

**BOARD OF DIRECTORS AGENDA 8/21/2014; ITEM II.B.**

**Additional Changes related to the Draft FY 2015-2018 TIP**

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

**Changes:**

After the Board of Directors received their draft copy of the FY 2015-2018 Transportation Improvement Program, several projects received clarification on funding.

The following pages have been included for Board of Director reference regarding final changes that have been made. These changes are requested to be included with the Board approved document sent to FHWA and FTA for approval.

**Project Pages**

Page E-4        CC1110 – Funding Changes to show STP-Urban  
Page E-37       SP1112 – Correction on Advance Construction Anticipated Conversion Year  
Page E-40       SP1204 – Correction on Advance Construction Anticipated Conversion Year  
Page E-54       SP1415 – Funding Changes to match the STIP

**Financial Pages**

The financial pages were updated to reflect changes made to the projects in the TIP. These include:

Page G-ii        Update Table G.2 for STP-Urban Programmed and Carryover Balances  
Page G-vii       Clarification regarding Advance Construction per FHWA request  
Pages G-ix to x   Updated Table G.9 to reflect final Local Estimated TIP Project Expenditures  
Pages G-1 to 11   Updated TIP Financial Tables to reflect changes in funding on project pages





**E) Roadways Section**

**TIP #** CC1110      **ROUTE 65 AND ROUTE CC/J INTERCHANGE**  
**Route**            Route 65/CC/J  
**From**             US 65  
**To**                 Route CC/J  
**Location/Agency**      Christian County  
**Federal Agency**        FHWA  
**Responsible Agency**    MoDOT  
**Federal Funding Category** NHPP(NHS), STP  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.**    FY 2017  
**STIP #**                8P2356



**Project Description**

Improvements to the Route 65 and Routes CC/J interchange in Ozark. Cost Share between Christian County and MoDOT.

| Fund Code     | Source  | Phase | FY2015             | FY2016     | FY2017     | FY2018     | Total              |
|---------------|---------|-------|--------------------|------------|------------|------------|--------------------|
| MoDOT         | State   | ENG   | \$97,600           | \$0        | \$0        | \$0        | \$97,600           |
| MoDOT-AC      | State   | ENG   | \$390,400          | \$0        | \$0        | \$0        | \$390,400          |
| FHWA (STP-U)  | Federal | CON   | \$2,072,000        | \$0        | \$0        | \$0        | \$2,072,000        |
| LOCAL         | Local   | CON   | \$1,557,044        | \$0        | \$0        | \$0        | \$1,557,044        |
| MoDOT-AC      | State   | CON   | \$3,502,956        | \$0        | \$0        | \$0        | \$3,502,956        |
| <b>Totals</b> |         |       | <b>\$7,620,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$7,620,000</b> |

**Notes**

Source of State Funds: State transportation revenues. Source of Local Funds: Christian Co. MTFC loan of \$1,657,000. \$3,844,000 MoDOT Cost Share funds. \$2,300,000 STP-Urban funds.

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$748,000   |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$8,368,000 |



**E) Roadways Section**

**TIP #** SP1112      **ROUTE 65 SOUTHBOUND BRIDGE OVER I-44**  
**Route** US 65  
**From** US 65  
**To** I-44  
**Location/Agency** City of Springfield  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**AC Year of Conv.** FY 2015, FY 2016, FY 2017, FY 2018  
**STIP #** 8P2293



**Project Description**

Replace Route 65 southbound bridge over I-44 in Springfield.

| Fund Code     | Source  | Phase | FY2015         | FY2016          | FY2017           | FY2018             | Total              |
|---------------|---------|-------|----------------|-----------------|------------------|--------------------|--------------------|
| MoDOT         | State   | ENG   | \$400          | \$16,000        | \$30,000         | \$65,600           | \$112,000          |
| MoDOT-AC      | State   | ENG   | \$1,600        | \$64,000        | \$120,000        | \$262,400          | \$448,000          |
| FHWA (HPP)    | Federal | CON   | \$0            | \$0             | \$0              | \$166,134          | \$166,134          |
| MoDOT         | State   | CON   | \$0            | \$0             | \$0              | \$726,400          | \$726,400          |
| MoDOT-AC      | State   | CON   | \$0            | \$0             | \$0              | \$2,739,466        | \$2,739,466        |
| <b>Totals</b> |         |       | <b>\$2,000</b> | <b>\$80,000</b> | <b>\$150,000</b> | <b>\$3,960,000</b> | <b>\$4,192,000</b> |

**Notes**

Source of State Funds: State transportation revenues. Source of \$166,134.42  
 Federal Funds: Earmark MO108.

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$227,000   |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$4,419,000 |



**E) Roadways Section**

**TIP #** SP1204      EVANS ROAD BRIDGE OVER ROUTE 65  
**Route**            Evans Road  
**From**             Evans Road  
**To**                 US 65  
**Location/Agency**      City of Springfield  
**Federal Agency**         FHWA  
**Responsible Agency**      MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Taking Care of the System  
**AC Year of Conv.**    FY 2015, FY 2016, FY 2017, FY 2018, FY 2019  
**STIP #**                8O2397



**Project Description**

Improvements to the Evans Road bridge over Route 65 in Springfield. Project involves bridge A3107.

| Fund Code     | Source | Phase | FY2015         | FY2016         | FY2017             | FY2018     | Total              |
|---------------|--------|-------|----------------|----------------|--------------------|------------|--------------------|
| MoDOT         | State  | ENG   | \$400          | \$400          | \$21,800           | \$0        | \$22,600           |
| MoDOT-AC      | State  | ENG   | \$1,600        | \$1,600        | \$87,200           | \$0        | \$90,400           |
| MoDOT         | State  | CON   | \$0            | \$0            | \$183,400          | \$0        | \$183,400          |
| MoDOT-AC      | State  | CON   | \$0            | \$0            | \$733,600          | \$0        | \$733,600          |
| <b>Totals</b> |        |       | <b>\$2,000</b> | <b>\$2,000</b> | <b>\$1,026,000</b> | <b>\$0</b> | <b>\$1,030,000</b> |

**Notes**

Source of State Funds: State transportation revenues.

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$15,000    |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$1,045,000 |



**E) Roadways Section**

**TIP #** SP1415      **ROUTE 65 AND DIVISION STREET INTERCHANGE**

**Route** US 65

**From** Division St.

**To** Rte. YY

**Location/Agency** City of Springfield

**Federal Agency** FHWA

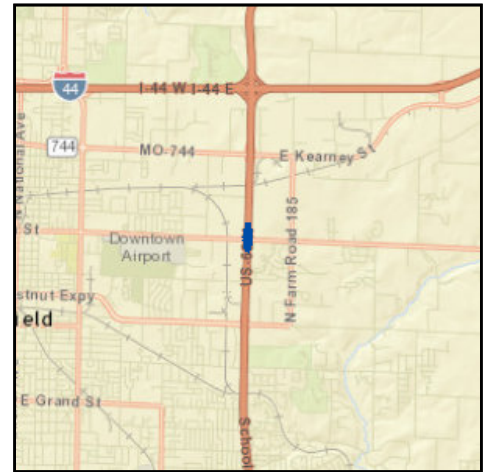
**Responsible Agency** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Major Projects and Emerging Needs

**AC Year of Conv.** FY 2015, FY 2016, FY 2017

**STIP #** 8P3036



**Project Description**

Interchange improvements at US 65 and Division Street (Rte. YY).

| Fund Code     | Source  | Phase | FY2015           | FY2016             | FY2017             | FY2018     | Total              |
|---------------|---------|-------|------------------|--------------------|--------------------|------------|--------------------|
| MoDOT         | State   | ENG   | \$22,800         | \$20,000           | \$22,400           | \$0        | \$65,200           |
| MoDOT-AC      | State   | ENG   | \$91,200         | \$80,000           | \$89,600           | \$0        | \$260,800          |
| FHWA (STP-U)  | Federal | ROW   | \$0              | \$734,000          | \$0                | \$0        | \$734,000          |
| LOCAL         | Local   | ROW   | \$0              | \$184,000          | \$0                | \$0        | \$184,000          |
| MoDOT         | State   | ROW   | \$0              | \$54,000           | \$0                | \$0        | \$54,000           |
| MoDOT-AC      | State   | ROW   | \$0              | \$218,000          | \$0                | \$0        | \$218,000          |
| FHWA (STP-U)  | Federal | CON   | \$0              | \$0                | \$1,089,292        | \$0        | \$1,089,292        |
| LOCAL         | Local   | CON   | \$0              | \$0                | \$271,823          | \$0        | \$271,823          |
| MoDOT         | State   | CON   | \$0              | \$0                | \$304,377          | \$0        | \$304,377          |
| MoDOT-AC      | State   | CON   | \$0              | \$0                | \$1,215,508        | \$0        | \$1,215,508        |
| <b>Totals</b> |         |       | <b>\$114,000</b> | <b>\$1,290,000</b> | <b>\$2,993,000</b> | <b>\$0</b> | <b>\$4,397,000</b> |

**Notes**

Source of State Funds: State transportation revenues. Source of Local Funds: Springfield 1/8-cent transportation sales tax. \$1,519,395 MoDOT Cost Share Program, \$1,823,292 Springfield STP-Urban, \$455,823 Springfield Local.

|                    |             |
|--------------------|-------------|
| <b>Prior Cost</b>  | \$10,000    |
| <b>Future Cost</b> | \$0         |
| <b>Total Cost</b>  | \$4,407,000 |

## EXPLANATION OF FISCAL CONSTRAINT

### FEDERAL AND STATE REVENUE

In order to determine the adequacy of funding for projects that will be undertaken within the four-year Transportation Improvement Program period, the Ozarks Transportation Organization relies upon the expertise of the Federal Highway Administration, Federal Transit Administration, Missouri Department of Transportation, and the OTO member jurisdictions.

### MISSOURI DEPARTMENT OF TRANSPORTATION REVENUE

MoDOT combines Federal Highway and Transit Administration funding estimates with state transportation revenue projections to project funding for transportation improvements and includes them in the Statewide Transportation Improvement Program (STIP). OTO uses these projections in determining fiscal constraint.

Even with the passage of MAP-21, funding levels remain difficult to project. Since the expiration of SAFETEA-LU September 30, 2009, transportation funding was reliant on continuing resolutions. Finally, on July 12, 2012, President Obama signed MAP-21 into law. MAP-21, however, is only a two year authorization program, providing authorization for federal highway, transit, and other surface transportation programs through September 30, 2014. The funding levels in MAP-21 are not supported solely by the Highway Trust Fund and rely on transfers from the general fund of \$18.8 billion and the Leaking Underground Storage Tank Trust Fund of \$2.4 billion. MAP-21 reduced the amount of funding for all state Departments of Transportation to help resolve solvency. Due to this, Missouri will receive \$71 million less in federal funds per year.

MoDOT has implemented cost saving measures to maximize funding invested in transportation improvements. As part of a new five-year direction approved by the Missouri Highways and Transportation Commission (MHTC) in June 2011, MoDOT has committed to saving money by reducing the size of its workforce, cutting costs, and reducing services to get the best value for every dollar spent on the State's transportation system. These efforts have saved more than \$500 million and bolstered MoDOT's construction program, though current funding projections won't keep pace with the amount needed to maintain Missouri's roads and bridges.

MAP-21 not only reauthorized surface transportation programs, but reformed those programs as well:

- consolidating and reducing 60 of the 110 different federal transportation programs;
- implementing national performance measures to transform the federal-aid highway program; and
- accelerating program delivery.

Since State Fiscal Year 2007, projects on a statewide basis have been awarded from seven to 13 percent less than the programmed amount. Every year, awards continue to be less than the programmed amounts and projects are being completed for less than programmed amounts, which allows for more savings during the construction phase of projects. MoDOT's newest STIP, 2015-2019, however, does not include adjustments for anticipated award savings as past STIPs have. This savings pattern has not continued for projects awarded in 2014. State Fiscal Years 2018 and 2019 have been purposefully under programmed in order to accommodate unforeseen changes.

The table below indicates the total amount of federal and state funding that MoDOT has projected as available for the OTO area in the 2015-2019 STIP. Federal funding is shown as declining over the next four years due to

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

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

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

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

## FEDERAL SUB-ALLOCATED REVENUE

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

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

| <b>Table G.2 STP-Urban/Small Urban</b>             |                     |
|--|---------------------|
| Carryover Balance through FY2014                   | \$23,213,240        |
| Anticipated Allocation FY2015                      | \$5,410,663         |
| Anticipated Allocation FY2016                      | \$5,414,570         |
| Anticipated Allocation FY2017                      | \$4,599,063         |
| Anticipated Allocation FY2018                      | \$4,599,063         |
| Programmed through FY2018                          | (\$9,116,593)       |
| <b>Estimated Carryover Balance Through FY 2018</b> | <b>\$34,120,006</b> |

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



| <b>Table G.4 Transportation Alternatives Program</b> |                    |
|--|--------------------|
| Carryover Balance through FY2014                     | \$816,522          |
| Anticipated Allocation FY2015                        | \$587,747          |
| Anticipated Allocation FY2016                        | \$587,747          |
| Anticipated Allocation FY2017                        | \$587,747          |
| Anticipated Allocation FY2018                        | \$587,747          |
| Programmed through FY2018                            | (\$240,000)        |
| <b>Estimated Carryover Balance Through FY 2018</b>   | <b>\$2,927,510</b> |

## FEDERAL AND STATE REVENUE SOURCES

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Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds.

The largest source of transportation revenue for MoDOT is from the federal government and includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants. Approximately 33 percent of MoDOT's transportation revenue comes from the federal government.

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon excise tax on aviation fuel which must be spent on airport projects. These tax revenues provide approximately 30 percent of MoDOT's transportation revenues. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies. Growth in this category is not expected to keep pace with inflation.

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. These taxes provide approximately 17 percent of MoDOT's transportation revenues. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies. Growth in this category is not expected to keep pace with inflation.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. These fees provide approximately 14 percent of MoDOT's transportation revenues. Similar to the

motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

The interest earned on invested funds and other miscellaneous collections provides approximately 5 percent of MoDOT’s transportation revenues. During the Amendment 3 bonding program, cash balances in state transportation funds were higher than historic levels. The cash balance in the state transportation funds is expected to decline from \$1.0 billion at the beginning of fiscal year 2015 to approximately \$116 million by the end of fiscal year 2019. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property, and fees associated with the Missouri logo-signing program.

The State General Revenue Fund provides approximately 1 percent of MoDOT’s transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

## LOCAL REVENUE

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. Most of the communities within the OTO boundary are experiencing a decline or no increase in sales tax revenue. While OTO will be able to continue to have locally-funded transportation projects, there will not be the same level of revenue available as in past years when sales tax revenue was increasing.

In an effort to demonstrate that the local jurisdictions, as well as the airport and transit agencies within the OTO boundary, are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes. None of these have been experiencing growth in the recent past. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein.

## PROJECTED REVENUES

|                    | <b>2015</b>         | <b>2016</b>         | <b>2017</b>         | <b>2018</b>         | <b>TOTAL</b>        |
|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| <b>Christian</b>   | \$1,341,779         | \$1,341,779         | \$1,341,779         | \$1,341,779         | \$5,367,116         |
| <b>Greene</b>      | \$3,366,106         | \$3,366,106         | \$3,366,106         | \$3,366,106         | \$13,464,424        |
| <b>Battlefield</b> | \$201,024           | \$201,024           | \$201,024           | \$201,024           | \$804,096           |
| <b>Nixa</b>        | \$684,056           | \$684,056           | \$684,056           | \$684,056           | \$2,736,224         |
| <b>Ozark</b>       | \$640,830           | \$640,830           | \$640,830           | \$640,830           | \$2,563,320         |
| <b>Republic</b>    | \$530,465           | \$530,465           | \$530,465           | \$530,465           | \$2,121,860         |
| <b>Springfield</b> | \$5,735,754         | \$5,735,754         | \$5,735,754         | \$5,735,754         | \$22,943,016        |
| <b>Strafford</b>   | \$84,797            | \$84,797            | \$84,797            | \$84,797            | \$339,188           |
| <b>Willard</b>     | \$190,163           | \$190,163           | \$190,163           | \$190,163           | \$760,652           |
| <b>TOTAL</b>       | <b>\$12,774,974</b> | <b>\$12,774,974</b> | <b>\$12,774,974</b> | <b>\$12,774,974</b> | <b>\$51,099,896</b> |

|                                      | <b>2015</b>         | <b>2016</b>         | <b>2017</b>         | <b>2018</b>         | <b>TOTAL</b>         |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| <b>Christian County two 1/2-cent</b> | \$200,000           | \$200,000           | \$200,000           | \$200,000           | <b>\$800,000</b>     |
| <b>Greene County Sales Tax</b>       | \$11,847,080        | \$11,847,080        | \$11,847,080        | \$11,847,080        | <b>\$47,388,320</b>  |
| <b>Greene County Property Tax</b>    | \$6,434,700         | \$6,434,700         | \$6,434,700         | \$6,434,700         | <b>\$25,738,800</b>  |
| <b>City of Nixa 1/2-cent</b>         | \$1,040,000         | \$1,040,000         | \$1,040,000         | \$1,040,000         | <b>\$4,160,000</b>   |
| <b>City of Republic 1/2-cent</b>     | \$936,460           | \$936,460           | \$936,460           | \$936,460           | <b>\$3,745,840</b>   |
| <b>City of Springfield 1/8-cent</b>  | \$4,650,000         | \$4,650,000         | \$4,650,000         | \$4,650,000         | <b>\$18,600,000</b>  |
| <b>City of Springfield 1/4-cent</b>  | \$9,300,000         | \$9,300,000         | \$9,300,000         | \$9,300,000         | <b>\$37,200,000</b>  |
| <b>City of Willard 1/2-cent</b>      | \$249,812           | \$249,812           | \$249,812           | \$249,812           | <b>\$999,248</b>     |
| <b>TOTAL</b>                         | <b>\$34,658,052</b> | <b>\$34,658,052</b> | <b>\$34,658,052</b> | <b>\$34,658,052</b> | <b>\$138,632,208</b> |

|                    | <b>2015</b>      | <b>2016</b>      | <b>2017</b>      | <b>2018</b>      | <b>TOTAL</b>       |
|--------------------|------------------|------------------|------------------|------------------|--------------------|
| <b>Battlefield</b> | \$31,000         | \$31,000         | \$31,000         | \$31,000         | <b>\$124,000</b>   |
| <b>Republic</b>    | \$98,000         | \$98,000         | \$98,000         | \$98,000         | <b>\$392,000</b>   |
| <b>Springfield</b> | \$1,619,364      | \$1,619,364      | \$1,619,364      | \$1,619,364      | <b>\$6,477,456</b> |
| <b>Strafford</b>   | \$15,500         | \$15,500         | \$15,500         | \$15,500         | <b>\$62,000</b>    |
| <b>Willard</b>     | \$27,380         | \$27,380         | \$27,380         | \$27,380         | <b>\$109,520</b>   |
| <b>TOTAL</b>       | <b>1,791,244</b> | <b>1,791,244</b> | <b>1,791,244</b> | <b>1,791,244</b> | <b>\$7,164,976</b> |

## FUNDING SOURCES

### Sales Tax

- The cities of Nixa, Republic, and Springfield all have voter-approved transportation sales taxes. Nixa has a 1/2-cent transportation sales tax, Republic's tax is 1/4-cent, and Springfield's tax is 1/8-cent. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements. Willard recently approved a 1/2-cent capital improvements tax which may also be used on transportation projects within the City. Christian and Greene counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

### Development Agreements

- A city or county may enter into agreements with developers to fund capital improvements with tax revenues generated by the new development. Typically, the developer builds the improvement and is reimbursed by utilizing up to 50 percent of the sales tax generated by the business activity. Projects are usually funded up to a set amount, plus interest, and paid back over three to five years.

#### Missouri Transportation Finance Corporation

- The Missouri Transportation Finance Corporation (MTFC) is financed by federal highway funds, transit funds, and state and local matching funds. The Corporation may loan money to finance projects or provide collateral to gain favorable financing elsewhere. A local corporation is usually established to participate in the funding. The funds available under the MTFC are available throughout the State of Missouri and are applied for competitively. The funds are paid back to the Corporation following the construction of projects. These funds will rollover and subsequent projects will not have the federal requirements associated with the project. Currently, most of the funds available under the Corporation are programmed for projects. Based on the competitive nature of securing Corporation funding, this funding mechanism is not included in the Feasible Funding Sources section.

#### Neighborhood Improvement District (or Community Improvement District)

- State law authorizes cities and counties to establish Neighborhood Improvement Districts (NIDs) and Community Improvement Districts (CIDs) for the purpose of improving public infrastructure. Once established, the jurisdiction may issue temporary notes and long-term general obligation (GO) bonds (up to 20 years) to pay for improvements. Bonds are repaid through a special assessment on the properties within the district. NIDs and CIDs require the support of a majority of the property owners within the district and City Council or County Commission approval.

#### Charges for Services

- Charges for curb cuts and other transportation-related services generate \$400,000. These funds are included in the Feasible Funding Sources section.
- The City of Republic levies a fee for street lights which nets about \$105,550 per year.

#### Railroad and Public Utility Tax

- The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County, generating \$106,800 for the road and bridge fund.

#### County Funding Sources

- The majority of funding for Greene County projects which appear in the TIP is sourced from STP and BRO funding, while local matching funds are derived from state revenue first, then local revenues.

#### Property Tax

- Greene County levies eight cents per \$100 assessed valuation for both real and personal property for the road and bridge fund. Real property tax revenue for the road and bridge fund in 2015 is estimated to be \$4,534,400 while personal property tax for 2015 is estimated to be \$939,500.

## PROJECT COST ESTIMATING

Revenue estimates for federal and state funding were taken directly from MoDOT. More information can be found in the 2015-2019 STIP. Revenue estimates for local funding were not inflated based on the recent lack of growth in sales tax, property tax, and motor fuel taxes.

## INFLATION

Each project has inflation built in at a rate of three percent per year. This baseline inflation rate was utilized based on recommendations from MoDOT, who incorporates this three percent inflation rate into the STIP. According to the United States Department of Labor's Bureau of Labor Statistics, the average annual inflation rate over the past 20 years is currently 2.54 percent, but in recent years has been just over 3 percent.

## ADVANCE CONSTRUCTION

MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. Eligibility means the Federal Highway Administration (FHWA) has determined the project qualifies for federal-aid; however, no present or future federal-aid is committed to the project. States may convert the project to regular federal-aid provided federal-aid is available for the project. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT utilizes AC for National Highway Performance Program (NHPP) and Surface Transportation System (STP) projects or when sufficient obligation limitation is not available. State funds pay for new AC project expenditures until federal-aid is available. The oldest projects are converted first, if possible, to maximize federal-aid reimbursement.

Prior projects, which are awaiting conversion, can be found with other completed projects in the status pages, Section B. The total funding to be converted for these AC projects is \$4,723,267. Current projects with MoDOT-AC funding show a future conversion potential of \$61,425,625, through FY 2019. MoDOT converts projects as funding becomes available for projects as they are completed.

## OPERATIONS AND MAINTENANCE

### ROADWAYS

#### MODOT

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Maintenance costs include MoDOT's salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; facilities to house equipment and materials such as salt, asphalt and fuel. Maintenance Operations expenditures are projected to increase one percent annually. In fiscal year 2014, MoDOT is budgeting for \$456,740,000 in maintenance expenditures that would grow to \$475,285,476 at the end of fiscal year 2018. Fleet investments, capital improvements and information systems investments are projected to remain constant through 2018, at this time.

This would make MoDOT's cost \$6,534.55 (\$6500) per lane mile.

Calculations are \$505,090,000/ 77,295.38 lane miles of roadway.

Assumptions (dollars in thousands)

|                                   |                  |
|-----------------------------------|------------------|
| Maintenance Operations*           | \$456,740        |
| Fleet Investments*                | \$22,150         |
| Capital Improvements Investments* | \$7,200          |
| IS Investments*                   | \$20,000         |
| <b>Total</b>                      | <b>\$505,090</b> |

Lane miles\*\* 77,295.38

\*Source: Fiscal Year 2014 Budget Request Approved June 5, 2013

\*\* Source: Official 2012 State System Mileage

**LOCAL JURISDICTIONS**

Each jurisdiction has provided the annual maintenance costs for roadways per lane mile. These costs were then divided into the total number of lane miles and multiplied by the federal-aid highway miles. It should be noted that the City of Strafford does not have any roadways on the federal-aid system and therefore is not included in the table below. Christian and Greene counties were included in the table together as Unincorporated Areas.

| Table G.8               | Number of Lane Miles on Federal-Aid System | Cost per Mile | FY 2015            | FY 2016            | FY 2017            | FY 2018            |
|-------------------------|--|---------------|--------------------|--------------------|--------------------|--------------------|
| <b>State System</b>     |  |               |                    |                    |                    |                    |
| <b>MoDOT</b>            | 1003.847                                   | \$6,500       | \$6,525,006        | \$6,655,506        | \$6,788,616        | \$6,924,388        |
| <b>Non-State System</b> |  |               |                    |                    |                    |                    |
| <b>Battlefield</b>      | 7.955                                      | \$469         | \$3,731            | \$3,806            | \$3,882            | \$3,960            |
| <b>Nixa</b>             | 10.049                                     | \$2530        | \$25,424           | \$25,932           | \$26,451           | \$26,980           |
| <b>Ozark</b>            | 7.119                                      | \$8500        | \$60,512           | \$61,722           | \$62,956           | \$64,215           |
| <b>Republic</b>         | 29.996                                     | \$1212        | \$36,355           | \$37,082           | \$37,824           | \$38,580           |
| <b>Springfield</b>      | 376.844                                    | \$6172        | \$2,325,881        | \$2,372,399        | \$2,419,847        | \$2,468,244        |
| <b>Willard</b>          | 8.578                                      | \$1626        | \$13,948           | \$14,227           | \$14,512           | \$14,802           |
| <b>Christian County</b> | 37.997                                     | \$1057        | \$40,163           | \$40,966           | \$41,785           | \$42,621           |
| <b>Greene County</b>    | 101.037                                    | \$1057        | \$106,796          | \$108,932          | \$111,111          | \$113,333          |
| <b>TOTAL</b>            | <b>579.575</b>                             |               | <b>\$2,612,810</b> | <b>\$2,665,066</b> | <b>\$2,718,368</b> | <b>\$2,772,735</b> |

## REVENUE

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

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

| <b>Table G.9 Revenue</b>                          | <b>FY 2015</b>   | <b>FY 2016</b>   | <b>FY 2017</b>   | <b>FY 2018</b>   |
|---|------------------|------------------|------------------|------------------|
| <b>City of Battlefield</b>                        |                  |                  |                  |                  |
| Total Available Revenue                           | \$232,024.00     | \$232,024.00     | \$232,024.00     | \$232,024.00     |
| Estimated Operations and Maintenance Expenditures | (\$3,731.00)     | (\$3,806.00)     | (\$3,882.00)     | (\$3,960.00)     |
| Estimated TIP Project Expenditures                | (\$2,000.00)     | \$0.00           | \$0.00           | \$0.00           |
| Amount Available for Local Projects               | \$226,293.00     | \$228,218.00     | \$228,142.00     | \$228,064.00     |
| <b>City of Nixa</b>                               |                  |                  |                  |                  |
| Total Available Revenue (prior reserves included) | \$1,724,056.00   | \$1,724,056.00   | \$1,724,056.00   | \$1,724,056.00   |
| Estimated Operations and Maintenance Expenditures | (\$25,424.00)    | (\$25,932.00)    | (\$26,451.00)    | (\$26,980.00)    |
| Estimated TIP Project Expenditures                | \$0.00           | (\$326,750.00)   | \$0.00           | \$0.00           |
| Amount Available for Local Projects               | \$1,698,632.00   | \$1,371,374.00   | \$1,697,605.00   | \$1,697,076.00   |
| <b>City of Ozark</b>                              |                  |                  |                  |                  |
| Total Available Revenue                           | \$640,830.00     | \$640,830.00     | \$640,830.00     | \$640,830.00     |
| Estimated Operations and Maintenance Expenditures | (\$60,512.00)    | (\$61,722.00)    | (\$62,956.00)    | (\$64,215.00)    |
| Estimated TIP Project Expenditures                | \$0.00           | \$0.00           | \$0.00           | \$0.00           |
| Amount Available for Local Projects               | \$580,318.00     | \$579,108.00     | \$577,874.00     | \$576,615.00     |
| <b>City of Republic</b>                           |                  |                  |                  |                  |
| Total Available Revenue                           | \$1,670,475.00   | \$1,670,475.00   | \$1,670,475.00   | \$1,670,475.00   |
| Estimated Operations and Maintenance Expenditures | (\$36,355.00)    | (\$37,082.00)    | (\$37,824.00)    | (\$38,580.00)    |
| Estimated TIP Project Expenditures                | \$0.00           | \$0.00           | \$0.00           | \$0.00           |
| Amount Available for Local Projects               | \$1,634,120.00   | \$1,633,393.00   | \$1,632,651.00   | \$1,631,895.00   |
| <b>City of Springfield</b>                        |                  |                  |                  |                  |
| Total Available Revenue                           | \$21,305,118.00  | \$21,305,118.00  | \$21,305,118.00  | \$21,305,118.00  |
| Estimated Operations and Maintenance Expenditures | (\$2,325,881.00) | (\$2,372,399.00) | (\$2,419,847.00) | (\$2,468,244.00) |
| Estimated TIP Project Expenditures                | (\$452,571.00)   | (\$430,984.00)   | (\$344,823.00)   | (\$1,254,000.00) |
| Amount Available for Local Projects               | \$17,211,272.00  | \$18,501,735.00  | \$18,540,271.00  | \$17,582,874.00  |

Continued on next page...

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



## TRANSIT

Transit operations and maintenance include the costs to operate the bus system and to maintain buses, shelters, and other capital equipment. Funding is currently provided by federal, state, and local sources. FTA Section 5307 funds provide partial funding for operations and maintenance. Legislation allows for the continuation of partial Section 5307 funding for the operations of transit systems for population areas exceeding 200,000 through FY 2014. Therefore, OTO is continuing to fund the operations of the City Utilities bus system with Section 5307 funds.

| <b>Table G.10 Estimated Transit System Operations and Maintenance Costs</b> | <b>FY2015</b>       | <b>FY2016</b>       | <b>FY2017</b>       | <b>FY2018</b>       |
|---|---------------------|---------------------|---------------------|---------------------|
| <b>Total System Operations</b>  | \$9,166,000         | \$9,899,000         | \$10,225,000        | \$10,743,000        |
| <b>Total System Maintenance</b>   | \$1,605,000         | \$1,662,000         | \$1,722,000         | \$1,799,000         |
| <b>TOTAL</b>  | <b>\$10,771,000</b> | <b>\$11,561,000</b> | <b>\$11,947,000</b> | <b>\$12,542,000</b> |

Estimated costs have been tracking with inflation, though depreciation and administrative costs are expected to increase, partially due to the completion of the transfer facility. Inflation rates range from 2.50 percent to 3.50 percent over the timeline of the TIP. Similar inflation factors were applied to the revenue as well.

| <b>Table G.11 Estimated Revenue for Transit System Operations and Maintenance</b> | <b>FY2015</b>       | <b>FY2016</b>       | <b>FY2017</b>       | <b>FY2018</b>       |
|---|---------------------|---------------------|---------------------|---------------------|
| <b>Operating Revenue – Farebox and Advertising</b>                                | \$1,094,000         | \$1,094,000         | \$1,098,000         | \$1,102,000         |
| <b>MO HealthNet Contract</b>  | \$31,000            | \$31,000            | \$31,000            | \$31,000            |
| <b>State Operating Funding</b>  | \$30,000            | \$30,000            | \$30,000            | \$30,000            |
| <b>FTA Federal Funding (Operating)</b>  | \$2,500,000         | 2,600,000           | 2,700,000           | 2,800,000           |
| <b>Local (CU Utility Revenue)</b>   | \$7,116,000         | \$7,806,000         | \$8,088,000         | \$8,579,000         |
| <b>TOTAL</b>  | <b>\$10,771,000</b> | <b>\$11,561,000</b> | <b>\$11,947,000</b> | <b>\$12,542,000</b> |

The City Utility Revenue is a subsidy that offsets the difference between available revenue generated by the other four available funding sources and the estimated annual cost to operate the transit system.

## FINANCIAL SUMMARY

### Aviation

#### YEARLY SUMMARY

| PROJECT         | Federal<br>FAA (AIP) | State<br>MoDOT     | Local<br>LOCAL     | Other<br>OTHER | TOTAL               |
|-----------------|----------------------|--------------------|--------------------|----------------|---------------------|
| <b>FY 2015</b>  |                      |                    |                    |                |                     |
| NA1200          | \$3,083,195          | \$0                | \$324,546          | \$0            | <b>\$3,407,741</b>  |
| NA1206          | \$0                  | \$4,500,000        | \$500,000          | \$0            | <b>\$5,000,000</b>  |
| NA1302          | \$54,000             | \$0                | \$6,000            | \$0            | <b>\$60,000</b>     |
| NA1303          | \$900,000            | \$0                | \$100,000          | \$0            | <b>\$1,000,000</b>  |
| NA1400          | \$90,250             | \$0                | \$10,000           | \$0            | <b>\$100,250</b>    |
| NA1501          | \$720,000            | \$0                | \$80,000           | \$0            | <b>\$800,000</b>    |
| NA1502          | \$270,000            | \$0                | \$30,000           | \$0            | <b>\$300,000</b>    |
| NA1503          | \$1,170,000          | \$0                | \$130,000          | \$0            | <b>\$1,300,000</b>  |
| <b>SUBTOTAL</b> | <b>\$6,287,445</b>   | <b>\$4,500,000</b> | <b>\$1,180,546</b> | <b>\$0</b>     | <b>\$11,967,991</b> |
| <b>FY 2016</b>  |                      |                    |                    |                |                     |
| NA1200          | \$3,083,195          | \$0                | \$324,546          | \$0            | <b>\$3,407,741</b>  |
| NA1206          | \$4,500,000          | \$0                | \$500,000          | \$0            | <b>\$5,000,000</b>  |
| NA1400          | \$810,000            | \$0                | \$90,000           | \$0            | <b>\$900,000</b>    |
| NA1601          | \$292,500            | \$0                | \$32,500           | \$0            | <b>\$325,000</b>    |
| NA1602          | \$900,000            | \$0                | \$100,000          | \$0            | <b>\$1,000,000</b>  |
| NA1603          | \$765,000            | \$0                | \$85,000           | \$0            | <b>\$850,000</b>    |
| <b>SUBTOTAL</b> | <b>\$10,350,695</b>  | <b>\$0</b>         | <b>\$1,132,046</b> | <b>\$0</b>     | <b>\$11,482,741</b> |
| <b>FY 2017</b>  |                      |                    |                    |                |                     |
| NA1200          | \$3,083,195          | \$0                | \$324,546          | \$0            | <b>\$3,407,741</b>  |
| NA1202          | \$900,000            | \$0                | \$100,000          | \$0            | <b>\$1,000,000</b>  |
| NA1301          | \$225,000            | \$0                | \$25,000           | \$0            | <b>\$250,000</b>    |
| <b>SUBTOTAL</b> | <b>\$4,208,195</b>   | <b>\$0</b>         | <b>\$449,546</b>   | <b>\$0</b>     | <b>\$4,657,741</b>  |

## FINANCIAL SUMMARY

### Aviation

#### YEARLY SUMMARY

| PROJECT            | Federal<br>FAA (AIP) | State<br>MoDOT     | Local<br>LOCAL     | Other<br>OTHER   | TOTAL               |
|--------------------|----------------------|--------------------|--------------------|------------------|---------------------|
| <b>FY 2018</b>     |                      |                    |                    |                  |                     |
| NA1200             | \$3,083,195          | \$0                | \$324,546          | \$0              | <b>\$3,407,741</b>  |
| NA1203             | \$5,400,000          | \$0                | \$600,000          | \$0              | <b>\$6,000,000</b>  |
| NA1300             | \$156,600            | \$0                | \$17,400           | \$0              | <b>\$174,000</b>    |
| NA1801             | \$4,500,000          | \$0                | \$500,000          | \$0              | <b>\$5,000,000</b>  |
| NA1802             | \$0                  | \$0                | \$50,000           | \$450,000        | <b>\$500,000</b>    |
| <b>SUBTOTAL</b>    | <b>\$13,139,795</b>  | <b>\$0</b>         | <b>\$1,491,946</b> | <b>\$450,000</b> | <b>\$15,081,741</b> |
| <b>GRAND TOTAL</b> | <b>\$33,986,130</b>  | <b>\$4,500,000</b> | <b>\$4,254,084</b> | <b>\$450,000</b> | <b>\$43,190,214</b> |

## FINANCIAL CONSTRAINT

### Aviation

|                   | Federal Funding |               |               |             | TOTAL          |
|-------------------|-----------------|---------------|---------------|-------------|----------------|
|                   | AIP             | MoDOT         | Local         | Other       |                |
| <b>FY 2015</b>    |                 |               |               |             |                |
| Funds Anticipated | \$ 6,287,445    | \$ 4,500,000  | \$ 1,180,546  | \$ -        | \$ 11,967,991  |
| Funds Programmed  | (\$6,287,445)   | (\$4,500,000) | (\$1,180,546) | \$ -        | (\$11,967,991) |
| Balance FY 2015   | \$0             | \$0           | \$0           | \$0         | \$0            |
| <b>FY 2016</b>    |                 |               |               |             |                |
| Funds Anticipated | \$ 10,350,695   | \$ -          | \$ 1,132,046  | \$ -        | \$ 11,482,741  |
| Funds Programmed  | (\$10,350,695)  | \$ -          | (\$1,132,046) | \$ -        | (\$11,482,741) |
| Balance FY 2016   | \$0             | \$0           | \$0           | \$0         | \$0            |
| <b>FY 2017</b>    |                 |               |               |             |                |
| Funds Anticipated | \$ 4,208,195    | \$ -          | \$ 449,546    | \$ -        | \$ 4,657,741   |
| Funds Programmed  | (\$4,208,195)   | \$ -          | (\$449,546)   | \$ -        | (\$4,657,741)  |
| Balance FY 2017   | \$0             | \$0           | \$0           | \$0         | \$0            |
| <b>FY 2018</b>    |                 |               |               |             |                |
| Funds Anticipated | \$ 13,139,795   | \$ -          | \$ 1,491,946  | \$ 450,000  | \$ 15,081,741  |
| Funds Programmed  | (\$13,139,795)  | \$ -          | (\$1,491,946) | (\$450,000) | (\$15,081,741) |
| Balance FY 2018   | \$0             | \$0           | \$0           | \$0         | \$0            |

## FINANCIAL SUMMARY

### Bicycle & Pedestrian

#### YEARLY SUMMARY

| PROJECT            |                 |                    |                  | Local            | State            |                    | TOTAL              |
|--------------------|-----------------|--------------------|------------------|------------------|------------------|--------------------|--------------------|
|                    | FHWA (STP)      | FHWA (TE)          | FHWA (TAP)       | LOCAL            | MoDOT            | MoDOT-AC           |                    |
| <b>FY 2015</b>     |                 |                    |                  |                  |                  |                    |                    |
| EN1302             | \$0             | \$0                | \$240,000        | \$60,000         | \$0              | \$0                | <b>\$300,000</b>   |
| EN1305             | \$0             | \$220,413          | \$0              | \$179,587        | \$0              | \$0                | <b>\$400,000</b>   |
| EN1306             | \$0             | \$320,000          | \$0              | \$80,000         | \$0              | \$0                | <b>\$400,000</b>   |
| EN1307             | \$0             | \$200,000          | \$0              | \$50,000         | \$0              | \$0                | <b>\$250,000</b>   |
| EN1502             | \$0             | \$0                | \$0              | \$0              | \$194,800        | \$779,200          | <b>\$974,000</b>   |
| MO1309             | \$0             | \$0                | \$0              | \$0              | \$5,000          | \$20,000           | <b>\$25,000</b>    |
| SP1412             | \$0             | \$0                | \$0              | \$0              | \$118,600        | \$474,400          | <b>\$593,000</b>   |
| SP1414             | \$69,000        | \$175,000          | \$0              | \$0              | \$61,000         | \$0                | <b>\$305,000</b>   |
| <b>SUBTOTAL</b>    | <b>\$69,000</b> | <b>\$915,413</b>   | <b>\$240,000</b> | <b>\$369,587</b> | <b>\$379,400</b> | <b>\$1,273,600</b> | <b>\$3,247,000</b> |
| <b>FY 2016</b>     |                 |                    |                  |                  |                  |                    |                    |
| EN1601             | \$0             | \$192,000          | \$0              | \$0              | \$48,000         | \$0                | <b>\$240,000</b>   |
| MO1309             | \$0             | \$0                | \$0              | \$0              | \$5,000          | \$20,000           | <b>\$25,000</b>    |
| <b>SUBTOTAL</b>    | <b>\$0</b>      | <b>\$192,000</b>   | <b>\$0</b>       | <b>\$0</b>       | <b>\$53,000</b>  | <b>\$20,000</b>    | <b>\$265,000</b>   |
| <b>FY 2017</b>     |                 |                    |                  |                  |                  |                    |                    |
| MO1309             | \$0             | \$0                | \$0              | \$0              | \$5,000          | \$20,000           | <b>\$25,000</b>    |
| <b>SUBTOTAL</b>    | <b>\$0</b>      | <b>\$0</b>         | <b>\$0</b>       | <b>\$0</b>       | <b>\$5,000</b>   | <b>\$20,000</b>    | <b>\$25,000</b>    |
| <b>FY 2018</b>     |                 |                    |                  |                  |                  |                    |                    |
| MO1309             | \$0             | \$0                | \$0              | \$0              | \$5,000          | \$20,000           | <b>\$25,000</b>    |
| <b>SUBTOTAL</b>    | <b>\$0</b>      | <b>\$0</b>         | <b>\$0</b>       | <b>\$0</b>       | <b>\$5,000</b>   | <b>\$20,000</b>    | <b>\$25,000</b>    |
| <b>GRAND TOTAL</b> | <b>\$69,000</b> | <b>\$1,107,413</b> | <b>\$240,000</b> | <b>\$369,587</b> | <b>\$442,400</b> | <b>\$1,333,600</b> | <b>\$3,562,000</b> |

## FINANCIAL CONSTRAINT

### Bicycle & Pedestrian

|                        | STP           | TE             | TAP                | Local          | MoDOT          | MoDOT-AC         | TOTAL              |
|------------------------|---------------|----------------|--------------------|----------------|----------------|------------------|--------------------|
| <b>PRIOR YEAR</b>      |               |                |                    |                |                |                  |                    |
| Balance                | \$ -          | \$ -           | \$816,522          | \$ -           | \$ -           | \$ -             | \$816,522          |
| <b>FY 2015</b>         |               |                |                    |                |                |                  |                    |
| Funds Anticipated      | \$69,000      | \$915,413      | \$587,747          | \$369,587      | \$379,400      | \$1,273,600      | \$3,594,747        |
| Funds Programmed       | (\$69,000.00) | (\$915,413.00) | (\$240,000.00)     | (\$369,587.00) | (\$379,400.00) | (\$1,273,600.00) | (\$3,247,000.00)   |
| <b>Running Balance</b> | <b>\$0</b>    | <b>\$0</b>     | <b>\$1,164,269</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>       | <b>\$1,164,269</b> |
| <b>FY 2016</b>         |               |                |                    |                |                |                  |                    |
| Funds Anticipated      | \$ -          | \$192,000      | \$587,747          | \$ -           | \$53,000       | \$20,000         | \$852,747          |
| Funds Programmed       | \$ -          | (\$192,000.00) | \$ -               | \$ -           | (\$53,000.00)  | (\$20,000.00)    | (\$265,000.00)     |
| <b>Running Balance</b> | <b>\$0</b>    | <b>\$0</b>     | <b>\$1,752,016</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>       | <b>\$1,752,016</b> |
| <b>FY 2017</b>         |               |                |                    |                |                |                  |                    |
| Funds Anticipated      | \$ -          | \$ -           | \$587,747          | \$ -           | \$5,000        | \$20,000         | \$612,747          |
| Funds Programmed       | \$ -          | \$ -           | \$ -               | \$ -           | (\$5,000.00)   | (\$20,000.00)    | (\$25,000.00)      |
| <b>Running Balance</b> | <b>\$0</b>    | <b>\$0</b>     | <b>\$2,339,763</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>       | <b>\$2,339,763</b> |
| <b>FY 2018</b>         |               |                |                    |                |                |                  |                    |
| Funds Anticipated      | \$ -          | \$ -           | \$587,747          | \$ -           | \$5,000        | \$20,000         | \$612,747          |
| Funds Programmed       | \$ -          | \$ -           | \$ -               | \$ -           | (\$5,000.00)   | (\$20,000.00)    | (\$25,000.00)      |
| <b>Running Balance</b> | <b>\$0</b>    | <b>\$0</b>     | <b>\$2,927,510</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>       | <b>\$2,927,510</b> |

**FINANCIAL SUMMARY**

**Roadways**

**YEARLY SUMMARY**

| PROJECT        | Federal      |               |               |            |             |            |             | Local       | State       |             |             | TOTAL        |
|----------------|--------------|---------------|---------------|------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|--------------|
|                | FHWA (STP-U) | FHWA (SAFETY) | FHWA (BRIDGE) | FHWA (STP) | FHWA (130)  | FHWA (HPP) | FHWA (BRO)  | LOCAL       | MoDOT       | MoDOT-GCSA  | MoDOT-AC    |              |
| <b>FY 2015</b> |              |               |               |            |             |            |             |             |             |             |             |              |
| BA1101         | \$8,000      | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$2,000     | \$0         | \$0         | \$0         | \$10,000     |
| CC0901         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| CC1102         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| CC1110         | \$2,072,000  | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$1,557,044 | \$97,600    | \$0         | \$3,893,356 | \$7,620,000  |
| GR1010         | \$0          | \$911,000     | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$2,369,000 | \$0         | \$9,071,000 | \$12,351,000 |
| GR1104         | \$0          | \$0           | \$0           | \$0        | \$160,000   | \$0        | \$0         | \$0         | \$0         | \$40,000    | \$0         | \$200,000    |
| GR1213         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$1,133,600 | \$283,400   | \$0         | \$0         | \$0         | \$1,417,000  |
| GR1312         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$371,200   | \$92,800    | \$0         | \$0         | \$0         | \$464,000    |
| GR1402         | \$0          | \$0           | \$0           | \$168,800  | \$1,113,000 | \$0        | \$0         | \$0         | \$105,200   | \$1,112,000 | \$0         | \$2,499,000  |
| GR1403         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| GR1408         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| MO1105         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$284,000   | \$0         | \$0         | \$284,000    |
| MO1201         | \$0          | \$1,800       | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$200       | \$0         | \$0         | \$2,000      |
| MO1404         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| MO1405         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$25,000    | \$0         | \$0         | \$25,000     |
| MO1408         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$196,000   | \$0         | \$784,000   | \$980,000    |
| MO1409         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$330,800   | \$0         | \$1,323,200 | \$1,654,000  |
| MO1501         | \$0          | \$32,000      | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$0         | \$0         | \$0         | \$32,000     |
| MO1503         | \$276,000    | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$69,000    | \$134,600   | \$0         | \$538,400   | \$1,018,000  |
| MO1504         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$21,600    | \$0         | \$194,400   | \$216,000    |
| MO1505         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$37,800    | \$0         | \$151,200   | \$189,000    |
| MO1601         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$2,000     | \$0         | \$0         | \$2,000      |
| MO1604         | \$0          | \$55,800      | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$6,200     | \$0         | \$0         | \$62,000     |
| MO1605         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| MO1705         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| NX0906         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$10,800    | \$0         | \$43,200    | \$54,000     |
| OK1401         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| RG0901         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| RG1201         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| RP1401         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| SP1018         | \$0          | \$0           | \$248,000     | \$0        | \$0         | \$0        | \$0         | \$0         | \$62,000    | \$0         | \$0         | \$310,000    |
| SP1106         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$1,000     | \$0         | \$4,000     | \$5,000      |
| SP1109         | \$1,966,300  | \$0           | \$0           | \$0        | \$2,250,000 | \$0        | \$0         | \$0         | \$1,433,140 | \$750,000   | \$4,016,560 | \$10,416,000 |
| SP1112         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| SP1114         | \$0          | \$0           | \$0           | \$0        | \$160,000   | \$0        | \$0         | \$0         | \$0         | \$40,000    | \$0         | \$200,000    |
| SP1120         | \$0          | \$0           | \$0           | \$0        | \$4,000     | \$0        | \$0         | \$0         | \$0         | \$1,000     | \$0         | \$5,000      |
| SP1204         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$400       | \$0         | \$1,600     | \$2,000      |
| SP1209         | \$0          | \$0           | \$0           | \$499,915  | \$0         | \$0        | \$0         | \$124,979   | \$0         | \$0         | \$0         | \$624,894    |
| SP1315         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$88,200    | \$0         | \$352,800   | \$441,000    |
| SP1316         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$391,800   | \$0         | \$1,567,200 | \$1,959,000  |
| SP1318         | \$0          | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$0         | \$233,000   | \$0         | \$932,000   | \$1,165,000  |
| SP1321         | \$10,000     | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$3,984     | \$0         | \$0         | \$0         | \$13,984     |
| SP1323         | \$47,000     | \$0           | \$0           | \$0        | \$0         | \$0        | \$0         | \$10,000    | \$32,600    | \$0         | \$126,400   | \$216,000    |

FY 2015 continued on next page

**FINANCIAL SUMMARY**

**Roadways**

**YEARLY SUMMARY**

| PROJECT                  | Federal            |                    |                    |                  |                    |            |                    | Local              | State              |                    |                     | TOTAL               |
|--------------------------|--------------------|--------------------|--------------------|------------------|--------------------|------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|
|                          | FHWA (STP-U)       | FHWA (SAFETY)      | FHWA (BRIDGE)      | FHWA (STP)       | FHWA (130)         | FHWA (HPP) | FHWA (BRO)         | LOCAL              | MoDOT              | MoDOT-GCSA         | MoDOT-AC            |                     |
| <b>FY 2015 continued</b> |                    |                    |                    |                  |                    |            |                    |                    |                    |                    |                     |                     |
| SP1401                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$1,000            | \$0                | \$4,000             | \$5,000             |
| SP1403                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$120,200          | \$0                | \$480,800           | \$601,000           |
| SP1405                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| SP1408                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$255,400          | \$0                | \$1,021,600         | \$1,277,000         |
| SP1409                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$7,300            | \$0                | \$65,700            | \$73,000            |
| SP1410                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$40,000           | \$0                | \$160,000           | \$200,000           |
| SP1411                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$109,600          | \$0                | \$438,400           | \$548,000           |
| SP1415                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$22,800           | \$0                | \$91,200            | \$114,000           |
| SP1416                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| SP1501                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$75,200           | \$0                | \$300,800           | \$376,000           |
| WI1301                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$1,000            | \$0                | \$4,000             | \$5,000             |
| WI1501                   | \$40,000           | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$10,000           | \$0                | \$0                | \$0                 | \$50,000            |
| <b>SUBTOTAL</b>          | <b>\$4,419,300</b> | <b>\$1,000,600</b> | <b>\$248,000</b>   | <b>\$668,715</b> | <b>\$3,687,000</b> | <b>\$0</b> | <b>\$1,504,800</b> | <b>\$2,153,207</b> | <b>\$6,501,040</b> | <b>\$1,943,000</b> | <b>\$25,588,216</b> | <b>\$47,713,878</b> |
| <b>FY 2016</b>           |                    |                    |                    |                  |                    |            |                    |                    |                    |                    |                     |                     |
| CC0901                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| CC1102                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| GR1104                   | \$0                | \$0                | \$0                | \$0              | \$128,000          | \$0        | \$0                | \$0                | \$0                | \$32,000           | \$0                 | \$160,000           |
| GR1403                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| GR1408                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| MO1105                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$284,000          | \$0                | \$0                 | \$284,000           |
| MO1201                   | \$0                | \$2,700            | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$300              | \$0                | \$0                 | \$3,000             |
| MO1404                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$4,800            | \$0                | \$19,200            | \$24,000            |
| MO1601                   | \$0                | \$50,000           | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$3,000            | \$0                | \$0                 | \$53,000            |
| MO1603                   | \$284,000          | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$71,000           | \$134,600          | \$0                | \$538,400           | \$1,028,000         |
| MO1604                   | \$0                | \$980,100          | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$108,900          | \$0                | \$0                 | \$1,089,000         |
| MO1605                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$38,800           | \$0                | \$155,200           | \$194,000           |
| MO1705                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| NX0906                   | \$1,307,001        | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$326,750          | \$362,000          | \$0                | \$1,448,000         | \$3,443,751         |
| OK1401                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| RG0901                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| RG1201                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$1,400            | \$0                | \$5,600             | \$7,000             |
| RP1401                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$41,000           | \$0                | \$164,000           | \$205,000           |
| SP1018                   | \$0                | \$0                | \$4,651,200        | \$0              | \$0                | \$0        | \$0                | \$0                | \$1,162,800        | \$0                | \$0                 | \$5,814,000         |
| SP1106                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| SP1112                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$16,000           | \$0                | \$64,000            | \$80,000            |
| SP1204                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| SP1321                   | \$10,000           | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$3,984            | \$0                | \$0                | \$0                 | \$13,984            |
| SP1323                   | \$681,000          | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$172,000          | \$156,600          | \$0                | \$626,400           | \$1,636,000         |
| SP1401                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$5,200            | \$0                | \$20,800            | \$26,000            |
| SP1405                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$400              | \$0                | \$1,600             | \$2,000             |
| SP1409                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$996,400          | \$0                | \$8,967,600         | \$9,964,000         |
| SP1410                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$1,833,000        | \$0                | \$7,332,000         | \$9,165,000         |
| SP1415                   | \$734,000          | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$184,000          | \$74,000           | \$0                | \$298,000           | \$1,290,000         |
| WI1301                   | \$0                | \$0                | \$0                | \$0              | \$0                | \$0        | \$0                | \$0                | \$10,000           | \$0                | \$40,000            | \$50,000            |
| <b>SUBTOTAL</b>          | <b>\$3,016,001</b> | <b>\$1,032,800</b> | <b>\$4,651,200</b> | <b>\$0</b>       | <b>\$128,000</b>   | <b>\$0</b> | <b>\$0</b>         | <b>\$757,734</b>   | <b>\$5,236,800</b> | <b>\$32,000</b>    | <b>\$19,695,200</b> | <b>\$34,549,735</b> |



**FINANCIAL SUMMARY**

**Roadways**

**YEARLY SUMMARY**

| PROJECT            | Federal            |                    |                    |                  |                    |                  |                    | Local              | State               |                    |                     | TOTAL                |
|--------------------|--------------------|--------------------|--------------------|------------------|--------------------|------------------|--------------------|--------------------|---------------------|--------------------|---------------------|----------------------|
|                    | FHWA (STP-U)       | FHWA (SAFETY)      | FHWA (BRIDGE)      | FHWA (STP)       | FHWA (130)         | FHWA (HPP)       | FHWA (BRO)         | LOCAL              | MoDOT               | MoDOT-GCSA         | MoDOT-AC            |                      |
| <b>FY 2017</b>     |                    |                    |                    |                  |                    |                  |                    |                    |                     |                    |                     |                      |
| CC0901             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| CC1102             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| GR1403             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| MO1105             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$284,000           | \$0                | \$0                 | \$284,000            |
| MO1201             | \$0                | \$80,100           | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$8,900             | \$0                | \$0                 | \$89,000             |
| MO1404             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$1,115,800         | \$0                | \$4,463,200         | \$5,579,000          |
| MO1701             | \$292,000          | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$73,000           | \$134,600           | \$0                | \$538,400           | \$1,038,000          |
| MO1705             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$40,000            | \$0                | \$160,000           | \$200,000            |
| OK1401             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| RG0901             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| RG1201             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$67,600            | \$0                | \$270,400           | \$338,000            |
| SP1106             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| SP1112             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$30,000            | \$0                | \$120,000           | \$150,000            |
| SP1204             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$205,200           | \$0                | \$820,800           | \$1,026,000          |
| SP1401             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$91,600            | \$0                | \$366,400           | \$458,000            |
| SP1405             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| SP1415             | \$1,089,292        | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$271,823          | \$326,777           | \$0                | \$1,305,108         | \$2,993,000          |
| WI1301             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$164,800           | \$0                | \$659,200           | \$824,000            |
| <b>SUBTOTAL</b>    | <b>\$1,381,292</b> | <b>\$80,100</b>    | <b>\$0</b>         | <b>\$0</b>       | <b>\$0</b>         | <b>\$0</b>       | <b>\$0</b>         | <b>\$344,823</b>   | <b>\$2,472,077</b>  | <b>\$0</b>         | <b>\$8,714,708</b>  | <b>\$12,993,000</b>  |
| <b>FY 2018</b>     |                    |                    |                    |                  |                    |                  |                    |                    |                     |                    |                     |                      |
| CC0901             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| CC1102             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| GR1403             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| MO1105             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$284,000           | \$0                | \$0                 | \$284,000            |
| MO1801             | \$300,000          | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$75,000           | \$134,600           | \$0                | \$538,400           | \$1,048,000          |
| OK1401             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| RG0901             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| SP1106             | \$0                | \$0                | \$0                | \$100,000        | \$0                | \$0              | \$0                | \$1,179,000        | \$313,000           | \$0                | \$1,252,000         | \$2,844,000          |
| SP1112             | \$0                | \$0                | \$0                | \$0              | \$0                | \$166,134        | \$0                | \$0                | \$792,000           | \$0                | \$3,001,866         | \$3,960,000          |
| SP1405             | \$0                | \$0                | \$0                | \$0              | \$0                | \$0              | \$0                | \$0                | \$400               | \$0                | \$1,600             | \$2,000              |
| <b>SUBTOTAL</b>    | <b>\$300,000</b>   | <b>\$0</b>         | <b>\$0</b>         | <b>\$100,000</b> | <b>\$0</b>         | <b>\$166,134</b> | <b>\$0</b>         | <b>\$1,254,000</b> | <b>\$1,526,000</b>  | <b>\$0</b>         | <b>\$4,801,866</b>  | <b>\$8,148,000</b>   |
| <b>GRAND TOTAL</b> | <b>\$9,116,593</b> | <b>\$2,113,500</b> | <b>\$4,899,200</b> | <b>\$768,715</b> | <b>\$3,815,000</b> | <b>\$166,134</b> | <b>\$1,504,800</b> | <b>\$4,509,764</b> | <b>\$15,735,917</b> | <b>\$1,975,000</b> | <b>\$58,799,990</b> | <b>\$103,404,613</b> |

**FINANCIAL CONSTRAINT**

**Roadways**

|                       | Federal Funding Source |                     |                     |                   |                     |                   |                     | TOTAL<br>Federal<br>Funds | Local               | MoDOT<br>Programmed<br>Funds | State<br>Operations and<br>Maintenance | TOTAL                |
|-----------------------|------------------------|---------------------|---------------------|-------------------|---------------------|-------------------|---------------------|---------------------------|---------------------|------------------------------|--|----------------------|
|                       | STP-U                  | Safety              | Bridge              | STP               | 130                 | HPP               | BRO                 |                           |                     |                              |  |                      |
| 2015 Funds Programmed | \$4,419,300            | \$1,000,600         | \$248,000           | \$668,715         | \$3,687,000         | \$0               | \$1,504,800         | \$11,528,415              | \$2,153,207         | \$34,032,256                 | \$6,525,006                            | \$54,238,884         |
| 2016 Funds Programmed | \$3,016,001            | \$1,032,800         | \$4,651,200         | \$0               | \$128,000           | \$0               | \$0                 | \$8,828,001               | \$757,734           | \$24,964,000                 | \$665,506                              | \$35,215,241         |
| 2017 Funds Programmed | \$1,381,292            | \$80,100            | \$0                 | \$0               | \$0                 | \$0               | \$0                 | \$1,461,392               | \$344,823           | \$11,186,785                 | \$6,788,616                            | \$19,781,616         |
| 2018 Funds Programmed | \$300,000              | \$0                 | \$0                 | \$100,000         | \$0                 | \$166,134         | \$0                 | \$566,134                 | \$1,254,000         | \$6,327,866                  | \$6,924,388                            | \$15,072,388         |
| <b>Total</b>          | <b>\$ 9,116,593</b>    | <b>\$ 2,113,500</b> | <b>\$ 4,899,200</b> | <b>\$ 768,715</b> | <b>\$ 3,815,000</b> | <b>\$ 166,134</b> | <b>\$ 1,504,800</b> | <b>\$ 22,383,942</b>      | <b>\$ 4,509,764</b> | <b>\$ 76,510,907</b>         | <b>\$ 20,903,516</b>                   | <b>\$124,308,129</b> |

|  | Prior Year          | FY 2015             | FY 2016             | FY 2017             | FY 2018             | TOTAL                |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Available State and Federal Funding          | \$24,201,377        | \$27,240,000        | \$25,680,000        | \$8,750,000         | \$8,090,000         | \$93,961,377         |
| Available Operations and Maintenance Funding | \$ -                | \$6,525,006         | \$665,506           | \$6,788,616         | \$6,924,388         | \$20,903,516         |
| Available Suballocated STP-U/Small Urban     | \$23,213,240        | \$5,410,663         | \$5,414,570         | \$4,599,063         | \$4,599,063         | \$43,236,599         |
| Available Suballocated BRM                   | \$1,542,036         | \$338,170           | \$338,170           | \$338,170           | \$338,170           | \$2,894,716          |
| <b>TOTAL AVAILABLE FUNDING</b>               | <b>\$48,956,653</b> | <b>\$39,513,839</b> | <b>\$32,098,246</b> | <b>\$20,475,849</b> | <b>\$19,951,621</b> | <b>\$160,996,208</b> |
| Prior Year Funding                           | \$ -                | \$48,956,653        | \$36,384,815        | \$34,025,554        | \$35,064,610        | --                   |
| Programmed State and Federal Funding         | \$ -                | (\$52,085,677)      | (\$34,457,507)      | (\$19,436,793)      | (\$13,818,388)      | (\$119,798,365)      |
| <b>TOTAL REMAINING</b>                       | <b>\$48,956,653</b> | <b>\$36,384,815</b> | <b>\$34,025,554</b> | <b>\$35,064,610</b> | <b>\$41,197,843</b> | <b>\$41,197,843</b>  |

|  |                     |
|--|---------------------|
| Remaining State and Federal Funding          | \$4,183,121         |
| Remaining Suballocated STP-Urban/Small Urban | \$34,120,006        |
| Remaining Suballocated BRM                   | \$2,894,716         |
| <b>TOTAL REMAINING</b>                       | <b>\$41,197,843</b> |

## FINANCIAL SUMMARY

### Transit

#### YEARLY SUMMARY

| PROJECT            | Federal            |                    | FTA (5339)       | Local              | State           | TOTAL               |
|--------------------|--------------------|--------------------|------------------|--------------------|-----------------|---------------------|
|                    | FTA (5309)         | FTA (5307)         |                  | LOCAL              | MoDOT           |                     |
| <b>FY 2015</b>     |                    |                    |                  |                    |                 |                     |
| CU0718             | \$2,291,148        | \$0                | \$262,372        | \$2,151,079        | \$0             | <b>\$4,704,599</b>  |
| CU1500             | \$0                | \$1,600,000        | \$0              | \$5,800,000        | \$30,000        | <b>\$7,430,000</b>  |
| CU1501             | \$0                | \$426,000          | \$0              | \$106,500          | \$0             | <b>\$532,500</b>    |
| CU1502             | \$0                | \$251,000          | \$0              | \$62,750           | \$0             | <b>\$313,750</b>    |
| CU1503             | \$0                | \$26,000           | \$0              | \$6,500            | \$0             | <b>\$32,500</b>     |
| CU1504             | \$0                | \$160,000          | \$0              | \$40,000           | \$0             | <b>\$200,000</b>    |
| CU1505             | \$0                | \$26,000           | \$0              | \$6,500            | \$0             | <b>\$32,500</b>     |
| <b>SUBTOTAL</b>    | <b>\$2,291,148</b> | <b>\$2,489,000</b> | <b>\$262,372</b> | <b>\$8,173,329</b> | <b>\$30,000</b> | <b>\$13,245,849</b> |
| <b>GRAND TOTAL</b> | <b>\$2,291,148</b> | <b>\$2,489,000</b> | <b>\$262,372</b> | <b>\$8,173,329</b> | <b>\$30,000</b> | <b>\$13,245,849</b> |

## FINANCIAL CONSTRAINT

### Transit

|                        | Federal Funding Source |                    |                  | MoDOT           | Local              | TOTAL               |
|------------------------|------------------------|--------------------|------------------|-----------------|--------------------|---------------------|
|                        | 5309                   | 5307               | 5339             |                 |                    |                     |
| <b>PRIOR YEAR</b>      |                        |                    |                  |                 |                    |                     |
| Balance                | \$2,291,148            | \$ -               | \$ -             | \$ -            | \$ -               | \$2,291,148         |
| <b>FY 2015</b>         |                        |                    |                  |                 |                    |                     |
| Funds Anticipated      | \$ -                   | \$ 2,489,000       | \$ 262,372       | \$ 30,000       | \$ 8,173,329       | \$10,954,701        |
| Funds Programmed       | (\$2,291,148)          | (\$2,489,000)      | (\$262,372)      | (\$30,000)      | (\$8,173,329)      | (\$13,245,849)      |
| <b>Running Balance</b> | <b>\$0</b>             | <b>\$0</b>         | <b>\$0</b>       | <b>\$0</b>      | <b>\$0</b>         | <b>\$0</b>          |
| <b>FY 2016</b>         |                        |                    |                  |                 |                    |                     |
| Funds Anticipated      | \$ -                   | \$ 2,600,000       | \$ 262,372       | \$ 30,000       | \$ 8,900,000       | \$11,792,372        |
| Funds Programmed       | \$ -                   | \$ -               | \$ -             | \$ -            | \$ -               | \$0                 |
| <b>Running Balance</b> | <b>\$0</b>             | <b>\$2,600,000</b> | <b>\$262,372</b> | <b>\$30,000</b> | <b>\$8,900,000</b> | <b>\$11,792,372</b> |
| <b>FY 2017</b>         |                        |                    |                  |                 |                    |                     |
| Funds Anticipated      | \$ -                   | \$ 2,700,000       | \$ 262,372       | \$ 30,000       | \$ 9,186,000       | \$12,178,372        |
| Funds Programmed       | \$ -                   | \$ -               | \$ -             | \$ -            | \$ -               | \$0                 |
| <b>Running Balance</b> | <b>\$0</b>             | <b>\$2,700,000</b> | <b>\$262,372</b> | <b>\$30,000</b> | <b>\$9,186,000</b> | <b>\$23,970,744</b> |
| <b>FY 2018</b>         |                        |                    |                  |                 |                    |                     |
| Funds Anticipated      | \$ -                   | \$ 2,800,000       | \$ 262,372       | \$ 30,000       | \$ 9,681,000       | \$12,773,372        |
| Funds Programmed       | \$ -                   | \$ -               | \$ -             | \$ -            | \$ -               | \$0                 |
| <b>Running Balance</b> | <b>\$0</b>             | <b>\$2,800,000</b> | <b>\$262,372</b> | <b>\$30,000</b> | <b>\$9,681,000</b> | <b>\$36,744,116</b> |