be presented to a charity of the department's choice. MoDOT will contribute the money to CureSearch for Children's Cancer, which funds and supports targeted and innovative children's cancer research. There is a personal connection between the Safe & Sound project and CureSearch. KTU Constructors' project director Harry Koenigs and his wife Robin lost their son Jake to a form of children's cancer in 2006. They, along with Koenig's employer, Kiewit, have worked tirelessly to raise research funds to find a cure ever since through a series of "JakeFest" golf tournaments that have netted more than \$1 million.

"We are happy to contribute this prize to the CureSearch effort," Nichols said. "Harry Koenig's leadership was a huge factor in the success of Safe & Sound, and we are honored to be able to contribute to an effort that he is so passionate about."

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The Best Towns in Missouri for Young Families



by Mike Anderson on October 27, 2013

When families in Missouri buy a home, they buy more than just a property – they also buy into the community and the opportunities it offers in the job market and at schools. We wanted to identify the best towns for young families, so we asked the following questions as we analyzed communities across the state:

1. **Does the town have good public schools?** We measured schools' academic performance with ratings from GreatSchools. This non-profit compares a given school's standardized test scores to the state average to obtain a rating on a 1 to 10 scale (10 representing the highest score). Higher ratings led to a higher overall score.
2. **Can you afford to live there?** We looked at both median home values in each town and ongoing monthly home costs, including mortgage payments, real estate taxes, insurance costs, utilities, fuel and other bills. Lower costs led to a higher overall score.
3. **Is the town growing and prospering?** We assessed a town's economy by looking at median household income and income growth over the last decade. Higher income and greater growth led to a higher overall score.

Check out our cost of living calculator [here](#) as well as our mortgage rates calculator [for more information](#).

The Best Towns for Young Families

1. Nixa

Nixa is an 19,000-person city in Christian County. Its public schools system is excellent, having earned a 100 percent score on the state [Annual Performance Report](#) for 11 consecutive years. Christian County is also the fastest-growing county in the entire state, according to a [2011 report](#) by the U.S. Census.

2. Ozark

Ozark is located 19 miles south of Springfield. The city has expanded tremendously in size, having grown by 84.4 percent between 2000 and 2010 – over 10 times the rate of the state average. The local government's budget management has been so tight that it earned [top marks](#) from Standard & Poor's, a credit-rating agency.

3. Wentzville

Wentzville is a 45-minute drive from downtown St. Louis. The city is also the third-fastest growing community in the state, having quadrupled in size between 2000 and 2010. Wentzville hosts many recreational events, too, including concerts and movies in the park, and just 30 minutes away are wineries in the city of Augusta.

4. Kirkwood

Kirkwood is an inner suburb of St. Louis. It is home to excellent schools, including Kirkwood High, which ranked third in the state on U.S. News & World Report's 2013 list of best high schools and sixth on Newsweek's. Unemployment in the community is low as well, at 5.8 percent.

5. Festus

Festus is in Jefferson County, near its twin city of Crystal City. The local school district has won many awards, including several for the excellence of its faculty. In 2013, it was [recognized](#) as a National Model Professional Learning Community District – a distinction given to schools that are dedicated to learning and that foster a collaborative community among staff.

6. Crestwood

Crestwood is a suburb of St. Louis. Lindbergh School District includes five [National Blue Ribbon Schools](#). Business here is doing well, too; the community is a [retail hub](#), with over two million square feet of retail space.

7. Raymore

Raymore is in western Missouri, in the Kansas City metro area. The local government recently launched an initiative to help residents beat high healthcare costs – the city hall lobby recently offers free discount cards for prescription medications. Raymore-Peculiar School District [also boasts](#) a high graduation rate of 93.8 percent – meanwhile, the [graduation rate](#) for high schools across the state is 80.7 percent.

8. Ballwin

Ballwin is a suburb of St. Louis, and Money Magazine has named it one of the best places to live in the nation [three times](#) in the last decade. A local [school district](#), Parkway, includes National Blue Ribbon Schools and 17 Missouri Gold Star Schools. The community also offers access to four state parks.

9. Wildwood

Wildwood is an affluent outer suburb of St. Louis. Households here earn more than any other community that made this list. Recreational opportunities abound here, too, with a ski resort town and Six Flags St. Louis nearby.

10. Bolivar

Bolivar is the seat of Polk County, about 30 miles north of Springfield. Nearby are several lakes, including at Stockton State Park, where residents can water ski, scuba dive, swim and fish. Within the city is Southwest Baptist University, a [private university](#) of 3,800 students that's been one of America's Best Christian Colleges for 15 years.

Rank	City	Nearest big city	GreatSchools rating	Median home value	Monthly owner costs	Median household income	Growth, '99-'11	Overall score for young families
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1	Nixa	Springfield	9	\$138,300	\$1,120	\$51,040	35.5%
2	Ozark	Springfield	8	\$136,800	\$1,165	\$50,638	48.0%
3	Wentzville	St. Louis	8	\$203,200	\$1,664	\$70,642	49.6%
4	Kirkwood	St. Louis	9	\$232,900	\$1,683	\$74,088	34.4%
5	Festus	St. Louis	8	\$141,100	\$1,270	\$50,872	38.7%
6	Crestwood	St. Louis	9	\$191,700	\$1,409	\$68,101	25.7%
7	Raymore	Kansas City	8	\$175,400	\$1,577	\$74,512	33.0%
8	Ballwin	St. Louis	9	\$233,500	\$1,746	\$81,388	22.5%
9	Wildwood	St. Louis	9	\$351,000	\$2,224	\$118,019	25.5%
10	Bolivar	Springfield	7	\$109,400	\$939	\$34,189	38.9%

Methodology

The overall score for each city was derived from the following measures:

1. [GreatSchools](#) city rating. GreatSchools city ratings are calculated by averaging the weighted overall rating for each school in the city (weighted by the number of students enrolled in the school)
2. Median home value from the U.S. Census (2011 ACS, data set DP04, half-weighted)
3. Monthly homeowner costs from the U.S. Census (2011 ACS, data set DP04, half-weighted)
4. Median household income from the U.S. Census (2011 ACS, data set DP03, half-weighted)
5. Income change between 1999 and 2011 from the U.S. Census (data sets P053 and DP03, half-weighted)

84 Missouri cities and areas designated as places by the U.S. Census were included in this analysis. Only places with a population greater than 10,000 were considered.

More from NerdWallet

- [73 will be the retirement norm for millennials](#)
- [With Obamacare, Insurance Can Be More Affordable than Cell Phones](#)
- [To Owe or Not to Owe: How Debt Consciousness Affects your Home Ownership Decisions](#)

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From the Kansas City Business Journal

:<http://www.bizjournals.com/kansascity/news/2013/10/28/mo-transportation-sales-tax-rides-again.html>

Oct 28, 2013, 2:55pm CDT Updated: Oct 28, 2013, 3:26pm CDT

Missouri transportation sales tax rides again — sort of



[Austin Alonzo](#)

Reporter- *Kansas City Business Journal*

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A proposal to raise a statewide one-cent sales tax to fund transportation projects could be headed to a Missouri ballot in 2014, if supporters of a new initiative petition are able to gather enough citizen support to put it there.

A [petition submitted](#) to the Missouri Secretary of State's office in late October by Jefferson City attorney [Rodney Gray](#), an employee of Kansas City firm **Polsinelli** PC, is reviving the one-cent transportation sales tax proposal that was originally brought up in the Missouri General Assembly [in February](#) and was [narrowly defeated](#) in the closing days of the 2013 legislative session.

Then, backers of the measure said the tax could raise \$8 billion for the state's transportation needs over the next decade. They said that money will be used to rebuild roads, highways and bridges in both urban and rural areas of the Show-Me State, [creating blue-collar and white-collar jobs](#), and helping to resolve the Missouri Department of Transportation's [bleak financial situation](#).

RELATED: [MoDOT's low funding tank faces few possible solutions](#)

The petition, 2014-052 as it is official known, was open for public comment between Oct. 22 and Oct. 26.

[Kevin Flannery](#), a spokesman for the Secretary of State's office, said that the petition should be certified by the state and ballot language should be approved by the middle of November. After that, petitioners will need a certain number of registered voters to sign the petition before a May 2014 deadline in order to put the question on a statewide ballot in November.

Because the petition would amend the state's constitution to raise the sales tax, 8 percent of the state's legal voters in six of the eight Congressional districts would need to sign the petition. A [document from the Secretary of State's office](#) said the petition would need at least 157,800 signatures in total, with more than 24,000 voters from six of eight congressional districts signing in affirmation.

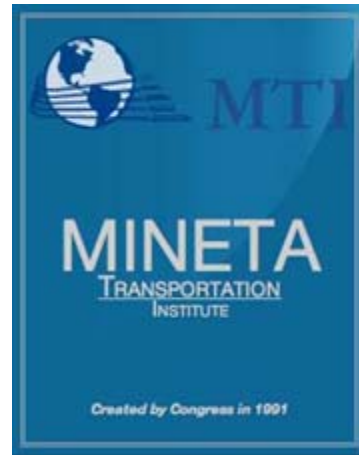
Representatives of [Rodney Gray](#), who submitted the petition, and representatives of state Rep. [Dave Hinson](#), R-St. Clair, and state Sen. [Mike Kehoe](#), R-Jefferson City, who sponsored the bill in each house of the General Assembly, were not immediately available to say if this petition effort will supplant or coincide with legislative efforts to raise a transportation sales tax.

The assembly's next legislative session begins in January.

Austin reports about construction, transportation, engineering and architecture.



**AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION**



Americans' Support for Public Transportation

The survey America's Support For Public Transportation was conducted for The American Public Transportation Association (APTA) by the Mineta Transportation Institute (MTI).

Methodology

A total of 83,725 call attempts were made to complete the 1,501 surveys, with an average of 3.24 calls per completed survey. Of the 1,501 completed interviews, 54.5% were conducted with women and 45.4% with men. The age range of respondents was wide, with a minimum of 18 and a maximum of 95; on average, respondents were roughly 54 years old. The vast majority of respondents self-identified as white and more than half had a Bachelor's degree or higher (50.3%).

The Mineta Transportation Institute (MTI) is an organization established by Congress in 1991 as part of the Intermodal Surface Transportation Efficiency Act. One of the primary activities undertaken by MTI is conducting research in transportation policy and management issues. The Institute was interested in assessing the attitudes and opinions of US residents towards public transportation in their own communities and around the country. More specifically, MTI was interested in respondents' feelings toward current and potential future approaches to funding transportation projects. To collect the necessary data, MTI contracted with the Social Science Research Center (SSRC) at California State University, Fullerton.

Q1. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose the use of your tax dollars for creating, expanding, and improving public transportation in your community?

	2012	2013
Support	69.0	73.6
Oppose	25.4	24.6
Don't know	4.2	1.7
Refused	1.4	0.1

Q2. Every five years, the U.S. Congress reviews its spending priorities for transportation. All things considered, what do you believe Congress should do with the LEVEL of spending for public transportation? Should Congress significantly increase, slightly increase, slightly decrease, or significantly decrease spending for public transportation?

	2012	2013
Increase	61.1	66.1
Decrease	26.9	24.4
Don't know	9.9	7.7
Refused	2.0	1.8

I am now going to read you several statements. Please tell me if you agree or disagree with each one. (Questions 3-5 randomized).

Q3. As our country begins to recover from tough economic times, public transportation can be a solution and help pave the way to a stronger economy. Public transportation projects put Americans to work, revitalizing our communities.

	2012	2013
Agree	78.1	78.3
Disagree	16.6	18.4
Don't know	4.0	1.9
Refused	1.4	1.0

Q4. Public transportation provides affordable transportation options for people. It expands access to job and career opportunities, as well as to medical facilities and schools and colleges.

	2012	2013
Agree	83.4	87.8
Disagree	10.9	5.5
Don't know	4.5	1.6
Refused	1.3	1.1

Q5. Public transportation saves 4.2 billion gallons of gasoline that otherwise would have to be purchased from countries that may be unfriendly to America. Therefore, public transit reduces our dependence on foreign oil and transitions America toward a more energy efficient economy.

	2012	2013
Agree	70.8	72.4
Disagree	21.1	21.9
Don't know	6.0	4.9
Refused	2.1	0.8

FOR IMMEDIATE RELEASE

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PRIME INC. GARNERS U.S. EPA 2013 SMARTWAY EXCELLENCE AWARD

October 22, 2013 (Springfield, Mo.) – Prime inc. has again been recognized by the U.S. Environmental Protection Agency (EPA) with a prestigious 2013 SmartWay Excellence Award given to organizations that achieve or exceed the fuel reduction and environmental performance goals they are working toward with the help of the SmartWay Transport Partnership.

“We are very proud to have earned this award,” said Nick Forte, Fleet Maintenance Administrator. “Prime is committed to actively pursuing ways to reduce our carbon footprint, while delivering safe and on-time freight. This recognition tells us we’re succeeding.”

The SmartWay Excellence Award recognition took place on Tuesday, October 22, 2013, at the annual conference of The Council of Supply Chain Management Professionals (CSCMP) in Denver, Colo. The SmartWay Excellence Awards, reserved for the top one percent of SmartWay Partners, are the EPA’s highest recognition for demonstrated leadership in freight supply chain goods movement. The EPA based its selection on information received from partners' annual assessment tool submissions.

Awardees were chosen based on their ability to demonstrate top environmental performance by adopting fuel-saving technologies and strategies to save fuel and reduce carbon dioxide emissions. The data collected helps carriers optimize energy and environmental efficiency as well as supply chain carbon emissions performance within their operations.

“Protecting the environment for our children and grandchildren is a priority at Prime along with being good stewards of our limited natural resources,” said Forte. “We’re proud to be a SmartWay Partner and to support the EPA’s initiatives.”

For more information about Prime inc., please visit www.primeinc.com or call 1-877-PRIME-JOB.

About Prime inc.

Founded in 1970 by Robert Low, Prime inc. is North America’s most successful refrigerated, flatbed, tanker and logistics trucking company. Headquartered in Springfield, Mo.,

Prime's personnel, equipment and technology remains on the cutting edge of the transportation industry, and the company's growth remains steady and well managed. For more information about Prime, please visit www.primeinc.com.

About SmartWay

EPA launched SmartWay in 2004 to help businesses improve the sustainability of their freight supply chains. Today the Partnership consists of nearly 3,000 Partners representing a cross section of the freight supply chain industry. As of today, SmartWay Partners have saved 55 million barrels of oil. This is equivalent to taking over 3 million cars off the road for an entire year. SmartWay's clean air achievements (23.6 million metric tons of carbon dioxide, 478,000 tons nitrogen oxide and 22,000 tons of particulate matter reduced so far) help protect the health and well-being of citizens while contributing to the nation's economic and energy security. For more information on SmartWay, visit www.epa.gov/smartway/.

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ODOT plans for reduced federal funding after government shutdown

By JARREL WADE World Staff Writer | Posted: Monday, November 4, 2013 12:27 pm

OKLAHOMA CITY -- State transportation officials are going to be more conservative in issuing new projects because of uncertainties in federal funding related to the budget battle and the government shutdown.

Oklahoma Department of Transportation Executive Director Mike Patterson told transportation commissioners Monday that the federal Highway Trust Fund, which reimburses ODOT for eligible projects, has the lowest balance he's ever seen.

"We don't want to knowingly go forward putting things on the street that we won't be able to get reimbursed for," Patterson said. "We run a pretty thin cash flow here. We depend on federal reimbursement, so it's not a situation that we want to get into."

Patterson explained that state transportation agencies are given the ability to spend \$43 billion that will get reimbursed through the Highway Trust Fund.

The Highway Trust Fund is funded through federal fuel taxes and other taxes related to car maintenance, Patterson said.

The actual funding put into the trust is about \$34 billion and up to \$9 billion is later "infused" to finish the funding, Patterson said.

The current balance is about \$4 billion -- the lowest Patterson said he'd ever seen -- and it's not clear whether Congress' ongoing budget battle will resolve the funding issue and allow planned projects to get reimbursed.

"If my wife said I could spend \$43 on lunch this week but gave me \$34, she'd have to give me \$9 before the end of the week," Patterson said.

In ODOT's recently passed eight-year plan, 55 percent of projects -- or lettings -- are federally funded and 45 percent are state funded.

"We're going to have to take a look at future lettings, until we get some assurance that the funding is

going to be there," Patterson said.

Depending on how the funding is handled in Washington, the eight-year plan could change extensively with projects being delayed.

The lowest trust fund balance Patterson said he had seen previously was 2008, when the balance got down to \$12 billion and federal agencies warned state transportation officials that reimbursements could get cut off.

Patterson said the move to be more conservative with projects is a precaution, although federal officials have not yet warned state officials. "The first time we had a cash shortfall in the trust fund ... it came with little or no warning," Patterson said.



Ditch the car? Dying suburbs revived by walking

DEATH OF THE SUBURBS, RE-URBANIZATION OF AMERICA, REAL ESTATE, HOUSING, SPECIAL REPORTS, MEGATRENDS, US: NEWS, ENERGY, TECHNOLOGY, REAL ESTATE, ATLANTA, GEORGIA, COLORADO, DENVER, BUSINESS NEWS

By: Maggie Overfelt, Special to CNBC.com

CNBC.com | Wednesday, 9 Oct 2013 | 8:47 AM ET

A decade ago, the small town of [Woodstock, Ga.](#), began taking action against an ugly force threatening its very core: suburban sprawl, whose serpentine streets and isolating cookie-cutter homes were squeezing the edges of its historic—but outdated and quiet—downtown district.

"We didn't want that type of development," said Brian Stockton, director of Woodstock's office of economic development.

Roughly 30 miles northwest of [Atlanta](#) with a population of about 25,000, Woodstock won a planning grant in 2002 to redesign its city center, with which it eventually designated more than 30 acres of surrounding land to the building of 300 housing units, 80,000 square feet of commercial space and a series of open parks. Additional development followed a few years later.

Woodstock's friendliness to walkers, which the city says has contributed to a 17 percent growth in downtown property values over the past five years, may not be the most exciting bit of its renovation—a rooftop bar and open-air concert series lure tourists and college students from miles away.

But it does represent what a growing number of city planners, architects and futurists tout as a big piece of what can help revitalize America's dying towns in an age where the country's two largest living generations are abandoning the suburbs for urbanized city centers. It's the New Urbanism, a sustainable design movement promoting communities with a range of housing and jobs.

(Read more: ['End of suburbia' may nearly be upon us: Sam Zell](#))

At the heart of Woodstock's plan: a focus on making things safer and comfortable for pedestrians, which included the easing of car congestion on Main Street with two new parallel streets, the narrowing of travel lanes, and the creation of more parking, landscaping and "bulb outs"—which cut the distance needed to cross streets on foot by 20 feet.

"Walkability plays a big part in an area's economic vibrancy," said Scott Bricker, executive director of America Walks, a national nonprofit that fosters walkable communities. "The most valuable real estate around the world is in walkable places, places where people are living and working in closer proximity."

Flush with a high density of mixed-use space—a blend of commercial workspaces, retail, housing and parks—crowded, popular neighborhoods in cities like Boston, Chicago, New York and San Francisco serve as the best examples of how economic prosperity and walkability intersect. These places have high walk scores, an algorithm popular with real estate agents that calculates the number and proximity of amenities—including stores, restaurants, schools and offices—to any address.

(Read more: [The American invention India really craves—suburbs](#))

Researchers have found that areas with high walk scores fare better environmentally (less use of cars), socially (better chances of connecting with someone face to face) and economically. A recent study published in Real Estate Economics found that in neighborhoods with greater walkability, the resale value of both residential and commercial properties is higher. And according to a 2009 report commissioned by CEOs for Cities, "a one-point increase in walk score was associated with an increase in value ranging from \$700 to \$3,000 depending on the market."

"There's a strong preference for being in a neighborhood where people can walk to shops, restaurants, parks," said Joe Molinaro, managing director of community and public affairs at the National Association of Realtors, which found that two-thirds of respondents in its 2011 Consumer Preference Survey said that walkability was an important factor when deciding where to live. "We asked people for tradeoffs—comparing different things they might have to give up to get that—and more and more are willing to make a sacrifice to be in a walkable neighborhood."

That's bad news for struggling small towns and the car-dependent swaths of cul-de-sacs and McMansions. A huge percentage of Americans, the baby boomers and their children, don't want to live there anymore. Studies say some 77 percent of millennials want to live in urban areas. And for baby boomers, "isolation is finally hitting home," said Todd Zimmerman, a managing director at Zimmerman/Volk Associates, a market analysis firm in Clinton, N.J., that helps clients gauge the feasibility of sustainable development plans.

(Read more: [How ugly polluting buses can help future cities](#))

But given that demand for walkable communities far outpaces supply, advocates say that by deploying pedestrian-friendly elements, suburban towns can reinvent themselves after being decimated by the housing crash and recession.

"We've spent the past 60 years building the post-World War II suburbs," said Ellen Dunham-Jones, a professor of architecture and urban design at Georgia Tech and author of "Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs." "I think the big design and development project for the next 50 to 60 years will be retrofitting them."

For [Lakewood, Colo.](#), an auto-oriented bedroom community six miles west of [Denver's downtown](#), retrofitting meant tearing down its ailing, 35-year old mall in 2002 and building the main street and town square it never had.

In place of the 1.4-million-square-foot Villa Italia Mall, the Belmar Project has added 22 walkable blocks of urbanized amenities: more than 80 stores and 888,000 square feet of retail space, 248,250 square feet of offices, 833 housing units and even two schools—the **Ohio Center for Broadcasting and the Paul Mitchell School**.

"The residential prices in Belmar are higher than the Lakewood average and have certainly benefited the surrounding area in terms of home values," said Travis Parker, Lakewood's planning director.

The city says that there is 14 percent more economic activity annually in Belmar compared to the peak of Villa Italia in the mid-1990s. Gross retail sales activity in the mall was \$175 million at its peak vs. \$200 million for Belmar so far this year. "It's a neighborhood similar to what you'd find in a city, and that's the point. People want to live downtown; this created one," Parker said.

(Watch: [Sam Zell on the death of suburbs](#))

For most towns, building a walkable core requires at least two elements, starting with some sort of mix of businesses and housing located not too far apart: "You need that clustering to get the synergies that lead to economic growth," said Geoff Anderson, president of Smart Growth America, a coalition that, among other things, works with communities to fight sprawl.

The second: partnerships with private developers. Experts say that usually the upfront infrastructure costs of a retrofit are greater than what it costs to build a typical house-heavy suburban development. But a retrofit, with its commercial appeal intended to widen an area's tax base, can be planned so that it pays for itself within a few years.

"Twenty years from now, sprawl won't have paid for itself," said Galina Tachieva, author of "Sprawl Repair Manual" and a partner with architecture and urban design firm Duany Plater-Zyberk & Company.

Many towns are finding entrepreneurial ways of adding walkability on shoestring municipal budgets. Some have reduced speed limits, added more on-street parking and planted trees between sidewalks and avenues to improve the perception of safety. A brewery owner in Oakridge, Ore., placed 10 tables over two parking spots to not only generate more sales per square foot, but to add to the sense of

community on the street.

While the walkability movement has taken hold of hundreds of communities across the U.S., advocates say it's still in its infancy.

During the suburb building boom of the past 60 years, "everyone got so good at what they did—from the traffic engineer who could only think to solve how to keep traffic moving to the planner who had to separate every land use—that now we have to change the culture of the professions," said Dan Burden, co-founder of the Walkable and Livable Communities Institute. "We have to break down the walls and get these people to talk ... and ask 'what do we want our community to look and feel like in 20 years?'"

—*By Maggie Overfelt, Special to CNBC.com*

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