



Regional Transportation Plan 2016

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Appendix A

Mid-MO RPC Transportation Work Program 2015-2016



**Transportation Work Program
July 01, 2015 – June 30, 2016**

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Summary

This narrative outlines the transportation work program for the Mid-Missouri Regional Planning Commission (Mid-MO RPC) for the time period of July 01, 2015 thru June 30, 2016. Mid-MO RPC and the Missouri Department of Transportation (MoDOT) have maintained a transportation planning partnership since 2000. These transportation planning activities have included the development of a regional transportation plan, the prioritization of transportation needs in the region, coordination and facilitation of discussions of transportation issues with the transportation advisory committee, the dissemination of information on transportation issues to the Mid-MO RPC membership, and providing technical assistance to local governments in developing local transportation plans and assistance for alternative transportation system grants. Mid-MO RPC also participates in coordination efforts with the two metropolitan planning organizations (MPO) in the region- Capitol Area Metropolitan Planning Organization (CAMPO) and Columbia Area Transportation Study Organization (CATSO).

The Mid-MO RPC encompasses six counties- Boone, Callaway, Cole, Cooper, Howard, and Moniteau. The region's population is over 326,000, and is an area of 3,363 square miles. The Mid-MO RPC is located within MoDOT's Central District. Annually, Mid-Mo RPC prepares a work program outlining the transportation planning activities to be accomplished during the year, including cost estimates for activities, and activity deliverables. The work program is reviewed by the Mid-MO RPC Transportation Advisory Committee, and Board of Directors. Final approval of the work program is by MoDOT, prior to beginning the planning activities.

Mid-MO RPC's transportation work program is divided into 4 categories or tasks- administration, regional transportation plan update, transportation planning activities, and professional development. The description for each task and methodology to accomplish that task is provided. Also included in the work program is the task budget, staff assignment, and products or deliverables that will be produced. The Mid-MO RPC transportation program cost estimate is \$74,250. Funding is provided by MoDOT (80% or \$59,400) and the Mid-MO RPC (20% or \$14,850); identical funding amounts to the current FY15 work program.

Task 1.0 Administration

Description: This task includes administrative work necessary for tracking and reporting planning activities as specified in the MoDOT contract. Administration responsibilities will include filing quarterly progress reports and invoices, maintaining correspondence regarding transportation matters, and coordination of transportation planning activities. Direct costs for transportation planning expenses are also included.

Goals: The administration task shall ensure responsibility, efficiency, and transparency in all fiscal and reporting aspects of the Transportation Work Program.

Deliverables:

- Maintenance of progress billing, spreadsheet time/cost analyses, and narrative activity summaries.
- Submission of activity reports to MoDOT no later than:
 1. October 15, 2015
 2. January 15, 2016
 3. April 15, 2016
 4. July 15, 2016
- Submittal of Work Program for 2017 Fiscal Year.
- Annual Performance and Expenditure Report (included with final invoice request).

Target Completion Dates: Quarterly reports with invoices will be sent no later than 15 days after the last day of the quarterly reporting period- (October 15, 2015, January 15, 2016, April 15, 2016 and July 15, 2016). The FY16 Work Program will be sent within the identified time period as identified by MoDOT. Mid-MO RPC has programmed the transportation activity invoicing/reporting period on a quarterly basis, but may adjust to bi-monthly or monthly reporting as may be required by the RPC.

Completed Work: In FY15 the Mid-MO RPC submitted to MoDOT the required activity and expenditure reports summaries in a timely fashion. Our work program activities and expenditures meet the recommended guidelines (self-evaluation tool) as established by MoDOT and the Missouri Association of Councils of Government (MACOG).

Staff Assignment/Projected Hours: Executive Director, Fiscal Officer

Funding Level: Total- \$6,000
MoDOT- \$4800
Mid-MO RPC - \$1200

Category	Percent of Total	Line Item Amount	Comments
Staff	80%	4800	Exec. Director, Fiscal Officer
Direct		1080	% cost allocation- rent, phone, audit, copier, etc.
Supplies		120	
Meeting materials			
Total		\$6000	

Task 2.0--Regional Transportation Plan

Description: Mid-MO RPC completed its Regional Transportation Plan in 2010. The plan is updated annually with relevant information made available through transportation planning and other planning activities conducted as part of the Mid-MO RPC Work Program. The plan has been distributed to Mid-MO RPC Commission members, and can be viewed on the www.mmrpc.org website.

In FY15 the Regional Transportation Plan will undergo significant revision. Information from the *2013 Coordinated Public Transit-Human Services Transportation Plan and the 2014 MoDDC/Mid-MO RPC Transportation Coordination Implementation Strategy* will be added. In addition, traffic counts, sidewalk inventories and low water crossing data will be added. Plan updates will also include updated information regarding the region's transportation systems that include rail, river, airport, intermodal systems, and census data.

Goals: The Regional Transportation Plan task shall ensure that the document for which it is named is up to date, accurate, and is a reasonably comprehensive reflection of the region's transportation system and organizational structure.

Deliverables:

- Any additional material (i.e. text, figures, charts, maps) added to the plan as updates when new census data becomes available.
- Any additional updates- pedestrian/bicycle networks, city/county/state roadway connectivity, signalized intersections, safety improvements, etc. Sidewalk inventories and assessment.
- Annual updates to the Regional Transportation Plan transportation priorities list- identify and review of state bridge and road projects, and update other transportation needs with Transportation Advisory Committee.
- List and contact information of transportation stakeholders (all modes)

Completed Work: The Mid-Missouri Regional Transportation Plan" is complete. The plan is available for viewing at the Mid-MO RPC website- www.mmrpc.org. Mid-MO RPC continues to update the plan as new information becomes available.

Staff Assignment/Projected Hours: Executive Director, Regional Planner, and Regional Planner/GIS/

Funding Level: **Total- \$10,000**
MoDOT- \$8,000
Mid-MO RPC-\$2,000

Category	Percent	Amount	Comments
Staff	80%	8,000	Exec. Director, Planners (2)
Direct		1,800	% allocation- rent, phone, audit, copier, etc.
Supplies		200	
Subcontract		0	
Meeting materials		0	
Staff Travel		0	
Total		\$10,000	

3.0--Core Activities- Transportation Planning

Description: This task encompasses the core planning activities performed by Mid-MO RPC. It includes staff support to the Mid-Missouri Regional Planning Commission Transportation Advisory Committee (TAC), activities associated with the identification of transportation investment priorities in the region and state, providing technical assistance to Mid-MO RPC membership in transportation planning, participation in MoDOT sponsored events and processes, and participation in MoDOT Central District quarterly meetings.

Mid-MO RPC also serves as a technical resource for planning activities in the Region. Activities include:

- Coordinating efforts with the region's two MPOs (CAMPO-Jefferson City and CATSO-Columbia) - including attending meetings as may be required.
- Planning activities promoting linkages to other Mid-MO RPC programs as plans- such as the Economic Development Advisory Committee and the transportation section of the Comprehensive Economic Development Strategy (CEDS).
- Maintain support and participation with the Mid-Missouri Transportation Coordination Council (MMTCC).
- Assisting communities with the development of transportation plans, including bicycle pedestrian plans.
- Assisting regional/local transportation advocacy groups with data and coordination.
- GPS mapping transportation infrastructure as may be requested. Examples include low water crossings, off-system bridges, signs, sidewalks, etc. Includes upkeep of GIS data for the region's transportation system.

Mid-MO RPC will also actively enhance communication and information between the RPC membership and public regarding transportation issues. The RPC maintains an up-to-date website (www.mmrpc.org) which is used as our communication focal point. We will implement e-blast announcements that will include information pertaining to transportation planning and TAC activities. Maintenance of transportation related aspects of the website is included in this work element. As may be requested, Mid-MO RPC staff will be available to the general public, civic groups, and local governments to discuss transportation issues, including statewide funding concerns transportation initiatives. Mid-MO RPC prepares an annual report that includes highlights of transportation planning activities completed throughout the year.

Goals: The Core Activities task will ensure that the RPC's TAC has the means to function properly and receives the necessary information to make sound decisions and recommendations.: The activities are meant to serve the region by advancing data and analysis quality on specific projects, fostering cooperation and sharing of data with other transportation entities in the region, and promoting the value of transportation planning to the local government membership. This task targets a goal of a more informed membership that interacts with RPC staff and considers available up-to-date transportation information in decision-making.

Activities / Deliverables:

- Records of all TAC meetings (i.e. agendas, minutes) and all transportation needs identified by the membership and added to the project list by the committee.
- Staff participation in all transportation identification and prioritization processes either at the statewide or regional level.
- To ensure that the TAC identifies and prioritizes transportation needs and projects according to the MoDOT planning framework.
- Updates to membership on grant availability, assistance throughout the grant writing process (including mapping support), and record-keeping of grant applications and awards.
- MoDOT informational materials and the transmission of state and district level information to Mid-MO RPC membership.

- Summary of coordination activities with CAMPO and CATSO on projects and plans of regional impact.
- Expanded and updated GIS data library and the continued use of that data for analysis and mapping
- Contributions and updates to the transportation sections of Mid-MO RPC's non-transportation specific plans, such as the Comprehensive Economic Development Strategy
- Local transportation plans as completed.
- Communications materials to membership, including e-blasts, press releases, and the Mid-MO RPC Annual Reports available for viewing at www.mmrpc.org.

Target Completion Dates: TAC Meetings- July 2015, September 2015, November 2015, January 2016, March 2016, May 2016.

Completed Work: Ongoing activity. Mid-MO RPC has had an active Transportation Advisory Committee in place since 2000, and participates in MoDOT district and state planning activities as required. Mid-MO RPC staff continues to attend CAMPO and CATSO meetings as may be required to promote working partnerships on transportation issues within the region. Staff participated in MACOG Transportation Sub-Committee discussions with MoDOT, provided GIS mapping support for communities within the region on transportation projects. Sidewalk inventories have been completed for communities within the Mid-MO RPC RPO Transportation Area. The draft Transportation Plan and Pedestrian/Bike Plan have been completed.

Information on transportation issues and activities, as well as, newsletters, e-blasts and the Mid-MO annual report are available for review at www.mmrpc.org

Staff Assignment/ Projected Hours: Executive Director, Regional Planner, Regional Planner/GIS Admin. Asst.

Funding Level: **Total \$46,880**
 MoDOT- \$37,504
 Mid-MO RPC- \$9,376

Category	Percent of Total	Line Item Amount	Comments
Staff	76%	36350	Exec. Director, Planners (2) Fiscal Officer, Admin Assistant
Direct		9100	% allocation- rent, phone, audit, copier, etc.
Supplies		450	
Meeting materials		400	
Staff Travel		1300	
Total		\$ 47600	

Task 4.0--Professional Development

Description: The purpose of this task is to continue to expand and develop the knowledge and capability of the Mid-MO RPC staff. The task provides for opportunities to attend various training sessions to learn about techniques and methodologies used in transportation planning, available data resources, and issues of national, state, and regional importance impacting transportation planning. Staff will attend all MACOG meetings where transportation issues are discussed by other regional planning organizations and MoDOT staff is present to provide information and training.

Dues to professional development organizations- the National Association and the Missouri Association of Councils of Government are included in this element. The dues payment is equally allocated to other programs (i.e. Economic Development) with the RPC structure. Staff will attend seminars, conferences, and workshops available at the federal, state, and regional level that discuss transportation issues, including the federal local public assistance (LPA) program. Other training opportunities may include the American Planning Association Conference, the MACOG leadership retreat, the Governors Conference on Transportation, the Governors Conference on Economic Development, webinars, regional GIS workshops, the Missouri Mappers Association, and the Mid-America GIS Consortium.

Goals: The Professional Development task is aimed at the continuing education and improved capability of Mid-MO RPC staff through attendance of seminars and training.

Target Completion Dates: Ongoing.

Deliverables: Expanded skill sets and knowledge/expertise of staff resulting from attendance of training opportunities. Staff will include in quarterly reports summaries of professional development activities. A summary of professional development activities to be included in quarterly reports.

Completed Work: Mid-MO RPC staff is an active participant in MACOG activities and attended all the organization’s meetings and retreats. Staff also participated in the State Emergency Management Conference, the Economic Development Administration training conference, and GIS development activities – Missouri Mappers Association (MMA) Conference, and the Mid-America GIS Consortium (MAGIC) Conference.

Staff Assignment/Projected Hours: Executive Director, Regional Planner, Regional Planner/GIS, and Fiscal Officer.

Funding Level: Total: \$10,650 MoDOT- \$8520, Mid-MO RPC -\$2130

Category	Percent of Total	Line Item Amount	Comments
Staff	66%	7000	Exec. Director, Planner
Direct		1800	% allocation- rent, phone, audit, copier, etc.
Supplies		100	
Dues-MACOG/NADO		1000	Cost allocation %
Travel		400	
Conf. Registration		350	
Total	100%	10,650	

MID-MO RPC				
TRANSPORTATION WORK PROGRAM FY16				
COST SUMMARY				
	Description	Expense	Salaries/Fringe	Total
TASK	Administration	1200	4800	6000
	Transportation Plan	2000	8000	10000
	Core- Planning Activities	11250	35630	47600
	Professional Development	3650	7000	10650
		17980	55550	
	Total			74250
ALLOCATION-LINE ITEM	Estimated Staff Hours	1917		
	Staff Salaries/Fringe	56150		
	Conf. Fees	350		
	Lodging	400		
	Meeting Materials	400		
	Membership Dues	1000		
	Supplies	900		
	Travel	1700		
	Direct Expense-(rent, Utilites etc. - Cost Allocation)	13350		
		74250		
	Total			
	Description	Rate	Hours	Total
STAFF LISTING	Executive Director	45.25	499	22579
	Fiscal Officer	25.88	150	3882
	Transportation Planner	24.86	629	15637
	Planner	24.86	168	4176
	Admin Asst.	19.75	500	9875
			1946	56149

Appendix B

OSEDA Senior Report 2013

Boone

Population 65+, 2011: 15,500
 Percent Change 65+, 2008-2011: 6.9%



Composite County Rank: 1

Outcome Indicators

	Year	Measure	Trend	State Measure	County Rank
Economic Well-being					
SSI Payments as Percent of Total Personal Income	2007	0.23%	↓	0.36%	23
	2010	0.27%			
Workforce Participation					
Percent of Seniors Working for Pay	2007	17.0%	↑	12.2%	4
	2011	19.1%			
Economic Contribution **					
Economic Impact Index	2008	16.1%	↑	20.0%	106
	2011	17.9%			
Housing **					
Percent of Seniors Housing Cost Burdened	2008	28.4%	↑	29.4%	19
	2011	20.7%			
Transportation					
Percent of All Seniors with Missouri Driver's License	2008	83.7%	↑	88.6%	12
	2011	93.6%			
Household Composition					
Seniors Filing Missouri Joint Income Tax Returns	2007	53.7%	↑	56.7%	106
	2011	54.5%			
Civic Engagement **					
Senior Voters Index	2008	57.5	↑	71.7	7
	2011	77.0			
Long Term Care Costs **					
Medicaid Costs for Long Term Care per Capita	2008	\$75	↓	\$153	8
	2010	\$83			
Safety					
Crime and Senior Abuse per 1,000 Persons	2008	32.4	↑	27.4	93
	2011	26.7			
Health Status *					
Hospitalizations & ER Visits for Diabetes per 10,000 Seniors	2006	62.5	↑	66.0	53
	2010	57.4			
Health Care Access					
Primary Care Physicians per 1,000 Seniors	2004	22.2	↑	13.1	1
	2008	42.4			

Status Indicators

Demographics	Measure	Quality of Life	Measure
Total Population, 2008	154,331	Senior Owner-Occupied Housing, 2011	82.5%
Total Population, 2011	165,627	Seniors Living in Families, 2011	70.1%
Total Population Change/%, 2008-2011	11,296/7.3%	Median Value of All Owned Housing, 2011	\$164,100
Population 65+, 2008	14,498	Seniors in Poverty, 2011	5.8%
Percent of Population 65+, 2008	9.4%	Percent Age 60+ Receiving SNAP, 2011	4.0%
Percent of Population 65+, 2011	9.4%	Average Income of Senior Households, 2011	\$67,981
Population Projections 65+, 2020	14.1%	Seniors with a College Education, 2011	32.3%
Population Projections 65+, 2030	18.7%	Health and Wellness	
		No Exercise, 2011	24.0%
		No Sigmoidoscopy or Colonoscopy, 2011	22.5%
		High Blood Pressure, 2011	59.9%
		Obesity, 2011	24.9%
		Smoking, 2011	9.3%
		No Mammography, 2011	69.2%
		High Cholesterol, 2011	57.1%

*Three year average 2005-2007 and 2009-2011
 ** Not included in composite county rank

Callaway

Population 65+, 2011: 5,617
 Percent Change 65+, 2008-2011: 13.2%



Composite County Rank: 32

Outcome Indicators

	Year	Measure	Trend	State Measure	County Rank
Economic Well-being					
SSI Payments as Percent of Total Personal Income	2007	0.33%	↓	0.36%	47
	2010	0.39%			
Workforce Participation					
Percent of Seniors Working for Pay	2007	10.1%	↓	12.2%	38
	2011	9.8%			
Economic Contribution **					
Economic Impact Index	2008	13.8%	↑	20.0%	107
	2011	17.8%			
Housing **					
Percent of Seniors Housing Cost Burdened	2008	27.2%	↑	29.4%	69
	2011	26.3%			
Transportation					
Percent of All Seniors with Missouri Driver's License	2008	89.0%	↑	88.6%	31
	2011	90.8%			
Household Composition					
Seniors Filing Missouri Joint Income Tax Returns	2007	57.9%	↑	56.7%	81
	2011	58.4%			
Civic Engagement **					
Senior Voters Index	2008	57.4	↑	71.7	82
	2011	68.1			
Long Term Care Costs **					
Medicaid Costs for Long Term Care per Capita	2008	\$91	↑	\$153	9
	2010	\$85			
Safety					
Crime and Senior Abuse per 1,000 Persons	2008	32.4	↑	27.4	81
	2011	22.6			
Health Status *					
Hospitalizations & ER Visits for Diabetes per 10,000 Seniors	2006	64.3	↑	66.0	26
	2010	45.8			
Health Care Access					
Primary Care Physicians per 1,000 Seniors	2004	4.1	↑	13.1	36
	2008	6.8			

Status Indicators

Demographics	Measure	Quality of Life	Measure
Total Population, 2008	43,588	Senior Owner-Occupied Housing, 2011	84.4%
Total Population, 2011	44,420	Seniors Living in Families, 2011	68.6%
Total Population Change/%, 2008-2011	832/1.9%	Median Value of All Owned Housing, 2011	\$126,807
Population 65+, 2008	4,964	Seniors in Poverty, 2011	8.4%
Percent of Population 65+, 2008	11.4%	Percent Age 60+ Receiving SNAP, 2011	3.5%
Percent of Population 65+, 2011	12.6%	Average Income of Senior Households, 2011	\$48,245
Population Projections 65+, 2020	13.2%	Seniors with a College Education, 2011	18.6%
Population Projections 65+, 2030	15.9%	Health and Wellness	
		No Exercise, 2011	28.7%
		No Sigmoidoscopy or Colonoscopy, 2011	28.6%
		High Blood Pressure, 2011	64.2%
		Obesity, 2011	25.6%
		Smoking, 2011	9.9%
		No Mammography, 2011	67.6%
		High Cholesterol, 2011	61.2%

*Three year average 2005-2007 and 2009-2011
 ** Not included in composite county rank

Cole

Population 65+, 2011: 9,552
 Percent Change 65+, 2008-2011: 6.8%



Composite County Rank: 5

Outcome Indicators

	Year	Measure	Trend	State Measure	County Rank
Economic Well-being					
SSI Payments as Percent of Total Personal Income	2007	0.25%	↓	0.36%	26
	2010	0.28%			
Workforce Participation					
Percent of Seniors Working for Pay	2007	20.1%	↓	12.2%	3
	2011	19.2%			
Economic Contribution **					
Economic Impact Index	2008	15.0%	↑	20.0%	83
	2011	21.8%			
Housing **					
Percent of Seniors Housing Cost Burdened	2008	23.8%	↑	29.4%	28
	2011	21.7%			
Transportation					
Percent of All Seniors with Missouri Driver's License	2008	85.0%	↑	88.6%	13
	2011	93.4%			
Household Composition					
Seniors Filing Missouri Joint Income Tax Returns	2007	53.7%	↑	56.7%	102
	2011	54.8%			
Civic Engagement **					
Senior Voters Index	2008	59.8	↑	71.7	1
	2011	80.8			
Long Term Care Costs **					
Medicaid Costs for Long Term Care per Capita	2008	\$99	—	\$153	15
	2010	\$99			
Safety					
Crime and Senior Abuse per 1,000 Persons	2008	25.1	↑	27.4	82
	2011	22.7			
Health Status *					
Hospitalizations & ER Visits for Diabetes per 10,000 Seniors	2006	63.3	↑	66.0	48
	2010	55.2			
Health Care Access					
Primary Care Physicians per 1,000 Seniors	2004	11.3	↑	13.1	5
	2008	17.3			

Status Indicators

Demographics	Measure	Quality of Life	Measure
Total Population, 2008	74,388	Senior Owner-Occupied Housing, 2011	83.7%
Total Population, 2011	76,448	Seniors Living in Families, 2011	66.7%
Total Population Change/%, 2008-2011	2,060/2.8%	Median Value of All Owned Housing, 2011	\$147,300
Population 65+, 2008	8,945	Seniors in Poverty, 2011	5.9%
Percent of Population 65+, 2008	12.0%	Percent Age 60+ Receiving SNAP, 2011	2.5%
Percent of Population 65+, 2011	12.5%	Average Income of Senior Households, 2011	\$58,492
Population Projections 65+, 2020	15.2%	Seniors with a College Education, 2011	23.8%
Population Projections 65+, 2030	18.8%	Health and Wellness	
		No Exercise, 2011	29.9%
		No Sigmoidoscopy or Colonoscopy, 2011	29.1%
		High Blood Pressure, 2011	51.5%
		Obesity, 2011	17.6%
		Smoking, 2011	8.8%
		No Mammography, 2011	59.1%
		High Cholesterol, 2011	53.6%

*Three year average 2005-2007 and 2009-2011
 ** Not included in composite county rank

Cooper

Population 65+, 2011: 2,711
 Percent Change 65+, 2008-2011: 7.1%



Composite County Rank: 46

Outcome Indicators

	Year	Measure	Trend	State Measure	County Rank
Economic Well-being					
SSI Payments as Percent of Total Personal Income	2007	0.29%	↓	0.36%	34
	2010	0.32%			
Workforce Participation					
Percent of Seniors Working for Pay	2007	11.7%	↓	12.2%	41
	2011	9.7%			
Economic Contribution **					
Economic Impact Index	2008	19.3%	↑	20.0%	57
	2011	24.7%			
Housing **					
Percent of Seniors Housing Cost Burdened	2008	26.8%	↑	29.4%	63
	2011	25.9%			
Transportation					
Percent of All Seniors with Missouri Driver's License	2008	85.4%	↑	88.6%	86
	2011	86.4%			
Household Composition					
Seniors Filing Missouri Joint Income Tax Returns	2007	55.5%	↑	56.7%	73
	2011	59.1%			
Civic Engagement **					
Senior Voters Index	2008	59.5	↑	71.7	35
	2011	72.9			
Long Term Care Costs **					
Medicaid Costs for Long Term Care per Capita	2008	\$190	↑	\$153	50
	2010	\$183			
Safety					
Crime and Senior Abuse per 1,000 Persons	2008	26.5	↑	27.4	68
	2011	19.2			
Health Status *					
Hospitalizations & ER Visits for Diabetes per 10,000 Seniors	2006	92.3	↑	66.0	40
	2010	53.1			
Health Care Access					
Primary Care Physicians per 1,000 Seniors	2004	2.4	↑	13.1	58
	2008	5.1			

Status Indicators

Demographics	Measure	Quality of Life	Measure
Total Population, 2008	17,326	Senior Owner-Occupied Housing, 2011	81.1%
Total Population, 2011	17,663	Seniors Living in Families, 2011	66.8%
Total Population Change/%, 2008-2011	337/1.9%	Median Value of All Owned Housing, 2011	\$117,977
Population 65+, 2008	2,532	Seniors in Poverty, 2011	8.4%
Percent of Population 65+, 2008	14.4%	Percent Age 60+ Receiving SNAP, 2011	4.4%
Percent of Population 65+, 2011	15.3%	Average Income of Senior Households, 2011	\$41,944
Population Projections 65+, 2020	16.7%	Seniors with a College Education, 2011	10.1%
Population Projections 65+, 2030	21.4%	Health and Wellness	
		No Exercise, 2011	32.2%
		No Sigmoidoscopy or Colonoscopy, 2011	35.1%
		High Blood Pressure, 2011	62.9%
		Obesity, 2011	25.9%
		Smoking, 2011	7.9%
		No Mammography, 2011	45.0%
		High Cholesterol, 2011	51.9%

*Three year average 2005-2007 and 2009-2011
 ** Not included in composite county rank

Howard

Population 65+, 2011: 1,592
 Percent Change 65+, 2008-2011: 0.0%



Composite County Rank: 39

Outcome Indicators

	Year	Measure	Trend	State Measure	County Rank
Economic Well-being					
SSI Payments as Percent of Total Personal Income	2007	0.44%	↑	0.36%	43
	2010	0.38%			
Workforce Participation					
Percent of Seniors Working for Pay	2007	9.5%	↑	12.2%	37
	2011	10.0%			
Economic Contribution **					
Economic Impact Index	2008	21.5%	↑	20.0%	35
	2011	27.2%			
Housing **					
Percent of Seniors Housing Cost Burdened	2008	18.1%	↑	29.4%	4
	2011	17.5%			
Transportation					
Percent of All Seniors with Missouri Driver's License	2008	80.2%	↑	88.6%	95
	2011	85.7%			
Household Composition					
Seniors Filing Missouri Joint Income Tax Returns	2007	54.3%	↑	56.7%	90
	2011	56.9%			
Civic Engagement **					
Senior Voters Index	2008	63.2	↑	71.7	20
	2011	74.2			
Long Term Care Costs **					
Medicaid Costs for Long Term Care per Capita	2008	\$174	↓	\$153	51
	2010	\$183			
Safety					
Crime and Senior Abuse per 1,000 Persons	2008	12.9	↑	27.4	5
	2011	10.7			
Health Status *					
Hospitalizations & ER Visits for Diabetes per 10,000 Seniors	2006	36.1	↑	66.0	6
	2010	29.6			
Health Care Access					
Primary Care Physicians per 1,000 Seniors	2004	2.5	↓	13.1	111
	2008	1.3			

Status Indicators

Demographics	Measure	Quality of Life	Measure
Total Population, 2008	9,851	Senior Owner-Occupied Housing, 2011	83.1%
Total Population, 2011	10,204	Seniors Living in Families, 2011	65.9%
Total Population Change/%, 2008-2011	353/3.6%	Median Value of All Owned Housing, 2011	\$102,754
Population 65+, 2008	1,592	Seniors in Poverty, 2011	14.6%
Percent of Population 65+, 2008	16.1%	Percent Age 60+ Receiving SNAP, 2011	5.1%
Percent of Population 65+, 2011	15.6%	Average Income of Senior Households, 2011	\$41,561
Population Projections 65+, 2020	15.3%	Seniors with a College Education, 2011	18.6%
Population Projections 65+, 2030	18.2%	Health and Wellness	
		No Exercise, 2011	29.4%
		No Sigmoidoscopy or Colonoscopy, 2011	34.0%
		High Blood Pressure, 2011	57.3%
		Obesity, 2011	20.3%
		Smoking, 2011	8.5%
		No Mammography, 2011	50.0%
		High Cholesterol, 2011	50.8%

*Three year average 2005-2007 and 2009-2011
 ** Not included in composite county rank

Moniteau

Population 65+, 2011: 2,173
 Percent Change 65+, 2008-2011: 7.0%



Composite County Rank: 17

Outcome Indicators

	Year	Measure	Trend	State Measure	County Rank
Economic Well-being					
SSI Payments as Percent of Total Personal Income	2007	0.27%	↑	0.36%	20
	2010	0.25%			
Workforce Participation					
Percent of Seniors Working for Pay	2007	8.8%	↑	12.2%	52
	2011	9.0%			
Economic Contribution **					
Economic Impact Index	2008	19.5%	↑	20.0%	55
	2011	24.9%			
Housing **					
Percent of Seniors Housing Cost Burdened	2008	20.9%	↑	29.4%	15
	2011	20.3%			
Transportation					
Percent of All Seniors with Missouri Driver's License	2008	86.6%	↑	88.6%	54
	2011	88.3%			
Household Composition					
Seniors Filing Missouri Joint Income Tax Returns	2007	57.6%	↑	56.7%	62
	2011	60.2%			
Civic Engagement **					
Senior Voters Index	2008	57.9	↑	71.7	19
	2011	74.4			
Long Term Care Costs **					
Medicaid Costs for Long Term Care per Capita	2008	\$144	↓	\$153	36
	2010	\$157			
Safety					
Crime and Senior Abuse per 1,000 Persons	2008	17.4	↑	27.4	1
	2011	8.9			
Health Status *					
Hospitalizations & ER Visits for Diabetes per 10,000 Seniors	2006	87.1	↑	66.0	15
	2010	36.5			
Health Care Access					
Primary Care Physicians per 1,000 Seniors	2004	2.5	↑	13.1	90
	2008	3			

Status Indicators

Demographics	Measure	Quality of Life	Measure
Total Population, 2008	15,075	Senior Owner-Occupied Housing, 2011	83.9%
Total Population, 2011	15,697	Seniors Living in Families, 2011	65.1%
Total Population Change/%, 2008-2011	622/4.1%	Median Value of All Owned Housing, 2011	\$113,410
Population 65+, 2008	2,031	Seniors in Poverty, 2011	9.1%
Percent of Population 65+, 2008	13.4%	Percent Age 60+ Receiving SNAP, 2011	4.0%
Percent of Population 65+, 2011	13.8%	Average Income of Senior Households, 2011	\$47,234
Population Projections 65+, 2020	14.5%	Seniors with a College Education, 2011	9.9%
Population Projections 65+, 2030	16.9%	Health and Wellness	
		No Exercise, 2011	32.5%
		No Sigmoidoscopy or Colonoscopy, 2011	30.5%
		High Blood Pressure, 2011	55.4%
		Obesity, 2011	26.0%
		Smoking, 2011	9.6%
		No Mammography, 2011	64.1%
		High Cholesterol, 2011	57.5%

*Three year average 2005-2007 and 2009-2011
 ** Not included in composite county rank

Appendix C

Mid-MO RPC Sidewalk Inventories

Boone County, MO



Sidewalk Assessment 2013

(Updated 2014 for Ashland and Centralia)



Table of Contents

Criteria.....	p. 1
Community Sidewalk Maps.....	p. 2
Sidewalk Surveys.....	p. 27

Criteria

The incorporated communities of Ashland, Centralia, Hallsville, Harrisburg, Hartsburg, Rocheport, and Sturgeon are included in the 2013 assessment. The communities of Huntsdale, McBaine, and Pierpont have no sidewalk and were not mapped. The City of Columbia was excluded because it is part of the Columbia Area Transportation Study Organization (CATSO).

The sidewalks in Hallsville, Harrisburg, Hartsburg, Rocheport, and Sturgeon were assessed on their current conditions in April, May, and June of 2012. The communities of Ashland and Centralia were updated in November 2014 by Mid-MO RPC staff. The chart below depicts the overall condition of sidewalks in the county:

	Condition in Linear Feet			Total Sidewalk
	Good	Fair	Poor	
Ashland	90,509	768	1,205	92,482
Centralia	56,400	9,975	32,171	98,766
Hallsville	41,021	1,918	1,051	43,990
Harrisburg	1,385	208	866	2,459
Hartsburg	352	1,913	657	2,922
Rocheport	2,157	0	510	2,667
Sturgeon	6,310	0	6,777	13,087
	Total Good: 198,134	Total Fair: 14,782	Total Poor: 43,237	256,373

The following criteria were used in assessing conditions. These assessment criteria are being used for assessments by all Regional Planning agencies across Missouri.

Good: Unlikely to hinder mobility of the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris which would impede pedestrian traffic.

Map key: Green/Blue

Fair: Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris.

Map key: Yellow

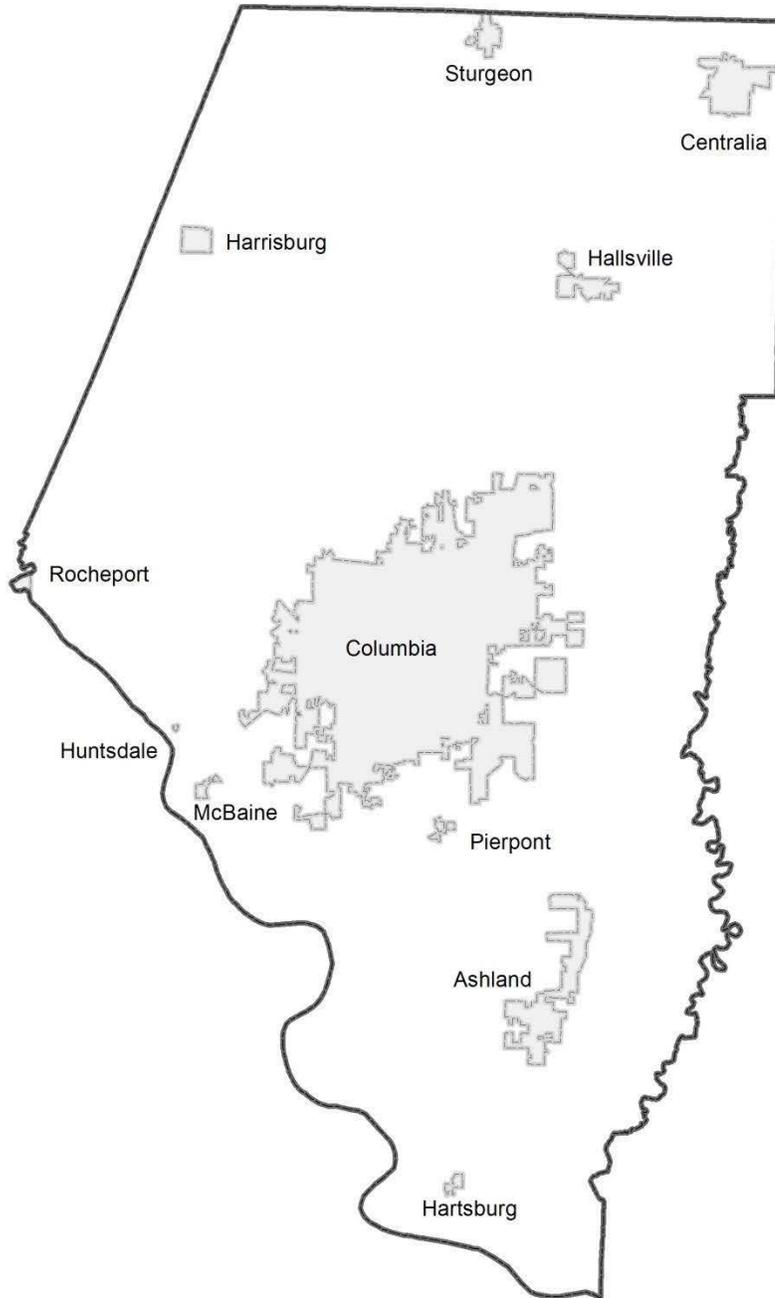
Poor: Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and / or debris such that pedestrian travel would be impeded.

Map key: Red

Gap: No sidewalk is present. Not mapped.

Community Sidewalk Maps

The following maps were created to illustrate location and condition of sidewalks within the communities of Ashland, Centralia, Hallsville, Harrisburg, Hartsburg, Rocheport, and Sturgeon.



Sidewalk Conditions (Map 1 of 7)

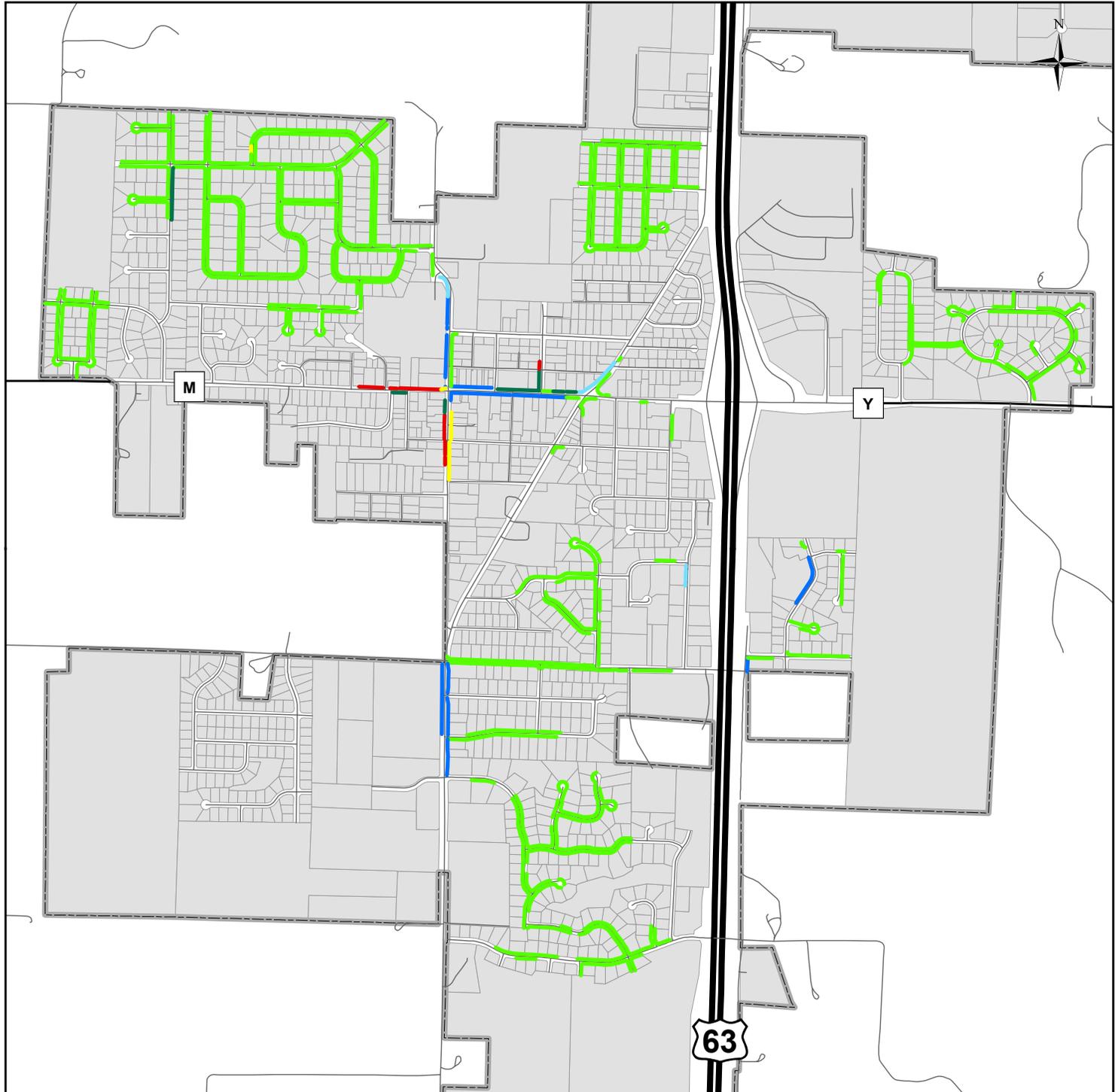
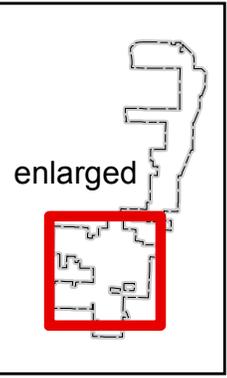
Ashland, MO

Total sidewalk: 91,648 lineal ft.

Note: All totals are city wide

- Roads
- ▭ City Limits
- ▭ Parcel

Condition	Width	Length ft.(%)
GOOD	<= 3.5	1,476 ft. (1.6%)
GOOD	4	82,521 ft. (90%)
GOOD	5	972 ft. (1%)
GOOD	>= 6	4,703 ft. (5%)
FAIR	4	768 ft. (0.9%)
POOR	<= 3.5	1,205 ft. (1.3%)



0 0.125 0.25 0.5 Miles

Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLV



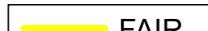
Sidewalk Conditions (Map 2 of 7)

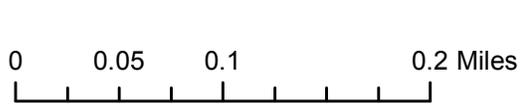
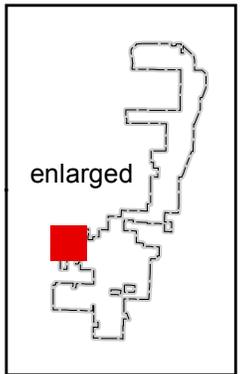
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Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW



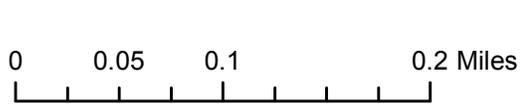
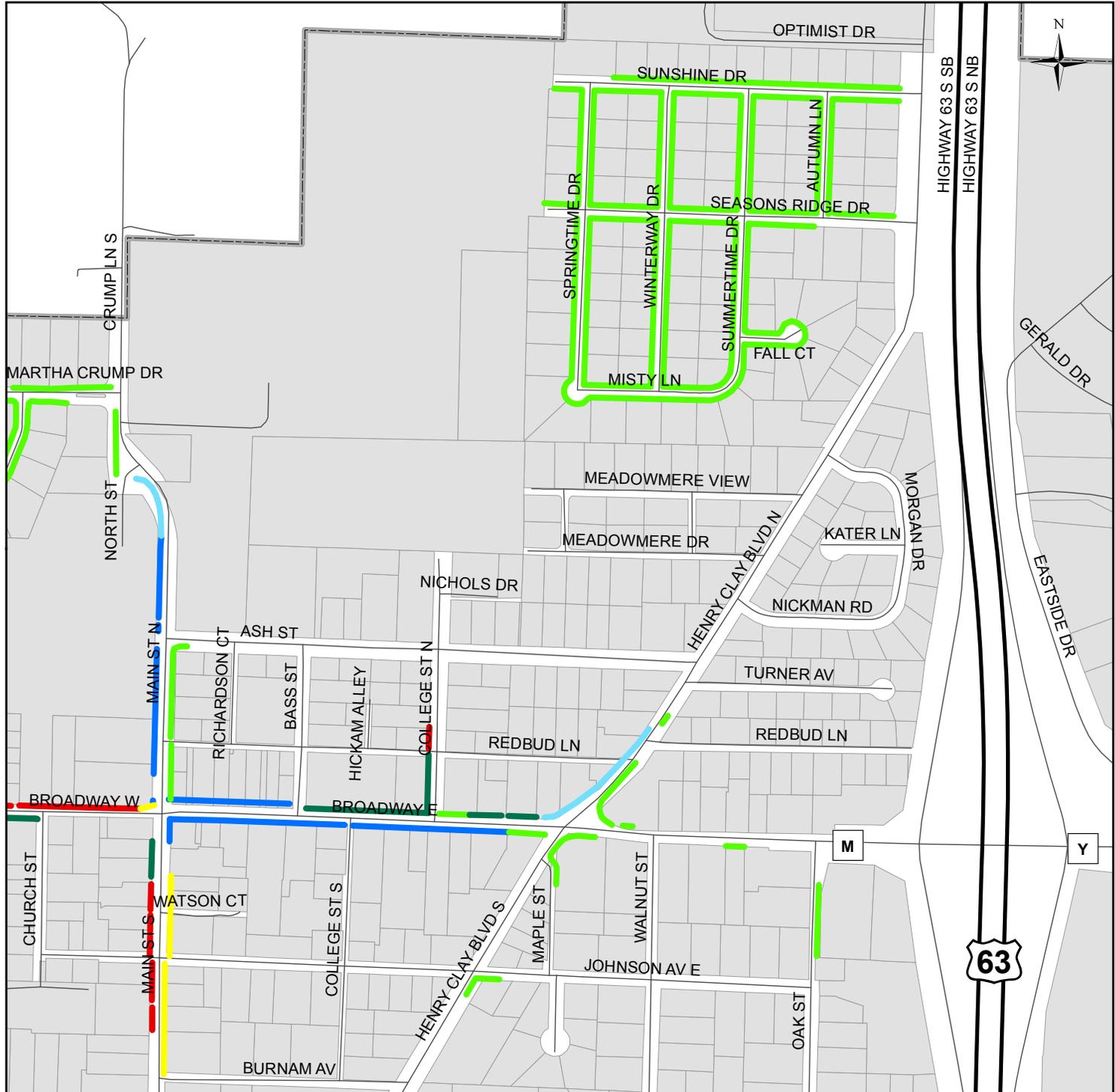
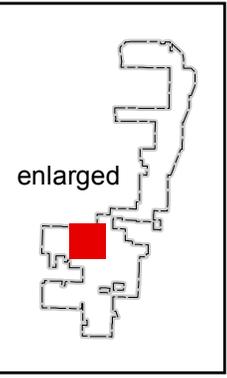
Sidewalk Conditions (Map 3 of 7) Ashland, MO

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Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW



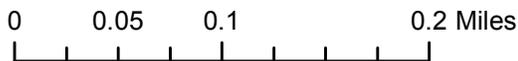
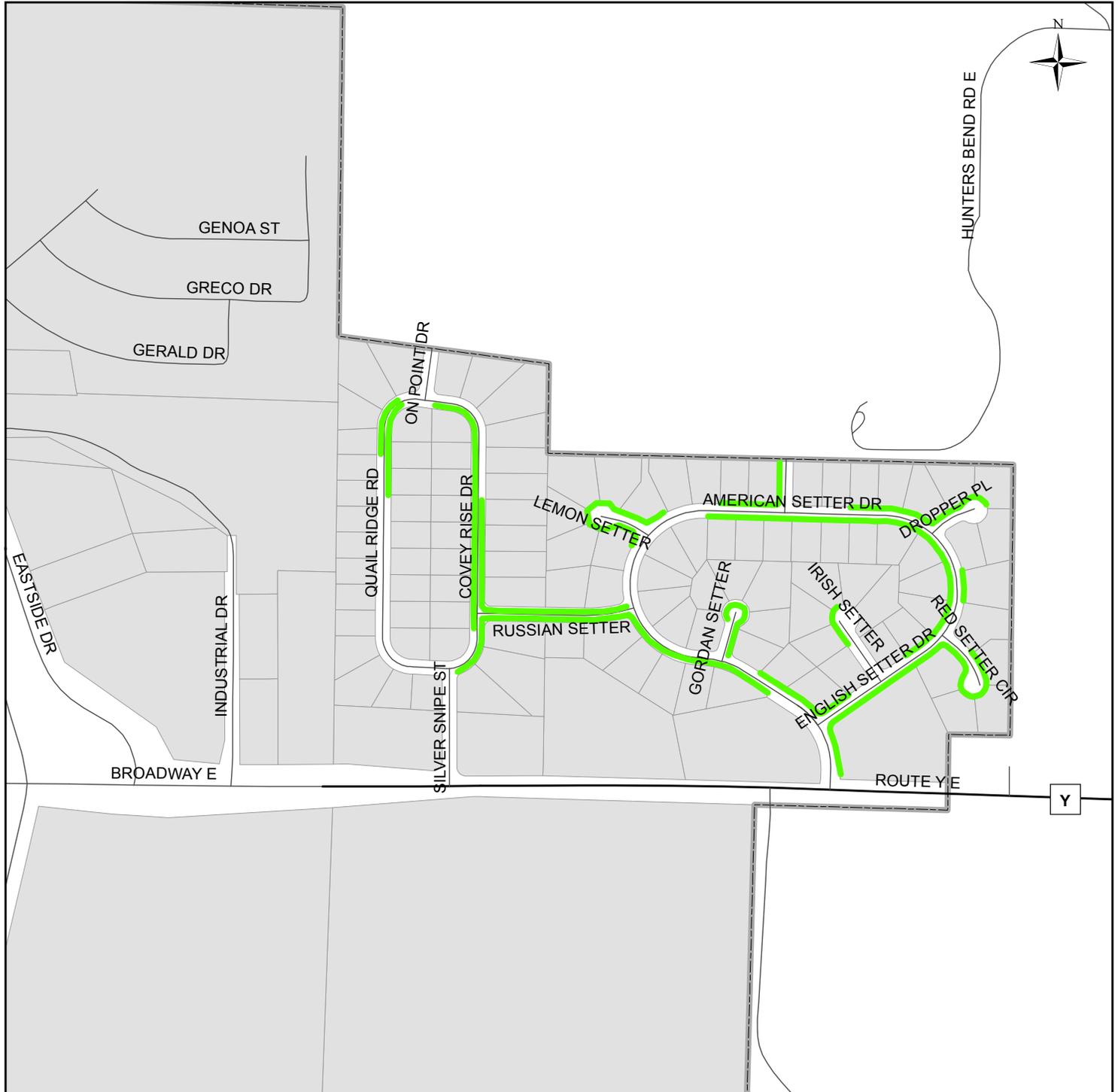
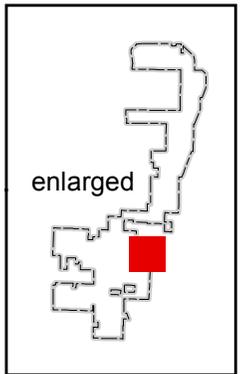
Sidewalk Conditions (Map 4 of 7) Ashland, MO

Total sidewalk: 91,648 lineal ft.

Note: All totals are city wide

- Roads
- ▭ City Limits
- ▭ Parcel

Condition	Width	Length ft.(%)
GOOD	<= 3.5	1,476 ft. (1.6%)
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Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW



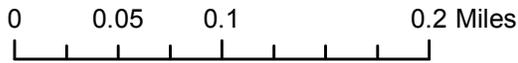
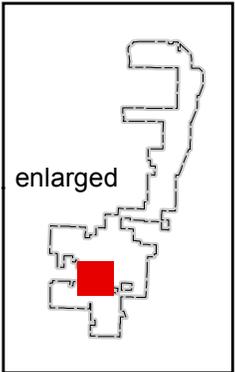
Sidewalk Conditions (Map 5 of 7) Ashland, MO

Total sidewalk: 91,648 lineal ft.

Note: All totals are city wide

- Roads
- ▭ City Limits
- ▭ Parcel

Condition	Width	Length ft.(%)
GOOD	<= 3.5	1,476 ft. (1.6%)
GOOD	4	82,521 ft. (90%)
GOOD	5	972 ft. (1%)
GOOD	>= 6	4,703 ft. (5%)
FAIR	4	768 ft. (0.9%)
POOR	<= 3.5	1,205 ft. (1.3%)



Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 K LW



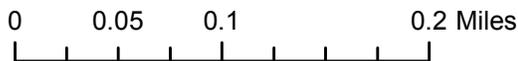
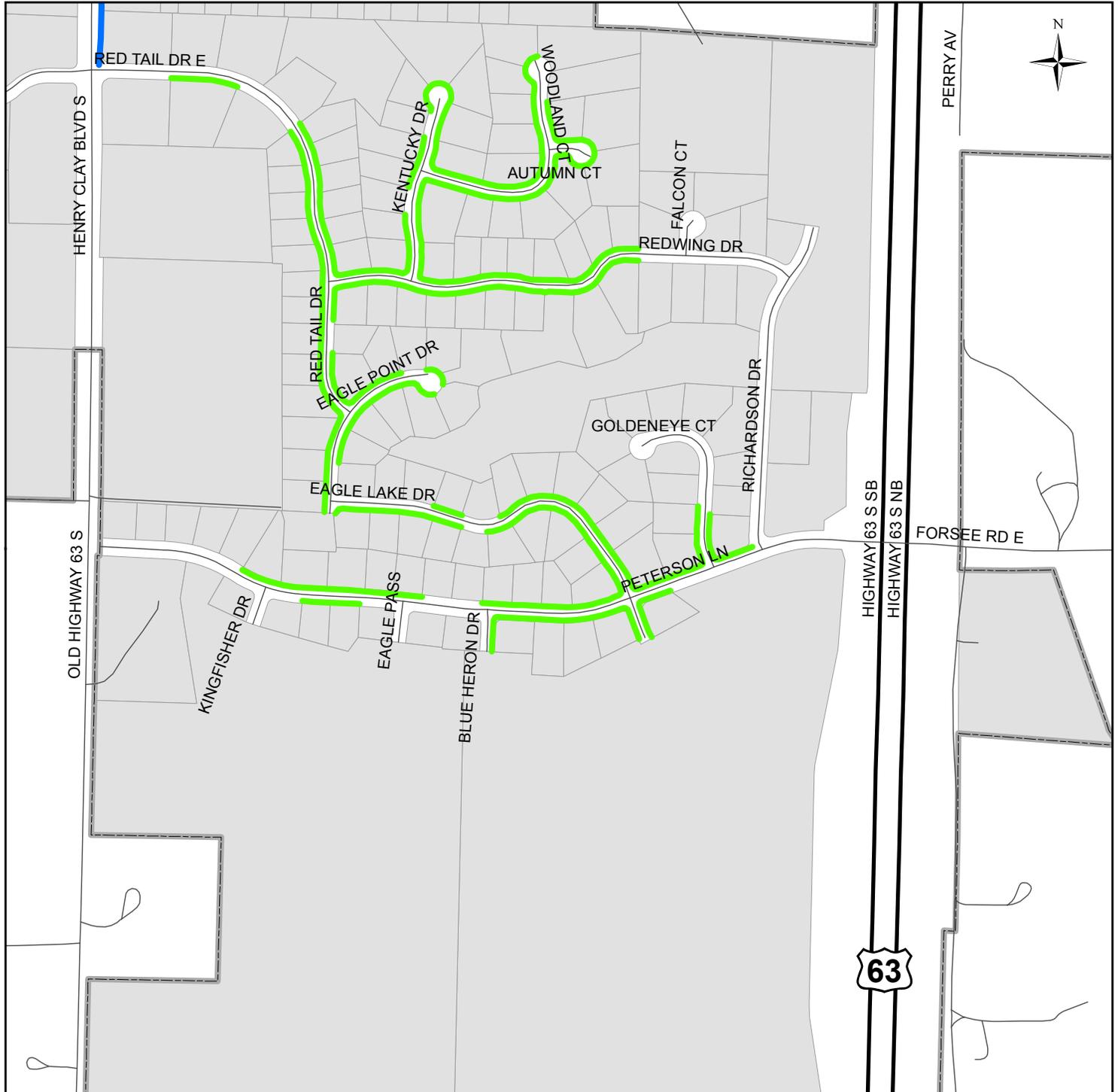
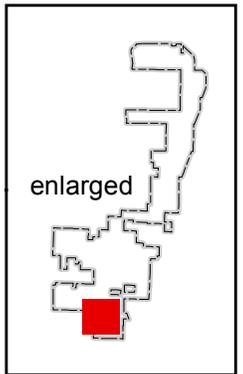
Sidewalk Conditions (Map 6 of 7) Ashland, MO

Total sidewalk: 91,648 lineal ft.

Note: All totals are city wide

-  Roads
-  City Limits
-  Parcel

Condition	Width	Length ft.(%)
 GOOD	<= 3.5	1,476 ft. (1.6%)
 GOOD	4	82,521 ft. (90%)
 GOOD	5	972 ft. (1%)
 GOOD	>= 6	4,703 ft. (5%)
 FAIR	4	768 ft. (0.9%)
 POOR	<= 3.5	1,205 ft. (1.3%)



Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLV

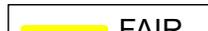


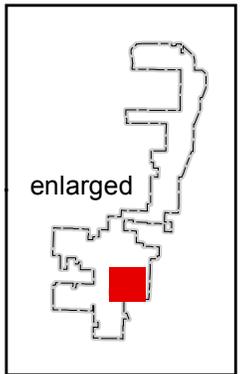
Sidewalk Conditions (Map 7 of 7) Ashland, MO

Total sidewalk: 91,648 lineal ft.

Note: All totals are city wide

-  Roads
-  City Limits
-  Parcel

Condition	Width	Length ft.(%)
 GOOD	<= 3.5	1,476 ft. (1.6%)
 GOOD	4	82,521 ft. (90%)
 GOOD	5	972 ft. (1%)
 GOOD	>= 6	4,703 ft. (5%)
 FAIR	4	768 ft. (0.9%)
 POOR	<= 3.5	1,205 ft. (1.3%)



Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW

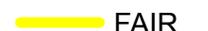


Centralia, MO (Map 1 of 7)

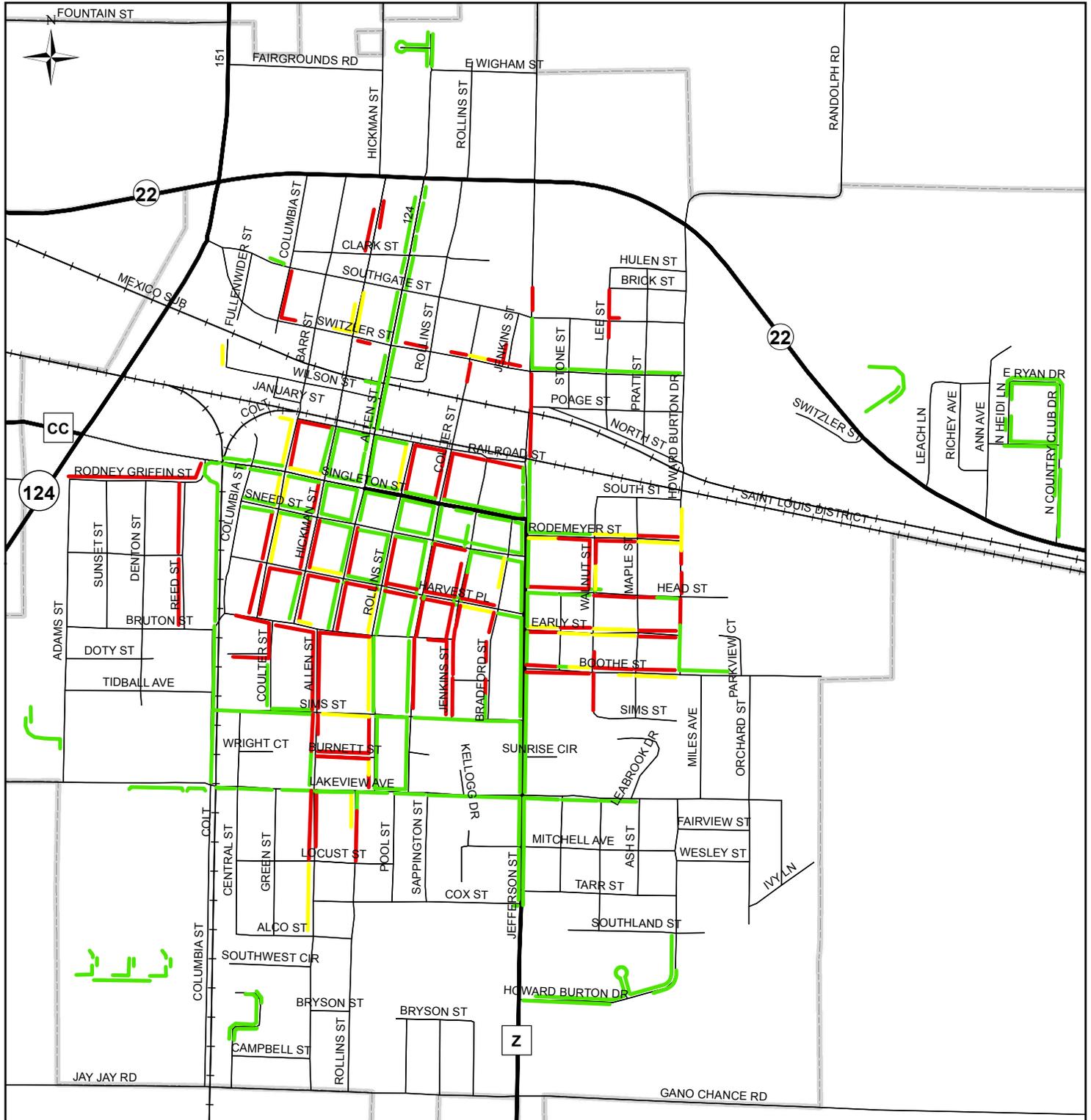
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD 56,400 ft. (57%)
-  FAIR 9,975 ft. (10%)
-  POOR 32,171 ft. (33%)

Total sidewalks: 98,547 ft.



Centralia, MO (Map 2 of 7)

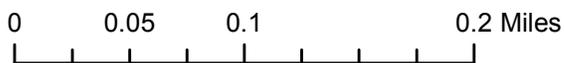
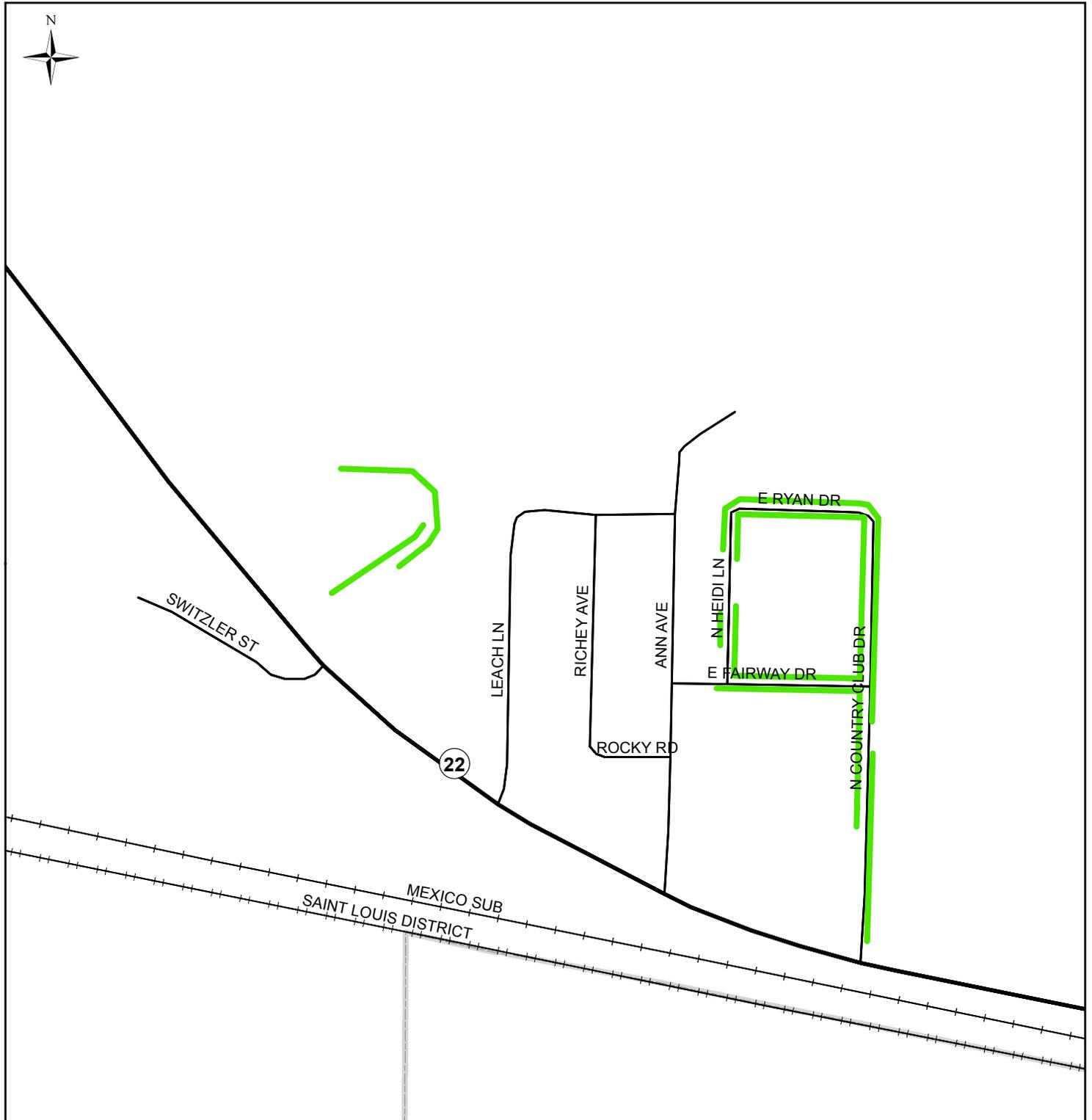
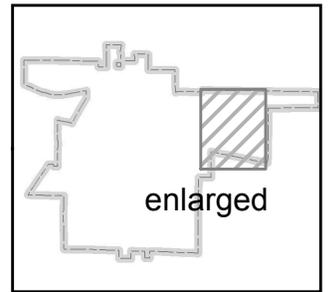
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD 56,400 ft. (57%)
-  FAIR 9,975 ft. (10%)
-  POOR 32,171 ft. (33%)

Total sidewalks: 98,766 ft.



Centralia, MO (Map 3 of 7)

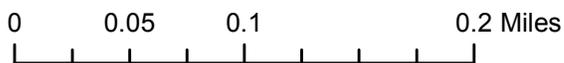
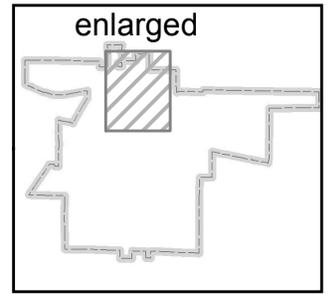
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD 56,400 ft. (57%)
-  FAIR 9,975 ft. (10%)
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Total sidewalks: 98,766 ft.



Centralia, MO (Map 4 of 7)

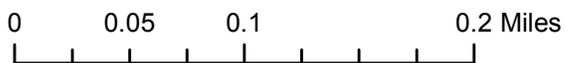
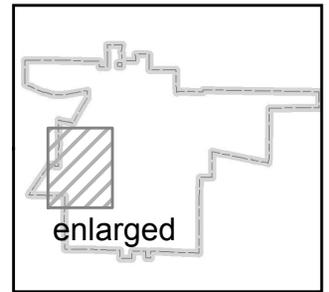
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD 56,400 ft. (57%)
-  FAIR 9,975 ft. (10%)
-  POOR 32,171 ft. (33%)

Total sidewalks: 98,766 ft.



Centralia, MO (Map 5 of 7)

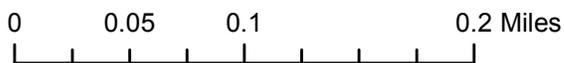
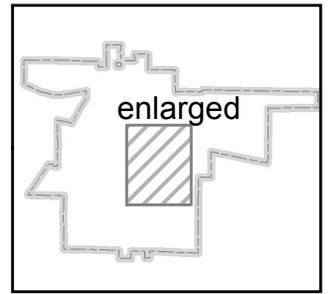
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD 56,400 ft. (57%)
-  FAIR 9,975 ft. (10%)
-  POOR 32,171 ft. (33%)

Total sidewalks: 98,766 ft.



Centralia, MO (Map 6 of 7)

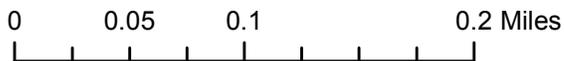
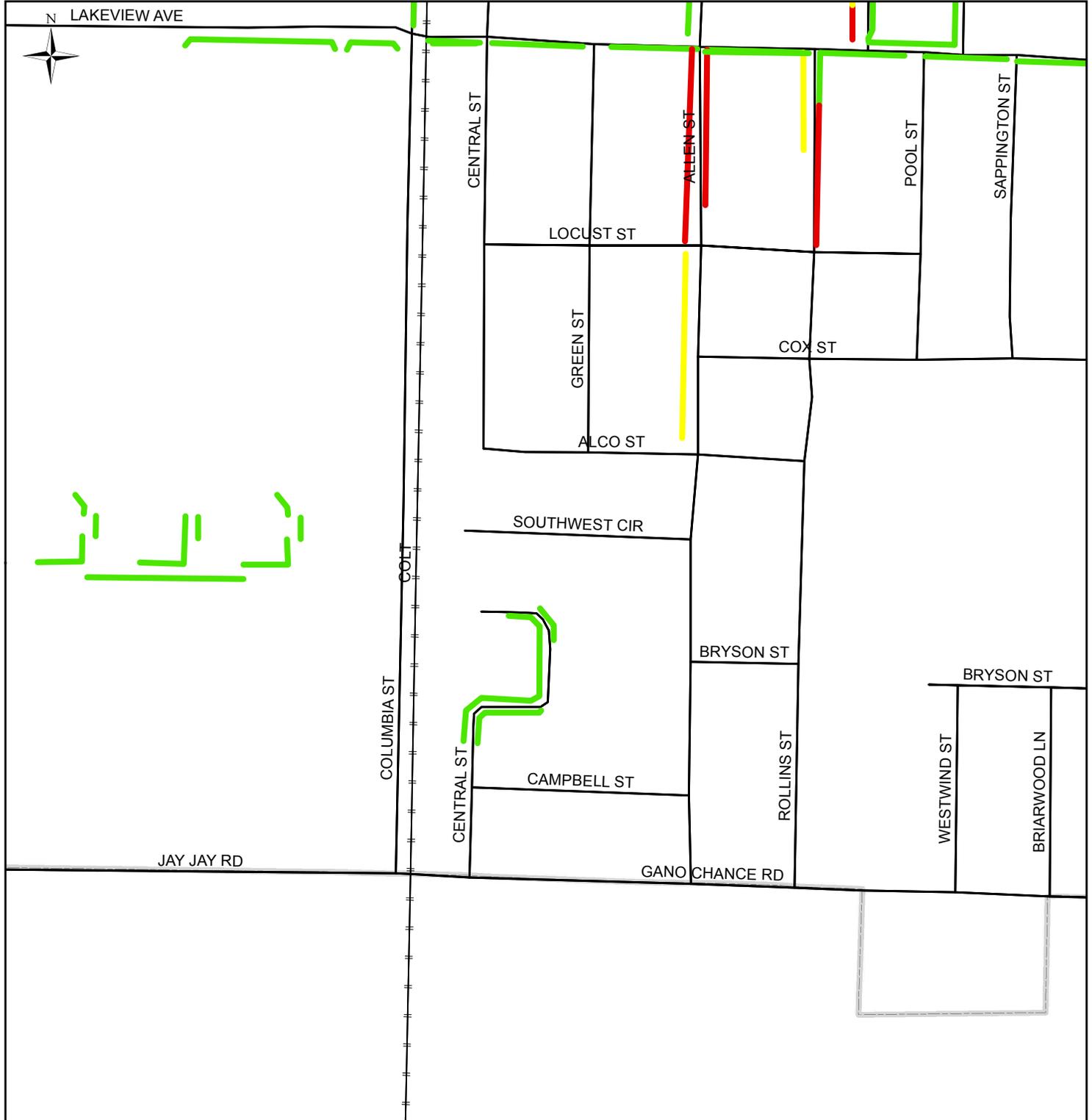
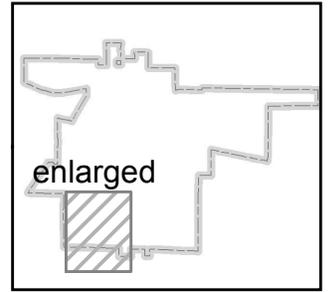
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD 56,400 ft. (57%)
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-  POOR 32,171 ft. (33%)

Total sidewalks: 98,766 ft.

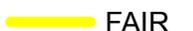


Centralia, MO (Map 7 of 7)

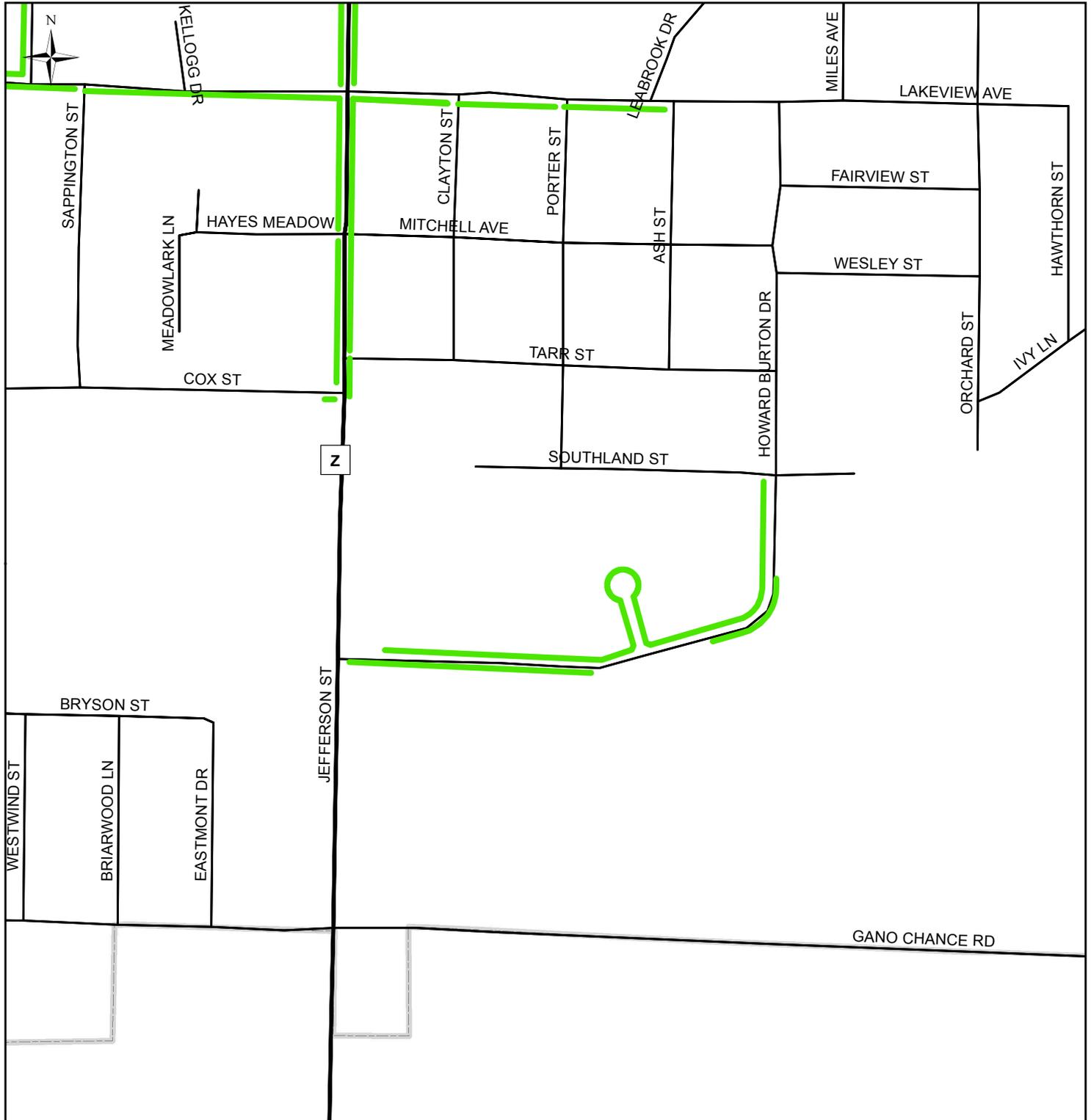
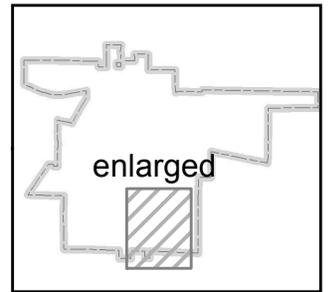
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD 56,400 ft. (57%)
-  FAIR 9,975 ft. (10%)
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Total sidewalks: 98,766 ft.



Hallsville, MO (Map 1 of 6)

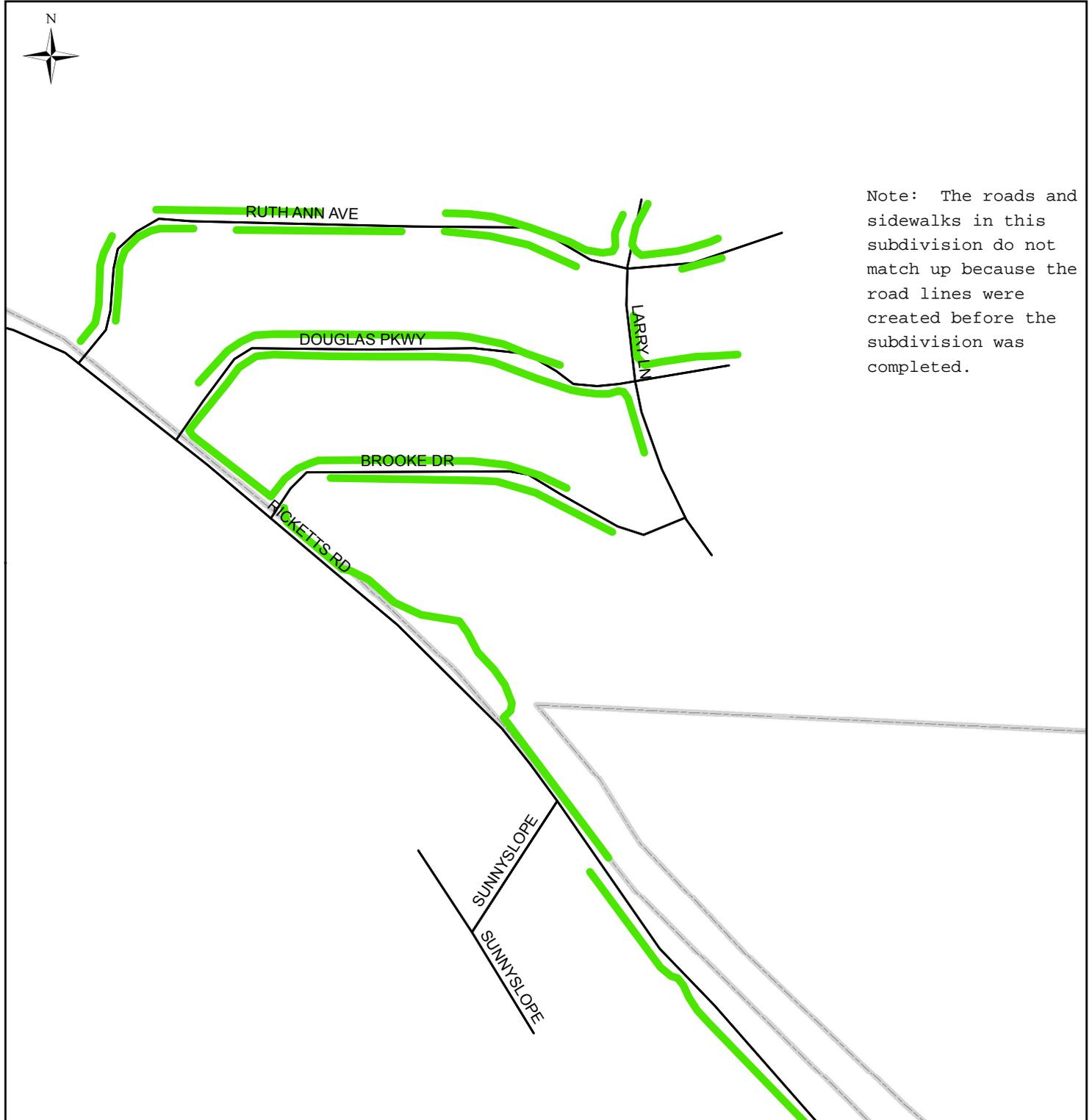
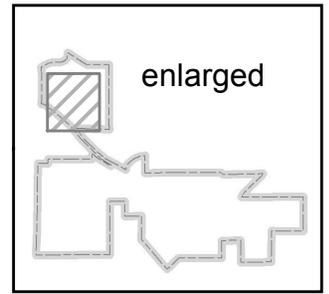
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD (41,021 ft.)
-  FAIR (1,918 ft.)
-  POOR (1,051 ft.)

Total sidewalks: 43,990 ft.



Note: The roads and sidewalks in this subdivision do not match up because the road lines were created before the subdivision was completed.

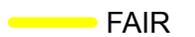


Hallsville, MO (Map 2 of 6)

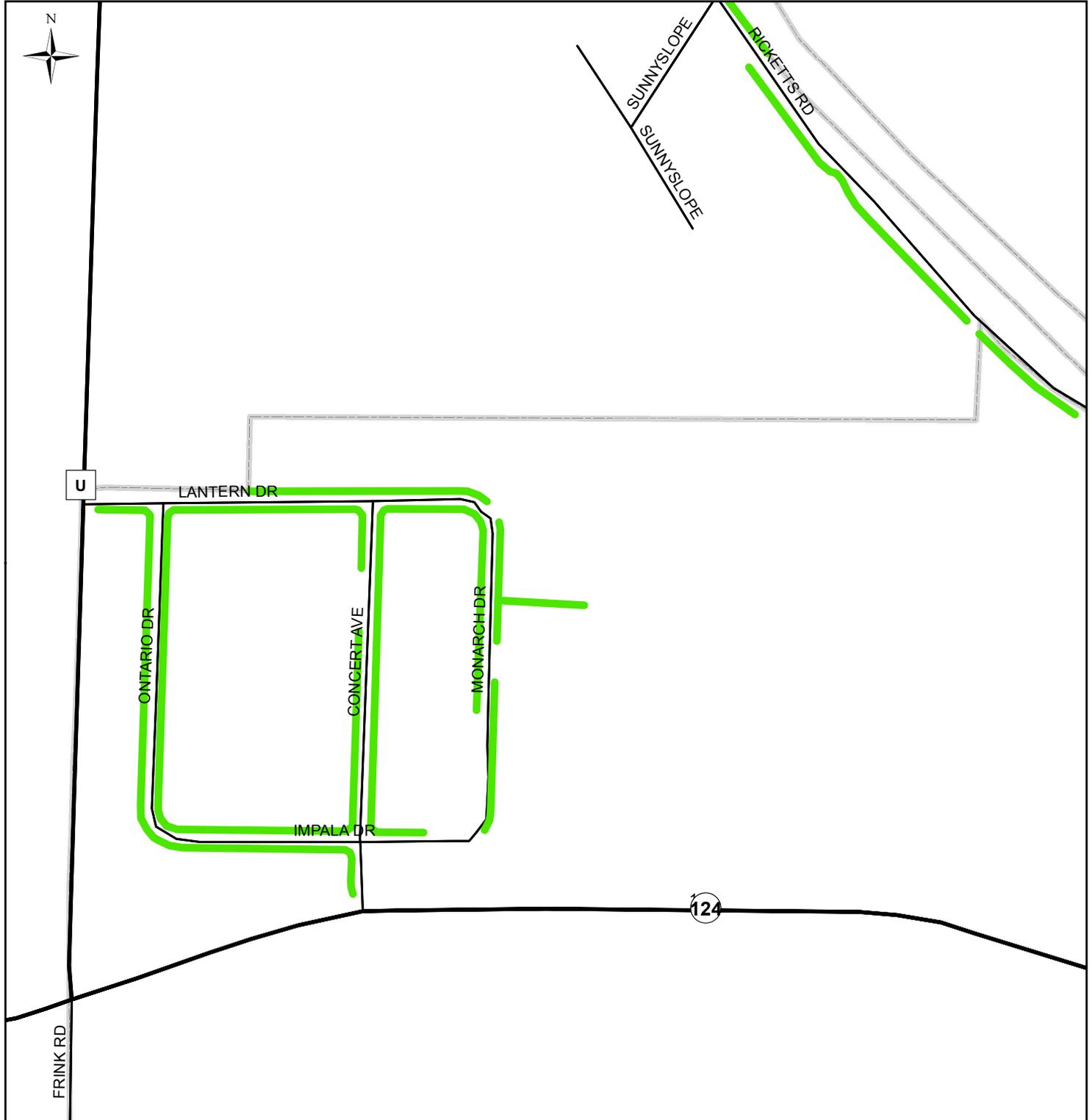
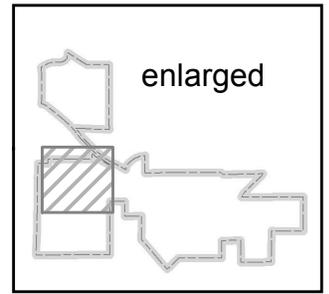
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD (41,021 ft.)
-  FAIR (1,918 ft.)
-  POOR (1,051 ft.)

Total sidewalks: 43,990 ft.



0 0.05 0.1 0.2 Miles

Hallsville, MO (Map 3 of 6)

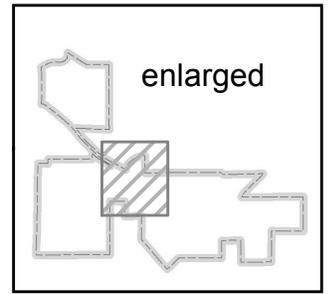
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

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-  POOR (1,051 ft.)

Total sidewalks: 43,990 ft.



0 0.05 0.1 0.2 Miles

Hallsville, MO (Map 4 of 6)

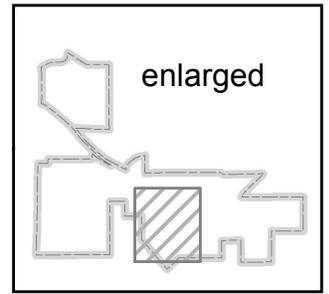
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD (41,021 ft.)
-  FAIR (1,918 ft.)
-  POOR (1,051 ft.)

Total sidewalks: 43,990 ft.



Source(s):
 Mid-Mo RPC
 MSDIS, MoDOT
 April 2013 -K.L.T.

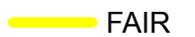


Hallsville, MO (Map 5 of 6)

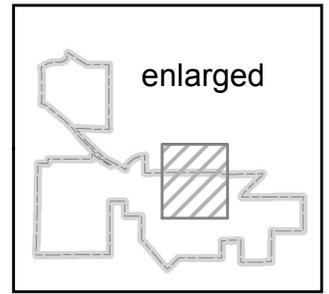
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD (41,021 ft.)
-  FAIR (1,918 ft.)
-  POOR (1,051 ft.)

Total sidewalks: 43,990 ft.



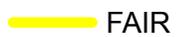
0 0.05 0.1 0.2 Miles

Hallsville, MO (Map 6 of 6)

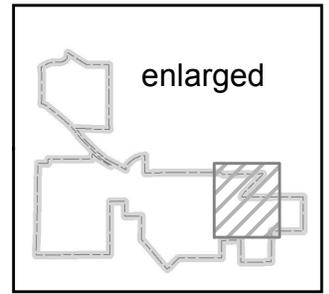
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition (City wide)

-  GOOD (41,021 ft.)
-  FAIR (1,918 ft.)
-  POOR (1,051 ft.)

Total sidewalks: 43,990 ft.



0 0.05 0.1 0.2 Miles

Harrisburg, MO

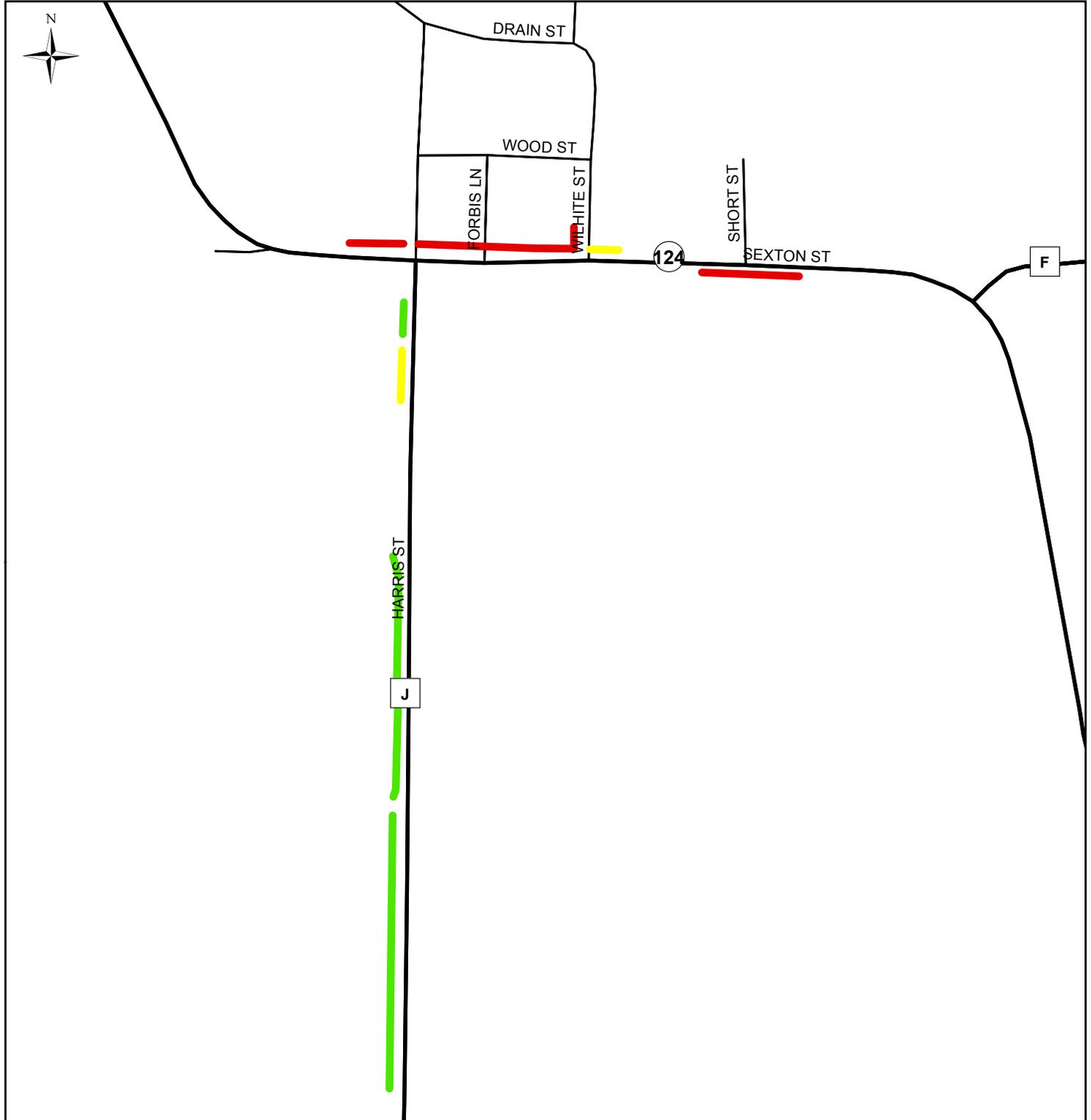
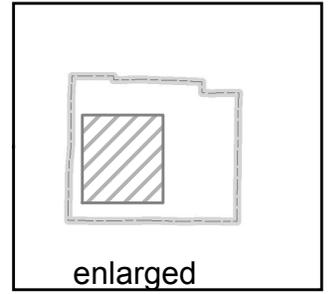
Sidewalk Conditions

Condition

- █ GOOD (1,385 ft.)
- █ FAIR (208 ft.)
- █ POOR (866 ft.)

Total sidewalks: 2,459 ft.

— street
 □ city limits



0 0.05 0.1 0.2 Miles

Hartsburg, MO

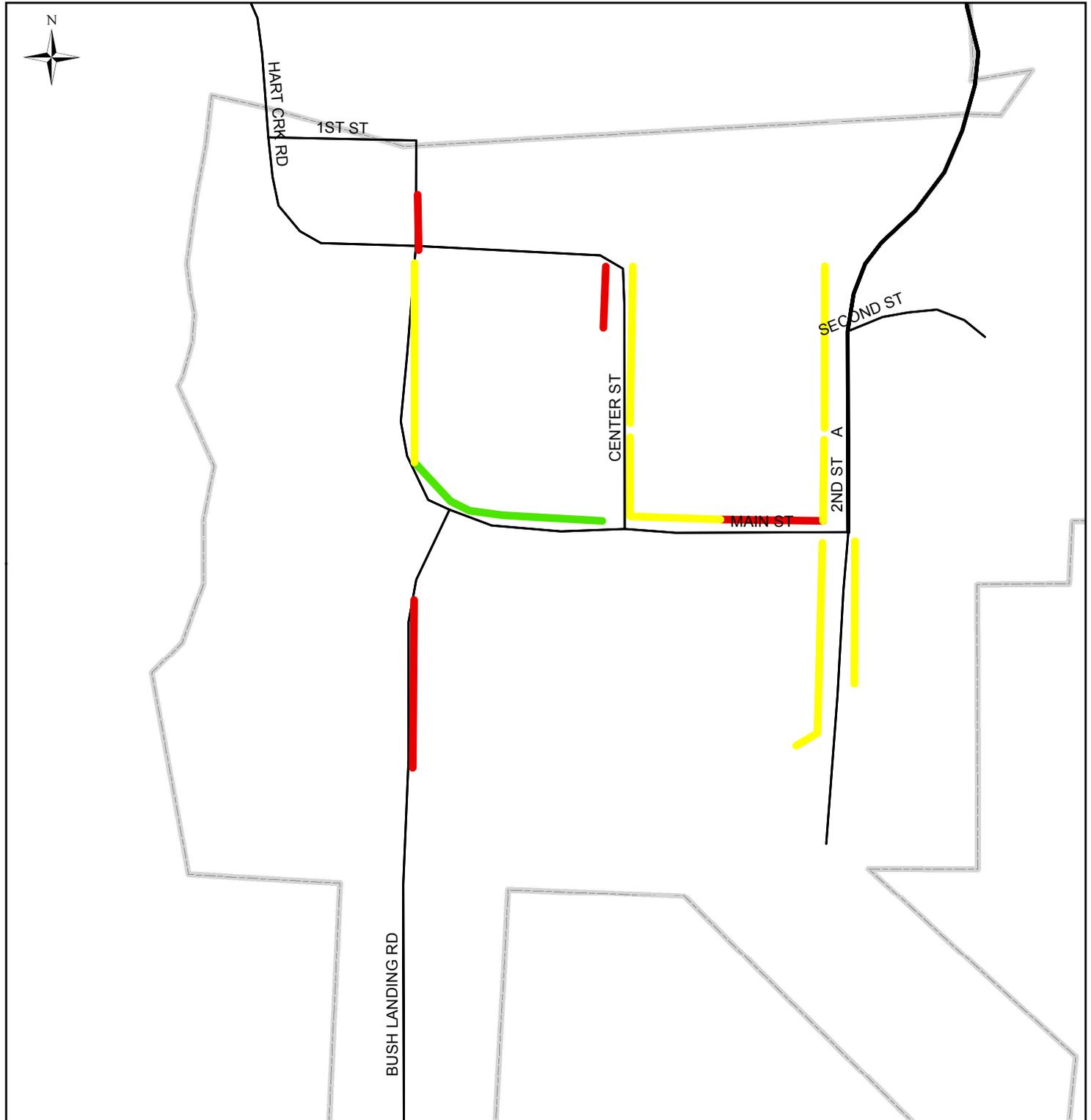
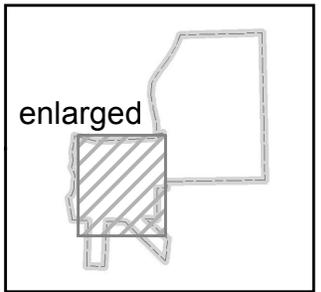
Sidewalk Conditions

— street
□ city limits

Condition

- GOOD (352 ft.)
- FAIR (1,913 ft.)
- POOR (657 ft.)

Total sidewalks: 2,922 ft.



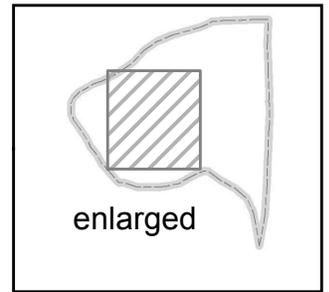
Rocheport, MO

Sidewalk Conditions

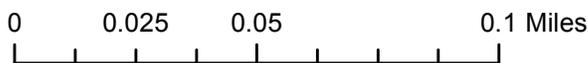
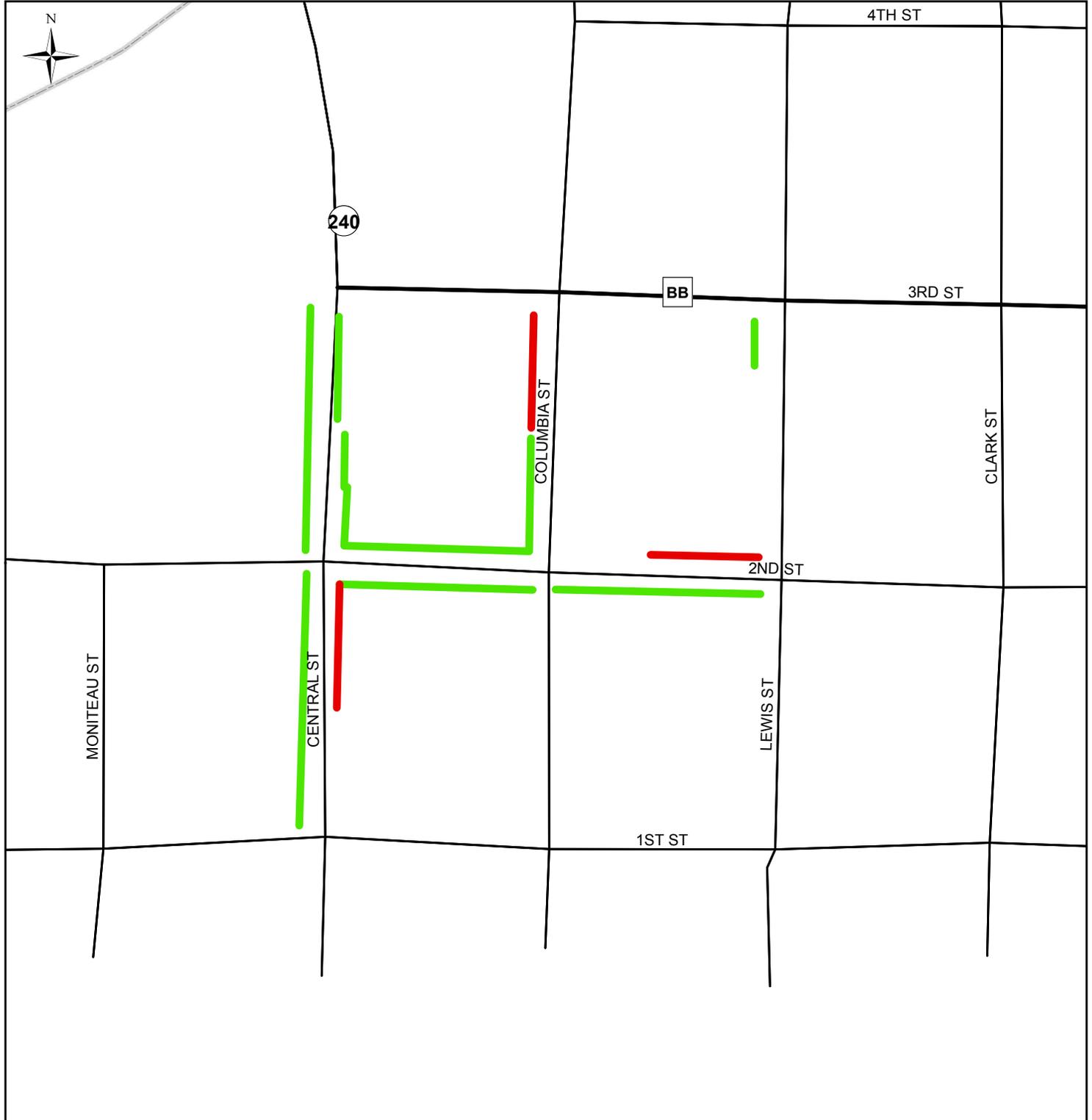
Condition

- █ GOOD (2,157 ft.)
- █ FAIR (0 ft.)
- █ POOR (510 ft.)

- street
- ▭ city limits



Total sidewalks: 2,667 ft.



Sturgeon, MO

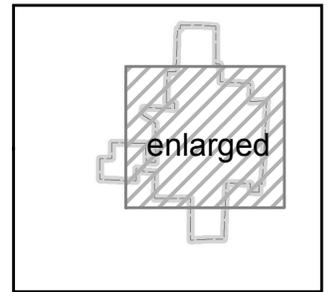
Sidewalk Conditions

— street
 □ city limits

Condition

- GOOD (6,310 ft.)
- FAIR (0 ft.)
- POOR (6,777 ft.)

Total sidewalks: 13,087 ft.



0 0.1 0.2 0.4 Miles

Source(s):
 Mid-Mo RPC
 MSDIS, MoDOT
 December 2012 -K.L.T.



Sidewalk Surveys

All communities in the Mid-Missouri Regional Planning Commission Region were sent a survey to understand current conditions and future needs concerning sidewalks. Copies of those surveys that were returned are included in this section. In compiling information received from surveys and by individual inspection of sidewalks in each community the following general overview of condition was created.

	Survey feedback	General Inspection
Ashland	The city does have a comprehensive sidewalk plan, sidewalks are viewed as high importance. The city has sidewalk ordinances that address construction and maintenance. Sidewalks do provide adequate access to the public school, library, and downtown businesses.	Most sidewalks are navigable, being in good condition. Those areas that are categorized as “fair” or “poor” are along Broadway and Main. There are some areas where there is lack of connectivity between sections.
Centralia	No comprehensive sidewalk plan, sidewalks are viewed as moderate importance. The city has sidewalk ordinances that address construction and maintenance. Connectivity and ADA compliance are high priorities for the city.	Most sidewalks are navigable, being in good condition. Those areas that are categorized as “fair” or “poor” are in older portions of the city. There are some areas where there is lack of connectivity between new development and the city center.
Hallsville	No survey returned. Access to public schools is very good.	Recent MoDOT grant money has been used to upgrade many of the sidewalks throughout the city. Also, there is a lot of new subdivision construction occurring and sidewalks are a requirement.
Harrisburg	The city does have a comprehensive sidewalk plan, sidewalks are viewed as high importance. The city has sidewalk ordinances that address construction and maintenance. Sidewalks do provide adequate access to the public school.	There is very little total sidewalk in the city. Small sections along MO 124 are old and crumbling. Connectivity to the schools is good.
Hartsburg	No survey returned. There is no public school in this community.	Some areas are buckling due to mature trees and vegetation.
Rocheport	No comprehensive sidewalk plan, sidewalks are viewed as high importance. There are no schools in the city.	Some areas have significant buckling due to mature trees and vegetation.
Sturgeon	No comprehensive sidewalk plan, sidewalks are viewed as high importance. The city does not have a sidewalk ordinance. Sidewalks provide adequate access to the public schools.	Good connectivity with school and central residential areas of the city. Many areas are poor due to vegetation growth, buckling, and sidewalk width.

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time → In the future We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

*all new development areas +
areas to Primary School*

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to: Katrina Thomas
Mid-Missouri Regional Planning Commission
PO Box 140
Ashland, MO 65010

Phone: 573-657-9779
Fax: 573-657-2829
Email: katrinathomas@mnrpc.org

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

NO

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

Equal portions of ADA compliance, replacement of deteriorated sidewalks, and New sidewalks to improve connectiveness and accessibility. Sidewalks are required of new subdivisions.

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

**Katrina Thomas
Mid-Missouri Regional Planning Commission
PO Box 140
Ashland, MO 65010**

**Phone: 573-657-9779
Fax: 573-657-2829
Email: katrinathomas@mmrpc.org**

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: Harrisburg

Name/Title of person filling out survey: Kathy Wilhite - City Clerk

1. Does your jurisdiction currently have existing sidewalks? Yes No

**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

Maintenance

Snow Removal

Construction as part of new development All of the above

4. Please rate the overall condition of your sidewalks.

Excellent

Good

Poor

Fair

N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

Excellent

Good

Sufficient

Fair

Poor

6. Please rate the width of existing sidewalks.

Excellent

Good

Sufficient

Fair

Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

Curbs

Ramps

Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

Unimportant

1

2

3

4

5

6

7

8

Very Important

9

10

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

North Campus school area to trailer court

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

**Katrina Thomas
Mid-Missouri Regional Planning Commission
PO Box 140
Ashland, MO 65010**

**Phone: 573-657-9779
Fax: 573-657-2829
Email: katrinathomas@mmrpc.org**

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: City of Rockport

Name/Title of person filling out survey: Shirley Jenkins-Old - City Clerk

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

- Maintenance Snow Removal
Construction as part of new development All of the above

4. Please rate the overall condition of your sidewalks.
Excellent Good Poor Fair N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)
Excellent Good Sufficient Fair Poor

6. Please rate the width of existing sidewalks.
Excellent Good Sufficient Fair Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?
Curbs Ramps Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?
Unimportant 1 2 3 4 5 6 7 8 9 10 Very Important

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

Third street

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

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Mid-Missouri Regional Planning Commission
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Ashland, MO 65010**

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Fax: 573-657-2829
Email: katrinathomas@mmpc.org**

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

- 1. AROUND SCHOOL
- 2. SIDEWALK TO PARK
- 3. DAY CARE TO SCHOOL

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Reducing environmental impact

Beautification

Accessibility

Other: SAFETY

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Callaway County, MO



Sidewalk Assessment 2013



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Criteria

The incorporated communities of Auxvasse, Fulton, Holts Summit, Kingdom City, Mokane, and New Bloomfield are included in the 2013 assessment. The community of Lake Mykee has no sidewalks and was not mapped.

The sidewalks in Auxvasse, Holts Summit, Kingdom City, Mokane, and New Bloomfield were assessed on their current conditions in April and May of 2012 by staff at the Mid-Missouri Regional Planning Commission. The community of Fulton was inventoried in April of 2013 by student interns from the Geography Department at the University of Missouri-Columbia. The data collected by the student interns was reviewed by Mid-MO RPC staff. The chart below depicts the overall condition of sidewalks in the county:

	Condition in Linear Feet			
	Good	Fair	Poor	Total Sidewalk
Auxvasse	5,696	822	7,389	13,907
Fulton	172,990	46,032	12,936	231,958
Holts Summit	34,407	0	0	34,407
Kingdom City	1,455	0	1,218	2,673
Lake Mykee	-	-	-	-
Mokane	329	1,801	6,827	8,957
New Bloomfield	0	0	1,541	1,541
	Total Good: 214,877	Total Fair: 48,655	Total Poor: 29,911	293,443

The following criteria were used in assessing conditions. These assessment criteria are being used for assessments by all Regional Planning agencies across Missouri.

Good: Unlikely to hinder mobility of the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris which would impede pedestrian traffic.

Map key: Green

Fair: Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris.

Map key: Yellow

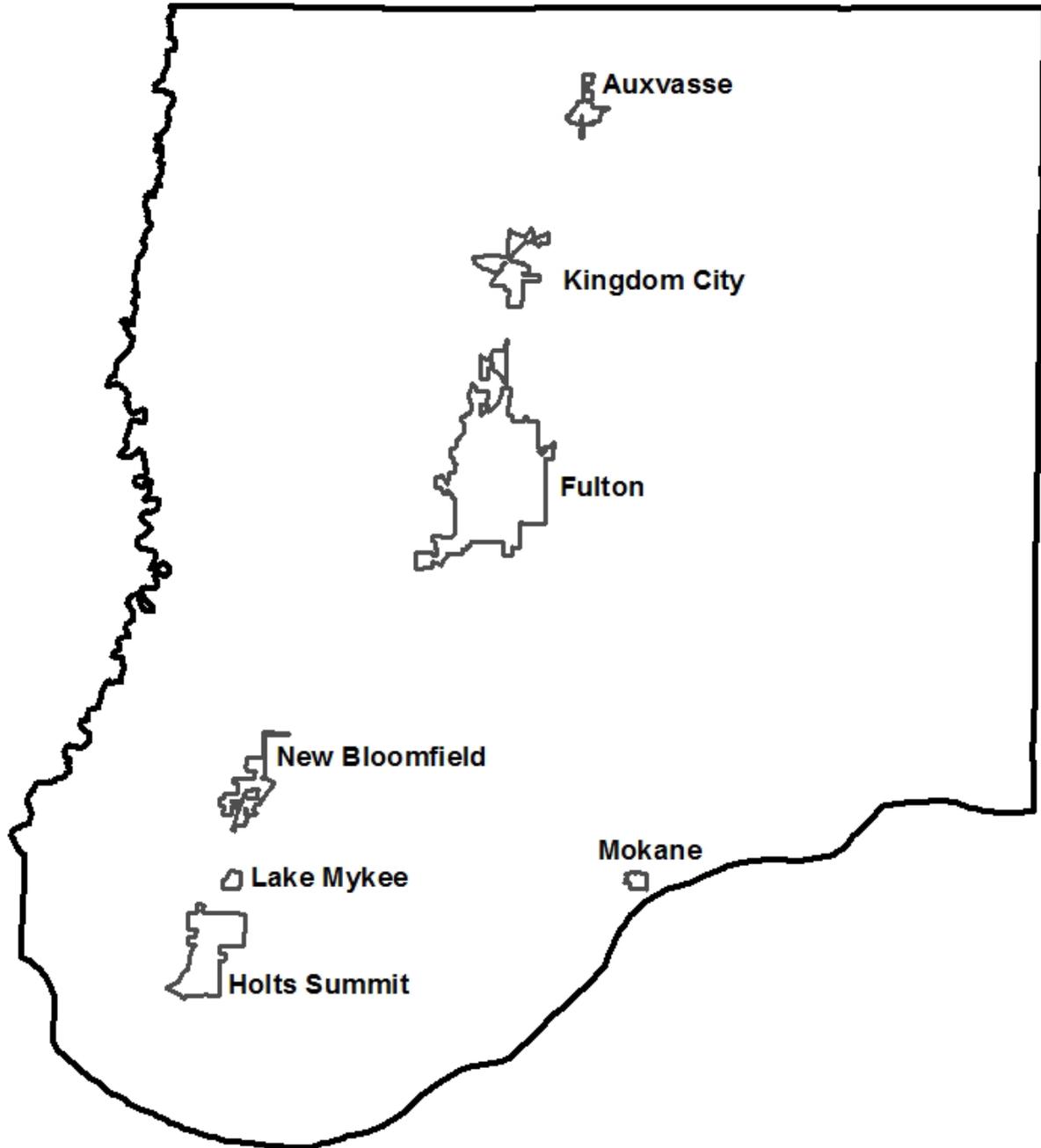
Poor: Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and / or debris such that pedestrian travel would be impeded.

Map key: Red

Gap: No sidewalk is present. Not mapped.

Community Sidewalk Maps

The following maps were created to illustrate location and condition of sidewalks within the communities of Auxvasse, Fulton, Kingdom City, Mokane, New Bloomfield, and New Bloomfield.



Auxvasse, MO

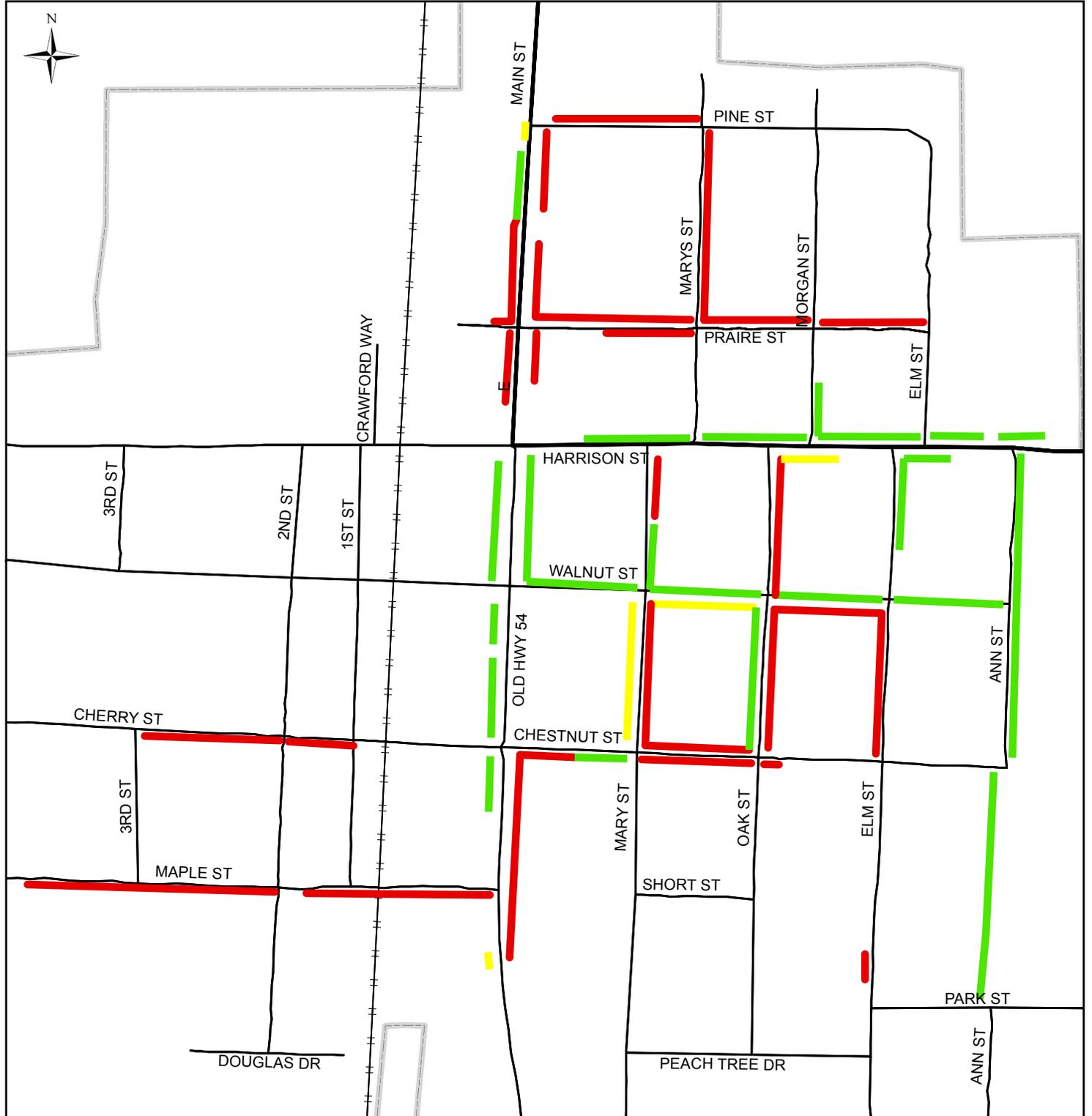
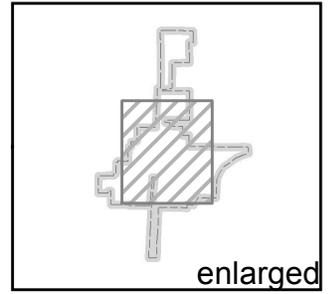
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition

-  GOOD (5,696 ft.)
-  FAIR (822 ft.)
-  POOR (7,389 ft.)

Total sidewalks: 13,907 ft.



0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
MSDIS, MoDOT
January 2013 -K.L.T.



Fulton, MO (Overview)

Sidewalk Conditions

—+—+— Railroad

— Roads

▭ City Limits

— Major Roads

▭ Map Series Boundaries

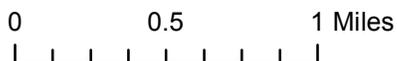
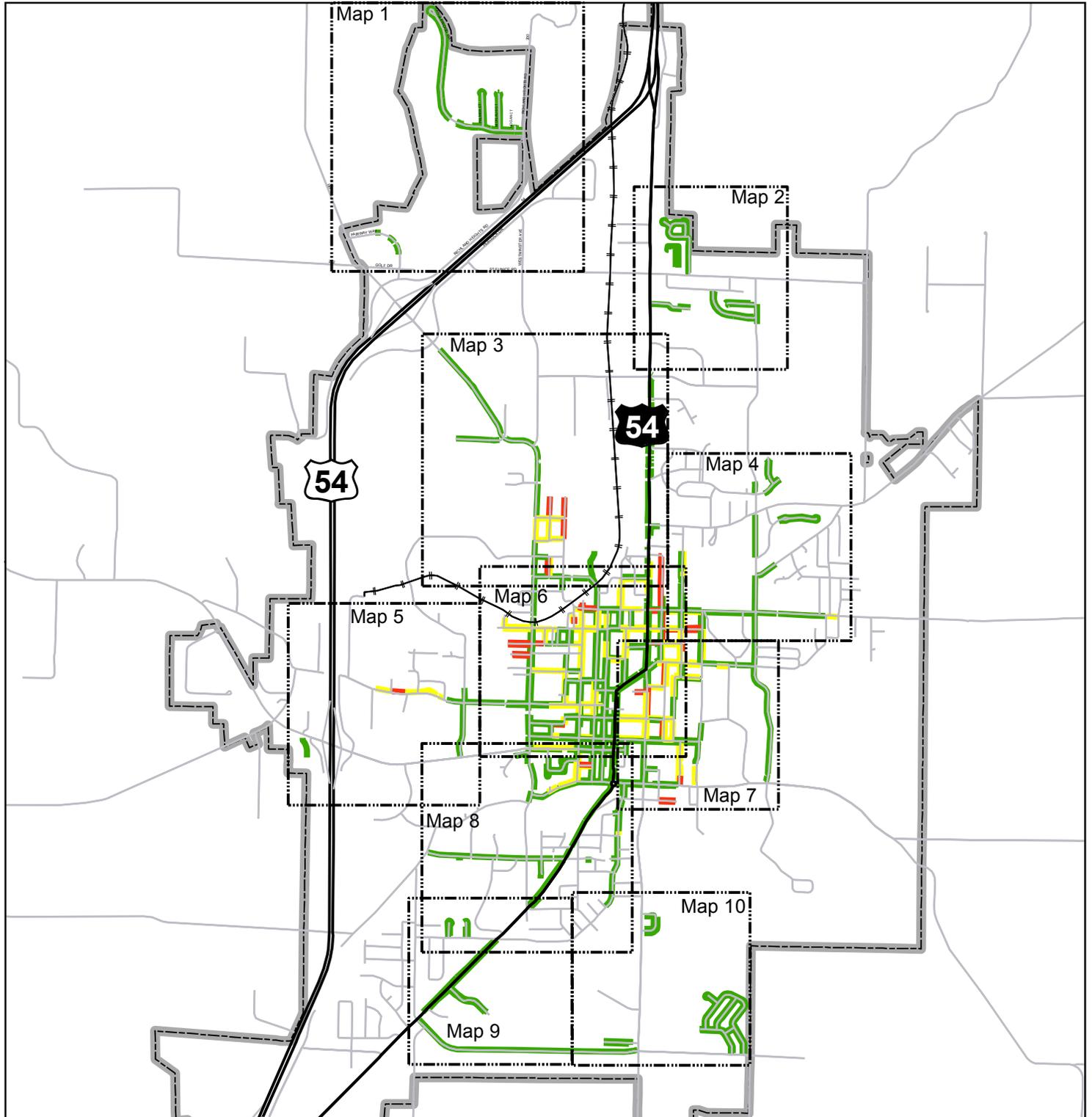
Condition (City wide)

— Good (172,990 ft.)

— Fair (46,032 ft.)

— Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Fulton, MO (Map 1 of 10)

Sidewalk Conditions

—+—+— Railroad

— Street

▭ City Limits

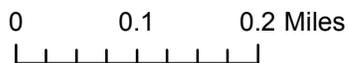
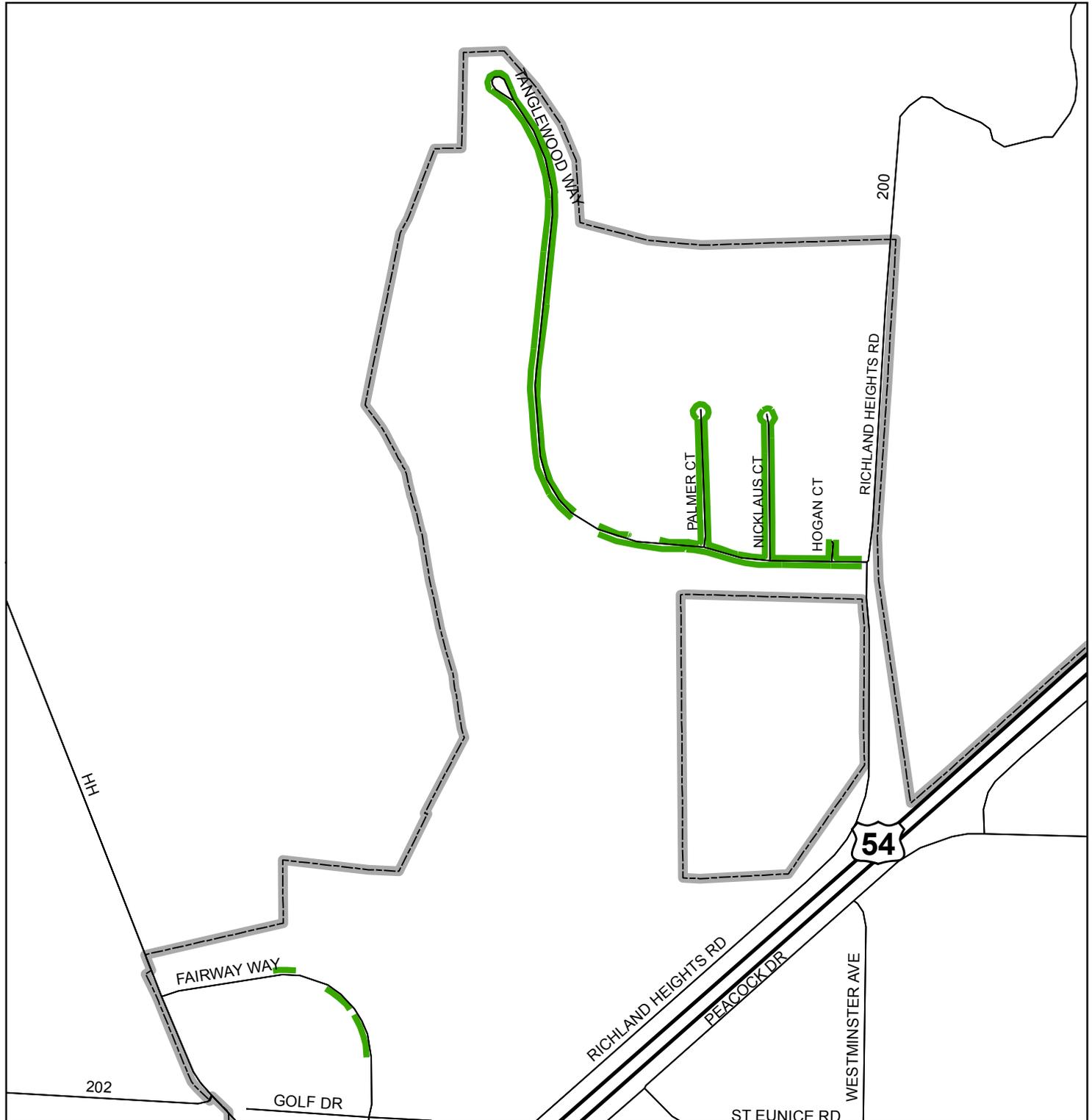
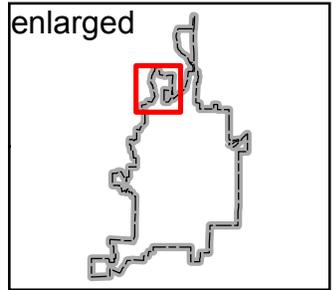
Condition (City wide)

— Good (172,990 ft.)

— Fair (46,032 ft.)

— Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Fulton, MO (Map 2 of 10)

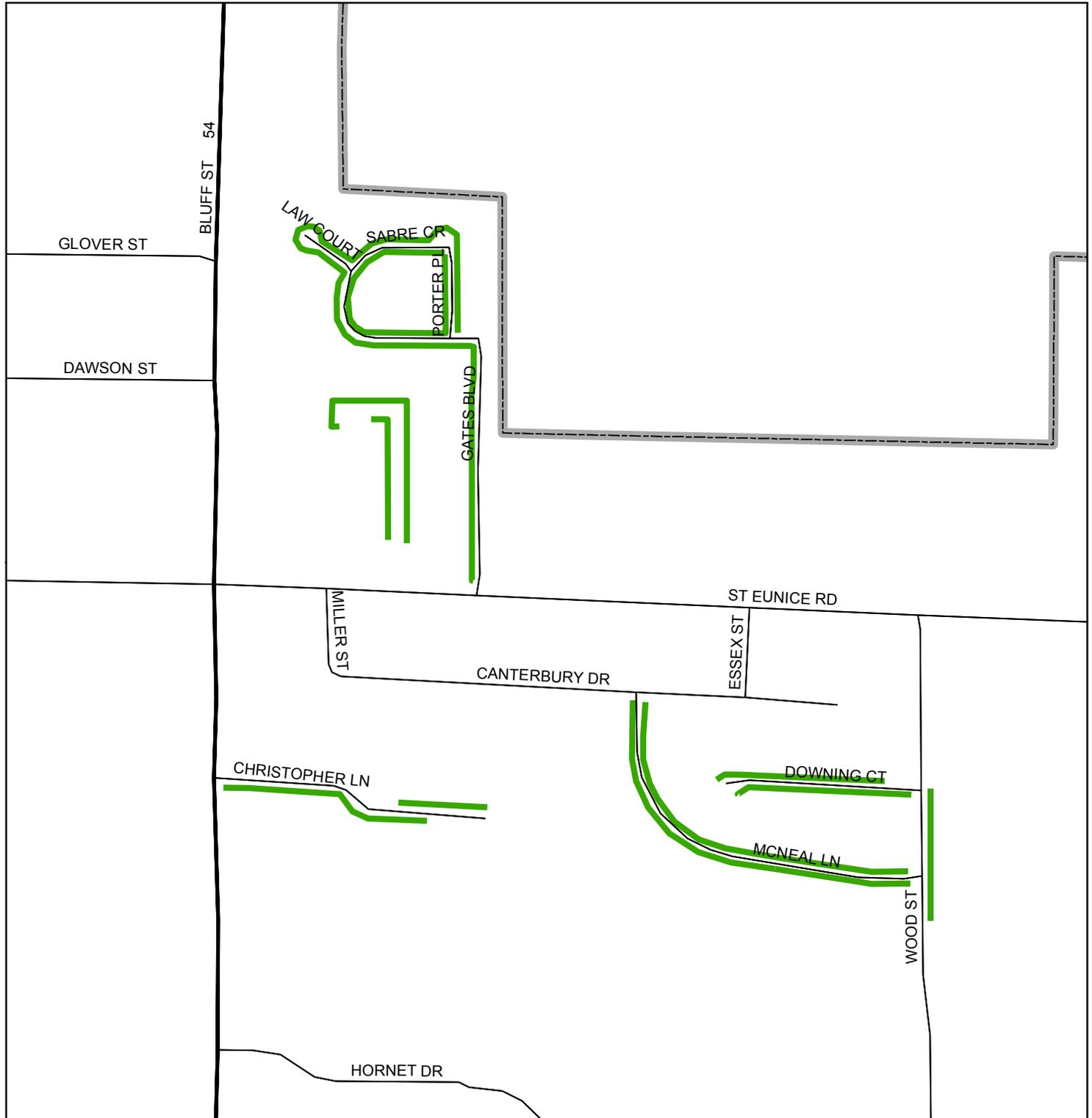
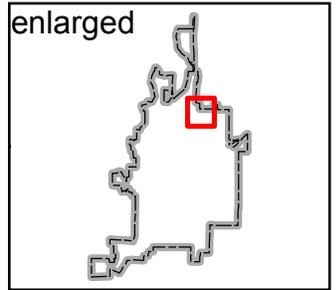
Sidewalk Conditions

- +—+— Railroad
- Street
- ▭ City Limits

Condition (City wide)

- █ Good (172,990 ft.)
- █ Fair (46,032 ft.)
- █ Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



0 0.1 0.2 Miles



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Fulton, MO (Map 3 of 10)

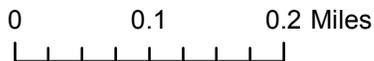
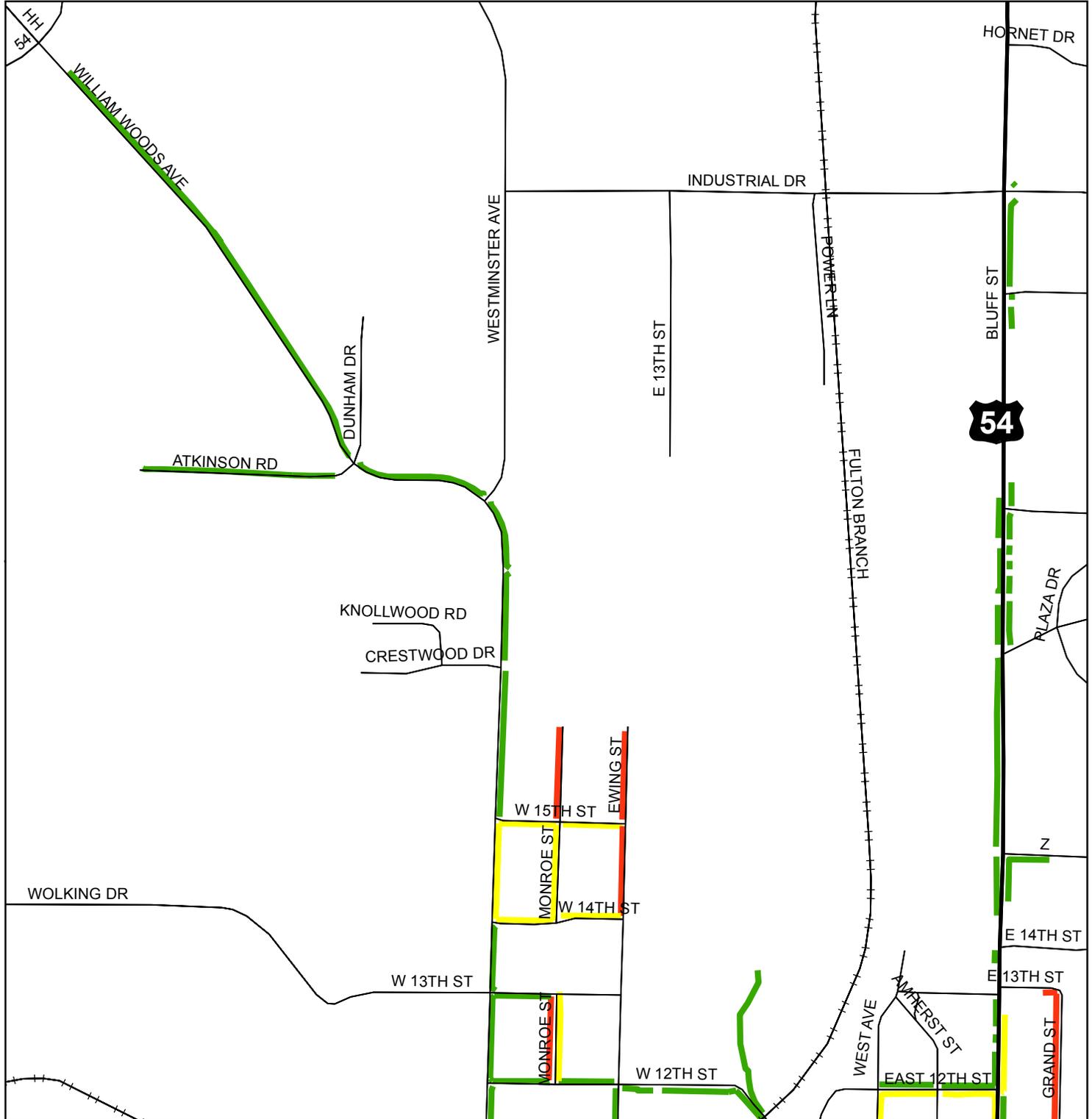
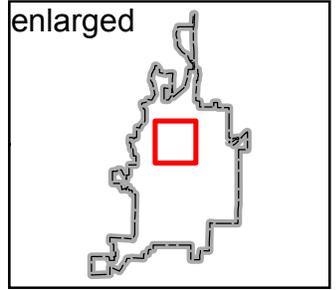
Sidewalk Conditions

- Railroad
- Street
- City Limits

Condition (City wide)

- █ Good (172,990 ft.)
- █ Fair (46,032 ft.)
- █ Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Fulton, MO (Map 4 of 10)

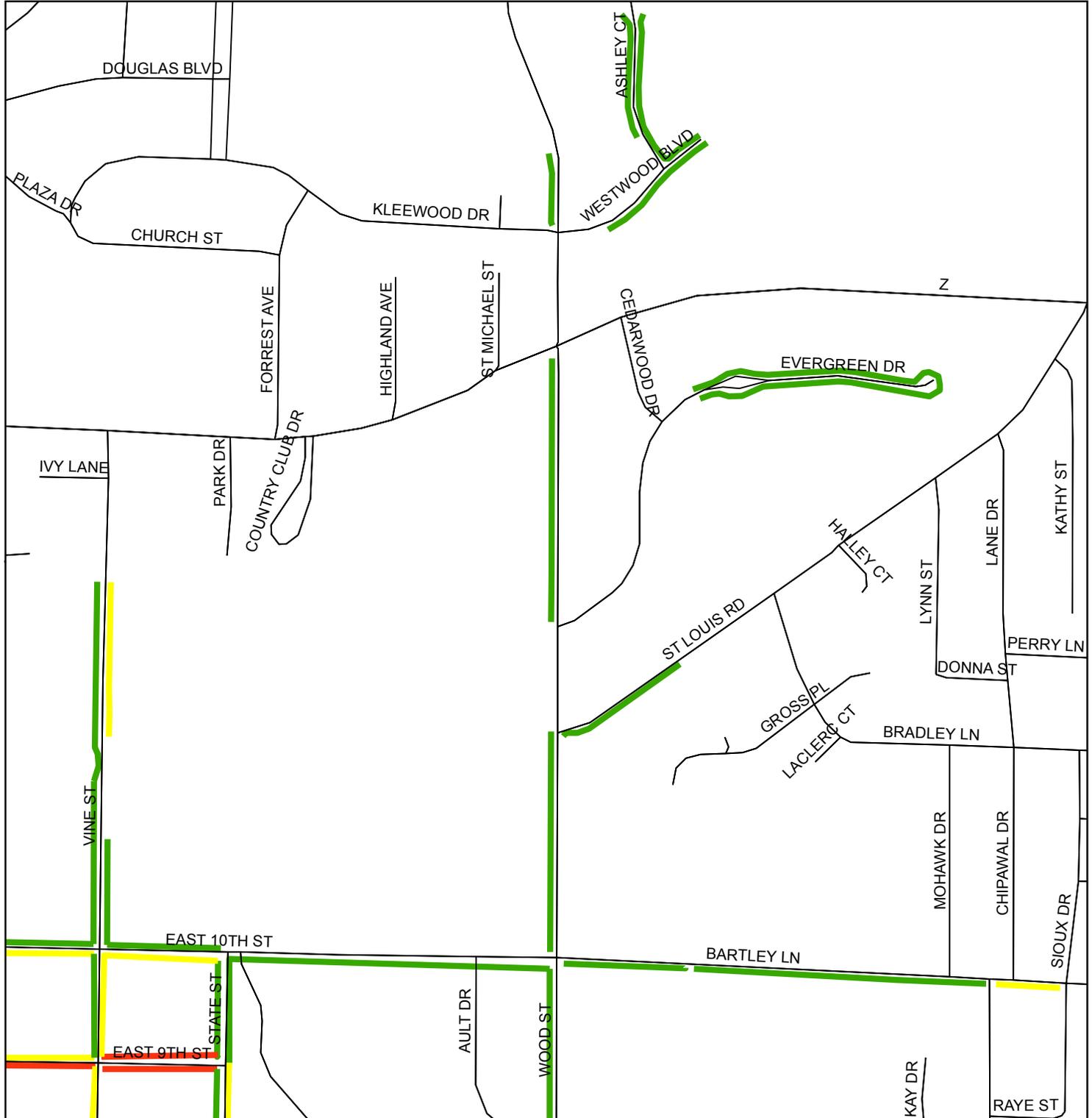
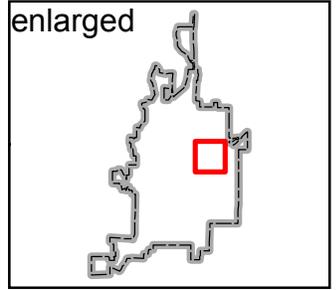
Sidewalk Conditions

- +—+— Railroad
- Street
- City Limits

Condition (City wide)

- █ Good (172,990 ft.)
- █ Fair (46,032 ft.)
- █ Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



0 0.1 0.2 Miles



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Fulton, MO (Map 5 of 10)

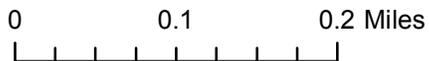
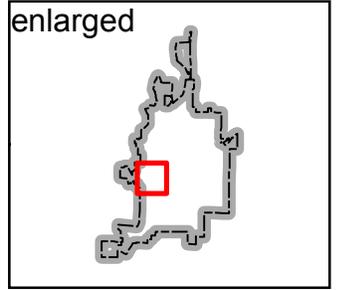
Sidewalk Conditions

- +—+— Railroad
- Street
- ▭ City Limits

Condition (City wide)

- █ Good (172,990 ft.)
- █ Fair (46,032 ft.)
- █ Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Fulton, MO (Map 6 of 10)

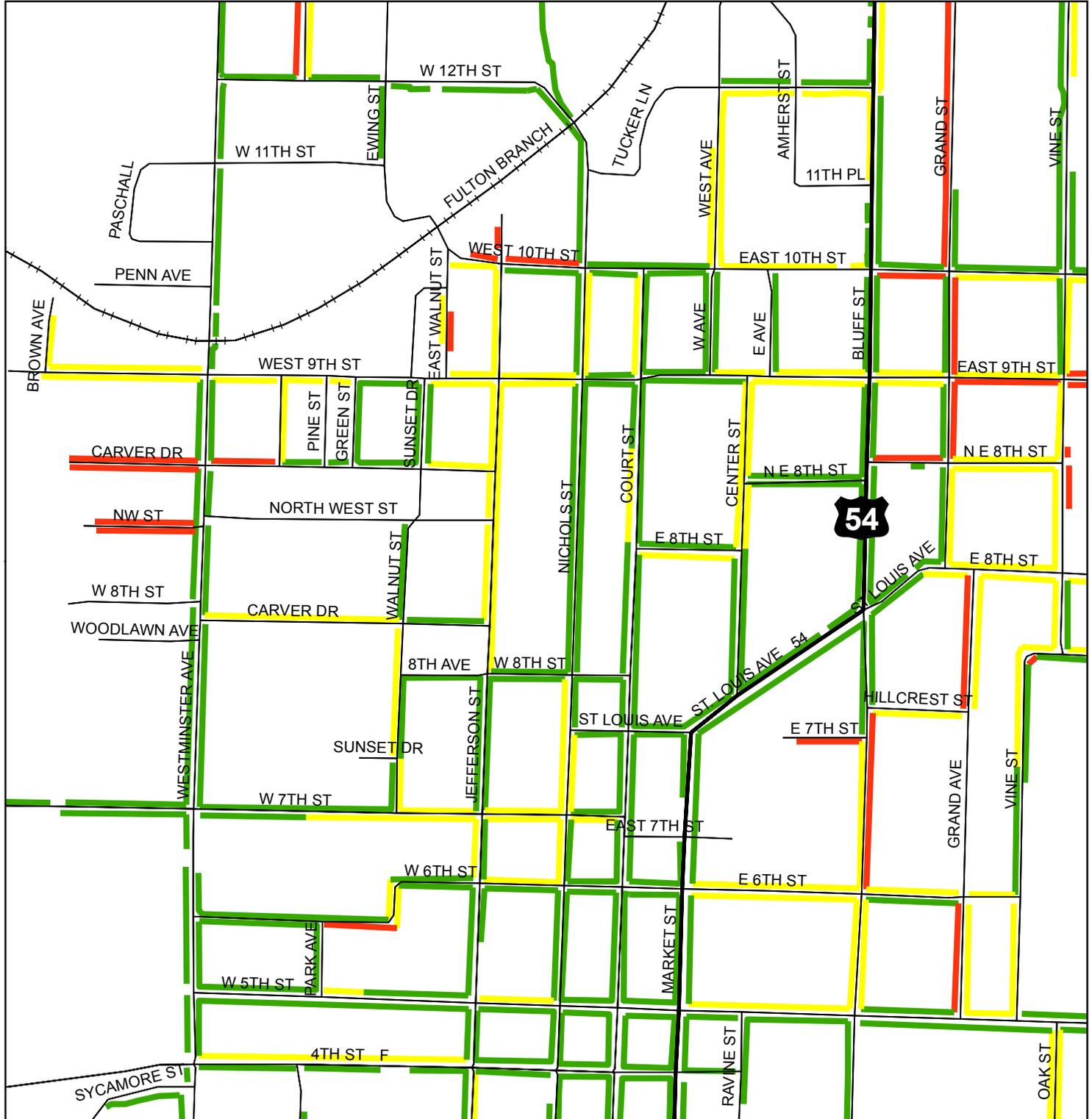
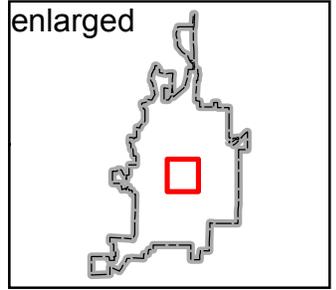
Sidewalk Conditions

-  Railroad
-  Street
-  City Limits

Condition (City wide)

-  Good (172,990 ft.)
-  Fair (46,032 ft.)
-  Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



0 0.1 0.2 Miles



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Fulton, MO (Map 7 of 10)

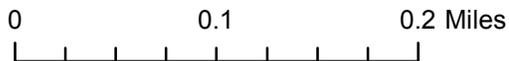
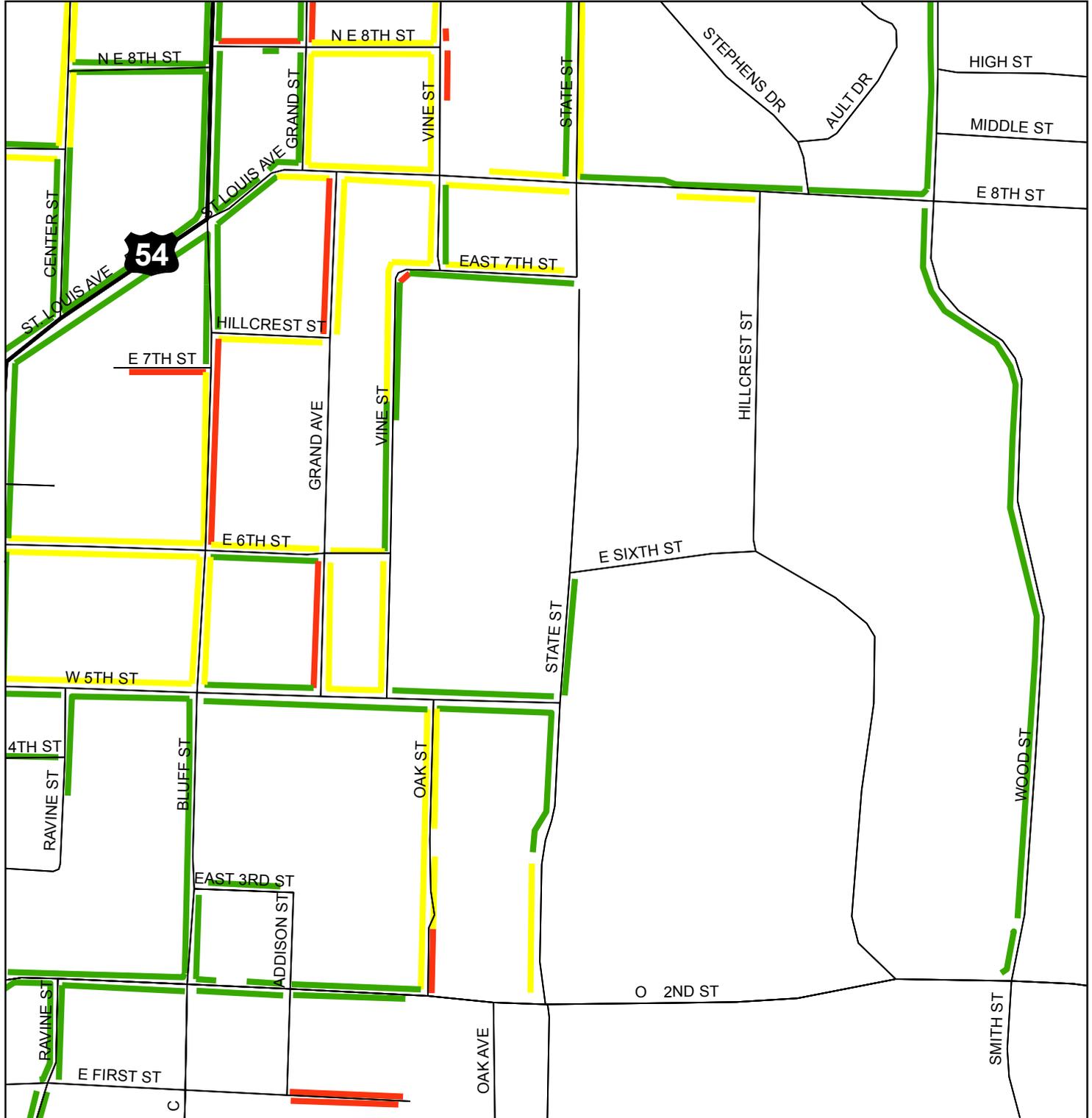
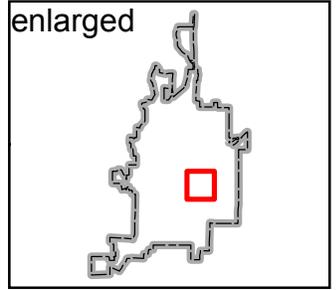
Sidewalk Conditions

- +—+— Railroad
- Street
- City Limits

Condition (City wide)

- Good (172,990 ft.)
- Fair (46,032 ft.)
- Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Fulton, MO (Map 8 of 10)

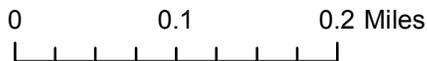
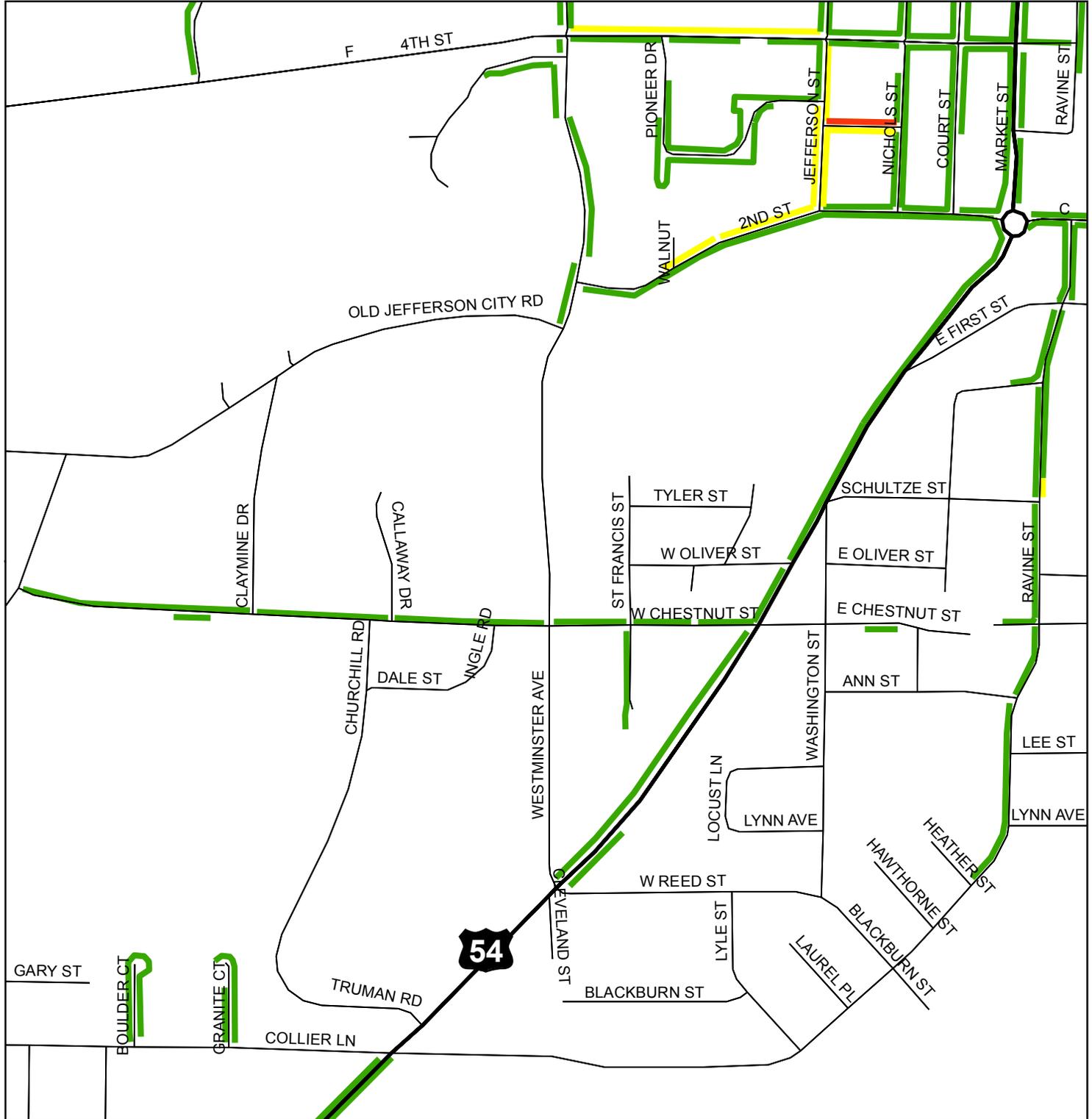
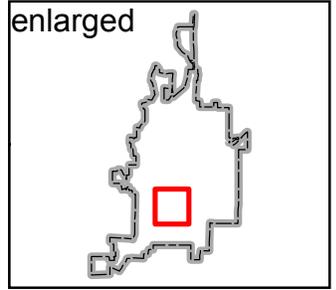
Sidewalk Conditions

- +—+— Railroad
- Street
- ▭ City Limits

Condition (City wide)

- █ Good (172,990 ft.)
- █ Fair (46,032 ft.)
- █ Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Fulton, MO (Map 9 of 10)

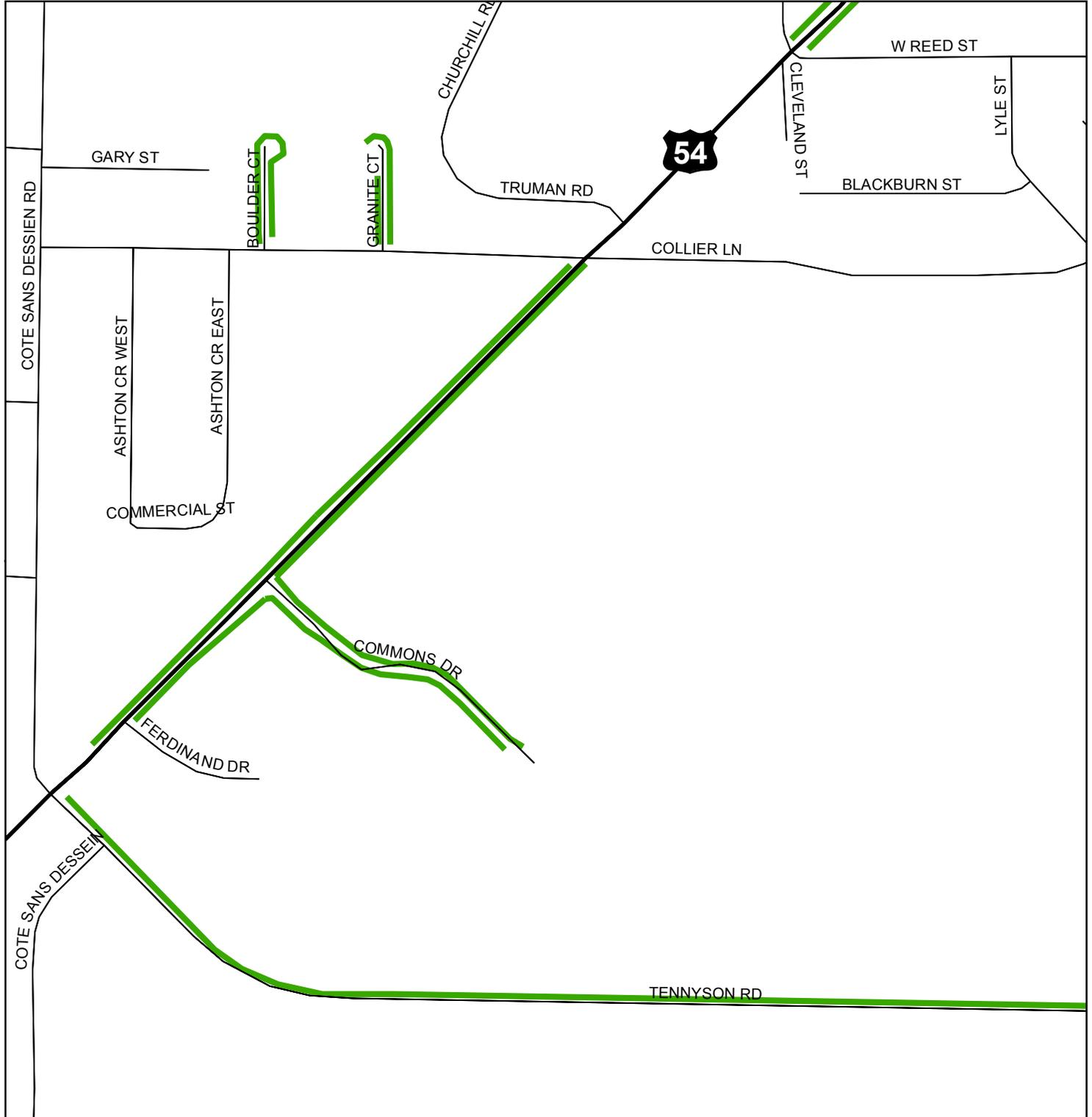
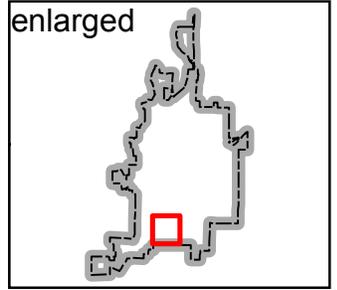
Sidewalk Conditions

- +—+— Railroad
- Street
- City Limits

Condition (City wide)

- █ Good (172,990 ft.)
- █ Fair (46,032 ft.)
- █ Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



0 0.1 0.2 Miles



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Fulton, MO (Map 10 of 10)

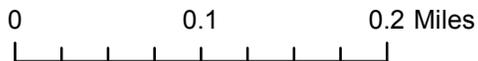
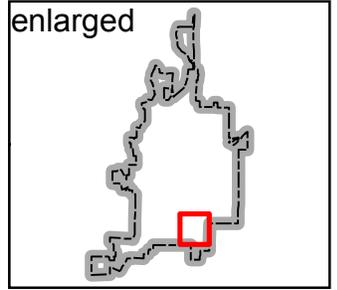
Sidewalk Conditions

- +—+— Railroad
- Street
- City Limits

Condition (City wide)

- █ Good (172,990 ft.)
- █ Fair (46,032 ft.)
- █ Poor (12,936 ft.)

Total sidewalks: 231,958 ft.



Source(s):
Mid-Mo RPC
MSDIS, MoDOT
September 2013 - J.P.H.



Holts Summit, MO

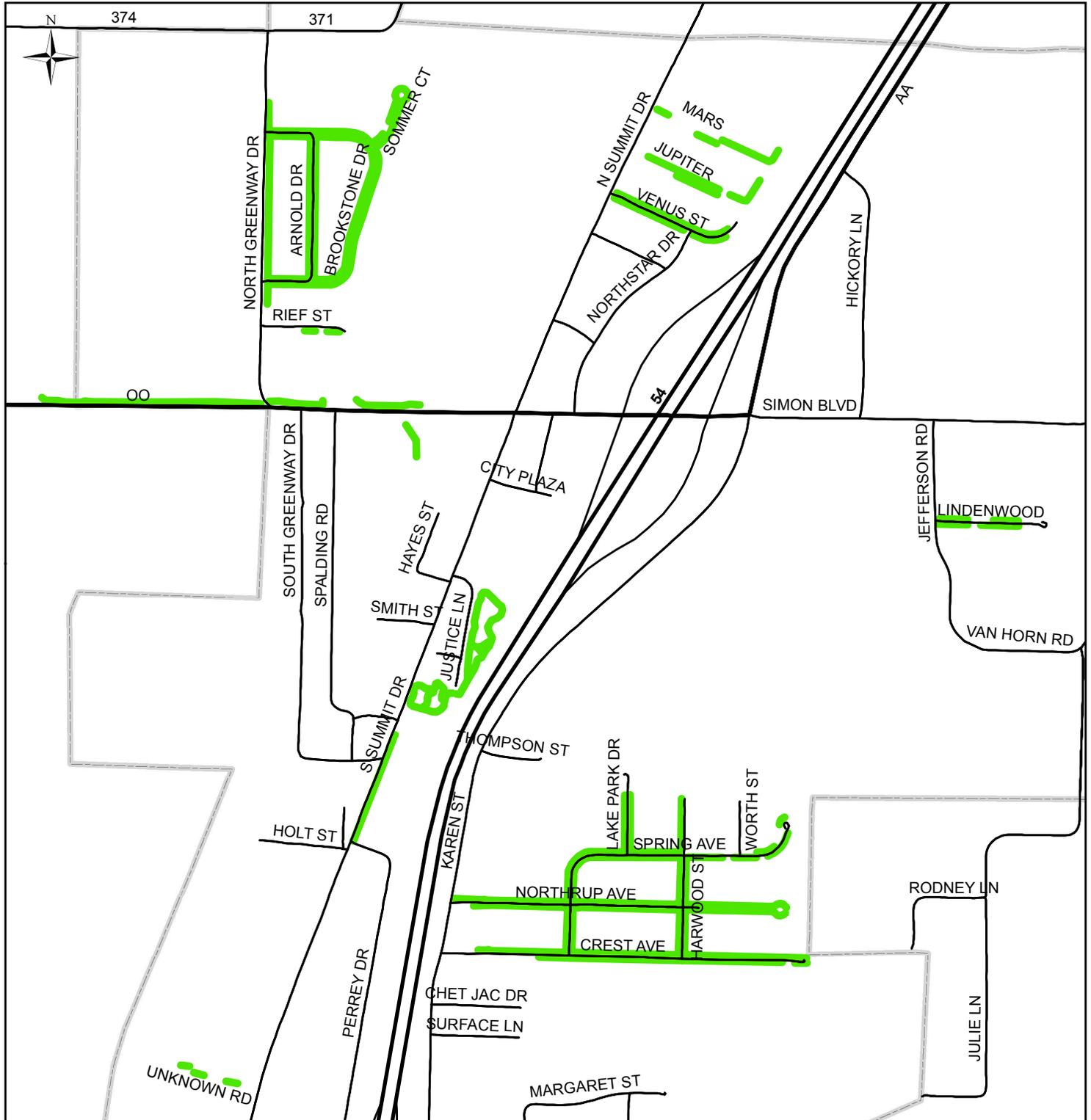
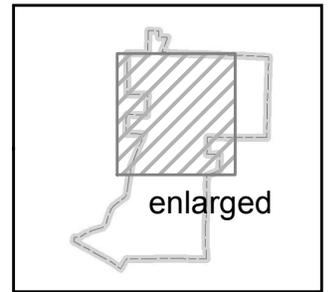
Sidewalk Conditions

— street
 □ city limits

Condition

- GOOD (34,407 ft.)
- FAIR (0 ft.)
- POOR (0 ft.)

Total sidewalks: 34,407 ft.



0 0.125 0.25 0.5 Miles

Source(s):
 Mid-Mo RPC
 MSDIS, MoDOT
 March 2013 -K.L.T.



Kingdom City, MO

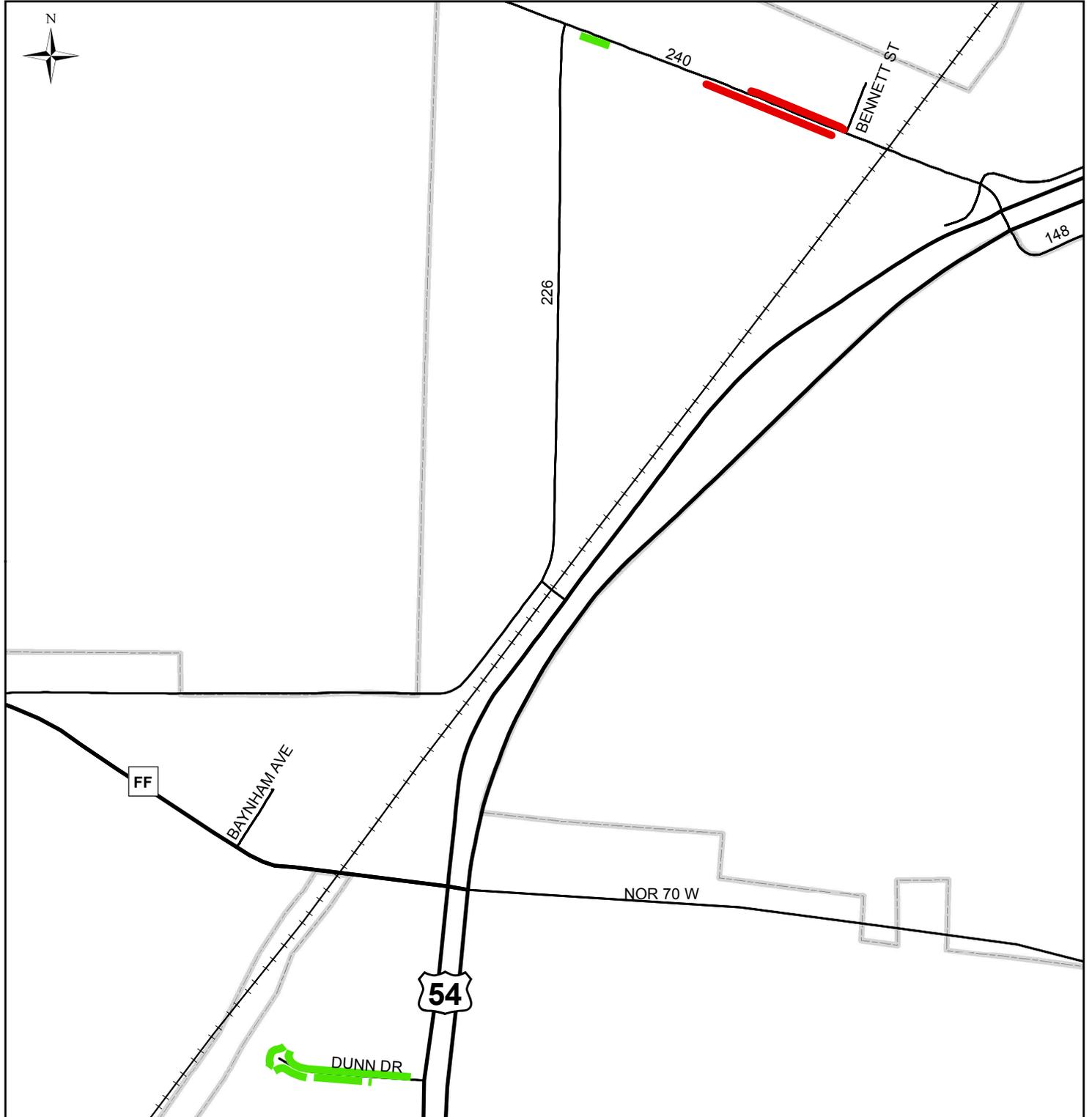
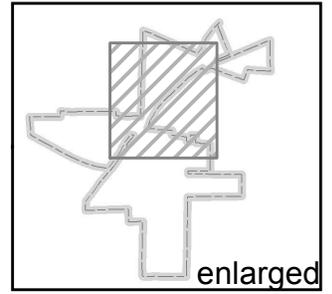
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition

-  GOOD (1,455 ft.)
-  FAIR (0 ft.)
-  POOR (1,218 ft.)

Total sidewalks: 2,673 ft.



0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
MSDIS, MoDOT
May 2013 -K.L.T.



Mokane, MO

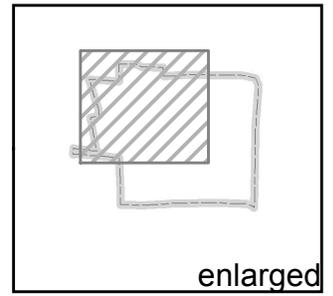
Sidewalk Conditions

Condition

- GOOD (329 ft.)
- FAIR (1,801 ft.)
- POOR (6,827 ft.)

Total sidewalks: 8,957 ft.

- street
- city limits



0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
MSDIS, MoDOT
May 2013 -K.L.T.



New Bloomfield, MO

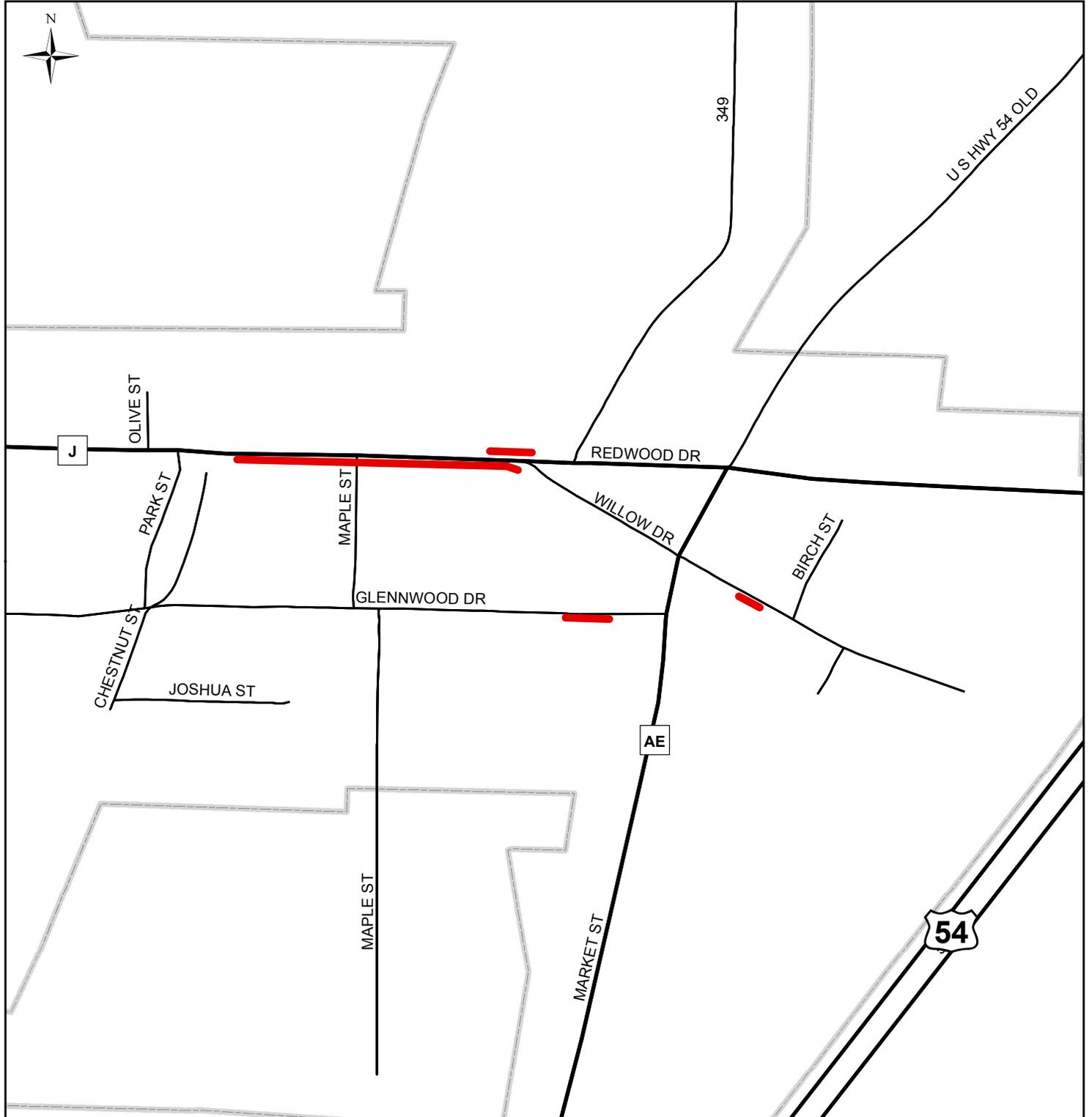
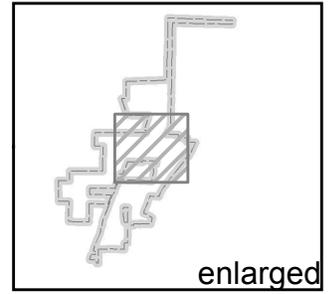
Sidewalk Conditions

Condition

- GOOD (0 ft.)
- FAIR (0 ft.)
- POOR (1,541 ft.)

Total sidewalks: 1,541 ft.

- street
- city limits



0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
MSDIS, MoDOT
May 2013 -K.L.T.



Sidewalk Surveys

All communities in the Mid-Missouri Regional Planning Commission Region were sent a survey to understand current conditions and future needs concerning sidewalks. Copies of those surveys that were returned are included in this section. In compiling information received from surveys and by individual inspection of sidewalks in each community the following general overview of condition was created.

	Survey feedback	General Inspection
Auxvasse	No comprehensive sidewalk plan, sidewalks are viewed as moderate importance. The city has sidewalk ordinances that address construction and maintenance. ADA compliance is a high priority for the city.	Most sidewalks are navigable, even those in “poor” condition. There are some areas where there is lack of connectivity between sections, but connectivity between the school and city center is good.
Fulton	No comprehensive sidewalk plan, sidewalks are viewed as moderate importance. The city has sidewalk ordinances that address construction and maintenance. Connectivity and ADA compliance are high priorities for the city.	Most of the city center is well connected with access to downtown businesses, public offices, schools, and the library. Other parts of the city contain older portions of sidewalk that are in need of updating and better connectivity.
Holts Summit	The city does have a comprehensive sidewalk plan, sidewalks are viewed as high importance. The city has sidewalk ordinances that address construction and maintenance. Sidewalks provide adequate access to the public school and recreational areas.	All sidewalks are newly constructed and most are ADA compliant. There is a lack of connectivity, but the city is developing a strategy to remedy this issue.
Kingdom City	No survey returned. Sidewalks do not provide adequate access to the public school.	There is very little total sidewalk in the city. Small segments are old and almost indiscernible.
Mokane	No comprehensive sidewalk plan, sidewalks are viewed as low importance. The city does not have sidewalk ordinances. There is no public school within the city limits, but there is one within 2 miles.	Most sidewalks are in “poor” condition. Some areas have significant buckling due to mature trees and vegetation. Many are crumbling and/or indiscernible.
New Bloomfield	No survey returned. Sidewalks do not provide adequate access to the public school and are not ADA compliant.	Most sidewalks are in “poor” condition. While many sidewalks have ramps, they are very steep and cross gravel to connect to the next section.

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

**Katrina Thomas
Mid-Missouri Regional Planning Commission
PO Box 140
Ashland, MO 65010**

**Phone: 573-657-9779
Fax: 573-657-2829
Email: katrinathomas@mmrpc.org**

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: FULTON Mo.

Name/Title of person filling out survey: Les Hudson PLANNING

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

- Maintenance Snow Removal
 Construction as part of new development All of the above

4. Please rate the overall condition of your sidewalks.

Excellent Good Poor Fair N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

Excellent Good Sufficient Fair Poor

6. Please rate the width of existing sidewalks.

Excellent Good Sufficient Fair Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

Curbs Ramps Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

Unimportant 1 2 3 4 5 6 7 8 9 10 Very Important

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

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Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: Hoffs Summit

Name/Title of person filling out survey: Katrin Williams (RPC staff)

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

- Maintenance
- Snow Removal
- Construction as part of new development
- All of the above

4. Please rate the overall condition of your sidewalks.

Excellent Good Poor Fair N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

Excellent Good Sufficient Fair Poor

6. Please rate the width of existing sidewalks.

Excellent Good Sufficient Fair Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

Curbs Ramps Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

Unimportant 1 2 3 4 5 6 7 8 9 10 Very Important

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

*Proposed sidewalk expansion along
Summit Dr. & Karen Dr.*

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

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Ashland, MO 65010**

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Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: City of Moheane

Name/Title of person filling out survey: Dee Pfeiffer City Clerk

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

- Maintenance Snow Removal N/A
- Construction as part of new development All of the above

4. Please rate the overall condition of your sidewalks.

- Excellent Good Poor Fair N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

- Excellent Good Sufficient Fair Poor

6. Please rate the width of existing sidewalks.

- Excellent Good Sufficient Fair Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

- Curbs Ramps Equal number N/A

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

- Unimportant 1 2 3 4 5 6 7 8 9 10 Very Important

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

N/A

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other:

NA

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Ashland, MO 65010**

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Email: katrinathomas@mmrpc.org**

Cole County, MO



Sidewalk Assessment 2012



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Criteria

The incorporated communities of Centertown, Lohman, Russellville, St. Thomas, Taos, and Wardsville were included in the 2012 assessment. The City of Jefferson and the City of St. Martins were excluded because they are part of the Capital Area Metropolitan Planning Organization (CAMPO).

All sidewalks in these communities were assessed on their current conditions in February and March of 2012 by staff at the Mid-Missouri Regional Planning Commission. The chart below depicts the overall condition of sidewalks in the county:

	Condition in Linear Feet			Total Sidewalk
	Good	Fair	Poor	
Centertown	0	1,143	764	1907
Lohman	0	0	982	982
Russellville	1,948	1,018	7,254	10220
St. Thomas	401	773	0	1174
Taos	2,707	0	0	2707
Wardsville	0	945	0	945
	Total Good: 5,056	Total Fair: 3,879	Total Poor: 9,000	17,935

The following criteria were used in assessing conditions. These assessment criteria are being used for assessments by all Regional Planning agencies across Missouri.

Good: Unlikely to hinder mobility of the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris which would impede pedestrian traffic.

Map key: Green

Fair: Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris.

Map key: Yellow

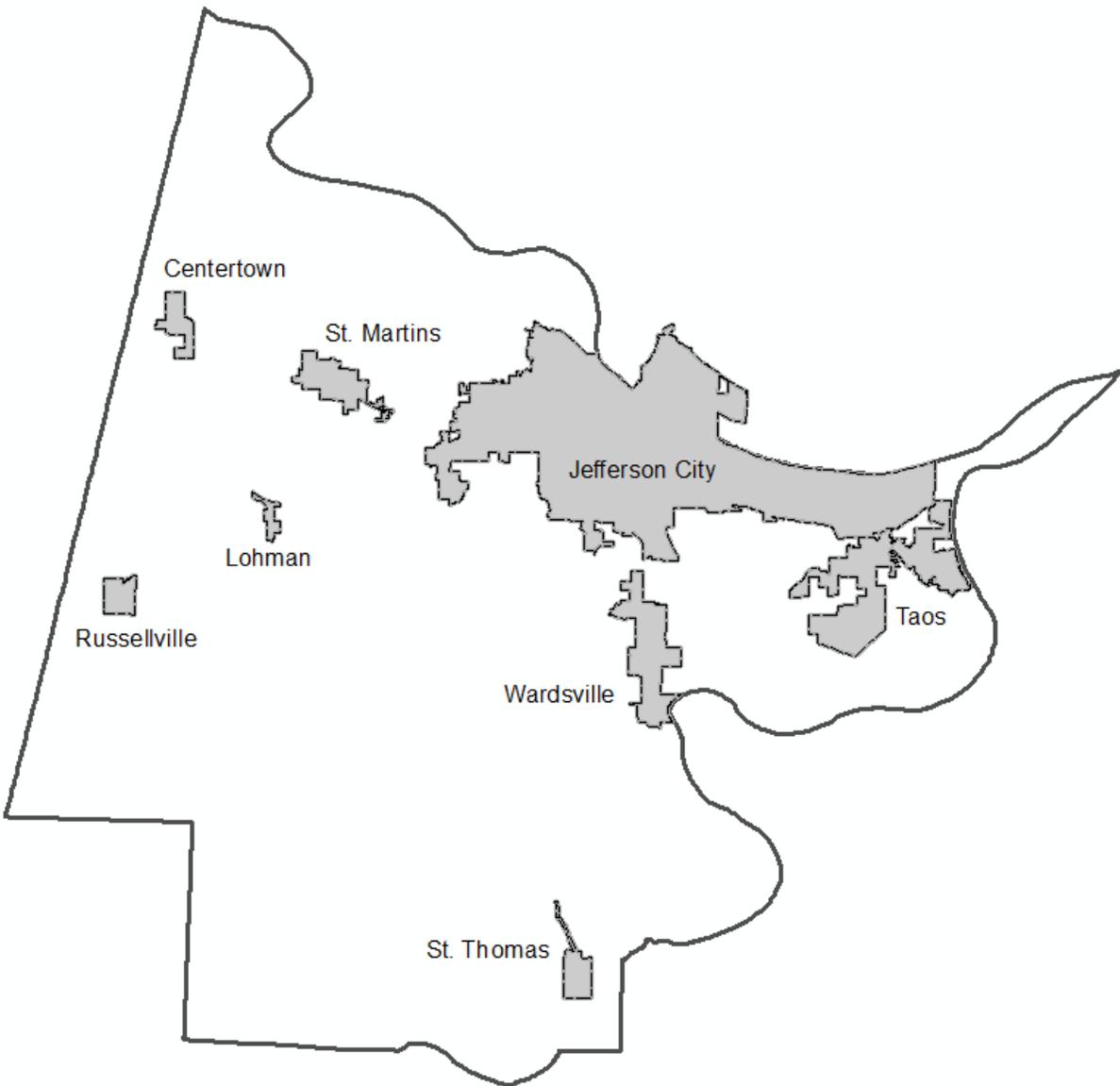
Poor: Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and / or debris such that pedestrian travel would be impeded.

Map key: Red

Gap: No sidewalk is present. Not mapped.

Community Sidewalk Maps

The following maps were created to illustrate location and condition of sidewalks within the communities of Centertown, Lohman, Russellville, St. Thomas, Taos, and Wardsville.



Centertown, MO

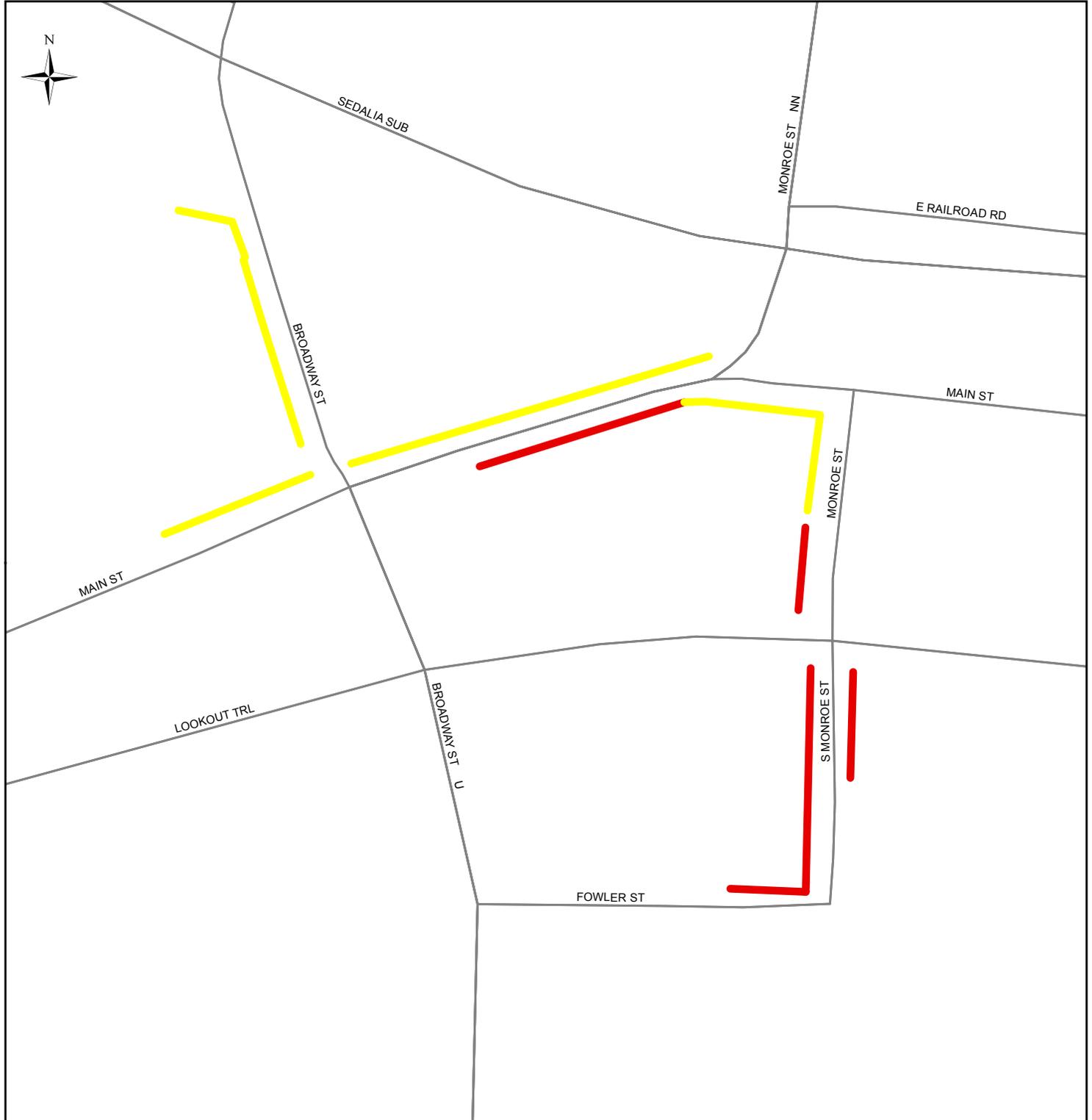
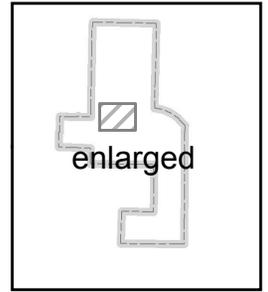
Sidewalk Conditions

— street
□ city limits

Condition

- GOOD (0 ft.)
- FAIR (1,143 ft.)
- POOR (764 ft.)

Total sidewalks: 1,907 ft.



0 0.015 0.03 0.06 Miles

Lohman, MO

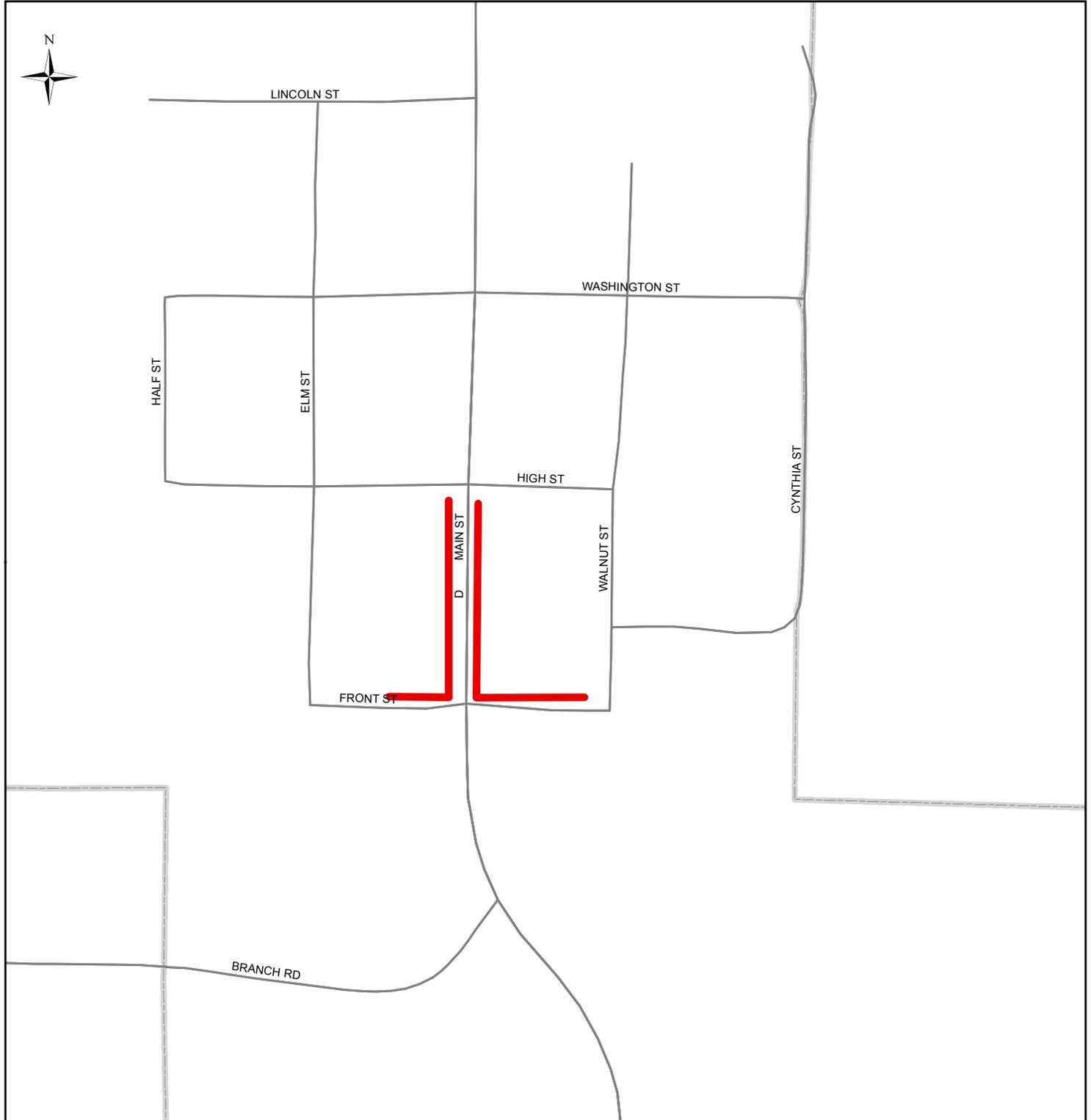
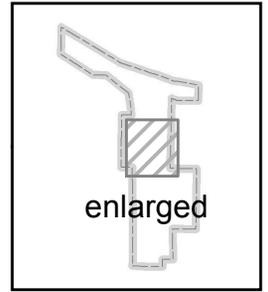
Sidewalk Conditions

— street
□ city limits

Condition

- GOOD (0 ft.)
- FAIR (0 ft.)
- POOR (982 ft.)

Total sidewalks: 982 ft.



0 0.03 0.06 0.12 Miles

Russellville, MO

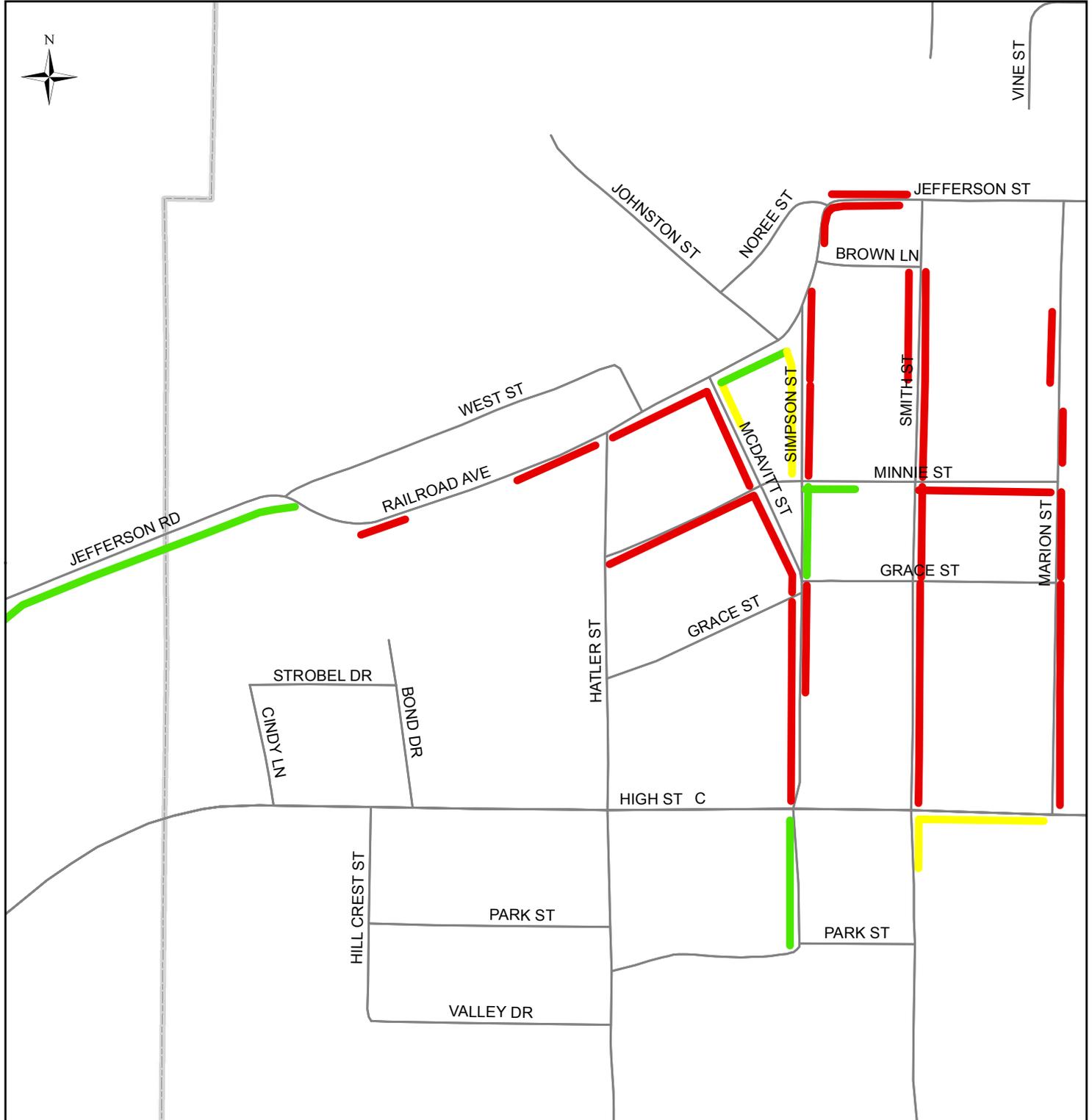
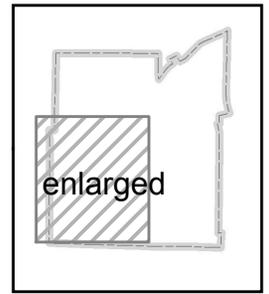
Sidewalk Conditions

— street
 □ city limits

Condition

- █ GOOD (1948 ft.)
- █ FAIR (1018 ft.)
- █ POOR (7254 ft.)

Total sidewalks: 10,220 ft.



0 0.05 0.1 0.2 Miles

St.. Thomas, MO

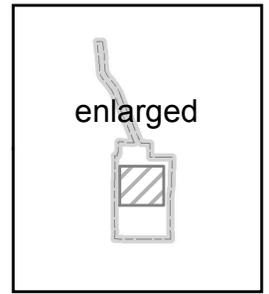
Sidewalk Conditions

— street
□ city limits

Condition

- GOOD (401 ft.)
- FAIR (773 ft.)
- POOR (0 ft.)

Total sidewalks: 1174 ft.



0 0.035 0.07 0.14 Miles

Taos, MO

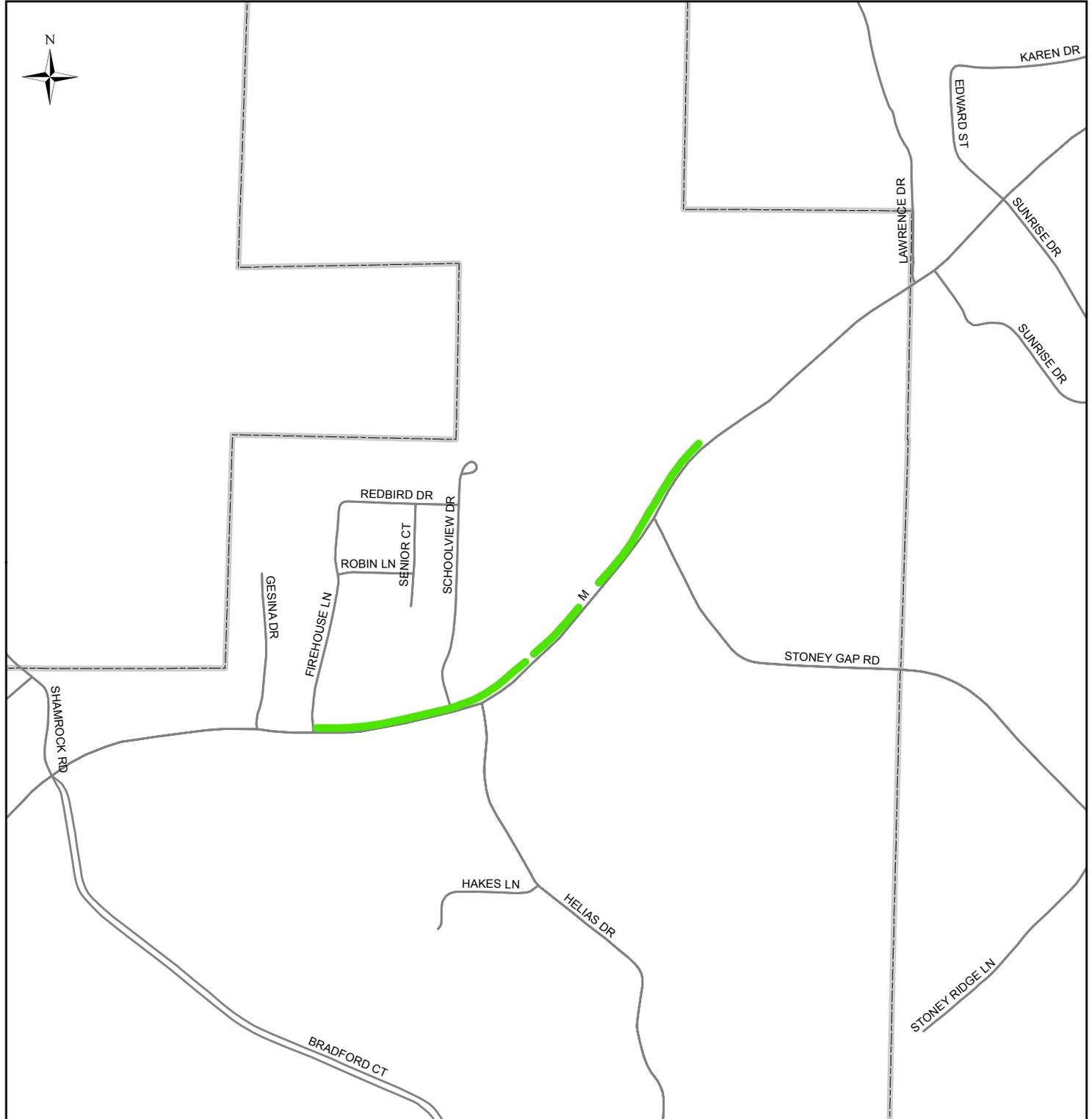
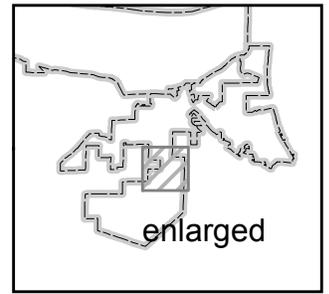
Sidewalk Conditions

— street
□ city limits

Condition

- GOOD (2,707 ft.)
- FAIR (0 ft.)
- POOR (0 ft.)

Total sidewalks: 2,707 ft.



Wardsville, MO

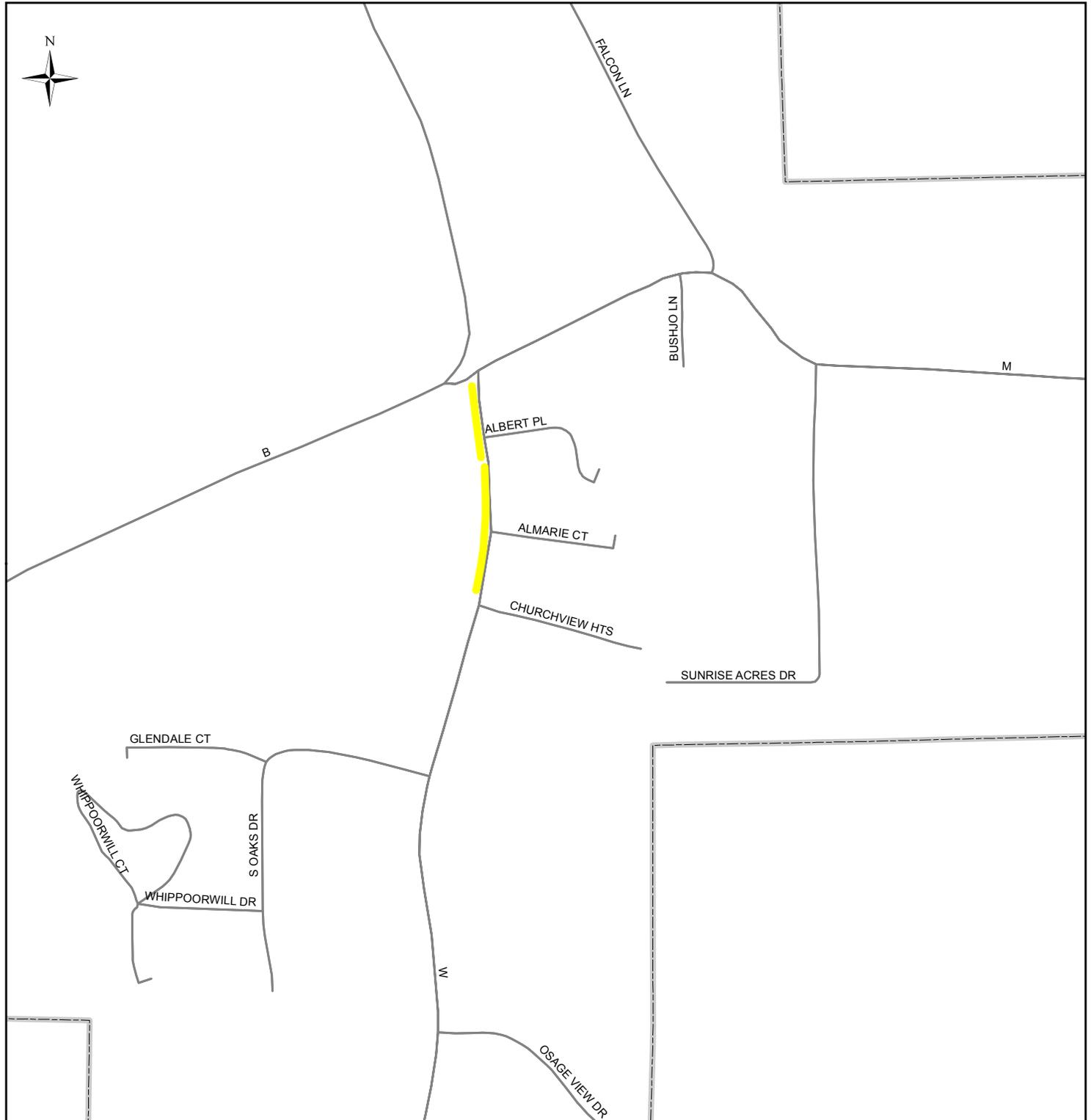
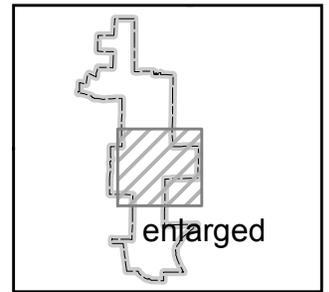
Sidewalk Conditions

— street
□ city limits

Condition

- GOOD (0 ft.)
- FAIR (945 ft.)
- POOR (0 ft.)

Total sidewalks: 945 ft.



0 0.1 0.2 0.4 Miles

Source(s):
Mid-Mo RPC
MSDIS
March 2012 -K.L.T.



Sidewalk Surveys

All communities in the Mid-Missouri Regional Planning Commission Region were sent a survey to understand current conditions and future needs concerning sidewalks. Copies of those surveys that were returned are included in this section. In compiling information received from surveys and by individual inspection of sidewalks in each community the following general overview of condition was created.

	Survey feedback	General Inspection
Centertown	no survey returned	Most sidewalks are navigable, fair to poor condition. Several areas where buckling has occurred, causing impediments. Also vegetation and lack of connectivity between sections.
Lohman	no survey returned	Sidewalks are very steep in some areas. Sidewalks along Front St. are disintegrating and vegetation may make navigation difficult for some.
Russellville	No comprehensive sidewalk plan, sidewalks are viewed as high importance, there are two public schools located within or just outside city limits - both connected by sidewalks. The city is currently upgrading some existing sidewalks with "Safe Routes to School" funding.	The portions near city hall and the post office are in good condition with good access for disability needs. Most sidewalks are in need of reconstruction due to vegetation, specifically several areas where tree roots have buckled the sidewalk. Also several areas where the sidewalks are crumbled or have gaps.
St. Thomas	no survey returned	Few sidewalks exist. Those around the school are in good condition. There is a need for better connectivity between sections.
Taos	no survey returned	One stretch of sidewalk on Rt. M. Fairly new, with good connectivity, ramps, and little slope.
Wardsville	The city has no "city maintained" sidewalks, existing sidewalks are maintained by church, school, and bank. No comprehensive sidewalk plan, sidewalks are viewed as high importance, there is a Catholic School within the city limits. New 2008 ordinance requires construction of sidewalks with new development.	Small section exists between church, school, and bank. Fair condition due to some vegetation and sections where there is minor buckling between seams.

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

FUNDING, SIDEWALK MAINTENANCE, SIDEWALK EASEMENTS ARE MAJOR HURDLES

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

ANY NEW DEVELOPMENT REQUIRES CONSTRUCTION OF SIDEWALKS; ADDED BY ORDINANCE, 2007-2008

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

- AROUND SCHOOLS {PUBLIC SCHOOLS HAVE SIDEWALKS ON THEIR GROUNDS; WHICH THEY MAINTAIN}
- FROM CHURCH GROUNDS TO BANK
(NOTE: CHURCH CURRENTLY HAS SIDEWALKS IN FRONT OF THE CHURCH/CATHOLIC SCHOOL/CEMETARY - MAINTAINED BY THE CHURCH)
- FROM FIRE HOUSE TO CHURCH

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

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Mid-Missouri Regional Planning Commission
PO Box 140
Ashland, MO 65010

Phone: 573-657-9779
Fax: 573-657-2829
Email: katrinathomas@mmrpc.org

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: RUSSELLVILLE

Name/Title of person filling out survey: _____

1. Does your jurisdiction currently have existing sidewalks? Yes No

**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address? N/A

- Maintenance
- Snow Removal
- Construction as part of new development
- All of the above

4. Please rate the overall condition of your sidewalks.

- Excellent
- Good
- Poor
- Fair
- N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

- Excellent
- Good
- Sufficient
- Fair
- Poor

6. Please rate the width of existing sidewalks.

- Excellent
- Good
- Sufficient
- Fair
- Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street? No

- Curbs
- Ramps
- Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

- Unimportant
- Very Important
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

X No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements? *SRTS*

*FROM JEFFERSON ST. to Rt. C ON SIMPSON,
SMITH & MARION ST.*

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

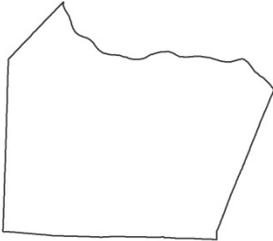
Other: _____

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Email: katrinathomas@mmrpc.org**

Cooper County, MO



Sidewalk Assessment 2013



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Criteria

The incorporated communities of Blackwater, Boonville, Bunceton, Pilot Grove, Prairie Home, Otterville, and Wooldridge are included in the 2013 assessment. The community of Windsor Place has no sidewalks and was not mapped.

The sidewalks in of Blackwater, Bunceton, Pilot Grove, Prairie Home, Otterville, and Wooldridge were assessed on their current conditions in April, May, and June of 2012 by staff at the Mid-Missouri Regional Planning Commission. The community of Boonville was inventoried in March of 2013 by student interns from the Geography Department at the University of Missouri-Columbia. The data collected by the student interns was reviewed by Mid-MO RPC staff. The chart below depicts the overall condition of sidewalks in the county:

	Condition in Linear Feet			Total Sidewalk
	Good	Fair	Poor	
Blackwater	882	1,262	4,562	6,670
Boonville	101,140	23,257	14,277	138,674
Bunceton	0	588	9,415	10,003
Pilot Grove	1,769	5,185	9,478	16,432
Prairie Home	0	420	3,817	4,237
Otterville	596	2,093	3,003	5,692
Wooldridge	0	257	1,719	1,976
	Total Good: 104,387	Total Fair: 33,062	Total Poor: 46,271	183,684

The following criteria were used in assessing conditions. These assessment criteria are being used for assessments by all Regional Planning agencies across Missouri.

Good: Unlikely to hinder mobility of the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris which would impede pedestrian traffic.

Map key: Green

Fair: Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris.

Map key: Yellow

Poor: Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and / or debris such that pedestrian travel would be impeded.

Map key: Red

Gap: No sidewalk is present. Not mapped.

Blackwater, MO

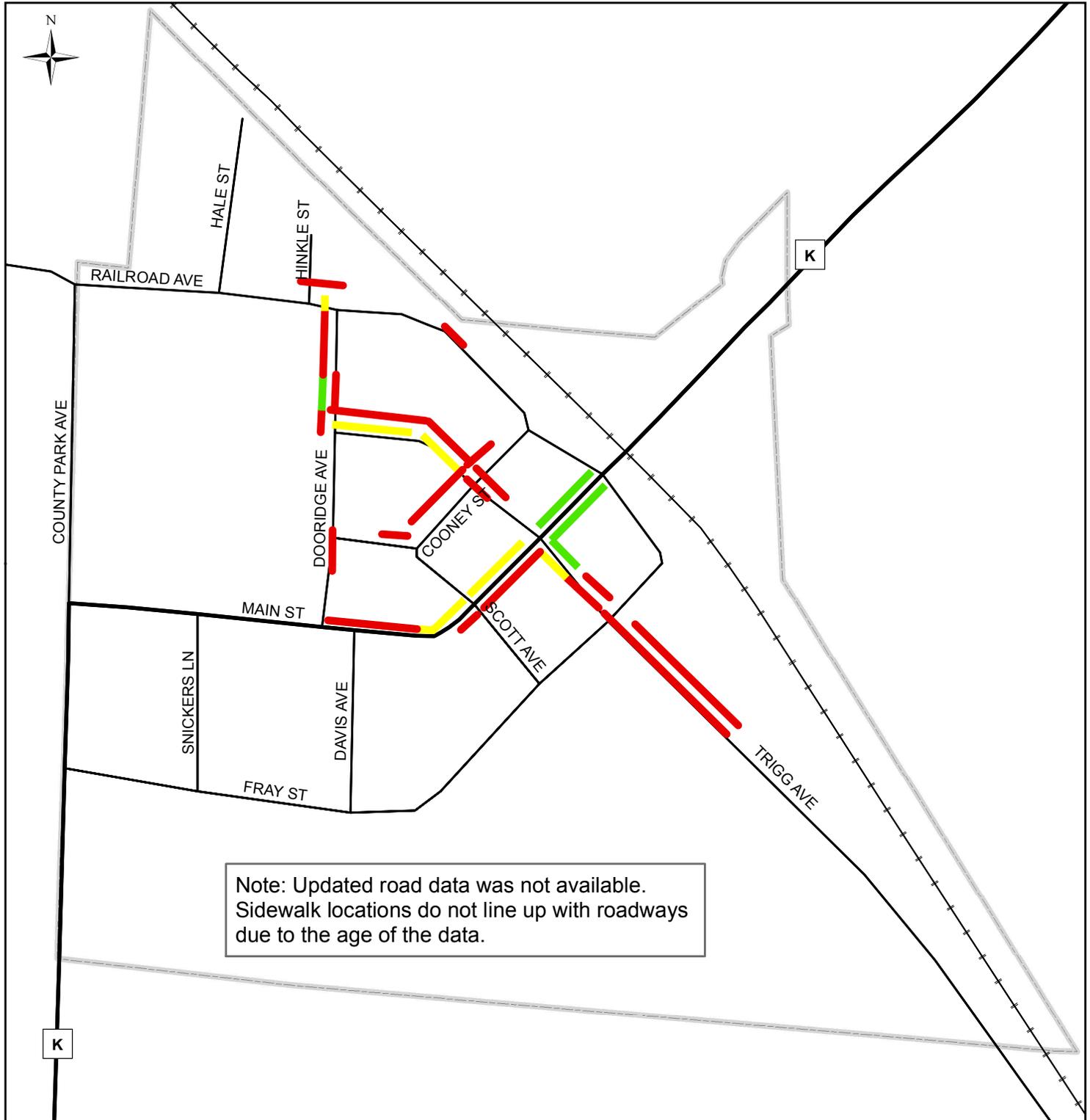
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition

-  GOOD (882 ft.)
-  FAIR (1,262 ft.)
-  POOR (4,526 ft.)

Total sidewalks: 6,670 ft.



Note: Updated road data was not available.
Sidewalk locations do not line up with roadways
due to the age of the data.

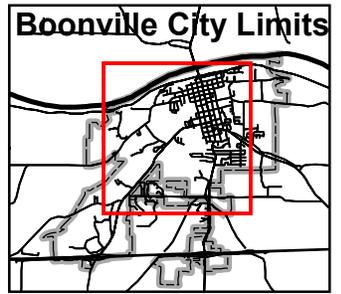


Source(s):
Mid-Mo RPC
MSDIS, MoDOT
Septemper 2013 -K.L.T.



Boonville, MO Overview

Sidewalk Conditions

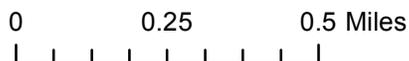
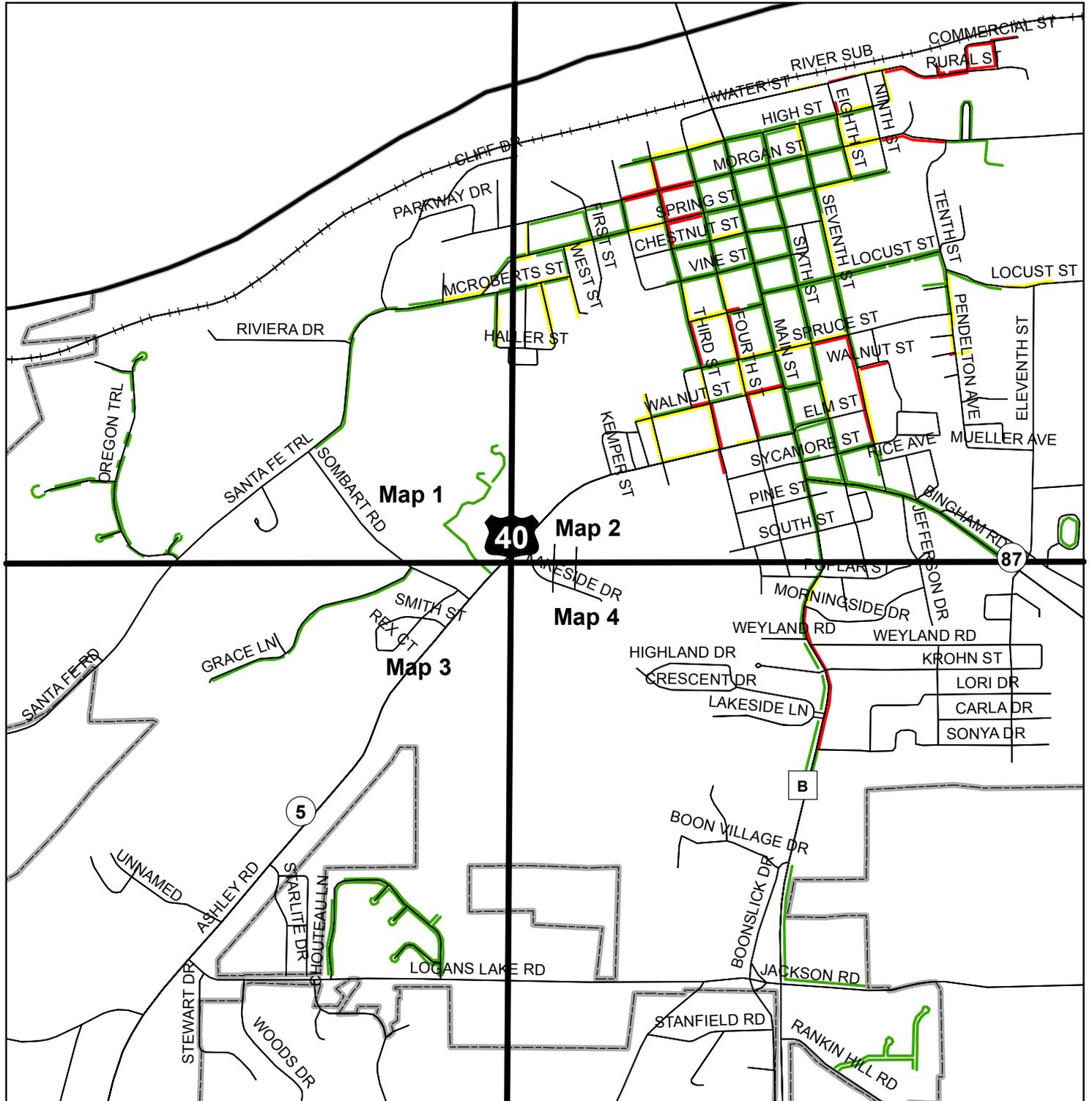


Condition (City wide)

- █ Good (101,140 ft.)
- █ Fair (23,257 ft.)
- █ Poor (14,277 ft.)

Total sidewalks: 138,674 ft.

- Railroad
- Street
- City Limits

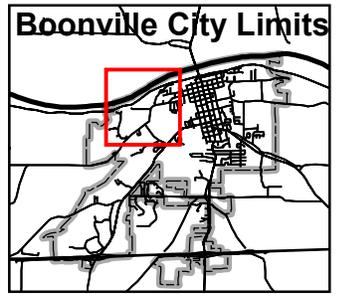


Source(s):
Mid-Mo RPC
MSDIS, MoDOT
November 2013 - J.P.H.



Boonville, MO (Map 1 of 4)

Sidewalk Conditions

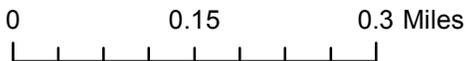
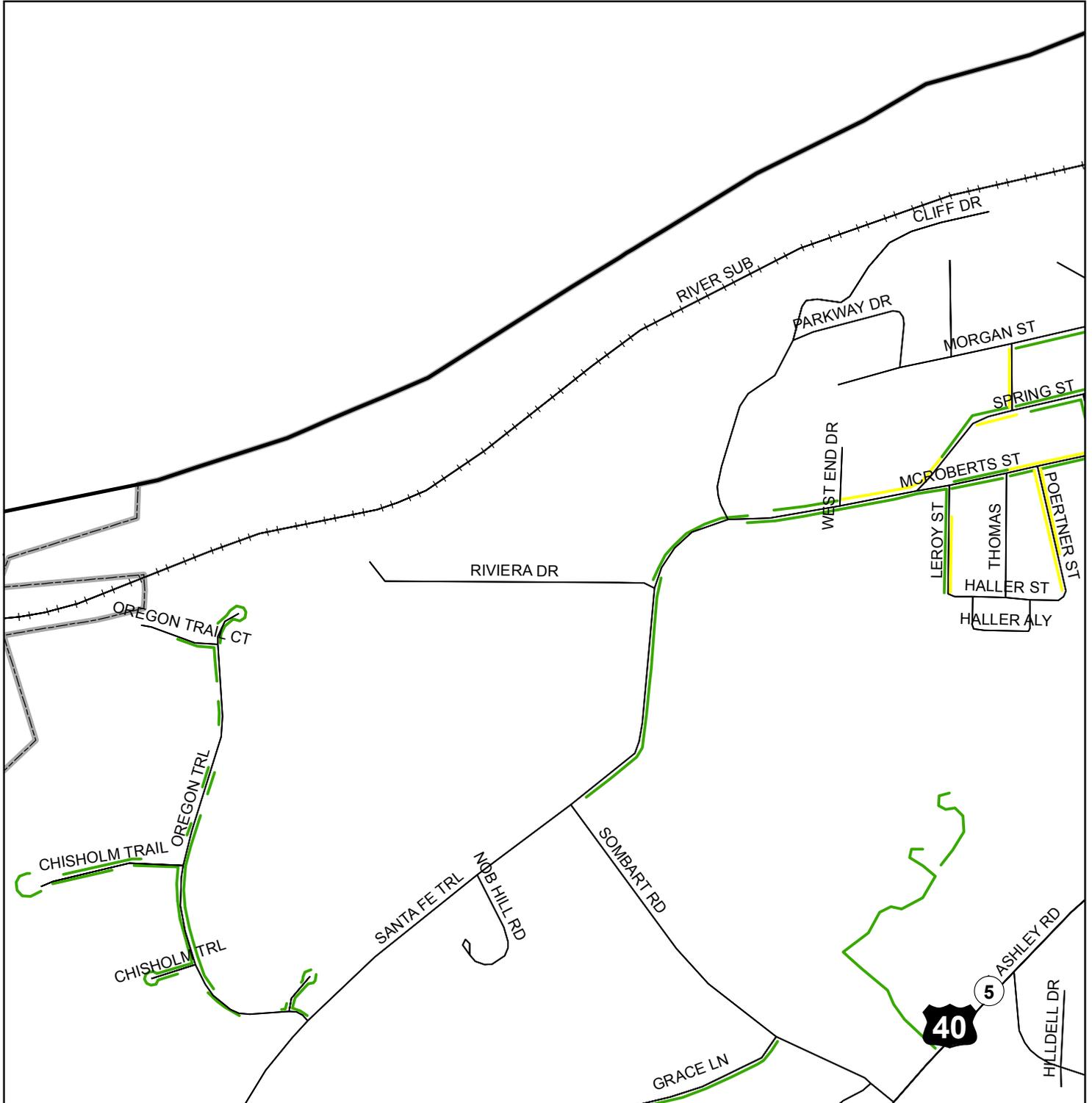


Condition (City wide)

- █ Good (101,140 ft.)
- █ Fair (23,257 ft.)
- █ Poor (14,277 ft.)

Total sidewalks: 138,674 ft.

- Railroad
- Street
- City Limits

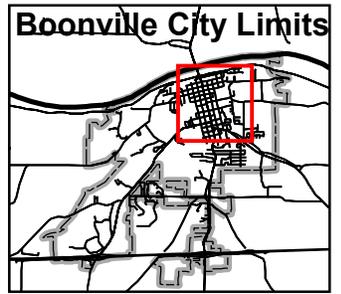


Source(s):
Mid-Mo RPC
MSDIS, MoDOT
November 2013 - J.P.H.



Boonville, MO (Map 2 of 4)

Sidewalk Conditions

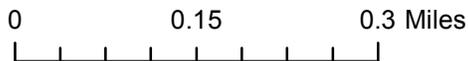
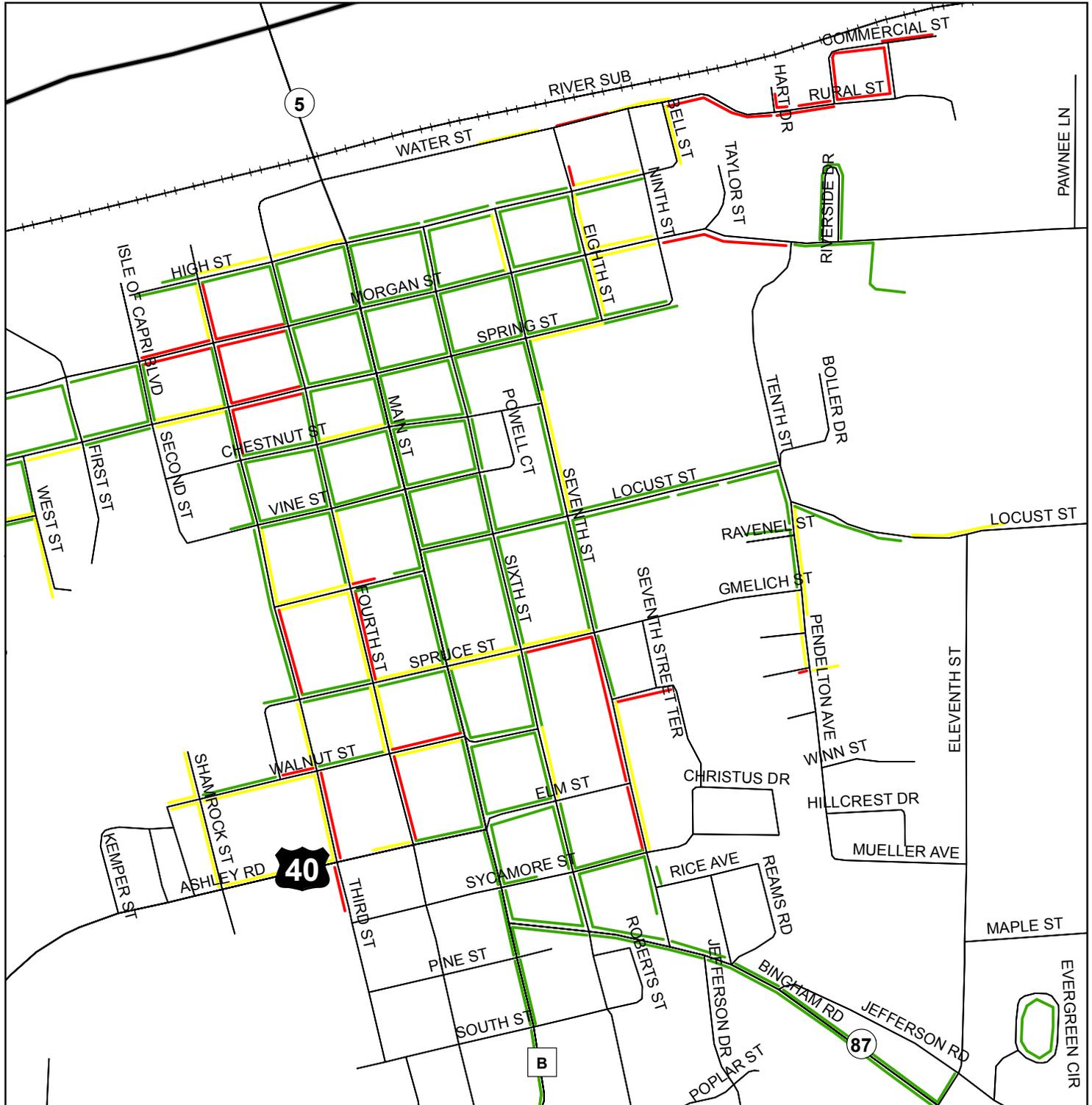


Condition (City wide)

- █ Good (101,140 ft.)
- █ Fair (23,257 ft.)
- █ Poor (14,277 ft.)

Total sidewalks: 138,674 ft.

- Railroad
- Street
- City Limits

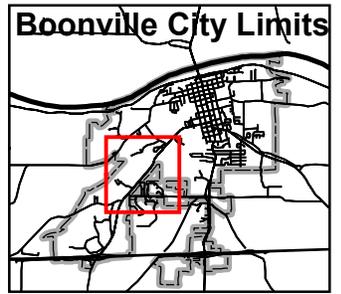


Source(s):
Mid-Mo RPC
MSDIS, MoDOT
November 2013 - J.P.H.



Boonville, MO (Map 3 of 4)

Sidewalk Conditions

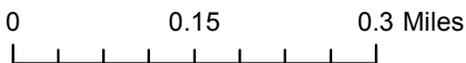
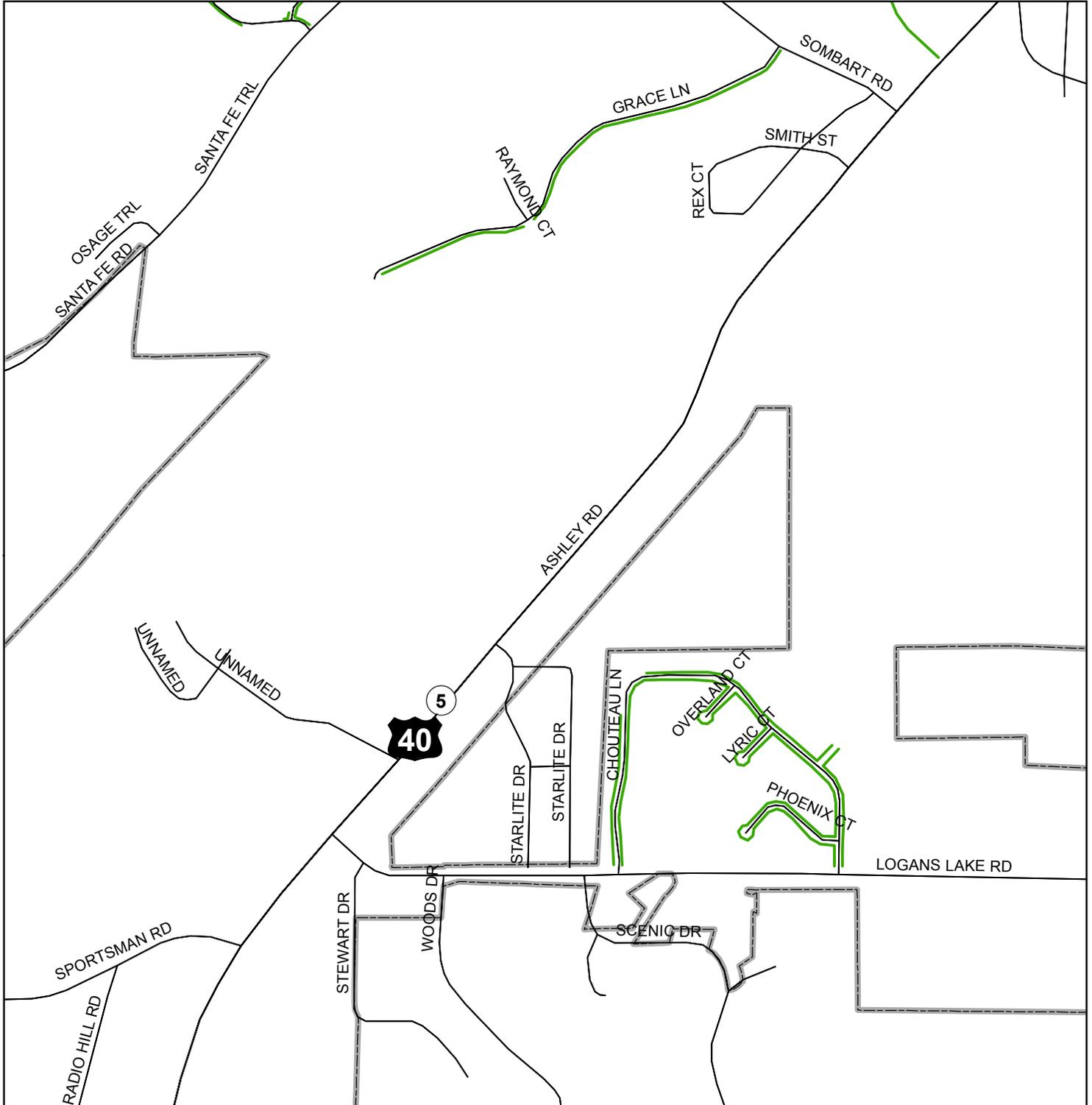


Condition (City wide)

- █ Good (101,140 ft.)
- █ Fair (23,257 ft.)
- █ Poor (14,277 ft.)

Total sidewalks: 138,674 ft.

- Railroad
- Street
- City Limits

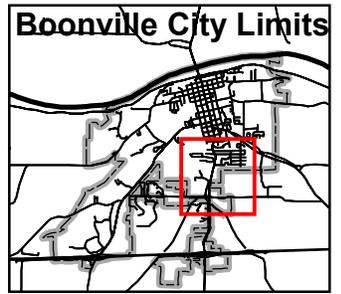


Source(s):
Mid-Mo RPC
MSDIS, MoDOT
November 2013 - J.P.H.



Boonville, MO (Map 4 of 4)

Sidewalk Conditions

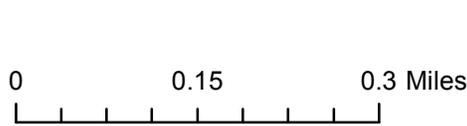
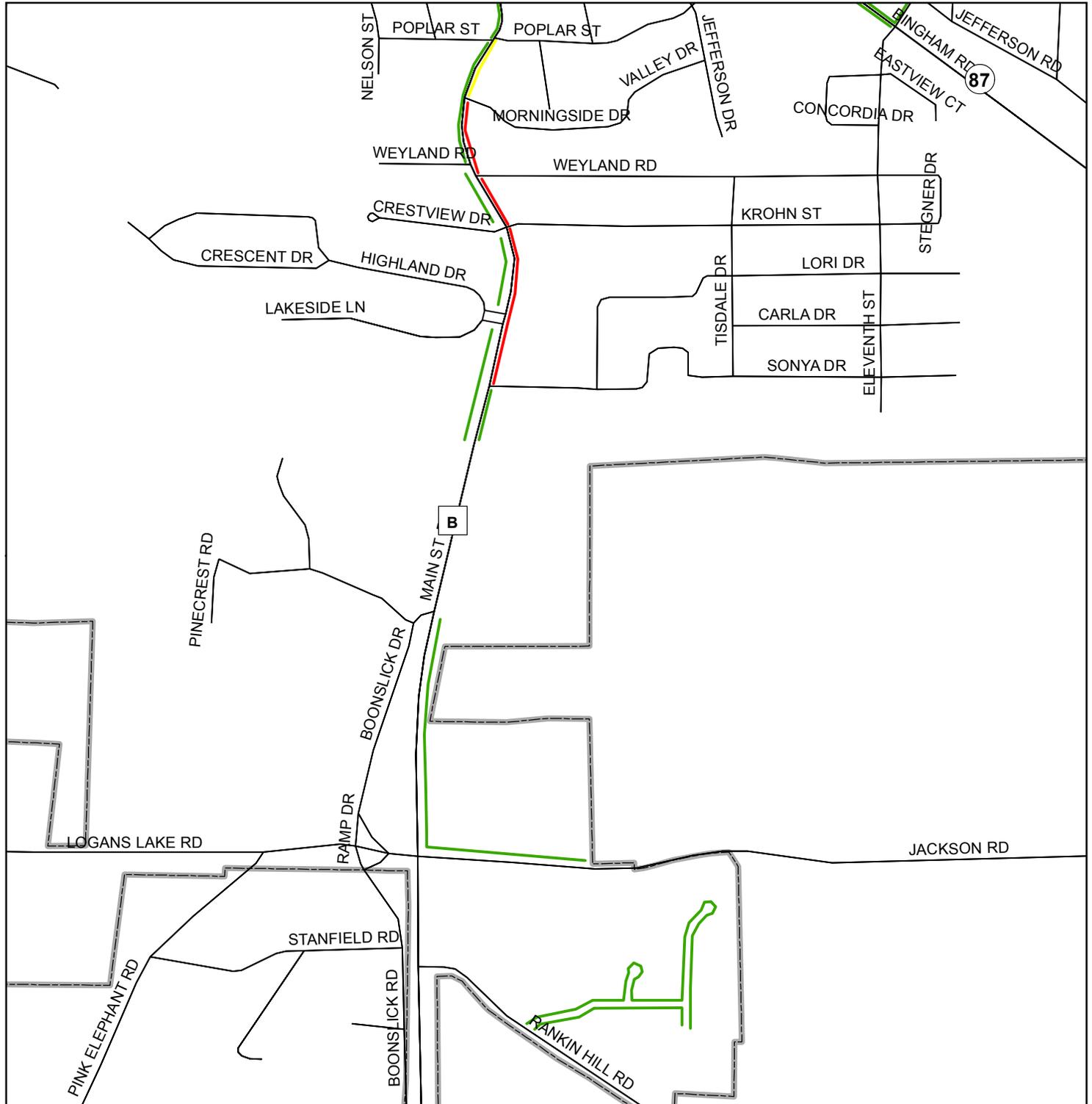


Condition (City wide)

- █ Good (101,140 ft.)
- █ Fair (23,257 ft.)
- █ Poor (14,277 ft.)

Total sidewalks: 138,674 ft.

- Railroad
- Street
- City Limits



Source(s):
 Mid-Mo RPC
 MSDIS, MoDOT
 November 2013 - J.P.H.



Bunceton, MO

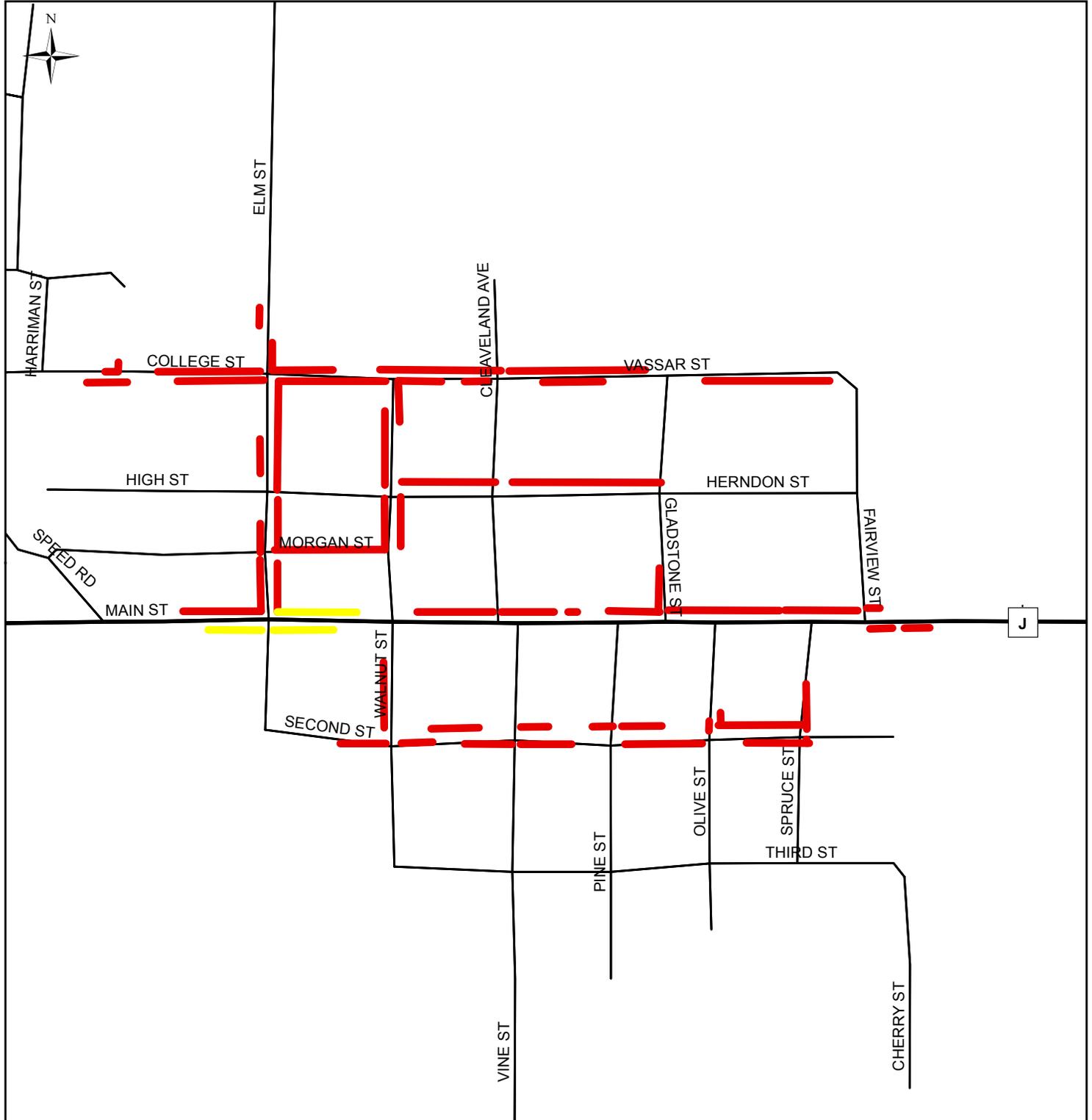
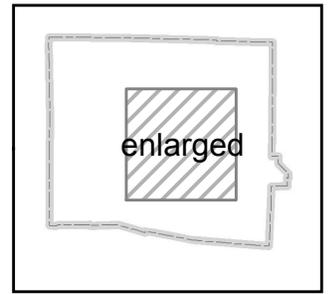
Sidewalk Conditions

— street
 □ city limits

Condition

- █ GOOD (0 ft.)
- █ FAIR (588 ft.)
- █ POOR (9,415 ft.)

Total sidewalks: 10,003 ft.



0 0.05 0.1 0.2 Miles

Source(s):
 Mid-Mo RPC
 MSDIS, MoDOT
 Septmeber 2012 -K.L.T.



Otterville, MO

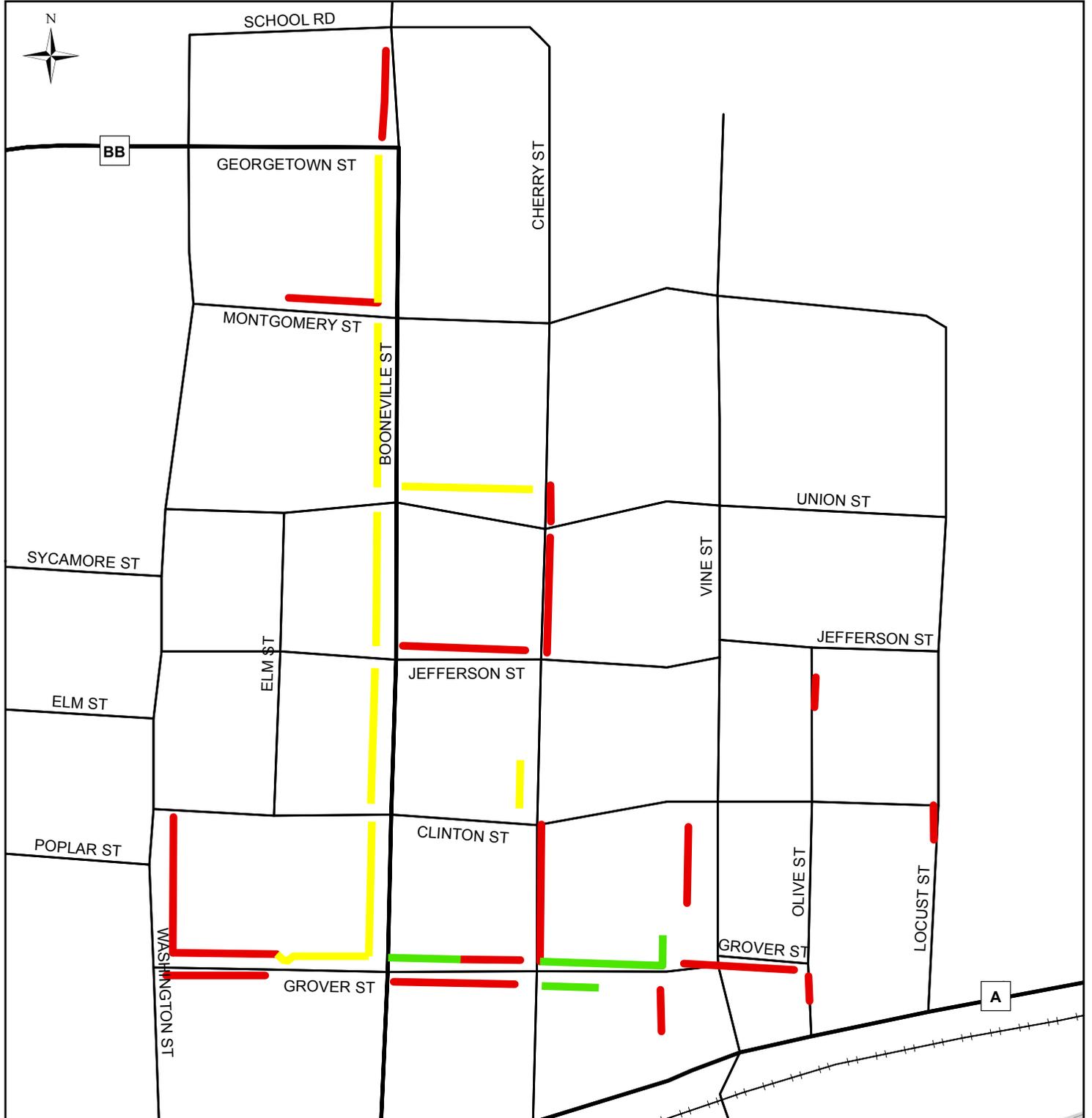
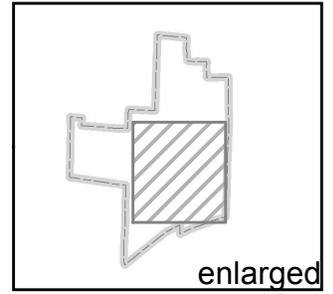
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition

-  GOOD (596 ft.)
-  FAIR (2,093 ft.)
-  POOR (3,003 ft.)

Total sidewalks: 5,692 ft.

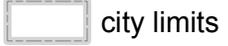


Source(s):
 Mid-Mo RPC
 MSDIS, MoDOT
 Septmeber 2013 -K.L.T.



Pilot Grove, MO

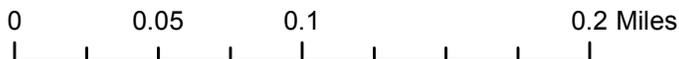
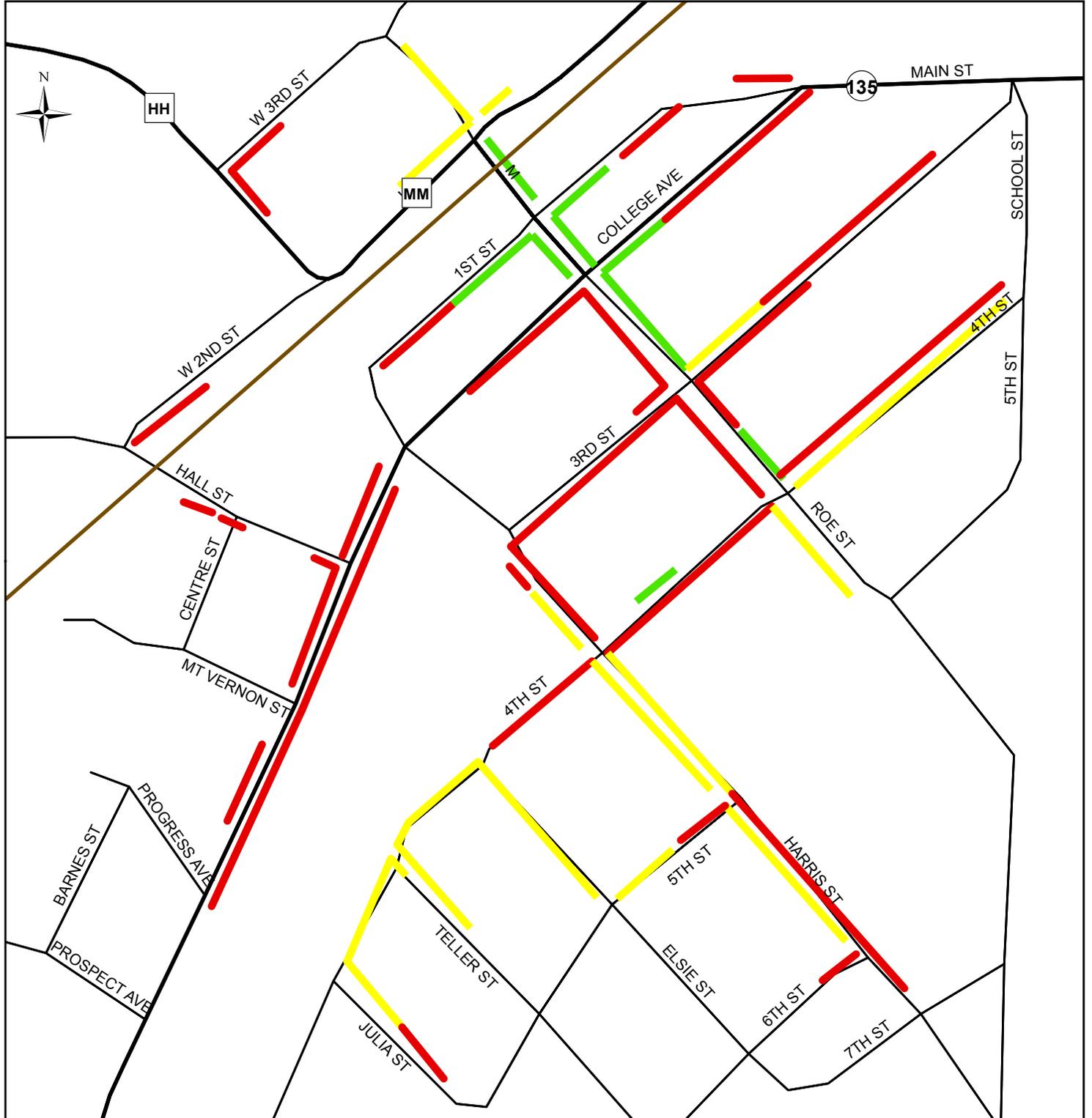
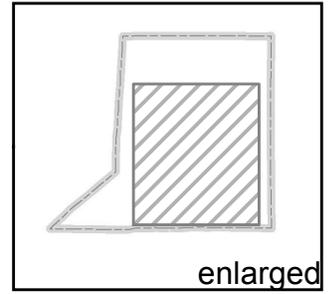
Sidewalk Conditions

-  Katy Trail
-  street
-  city limits

Condition

-  GOOD (1,769 ft.)
-  FAIR (5,185 ft.)
-  POOR (9,478 ft.)

Total sidewalks: 16,432 ft.



Source(s):
 Mid-Mo RPC
 MSDIS, MoDOT
 Septmeber 2013 -K.L.T.



Prairie Home, MO

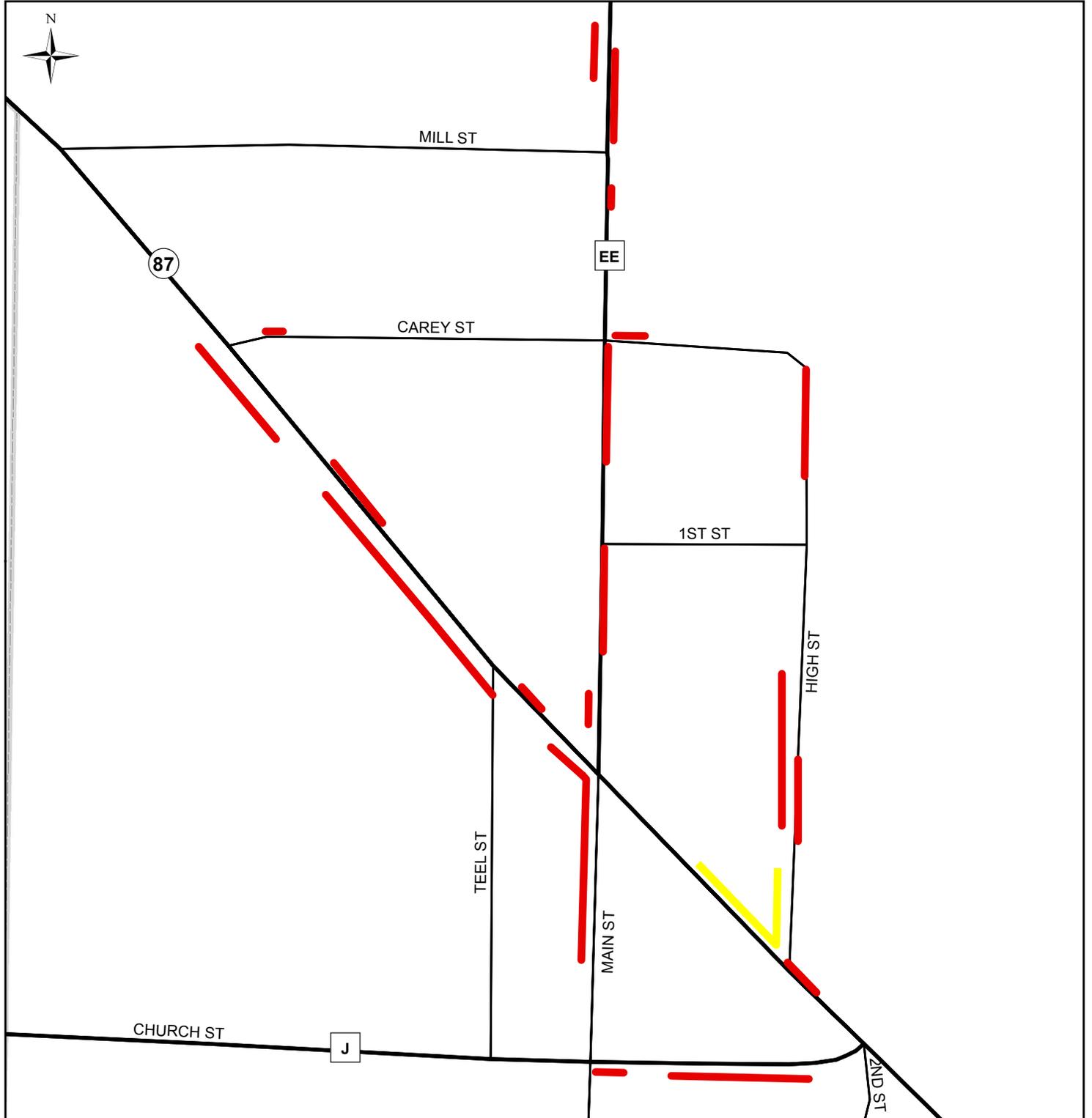
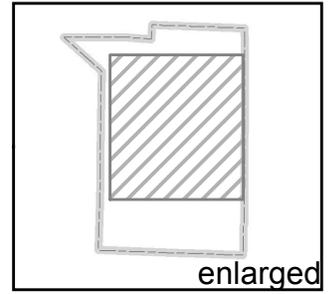
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition

-  GOOD (0 ft.)
-  FAIR (420 ft.)
-  POOR (3,817 ft.)

Total sidewalks: 4,237 ft.



Source(s):
 Mid-Mo RPC
 MSDIS, MoDOT
 Septmeber 2013 -K.L.T.



Wooldridge, MO

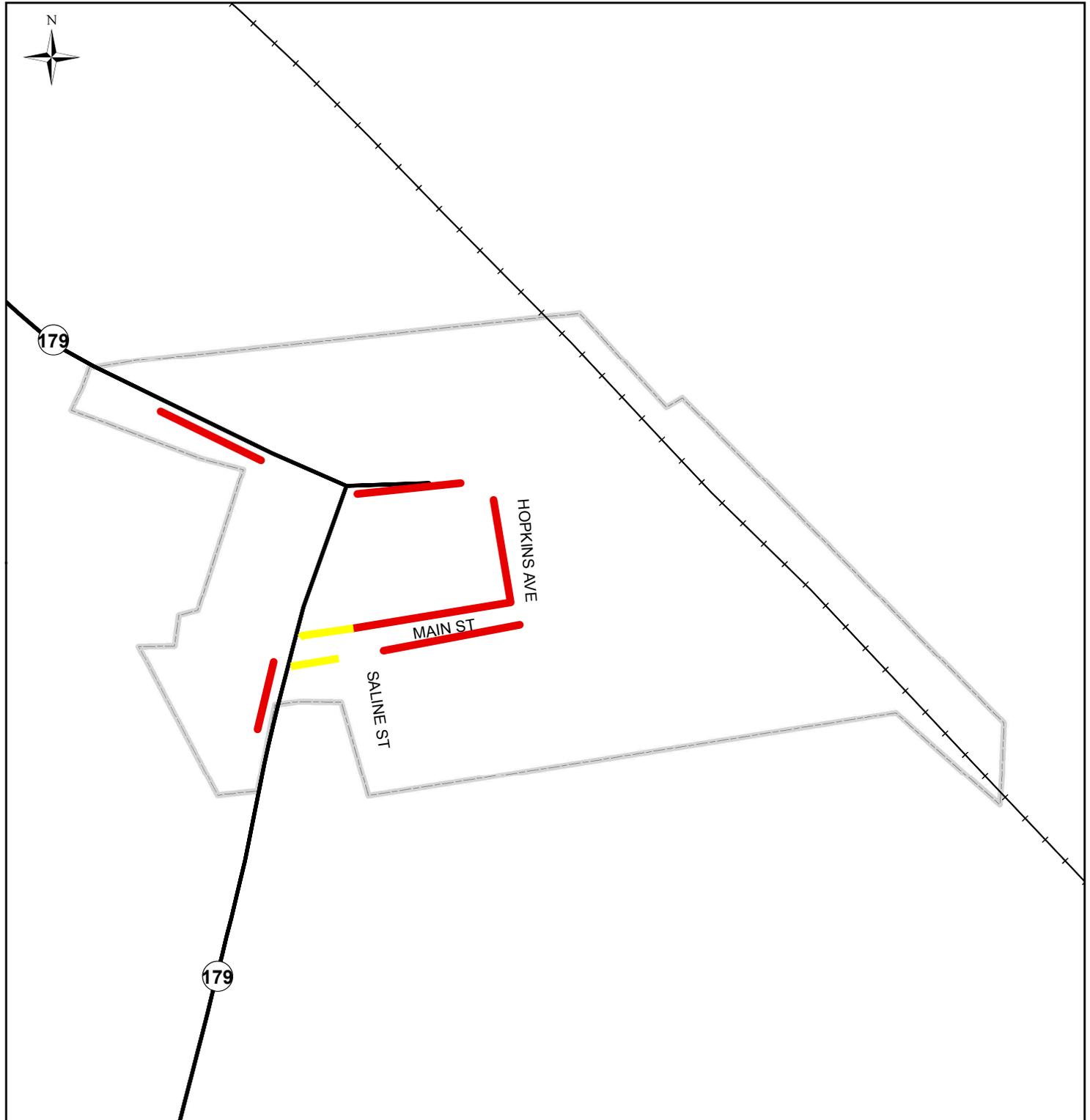
Sidewalk Conditions

- +—+— railroad
- street
- ▭ city limits

Condition

- GOOD (0 ft.)
- FAIR (257 ft.)
- POOR (1,719 ft.)

Total sidewalks: 1,976 ft.



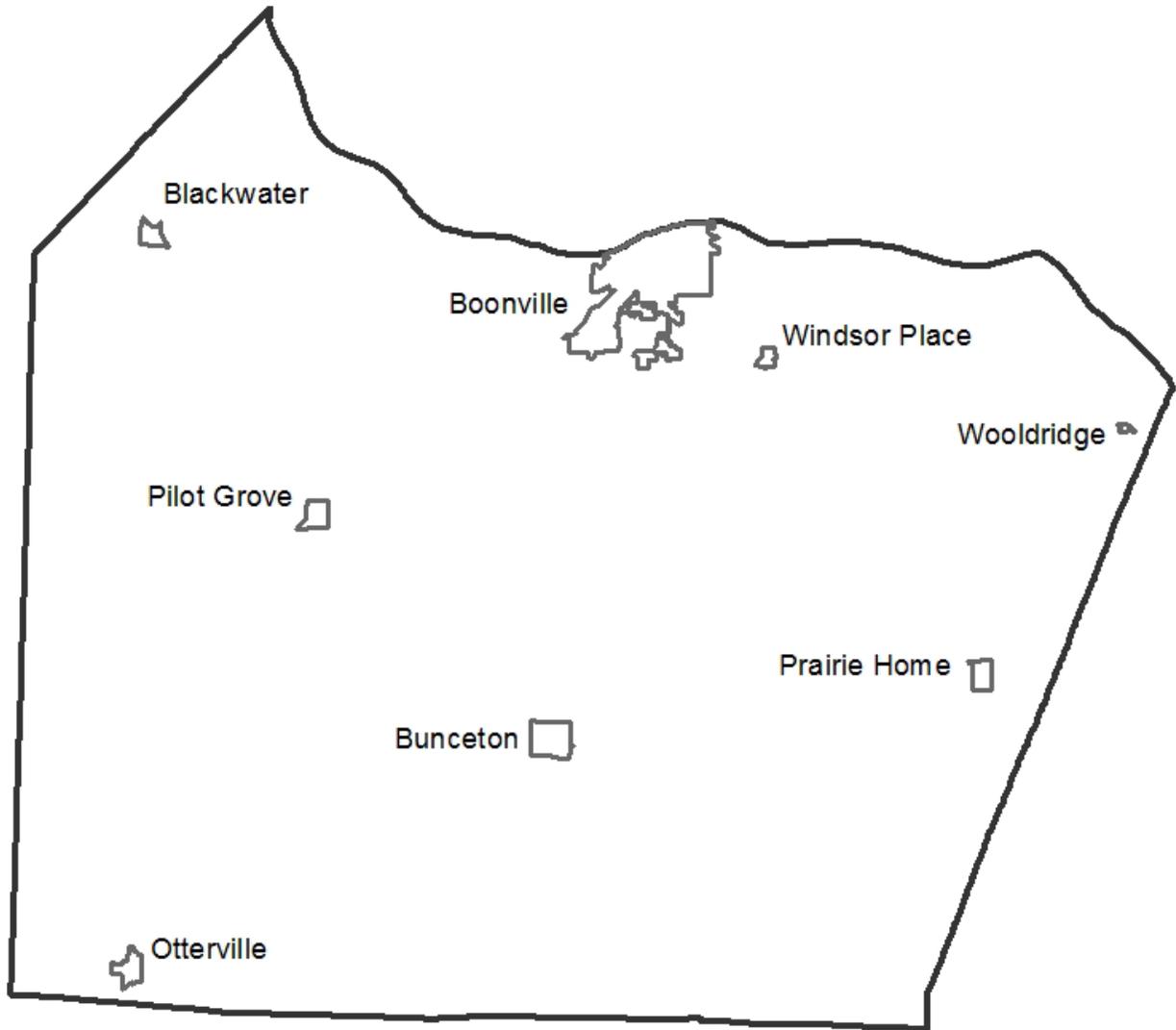
0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
MSDIS, MoDOT
Septmeber 2013 -K.L.T.



Community Sidewalk Maps

The following maps were created to illustrate location and condition of sidewalks within the communities of Blackwater, Boonville, Bunceton, Pilot Grove, Prairie Home, Otterville, and Wooldridge.



Sidewalk Surveys

All communities in the Mid-Missouri Regional Planning Commission Region were sent a survey to understand current conditions and future needs concerning sidewalks. Copies of those surveys that were returned are included in this section. In compiling information received from surveys and by individual inspection of sidewalks in each community the following general overview of condition was created.

	Survey feedback	General Inspection
Blackwater	No survey returned. Sidewalks provide adequate access to the public school.	Most of the sidewalks in the community are in some need of repair. Sidewalks are crumbled, broken, or indiscernible.
Boonville	The city does have a comprehensive sidewalk plan, sidewalks are viewed as high importance. The city has sidewalk ordinances that address construction and maintenance. Sidewalks do provide adequate access to the public school, library, and downtown businesses.	Most sidewalks are navigable, being in good condition. Those areas that are categorized as “fair” or “poor” are along Rural St.; Third and Morgan; and sections near Church and Walnut. While connectivity between the downtown and outlying subdivision is lacking, the main city center is well connected.
Bunceton	No comprehensive sidewalk plan, sidewalks are viewed as medium importance. Sidewalks do not provide adequate access to the public school.	Most of the sidewalks in the community are in severe need of repair. Sidewalks are crumbled, broken, or indiscernible.
Pilot Grove	No survey returned. Sidewalks provide adequate access to the public school.	Most of the sidewalks in the community are in severe need of repair. Sidewalks are crumbled, broken, or indiscernible.
Prairie Home	No comprehensive sidewalk plan, sidewalks are viewed as very high importance. Accessibility to the public school is adequate but limited in that there is only one crosswalk across Route 87. Accessibility and safety is over concern by the community.	Most of the sidewalks in the community are in need of repair. Sidewalks are crumbled, broken, or indiscernible. There is little connectivity between sections.
Otterville	No survey returned. Sidewalks provide adequate access to the public school.	Many of the sidewalks in the community are in some need of repair. Sidewalks are crumbled, broken, or indiscernible.
Wooldridge	No comprehensive sidewalk plan, sidewalks are viewed as high importance. The city does not have a sidewalk ordinance. There are no schools in the community. The community would like to see improvements and expansion.	Most of the sidewalks in the community are in need of repair. Sidewalks are crumbled, broken, or indiscernible. There is little connectivity between sections.

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: City of Boonville

Name/Title of person filling out survey: Kate Full

1. Does your jurisdiction currently have existing sidewalks? Yes No

**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

Maintenance

Snow Removal

Construction as part of new development All of the above

4. Please rate the overall condition of your sidewalks.

Excellent Good Poor Fair N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

Excellent Good Sufficient Fair Poor

6. Please rate the width of existing sidewalks.

Excellent Good Sufficient Fair Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

Curbs Ramps Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

Unimportant

1 2 3 4 5 6 7 8 9 10

Very Important

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

- Main Street corridor, south of Poplar
- New Subdivision
- ADA ~~compliance~~ - more ramps in town

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

Katrina Thomas
Mid-Missouri Regional Planning Commission
PO Box 140
Ashland, MO 65010

Phone: 573-657-9779
Fax: 573-657-2829
Email: katrinathomas@mmrpc.org

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: Bunceton

Name/Title of person filling out survey: Elo Hickam - City Clerk

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

- Maintenance Snow Removal
- Construction as part of new development All of the above

4. Please rate the overall condition of your sidewalks.

- Excellent Good Poor Fair N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

- Excellent Good Sufficient Fair Poor

6. Please rate the width of existing sidewalks.

- Excellent Good Sufficient Fair Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

- Curbs Ramps Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

- Unimportant 1 2 3 4 5 6 7 8 9 10 Very Important

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan? *N/A*

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements? *N/A*

13. If expansion is being considered, which of the following reasons best describes the city/village's motive? *N/A*

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

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Mid-Missouri Regional Planning Commission
PO Box 140
Ashland, MO 65010**

**Phone: 573-657-9779
Fax: 573-657-2829
Email: katrinathomas@mmrpc.org**

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

EE Hwy (Main St)
Carey St

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

Katrina Thomas
Mid-Missouri Regional Planning Commission
PO Box 140
Ashland, MO 65010

Phone: 573-657-9779
Fax: 573-657-2829
Email: katrinathomas@mmrpc.org

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: WOOLDRIDGE

Name/Title of person filling out survey: KELLY L. MURPHY - CHAIRMAN ^{IS+}

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

Maintenance

Snow Removal

Construction as part of new development All of the above

4. Please rate the overall condition of your sidewalks.

Excellent Good Poor Fair N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

Excellent Good Sufficient Fair Poor

6. Please rate the width of existing sidewalks.

Excellent Good Sufficient Fair Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street? NO

Curbs Ramps Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

Unimportant

1 2 3 4 5 6 7 8 9 10 Very Important

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

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Mid-Missouri Regional Planning Commission
PO Box 140
Ashland, MO 65010**

**Phone: 573-657-9779
Fax: 573-657-2829
Email: katrinathomas@mmrpc.org**

Howard County, MO



Sidewalk Assessment 2012



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Criteria

The incorporated communities of Armstrong, Fayette, Glasgow, and New Franklin are included in the 2012 assessment. The community of Franklin has very little detectable sidewalk and was not mapped, but did complete and return a survey.

All sidewalks in these communities were assessed on their current conditions in April, May, and June of 2012 by staff at the Mid-Missouri Regional Planning Commission. The chart below depicts the overall condition of sidewalks in the county:

	Condition in Linear Feet			Total Sidewalk
	Good	Fair	Poor	
Armstrong	0	500	11,831	12,331
Fayette	15,584	15,650	34,643	65,877
Franklin	0	0	492	492
Glasgow	7,510	9,701	8,542	25,744
New Franklin	3,787	1,995	13,460	19,242
	Total Good: 26,881	Total Fair: 27,846	Total Poor: 68,968	123,686

The following criteria were used in assessing conditions. These assessment criteria are being used for assessments by all Regional Planning agencies across Missouri.

Good: Unlikely to hinder mobility of the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris which would impede pedestrian traffic.

Map key: Green

Fair: Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris.

Map key: Yellow

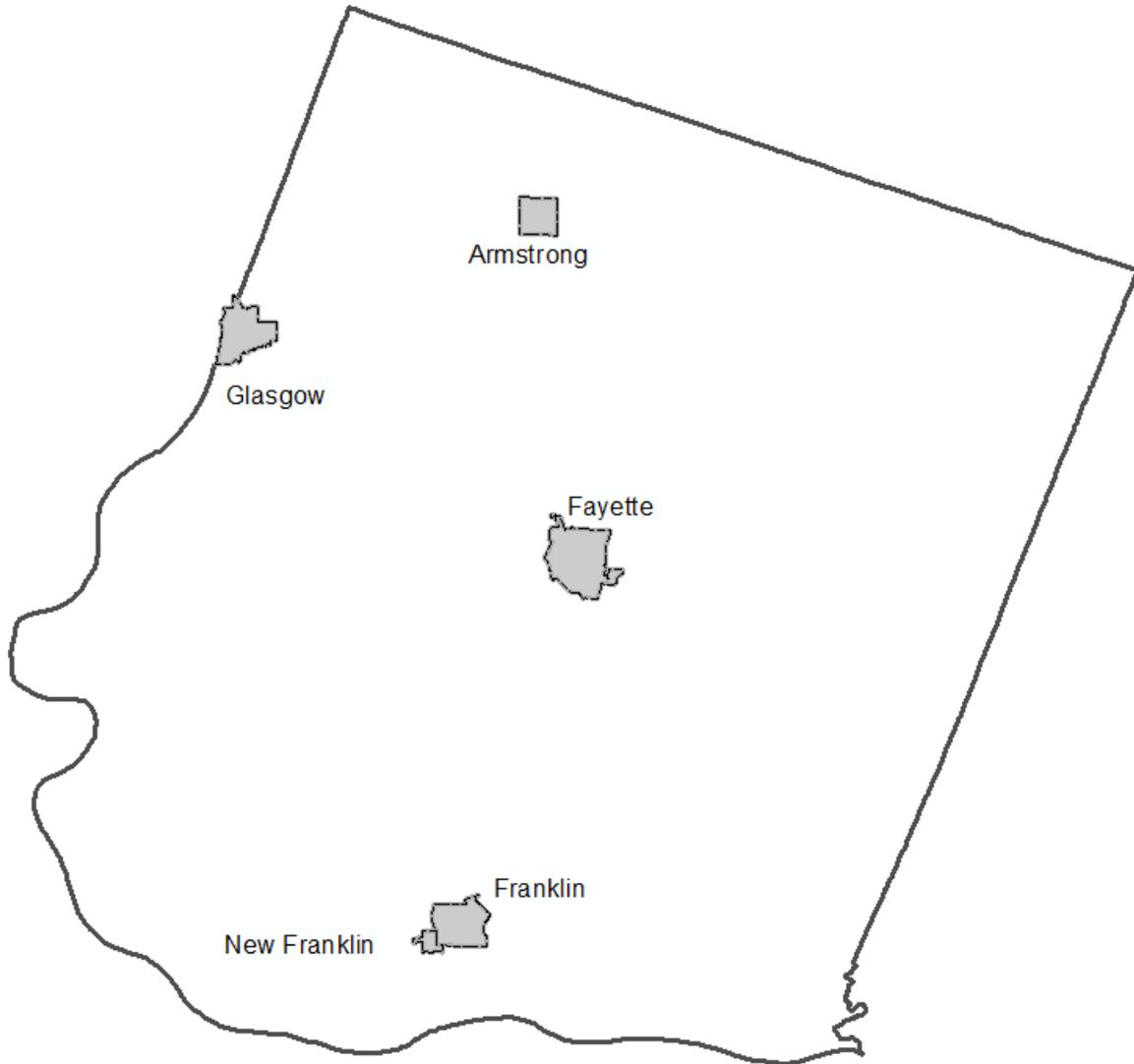
Poor: Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and / or debris such that pedestrian travel would be impeded.

Map key: Red

Gap: No sidewalk is present. Not mapped.

Community Sidewalk Maps

The following maps were created to illustrate location and condition of sidewalks within the communities of Armstrong, Fayette, Franklin, Glasgow, and New Franklin.



Armstrong, MO

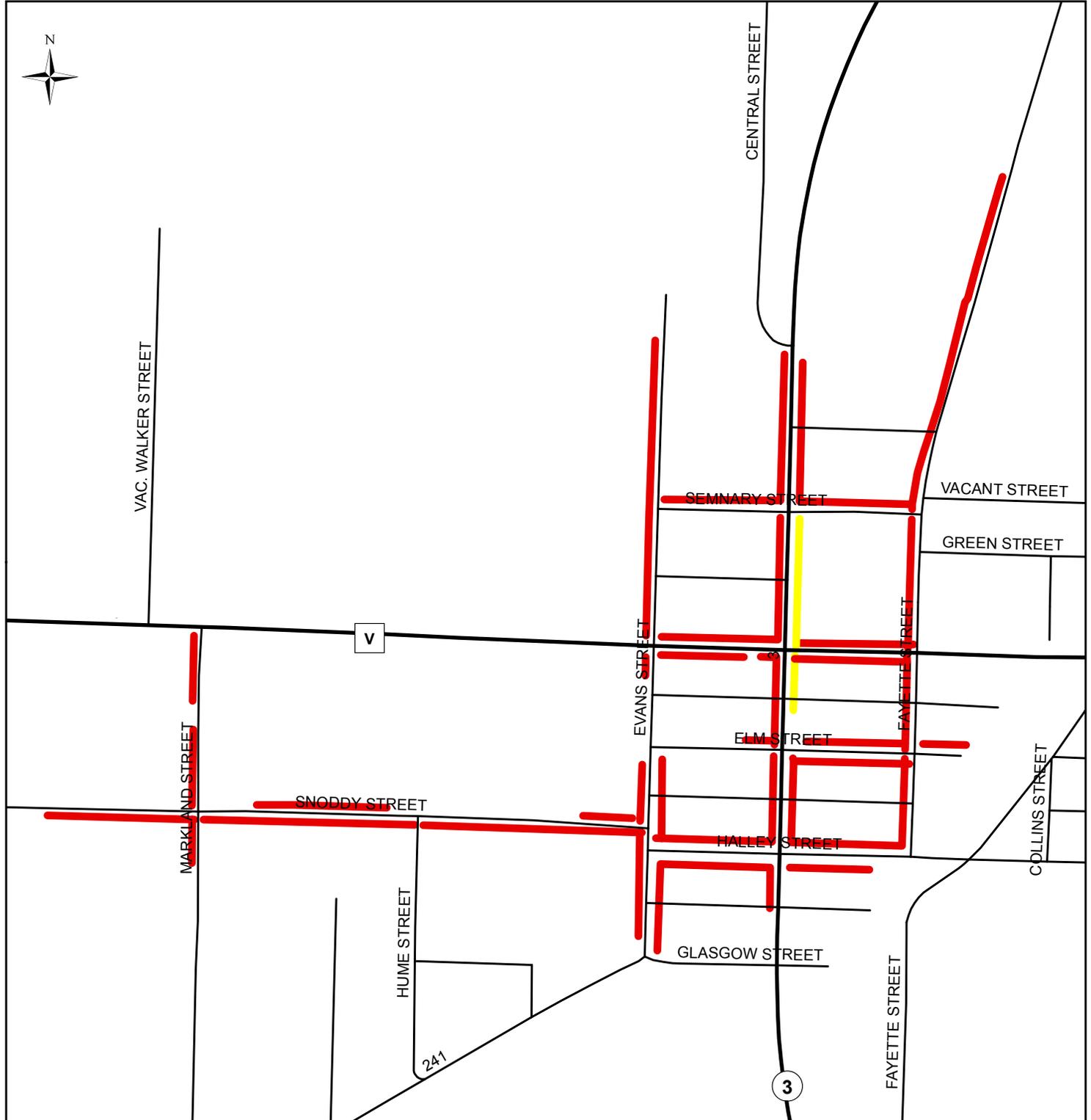
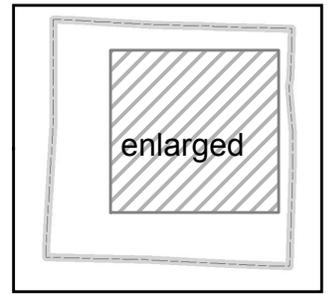
Sidewalk Conditions

— street
□ city limits

Condition

- GOOD (0 ft.)
- FAIR (500 ft.)
- POOR (11,831 ft.)

Total sidewalks: 12,331 ft.



0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
Howard Co. Assessor
June 2012 -K.L.T.



Fayette, MO

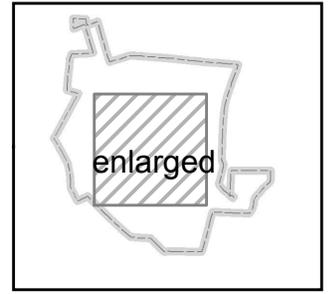
Sidewalk Conditions

— street
 □ city limits

Condition

- GOOD (34,643 ft.)
- FAIR (15,650 ft.)
- POOR (15,584 ft.)

Total sidewalks: 65,877 ft.



Source(s):
 Mid-Mo RPC
 Howard Co. Assessor
 June 2012 -K.L.T.



Franklin, MO

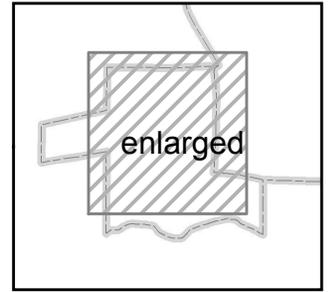
Sidewalk Conditions

— street
□ city limits

Condition

- GOOD (492 ft.)
- FAIR (0 ft.)
- POOR (0 ft.)

Total sidewalks: 492 ft.



0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
Howard Co. Assessor
June 2012 -K.L.T.



Glasgow, MO

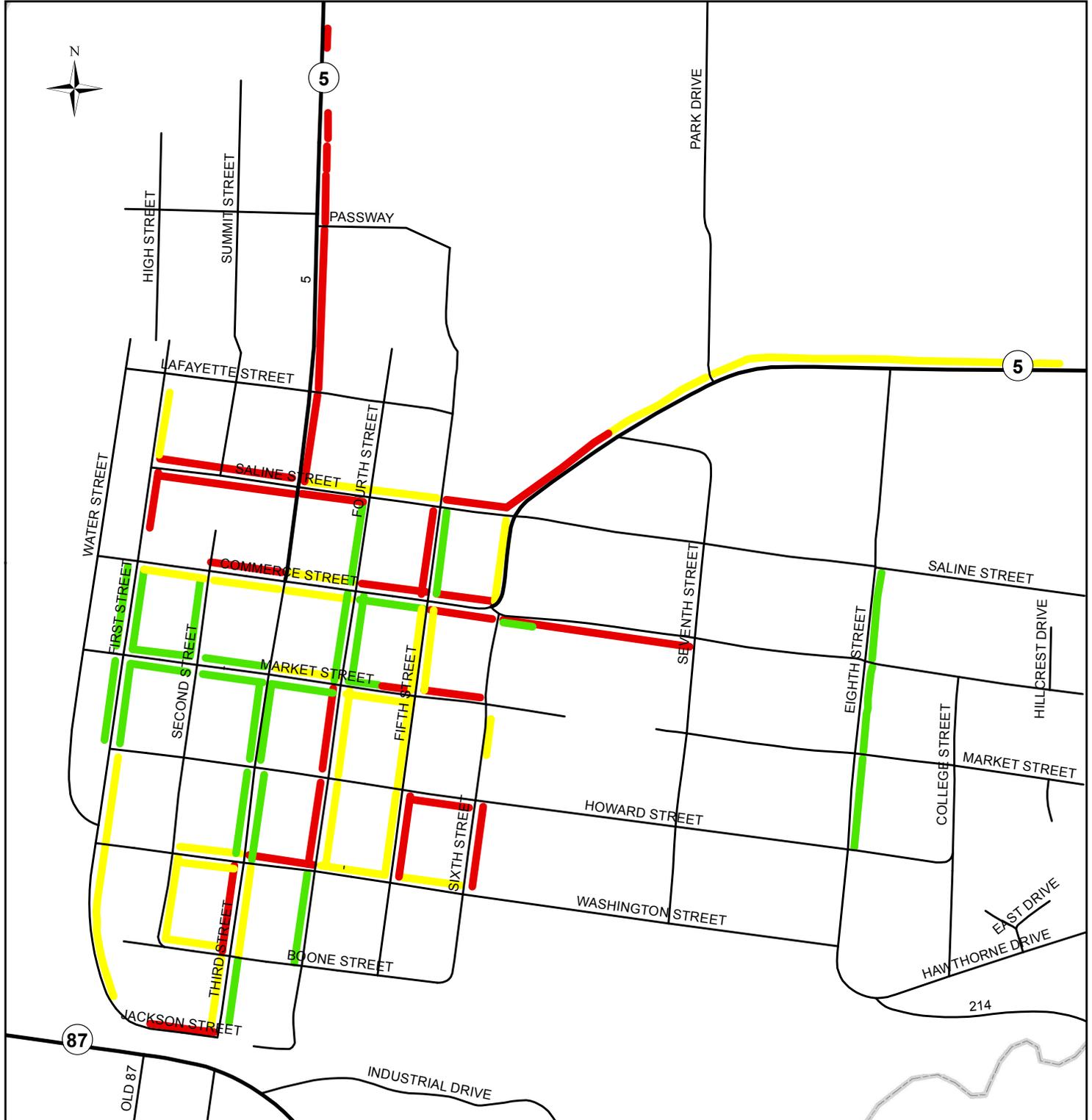
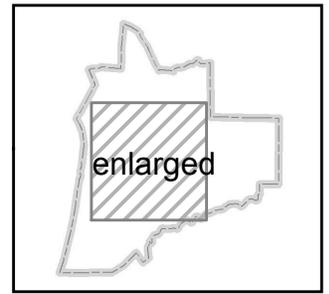
Sidewalk Conditions

— street
 □ city limits

Condition

- GOOD (7,510 ft.)
- FAIR (9,701 ft.)
- POOR (8,542 ft.)

Total sidewalks: 25,744 ft.



0 0.075 0.15 0.3 Miles

Source(s):
 Mid-Mo RPC
 Howard Co. Assessor
 June 2012 -K.L.T.



New Franklin, MO

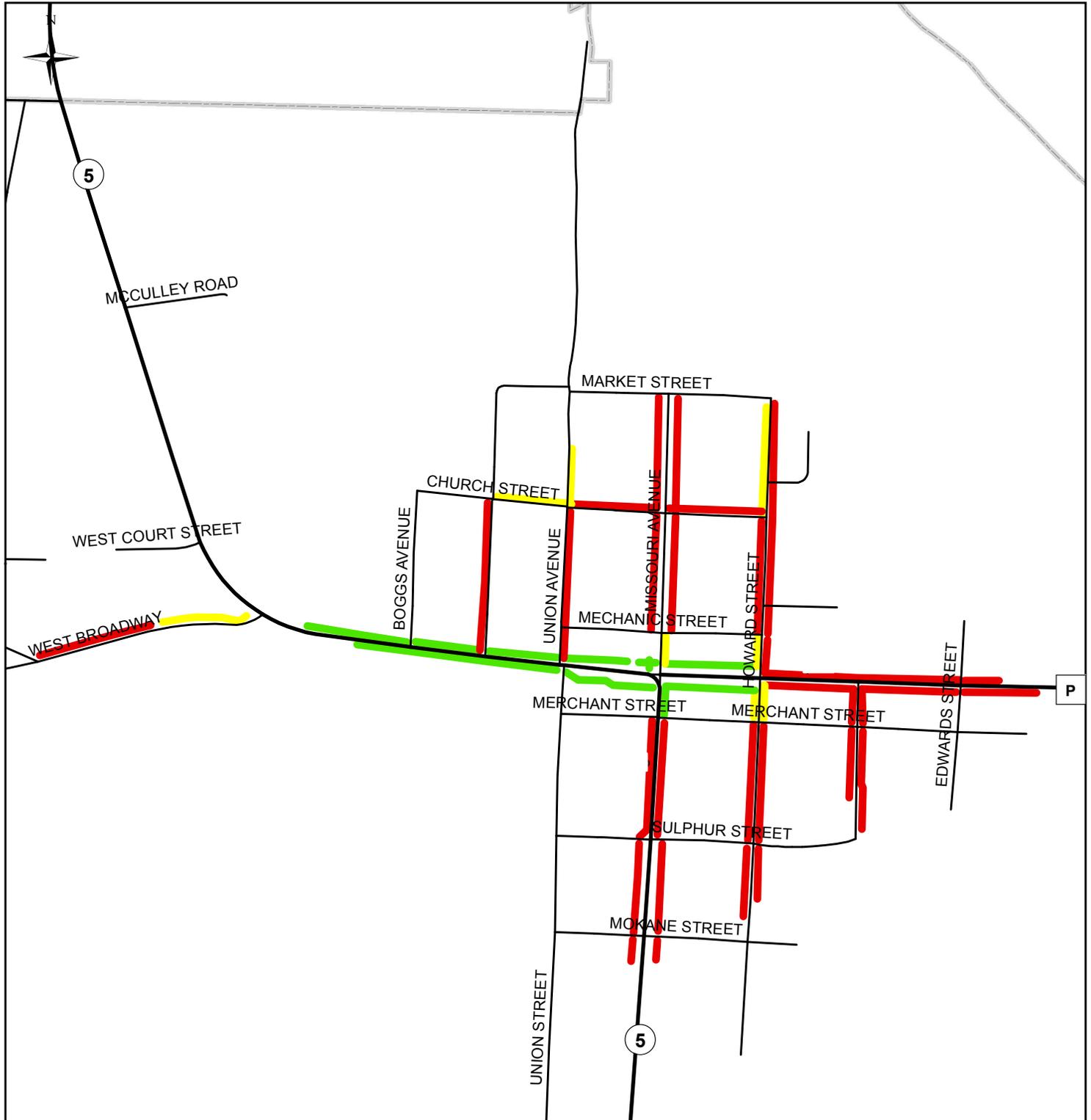
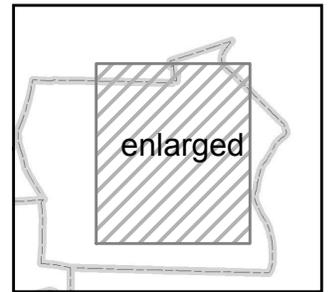
Sidewalk Conditions

— street
 □ city limits

Condition

- █ GOOD (3,787 ft.)
- █ FAIR (1,995 ft.)
- █ POOR (13,460 ft.)

Total sidewalks: 19,242 ft.



0 0.1 0.2 0.4 Miles
 7

Source(s):
 Mid-Mo RPC
 Howard Co. Assessor
 June 2012 -K.L.T.



Sidewalk Surveys

All communities in the Mid-Missouri Regional Planning Commission Region were sent a survey to understand current conditions and future needs concerning sidewalks. Copies of those surveys that were returned are included in this section. In compiling information received from surveys and by individual inspection of sidewalks in each community the following general overview of condition was created.

	Survey feedback	General Inspection
Armstrong	No comprehensive sidewalk plan, sidewalks are viewed as high importance. The city has plans to upgrade an area on Central Street and around downtown. There are no schools in the city.	Most sidewalks are not navigable, being in poor condition. Those areas that are categorized as “fair” are along State Route 3. Several areas where buckling has occurred, causing impediments. Also vegetation and lack of connectivity between sections.
Fayette	No comprehensive sidewalk plan, sidewalks are viewed as high importance. The city has sidewalk ordinances that address construction and maintenance. Accessibility to both the public school campus and university campus are high priorities for the city.	Sidewalks in and around the courthouse and Central Methodist University square are in good condition. Other parts of the city contain older portions of sidewalk that are in need of updating and better connectivity.
Franklin	No comprehensive sidewalk plan, sidewalks are viewed as medium importance. There are no schools in the city.	Few sidewalks exist. Most visible sidewalk is overgrown with vegetation and/or covered in vegetation.
Glasgow	No comprehensive sidewalk plan, sidewalks are viewed as high importance. The city has sidewalk ordinances that address construction and maintenance. Sidewalks do provide adequate access to the public school and private school within the city.	Due to the topography of the city, many sidewalks are very steep. Some areas have significant buckling due to mature trees and vegetation. Connectivity to the schools is adequate.
New Franklin	No comprehensive sidewalk plan, sidewalks are viewed as high importance. The city has sidewalk ordinances that address construction and maintenance. Sidewalks do provide adequate access to the public school.	Good connectivity with school and central residential areas of the city. Some areas are poor due to vegetation growth and sidewalk width.

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: ARMSTRONG, MO

Name/Title of person filling out survey: Tess Hayes, City Clerk

1. Does your jurisdiction currently have existing sidewalks? Yes No

**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

Maintenance

Snow Removal

Construction as part of new development All of the above

4. Please rate the overall condition of your sidewalks.

Excellent Good Poor Fair N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

Excellent Good Sufficient Fair Poor

6. Please rate the width of existing sidewalks.

Excellent Good Sufficient Fair Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

Curbs Ramps Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

Unimportant

1 2 3 4 5 6 7 8 9 10

Very Important

9. Does your jurisdiction have a school within its city limits? Yes

No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

The downtown block and on Central St.

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

**Katrina Thomas
Mid-Missouri Regional Planning Commission
PO Box 140
Ashland, MO 65010**

Phone: 573-657-9779

Fax: 573-657-2829

Email: katrinathomas@mmrpc.org

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

Sidewalks w/ routes to Fayette Schools and Central Methodist University.

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

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Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: FRANKLIN

Name/Title of person filling out survey: BEVERLY HUNT

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

Maintenance

Snow Removal

Construction as part of new development

All of the above

4. Please rate the overall condition of your sidewalks.

Excellent

Good

Poor

Fair

N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

Excellent

Good

Sufficient

Fair

Poor

6. Please rate the width of existing sidewalks.

Excellent

Good

Sufficient

Fair

Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

Curbs

Ramps

Equal number

NONE

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

Unimportant

1

2

3

4

5

6

7

8

Very Important

9

10

9. Does your jurisdiction have a school within its city limits? Yes

No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

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Fax: 573-657-2829

Email: katrinathomas@mnrpc.org

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements? *School*

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

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Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: NEW FRANKLIN

Name/Title of person filling out survey: PAT CUNNINGHAM

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

Maintenance

Snow Removal

Construction as part of new development

All of the above

4. Please rate the overall condition of your sidewalks.

Excellent

Good

Poor

Fair

N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

Excellent

Good

Sufficient

Fair

Poor

6. Please rate the width of existing sidewalks.

Excellent

Good

Sufficient

Fair

Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

Curbs

Ramps

Equal number

ONLY IN BUSINESS DISTRICT

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

Unimportant

1

2

3

4

5

6

7

8

Very Important

9

10

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

State Route 5 - North of School

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

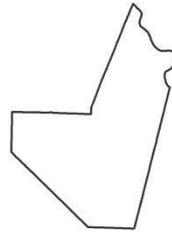
Other: _____

Please return to:

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Moniteau County, MO



Sidewalk Assessment 2013



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Criteria

The incorporated communities of California, Clarksburg, Jamestown, and Tipton are included in the 2013 assessment. The community of Lupus has no sidewalks and was not mapped.

The sidewalks in Clarksburg, Jamestown, and Tipton were assessed on their current conditions in May, and June of 2012 by staff at the Mid-Missouri Regional Planning Commission. The community of California was inventoried in March and April of 2013 by student interns from the Geography Department at the University of Missouri-Columbia. The data collected by the student interns was reviewed by Mid-MO RPC staff. The chart below depicts the overall condition of sidewalks in the county:

	Condition in Linear Feet			Total Sidewalk
	Good	Fair	Poor	
California	38,724	15,600	11,892	66,216
Clarksburg	68	167	5,505	5,740
Jamestown	0	1,018	4,861	5,879
Tipton	7,156	7,947	14,571	29,674
Lupus	-	-	-	-
	Total Good: 45,948	Total Fair: 24,732	Total Poor: 36,829	107,509

The following criteria were used in assessing conditions. These assessment criteria are being used for assessments by all Regional Planning agencies across Missouri.

Good: Unlikely to hinder mobility of the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris which would impede pedestrian traffic.

Map key: Green

Fair: Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris.

Map key: Yellow

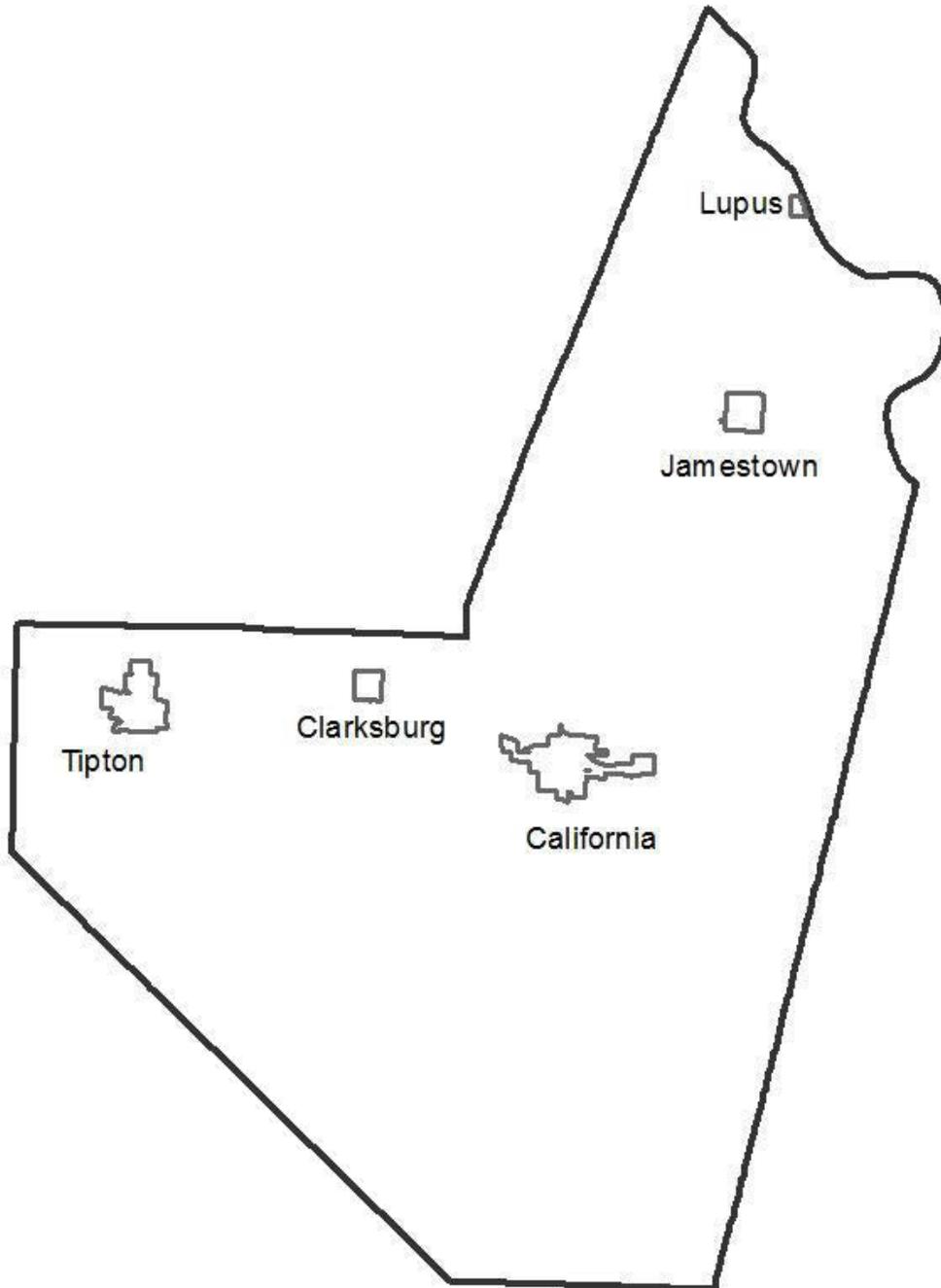
Poor: Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and / or debris such that pedestrian travel would be impeded.

Map key: Red

Gap: No sidewalk is present. Not mapped.

Community Sidewalk Maps

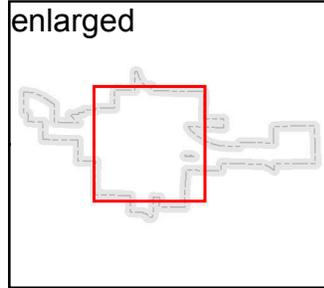
The following maps were created to illustrate location and condition of sidewalks within the communities of California, Clarksburg, Jamestown, and Tipton.



California, MO

(Overview - see maps 1 and 2 for detail)

Sidewalk Conditions

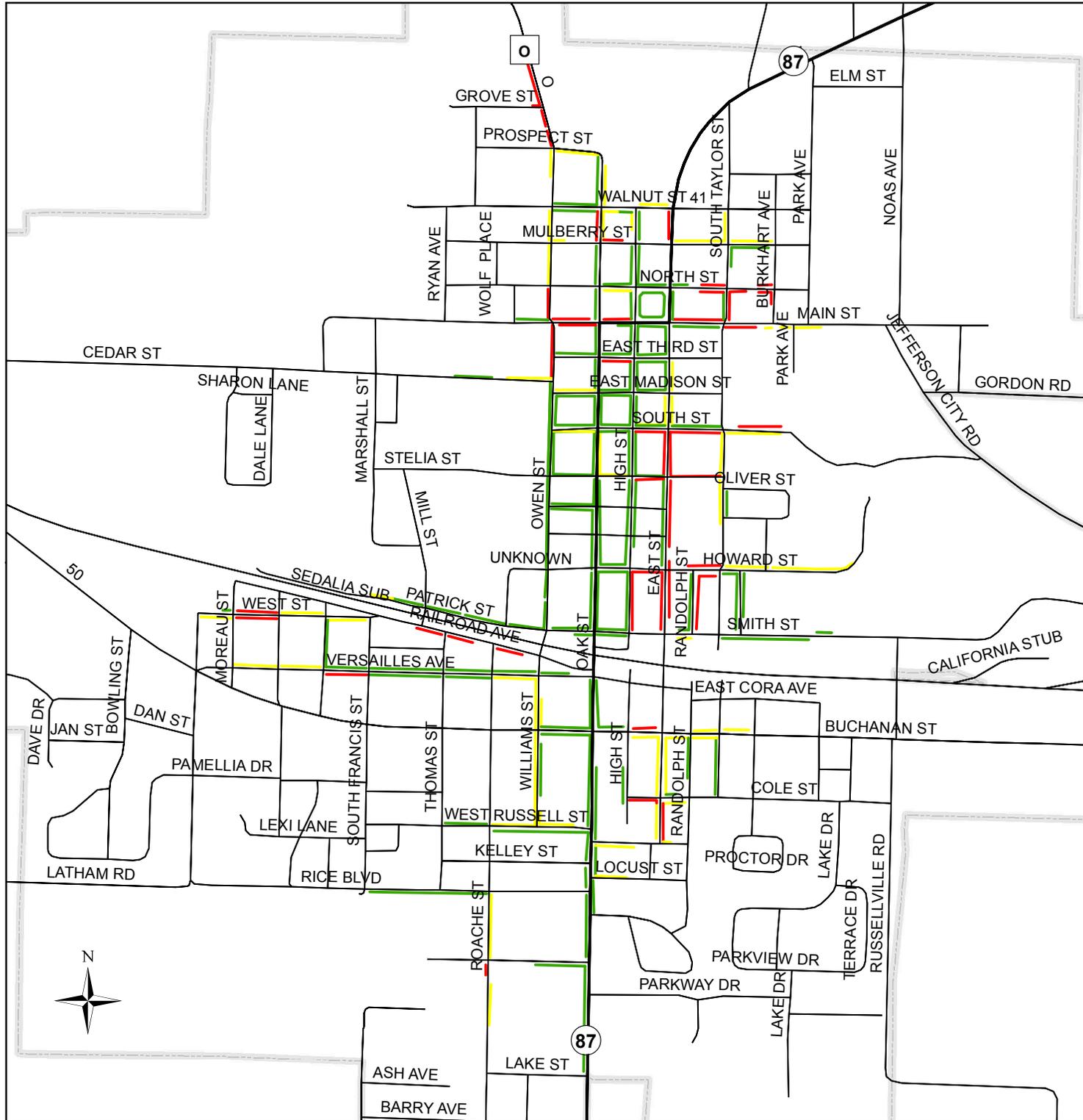


Condition (City wide)

█	Good	38,724 ft.
█	Fair	15,600 ft.
█	Poor	11,892 ft.

Total sidewalks: 66,216 ft.

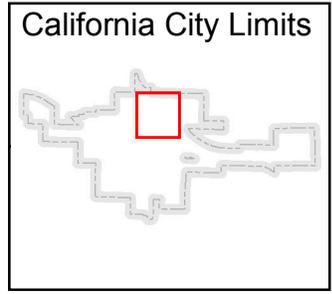
- Street
- City Limits



Source(s):
 Mid-Mo RPC
 MSDIS, MoDOT
 November 2013 - J.P.H.

California, MO (Map 1 of 2)

Sidewalk Conditions

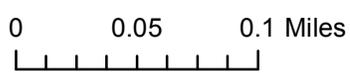
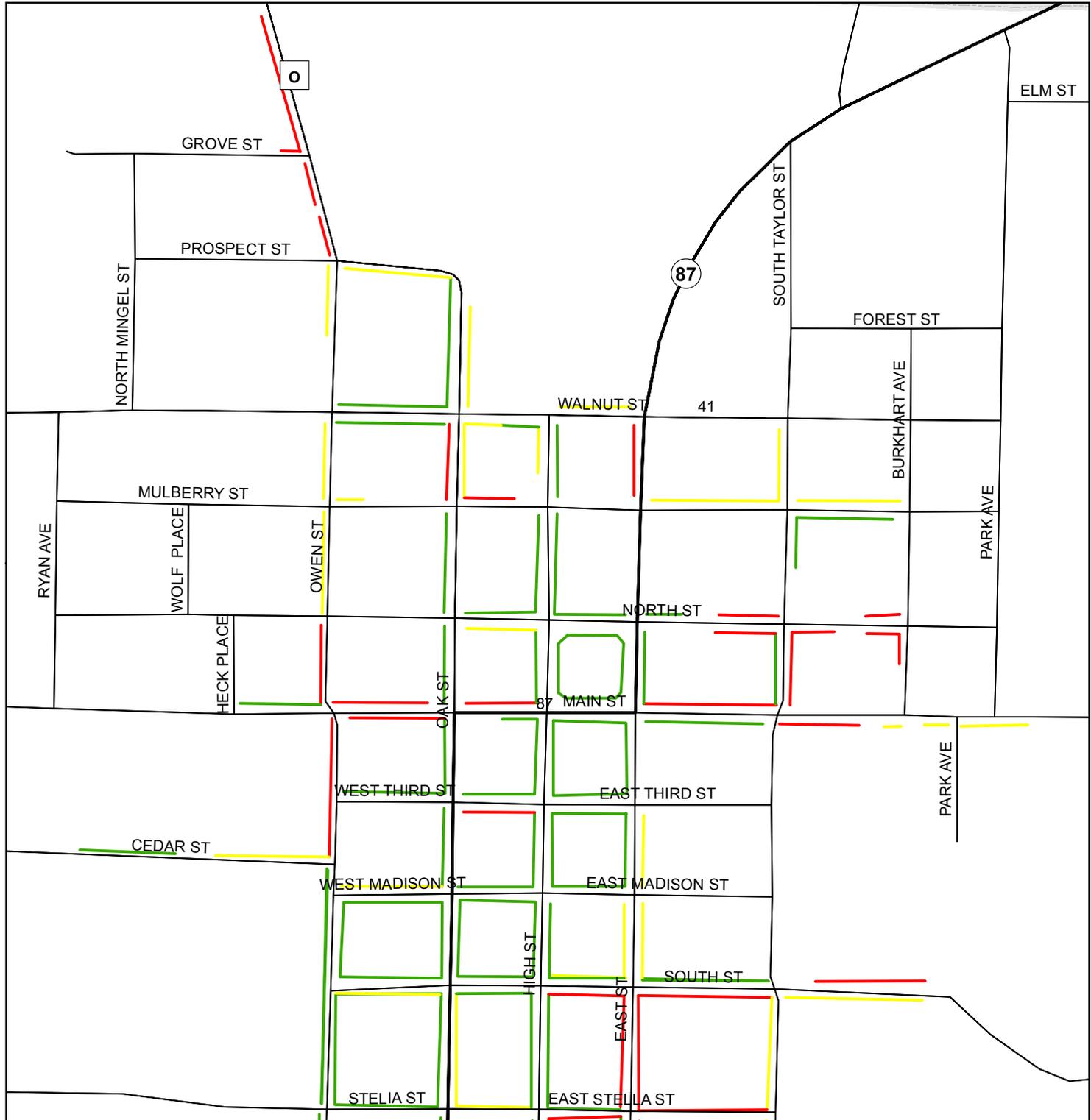


Condition (City wide)

- █ Good (38,724 ft.)
- █ Fair (15,600 ft.)
- █ Poor (11,892 ft.)

Total sidewalks: 66,216 ft.

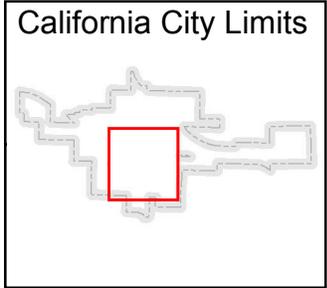
- Street
- City Limits



Source(s):
 Mid-MO RPC,
 MSDIS, MoDOT
 November 2013 - J.P.H.

California, MO (Map 2 of 2)

Sidewalk Conditions

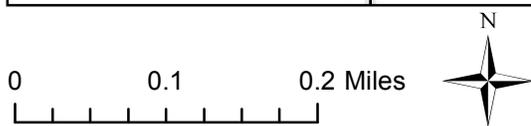
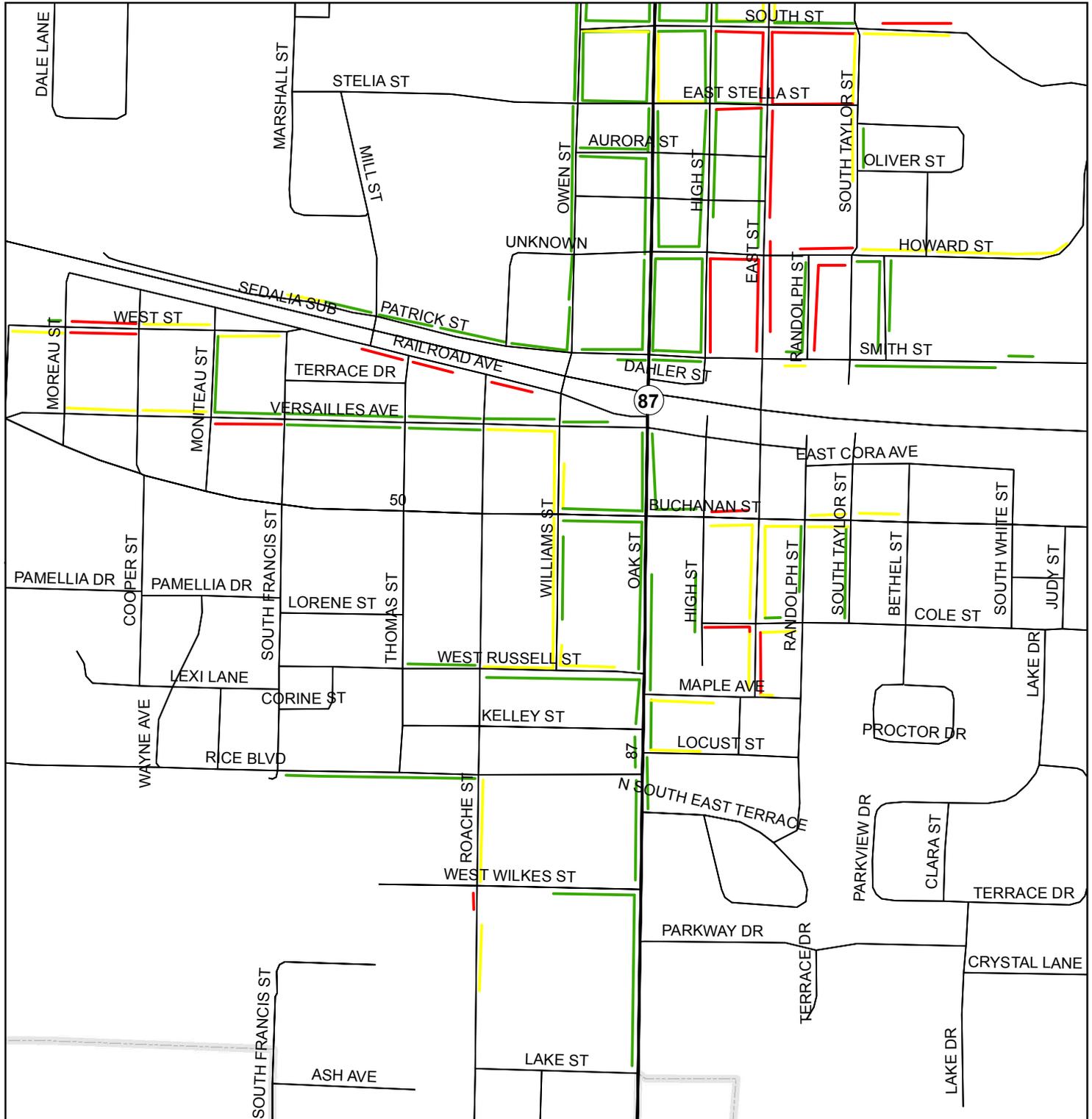


Condition (City wide)

- █ Good (38,724 ft.)
- █ Fair (15,600 ft.)
- █ Poor (11,892 ft.)

Total sidewalks: 66,216 ft.

— Street
 City Limits



MID-MO
 Regional Planning Commission

Source(s):
 Mid-MO RPC,
 MSDIS, MoDOT
 November 2013 - J.P.H.

Clarksburg, MO

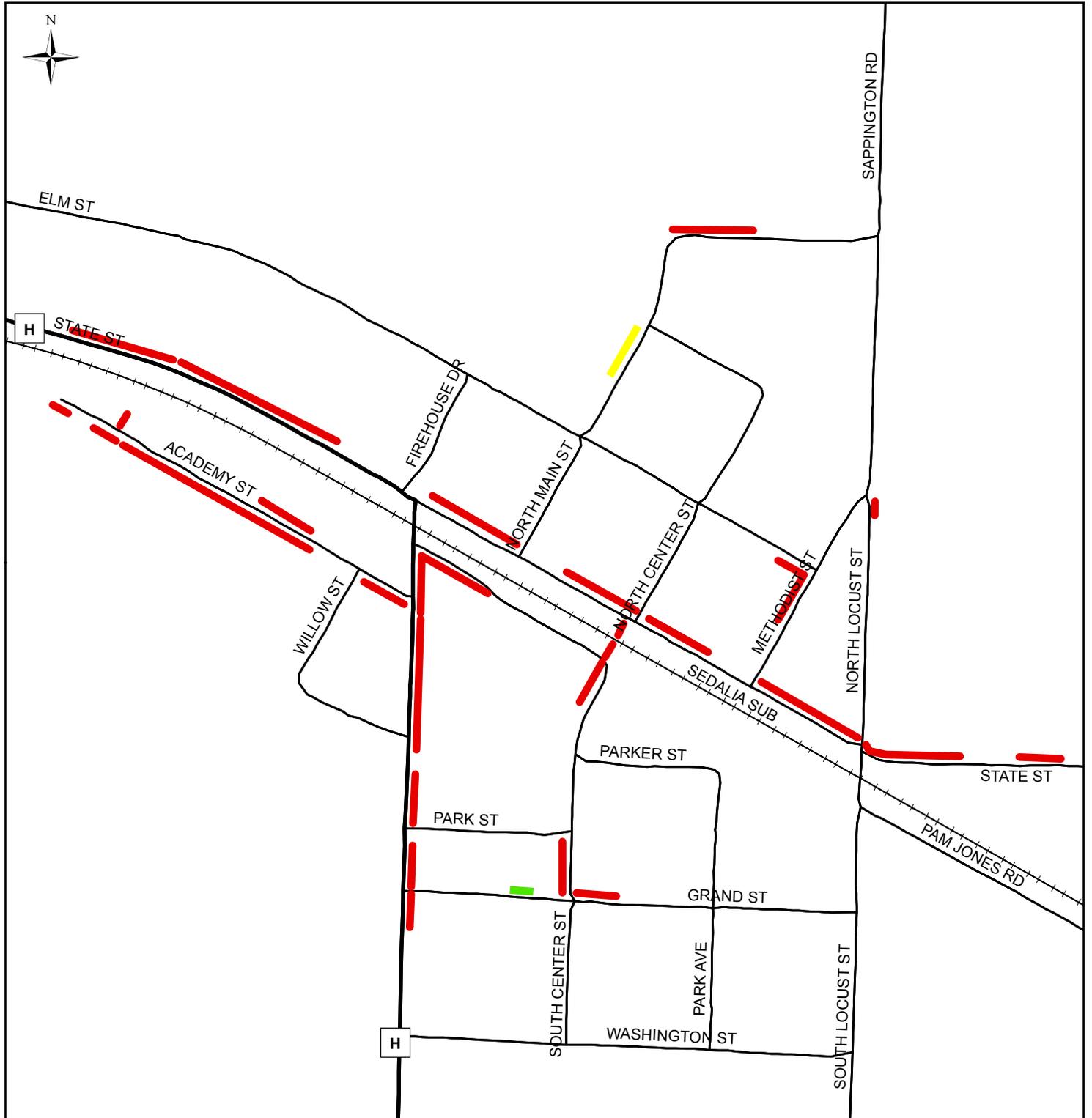
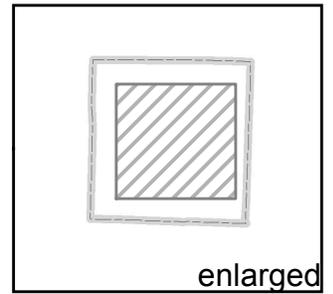
Sidewalk Conditions

-  railroad
-  street
-  city limits

Condition

-  GOOD (68 ft.)
-  FAIR (167 ft.)
-  POOR (5,505 ft.)

Total sidewalks: 5,740 ft.



0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
MSDIS, MoDOT
July 2013 -K.L.T.



Jamestown, MO

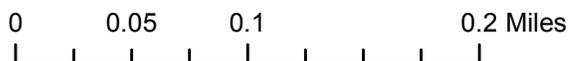
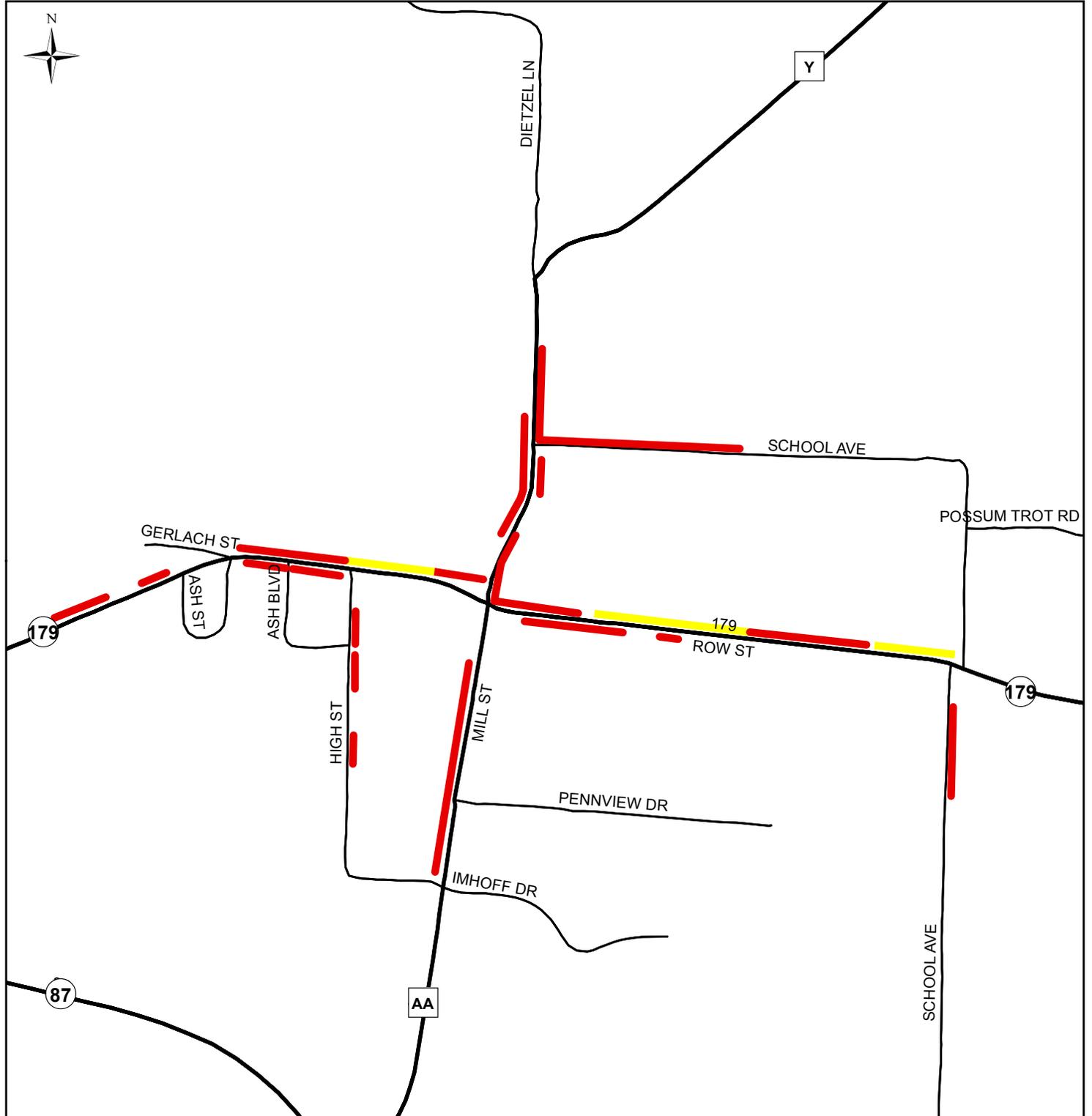
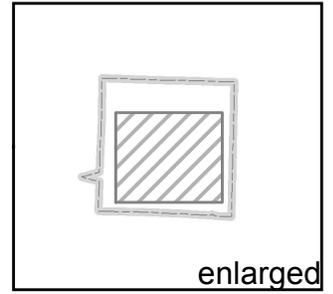
Sidewalk Conditions

Condition

- █ GOOD (0 ft.)
- █ FAIR (1,018 ft.)
- █ POOR (4,861 ft.)

- street
- city limits

Total sidewalks: 5,879 ft.



Source(s):
 Mid-Mo RPC
 MSDIS, MoDOT
 June 2013 -K.L.T.



Sidewalk Surveys

All communities in the Mid-Missouri Regional Planning Commission Region were sent a survey to understand current conditions and future needs concerning sidewalks. Copies of those surveys that were returned are included in this section. In compiling information received from surveys and by individual inspection of sidewalks in each community the following general overview of condition was created.

	Survey feedback	General Inspection
California	The city does not have a comprehensive sidewalk plan, but does have ordinances that address construction and/or maintenance. Sidewalks are viewed as high importance. Sidewalks provide adequate access to the public school, library, and downtown businesses.	Most sidewalks are navigable, being in good condition. While there are some areas where there is lack of connectivity between sections, most community has good connectivity especially between downtown, homes, and businesses.
Clarksburg	No comprehensive sidewalk plan, sidewalks are viewed as high importance. The city has no sidewalk ordinances, but is considering the creation of them. Connectivity and ADA compliance are high priorities for the city, especially in regard to the public school that lies within community.	Most of the sidewalks are very old. Many have severe buckling, are crumbling, or are indiscernible.
Jamestown	No survey returned. Sidewalks do not provide adequate access to the public school.	Most of the sidewalks are very old. Many have significant buckling due to trees and vegetation or are indiscernible. The sidewalks around the city center have steps and do not provide good accessibility.
Tipton	The city does not have a comprehensive sidewalk plan. The city has an outdated sidewalk ordinance (1932). Sidewalks are viewed as high importance. Sidewalks provide limited access to the public school, library, and downtown businesses.	Half of the community's sidewalks are in "poor" condition. Many of these sections are old and have limited accessibility. There is very limited connectivity between the south side of the city and the north, with US 50 being the dividing line.

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: California

Name/Title of person filling out survey: ?

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

- Maintenance Snow Removal
 Construction as part of new development All of the above

4. Please rate the overall condition of your sidewalks.

Excellent Good Poor Fair N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

Excellent Good Sufficient Fair Poor

6. Please rate the width of existing sidewalks.

Excellent Good Sufficient Fair Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

Curbs Ramps Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

Unimportant 1 2 3 4 5 6 7 8 Very Important 9 10

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

older areas of town where the sidewalks are in poor condition.

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

Please return to:

**Katrina Thomas
Mid-Missouri Regional Planning Commission
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Ashland, MO 65010**

**Phone: 573-657-9779
Fax: 573-657-2829
Email: katrinathomas@mmrpc.org**

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Mid-Missouri Region, sidewalks are consistently identified as a need. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: City of Clarksburg

Name/Title of person filling out survey: Linda Lucas/City Clerk

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.

2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No

3. If sidewalk codes and/or regulations exist, which of the following do they address?

Maintenance

Snow Removal

Construction as part of new development All of the above

4. Please rate the overall condition of your sidewalks.

Excellent Good Poor Fair N/A

5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)

Excellent Good Sufficient Fair Poor

6. Please rate the width of existing sidewalks.

Excellent Good Sufficient Fair Poor

7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?

Curbs Ramps Equal number

8. On a scale of 1 to 10, how important are sidewalks to your citizens?

Unimportant 1 2 3 4 5 6 7 8 9 10 Very Important

9. Does your jurisdiction have a school within its city limits? Yes No

10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time

In the future

We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

Side walks between ^{Main} ~~State~~ St. and Hwy H. along State St in front of businesses and from Railroad St along Hwy H to the school between Grand and Washington.

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

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10. Is your jurisdiction actively seeking to expand existing sidewalks:

At this time ~~Ongoing~~ - we replace when we have funds.
In the future We will not seek to expand.

11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?

Yes, the plan has been completed.

Yes, the plan is currently in development.

No, but we are considering it.

12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

School + areas where kids walk to + from
Downtown

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____

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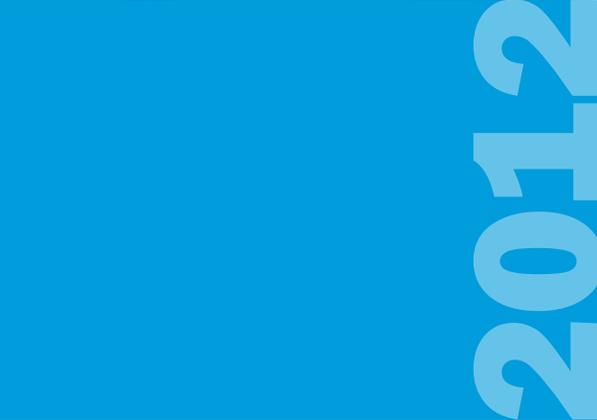
Appendix D

Missouri Statewide Airports Economic Impact Study 2012

Executive Summary

&

Individual Mid-MO Airport Pages



Executive Summary



Missouri Statewide Airports Economic Impact Study



Missouri: A System of Airports



General Aviation Airports



Commercial Service Airports

BKG | Branson

CGI | Cape Girardeau Regional

COU | Columbia Regional

IRK | Kirksville Regional

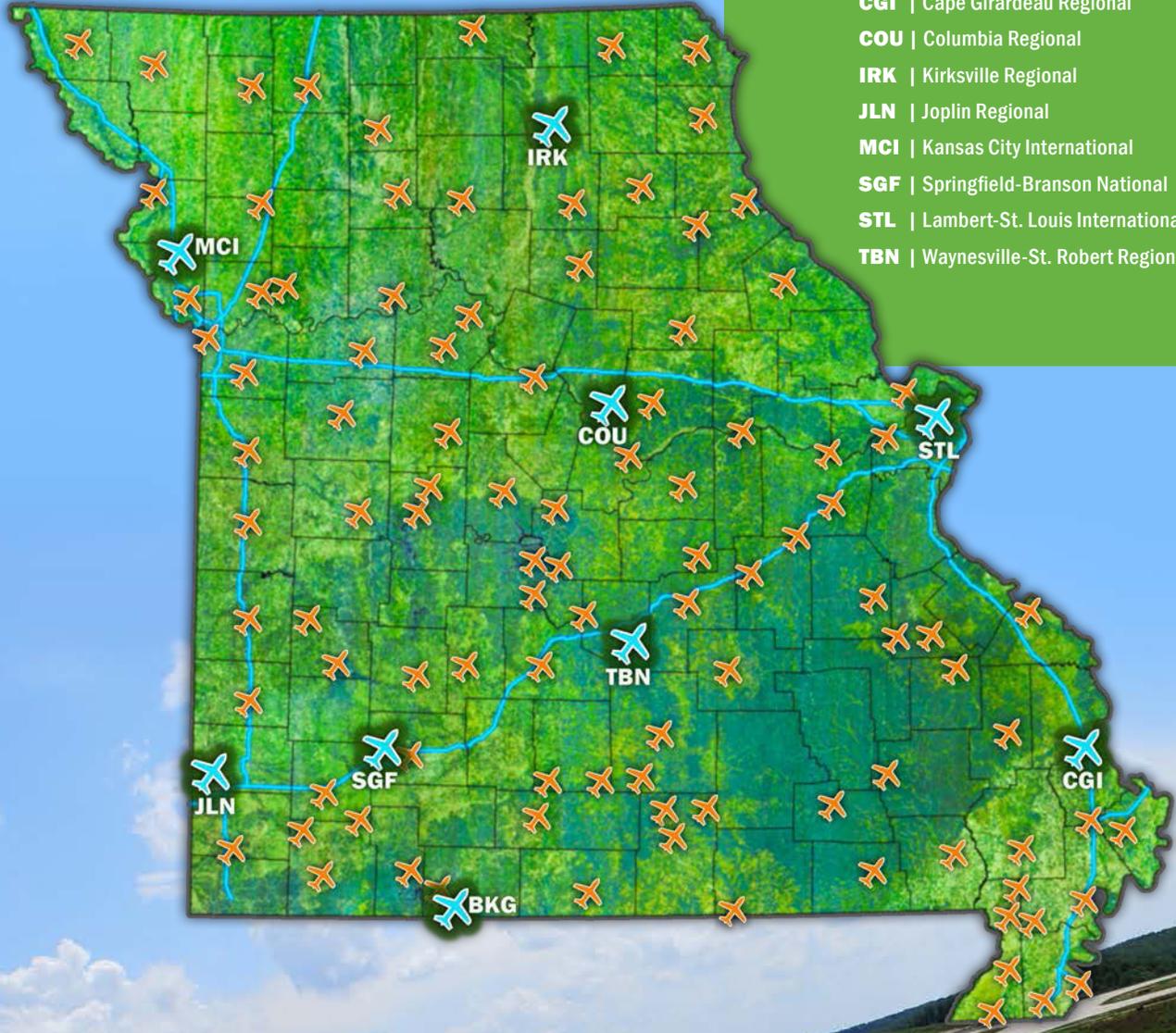
JLN | Joplin Regional

MCI | Kansas City International

SGF | Springfield-Branson National

STL | Lambert-St. Louis International

TBN | Waynesville-St. Robert Regional





Contributions to the Statewide Economy

Missouri's airport system makes valuable contributions to the communities it serves, providing access to the state 24 hours a day, 7 days a week, 365 days a year. While the main role an airport serves is to provide safe access to the local community, airports are also a dynamic part of the economy. Missouri's public use airports are an economic anchor, contributing to each community's economic base by creating jobs and supporting a wide range of business activities.

The Missouri Department of Transportation's Aviation Section manages programs that support the operation and development of a statewide airport system. This study's analysis focused upon nine commercial service and 99 public use general aviation airports. These airports were the focus of this study's analysis and calculation of benefits. Missourians rely on and receive a return from operation of the airport system. This study measures the economic benefits attributable to this system. The study examines both the direct and spin-off contributions that an airport provides to the Missouri economy in terms of jobs, payroll, and output. Other qualitative benefits of the airport system were also identified as part of the analysis.

Missouri's airports provide a significant contribution to local, regional, and statewide economies. Major study findings include:

- The economic contribution of Missouri airports has grown 17.1 percent over the last decade despite the economic recession that began in 2007. The growth has been fueled by an increase in corporate/business aviation activity.
- Airports support unique and diversified businesses and users. These users rely on the airport system in a variety of ways, and many use Missouri's airport system daily.
- Airports directly and indirectly generated \$11.1 billion in output in 2012, or 4.3 percent of the State's Gross Product. Missouri's Gross State Product was \$258 billion in 2012.
- This output translates into 100,621 jobs—approximately one of every 35 jobs in Missouri—with employee compensation per annum averaging more than \$31,000.

Methodology for Analyzing Economic Impacts

Federal Aviation Administration guidelines were followed during the analysis of economic impacts of airports in Missouri. Economic impacts are classified into four categories: direct, indirect, induced (multiplier), and total.

Direct Impacts:

Missouri airports create direct economic impacts based on the sales, wages, and employment generated by on-airport business activity. The data for direct impacts was collected as part of a comprehensive survey effort completed by airport management and aviation-related on-airport businesses or tenants. Common direct impacts stem from airport businesses such as fixed-base operators and aircraft maintenance providers.

Indirect Impacts:

In 2012, an estimated 6.2 million visitors arrived in Missouri via commercial service airports, and an additional 264,000 visitors arrived on general aviation aircraft. These visitors produce indirect economic impacts through expenditures on food, hotels, entertainment, recreational activities, transportation, shopping and other items. These expenditures support additional aviation-related jobs, payroll, and output. The indirect impact data was collected through surveys of visitors departing on scheduled commercial service airline flights and visiting pilots and passengers departing on general aviation aircraft flights.

Induced Impacts:

An induced impact on the economy is created by airports through the “spin-off” effect of users purchasing goods and services from other local businesses, and through workers spending wages and other income for household goods and services. This is commonly referred to as the “multiplier effect.” IMPLAN, a nationally recognized input-output model, was used to quantify the induced or multiplier impacts using Missouri-specific multipliers.

Total Impacts:

The total annual economic impacts associated with Missouri airports are the sum of direct, indirect, and induced impacts.





Total Statewide Impacts



ECONOMIC BENEFITS

The economic benefits of Missouri's airports are expressed in terms of jobs, payroll, and output.

- **Jobs** represents the number of people who are employed.
- **Payroll** represents the total annual wages, salaries, and benefits paid to all workers.
- **Output** measures the value of goods, services and capital expenditures.

There are currently 100,621 jobs in Missouri that are in some way connected to the airport system and its activities. These jobs have an annual estimated payroll of \$3.1 billion. When all economic activities are considered, total annual economic output associated with the system of airports in Missouri is estimated at \$11.1 billion.

When this study was last completed in 2002, the aviation industry and the U.S. economy as a whole were on a positive path of recovery after the events of 9/11. Since 2002, numerous changes have occurred in the aviation industry, including American Airlines' removal of its hub in St. Louis and a drop in aviation activity that accompanied the economic downturn that began in 2007. General aviation's nature has evolved to a much higher focus on support of business and less recreational activity. Even with these changes, airports in Missouri continue to be a substantial contributor in terms of jobs. Since 2002, the output of Missouri's airports has increased by over \$1 billion, demonstrating the value of the industry to the State's overall economy.

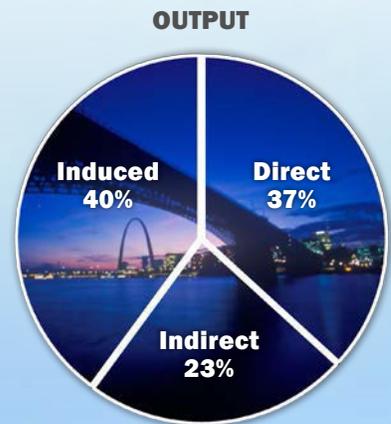
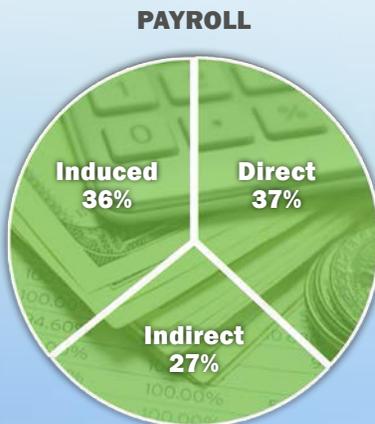
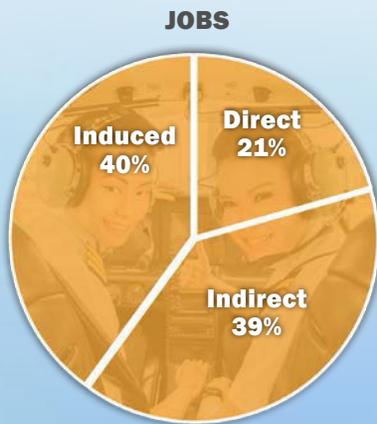
TOTAL JOBS
100,621

TOTAL PAYROLL
\$3,128,646,000

TOTAL OUTPUT
\$11,101,699,000

For all three of the economic impact indicators, the relationship of activity directly occurring at the airports generally represents between 21 and nearly 40 percent, while visitor impacts range from 23 to 39 percent and induced or “spin-off” impacts average 38 percent of the total impact. The range of the indicators reveals that the jobs at the airports are higher paying and that aviation visitors generate a high number of jobs. The indirect and induced impacts demonstrate that, overall, for every direct job there are at least two more jobs created by the operation of the airport system in the statewide economy.

Statewide Total Airport Economic Impacts	Direct (On Airport Businesses)	Indirect (Visitor)	Induced (Multiplier)	Total
Jobs	21,400	39,213	40,008	100,621
Payroll	\$1,169,385,000	\$842,835,000	\$1,116,426,000	\$3,128,646,000
Output	\$4,138,213,000	\$2,551,803,000	\$4,411,683,000	\$11,101,699,000



Commercial Service Airports' Economic Impacts



Missouri's system of commercial service airports provides access to destinations all over the world. In 2012, nearly 12 million passengers boarded flights at one of Missouri's commercial service airports. More than 6.2 million of the passengers were visitors arriving for business, recreational, or personal reasons. The commercial service airports support a wide variety of on-airport businesses, from the airlines that carry passengers and cargo, to restaurants, rental cars, and other concessions.

In addition, these commercial service airports also generate considerable general aviation activity on a daily basis. They link general aviation users to regional, national, and international markets for both business and recreational purposes. These airports often offer fixed-base operators with services such as typical aircraft servicing, fuel, maintenance and repair services, hangar and tie-down rentals, and passenger and flight crew amenities.



Commercial Airports Statewide Impacts	Direct (On Airport Businesses)	Indirect (Visitor)	Induced (Multiplier)	Total
Jobs	17,443	38,350	37,379	93,172
Payroll	\$976,411,000	\$825,576,000	\$1,026,591,000	\$2,828,578,000
Output	\$3,551,056,000	\$2,515,643,000	\$4,177,907,000	\$10,244,606,000



ASSOCIATED CITY	AIRPORT NAME	AIRPORT CODE	TOTAL JOBS	TOTAL PAYROLL	TOTAL OUTPUT
Branson	Branson	BKG	1,460	\$35,044,000	\$91,137,000
Cape Girardeau	Cape Girardeau Regional	CGI	202	\$6,361,000	\$19,477,000
Columbia	Columbia Regional	COU	745	\$26,925,000	\$87,179,000
Joplin	Joplin Regional	JLN	248	\$10,292,000	\$26,927,000
Kansas City	Kansas City International	MCI	60,786	\$1,550,032,000	\$5,869,520,000
Kirksville	Kirksville Regional	IRK	56	\$2,029,000	\$6,139,000
Springfield	Springfield-Branson National	SGF	4,454	\$154,280,000	\$402,017,000
St. Louis	Lambert-St. Louis International	STL	24,925	\$1,034,888,000	\$3,716,005,000
Waynesville	Waynesville-St. Robert Regional At Forney Field	TBN	297	\$8,727,000	\$26,205,000
COMMERCIAL AIRPORTS TOTAL			93,172	\$2,828,578,000	\$10,244,606,000

Note: Employment total may not equal sum of figures due to rounding.

Summary of Total Impacts by General Aviation Airports

Missouri's 99 public use general aviation airports support a wide variety of functions ranging from corporate travel to pilot training to recreational flying to agricultural spraying to police and fire protection. Like commercial service airports, the economic impacts stem from an airport's businesses and the aviation services they provide, as well as expenditures by visitors who use the general aviation airports. It is estimated that 264,000 visitors arrive annually to the state's public use general aviation airports. On-airport capital or construction projects also serve as a source of economic activity.

ASSOCIATED CITY	AIRPORT NAME	AIRPORT CODE	TOTAL JOBS	TOTAL PAYROLL	TOTAL OUTPUT
Albany	Albany Municipal	K19	2	\$36,000	\$207,000
Aurora	Jerry Sumners Sr. Aurora Municipal	2H2	12	\$334,000	\$1,377,000
Ava	Ava Bill Martin Memorial	AOV	4	\$158,000	\$627,000
Bethany	Bethany Memorial	75K	0	\$0	\$6,000
Bismarck	Bismarck Memorial	H57	4	\$120,000	\$594,000
Bolivar	Bolivar Municipal	M17	36	\$827,000	\$2,301,000
Boonville	Jesse Viertel Memorial	VER	13	\$353,000	\$1,506,000
Bowling Green	Bowling Green Municipal	H19	6	\$143,000	\$1,160,000
Branson	M. Graham Clark Downtown	PLK	46	\$1,356,000	\$4,751,000
Branson West	Branson West Municipal-Emerson Field	FWB	27	\$580,000	\$2,388,000
Brookfield	North Central Missouri Regional	MO8	4	\$60,000	\$816,000
Buffalo	Buffalo Municipal	H17	1	\$32,000	\$114,000
Butler	Butler Memorial	BUM	19	\$497,000	\$1,329,000
Cabool	Cabool Memorial	TVB	10	\$213,000	\$759,000
Camdenton	Camdenton Memorial	H21	17	\$463,000	\$2,353,000
Cameron	Cameron Memorial	EZZ	16	\$412,000	\$1,296,000
Campbell	Campbell Municipal	34M	8	\$184,000	\$1,379,000
Carrollton	Carrollton Memorial	K26	4	\$113,000	\$403,000
Caruthersville	Caruthersville Memorial	M05	12	\$335,000	\$1,523,000
Cassville	Cassville Municipal	94K	6	\$104,000	\$433,000
Charleston	Mississippi County	CHQ	1	\$15,000	\$209,000
Chillicothe	Chillicothe Municipal	CHT	14	\$339,000	\$751,000
Clinton	Clinton Memorial	GLY	9	\$209,000	\$1,898,000
Cuba	Cuba Municipal	UBX	5	\$68,000	\$507,000
Dexter	Dexter Municipal	DXE	20	\$357,000	\$1,449,000
Doniphan	Doniphan Municipal	X33	1	\$27,000	\$63,000
El Dorado Springs	El Dorado Springs Memorial	87K	2	\$33,000	\$84,000
Eldon	Eldon Model Airpark	H79	16	\$365,000	\$1,842,000
Excelsior Springs	Excelsior Springs Memorial	3EX	4	\$114,000	\$411,000
Farmington	Farmington Regional	FAM	39	\$1,154,000	\$4,609,000
Fredericktown	A. Paul Vance-Fredericktown Regional	H88	6	\$126,000	\$742,000
Fulton	Elton Hensley Memorial	FTT	20	\$531,000	\$1,645,000
Gainesville	Gainesville Memorial	H27	2	\$41,000	\$49,000
Gideon	Gideon Memorial	M85	8	\$160,000	\$798,000
Hannibal	Hannibal Regional	HAE	21	\$339,000	\$2,170,000
Harrisonville	Lawrence Smith Memorial	LYR	22	\$701,000	\$2,251,000
Hermann	Hermann Municipal	63M	1	\$19,000	\$42,000
Higginsville	Higginsville Industrial Municipal	HIG	13	\$270,000	\$1,128,000
Hornersville	Hornersville Memorial	37M	6	\$154,000	\$971,000
Houston	Houston Memorial	M48	3	\$77,000	\$351,000
Jefferson City	Jefferson City Memorial	JEF	250	\$8,730,000	\$21,849,000
Kahoka	Kahoka Municipal	OH7	1	\$19,000	\$45,000
Kaiser Lake Ozark	Lee C. Fine Memorial	AIZ	14	\$426,000	\$2,823,000
Kansas City	Charles B. Wheeler Downtown	MKC	692	\$29,373,000	\$83,733,000
Kennett	Kennett Memorial	TKX	48	\$1,257,000	\$3,328,000
Lamar	Lamar Municipal	LLU	12	\$347,000	\$1,285,000
Lebanon	Floyd W. Jones - Lebanon	LBO	27	\$676,000	\$2,285,000
Lee's Summit	Lee's Summit Municipal	LXT	63	\$1,887,000	\$9,204,000
Lincoln	Lincoln Municipal	OR2	1	\$21,000	\$51,000
Linn	Linn State Technical College	1H3	1	\$28,000	\$94,000
Macon	Macon-Fower Memorial	K89	17	\$486,000	\$2,053,000

General Aviation Airports Statewide Impacts	Direct (On Airport Businesses)	Indirect (Visitor)	Induced (Multiplier)	Total
Jobs	3,957	863	2,629	7,449
Payroll	\$192,974,000	\$17,259,000	\$89,835,000	\$300,068,000
Output	\$587,157,000	\$36,160,000	\$233,776,000	\$857,093,000

ASSOCIATED CITY	AIRPORT NAME	AIRPORT CODE	TOTAL JOBS	TOTAL PAYROLL	TOTAL OUTPUT
Malden	Malden Regional	MAW	49	\$1,467,000	\$5,496,000
Mansfield	Mansfield Municipal	03B	1	\$23,000	\$68,000
Marble Hill	Ira Biffle Airfield	0T3	2	\$43,000	\$103,000
Marshall	Marshall Memorial Municipal	MHL	13	\$320,000	\$1,821,000
Maryville	Northwest Missouri Regional	EVU	11	\$335,000	\$1,656,000
Memphis	Memphis Memorial	03D	1	\$27,000	\$142,000
Mexico	Mexico Memorial	MYJ	50	\$1,230,000	\$3,413,000
Moberly	Omar N. Bradley	MBY	12	\$227,000	\$2,165,000
Monett	Monett Regional	HFJ	82	\$4,222,000	\$13,126,000
Monroe City	Capt. Ben Smith Airfield - Monroe City	K52	2	\$52,000	\$166,000
Monticello	Lewis County Regional	6M6	1	\$26,000	\$60,000
Mosby	Midwest National Air Center	GPH	30	\$1,140,000	\$4,403,000
Mount Vernon	Mount Vernon Municipal	2MO	2	\$49,000	\$421,000
Mountain Grove	Mountain Grove Memorial	1MO	8	\$205,000	\$1,171,000
Mountain View	Mountain View	MNF	15	\$357,000	\$1,118,000
Neosho	Neosho Hugh Robinson	EOS	5	\$120,000	\$341,000
Nevada	Nevada Municipal	NVD	22	\$562,000	\$2,362,000
New Madrid	County Memorial	EIW	16	\$333,000	\$1,315,000
Osage Beach	Grand Glaize - Osage Beach	K15	15	\$482,000	\$1,160,000
Perryville	Perryville Municipal	K02	389	\$15,358,000	\$41,358,000
Piedmont	Piedmont Municipal	PYN	4	\$144,000	\$207,000
Poplar Bluff	Poplar Bluff Municipal	POF	66	\$1,742,000	\$5,762,000
Potosi	Washington County	8WC	8	\$209,000	\$1,256,000
Richland	Richland Municipal	MO1	0	\$7,000	\$37,000
Rolla/Vichy	Rolla National	VIH	141	\$5,653,000	\$28,455,000
Salem	Salem Memorial	K33	5	\$129,000	\$401,000
Sedalia	Sedalia Regional	DMO	27	\$1,065,000	\$3,629,000
Shelbyville	Shelby County	6K2	2	\$61,000	\$380,000
Sikeston	Sikeston Memorial Municipal	SIK	20	\$459,000	\$3,630,000
Slater	Slater Memorial	9K5	0	\$2,000	\$47,000
St. Charles	Saint Charles County Smartt	SET	82	\$2,363,000	\$7,000,000
St. Clair	Saint Clair Regional	K39	3	\$69,000	\$191,000
St. Joseph	Rosecrans Memorial	STJ	1,437	\$92,284,000	\$162,318,000
St. Louis	Spirit of St Louis	SUS	3,040	\$107,552,000	\$354,950,000
Steele	Steele Municipal	M12	15	\$537,000	\$4,844,000
Stockton	Stockton Municipal	MO3	3	\$88,000	\$452,000
Sullivan	Sullivan Regional	UUV	37	\$1,075,000	\$3,876,000
Tarkio	Gould Peterson Municipal	K57	5	\$128,000	\$607,000
Thayer	Thayer Memorial	42M	2	\$52,000	\$122,000
Trenton	Trenton Municipal	TRX	28	\$688,000	\$2,184,000
Unionville	Unionville Municipal	K43	3	\$75,000	\$239,000
Van Buren	Bollinger-Crass Memorial	MO5	4	\$85,000	\$739,000
Versailles	Roy Otten Memorial Airfield	3VS	22	\$668,000	\$1,287,000
Warrensburg	Skyhaven	RCM	110	\$2,187,000	\$11,390,000
Warsaw	Warsaw Municipal	RAW	5	\$108,000	\$765,000
Washington	Washington Regional	FYG	12	\$303,000	\$1,492,000
West Plains	West Plains Regional	UNO	50	\$961,000	\$4,613,000
Willow Springs	Willow Springs Memorial	1H5	6	\$127,000	\$313,000
GENERAL AVIATION AIRPORTS TOTAL			7,449	\$300,068,000	\$857,093,000

Note: Employment total may not equal sum of figures due to rounding.

Missouri's Unique Aviation Businesses and Activities



1

H&H COLOR LAB

H&H Color Lab has served professional photographers out of its Raytown headquarters for the last 40 years. H&H Color Lab provides high quality photo printing and specialty photography products to small professional photographers located in every state in the U.S. and several other countries. The company, which prides itself on setting the industry standard for customer service, has a corporate flight department and two airplanes located at Lee's Summit Municipal Airport. The use of corporate aircraft has helped H&H Color Lab obtain its reputation for world class customer service. The company uses aircraft to deliver products in emergency or time-constrained situations, allows management to resolve issues face-to-face, and provides an opportunity to personally meet with nearly every client. In addition, flying out of Lee's Summit Municipal Airport provides H&H Color Lab executives and staff flexibility in destinations and scheduling, time savings, and convenience. The company's aircraft are also equipped with Wi-Fi to help employees work as efficiently as possible.



2

ZENITH AIRCRAFT COMPANY

Founded in 1992, the Zenith Aircraft Company is one of the few companies in the world that manufacture kit aircraft for sport pilot use. The unique facility in Mexico stresses high quality design and production of kitplanes utilizing state-of-the-art tools and equipment. Kit-built aviation enthusiasts from around the world come to the factory to attend workshops and try out aircraft before they purchase an airframe kit.



3

WINGS OF HOPE

Spirit of St. Louis is home to the World Headquarters for the Nobel Peace Prize nominee Wings of Hope, a nonprofit organization delivering humanitarian programs to the impoverished around the world. As the largest aviation charity in the world, the mission of Wings of Hope is to help people in need of free air transportation for medical and humanitarian purposes. The organization has a crew of hundreds of volunteer pilots, mechanics, and other members that enjoy giving the gift of hope to passengers.



4

CAPE COPTERS

Located in southeastern Missouri, Cape Copters offers rotorcraft flight instruction, aerial photography, maintenance and repair services, introductory flights, as well as aircraft sales. Cape Copters was founded by Paul Salmon and Dean Houseman at the Cape Girardeau Regional Airport. The company offers both locals and visitors of the area an opportunity to see the world from a different perspective.

Throughout Missouri there are many aviation-related employers located at airports. Activities of these businesses and their employees are a significant source of economic benefit. Examples of on-airport businesses include:

- Airlines
- Fixed-base operators
- Air cargo providers
- Aircraft maintenance
- Aircraft manufacturers
- Rental car companies
- Restaurants
- Agricultural applicators
- Government



5 BARON AVIATION SERVICES

Baron Aviation Services owns a fleet of 33 Cessna 208 (C-208) aircraft that operate as FedEx air cargo feeder service throughout the south central U.S. Baron Aviation Services has been in business for nearly 40 years, serving the air cargo needs of Missourians by transporting packages to facilitate business transport of important goods.



6 OzAIR CHARTER SERVICES

OzAir Charter Services offers customizable jet charter service for Springfield area businesses and individuals to over 5,000 airports throughout the U.S., Canada, Caribbean, and Mexico. OzAir began operations in 2007 at Springfield-Branson National Airport and today has a fleet of eight aircraft. The company arranges everything a passenger would need for a high-end service experience, from inflight food and beverages to ground transportation, hotels, and entertainment. These services are highly sought after by numerous businesses and others who travel by private air charter. In addition, OzAir offers aircraft management services and aircraft maintenance to other aircraft owners.

Airports Enhance Missouri's Quality of Life

In addition to their quantifiable economic benefits, Missouri's airports also add to the quality of life for residents. The airports support a wide variety of recreational flying such as soaring, parachuting, and flight training. They also provide access to numerous recreational areas of the State including hunting and fishing preserves, parks, and resort areas. Additional benefits of Missouri's airports include:

- Patient transfer to medical facilities
- Medical doctor transport
- Agricultural application
- Search and rescue
- Traffic monitoring
- Forestry
- Real estate
- Disaster relief staging areas

Various state and federal agencies use the system of airports to support:

- Law enforcement/prisoner transport
- Natural resource monitoring (pipeline, electric, etc.)
- Aerial mapping



MISSOURI AIRPORTS ARE CRITICAL TO THE SUCCESS OF LOCAL BUSINESSES

A strong aviation system in Missouri helps attract, maintain, and support business and industry growth while creating jobs statewide. Many businesses in Missouri depend on airports to efficiently move people, goods, equipment, and products. Some businesses own or charter general aviation aircraft, many have employees that travel regularly on commercial airlines, others have customers or suppliers who use the airport system to reach them, and a high number rely on air cargo and express services.

EARL'S FLYING SERVICE

Missouri is one of the top ten agricultural exporting states in the country, playing a major role in the statewide economy. Airports throughout the state support agricultural applications, which in turn support the livelihood of many farmers in the state. Earl's Flying Service, located at Steele Municipal Airport in southeastern Missouri, is a family-owned agricultural spraying business started in 1970 by Earl Lee. Earl's Flying Service sprays over 250,000 acres per year at farms in southern Missouri, northern Arkansas, and eastern Tennessee. In addition to aerial application, Earl's Flying Service is on the cutting edge of aerial application technology, assisting with the development of loading trucks, plumbing improvements to increase air flow to spreaders, the pilot-controlled hopper door, and improved gate controllers. The company also helps other aerial applicators in the U.S. by calibrating spray equipment and spreaders each year to optimize their performance.

AIR EVAC LIFETEAM

Air Evac Lifeteam, headquartered in O'Fallon, is a leading provider of air medical transportation to rural communities. Air Evac Lifeteam delivers air medical transportation services throughout Missouri and 14 other states. The company was established in West Plains, Missouri, in 1985 and today has grown to be the largest independently owned and operated membership-supported air ambulance service in the U.S. In addition, they operate the world's largest fleet of Bell 206 Long Ranger helicopters.

Air Evac Lifeteam currently operates at over 100 bases across the U.S., including the following Missouri airports:

- West Plains – Regional maintenance facility
- Spirit of St. Louis – Pilot training facility
- Salem – Rotor-wing air ambulance base
- Poplar Bluff – Fixed-wing and rotor-wing air ambulance base

139TH AIRLIFT WING AND ADVANCED AIRLIFT TACTICS TRAINING CENTER

Based at Rosecrans Memorial Airport, the 139th Airlift Wing of the Missouri Air National Guard flies C-130H aircraft. The Advanced Airlift Tactics Training Center at Rosecrans trains crews from all components of the U.S. Armed Services, as well as allies from around the world. St. Joseph's 139th Airlift Wing provides the state and nation with immediately deployable, combat-ready C-130H aircraft. The Wing's pilots and crews have flown missions in Operations Just Cause, Volant Oak, Desert Shield, Desert Storm, Iraqi Freedom and Enduring Freedom.

The MoDOT Aviation Section would like to thank Missouri airports, passengers, airport users, tenants, and stakeholders for their valuable input and participation on this project.



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The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



- Missouri is served by **nine** commercial service airports in the state and **99** publicly owned, public use general aviation airports.
- Missouri's commercial service airports enplaned nearly **12 million** passengers in 2012.
- Missouri supported approximately **264,000** general aviation visitors at airports in 2012.
- Airports in Missouri support more than **420** on-airport aviation related businesses.
- More than **\$130 million** was invested in the state's airports in 2012 through updates and renovations.
- Missouri airports support **11** scheduled commercial airlines throughout the state.
- More than **195,000** tons of cargo are transported by air in Missouri each year.





Jefferson City Memorial Airport

TOTAL JOBS
250

TOTAL PAYROLL
\$8,730,000

TOTAL OUTPUT
\$21,849,000

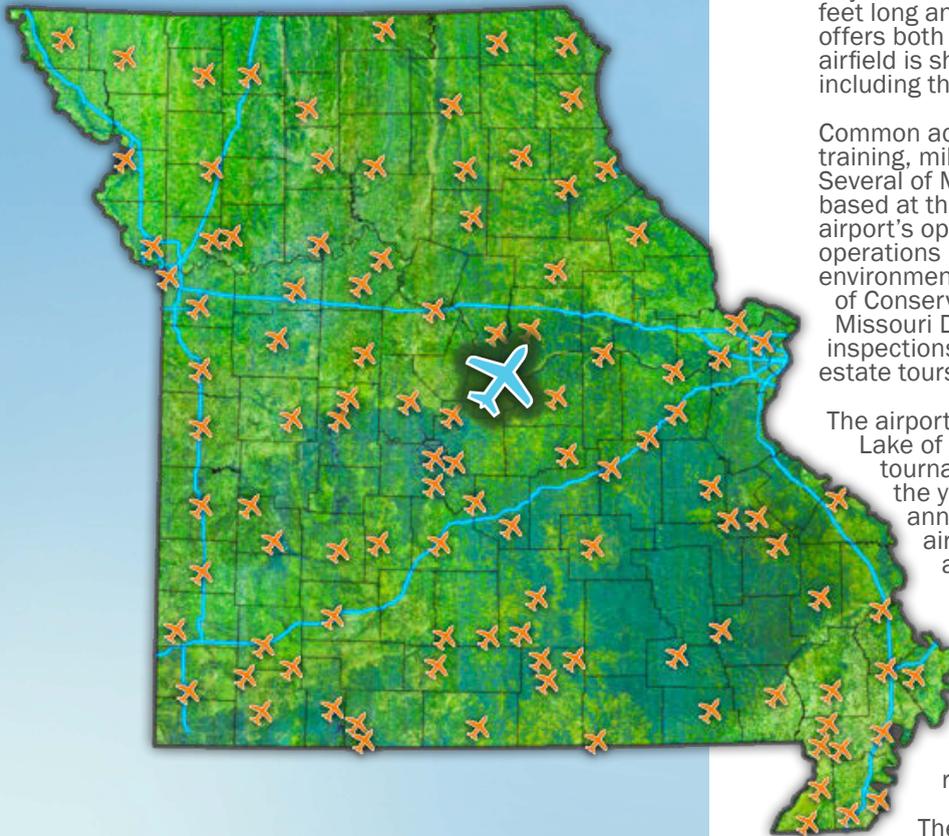
BENEFITS OF THE AIRPORT

Jefferson City Memorial Airport is located in Jefferson City, the capital of Missouri. The airport is owned and operated by Jefferson City. The airport has two runways, Runway 09/27 which is 3,401 feet long and Runway 12/30 which is 6,001 feet long. The airport offers both Jet A and 100LL fuel to based and visiting aircraft. The airfield is shared with the Missouri National Guard headquarters, including the Special Troops Battalion-Join Force Headquarters.

Common activities at the airport consist of corporate flying, flight training, military exercises, air cargo, and recreational flying. Several of Missouri's state government flight departments are based at the airport and make up a substantial portion of the airport's operations. These activities include law enforcement operations performed by the Missouri Highway Patrol, environmental patrols performed by the Missouri Department of Conservation, and transportation support performed by the Missouri Department of Transportation. Additionally, aerial inspections, prisoner transports, aerial photography, and real estate tours occur frequently throughout the year at the airport.

The airport serves as a gateway to visitors to the state capital, Lake of the Ozarks, and statewide high school sports tournaments. The airport serves as a staging area throughout the year for community events and meetings, hosting an annual airport open house, an annual 5K run, traveling aircraft displays from the Commemorative Air Force and American Barnstormers, as well as tours of the airport. The airport also actively participates in youth outreach in conjunction with the Experimental Aircraft Association (EAA). They often host Young Eagles flights, an aviation education outreach program, and Build-A-Plane weekends throughout the year for kids of all ages. The airport enhances the quality of life in the area by supporting emergency medical transports, medical doctor transports, and search and rescue training performed by the Civil Air Patrol.

The airport is home to several robust aviation businesses. Jefferson City Flying Service provides FBO services that include fuel service, hangar rental, aircraft maintenance, charter services, flight instruction, and aircraft rental. Abbott Aviation Technology provides aircraft maintenance services. Central Bank and Warhawk Computers utilize the airport for corporate flying, while Hertz provides rental cars and Nick's Family Restaurant offers family dining for breakfast, lunch, and dinner. Accord Financial Inc., Burcham Rentals Inc., Cessna Aircraft Company, and Computer Service Professional Inc. are companies who rely on the airport to transport staff, equipment, and goods in and out of the region. Emergency medical evacuation and transportation companies that utilize the airport include Angel Flight and Life Flight.



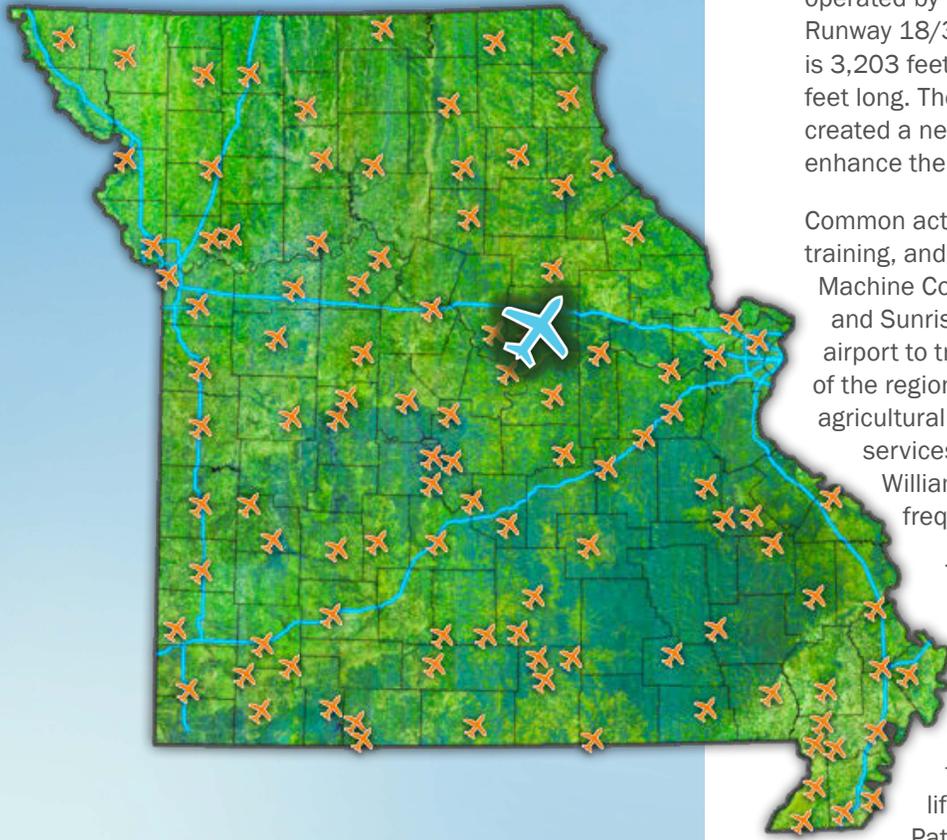


Elton Hensley Memorial Airport

TOTAL JOBS
20

TOTAL PAYROLL
\$531,000

TOTAL OUTPUT
\$1,645,000



BENEFITS OF THE AIRPORT

Elton Hensley Memorial is located approximately 20 miles southeast of Columbia, Missouri. The airport is owned and operated by the City of Fulton. The airport has three runways; Runway 18/36 which is 4,001 feet long, Runway 06/24 which is 3,203 feet long, and turf Runway 12/30 which is 2,488 feet long. The airport recently finished taxiway improvements, created a new taxilane, and completed other projects that enhance the safety and operational efficiency of the airport.

Common activities at the airport include corporate flying, flight training, and recreational flying. Angel Fire Express, Danuser Machine Company, Media Truth, MWS Project Management, and Sunrise Aviation are companies who rely on the airport to transport staff, equipment, and goods in and out of the region. Aerial pipeline inspectors and seasonal aerial agricultural sprayers rely on the airport for aviation-related services. Students, staff, and professors at and visitors to William Woods University and Westminster College also frequently utilize the airport.

The airport serves as a staging area for community events and meetings, hosting an annual fly-in in conjunction with the Kingdom Pilots Association. The fly-in offers patrons a pancake breakfast, educational booths, and static aircraft displays with all proceeds going to a local scholarship fund. The airport further enhances the quality of life in the area by supporting a locally based Civil Air Patrol (CAP) chapter, law enforcement operations and prisoner transports, and military training and support. The Missouri National Guard uses the airport's grass strip and other amenities for training personnel.

Amenities provided by the airport include fuel, hangar and tie-down rentals, courtesy cars, offsite car rental, and passenger and pilot facilities. Advanced Aviation offers aircraft maintenance and repair services, while Harman Dickerson sells antique aircraft parts to collectors from all over the world.



Columbia Regional Airport

TOTAL JOBS
745

TOTAL PAYROLL
\$26,925,000

TOTAL OUTPUT
\$87,179,000

BENEFITS OF THE AIRPORT

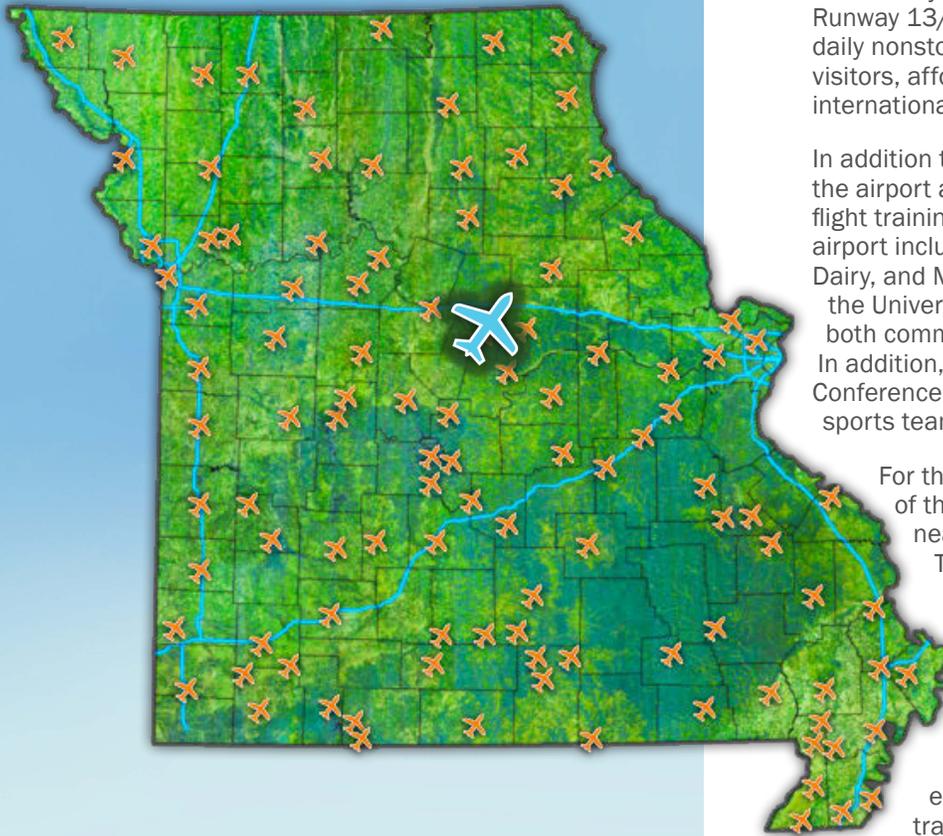
Columbia Regional Airport, owned and operated by the City of Columbia, is a commercial service airport centrally located between Kansas City, Missouri, and St. Louis. The airport has two runways, Runway 02/20 which is 6,501 feet long and Runway 13/31 which is 4,401 feet long. American Eagle offers daily nonstop service to Chicago and Dallas for residents and visitors, affording access to the second and fourth busiest international airport hubs.

In addition to serving commercial airline passenger activity, the airport also accommodates corporate flying, air cargo, flight training, and recreational flying. Corporate users of the airport include the University of Missouri, Cloud Surfers, Hiland Dairy, and Menards. Students, faculty, staff, and visitors of the University of Missouri frequently utilize the airport for both commercial service and general aviation purposes. In addition, the university, a member of the Southeastern Conference (SEC), often charts aircraft for their collegiate sports teams.

For the last 25 years, the airport has been the home of the annual Salute to Veterans airshow, attracting nearly 50,000 visitors during Memorial Day weekend.

The airport serves as a gateway to hunters visiting wildlife reserves in the area. The airport also supports activities such as aerial inspections, search and rescue training and operations, aerial photography, real estate tours, and aerial advertising. The airport further enhances the quality of life in the area by supporting law enforcement operations, environmental patrols, emergency medical transports, and medical doctor transports. Emergency medical evacuation and transportation flights utilize the airport daily working with the three local hospitals in Columbia.

The airport is home to several robust aviation businesses. Several government entities are located on the airport and include the FAA Airways Facilities Service Support Center, TSA, and the U.S. Post Office. In addition to the government entities, there are two FBOs operating at the airport: Central Missouri Aviation and Ozark Management. Other on-airport businesses include Midwest Air Traffic Control, Worldwide Flight Services which offers ground handling services, Enterprise and Hertz rental cars, and Columbia Avionics which specializes in aircraft maintenance.



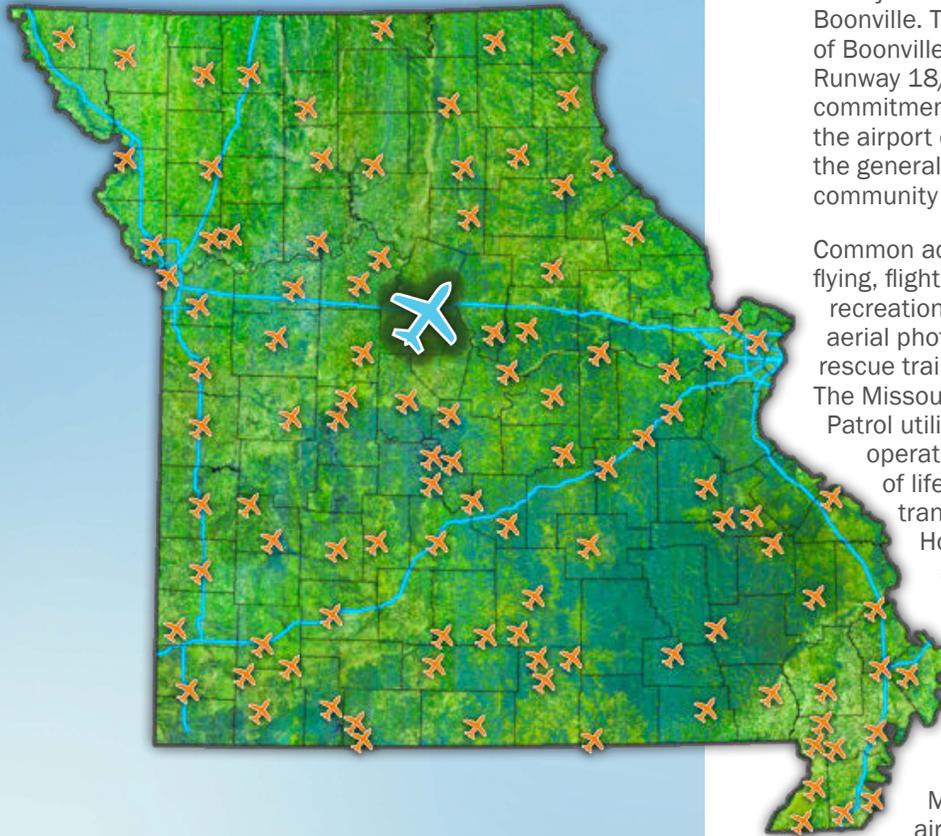


Jesse Viertel Memorial Airport

TOTAL JOBS
13

TOTAL PAYROLL
\$353,000

TOTAL OUTPUT
\$1,506,000



BENEFITS OF THE AIRPORT

Jesse Viertel Memorial Airport is located along the Missouri River just north of I-70, 25 miles west of Columbia in Boonville. The airport is owned and operated by the City of Boonville. The airport has one asphalt paved runway, Runway 18/36 which is 4,000 feet long. Through a commitment to serve and attract general aviation users, the airport contributes to meeting the needs of individuals, the general public, the armed forces, and the business community it serves.

Common activities at the airport consist of corporate flying, flight training, aerial pipeline inspections, and recreational flying. Seasonally, aerial agricultural spraying, aerial photography, and Civil Air Patrol (CAP) search and rescue training and operations take place at the airport. The Missouri National Guard and Missouri State Highway Patrol utilize the airport to conduct training and daily operations. The airport further enhances the quality of life in the area by supporting emergency medical transports, medical doctor transports to Valley Hope Association, and environmental patrols and studies conducted by the Missouri Department of Conservation and U.S. Army Corps of Engineers.

The airport also serves as a gateway to outdoor attractions in the region, attracting hikers, boaters, and fishermen. Students, parents, and visitors of the University of Missouri frequently utilize the airport as well. The airport serves as a staging area for community events hosting an annual pancake breakfast fly-in with the Missouri Pilots Association.

The airport provides FBO services that include fuel, hangar and tie-down rentals, rental and crew cars, and flight crew facilities. Tig-Air Aviation provides flight instruction and sightseeing flights, while G&J Aircraft offers aircraft maintenance and repair services. Mid Missouri Ag, also based at the airport, provides aerial agricultural spraying for local farms.

Appendix E

Missouri River Freight Corridor Assessment and Redevelopment Plan Summary Report

Missouri River Freight Corridor Assessment and Development Plan

Summary Report



Prepared By



Hanson Professional Services Inc.



Summary Report Prepared for Missouri Department of Transportation
2011 October

Project TRyy1018

Report cmr 12 - 006

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				11. Contract or Grant No.: TRyy1018	
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				14. Sponsoring Agency Code:	
15. Supplementary Notes: The investigation was conducted in cooperation with the U. S. Department of Transportation, Federal Highway Administration.					
16. Abstract: <p>The purpose of the Missouri River Freight Corridor Development effort is to redevelop the river as a freight corridor with logical market nodes and reliable service that supports a sustainable market and logistics system. Four focus areas have been identified to support increased river use and corridor development:</p> <ol style="list-style-type: none"> 1. Redevelop and expand traditional freight markets, 2. Identify port infrastructure needs, operations support, and equipment required to initiate, support and expand freight services on the river, 3. Evaluate potential new markets and strategies to promote market expansion, and 4. Identify conceptual approaches to river management that optimize freight movement on the river. 					
17. Key Words: Missouri River, Freight, Market, Navigation			18. Distribution Statement: No restrictions. This document is available to the public through National Technical Information Center, Springfield, Virginia 22161.		
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Introduction

This final report summarizes extensive information and resources provided to MoDOT in the form of concepts of operations and technical memos. For more information contact MODOT's Freight Development Unit at: <http://modot.gov/othertransportation/freight/>

Growth of waterborne freight is the outcome of a combination of regional and global economic forces outside the control of any single link in the transportation chain. It is influenced by investment and operating decisions made at the individual port or terminal level – a port that serves a high economic growth region but is encumbered by poor infrastructure is unlikely to grow in line with its counterparts.



History has shown that the Missouri River can support waterborne commerce, but challenges exist that hinder its ability to do so. In order for freight to return to the River, ports and terminals must be capable of handling cargo – the necessary waterway infrastructure must be present.

The Missouri River Freight Corridor Assessment and Development Plan is intended to redevelop the river as a freight corridor with logical market nodes and reliable service that supports a sustainable market and logistics system. Four focus areas were used to identify factors that could support increased river use and corridor development:

1. Redevelopment and expansion of traditional freight markets,
2. Evaluation of potential new markets and strategies to promote market expansion
3. Identification of port infrastructure needs, operations support, and equipment required to initiate, support and expand freight services on the river,
4. Identification of conceptual approaches to river management that optimize freight movement on the river.

The Plan was completed through a series of tasks including:

- Review of Existing Literature and Practices and Initial Stakeholder Involvement
- Inventory of public and private port facilities, infrastructure, and intermodal connectors on the Missouri River
- Evaluation of Market Nodes, River Management Strategies, and Assessment of Infrastructure Needs
- Assess Market Potential and Integrate into an Overall River Development Approach

The culmination of these tasks produced key findings that identified system capacity, opportunities and constraints and led to the development of conceptual approaches to river management and operations that could encourage freight movement on the River. Based on these four focus areas, tasks were derived that resulted in a series of technical memos culminating with a final Concept of Operations that presents a plan to return freight to the River. The Technical Memos are as follows:

Task 1: Review of Existing Literature and Practices and Initial Stakeholder Involvement

Approximately 150 documents and previous studies were collected and reviewed pertaining to Missouri River history, development, US Army Corps of Engineers, management, navigation, hydrology, environmental concerns, and many other issues related to the River. The purpose was to obtain a thorough understanding of the River's history, navigation and operational status, system capacity, system constraints, and environmental concerns.



Initial stakeholder involvement included a series of meetings across the state to introduce the project and seek stakeholders' participation as well as disbursement of survey instruments to further determine opportunities and challenges for increasing freight movement on the Missouri River. In general, water transportation was deemed a favorable mode choice and one that is vital to economic growth.



However, perception of water transportation on the Missouri River is negative. Respondents indicated that river depth and reliability must be enhanced. Loading and unloading facilities are needed as well as reliable barge lines to run the river and to foster the return of freight traffic to the River. Trucking and rail weren't thought of in any more favorable terms. Initial results from surveys indicated that shipping has been increasingly challenging due to declining transportation reliability, fuel volatility, and driver

shortages among other issues. Many indicated that interstates are overcrowded with trucks, congestion is significant, and highway conditions are degrading causing delays in service. Rail service also posed concerns. Declines in rail service frequency and perceived unreasonable rail rate increases were also cited as common issues. Water transportation would be considered as a primary mode choice given service reliability and cost savings to the shippers.

Task 2: Inventory of Public & Private Port Facilities, Infrastructure, and Intermodal Connectors on the Missouri River

Site visits, personal communication, and online and printed resources were used to develop a thorough inventory in order to identify infrastructure, equipment, operations support and conceptual river management approaches needed to facilitate the most likely market development scenarios. Public and private port facilities, their infrastructure and intermodal connections were documented and evaluated for suitability and sufficiency to facilitate and support the successful implementation of freight growth strategies.

Findings included 79 facilities that exhibit some sort of port infrastructure along the Missouri River. Of these 79 facilities, 29 are actively conducting some sort of freight activity; 30 are inactive, and 20 are classified as unknown, whereby the operational status was unable to be determined at the time of the inventory.

Of the 29 active facilities, 17 receive sand as their primary cargo. Eight of the remaining 12 active facilities are special purpose facilities built to move a specific commodity, while four have the capability to handle more than one cargo. Only two fleeting areas were identified amongst the active facilities, in addition to one active fueling service.

The inventory report provided detail on all River facilities inventoried. The findings indicated that the fundamental general condition to support freight growth is acceptable on the river. It is important to recognize these fundamentals vary based on commodity classification, freight recovery adaptation, and the commercial vitality interests of public and private owners.

For the greatest density of facilities such as sand and gravel operations, freight activity has been sustained. The numerous facilities in this market are very active and not requiring infrastructure investment or enhancement. Infrastructure to support freight growth in this market is adequate, and commercial interests are apparently very adaptable to location adjustments or increased market opportunity.



Facilities and infrastructure supporting agricultural related dry bulk, such as fertilizers and grain, are resilient. The evaluation indicates many of these facilities are well suited to adjust to freight growth opportunity with minimal investment.

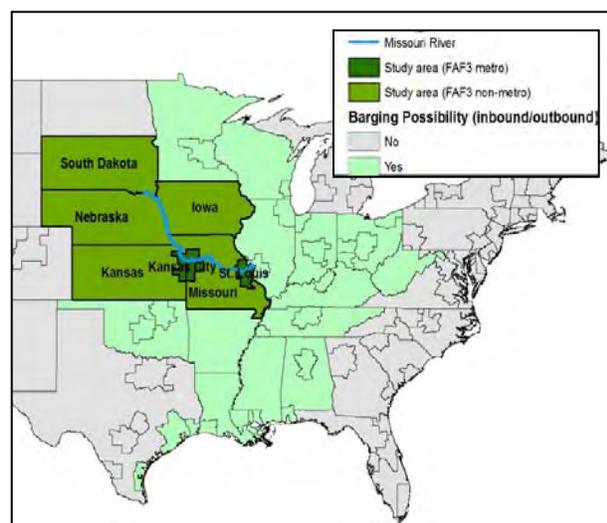
Liquids infrastructure varies significantly based on specific commodity characteristics. Liquid fertilizer terminals, particularly those which relied heavily on marine transportation, are in a significant state of disrepair. The number of viable liquid terminals positioned to take advantage of freight growth opportunities is modest. Those which have maintained multi-modal options of rail, truck and/or marine have done well and maintained the infrastructure to continue service which can support freight growth strategies.

An infrastructure weakness is found in the capability to handle general cargo which may include steel, containers, palletized or other loose cargo which may require unitized type handling. Few of the existing facilities have marine infrastructure suitable to accommodate large capacity lift machines or to support the weight and footprint associated with cranes, truck turn around space, cargo staging area, or large material handling rolling stock. Appropriate structures in good condition are available in the Jefferson City and St. Joseph areas. Other facilities that may develop into having such capability are in or near Kansas City, MO. Another facility that may be used for general cargo service is being planned in the Kansas City area. It is presently moving to public port control, but substantial investment would be required to upgrade the facility to serve the general cargo market.

Although the Missouri River has a substantial number of waterside facilities of varied condition and suitability; the existing infrastructure related to towing operational support is minimal. The securing of barges and support services required to conduct towing operations under a line haul model is an important element for improved economics. These services also reduce risk and downtime related to vessel breakdown and cargo operations.

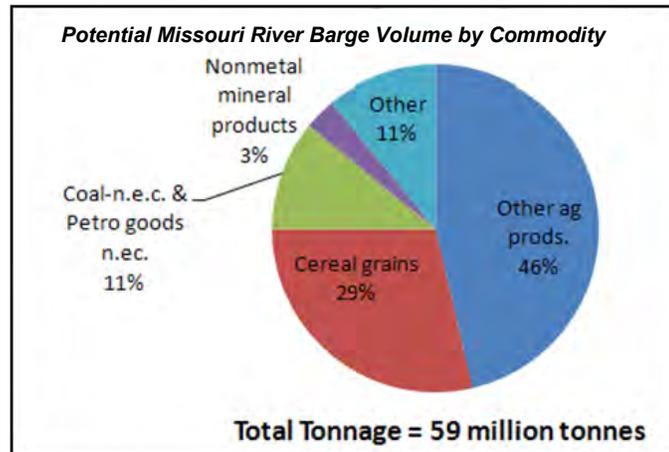
Task 3: Market Potential

To assess market potential, domestic and international freight data was gathered and analyzed in regard to freight moving to and from Missouri by port, trade region, and commodity value. The purpose was to develop a model for Missouri trade. A “baseline” condition was established for shipping to and from the Missouri River region to analyze the relative freight volume shares of exports and imports of rail and truck by port and



commodity.

The technical memo identifies the potential market and the drivers of demand for barge services on the River. The Missouri River's region has a broad economic base due to its geography and central location in the US. These factors along with access to other parts of the country via well-developed roadways, railways and waterways are the reasons that substantial volumes of a wide variety of freight is moved within, to and from the region. Despite



the fact that the region has a barge-accessible geographical reach that stretches from the Gulf Coast to as far east as West Virginia and as far north as Minnesota, very little of the freight flowing through it is carried on barges. Out of a database of 900,000 identified freight shipments in 2007, about 163 barge compatible shipment routes were identified based on size, geographic location, type of commodity, trip duration, and trip purpose. The technical memo describes the process through which these types of freight and their barge demand characteristics were identified in the Missouri River Barge region, as well as the geographical distribution of the demand.

Task 4: Evaluation of Market Nodes, River Management Strategies, Assessment of Infrastructure Needs

The evaluation of market nodes, river management strategies, infrastructure needs, economics, environmental impacts, and other modal transportation logistics conducted throughout this study provides a foundation for the suggested strategies and Concepts of Operations aimed at increasing Missouri River freight.

The resulting Concepts of Operations are intended to be used as a framework for returning freight to the River.

Concept 1: Traditional Markets on the Missouri River

Traditional markets (including agricultural dry bulk, non-metallic mineral products, fertilizer, petroleum products, animal feeds, and gravel and crushed stone) are those that have played a significant role in the Missouri River freight history. These markets are generally supported by an established, although currently underutilized, infrastructure and transportation network. Therefore, given competitive economics and proven river reliability, these commodities have significant potential to return to the river. The traditional freight markets have the potential to add approximately 817,000 tons annually by the end of the first five years of development.



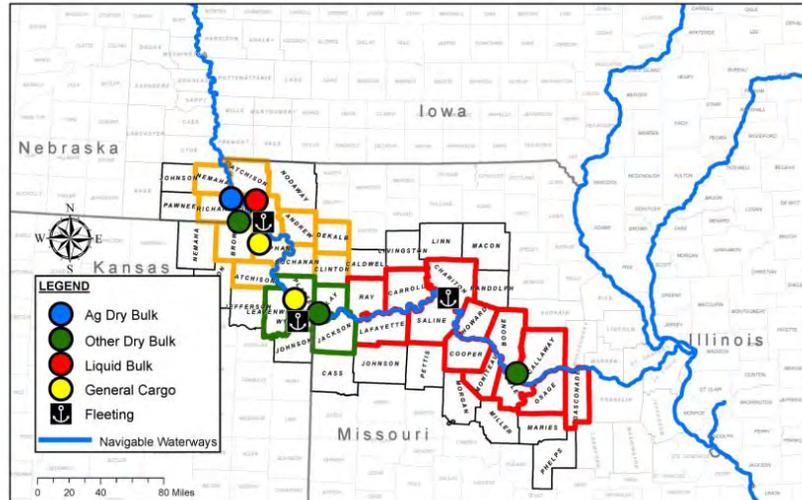
To determine the market potential of these commodities, a ranking criteria was established based on market characteristics, terminal capability needs, competitive position, and general commodity characteristics. Specific traditional commodity markets identified as shiftable to barge were evaluated in relation to each criterion. Realizing the potential of these markets will need to be guided by the following strategic actions:

- Commitment to restoration and/or upgrade of material handling equipment at appropriate facilities to accommodate barge activity.
- Improvements made at specific terminal storage facilities and installation of appropriate material handling equipment, as well as fleet improvements.
- Domestic and international shipping changes resulting in improved waterborne rate development at Lower Mississippi River (LMR) ports (ocean shipping rate enhancement based on expanded Panama Canal, improved channel depth at the LMR, and increased growth in markets such as India and Africa) – which are not specifically served well by ports in the Pacific Northwest.

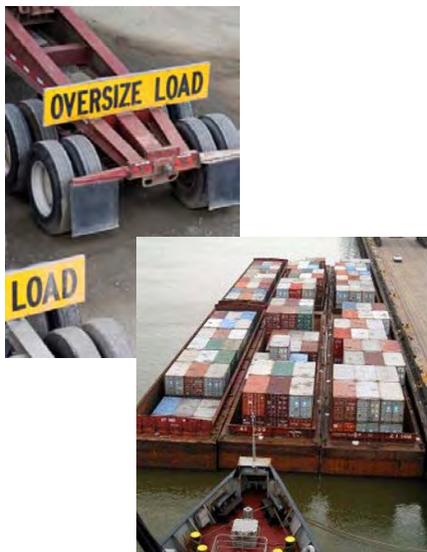
Concept 2: Infrastructure and Required Terminal Capabilities

Due to a potential freight shift from land transportation modes to the Missouri River system, necessary infrastructure and material handling modifications are presented with the intent of creating a competitive advantage, improved distribution networks, and enhanced service capability. In turn, this can guide stakeholders to make appropriate capital investments to promote sustainable maritime commercial activity.

Although suggestions vary by regional location and type of commodity, the overall method of analysis was consistent. In each region (Central Missouri, Kansas City, and Northwest Missouri), the number of facilities, shiftable market, and throughput capacity were used to determine the projected barge activity necessary to accommodate the shiftable tonnage within each commodity type. In addition, all facilities will require material handling capability improvements, with necessary fleet capacity nearby. Further improvements are also identified on a regional and location specific basis.



Concept 3: Emerging Markets on the Missouri River



Emerging markets represent an important part of the overall Missouri River freight development opportunity. Emerging markets are defined as freight opportunities that represent new commodity markets within the baseline market area. As compared to traditional markets, emerging market commodities generally differ in form and material handling requirements. Therefore, the emerging market will not be able to capitalize on much of the existing infrastructure and will be more challenging to develop. However, the emerging markets represent current opportunities with potential freight volumes of approximately 517,000 tons annually over the first five years. Shifting these cargoes to water will also result in increased public safety, improved air quality, and economies of scale that may result in reduced costs to consumers.

Concept 4: Economic Development and Advocacy

This portion of the study identifies locations appropriate for development, or redevelopment, of the overall Missouri freight market. The locations include the previously described regions of Central Missouri, Kansas City, and Northwest Missouri. In addition, municipal locations including Jefferson City, Kansas City and St. Joseph are specifically addressed.

An overview of potential public and private funding mechanisms is provided, as well as a description of the important role of advocacy groups in promoting long-term sustainability.

Financial resources are necessary for infrastructure, equipment, loan programs, tax abatements, and other mechanisms to promote growth. The investments will need to come from both the private and public sectors. Possible public resources may include a new reauthorization of the federal transportation bill, programs like the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants program, new programs recognizing highway maintenance savings, and a continuation of support from the state of Missouri. Additionally, increased participation in advocacy groups and/or the creation of an advocacy group with the sole agenda of Missouri River freight development and sustainability is highly recommended.



Concept 5: Navigation Sustainability

One of the main goals of this concept is to provide freight stakeholders with guidance for maintaining freight movement when water levels of the Missouri River are either above or below optimal conditions. Public and potential shipper/carrier perception of Missouri River reliability is critical to sustainable freight development, and all stakeholders must take an active role in building confidence and changing the perception of unreliability. Reliability is dependent on the weather, the federal management of the river, and the perception of the stakeholders. Only one of those three elements is directly under the control of the freight stakeholders - perception. There are two keys to improving the reality and perception of the river as a viable freight transportation option; one is to increase reliability through doing a great job of communicating navigation challenges and resolving issues with the Corps and the Coast Guard, the other is to keep freight moving on the river as often as possible.

Sustaining navigation: the Missouri River has a history of experiencing periods of inadequate water flow. Recently this occasional challenge has resulted in stakeholder perception of future risk regarding business activity returning to the River. Overall, freight volumes have fluctuated over the years for a variety of reasons, most recently decreasing due to the significant drought event from roughly 2000 to 2007. This, along with changes to the River’s service level and environmental challenges are currently perceived as affecting the future success of freight growth on the River.



Working together: an “all resource” response procedure should be followed for when Missouri River navigation is negatively impacted. The response protocol will require coordination between regulatory agencies, made up of appropriate personnel from both the USACE and USCG, and navigation stakeholders, represented in the Navigation Committee. Additionally, a process should be established to address issues occurring outside of regularly scheduled meetings and to ensure that conditions, challenges, and outcomes are communicated to the navigation stakeholders.



Identifying and growing sustainable markets: maximizing shipments that can fully utilize barge capacity during low water conditions is critical. These commodities include over-dimensional/over-weight, container-on-barge, and dried distiller grains. Special equipment should also be used to successfully transport all types of freight when optimal water levels do not exist throughout the Missouri River. These same markets and boats can be used in all navigable conditions on the river.

Conclusions:

- Market potential exists to add significant volume to existing Missouri River freight movements over the next five years and beyond. Some of the growth opportunities are in traditional markets that have moved on the river, while others are in emerging markets.
- Much of the infrastructure and equipment necessary to support growth is already in place, some of the infrastructure and equipments need relatively minor maintenance, and some markets will require investment in new equipment and infrastructure.
- There are some obvious geographic locations that make sense for specific development of freight capability to address wide market demand. Other locations will also be advantageous due to specific strategic advantage in particular market segments.
- The challenges of navigation reliability and perceived risk can be mitigated by organized cooperation among navigation and freight stakeholders. Advocacy by Missouri River freight stakeholders is necessary and can have profound impact on the success of the system.
- Necessary investment will likely need to come primarily from the private sector, but municipal, state and federal assistance could be appropriate and beneficial. Precedent exists for both public and private investment in waterway freight movement and the associated economic development.

Additional Project Information:

There are several additional resources available regarding the Missouri River Freight Corridor Assessment & Development Plan at:

<http://modot.gov/othertransportation/freight/>

- **Implementation Summaries** – Handy information and graphics for understanding the opportunities, strategies, and benefits regarding [*Traditional and Emerging Markets*](#); [*Infrastructure and Market Centers*](#); and [*Sustainable Navigation and Advocacy*](#) for Missouri River Freight Growth
- **Project Technical Memos** – Documentation of the [*Literature Review and Stakeholder Involvement*](#); [*Inventory of Public and Private Infrastructure on the Missouri River*](#); [*Market Potential*](#); and [*Evaluation of Market Nodes, River Management Strategies, Infrastructure Needs, and Concepts of Operations*](#)

Appendix F

Local Freight Haulers

CATSO 2040 Long Range Transportation Plan

Appendix D – Local Freight Haulers

Truck Freight

ABF Freight System Inc.
4640 Interstate Drive
Columbia, MO
573-875-2237

A-Pack Missouri Inc.
1591 E. Prathersville Road
Columbia, MO 65202
(573) 449-0886

Central Freight Lines
8830 Columbus Court
Columbia, MO 65201
573-474-0906

Consolidated Freightways
901 Dinwiddie Circle
Columbia, MO
573-443-2551

Crown Power & Equipment LLC
1881 E Prathersville Road
Columbia, MO 65202
(573) 443-4541

Dayton Freight Lines
2701 Vandiver Drive
Columbia, MO 65202
573-814-1206

Donald Lake Trucking
3914 I-70 Drive SE
(573) 474-6169

Emery Sapp & Sons Inc.
2602 N Stadium Blvd.
Columbia, MO 65202
573-445-8331

Estes Express Line
8830 Columbus Court
Columbia, MO 65201
573-4740803

FedEx Freight
5501 Paris Road
Columbia, MO 65202
573-886-9411

Gallup Trucking LLC
4640 Interstate Drive
Columbia, MO 65201
573-219-0054

Handyman Haulers
6720 W. Hatton Chapel Road
Columbia, MO 65202
(573) 445-0521

HBIC Trucking
3303 KMJ Road
Columbia, MO 65202
573-445-7151

MFA Inc.
201 Ray Young Drive
Columbia, MO 65201
573-876-5209

Missouri Biosolids LLC
2927 County Road 253
Columbia, MO 65202
Phone: 573-592-019

MTS Hauling LLC
8501 E Richland Road
Columbia, MO 65201
573-814-0100

Norris Quarries LLC
2604 N. Stadium Blvd.
Columbia, MO 65202
573-446-0905

Overnite Transportation Company
3301 Paris Road
Columbia, MO 65202
573-474-8402

Powell Distributing Inc.
8771 E. Columbia Ct.
Columbia, MO 65201
573-474-7772

Professional Transportation Solutions Inc.
2810 Lemone Industrial Blvd.
Columbia, MO 65201
573-256-5609

Ray & Ray Trucking
8650 I-70 Drive SE
Columbia, MO 65201
573-814-2500

Roadway Express
4636 Interstate Drive
Columbia, MO
573-449-2794

Specialty Express
2987 S. Running Deer Court
Columbia, MO 65201
573-815-7567

Ward's Truck Service
7208 I-70 Drive Southeast
Columbia, MO 65201
314-474-4114

Yellow Freight System Inc.
8989 Columbia Court East
Columbia, MO
573-874-8465

Rail Freight

Columbia Terminal Railroad (COLT)
City of Columbia
P.O. Box 6015
Columbia, MO

Appendix G

Central District Freight Profile

CENTRAL DISTRICT PROFILE: Freight and the District's Economic Future



Global trade and new technologies continue to transform the economy, redefining the way businesses operate, challenging supply chains and transportation networks, and creating new customer opportunities for Missouri businesses in places where they were once inconceivable. Businesses and their employees are more dependent than ever on integrated, agile, and efficient transportation networks to sustain economic competitiveness, facilitate journeys to work, and connect to markets. The military facilities in this district also depend on these transportation networks to maintain their state of readiness. Whiteman Air Force Base and Fort Leonard Wood have very different missions, but both rely on multimodal transportation networks to ensure maintenance of B-2 Spirit stealth bombers and critical training programs.

To compete in this global marketplace, businesses must optimize every asset—workforce skills, competitively priced products, and reliable transportation systems—to ensure their customers receive quality goods and services when they expect them. As the importance of trade and the demands of customers continue to evolve, Missouri companies often find freight an increasingly important factor in sustaining and enhancing their competitive position in the marketplace. Freight supports the domestic and international trade of Missouri businesses, and supports State and local economic development and job growth.

Central Missouri Population Trends

Missouri's population is projected to grow, with the 2012 population of 6,021,988 increasing to 7,159,350 by 2040. The population growth experienced by the MoDOT Central District from 2000 to 2012 is also expected to continue, with the 2012 population of 658,377 projected to grow to 831,750 by 2040.¹ Gasconade and Howard counties experienced a slight decline in population between 2000 and 2012, but between 2012 and 2040 all of the District's 18 counties are projected to gain population.

Boone, Camden, Phelps, and Pulaski counties experienced the greatest percentage growth in population from 2000 to 2012. Boone County, with the largest population by far, accounted for more than 40 percent of the District's population increase and is expected to be responsible for more than half of the region's growth between 2012 and 2040. Population growth often drives the expansion of non-traded sector businesses such as local professional services (legal, accounting, and medical), local retail trade, real estate and financial services, and food service and restaurants.

Freight is an increasingly important factor in sustaining and enhancing the economic competitiveness of businesses in Missouri and in the Central District.

¹ US Census Intercensal Estimates, July 2000; US Census Annual Estimates; 2013 CEDDS by Woods and Poole Economics

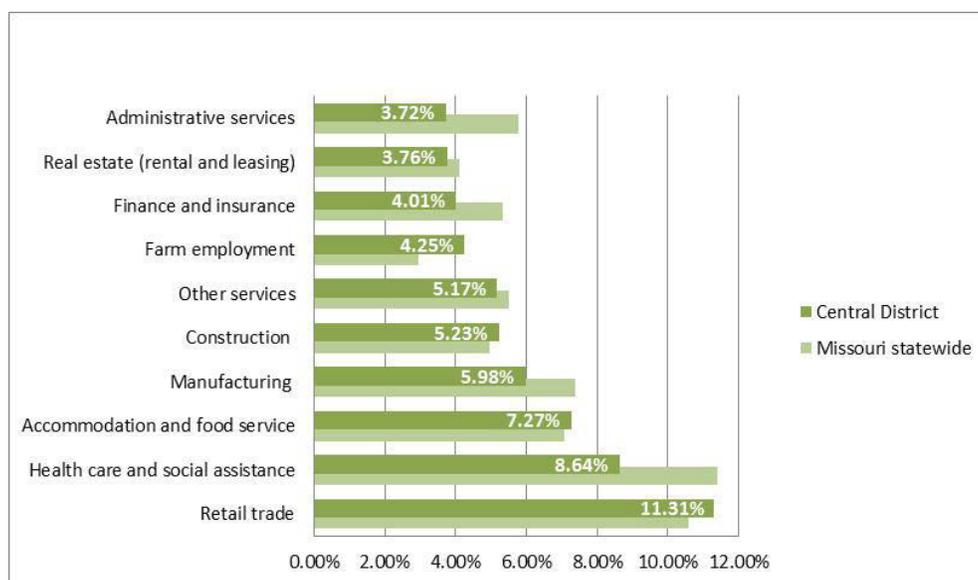
Central District Profile

Transportation Dependence: Missouri and the Central Missouri Economy

Freight transportation represents a key competitiveness factor for Central District businesses. Companies today compete on more than product quality and cost. The transportation networks serving their facilities must provide reliable connections to buyers, and must link to a multitude of markets to ensure timely deliveries of goods and services and access for employees and customers. Some business sectors use transportation facilities and services more extensively than others. An industry sector's dependence on transportation can be measured by examining the amount the sector spends on transportation as a share of its total output.² Transportation satellite accounts provide national data regarding the amount spent on transportation per dollar of output for various sectors.

To better understand the role freight and goods movement play in central Missouri and the contribution of multimodal transportation to the economic vitality of the region's key industry sectors, the project team evaluated the importance of these key industrial sectors based on the non-government employment concentrations in the region. Almost 60 percent of the District's non-government employment is concentrated in 10 sectors: retail and wholesale trade, health care and social services, accommodation and food service, manufacturing, construction, other services, farm employment, finance and insurance, real estate, and administrative services.³ **Figure 1** shows the breakdown of these employment sectors, by percentage, for the Central District and for the State.

Figure 1: Top Ten Non-Government Employment Sectors for the Central District



As noted in **Figure 1**, the importance of transportation to these key industry sectors can be measured by the amount each sector spent on transportation as a share of its total output.

The project team evaluated several primary industry sectors and identified the corresponding industrial classification codes for each key sector in order to compare the applicable transportation costs per dollar of product output using the transportation satellite accounts research. Key business sectors for the Central District are shown in **Table 1**.

² "Transportation Satellite Accounts: A Look at Transportation's Role in the Economy," U.S. DOT Research and Innovative Technology Administration

³ Bureau of Labor Statistics, US Census 2012, County Business Patterns

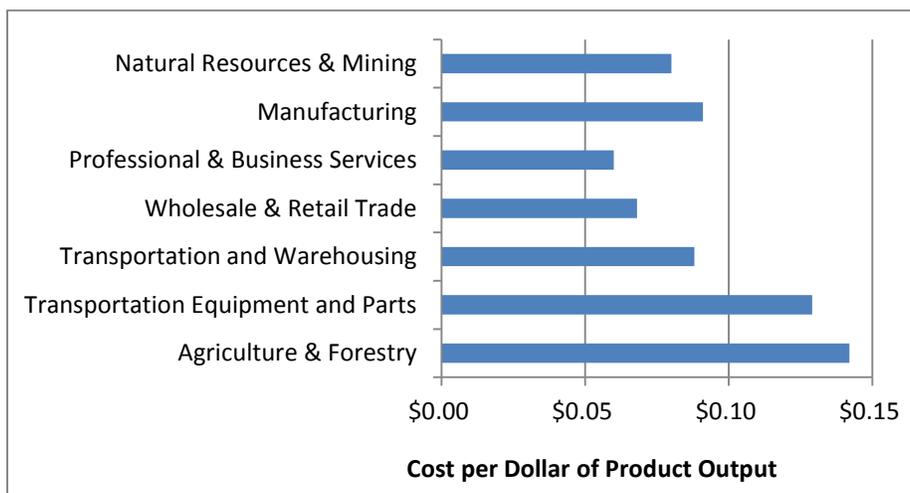
Central District Profile

Table 1: North American Industrial Classifications for Key Industrial Sectors in the Central District

Industrial Sectors	North American Industrial Classification Sector
Construction	Construction
Agribusiness	Agriculture
Transportation and logistics	Transportation and Warehousing
Machine manufacturing	Manufacturing
Electrical equipment manufacturing	Manufacturing

Figure 2 below shows the transportation cost per dollar of product output for several important industry sectors in the Central District based on their North American Industrial Classification System, or NAICS, code. Improvements in transportation costs and services would have a significant effect on the profitability of companies in these industries, as lower transportation costs and more reliable service help reduce the cost of materials, resulting in lower overall production costs. Reliable delivery of materials can enhance productivity, and reducing distribution costs to the consumer may also improve competitiveness.

*Figure 2: Transportation Cost as a Share of Sector Output
(Transportation cost per \$ of product value)*



Source: Transportation Satellite Accounts database, Bureau of Transportation Statistics, Research and Innovation Technology Administration

The Central District has been successful in retaining and attracting core cluster transportation-dependent businesses in several significant economic sectors as described in **Table 2**⁴:

⁴ Pattern Analysis Central Region, MERIC

Central District Profile

Table 2: Economic Sectors the Central District has retained and attracted transportation-dependent businesses

Manufacturing and Advanced Manufacturing	Food Processing	Chemical Manufacturing
Henniges Automotive	Beyond Meat	Behr Process Corporation
3M	Bimbo Bakeries	Unilever
Detroit Tool Metal Products	Quaker Oats	
	Unilever	

Economic Development Trends

The Central District included about 6.5 percent of the State’s population in 2008. Healthcare, education, public administration, accommodation and food services, and retail are the largest employment sectors, but several freight-dependent sectors also contribute significantly to the District’s economy. These include construction, agribusiness, transportation and logistics, machine manufacturing, and electrical equipment manufacturing.

Construction

Construction ranked sixth in employment in the Central District in 2011 with 19,647 jobs, or more than five percent of all workers in the region. Carpenters are among the top 20 job openings in the Missouri Economic Research and Information Center (MERIC’s) 2022 outlook, with 1,010 openings anticipated between 2012 and 2022. Of these openings, 62 percent are due to growth and 38 percent will replace workers who retire or shift to other industries. According to MERIC, carpenters can expect above average job growth, job openings, and wages. The average wage for carpenters in 2013 was \$41,657.⁵ For the State as a whole, both specialty trade contractors and construction of buildings ranked among the top ten industries (sixth and seventh, respectively) for new business formations in 2013. The northern part of the Central District had a higher rate of construction startups than the State as a whole.

Agribusiness

Missouri ranks second in the nation for the number of farms, and agribusiness is especially important in Moniteau, Maries, Osage, Gasconade, and Washington Counties. In 2009 these counties had a location quotient for agribusiness greater than 1.5, indicating a higher share of employment in this sector compared to the nation as a whole. Morgan, Laclede, and Howard Counties have a higher than average share of agriculture and agribusiness jobs as well. Continuing improvements in technology and agricultural productivity have led to a reduction in farm labor across the State. More and more Missouri farmers are taking on other jobs to supplement their income.⁶ The average farm size in the State has shrunk in recent years while the number of farms has increased. The 2012 Census of Agriculture, conducted every five years by the U.S. Department of Agriculture (USDA), indicated that across the U.S. both farm sales and production expenses reached record highs in 2012. Three quarters of all farms in the U.S. had sales of less than \$50,000, and together these smaller farms produced less than 3 percent of farm products sold. Also, 87 percent of U.S. farms were operated by individuals or families and the average age of principal operators was 58.3 years. Although the average age is 58.3, the number of young startup operators increased more than 11 percent between 2007 and 2012.⁷

Organic farming is seeing increased interest in Missouri and in several of the counties in the Central District (Boone, Callaway, Maries, Morgan, Miles, and Camden). Nationwide sales of organic farm products increased from \$1.7 billion to \$3.12 billion from 2007 to 2012, but still accounted for only 0.8 percent of all U.S. agricultural production.⁸

Food processing is also important to the economy of the Central District. National brands such as Kraft Foods, Frito-Lay/Quaker Oats, PepsiCo, Coca-Cola, and Cargill all have processing facilities in the area. Beyond Meat, which Fast Company magazine named the World’s Most Innovative Company for Food in 2014, makes plant-based beef and chicken substitutes at their plant in Columbia using ideas and research developed at the University of Missouri.

⁵ MERIC, Central Region Top Openings 2012-2022

⁶ MERIC, Missouri Economic Research Brief: Farm and Agribusiness, March 2009

⁷ USDA 2012 Census of Agriculture, available at www.agcensus.usda.gov

⁸ Ibid.



Central District Profile

Transportation and Logistics

Transportation, warehousing, and logistics companies make up another significant employment sector in Central Missouri, and such companies grew by more than 19 percent between 2003 and 2007, much higher than the national average rate of 1.5 percent. Dollar General, Home Depot, Scholastic, Walmart, and Brookstone all have major distribution centers in the region, and Midway USA, a major retailer and wholesale supplier of hunting and gun-related products, is headquartered in Columbia. Employment in the industry held steady during the recent recession, and the outlook for jobs in this sector is strong. MERIC projects an increase of 1,749 jobs for laborers and freight, stock, and materials movers in the region between 2012 and 2022, and an additional 1,260 jobs for heavy and tractor-trailer truck drivers over the same period; both occupations are ranked among the top 20 for job growth, number of openings, and wages.⁹ These figures represent openings due to growth as well as retirement, turnover, and workers shifting to other industries. However, a nationwide shortage of truck drivers in August 2014 has resulted in as many as 40,000 openings across the country remaining unfilled.¹⁰ Truck drivers are third on the list of ManpowerGroup's 2013 Talent Shortage Survey, and the situation is expected to intensify as demand for shipping via truck grows and drivers retire; in 2014 the average age for truck drivers nationwide is 50.

The District is a desirable location for logistics and distribution centers due to its proximity to I-70 and its position in the center of the State and the U.S. Missouri is within 600 miles of 50 percent of U.S. households and 52 percent of U.S. manufacturing establishments. Lower land costs and lower than average labor costs are other contributing factors. Nationally, the outlook for the industry is good as investment in transportation and logistics should correlate with growth in the U.S. economy.

Machine Manufacturing

This sector generates significant employment for the region as well. Nordyne, a maker of high efficiency heating and cooling systems, has facilities in Tipton and Booneville. Semco, based in Columbia, manufactures HVAC and energy recovery equipment. Several firms that manufacture parts for the transportation industry are also located in central Missouri including OTSCON, which makes parking brake systems, and Dana Corporation, which manufactures power trains. As the global economy recovers, analysts expect "quite impressive" growth in the worldwide market for industrial machinery between 2014 and 2018,¹¹ driven by consumer products such as cars and food as well as oil and gas exploration, construction, and green energy. Annual growth is projected at 6.3 percent in 2014 (more than double the 2.9 percent increase seen in 2013) and growth should average between five and six percent between 2014 and 2018.

Electrical Equipment Manufacturing

The Central District is home to several electrical equipment manufacturing firms; they pay above-average wages and employ a relatively large workforce. Hubbell Power Systems, Inc., Schneider Electric: Square D, Meramec Electrical Products, Marine Electrical Products, and Watlow Industries are significant employers in this sector.

Importance of Freight to the Economic Development Future of the Central District

Manufacturing and Exports

Manufacturing continues to be a vital part of Missouri's economy and exports of Missouri-manufactured goods continue to increase. Missouri businesses exported over \$3 billion in goods by the close of the first quarter of 2014, and nearly \$13 billion in 2013.^{12,13} Four primary industries in the manufacturing sector accounted for over 62 percent of Missouri exports: transportation equipment, chemicals, food and kindred products, and machinery related businesses. These industries exported over \$8 billion in products in 2013.¹⁴ Agricultural products, fabricated metal products, electrical equipment, minerals and ores, primary metal manufacturing, and computer and electronic products round out the state's top ten exports for 2013. Over 6,100 businesses in Missouri exported products and services in 2012, and 89.5 percent of Missouri's exports are manufactured goods produced in communities all around the State. Manufacturing exports support nearly 107,000 jobs in Missouri, and 85 percent of the companies engaged in exporting goods and services are small businesses.¹⁵

Manufacturing matters in Missouri because:

⁹ MERIC, Central Region Top Openings 2012-2022.

¹⁰ Williams, G. Chambers. "Trucking industry faces uphill battle to recruit drivers." The Tennessean, August 25, 2014.

¹¹ Cassell, Jonathan. "Rise of the Machines: Industrial Machinery Market Growth to Double in 2014." IHS Technology, April 16, 2014.

¹² WISER Export Trade data, 2014

¹³ U.S. Census, Freight Trade State Exports, Missouri

¹⁴ MERIC, Missouri Department of Economic Development, March 2013

¹⁵ U.S. Department of Commerce, International Trade Administration, National Association of Manufacturing, 2013

Central District Profile

- Employees in manufacturing firms earn an average of \$77,060 annually in pay and benefits, while average workers in all industries earn \$60,168. This means manufacturing jobs pay, on average, 19.9 percent more than non-manufacturing jobs.¹⁶
- Manufacturing firms account for nearly two-thirds of all research and development in the U.S. and are a leading user of new technologies and processes.¹⁷
- Manufacturing has the highest multiplier effect of any economic sector. For every dollar spent in manufacturing another \$1.48 is added to the economy, helping to stimulate economic growth.
- Missouri's economy is intrinsically linked to its ability to move people, materials, components, and finished goods within the State and to national and international destinations.
- Missouri's principal trading partners are Canada, Mexico, China, Japan, and Korea.¹⁸ The five industries with the most significant job dependence on exports include grain farming, oilseed farming, wholesale trade, and aircraft manufacturing.
- Export products are intrinsically dependent on multimodal freight transportation.

Conclusion

Missouri's Central District is well-positioned for economic growth. Numerous investments in manufacturing facilities are planned or under way by firms such as 3M, Fluid Power Support, Brewer Science Inc., and Meramec Electrical Products. These expansions will add jobs in the area, both directly and indirectly. Agriculture is vital to the region's economy, and food processing giants including Kraft Foods and Cargill as well as innovative firms such as Beyond Meat should continue to support significant employment. Increasing national and worldwide demand for central Missouri agricultural and manufactured products will, in turn, drive growth in the freight and warehousing sector, resulting in more jobs for truck drivers, freight handlers, and logistics experts. Employment growth in all of the above sectors and in service industries such as retail trade, health care and social assistance, and accommodations and food services—which represent the region's top three industries for jobs—will contribute to the projected population growth. More residents will lead to higher demand for consumer products that must be delivered to local stores and homes.

All of this depends on a dependable and efficient freight network. Manufacturers of machinery, electrical components, and other products depend on the statewide freight infrastructure to deliver raw materials and components and carry finished products to assembly plants, distributors, and end users. Farms, including the growing number of organic farm establishments, and food processors rely on the region's rail, highways, and river ports to deliver their output to markets across the country and around the world. They also depend on secondary roadways to link them with the broader transportation network, and businesses rely on these secondary roads for time-sensitive deliveries. Trucks of all sizes travel the highways and secondary roads to supply grocery stores, offices, construction sites, and homes with the goods, materials, and products they need every day.

Research reveals that investment in physical infrastructure reduces costs and improves efficiencies in conducting business, boosts job creation, and fosters growth cycles within countries.¹⁹ Based on the above research maintaining the existing freight system and expanding both its capacity and connectivity in ways that increase reliability and reduce transportation costs are critical to the economic vitality of the Central District.

¹⁶ Bureau of Economic Analysis, Industry Economic Accounts, 2011

¹⁷ Brookings Institute, Metropolitan Policy Program, "Why Does Manufacturing Matter?" February 2012

¹⁸ US Census, State Exports, Foreign Trade, 2013

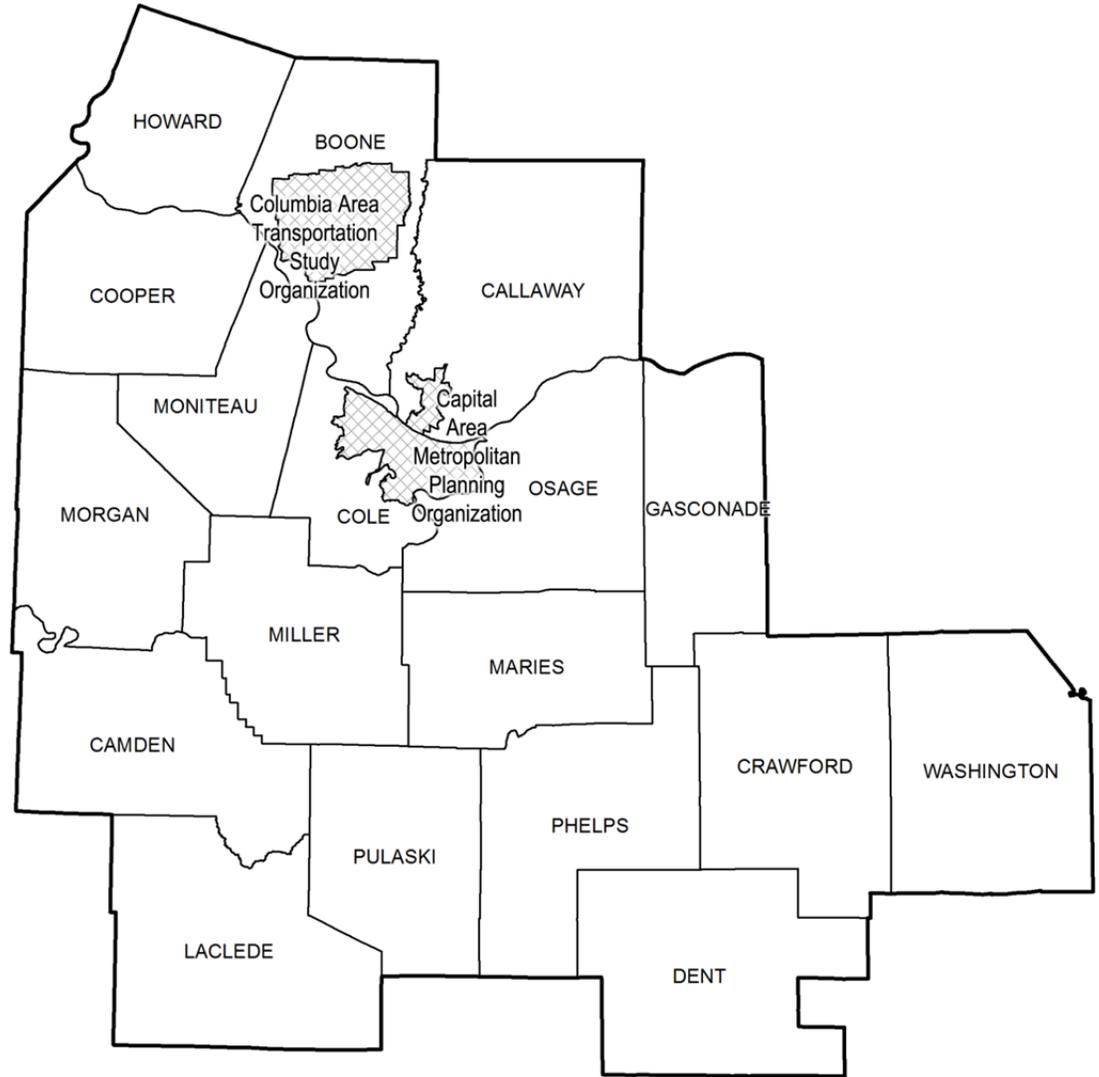
¹⁹ Deloitte LLP and the Council on Competitiveness, "2013 Global Manufacturing Competitiveness Index"

Appendix H

STIP (Central District)

2016-2020 Highway and Bridge Construction Schedule

2016-2020 Scoping and Design Projects



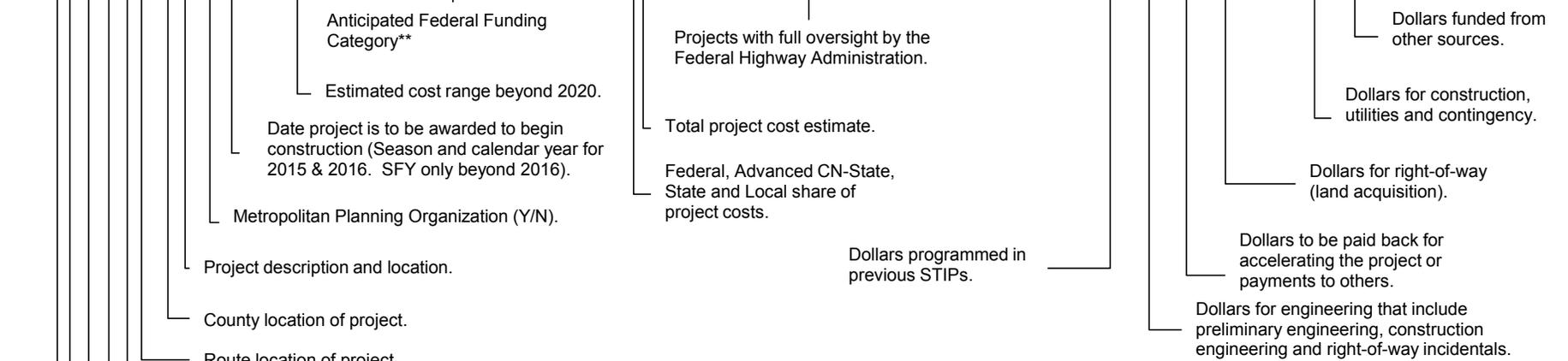
MoDOT's Central District

PROJECT DESCRIPTION KEY

2016-2020 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.
 Three percent project growth factor compounded annually is applied to right-of-way and construction in program years 2, 3, 4, and 5.
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs, and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015 6/2016	7/2016 6/2017	7/2017 6/2018	7/2018 6/2019	7/2019 6/2020	
County:	XX					Engineering:	99	9	0	0	0	0
Route:	XX					R/W:	0	0	99	0	0	0
Job No.:						Construction:	0	0	0	999	0	0
Length:	MPO:	Fed:	State:	Local:	Federal Oversight							
Fund Cat:	Award Date	Anticipated Fed Cat:	Estimate Total:			FFOS:	0	0	0	99	0	0
Sec Cat:	Future Cost:					Payments:	0	99	0	0	0	0
TIP#												



Anticipated Federal Funding Category**

Estimated cost range beyond 2020.

Date project is to be awarded to begin construction (Season and calendar year for 2015 & 2016. SFY only beyond 2016).

Metropolitan Planning Organization (Y/N).

Project description and location.

County location of project.

Route location of project.

Project number used to track project

Total Length in 1/100 miles.

Primary Funding Category.*

Secondary Funding Category.

Transportation Improvement Plan

Projects with full oversight by the Federal Highway Administration.

Total project cost estimate.

Federal, Advanced CN-State, State and Local share of project costs.

Dollars programmed in previous STIPs.

Dollars funded from other sources.

Dollars for construction, utilities and contingency.

Dollars for right-of-way (land acquisition).

Dollars to be paid back for accelerating the project or payments to others.

Dollars for engineering that include preliminary engineering, construction engineering and right-of-way incidentals.

<p>*Primary funding category:</p> <ul style="list-style-type: none"> Take Care of System Statewide Interstate & Major Bridge Safety Major Projects & Emerging Needs Amendment 3 <p>Note: Freight plan projects are eligible for a greater percentage of federal funding.</p>	<p>**Federal funding category:</p> <ul style="list-style-type: none"> CMAQ - Congestion Mitigation and Air Quality <ul style="list-style-type: none"> * usually 80% Federal & 20% State funds Earmark - usually 80% Federal & 20% State funds NHPP - National Highway Performance Program <ul style="list-style-type: none"> * usually 80% Federal & 20% State funds * sometimes 90% Federal & 10% State funds Safety - usually 90% Federal & 10% State funds State - No federal funds, state only funded STP - Surface Transportation Program <ul style="list-style-type: none"> * usually 80% Federal & 20% State funds
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(All Costs in Thousands)



2016-2020 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County:	Boone	Pavement improvements from Rte. WW to Rte. 763. Project includes portions of Rtes. AC, WW, 63 Connector, PP and 763.				Engineering:	22	409	0	0	0	0
Route:	US 63					R/W:	0	0	0	0	0	0
Job No.:	5P3010B					Construction:	0	5,425	0	0	0	0
Length:	10.27	MPO:	Y			FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State:	4,668	State:	1,166	Local:	0					
Sec Cat:	Thin Lift Overlay	Awd Date:	Winter 16	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:	2015-1	Future Cost:	0	Estimate Total:	5,856							
County:	Boone	Bridge improvements over Gans Creek. \$131,000 Boone County (BRO) soft match credit and \$523,000 Boone County off-system bridge (BRO) funds. Project involves bridge G0739.				Engineering:	28	146	0	0	0	0
Route:	OR 63					R/W:	0	10	0	0	0	0
Job No.:	5S3089					Construction:	0	654	0	0	0	0
Length:	0.05	MPO:	Y			FFOS:	0	654	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	647	State:	163	Local:	0					
Sec Cat:	Rehab And Reconst	Awd Date:	Winter 16	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:	2015-2	Future Cost:	0	Estimate Total:	838							
County:	Boone	Bridge improvements over Bonne Femme Creek. Project involves bridge G0740.				Engineering:	31	146	0	0	0	0
Route:	OR 63					R/W:	0	10	0	0	0	0
Job No.:	5S3090					Construction:	0	661	0	0	0	0
Length:	0.06	MPO:	Y			FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	654	State:	163	Local:	0					
Sec Cat:	Rehab And Reconst	Awd Date:	Winter 16	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:	2015-3	Future Cost:	0	Estimate Total:	848							
County:	Boone	Pavement improvements on eastbound and westbound lanes from the Lake of the Woods interchange in Columbia to the bridge over Cedar Creek.				Engineering:	103	172	0	0	0	0
Route:	IS 70					R/W:	0	0	0	0	0	0
Job No.:	5I2176					Construction:	0	2,267	0	0	0	0
Length:	5.72	MPO:	Y			FFOS:	0	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge	Fed:	2,194	State:	245	Local:	0					
Sec Cat:	Rehab And Reconst	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:	2010-22	Future Cost:	0	Estimate Total:	2,542							
County:	Boone	Pavement improvements on the eastbound and westbound lanes from the Missouri River to near the St. Charles Road interchange in Columbia.				Engineering:	50	20	452	0	0	0
Route:	IS 70					R/W:	0	0	0	0	0	0
Job No.:	5I3001					Construction:	0	0	6,432	0	0	0
Length:	16.00	MPO:	Y			FFOS:	0	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge	Fed:	6,214	State:	690	Local:	0					
Sec Cat:	Preventive Maint	Awd Date:	Fall 16	Anticipated Fed Cat:	NHPP	Federal Oversight						
TIP #:	2015-5	Future Cost:	0	Estimate Total:	6,954	Payments:	0	0	0	0	0	0

* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.



2016-2020 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County:	Boone	Bridge painting from 0.1 mile north of Perche Creek to 0.5 mile north of the Columbia city limits. Project involves bridges A0557 over Perche Creek and A0558 over Rocky Fork Creek.				Engineering:	2	34	0	0	0	0
Route:	RT E					R/W:	0	0	0	0	0	0
Job No.:	5S2182B					Construction:	0	262	0	0	0	0
Length:	0.47	MPO:	Y			FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	237	State:	59	Local:	0					
Sec Cat:	Preventive Maint	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	298							
County:	Boone	Payment to Columbia for pavement improvements from 0.1 mile east of the Rte. 63 Connector to 0.2 mile west of Ballenger Lane. City to let as 32-08-13.				Engineering:	0	0	0	0	0	0
Route:	RT PP					R/W:	0	0	0	0	0	0
Job No.:	5P3010F					Construction:	0	366	0	0	0	0
Length:	1.02	MPO:	Y			FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	0	State:	366	Local:	0					
Sec Cat:	Thin Lift Overlay	Awd Date:	Let by Others	Anticipated Fed Cat:	State	Payments:	0	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	366							
County:	Callaway	Bridge maintenance in the westbound lanes over the Missouri River in Jefferson City. Project involves bridge L0550.				Engineering:	85	877	0	0	0	0
Route:	US 54					R/W:	0	0	0	0	0	0
Job No.:	5P2189					Construction:	0	8,524	0	0	0	0
Length:	0.59	MPO:	Y			FFOS:	0	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge	Fed:	7,521	State:	1,880	Local:	0					
Sec Cat:	Rehab And Reconst	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP	Federal Oversight	Payments:	0	0	0	0	0
TIP #:	2013-24	Future Cost:	0	Estimate Total:	9,486							
County:	Callaway	Scour mitigation at the Missouri River in Jefferson City. Project involves bridge L0550.				Engineering:	30	167	0	0	0	0
Route:	US 54					R/W:	0	0	0	0	0	0
Job No.:	5P2189B					Construction:	0	2,000	0	0	0	0
Length:	0.07	MPO:	Y			FFOS:	0	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge	Fed:	1,734	State:	433	Local:	0					
Sec Cat:	Rehab And Reconst	Awd Date:	Summer 15	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:	2013-23	Future Cost:	0	Estimate Total:	2,197							
County:	Callaway	Pavement improvements on the eastbound lanes near Kingdom City from Bus. 54 north junction to east of County Road 147.				Engineering:	25	128	0	0	0	0
Route:	US 54					R/W:	0	0	0	0	0	0
Job No.:	5P3011					Construction:	0	1,691	0	0	0	0
Length:	6.20	MPO:	N			FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	1,456	State:	363	Local:	0					
Sec Cat:	Thin Lift Overlay	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	1,844							

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2016-2020 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County:	Callaway	Pavement improvements on the westbound lanes near Kingdom City from west of County Road 147 to north of Bus. 54. \$120,400 Accelerated Innovative Deployment (AID) and \$12,000 AID credit for testing.				Engineering:	20	184	0	0	0	0
Route:	US 54					R/W:	0	0	0	0	0	0
Job No.:	5P3012					Construction:	0	2,438	0	0	0	0
Length:	6.12	MPO:	N			FFOS:	0	132	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	2,098	State:	524	Local:	0					
Sec Cat:	Thin Lift Overlay	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	2,642							
County:	Callaway	Pavement improvements in the eastbound and westbound lanes from near Rte. 94 at Jefferson City to Bus. 54 north junction at Fulton.				Engineering:	49	749	0	0	0	0
Route:	US 54					R/W:	0	0	0	0	0	0
Job No.:	5P3074B					Construction:	0	9,928	0	0	0	0
Length:	24.57	MPO:	Y			FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	8,541	State:	2,136	Local:	0					
Sec Cat:	Thin Lift Overlay	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:	2015-05	Future Cost:	0	Estimate Total:	10,726							
County:	Callaway	Bridge improvements on the southbound lanes over the Katy Trail, 3 miles north of Rte. 54. Project involves bridge G0976.				Engineering:	0	138	0	0	0	0
Route:	US 63					R/W:	0	0	0	0	0	0
Job No.:	5L3075C					Construction:	0	1,063	0	0	0	0
Length:	0.10	MPO:	N			FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	960	State:	241	Local:	0					
Sec Cat:	Low Type Resurfacing	Awd Date:	Spring 16	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	1,201							
County:	Callaway	Pavement improvements on the eastbound and westbound lanes from east of Rte. 54 to Montgomery County.				Engineering:	0	362	0	0	0	0
Route:	IS 70					R/W:	0	0	0	0	0	0
Job No.:	5I3001B					Construction:	0	4,799	0	0	0	0
Length:	16.62	MPO:	N			FFOS:	0	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge	Fed:	4,645	State:	516	Local:	0					
Sec Cat:	Preventive Maint	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	5,161							
County:	Callaway	Pavement improvements on eastbound and westbound lanes from the bridge over Cedar Creek to east of Rte. 54				Engineering:	0	5	5	5	71	358
Route:	IS 70					R/W:	0	0	0	0	0	0
Job No.:	5I3137					Construction:	0	0	0	0	0	6,734
Length:	11.50	MPO:	N			FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State:	6,459	State:	719	Local:	0					
Sec Cat:	Preventive Maint	Awd Date:	2020	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	7,178							

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2016-2020 Highway and Bridge Construction Schedule

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 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County: Callaway	Pavement and shoulder improvements from east of Rte. 54 in Callaway County to 0.2 mile east of Bluffton Road in Montgomery County.					Engineering:	29	523	0	0	0	0
Route: MO 94						R/W:	5	0	0	0	0	0
Job No.: 5S3049						Construction:	0	4,702	0	0	0	0
Length: 33.81	MPO: Y					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System			AC-State: 4,180	State: 1,045	Local: 0	Payments:	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: Fall 15	Anticipated Fed Cat: S.T.P.										
TIP #: 2013-22	Future Cost: 0	Estimate Total: 5,259										
County: Camden	Pavement improvements on the eastbound and westbound lanes from Bus. 5 in Camdenton to east of Rte. Y.					Engineering:	20	202	0	0	0	0
Route: US 54						R/W:	0	0	0	0	0	0
Job No.: 5P3010D						Construction:	0	3,207	0	0	0	0
Length: 7.32	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System			AC-State: 2,728	State: 681	Local: 0	Payments:	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: Winter 16	Anticipated Fed Cat: NHPP										
TIP #: 2013-22	Future Cost: 0	Estimate Total: 3,429										
County: Camden	Bridge painting at Boer Creek, 3.5 miles west of Richland. Project involves bridge A2096.					Engineering:	2	5	0	0	0	0
Route: RT A						R/W:	0	0	0	0	0	0
Job No.: 5S2200B						Construction:	0	50	0	0	0	0
Length: 0.09	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System			Fed: 44	State: 11	Local: 0	Payments:	0	0	0	0	0	
Sec Cat: Preventive Maint	Awd Date: Fall 15	Anticipated Fed Cat: NHPP										
TIP #: 2013-22	Future Cost: 0	Estimate Total: 57										
County: Cole	Pavement improvements on the eastbound and westbound lanes from east of Truman Boulevard to west of Dix Road in Jefferson City.					Engineering:	13	72	0	0	0	0
Route: US 50						R/W:	0	0	0	0	0	0
Job No.: 5P3007						Construction:	0	1,144	0	0	0	0
Length: 2.47	MPO: Y					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System			AC-State: 972	State: 244	Local: 0	Payments:	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: Fall 15	Anticipated Fed Cat: NHPP										
TIP #: 2013-03	Future Cost: 0	Estimate Total: 1,229										
County: Cole	Pavement improvements from west of Dix Road to east of Clark Avenue in Jefferson City.					Engineering:	14	101	0	0	0	0
Route: US 50						R/W:	0	0	0	0	0	0
Job No.: 5P3014						Construction:	0	1,342	0	0	0	0
Length: 3.96	MPO: Y					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System			AC-State: 1,155	State: 288	Local: 0	Payments:	0	0	0	0	0	
Sec Cat: Preventive Maint	Awd Date: Fall 15	Anticipated Fed Cat: NHPP										
TIP #: 2013-04	Future Cost: 0	Estimate Total: 1,457										

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2016-2020 Highway and Bridge Construction Schedule

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 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County: Cole	Pavement improvements from Stoneridge Parkway to near Rte. 50 in Jefferson City.					Engineering:	8	65	0	0	0	0
Route: BU 50						R/W:	0	0	0	0	0	0
Job No.: 5S3005						Construction:	0	859	0	0	0	0
Length: 2.44	MPO: Y					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 739		State: 185	Local: 0		Payments:	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: Fall 15	Anticipated Fed Cat: NHPP										
TIP #: 2013-06	Future Cost: 0	Estimate Total: 932										
County: Cole	ADA improvements from Stoneridge Parkway to near Rte. 50 in Jefferson City.					Engineering:	40	174	0	0	0	0
Route: BU 50						R/W:	0	169	0	0	0	0
Job No.: 5S3005B						Construction:	0	712	0	0	0	0
Length: 2.40	MPO: Y					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 844		State: 211	Local: 0		Payments:	0	0	0	0	0	
Sec Cat: N- Ada Trans	Awd Date: Spring 16	Anticipated Fed Cat: S.T.P.										
TIP #: 2013-20	Future Cost: 0	Estimate Total: 1,095										
County: Cole	Bridge improvements at Dix Road over Rte. 50 in Jefferson City. Project involves bridge A1187.					Engineering:	19	3	5	5	68	0
Route: CST DIX RD						R/W:	0	0	0	0	0	0
Job No.: 5P3015						Construction:	0	0	0	0	1,004	0
Length: 0.06	MPO: Y					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 867		State: 218	Local: 0		Payments:	0	0	0	0	0	
Sec Cat: Rehab And Reconst	Awd Date: 2019	Anticipated Fed Cat: NHPP		Federal Oversight								
TIP #: 2013-05	Future Cost: 0	Estimate Total: 1,104										
County: Cooper	Pavement improvements in Cooper County from Rte. 87 south intersection to I-70, and in Howard County, from Rte. 5 north intersection to Missouri River Bridge at Booneville.					Engineering:	0	45	0	0	0	0
Route: US 40						R/W:	0	0	0	0	0	0
Job No.: 5L1600E						Construction:	0	885	0	0	0	0
Length: 4.15	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 744		State: 186	Local: 0		Payments:	0	0	0	0	0	
Sec Cat: Low Type Resurfacing	Awd Date: Winter 16	Anticipated Fed Cat: NHPP										
TIP #: 2013-05	Future Cost: 0	Estimate Total: 930										
County: Cooper	Job Order Contracting for pavement repair in Cooper, Boone and Callaway Counties.					Engineering:	0	5	0	0	0	0
Route: IS 70						R/W:	0	0	0	0	0	0
Job No.: 0I3002I						Construction:	0	250	0	0	0	0
Length: 78.03	MPO: Y					FFOS:	0	0	0	0	0	0
Fund Cat: Statewide Interstate And Major Bridge	AC-State: 229		State: 26	Local: 0		Payments:	0	0	0	0	0	
Sec Cat: Preventive Maint	Awd Date: Spring 16	Anticipated Fed Cat: NHPP										
TIP #: 2013-05	Future Cost: 0	Estimate Total: 255										

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 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING							
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020		
County:	Cooper	Pavement improvements on the westbound lanes from east of Rte. 87 to east of Rte. B in Boonville.					Engineering:	40	63	0	0	0	0
Route:	IS 70						R/W:	0	0	0	0	0	0
Job No.:	513026						Construction:	0	834	0	0	0	0
Length:	2.88	MPO:	N				FFOS:	0	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge		AC-State:	807	State:	90	Local:	0					
Sec Cat:	Preventive Maint	Awd Date:	Winter 16		Anticipated Fed Cat:	NHPP							
TIP #:		Future Cost:	0		Estimate Total:	937							
County:	Cooper	Bridge improvements on the eastbound and westbound lanes over the Lamine River. Project involves bridge A0201.					Engineering:	0	317	0	0	0	0
Route:	IS 70						R/W:	0	0	0	0	0	0
Job No.:	513132						Construction:	0	2,452	0	0	0	0
Length:	0.20	MPO:	N				FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System		AC-State:	2,492	State:	277	Local:	0					
Sec Cat:	Rehab And Reconst	Awd Date:	Spring 16		Anticipated Fed Cat:	NHPP							
TIP #:		Future Cost:	0		Estimate Total:	2,769							
County:	Cooper	Bridge improvements over Long Branch, 0.4 mile north of Rte. BB, in Otterville. Project involves bridge G0731.					Engineering:	61	125	0	0	0	0
Route:	RT A						R/W:	1	0	0	0	0	0
Job No.:	5S2201						Construction:	0	569	0	0	0	0
Length:	0.10	MPO:	N				FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System		Fed:	555	State:	139	Local:	0					
Sec Cat:	Rehab And Reconst	Awd Date:	Fall 15		Anticipated Fed Cat:	NHPP							
TIP #:		Future Cost:	0		Estimate Total:	756							
County:	Cooper	Bridge improvements over Smiley Creek 4 miles north of Tipton. Project involves bridge A2488.					Engineering:	52	159	0	0	0	0
Route:	RT AA						R/W:	1	0	0	0	0	0
Job No.:	5S2224						Construction:	0	704	0	0	0	0
Length:	0.05	MPO:	N				FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System		Fed:	690	State:	173	Local:	0					
Sec Cat:	Rehab And Reconst	Awd Date:	Fall 15		Anticipated Fed Cat:	NHPP							
TIP #:		Future Cost:	0		Estimate Total:	916							
County:	Cooper	ADA improvements on various primary routes in Howard and Cooper Counties. \$188,000 Statewide Transportation Enhancement funds.					Engineering:	8	25	0	0	0	0
Route:	Various						R/W:	0	50	0	0	0	0
Job No.:	5S3008C						Construction:	0	175	0	0	0	0
Length:	0.00	MPO:	N				FFOS:	40	140	0	0	0	0
Fund Cat:	Taking Care Of System		Fed:	200	State:	50	Local:	0					
Sec Cat:	N- Ada Trans	Awd Date:	Spring 16		Anticipated Fed Cat:	S.T.P.							
TIP #:		Future Cost:	0		Estimate Total:	258							

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 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County: Cooper	Bridge improvements over Heaths Creek, 1.9 miles south of I-70. Project involves bridge N0047.					Engineering:	22	60	0	0	0	0
Route: RT Z						R/W:	1	0	0	0	0	0
Job No.: 5S3052						Construction:	0	461	0	0	0	0
Length: 0.08	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 417	State: 104	Local: 0					
Sec Cat: Rehab And Reconst	Awd Date: Winter 16	Anticipated Fed Cat: NHPP				Payments:	0	0	0	0	0	0
TIP #:	Future Cost: 0	Estimate Total: 544										
County: Cooper	Bridge painting over Heaths Creek, 1.9 miles south of I-70. Project involves bridge N0047.					Engineering:	0	2	13	0	0	0
Route: RT Z						R/W:	0	0	0	0	0	0
Job No.: 5S3052B						Construction:	0	0	126	0	0	0
Length: 0.04	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 113	State: 28	Local: 0					
Sec Cat: Preventive Maint	Awd Date: 2017	Anticipated Fed Cat: NHPP				Payments:	0	0	0	0	0	0
TIP #:	Future Cost: 0	Estimate Total: 141										
County: Crawford	Pavement improvements on the eastbound lane from 3.5 miles east of the Phelps/Crawford County line to 0.5 mile west of Rte. H.					Engineering:	0	150	0	0	0	0
Route: IS 44						R/W:	0	0	0	0	0	0
Job No.: 5L1600B						Construction:	0	584	0	0	0	0
Length: 9.17	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 660	State: 74	Local: 0					
Sec Cat: Low Type Resurfacing	Awd Date: Fall 15	Anticipated Fed Cat: NHPP				Payments:	0	0	0	0	0	0
TIP #:	Future Cost: 0	Estimate Total: 734										
County: Crawford	Pavement improvements on eastbound lanes from east of Rte. C in Bourbon to Franklin County line in Sullivan.					Engineering:	20	79	0	0	0	0
Route: IS 44						R/W:	0	0	0	0	0	0
Job No.: 9I2229						Construction:	0	1,258	0	0	0	0
Length: 5.15	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Statewide Interstate And Major Bridge					AC-State: 1,203	State: 134	Local: 0					
Sec Cat: Preventive Maint	Awd Date: Fall 15	Anticipated Fed Cat: NHPP				Payments:	0	0	0	0	0	0
TIP #:	Future Cost: 0	Estimate Total: 1,357										
County: Crawford	Pavement improvements from 0.2 mile east of Rte. 19 south junction at Steelville to Rte. AA in Washington County.					Engineering:	0	28	279	0	0	0
Route: MO 8						R/W:	0	0	0	0	0	0
Job No.: 5P3133						Construction:	0	0	3,583	0	0	0
Length: 25.62	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 3,111	State: 779	Local: 0					
Sec Cat: Thin Lift Overlay	Awd Date: Fall 16	Anticipated Fed Cat: NHPP				Payments:	0	0	0	0	0	0
TIP #:	Future Cost: 0	Estimate Total: 3,890										

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2016-2020 Highway and Bridge Construction Schedule

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 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County:	Crawford	Pavement improvements from 1 mile east of the Meramec River to 0.2 mile east of Rte. 19 south junction at Steelville. Includes pavement improvements on Rte. 19 at Steelville from Rte. 8 to near Mill Springs Drive.				Engineering:	0	6	39	0	0	0
Route:	MO 8					R/W:	0	0	0	0	0	
Job No.:	5P3135					Construction:	0	0	684	0	0	
Length:	9.93	MPO: N			FFOS:	0	0	0	0	0		
Fund Cat:	Taking Care Of System		Fed:	584	State:	145	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	Fall 16	Anticipated Fed Cat:	NHPP							
TIP #:		Future Cost:	0	Estimate Total:	729	Payments:	0	0	0	0	0	
County:	Dent	ADA improvements in Salem from north of 11th Street to south of 10th Street. \$76,000 Statewide Transportation Enhancement funds.				Engineering:	8	22	0	0	0	
Route:	MO 19					R/W:	0	20	0	0	0	
Job No.:	5S3008B					Construction:	0	75	0	0	0	
Length:	0.08	MPO: N			FFOS:	0	76	0	0	0		
Fund Cat:	Major Projects & Emerging Needs		Fed:	93	State:	24	Local:	0				
Sec Cat:	Regional	Awd Date:	Fall 15	Anticipated Fed Cat:	S.T.P.							
TIP #:		Future Cost:	0	Estimate Total:	125	Payments:	0	0	0	0	0	
County:	Gasconade	Pavement and signal improvements from Rte. 28 (Lincoln Avenue) in Owensville to Rte. CC in Crawford County. Includes improvements on Rte. 28 from near First Street to near Krausetown Road in Owensville.				Engineering:	0	63	0	0	0	
Route:	MO 19					R/W:	0	0	0	0	0	
Job No.:	5L1600D					Construction:	0	1,019	0	0	0	
Length:	10.78	MPO: N			FFOS:	0	0	0	0	0		
Fund Cat:	Taking Care Of System		AC-State:	865	State:	217	Local:	0				
Sec Cat:	Low Type Resurfacing	Awd Date:	Winter 16	Anticipated Fed Cat:	S.T.P.							
TIP #:		Future Cost:	0	Estimate Total:	1,082	Payments:	0	0	0	0	0	
County:	Gasconade	Bridge improvements over Crider Creek, 1.6 miles south of Rte. Y. Project involves bridge X0984.				Engineering:	17	200	0	0	0	
Route:	RT A					R/W:	0	2	0	0	0	
Job No.:	5S3048					Construction:	0	694	0	0	0	
Length:	0.09	MPO: N			FFOS:	0	0	0	0	0		
Fund Cat:	Taking Care Of System		Fed:	717	State:	179	Local:	0				
Sec Cat:	Rehab And Reconst	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP							
TIP #:		Future Cost:	0	Estimate Total:	913	Payments:	0	0	0	0	0	
County:	Gasconade	Bridge improvements over Third Creek, 6.8 miles south of Rte. 50. Project involves bridge R0407.				Engineering:	15	10	47	0	0	
Route:	RT P					R/W:	0	0	0	0	0	
Job No.:	5S3047					Construction:	0	0	391	0	0	
Length:	0.06	MPO: N			FFOS:	0	0	0	0	0		
Fund Cat:	Taking Care Of System		Fed:	358	State:	90	Local:	0				
Sec Cat:	Rehab And Reconst	Awd Date:	Summer 16	Anticipated Fed Cat:	NHPP							
TIP #:		Future Cost:	0	Estimate Total:	463	Payments:	0	0	0	0	0	

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 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020
County:	Howard	Bridge painting over Moniteau Creek 0.1 mile north of Rte. CC near Fayette. Project involves bridge X0469.	Fed:	67	State: 16 Local: 0	Engineering:	1	11	0	0	0
Route:	RT A		Anticipated Fed Cat:		NHPP	R/W:	0	0	0	0	0
Job No.:	2S2206B		Future Cost:	0	Estimate Total:	84	Construction:	0	72	0	0
Length:	0.11	MPO: N				FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System					Payments:	0	0	0	0	0
Sec Cat:	Preventive Maint	Awd Date: Fall 15									
TIP #:											
County:	Laclede	Job Order Contracting for asphalt pavement repair in Laclede, Pulaski, Phelps and Crawford Counties.	AC-State:	339	State: 38 Local: 0	Engineering:	0	27	0	0	0
Route:	IS 44		Anticipated Fed Cat:		NHPP	R/W:	0	0	0	0	0
Job No.:	0I3002Q		Future Cost:	0	Estimate Total:	377	Construction:	0	350	0	0
Length:	111.12	MPO: N				FFOS:	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge					Payments:	0	0	0	0	0
Sec Cat:	Preventive Maint	Awd Date: Spring 16									
TIP #:											
County:	Laclede	Job Order Contracting for concrete pavement repair in Laclede, Pulaski, Phelps and Crawford Counties.	AC-State:	150	State: 16 Local: 0	Engineering:	0	16	0	0	0
Route:	IS 44		Anticipated Fed Cat:		NHPP	R/W:	0	0	0	0	0
Job No.:	0I3002R		Future Cost:	0	Estimate Total:	166	Construction:	0	150	0	0
Length:	112.01	MPO: N				FFOS:	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge					Payments:	0	0	0	0	0
Sec Cat:	Preventive Maint	Awd Date: Spring 16									
TIP #:											
County:	Laclede	Pavement improvements in the eastbound and westbound lanes from 0.6 mile west of Rte. F to 0.6 mile west of Rte. 133.	Fed:	674	State: 75 Local: 0	Engineering:	6	56	0	0	0
Route:	IS 44		Anticipated Fed Cat:		NHPP	R/W:	0	0	0	0	0
Job No.:	5I3004		Future Cost:	0	Estimate Total:	755	Construction:	0	693	0	0
Length:	10.54	MPO: N				FFOS:	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge					Payments:	0	0	0	0	0
Sec Cat:	Preventive Maint	Awd Date: Fall 15									
TIP #:											
County:	Laclede	Payment to the City of Lebanon for ADA improvements from Rte. 64 to 6th Street. Includes ADA improvements on Rte. 64 from Bennett Street to Rte. 5. \$256,000 Statewide Transportation Enhancement funds. City to let as STP-3800(805).	Fed:	78	State: 19 Local: 0	Engineering:	181	0	0	0	0
Route:	MO 5		Anticipated Fed Cat:		S.T.P.	R/W:	404	0	0	0	0
Job No.:	5P3069		Future Cost:	0	Estimate Total:	682	Construction:	0	97	0	0
Length:	0.20	MPO: N				FFOS:	178	78	0	0	0
Fund Cat:	Taking Care Of System					Payments:	0	0	0	0	0
Sec Cat:	N- Ada Trans	Awd Date: Let by Others									
TIP #:											

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 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020
County:	Laclede	Payment to the City of Lebanon for ADA improvements from 6th Street to Vance Road.				Engineering:	0	0	0	0	0
Route:	MO 5	\$518,000 Statewide Transportation Enhancement funds and \$7,000 District Enhancement funds. City to let as STP-3800(806).				R/W:	0	0	0	0	0
Job No.:	5P3069B					Construction:	0	525	0	0	0
Length:	0.00	MPO:	N			FFOS:	0	525	0	0	0
Fund Cat:	Taking Care Of System	AC-State:	420	State:	105	Local:	0				
Sec Cat:	N- Ada Trans	Awd Date:	Let by Others	Anticipated Fed Cat:	S.T.P.	Payments:	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	525						
County:	Maries	Pavement improvements from Rte. 63 in Maries County to 0.2 mile west of Rte. 50 in Gasconade County.				Engineering:	0	44	0	0	0
Route:	MO 28					R/W:	0	0	0	0	0
Job No.:	5L1600C					Construction:	0	645	0	0	0
Length:	31.60	MPO:	N			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State:	551	State:	138	Local:	0				
Sec Cat:	Low Type Resurfacing	Awd Date:	Winter 16	Anticipated Fed Cat:	S.T.P.	Payments:	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	689						
County:	Miller	Bridge improvements on the eastbound lanes over Little Gravois Creek. Project involves bridge A1675.				Engineering:	0	88	0	0	0
Route:	US 54					R/W:	0	0	0	0	0
Job No.:	5L3075D					Construction:	0	589	0	0	0
Length:	0.04	MPO:	N			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State:	542	State:	135	Local:	0				
Sec Cat:	Low Type Resurfacing	Awd Date:	Winter 16	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	677						
County:	Miller	Pavement improvements on the eastbound and westbound lanes from Rte. 242 to the Cole County line.				Engineering:	0	409	0	0	0
Route:	US 54					R/W:	0	1	0	0	0
Job No.:	5P3131					Construction:	0	6,485	0	0	0
Length:	22.10	MPO:	N			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State:	5,516	State:	1,379	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	Winter 16	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	6,895						
County:	Miller	Bridge improvements over Moreau Creek. Project involves bridge A0957.				Engineering:	30	78	0	0	0
Route:	MO 87					R/W:	0	1	0	0	0
Job No.:	5S3003					Construction:	0	516	0	0	0
Length:	0.14	MPO:	N			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	477	State:	118	Local:	0				
Sec Cat:	Rehab And Reconst	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	625						

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2016-2020 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.
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 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County: Moniteau	Bridge improvements over Splice Creek, 2.5 miles north of Rte. 87. Project involves bridge R0568.					Engineering:	7	55	0	0	0	0
Route: MO 179						R/W:	0	0	0	0	0	0
Job No.: 5S3050						Construction:	0	426	0	0	0	0
Length: 0.03	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 385 State: 96 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: Winter 16	Anticipated Fed Cat: NHPP										
TIP #:	Future Cost: 0	Estimate Total: 488										
County: Morgan	ADA improvements in Morgan, Moniteau and Miller Counties. \$277,000 Statewide Transportation Enhancement funds.					Engineering:	8	51	0	0	0	0
Route: MO 52						R/W:	0	50	0	0	0	0
Job No.: 5S3008D						Construction:	0	286	0	0	0	0
Length: 0.56	MPO: N					FFOS:	40	229	0	0	0	0
Fund Cat: Taking Care Of System					AC-State: 310 State: 77 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: N- Ada Trans	Awd Date: Winter 16	Anticipated Fed Cat: S.T.P.										
TIP #:	Future Cost: 0	Estimate Total: 395										
County: Morgan	Bridge improvements over Indian Creek, 1 mile south of Barnett. Project involves bridge Y0529.					Engineering:	8	52	0	0	0	0
Route: RT AA						R/W:	0	17	0	0	0	0
Job No.: 5S3030						Construction:	0	344	0	0	0	0
Length: 0.10	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 331 State: 82 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: Spring 16	Anticipated Fed Cat: NHPP										
TIP #:	Future Cost: 0	Estimate Total: 421										
County: Morgan	Bridge improvements over Haw Creek, 0.4 mile east of the Pettis/Morgan County line. Project involves bridge A1865.					Engineering:	64	56	0	0	0	0
Route: RT M						R/W:	0	1	0	0	0	0
Job No.: 5S0861						Construction:	0	376	0	0	0	0
Length: 0.10	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 347 State: 86 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: Spring 16	Anticipated Fed Cat: NHPP										
TIP #:	Future Cost: 0	Estimate Total: 497										
County: Morgan	Bridge painting over Haw Creek, 0.4 mile east of the Pettis/Morgan County line. Project involves bridge A1865.					Engineering:	0	1	3	0	0	0
Route: RT M						R/W:	0	0	0	0	0	0
Job No.: 5S0861B						Construction:	0	0	29	0	0	0
Length: 0.03	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 27 State: 6 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: 2017	Anticipated Fed Cat: NHPP										
TIP #:	Future Cost: 0	Estimate Total: 33										

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2016-2020 Highway and Bridge Construction Schedule

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 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County: Osage	Pavement improvements in Linn from 0.2 mile east of Rte. 100 to 0.3 mile east of Rte. 89.					Engineering:	8	50	0	0	0	0
Route: US 50	\$54,042 City of Linn for parking areas and shoulders.					R/W:	20	0	0	0	0	0
Job No.: 5P3005						Construction:	0	827	0	0	0	0
Length: 1.95	MPO: N					FFOS:	0	54	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 702 State: 121 Local: 54	Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: Summer 15	Anticipated Fed Cat: NHPP										
TIP #:	Future Cost: 0	Estimate Total: 905										
County: Osage	Pavement improvements from east of Rte. 89 in Linn to Franklin County line. Includes part of Rte. 28 near Rosebud.					Engineering:	30	436	0	0	0	0
Route: US 50						R/W:	0	0	0	0	0	0
Job No.: 5P3074C						Construction:	0	6,148	0	0	0	0
Length: 32.76	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 5,267 State: 1,317 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: Summer 15	Anticipated Fed Cat: NHPP										
TIP #:	Future Cost: 0	Estimate Total: 6,614										
County: Osage	Bridge painting over Third Creek 4 miles north of Belle. Project involves bridge R0259.					Engineering:	1	5	0	0	0	0
Route: RT Y						R/W:	0	0	0	0	0	0
Job No.: 5S3001B						Construction:	0	51	0	0	0	0
Length: 0.14	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 45 State: 11 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: Preventive Maint	Awd Date: Fall 15	Anticipated Fed Cat: NHPP										
TIP #:	Future Cost: 0	Estimate Total: 57										
County: Phelps	Slide repairs on the eastbound lanes near the Vichy Road overpass at Rolla.					Engineering:	0	80	0	0	0	0
Route: IS 44						R/W:	0	10	0	0	0	0
Job No.: 5I3134						Construction:	0	337	0	0	0	0
Length: 0.10	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					AC-State: 384 State: 43 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: Spring 16	Anticipated Fed Cat: NHPP										
TIP #:	Future Cost: 0	Estimate Total: 427										
County: Phelps	Pavement improvements on the eastbound and westbound lanes from 1 mile east of Rte. D to 1.2 miles east of Rte. F in Crawford County.					Engineering:	1,964	749	0	0	0	0
Route: IS 44						R/W:	0	0	0	0	0	0
Job No.: 9I0576						Construction:	0	9,013	0	0	0	0
Length: 31.05	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Statewide Interstate And Major Bridge					Fed: 8,786 State: 976 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: Preventive Maint	Awd Date: Fall 15	Anticipated Fed Cat: NHPP										
TIP #:	Future Cost: 0	Estimate Total: 11,726										

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2016-2020 Highway and Bridge Construction Schedule

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING							
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020		
County:	Phelps	Pavement improvements from 0.7 mile south of Rte. CC in Phelps County to Rte. CC in Texas County.					Engineering:	22	14	330	0	0	0
Route:	US 63						R/W:	0	0	0	0	0	0
Job No.:	5P3054						Construction:	0	0	5,932	0	0	0
Length:	24.98	MPO:	N				FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System		Fed:	5,021	State:	1,255	Local:	0					
Sec Cat:	Thin Lift Overlay	Awd Date:	Fall 16	Anticipated Fed Cat:	NHPP								
TIP #:		Future Cost:	0			Estimate Total:	6,298						
County:	Phelps	Pavement and shoulder improvements from west of Rte. 68 to west of Crawford County.					Engineering:	29	117	0	0	0	0
Route:	MO 8						R/W:	0	50	0	0	0	0
Job No.:	5P3009						Construction:	0	1,471	0	0	0	0
Length:	2.51	MPO:	N				FFOS:	0	0	0	0	0	0
Fund Cat:	Major Projects & Emerging Needs		Fed:	1,311	State:	327	Local:	0					
Sec Cat:	Regional	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP								
TIP #:		Future Cost:	0			Estimate Total:	1,667						
County:	Phelps	Pavement improvements near St. James from 0.2 mile west of Crawford County line to 1 mile east of Meramec River in Crawford County.					Engineering:	15	37	0	0	0	0
Route:	MO 8						R/W:	0	0	0	0	0	0
Job No.:	9P2205D						Construction:	0	523	0	0	0	0
Length:	2.04	MPO:	N				FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System		Fed:	448	State:	112	Local:	0					
Sec Cat:	Thin Lift Overlay	Awd Date:	Fall 15	Anticipated Fed Cat:	NHPP								
TIP #:		Future Cost:	0			Estimate Total:	575						
County:	Pulaski	Pavement improvements from south of Rte. T to I-44 at Waynesville.					Engineering:	0	40	0	0	0	0
Route:	MO 17						R/W:	0	0	0	0	0	0
Job No.:	5L1600F						Construction:	0	555	0	0	0	0
Length:	3.05	MPO:	N				FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System		AC-State:	476	State:	119	Local:	0					
Sec Cat:	Low Type Resurfacing	Awd Date:	Fall 15	Anticipated Fed Cat:	S.T.P.								
TIP #:		Future Cost:	0			Estimate Total:	595						
County:	Pulaski	Intersection and capacity improvements from west of Rte. H to west of Rte. T in Waynesville. \$714,294 Cost Share and \$1,020,420 Waynesville.					Engineering:	151	215	0	0	0	0
Route:	MO 17						R/W:	264	0	0	0	0	0
Job No.:	5P3029						Construction:	0	1,670	0	0	0	0
Length:	0.66	MPO:	N				FFOS:	280	1,455	0	0	0	0
Fund Cat:	Major Projects & Emerging Needs		AC-State:	1,508	State:	377	Local:	0					
Sec Cat:	Regional	Awd Date:	Fall 15	Anticipated Fed Cat:	S.T.P.								
TIP #:		Future Cost:	0			Estimate Total:	2,300						

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 Engineering includes PE costs, CE costs and R/W incidentals.

		STATE FISCAL YEAR PROJECT BUDGETING					
		Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020
County: Various	Enhancement projects at various primary locations in the Central District. \$1,469,000	Engineering:	5	0	0	0	0
Route: Various	Statewide Transportation Enhancement funds.	R/W:	0	0	0	0	0
Job No.: 0P3011F		Construction:	0	0	1,385	0	0
Length: 0.00	MPO: N	FFOS:	0	0	1,345	0	0
Fund Cat: Taking Care Of System	Fed: 1,108 State: 277 Local: 0	Payments:	0	0	0	0	0
Sec Cat: N- Ada Trans	Awd Date: 2017 Anticipated Fed Cat: S.T.P.						
TIP #:	Future Cost: 0 Estimate Total: 1,390						
County: Various	Pavement and bridge improvements on various primary routes in the Central District.	Engineering:	4	50	516	0	0
Route: Various		R/W:	0	0	0	0	0
Job No.: 5L1700		Construction:	0	0	7,725	0	0
Length: 0.00	MPO: N	FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 6,633 State: 1,658 Local: 0	Payments:	0	0	0	0	0
Sec Cat: Low Type Resurfacing	Awd Date: 2017 Anticipated Fed Cat: S.T.P. Federal Oversight						
TIP #:	Future Cost: 0 Estimate Total: 8,295						
County: Various	Job Order Contracting for guard cable and guardrail repair on various routes in the southern portion of the Central District.	Engineering:	3	37	0	0	0
Route: Various		R/W:	0	0	0	0	0
Job No.: 5P3004		Construction:	0	510	0	0	0
Length: 0.00	MPO: N	FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 438 State: 109 Local: 0	Payments:	0	0	0	0	0
Sec Cat: Routine Maintenance	Awd Date: Spring 16 Anticipated Fed Cat: S.T.P.						
TIP #:	Future Cost: 0 Estimate Total: 550						
County: Various	Job Order Contracting for guard cable and guardrail repair on various routes in the northern portion of the Central District.	Engineering:	0	36	0	0	0
Route: Various		R/W:	0	0	0	0	0
Job No.: 5P3101		Construction:	0	510	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 437 State: 109 Local: 0	Payments:	0	0	0	0	0
Sec Cat: Routine Maintenance	Awd Date: Spring 16 Anticipated Fed Cat: S.T.P.						
TIP #:	Future Cost: 0 Estimate Total: 546						
County: Various	Pavement and bridge improvements on various primary routes in the Central District.	Engineering:	2	10	378	0	0
Route: Various		R/W:	0	0	0	0	0
Job No.: 5S3042		Construction:	0	0	4,924	0	0
Length: 0.00	MPO: N	FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 4,249 State: 1,063 Local: 0	Payments:	0	0	0	0	0
Sec Cat: Low Type Resurfacing	Awd Date: 2017 Anticipated Fed Cat: S.T.P.						
TIP #:	Future Cost: 0 Estimate Total: 5,314						

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2016-2020 Highway and Bridge Construction Schedule

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 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County: Various	Pavement and bridge improvements on various primary routes in the Central District.					Engineering:	2	1	67	886	0	0
Route: Various						R/W:	0	0	0	0	0	0
Job No.: 5S3043						Construction:	0	0	0	10,609	0	0
Length: 0.00	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 9,251	State: 2,312	Local: 0					
Sec Cat: Low Type Resurfacing	Awd Date: 2018	Anticipated Fed Cat: S.T.P.										
TIP #:	Future Cost: 0	Estimate Total: 11,565			Payments:	0	0	0	0	0	0	0
County: Various	Pavement and bridge improvements on various primary routes in the Central District.					Engineering:	0	1	1	33	443	0
Route: Various						R/W:	0	0	0	0	0	0
Job No.: 5S3043B						Construction:	0	0	0	0	5,464	0
Length: 0.00	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 4,753	State: 1,189	Local: 0					
Sec Cat: Low Type Resurfacing	Awd Date: 2019	Anticipated Fed Cat: S.T.P.										
TIP #:	Future Cost: 0	Estimate Total: 5,942			Payments:	0	0	0	0	0	0	0

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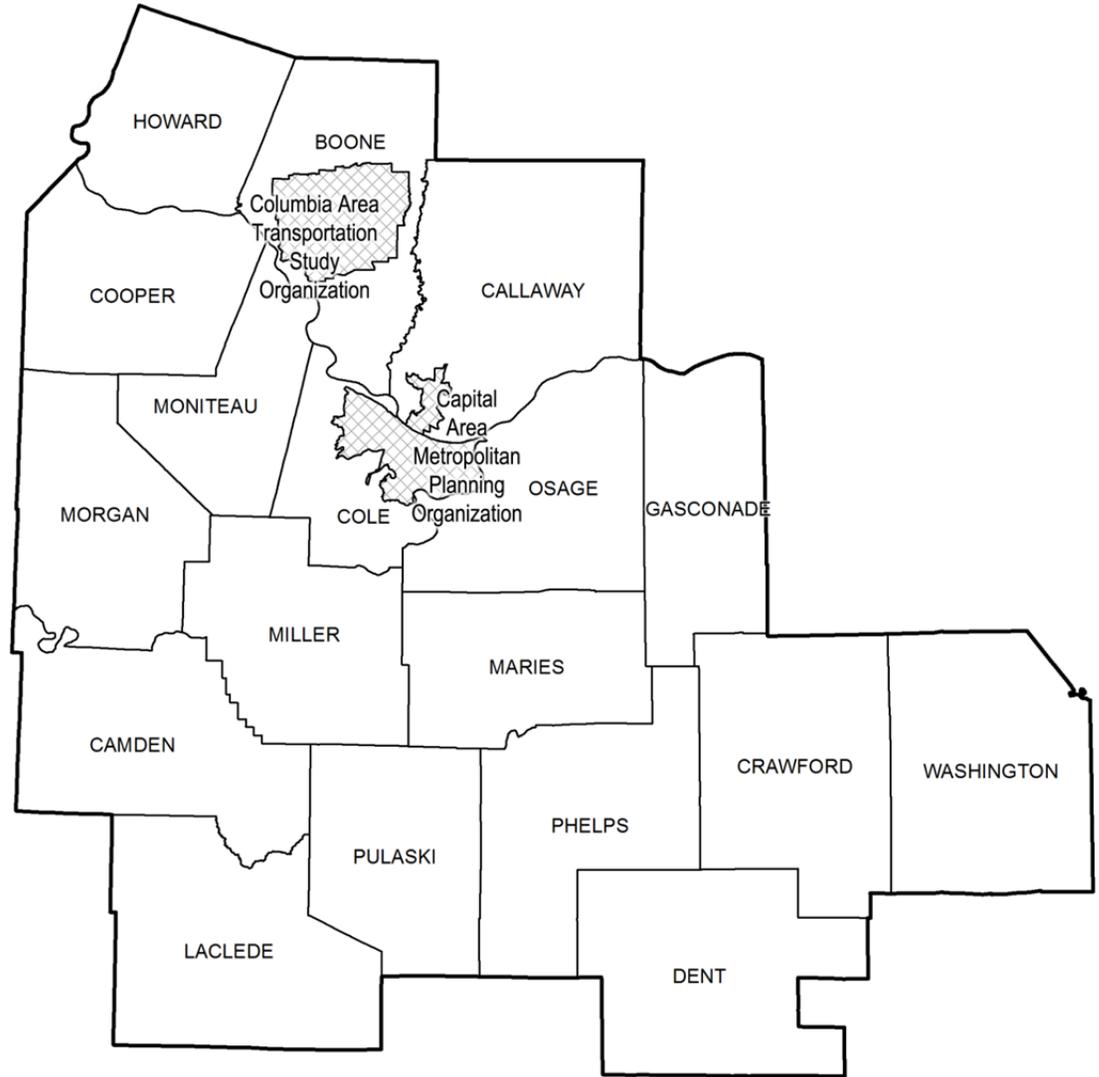
2016-2020 Highway and Bridge Construction Schedule

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 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020
FFOS:	538	3,343	1,345	0	0	0
Total R/W:	696	391	0	0	0	0
Total Construction:	0	95,223	31,211	10,609	6,468	6,734
Paybacks:	0	0	0	0	0	0
Sub-Total:	696	95,614	31,211	10,609	6,468	6,734
Total Engineering:	3,374	8,863	2,135	929	582	358
Grand Total:	4,070	104,477	33,346	11,538	7,050	7,092
		2016	2017	2018	2019	2020
State	18,622	5,980	2,308	1,404	709	
AC-State	32,701	4	4	64	6,383	
Local	54	0	0	0	0	
Sub-total State	51,377	5,984	2,312	1,468	7,092	
Federal						
Sub-total Federal	53,100	27,362	9,226	5,582	0	
Grand Total	104,477	33,346	11,538	7,050	7,092	

Project Count: 72

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MoDOT's Central District

PAYMENT PROJECTS



2016-2020 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.
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 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	
County: Boone	Payment to Columbia for intersection and ADA improvements at the intersection of Old Rte. 63 in Columbia. \$496,050 Cost Share funds. City to let as C00213.					Engineering:	8	7	0	0	0	0
Route: MO 740						R/W:	0	0	0	0	0	0
Job No.: 5S3092						Construction:	0	0	0	0	0	0
Length: 0.38	MPO: Y					FFOS:	0	496	0	0	0	0
Fund Cat: Major Projects & Emerging Needs	Fed: 0	State: 709	Local: 0			Payments:	0	702	0	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A	Anticipated Fed Cat: State										
TIP #:	Future Cost: 0	Estimate Total: 717										
County: Various	Payback beginning in SFY 2008 for Safe and Sound bridges in the Central District.					Engineering:	0	0	0	0	0	0
Route: Various						R/W:	107	0	0	0	0	0
Job No.: 5B0800T						Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y					FFOS:	107	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 0	State: 21,380	Local: 0			Payments:	23,166	4,276	4,276	4,276	4,276	4,276
Sec Cat: Rehab And Reconst	Awd Date: N/A	Anticipated Fed Cat: State										
TIP #:	Future Cost: 50,001 - 75,000	Estimate Total: 44,653										
County: Various	On-call work zone enforcement at various locations in the Central District.					Engineering:	0	0	0	0	0	0
Route: Various						R/W:	0	0	0	0	0	0
Job No.: 5P3103						Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y					FFOS:	0	0	0	0	0	0
Fund Cat: Safety	Fed: 18	State: 2	Local: 0			Payments:	0	20	0	0	0	0
Sec Cat: Safety	Awd Date: N/A	Anticipated Fed Cat: Safety										
TIP #:	Future Cost: 0	Estimate Total: 20										

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2016-2020 Highway and Bridge Construction Schedule

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 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020
FFOS:	107	496	0	0	0	0
Total R/W:	107	0	0	0	0	0
Total Construction:	0	0	0	0	0	0
Paybacks:	23,166	4,998	4,276	4,276	4,276	4,276
Sub-Total:	23,273	4,998	4,276	4,276	4,276	4,276
Total Engineering:	8	7	0	0	0	0
Grand Total:	23,281	5,005	4,276	4,276	4,276	4,276
		2016	2017	2018	2019	2020
State		4,987	4,276	4,276	4,276	4,276
AC-State		0	0	0	0	0
Local		0	0	0	0	0
Sub-total State		4,987	4,276	4,276	4,276	4,276
Federal						
Sub-total Federal		18	0	0	0	0
Grand Total		5,005	4,276	4,276	4,276	4,276

Project Count: 3

* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.



2016-2020 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.
 Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
 No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
 Engineering includes PE costs, CE costs and R/W incidentals.

Central Total

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2015-6/2016	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020
FFOS:	645	3,839	1,345	0	0	0
Total R/W:	803	391	0	0	0	0
Total Construction:	0	95,223	31,211	10,609	6,468	6,734
Paybacks:	23,166	4,998	4,276	4,276	4,276	4,276
Sub-Total:	23,969	100,612	35,487	14,885	10,744	11,010
Total Engineering:	3,382	8,870	2,135	929	582	358
Grand Total:	27,351	109,482	37,622	15,814	11,326	11,368
		2016	2017	2018	2019	2020
State	23,609	10,256	6,584	5,680	4,985	
AC-State	32,701	4	4	64	6,383	
Local	54	0	0	0	0	
Sub-total State	56,364	10,260	6,588	5,744	11,368	
Federal						
Sub-total Federal	53,118	27,362	9,226	5,582	0	
Grand Total	109,482	37,622	15,814	11,326	11,368	

Project Count: 75

* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.

District Program Summary

Central

(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

State Fiscal Year	2016	2017	2018	2019	2020
Statewide Interstate And Major Bridge - Available					
Statewide Interstate And Major Bridge - FFOS	0.00	0.00	0.00	0.00	0.00
Statewide Interstate And Major Bridge - Fund Transfers	26.56	4.17	0.00	0.00	0.00
Statewide Interstate And Major Bridge - Carryover	-1.95	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	0.00	0.00	0.00	0.00	0.00
Statewide Interstate And Major Bridge - Total Available	24.61	4.17	0.00	0.00	0.00
Statewide Interstate And Major Bridge - Programmed	30.14	6.44	0.00	0.00	0.00
Safety - Available	2.46	2.12	2.06	2.03	2.04
Safety - FFOS	0.00	0.00	0.00	0.00	0.00
Safety - Fund Transfers	-0.02	0.00	0.00	0.00	0.00
Safety - Carryover	-2.31	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	0.49	0.13	-1.40	-0.01	0.00
Safety - Total Available	0.62	2.25	0.66	2.02	2.04
Safety - Programmed	0.02	0.00	0.00	0.00	0.00
Taking Care Of System - Available	30.78	27.18	27.11	26.76	26.94
Taking Care Of System - FFOS	1.81	1.35	0.00	0.00	0.00
Taking Care Of System - Fund Transfers	0.02	0.27	0.00	0.00	0.00
Taking Care Of System - Carryover	-29.23	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	1.12	-1.37	-3.66	-0.68	0.00
Taking Care Of System - Total Available	4.50	27.43	23.45	26.08	26.94
Taking Care Of System - Programmed	66.47	29.06	14.89	10.75	11.01
Major Projects & Emerging Needs - Available	4.84				
Major Projects & Emerging Needs - FFOS	2.03	0.00	0.00	0.00	0.00
Major Projects & Emerging Needs - Fund Transfers	0.00	0.00	0.00	0.00	0.00
Major Projects & Emerging Needs - Carryover	17.53	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	0.07	3.07	-5.70	0.47	0.00
Major Projects & Emerging Needs - Total Available	24.47	3.07	-5.70	0.47	0.00
Major Projects & Emerging Needs - Programmed	3.99	0.00	0.00	0.00	0.00
Statewide Major Projects & Emerging Needs - Available	4.84				
Statewide Major Projects & Emerging Needs - FFOS	0.00	0.00	0.00	0.00	0.00
Statewide Major Projects & Emerging Needs - Fund Transfers	0.00	0.00	0.00	0.00	0.00
Statewide Major Projects & Emerging Needs - Carryover	-3.76	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	0.00	0.00	0.00	0.00	0.00
Statewide Major Projects & Emerging Needs - Total Available	1.08	0.00	0.00	0.00	0.00
Statewide Major Projects & Emerging Needs - Programmed	0.00	0.00	0.00	0.00	0.00
Statewide Amendment 3 - Available					
Statewide Amendment 3 - FFOS	0.00	0.00	0.00	0.00	0.00
Statewide Amendment 3 - Fund Transfers	0.00	0.00	0.00	0.00	0.00
Statewide Amendment 3 - Carryover	-16.61	0.00	0.00	0.00	0.00
Award and Completed Project Adjustments	0.00	0.00	0.00	0.00	0.00
Statewide Amendment 3 - Total Available	-16.61	0.00	0.00	0.00	0.00
Statewide Amendment 3 - Programmed	0.00	0.00	0.00	0.00	0.00
Total Categorized Funding Available by SFY	38.67	36.92	18.41	28.57	28.98
Total Flexible Funds Available	62.37	0.51	0.72	-0.19	1.08
Adjustments	1.68	1.83	-10.76	-0.22	0.00
Carryovers	-36.33				
Total Available by SFY	101.04	37.43	19.13	28.38	30.06
Total Programmed by SFY	100.62	35.50	14.89	10.75	11.01

*Note: Three percent inflation compounded annually applied to program years 2017 - 2020
Two percent construction contingency applied to construction.*

Section 3 – Scoping and Design Projects

2016 – 2020 Scoping and Design Projects

The purpose of this section is to identify potential future highway and bridge projects. These projects may be in the evaluation stage, which is called project scoping, or may be further along in the preliminary design process. **Projects listed in this section are not commitments to construct or implement an improvement.** These commitments won't be made until the NEPA process is completed. These projects are being included in the STIP for informational purposes and subsequent phases have not yet been determined or are beyond the STIP horizon period.

After needs have been identified and prioritized, the higher priority needs are included in this section. Next, a core team is formed, comprising personnel from various MoDOT departments. The core team investigates the problem or concern. The core team develops several solutions that may be either short term or long term. Some problems have no transportation or construction solution and instead may require public education or assistance through law enforcement.

Once a solution is selected, additional preliminary design work occurs. Design progresses up to a point at which MoDOT is confident the solution will properly address the problem or concern and of the improvement's cost. The potential project moves into the next stage of the planning framework, which is the prioritization and selection of projects for construction. Projects that have been prioritized and selected for construction are listed in the construction program (see Section 4.) Only the construction projects in Section 4 represent a commitment by MoDOT to build the project.

Please see Section 2 for additional discussion regarding how a need becomes a project through the planning framework process of identifying and prioritizing needs, to developing solutions, to prioritizing and selecting projects for construction.

The amount of time a potential project spends in the scoping and design phase varies. Some potential projects are more complex than others, and they might remain in the scoping and design phase for several years. This is especially true for projects such as Missouri and Mississippi River bridge replacements, new roadway construction, or converting a two-lane road to a four-lane road.



2016 - 2020 Scoping and Design Projects

				STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
				Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Andrew Route: IS 29 Anticipated Federal Category: NHPP	Job No: 113109	Scoping for bridge improvements over Hopkins Creek 0.2 mile south of Rte. T, near Amazonia. Project involves bridges A1293 in the northbound and southbound lanes.	Fed 2 State 1 Local 0 Future Cost: 1,001 - 2,000	0	3	0
County: Atchison Route: US 136 Anticipated Federal Category: NHPP	Job No: 1P3101	Scoping to replace bridge over East Fork Little Tarkio Creek 0.5 miles west of the Nodaway County line. Project involves bridge J0023.	Fed 2 State 1 Local 0 Future Cost: 301 - 1,000	0	3	0
County: Atchison Route: IS 29 Anticipated Federal Category: NHPP	Job No: 113110	Scoping for bridge improvements over the Nishnabotna River 1 mile south of the Iowa State Line. Involves bridges A2369 in the northbound and the southbound lanes.	Fed 2 State 1 Local 0 Future Cost: 1,001 - 2,000	0	3	0
County: Buchanan Route: US 36 Anticipated Federal Category: NHPP	Job No: 1P0862	Scoping for pavement improvements from Missouri River bridge to 0.75 mile east of Rte. AC in St. Joseph.	Fed 2 State 0 Local 0 Future Cost: 2,001 - 5,000	15	2	0
County: Carroll Route: MO 10 Anticipated Federal Category: NHPP	Job No: 1P3108	Scoping for pavement improvements from Ray County to Rte. 65 near Carrollton.	Fed 2 State 0 Local 0 Future Cost: 1,001 - 2,000	0	2	0
County: Carroll Route: US 24 Anticipated Federal Category: NHPP	Job No: 2P2211	Scoping for resurfacing and shoulder improvements from 1.9 miles east of Rte. 41, near Dewitt, to Rte. 5 in Keytesville.	Fed 2 State 0 Local 0 Future Cost: 2,001 - 5,000	26	2	0
County: Chariton Route: US 24 Anticipated Federal Category: NHPP	Job No: 2P2183	Scoping for bridge improvements to the overflow structure of the Middle Fork Chariton River, 1.5 miles east of Rte. 129 near Salisbury. Project involves bridge G0891.	Fed 2 State 1 Local 0 Future Cost: 2,001 - 5,000	25	3	0
County: Clinton Route: US 169 Anticipated Federal Category: NHPP	Job No: 1P3103	Scoping for bridge improvements over Castille Creek 1 mile southeast of Gower. Project involves bridge L0697.	Fed 2 State 1 Local 0 Future Cost: 2,001 - 5,000	0	3	0



2016 - 2020 Scoping and Design Projects

				STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)					
				Prior Prog.	7/2015- 6/2016	7/2016- 6/2020			
County: Dekalb Route: MO 31 Anticipated Federal Category: S.T.P.	Job No: 1P3104	Scoping for pavement improvements from Rte. 169 to Rte. 36 near Clarksdale.	Fed 2	State 0	Local 0	Future Cost: 2,001 - 5,000	0	2	0
County: Dekalb Route: US 36 Anticipated Federal Category: NHPP	Job No: 1P3084	Scoping for at-grade median intersection improvements in DeKalb County between Rte. 31 and Cameron.	Fed 2	State 1	Local 0	Future Cost: 2,001 - 5,000	0	3	0
County: Dekalb Route: US 36 Anticipated Federal Category: NHPP	Job No: 1P3105	Scoping for pavement improvements from east of Rte. 31 to Rte. 33 (north) near Osborn.	Fed 2	State 0	Local 0	Future Cost: 2,001 - 5,000	0	2	0
County: Gentry Route: US 169 Anticipated Federal Category: S.T.P.	Job No: 1P2208	Scoping for pavement improvements from Rte. 136, in Stanberry, to Rte. 31 in Dekalb County.	Fed 2	State 0	Local 0	Future Cost: 2,001 - 5,000	1	2	0
County: Gentry Route: US 169 Anticipated Federal Category: NHPP	Job No: 1P3106	Scoping for bridge improvements over Middle Fork Grand River, 0.6 mile east of Rte. YY near Gentry. Project involves bridge A0729.	Fed 2	State 1	Local 0	Future Cost: 301 - 1,000	0	3	0
County: Holt Route: US 159 Anticipated Federal Category: NHPP	Job No: 1P3117	Scoping for pavement improvements from Rte. 59 to the Missouri River.	Fed 2	State 1	Local 0	Future Cost: 1,001 - 2,000	0	3	0
County: Holt Route: IS 29 Anticipated Federal Category: NHPP	Job No: 1I3111	Scoping for bridge improvements over Rte. 59 near Craig. Project involves bridges A1907 in the northbound and the southbound lanes.	Fed 2	State 1	Local 0	Future Cost: 1,001 - 2,000	0	3	0
County: Holt Route: IS 29 Anticipated Federal Category: NHPP	Job No: 1I3112	Scoping for bridge improvements over the Tarkio River 3.4 miles north of Rte. 59 near Craig. Project involves bridges A2706 in the northbound and southbound lanes.	Fed 2	State 1	Local 0	Future Cost: 1,001 - 2,000	0	3	0



2016 - 2020 Scoping and Design Projects

				STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)					
				Prior Prog.	7/2015- 6/2016	7/2016- 6/2020			
County: Holt Route: IS 29 Job No: 113113 Anticipated Federal Category: NHPP	Scoping for bridge improvements over Little Tarkio Creek 1.7 miles south of Rte. 59 near Craig. Project involves bridges A1909 in the northbound and southbound lanes.		Fed 2	State 1	Local 0	Future Cost: 1,001 - 2,000	0	3	0
County: Livingston Route: US 65 Job No: 1P3114 Anticipated Federal Category: NHPP	Scoping for bridge improvements over the Grand River 1.3 miles south of Rte. 36 near Chillicothe. Project involves bridge A1249.		Fed 2	State 1	Local 0	Future Cost: 2,001 - 5,000	0	3	0
County: Nodaway Route: US 136 Job No: 1P3107 Anticipated Federal Category: NHPP	Scoping for bridge improvements over Mozingo Creek 1 mile east of Rte. F near Maryville. Project involves bridge H0512.		Fed 2	State 1	Local 0	Future Cost: 301 - 1,000	0	3	0
County: Nodaway Route: US 71 Job No: 1P3102 Anticipated Federal Category: NHPP	Scoping for pavement improvements from north of Rte. A (Nodaway Co.) to Rte. 48 (Andrew Co.)		Fed 2	State 0	Local 0	Future Cost: 2,001 - 5,000	0	2	0
County: Putnam Route: US 136 Job No: 1P3067 Anticipated Federal Category: NHPP	Scoping to replace bridge over Locust Creek, 1 mile east of Rte. E near Unionville. Project involves bridge J0406.		Fed 2	State 1	Local 0	Future Cost: 1,001 - 2,000	0	3	0
County: Putnam Route: US 136 Job No: 2P2186 Anticipated Federal Category: NHPP	Scoping to replace bridge over Elm Branch 1.1 miles east of Rte. 139. Project involves bridge J0400.		Fed 2	State 1	Local 0	Future Cost: 301 - 1,000	25	3	0
County: Putnam Route: MO 5 Job No: 1P3073 Anticipated Federal Category: S.T.P.	Scoping to improve pavement condition from Rte. 136 at Unionville to Rte. 6 near Milan.		Fed 2	State 0	Local 0	Future Cost: 2,001 - 5,000	6	2	0
County: Sullivan Route: MO 6 Job No: 1P3077 Anticipated Federal Category: NHPP	Scoping to replace bridge over West Yellow Creek, 0.5 mile east of Rte. P near Milan. Project involves bridge L0796.		Fed 2	State 1	Local 0	Future Cost: 301 - 1,000	6	3	0



2016 - 2020 Scoping and Design Projects

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)			
						Prior Prog.	7/2015- 6/2016	7/2016- 6/2020	
County: Sullivan	Job No: 2P0470	Scoping for bridge improvements over West Locust Creek, 1.3 miles west of Rte. Z near Humphreys. Project involves bridge J0379.					0	3	0
Route: MO 6			Fed 2	State 1	Local 0				
Anticipated Federal Category: NHPP					Future Cost: 2,001 - 5,000				
	AC-State 0	Fed 50	State 17	Local 0	District Engineering Total:	104	67	0	



2016 - 2020 Scoping and Design Projects

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	2016	2017	2018	2019	2020
State	17	0	0	0	0
AC-State	0	0	0	0	0
Local	0	0	0	0	0
----- Sub-total State	17	0	0	0	0
Federal					
Sub-total Federal	50	0	0	0	0
Grand Total	67	0	0	0	0



2016 - 2020 Scoping and Design Projects

				STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
				Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Audrain Route: MO 19 Anticipated Federal Category: S.T.P.	Job No: 2P3101	Scoping for pavement improvements from Rte. 54 south junction to 0.2 mile north of Rte. B near Montgomery City.	Fed 2 State 0 Local 0 Future Cost: 2,001 - 5,000	0	2	0
County: Knox Route: MO 15 Anticipated Federal Category: S.T.P.	Job No: 2P3103	Scoping for pavement improvements from Rte. 6 north jct. at Edina (Knox Co.) to Rte. 168 at Shelbyville (Shelby Co.).	AC-State 2 State 0 Local 0 Future Cost: 2,001 - 5,000	0	2	0
County: Knox Route: MO 6 Anticipated Federal Category: NHPP	Job No: 2P3105	Scoping for pavement improvements from Rte. 15 at Edina (Knox Co.) to Rte. DD near LaBelle (Lewis Co.).	AC-State 2 State 0 Local 0 Future Cost: 1,001 - 2,000	0	2	0
County: Lincoln Route: MO 47 Anticipated Federal Category: S.T.P.	Job No: 2P3014	Scoping for pavement and shoulder improvements from 0.3 mile west of Rtes. H and J in Troy to Rtes. A and D in Hawk Point.	AC-State 2 State 0 Local 0 Future Cost: 5,001 - 10,000	12	2	0
County: Lincoln Route: US 61 Anticipated Federal Category: NHPP	Job No: 2P3097	Scoping for pavement improvements on southbound lanes from Rte. E to the St. Charles County line near Moscow Mills.	Fed 2 State 0 Local 0 Future Cost: 2,001 - 5,000	0	2	0
County: Lincoln Route: US 61 Anticipated Federal Category: NHPP	Job No: 2P3098	Scoping for pavement improvements on northbound lanes from the St. Charles County line to Rte. V near Troy.	Fed 2 State 0 Local 0 Future Cost: 2,001 - 5,000	0	2	0
County: Lincoln Route: MO 79 Anticipated Federal Category: NHPP	Job No: 2P3085	Scoping for bridge improvements over McLean's Branch 0.1 mile south of Rte. N near Winfield. Project involves bridge K0341.	Fed 4 State 1 Local 0 Future Cost: 301 - 1,000	0	5	0



2016 - 2020 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Macon Route: US 36 Anticipated Federal Category: NHPP	Job No: 2P3099	Scoping for pavement improvements on eastbound lanes from 0.5 mile west of Rte. C to 0.1 mile east of Kellogg Ave. near Macon.	Fed 2	State 0	Local 0	0	2	0
						Future Cost: 1,001 - 2,000		
County: Macon Route: US 36 Anticipated Federal Category: NHPP	Job No: 2P3100	Scoping for pavement improvements on westbound lanes from 0.9 mile east of Rte. 36 to 1.7 miles west of Rte. O near Bevier.	Fed 2	State 0	Local 0	0	2	0
						Future Cost: 2,001 - 5,000		
County: Macon Route: US 63 Anticipated Federal Category: NHPP	Job No: 2P3042	Scoping for interchange improvements at Rte. 36 in Macon.	AC-State 2	State 0	Local 0	4	2	0
						Future Cost: 301 - 1,000		
County: Marion Route: US 61 Anticipated Federal Category: NHPP	Job No: 3P2226	Scoping for pavement improvements from 0.4 mile north of Rte. 168 to just north of Warren Barrett Drive in Hannibal.	Fed 2	State 0	Local 0	29	2	0
						Future Cost: 1,001 - 2,000		
County: Montgomery Route: MO 19 Anticipated Federal Category: NHPP	Job No: 2P3090	Scoping for bridge improvements over I-70 near New Florence. Project involves bridge A0986.	Fed 2	State 0	Local 0	0	2	0
						Future Cost: 1,001 - 2,000		
County: Pike Route: US 54 Anticipated Federal Category: NHPP	Job No: 3P2209	Environmental Assessment and location study for Champ Clark Bridge over Mississippi River at Louisiana. Project involves bridge K0932. Potential Design/Build project.	Fed 8	State 2	Local 0	265	10	0
						Future Cost: 0		
						Federal Oversight		
County: Schuyler Route: US 63 Anticipated Federal Category: NHPP	Job No: 2P2194	Scoping for bridge improvements over North Fork Middle Fabius River 1.6 miles north of Rte. 136 near Lancaster. Project involves bridge L0136.	Fed 2	State 0	Local 0	16	2	0
						Future Cost: 301 - 1,000		



2016 - 2020 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)			
						Prior Prog.	7/2015- 6/2016	7/2016- 6/2020	
County: Scotland	Route: MO 15	Job No: 2P3089	Scoping for bridge improvements over Wyaconda River 0.1 mile south of Rte. BB near Memphis. Project involves bridge H0857.				0	2	0
Anticipated Federal Category: NHPP			Fed	State	Local				
			2	0	0				
						Future Cost: 301 - 1,000			
County: Shelby	Route: MO 15	Job No: 2P3104	Scoping for pavement improvements from Rte. 168 at Shelbyville to just north of Rte. 36 at Shelbina.				0	2	0
Anticipated Federal Category: S.T.P.			AC-State	State	Local				
			2	0	0				
						Future Cost: 2,001 - 5,000			
		AC-State	Fed	State	Local	District Engineering Total:			
		10	30	3	0	326	43	0	



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	2016	2017	2018	2019	2020
State	3	0	0	0	0
AC-State	10	0	0	0	0
Local	0	0	0	0	0
----- Sub-total State	13	0	0	0	0
Federal					
Sub-total Federal	30	0	0	0	0
Grand Total	43	0	0	0	0



2016 - 2020 Scoping and Design Projects

				STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
				Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Johnson Route: MO 58 Anticipated Federal Category: NHPP	Job No: 4P1431	Scoping for bridge improvements over Briar Creek 2 miles south of Rte. 50. Project involves bridge K0384.	Fed 2 State 0 Local 0 Future Cost: 301 - 1,000	19	2	0
County: Lafayette Route: MO 13 Anticipated Federal Category: NHPP	Job No: 4P2333	Scoping for roadway improvements from I-70 in Higginsville to the Warrensburg north loop.	Fed 8 State 2 Local 0 Future Cost: 25,001 - 50,000	56	5	5
County: Lafayette Route: MO 131 Anticipated Federal Category: S.T.P.	Job No: 3S3041	Scoping for intersection improvements at Rte. 40 in Odessa.	Fed 4 State 0 Local 0 Future Cost: 1 - 300	188	2	2
County: Lafayette Route: IS 70 Anticipated Federal Category: NHPP	Job No: 3I3010	Scoping for bridge improvements at Rte. E. Project involves bridge A0077.	Fed 8 State 2 Local 0 Future Cost: 1,001 - 2,000 Federal Oversight	20	5	5
County: Lafayette Route: IS 70 Anticipated Federal Category: NHPP	Job No: 3I3047	Scoping for pavement improvements from Johnson Drive in Odessa to Rte. 13 in Higginsville.	Fed 8 State 2 Local 0 Future Cost: 5,001 - 10,000	0	5	5
County: Pettis Route: US 50 Anticipated Federal Category: NHPP	Job No: 5P0626	Scoping for future corridor improvements from Sedalia to west of Syracuse.	Fed 4 State 0 Local 0 Future Cost: 25,001 - 50,000 Federal Oversight	185	2	2
County: Saline Route: US 65 Anticipated Federal Category: NHPP	Job No: 3P3049	Scoping for intersection improvements at Fairground Rd. in Marshall.	Fed 60 State 15 Local 0 Future Cost: 301 - 1,000	0	75	0
County: Saline Route: IS 70 Anticipated Federal Category: NHPP	Job No: 3I3046	Scoping for pavement improvements from Rte. Y to the Blackwater River Bridge.	Fed 8 State 2 Local 0 Future Cost: 5,001 - 10,000	0	5	5



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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Various	Scoping for bridge improvements at various primary locations in the rural Kansas City District.							
Route: Various	Job No: 3P3030		Fed	State	Local			
Anticipated Federal Category: NHPP			4	0	0			
						Future Cost: 301 - 1,000		
	AC-State	Fed	State	Local				
	0	106	23	0	District Engineering Total:	503	103	26



2016 - 2020 Scoping and Design Projects

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	2016	2017	2018	2019	2020
State	19	4	0	0	0
AC-State	0	0	0	0	0
Local	0	0	0	0	0
----- Sub-total State	19	4	0	0	0
Federal					
Sub-total Federal	84	22	0	0	0
Grand Total	103	26	0	0	0



2016 - 2020 Scoping and Design Projects

							STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
							Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Cass Route: IS 49 Anticipated Federal Category: NHPP	Job No: 412291	Scoping for capacity improvements from 155th Street to North Cass Parkway in Belton.		Fed 8	State 2	Local 0	72	5	5
Future Cost: 25,001 - 50,000 Federal Oversight									
County: Cass Route: IS 49 Anticipated Federal Category: NHPP	Job No: 413129	Scoping for interchange improvements at Rte. 58 in Belton.		Fed 40	State 10	Local 0	0	50	0
Future Cost: 15,001 - 25,000									
County: Clay Route: MO 152 Anticipated Federal Category: NHPP	Job No: 453083	Scoping for interchange improvements at I-35 in Liberty. Project involves bridge A0495.		Fed 4	State 0	Local 0	32	2	2
Future Cost: 10,001 - 15,000 Federal Oversight									
County: Clay Route: US 169 Anticipated Federal Category: NHPP	Job No: 453085	Scoping for bridge improvements over the Missouri River. Project involves the Broadway Bridge A4649.		Fed 2	State 0	Local 0	225	2	0
Future Cost: 50,001 - 75,000 Federal Oversight									
County: Clay Route: US 169 Anticipated Federal Category: NHPP	Job No: 453088	Scoping for operational corridor improvements from I-29 to 68th Street in Kansas City.		Fed 4	State 0	Local 0	180	2	2
Future Cost: 10,001 - 15,000									
County: Clay Route: IS 29 Anticipated Federal Category: NHPP	Job No: 413087	Scoping for operational corridor improvements from Rte. 210 to I-635 in Kansas City.		Fed 4	State 0	Local 0	215	2	2
Future Cost: 25,001 - 50,000 Federal Oversight									
County: Clay Route: IS 29 Anticipated Federal Category: NHPP	Job No: 413120	Scoping for pavement improvements from Vivion Road to I-29/35 interchange in Kansas City.		Fed 8	State 2	Local 0	0	5	5
Future Cost: 2,001 - 5,000									



2016 - 2020 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Clay Route: MO 291 Anticipated Federal Category: NHPP	Job No: 4P3099	Scoping for corridor improvements from Ash to I-435 in Kansas City.	Fed 4	State 0	Local 0	45	2	2
Future Cost: 25,001 - 50,000								
County: Clay Route: IS 35 Anticipated Federal Category: NHPP	Job No: 4I2006	Scoping to determine need for interchange south of Rte. 92 at 19th Street in Kearney.	Fed 2	State 0	Local 0	19	2	0
Future Cost: 10,001 - 15,000 Federal Oversight								
County: Jackson Route: US 24 Anticipated Federal Category: NHPP	Job No: 4P3015	Scoping for bridge improvements at the Union Pacific Railroad, Drainage Ditch and Fire Prairie Creek near Buckner. Project involves bridges J0806, J0807, J0810 and J0844.	Fed 2	State 0	Local 0	24	2	0
Future Cost: 2,001 - 5,000								
County: Jackson Route: IS 29 Anticipated Federal Category: NHPP	Job No: 4I3127	Scoping for pavement improvements from Rte. 24 to I-70 in Kansas City.	Fed 8	State 2	Local 0	0	5	5
Future Cost: 5,001 - 10,000								
County: Jackson Route: MO 291 Anticipated Federal Category: NHPP	Job No: 4P3128	Scoping for pavement improvements from I-470 to Rte. 50.	Fed 8	State 2	Local 0	0	10	0
Future Cost: 2,001 - 5,000								
County: Jackson Route: IS 435 Anticipated Federal Category: NHPP	Job No: 4I2337	Scoping for corridor improvements from the Kansas State line to just west of I-49.	Fed 2	State 0	Local 0	124	2	0
Future Cost: 10,001 - 15,000 Federal Oversight								
County: Jackson Route: IS 435 Anticipated Federal Category: NHPP	Job No: 4I3123	Scoping for pavement improvements from Rte. W, Bannister Road, to the Kansas State line.	Fed 8	State 2	Local 0	0	5	5
Future Cost: 5,001 - 10,000								
County: Jackson Route: IS 435 Anticipated Federal Category: NHPP	Job No: 4I3126	Scoping for pavement improvements from Rte. 78 to Raytown Road in Kansas City.	Fed 8	State 2	Local 0	0	5	5
Future Cost: 5,001 - 10,000								



2016 - 2020 Scoping and Design Projects

				STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
				Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Jackson Route: IS 470 Anticipated Federal Category: NHPP	Job No: 4I3119	Scoping for pavement improvements from Raytown Road to Rte. 291 in Lees Summit.	Fed 8 State 2 Local 0 Future Cost: 5,001 - 10,000	0	5	5
County: Jackson Route: OR 49 Anticipated Federal Category: NHPP	Job No: 4P2237	Scoping for the conversion of the outer roads of I-49 to two-way traffic on the east outer road from Rte. 150 to Blue Ridge Boulevard and on the west outer road from Blue Ridge Boulevard to 0.5 mile north of Rte. 150 in Grandview.	Fed 88 State 22 Local 0 Future Cost: 25,001 - 50,000 Federal Oversight	865	100	10
County: Jackson Route: US 50 Anticipated Federal Category: NHPP	Job No: 4P2336	Scoping for corridor Improvements from Chipman Road to Todd George Parkway in Lee's Summit.	Fed 8 State 2 Local 0 Future Cost: 50,001 - 75,000 Federal Oversight	360	5	5
County: Jackson Route: US 50 Anticipated Federal Category: NHPP	Job No: 4P3009	Scoping for bridge improvements at Chipman Road in Lee's Summit. Project involves bridges A3262 and A2482.	Fed 8 State 2 Local 0 Future Cost: 1,001 - 2,000	17	5	5
County: Jackson Route: US 50 Anticipated Federal Category: State	Job No: 4P3096B	Scoping for interchange improvements at 3rd Street in Lee's Summit.	Fed 0 State 10 Local 0 Future Cost: 1,001 - 2,000	210	5	5
County: Jackson Route: IS 70 Anticipated Federal Category: NHPP	Job No: 4I1486C	Second tier environmental impact statement from the downtown loop in Kansas City to west of the I-435 interchange.	Fed 4 State 1 Local 0 Future Cost: > 100,000 Federal Oversight	2,480	5	0



2016 - 2020 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)			
						Prior Prog.	7/2015- 6/2016	7/2016- 6/2020	
County: Jackson Route: IS 70 Anticipated Federal Category: NHPP	Job No: 411597C	Scoping for interchange improvements at I-435 within the limits of Kansas City.		Fed 9	State 1	Local 0	1,757	10	0
Future Cost: 25,001 - 50,000 Federal Oversight									
County: Jackson Route: IS 70 Anticipated Federal Category: NHPP	Job No: 412293	Scoping for capacity improvements from Rte. 7 in Blue Springs to Rte. F in Oak Grove.		Fed 13	State 2	Local 0	85	5	10
Future Cost: 50,001 - 75,000 Federal Oversight									
County: Jackson Route: IS 70 Anticipated Federal Category: NHPP	Job No: 413024	Scoping for bridge improvements on overhead structures at various locations.		Fed 8	State 2	Local 0	40	5	5
Future Cost: 15,001 - 25,000 Federal Oversight									
County: Jackson Route: IS 70 Anticipated Federal Category: NHPP	Job No: 413124	Scoping for pavement improvements from Manchester Trafficway to Sterling Road in Kansas City.		Fed 8	State 2	Local 0	0	5	5
Future Cost: 5,001 - 10,000 Federal Oversight									
County: Jackson Route: IS 70 Anticipated Federal Category: NHPP	Job No: 413125	Scoping for pavement improvements from the Kansas State line to Manchester Trafficway.		Fed 8	State 2	Local 0	0	5	5
Future Cost: 5,001 - 10,000 Federal Oversight									
County: Platte Route: IS 29 Anticipated Federal Category: NHPP	Job No: 413086	Scoping to improve interchange at Rte. 45 in Kansas City. Project involves bridge A1159.		Fed 96	State 24	Local 0	45	100	20
Future Cost: 1,001 - 2,000 Federal Oversight									
County: Platte Route: IS 435 Anticipated Federal Category: NHPP	Job No: 413122	Scoping for pavement improvements from I-29 to Cookingham Drive in Kansas City.		Fed 8	State 2	Local 0	0	5	5
Future Cost: 5,001 - 10,000 Federal Oversight									



2016 - 2020 Scoping and Design Projects

Transportation Planning

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Various	Scoping for bridge improvements at various locations in the urban Kansas City District.					Fed	State	Local
Route: Various	Job No: 4P3093				8	2	0	
Anticipated Federal Category: NHPP							Future Cost: 2,001 - 5,000	
	AC-State	Fed	State	Local	District Engineering Total:			
	0	386	98	0	6,840	366	118	



2016 - 2020 Scoping and Design Projects

Transportation Planning

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	2016	2017	2018	2019	2020
State	73	25	0	0	0
AC-State	0	0	0	0	0
Local	0	0	0	0	0
Sub-total State	73	25	0	0	0
Federal					
Sub-total Federal	293	93	0	0	0
Grand Total	366	118	0	0	0



2016 - 2020 Scoping and Design Projects

				STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
				Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Boone Route: MO 124 Anticipated Federal Category: NHPP	Job No: 5S3053	Scoping for bridge improvements over Grindstone Creek, 0.5 mile east of Hopper Road. Project involves bridge S0352.	Fed 1 State 0 Local 0 Future Cost: 301 - 1,000	20	1	0
County: Boone Route: RP IS70W TO LP70W Anticipated Federal Category: NHPP	Job No: 5I3107	Scoping for bridge improvements over I-70 in Columbia. Project involves bridge L0928.	Fed 9 State 1 Local 0 Future Cost: 2,001 - 5,000	0	10	0
County: Boone Route: MO 740 Anticipated Federal Category: S.T.P.	Job No: 5S0636	Scoping for extension of corridor from Rte. 63 to I-70 at Lake of the Woods in Columbia.	Fed 8 State 2 Local 0 Future Cost: 50,001 - 75,000 Federal Oversight	1,578	10	0
County: Callaway Route: US 54 Anticipated Federal Category: NHPP	Job No: 5P3119	Scoping for preventative maintenance on bridges L0964, H0284, A2109, A2110, A2111, A2112, A2911, and A2913 near Fulton.	Fed 16 State 4 Local 0 Future Cost: 2,001 - 5,000	0	20	0
County: Callaway Route: OR 70 Anticipated Federal Category: NHPP	Job No: 5S3055	Scoping for bridge improvements over Whetstone Creek east of Rte. Z. Project involves bridge G0701.	Fed 1 State 0 Local 0 Future Cost: 301 - 1,000	32	1	0
County: Callaway Route: RT O Anticipated Federal Category: NHPP	Job No: 5S3058	Scoping for bridge improvements over Crows Fork Creek and Auxvasse Creek east of Fulton. Project involves bridges A1959 and A1960.	Fed 1 State 0 Local 0 Future Cost: 301 - 1,000	15	1	0
County: Camden Route: MO 5 Anticipated Federal Category: NHPP	Job No: 5P3126	Scoping for pavement improvements on the southbound and northbound lanes from 0.6 mile north of Pier Thirty One Road to near Rte. 7 south junction.	Fed 8 State 2 Local 0 Future Cost: 1,001 - 2,000	0	10	0



2016 - 2020 Scoping and Design Projects

				STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
				Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Camden Route: US 54 Anticipated Federal Category: NHPP	Job No: 5P3125	Scoping for pavement improvements from Hickory County to 0.2 mile west of Sunny Slope Drive near Camdenton.	Fed 20 State 5 Local 0 Future Cost: 2,001 - 5,000	0	25	0
County: Camden Route: RT J Anticipated Federal Category: NHPP	Job No: 5S0276	Scoping for bridge improvements over Niangua and Rainwater Branch 3.6 miles south of Rte. 7. Project involves bridges S-391 and S-392.	Fed 1 State 0 Local 0 Future Cost: 2,001 - 5,000	27	1	0
County: Camden Route: RT V Anticipated Federal Category: NHPP	Job No: 5S3051	Scoping for bridge improvements over Linn Creek in Linn Creek. Project involves bridge W0251.	Fed 1 State 0 Local 0 Future Cost: 301 - 1,000	20	1	0
County: Cole Route: US 50 Anticipated Federal Category: NHPP	Job No: 5P3056	Scoping for intersection improvements at Liberty Road in Jefferson City.	Fed 6 State 2 Local 0 Future Cost: 301 - 1,000	12	8	0
County: Cole Route: US 50 Anticipated Federal Category: NHPP	Job No: 5P3127	Scoping for pavement improvements on the eastbound and westbound lanes from the Moreau River at Jefferson City to near the Osage River.	Fed 16 State 4 Local 0 Future Cost: 2,001 - 5,000	0	20	0
County: Cole Route: US 54 Anticipated Federal Category: NHPP	Job No: 5P3118	Scoping for pavement improvements on the eastbound and westbound lanes from near Stadium Boulevard in Jefferson City to the Missouri River.	Fed 8 State 2 Local 0 Future Cost: 301 - 1,000	0	10	0
County: Cole Route: US 54 Anticipated Federal Category: NHPP	Job No: 5P3121	Scoping for pavement improvements on the eastbound and westbound lanes from Rte. E. to near Stadium Boulevard in Jefferson City.	Fed 20 State 5 Local 0 Future Cost: 2,001 - 5,000	0	25	0
County: Cole Route: US 54 Anticipated Federal Category: NHPP	Job No: 5P3128	Scoping for pavement improvements on the eastbound and westbound lanes from Miller County to Rte E.	Fed 20 State 5 Local 0 Future Cost: 2,001 - 5,000	0	25	0



2016 - 2020 Scoping and Design Projects

				STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)					
				Prior Prog.	7/2015- 6/2016	7/2016- 6/2020			
County: Cole Route: RT B Anticipated Federal Category: Safety	Job No: 5S2234	Scoping for safety improvements at the intersection of Rte. M and Rte. W in Wardsville.	Fed 4	State 1	Local 0	Future Cost: 301 - 1,000	35	5	0
County: Cooper Route: IS 70 Anticipated Federal Category: NHPP	Job No: 5I3000	Scoping for partial repainting of bridge and replacement of expansion devices over the Missouri River. Project involves bridge L0962.	Fed 2	State 0	Local 0	Future Cost: 5,001 - 10,000	49	2	0
County: Cooper Route: IS 70 Anticipated Federal Category: NHPP	Job No: 5I3136	Scoping for replacement of median drainage culverts in Cooper, Boone and Callaway Counties.	Fed 334	State 37	Local 0	Future Cost: 2,001 - 5,000	0	371	0
County: Cooper Route: RT M Anticipated Federal Category: NHPP	Job No: 5S3076	Scoping for bridge improvements over the Lamine River. Project involves bridge G0366.	Fed 1	State 0	Local 0	Future Cost: 1,001 - 2,000	20	1	0
County: Crawford Route: MO 19 Anticipated Federal Category: NHPP	Job No: 5S3040	Scoping for bridge improvements over Crooked Creek, 2 miles north of Rte. VV. Project involves bridge H0732.	Fed 2	State 0	Local 0	Future Cost: 301 - 1,000	16	1	1
County: Dent Route: MO 32 Anticipated Federal Category: NHPP	Job No: 5P3104	Scoping for bridge improvements over Dry Valley Creek. Project involves bridge J0216.	Fed 8	State 2	Local 0	Future Cost: 301 - 1,000	0	10	0
County: Gasconade Route: MO 100 Anticipated Federal Category: NHPP	Job No: 5P3099	Scoping for bridge improvements over Little Berger Creek. Project involves bridge K0160.	Fed 4	State 1	Local 0	Future Cost: 301 - 1,000	0	5	0
County: Laclede Route: MO 32 Anticipated Federal Category: S.T.P.	Job No: 5P3124	Scoping for pavement improvements from Rte. 5 in Laclede County to Rte. 17 in Texas County.	Fed 8	State 2	Local 0	Future Cost: 1,001 - 2,000	0	10	0



2016 - 2020 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)					
						Prior Prog.	7/2015- 6/2016	7/2016- 6/2020			
County: Laclede Route: IS 44 Job No: 9I2167 Anticipated Federal Category: NHPP	Scoping for pavement improvements on the eastbound and westbound lanes from near the Laclede County line to 0.2 mile west of Sugar Tree Road.					Fed 45	State 5	Local 0	52	50	0
						Future Cost: 10,001 - 15,000					
County: Laclede Route: MO 5 Job No: 5P3123 Anticipated Federal Category: S.T.P.	Scoping for pavement improvements from Rte. 32 to Rte. C.					Fed 4	State 1	Local 0	0	5	0
						Future Cost: 301 - 1,000					
County: Maries Route: MO 42 Job No: 5P3106 Anticipated Federal Category: NHPP	Scoping for bridge improvements over Little Maries River. Project involves bridge A2531.					Fed 4	State 1	Local 0	0	5	0
						Future Cost: 301 - 1,000					
County: Maries Route: US 63 Job No: 5P3114 Anticipated Federal Category: NHPP	Scoping for pavement improvements from north of Rte. 28 south junction to Phelps County.					Fed 8	State 2	Local 0	0	10	0
						Future Cost: 1,001 - 2,000					
County: Maries Route: MO 68 Job No: 5P3122 Anticipated Federal Category: NHPP	Scoping for bridge improvements over Coppedge Creek and Lanes Creek Fork. Project involves bridges A3405 and A3406.					Fed 4	State 1	Local 0	0	5	0
						Future Cost: 301 - 1,000					
County: Miller Route: MO 52 Job No: 5P3102 Anticipated Federal Category: NHPP	Scoping for bridge improvements over Rte. 54 at Eldon. Project involves bridge A2810.					Fed 4	State 1	Local 0	0	5	0
						Future Cost: 301 - 1,000					
County: Miller Route: MO 52 Job No: 5P3108 Anticipated Federal Category: NHPP	Scoping for bridge painting over Rte. 54 at Eldon. Project involves bridge A2810.					Fed 1	State 0	Local 0	0	1	0
						Future Cost: 1 - 300					
County: Moniteau Route: US 50 Job No: 5P0629 Anticipated Federal Category: NHPP	Scoping for corridor improvements from west of Tipton to east of Tipton.					Fed 162	State 41	Local 0	805	20	183
						Future Cost: 15,001 - 25,000					
						Federal Oversight					



2016 - 2020 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)			
						Prior Prog.	7/2015- 6/2016	7/2016- 6/2020	
County: Moniteau Route: US 50 Anticipated Federal Category: NHPP	Job No: 5P0630	Scoping for corridor improvements from east of Tipton to west of California.		Fed 96	State 24	Local 0	690	20	100
						Future Cost: 15,001 - 25,000			
						Federal Oversight			
County: Morgan Route: MO 52 Anticipated Federal Category: S.T.P.	Job No: 5P3117	Scoping for pavement improvements from Rte. 5 west junction at Versailles to Aurora Street at Eldon.		Fed 20	State 5	Local 0	0	25	0
						Future Cost: 2,001 - 5,000			
County: Morgan Route: US 50 Anticipated Federal Category: NHPP	Job No: 5P0628	Scoping for corridor improvements from west of Syracuse to west of Tipton.		Fed 130	State 33	Local 0	628	20	143
						Future Cost: 15,001 - 25,000			
						Federal Oversight			
County: Osage Route: US 50 Anticipated Federal Category: NHPP	Job No: 5P0639	Scoping for corridor improvements from County Road 604 west of Linn to Rte. 89 northeast of Linn.		Fed 96	State 24	Local 0	40	60	60
						Future Cost: 25,001 - 50,000			
						Federal Oversight			
County: Osage Route: US 63 Anticipated Federal Category: NHPP	Job No: 5P0950B	Scoping for corridor improvements from Rte. 50 to south of Westphalia.		Fed 96	State 24	Local 0	155	60	60
						Future Cost: 25,001 - 50,000			
						Federal Oversight			
County: Phelps Route: IS 44 Anticipated Federal Category: NHPP	Job No: 9I2230	Scoping for pavement improvements on eastbound lanes from Rte. 68 at St. James to 1.2 miles east of Rte. F.		Fed 1	State 0	Local 0	13	1	0
						Future Cost: 2,001 - 5,000			
County: Phelps Route: US 63 Anticipated Federal Category: NHPP	Job No: 5P3116	Scoping for pavement improvements from 0.8 mile north of I-44 to 0.7 mile south of Rte. CC at Rolla.		Fed 16	State 4	Local 0	0	20	0
						Future Cost: 2,001 - 5,000			



2016 - 2020 Scoping and Design Projects

				STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
				Prior Prog.	7/2015- 6/2016	7/2016- 6/2020
County: Phelps Route: US 63 Anticipated Federal Category: NHPP	Job No: 5P3129	Scoping for ADA improvements from 0.8 mile north of I-44 to 0.7 mile south of Rte. CC at Rolla.	Fed 2 State 1 Local 0 Future Cost: 1 - 300	0	3	0
County: Phelps Route: MO 68 Anticipated Federal Category: S.T.P.	Job No: 5P3030	Scoping for ADA improvements from 0.3 mile west of I-44 to near West Johnson Street.	Fed 4 State 1 Local 0 Future Cost: 301 - 1,000	0	5	0
County: Phelps Route: MO 68 Anticipated Federal Category: NHPP	Job No: 5P3120	Scoping for pavement improvements from 0.3 mile west of I-44 to Rte. 8 east junction.	Fed 4 State 1 Local 0 Future Cost: 301 - 1,000	0	5	0
County: Phelps Route: RT B Anticipated Federal Category: NHPP	Job No: 5S3041	Scoping for bridge improvements over the Bourbeuse River, near the Gasconade County line. Project involves bridge X0008.	Fed 2 State 0 Local 0 Future Cost: 1,001 - 2,000	14	1	1
County: Phelps Route: RT C Anticipated Federal Category: S.T.P.	Job No: 5S3038	Scoping for low water crossing improvements 5.4 miles north of I-44.	Fed 36 State 9 Local 0 Future Cost: 301 - 1,000	6	5	40
County: Phelps Route: RT C Anticipated Federal Category: S.T.P.	Job No: 5S3039	Scoping for culvert replacement 4.1 miles north of I-44.	Fed 36 State 9 Local 0 Future Cost: 301 - 1,000	5	5	40
County: Pulaski Route: MO 7 Anticipated Federal Category: NHPP	Job No: 5P3100	Scoping for bridge improvements over the Gasconade River. Project involves bridge A0843.	Fed 4 State 1 Local 0 Future Cost: 1,001 - 2,000	0	5	0
County: Pulaski Route: MO 7 Anticipated Federal Category: NHPP	Job No: 5P3109	Scoping for bridge painting over the Gasconade River. Project involves bridge A0843.	Fed 4 State 1 Local 0 Future Cost: 301 - 1,000	0	5	0



2016 - 2020 Scoping and Design Projects

					STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)				
					Prior Prog.	7/2015- 6/2016	7/2016- 6/2020		
County: Pulaski Route: RT H Anticipated Federal Category: S.T.P.	Job No: 5S3073	Scoping for capacity improvements at the intersection of Rte. H and Southside Road in Waynesville.	Fed 2	State 0	Local 0	4	2	0	
					Future Cost: 1 - 300				
County: Various Route: Various Anticipated Federal Category: NHPP	Job No: 5P3044	Scoping for pavement improvements on various primary routes in the Central District.	Fed 16	State 4	Local 0	4	20	0	
					Future Cost: 15,001 - 25,000				
County: Various Route: Various Anticipated Federal Category: NHPP	Job No: 5P3045	Scoping for pavement improvements on various primary routes in the Central District.	Fed 8	State 2	Local 0	4	10	0	
					Future Cost: 25,001 - 50,000				
County: Various Route: Various Anticipated Federal Category: S.T.P.	Job No: 5S3081	Scoping for slide repairs in the northern portion of the Central District.	Fed 8	State 2	Local 0	45	10	0	
					Future Cost: 2,001 - 5,000				
County: Various Route: Various Anticipated Federal Category: S.T.P.	Job No: 5S3082	Scoping for slide repairs in the southern portion of the Central District.	Fed 8	State 2	Local 0	45	10	0	
					Future Cost: 2,001 - 5,000				
County: Washington Route: MO 32 Anticipated Federal Category: NHPP	Job No: 5P3105	Scoping for bridge improvements over Cedar Creek. Project involves bridge J0987.	Fed 8	State 2	Local 0	0	10	0	
					Future Cost: 1,001 - 2,000				
County: Washington Route: MO 8 Anticipated Federal Category: NHPP	Job No: 5P3115	Scoping for pavement improvements from Rte. AA to St. Francois County.	Fed 16	State 4	Local 0	0	20	0	
					Future Cost: 2,001 - 5,000				
					AC-State 0	Fed 1,344	State 280	Local 0	District Engineering Total: 4,334
								996	628



2016 - 2020 Scoping and Design Projects

Transportation Planning

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	2016	2017	2018	2019	2020
State	154	126	0	0	0
AC-State	0	0	0	0	0
Local	0	0	0	0	0
Sub-total State	154	126	0	0	0
Federal					
Sub-total Federal	842	502	0	0	0
Grand Total	996	628	0	0	0



2016 - 2020 Scoping and Design Projects

STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)

DISTRICT	Prior Prog.	AC-State	Fed	State	Local	7/2015- 6/2016	7/2016- 6/2020
Northwest	104	0	50	17	0	67	0
Northeast	326	10	30	3	0	43	0
Kansas City (Non-TMA)	503	0	106	23	0	103	26
Kansas City (TMA)	6,840	0	386	98	0	366	118
Central	4,334	0	1,344	280	0	996	628
St. Louis	11,643	0	70	13	0	78	5
Southwest (Non-TMA)	4,212	0	274	37	0	111	200
Southwest (TMA)	2,523	0	196	35	0	67	164
Southeast	306	0	298	74	0	162	210
Summary	30,791	10	2,754	580	0	1,993	1,351



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	2016	2017	2018	2019	2020
State	333	221	18	8	0
AC-State	10	0	0	0	0
Local	0	0	0	0	0
Sub-total State	343	221	18	8	0
Federal					
Sub-total Federal	1,650	940	127	37	0
Grand Total	1,993	1,161	145	45	0

Project Count: 208

Appendix I

MoDOT Financial Snapshot

Financial Snapshot



October 2015



Financial Snapshot

About the Financial Snapshot

The Financial Snapshot provides answers to frequently asked questions regarding MoDOT's finances. This document provides information for fiscal year 2015.

If you have any questions concerning this report, please contact MoDOT's Financial Services Division at (573) 526-8106.

MoDOT's Mission

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

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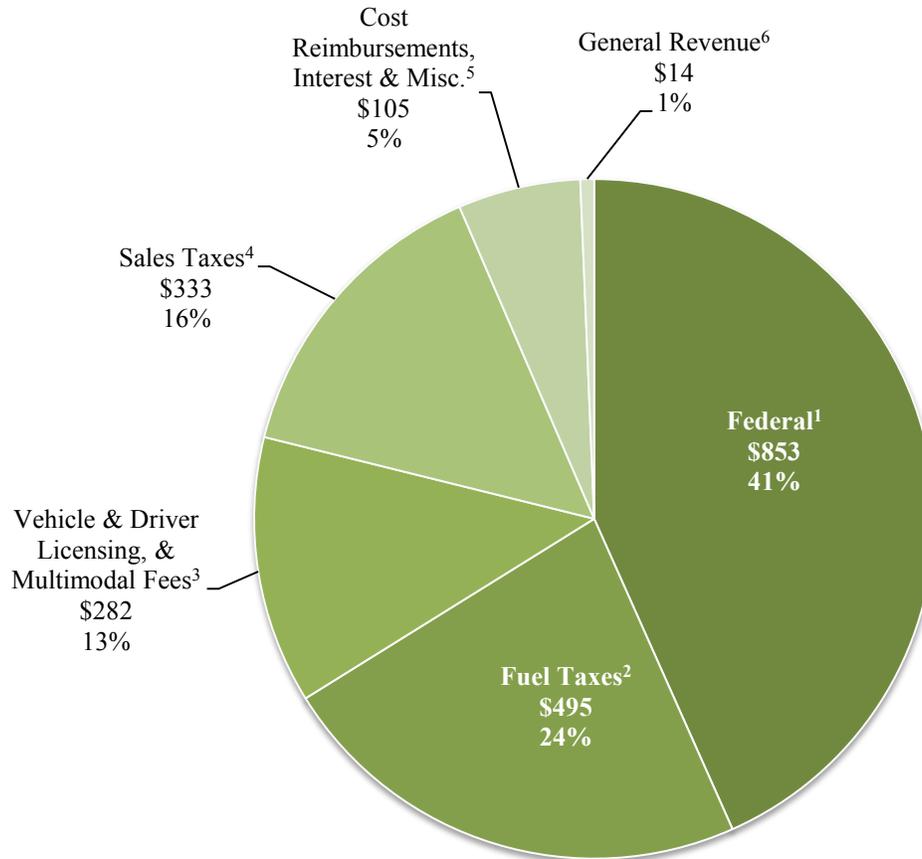
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Transportation Funding

Breakdown of \$2.1 Billion Fiscal Year 2015 Revenues
(Dollars in millions)



Notes:

¹ Federal includes revenue received from reimbursements for highway construction, the American Recovery and Reinvestment Act (ARRA) and multimodal projects as well as highway safety grants. The total for this category also includes \$140 million of federal funds that flow through MoDOT to local governments for roads and bridges.

² Fuel taxes represent the state (MoDOT, Department of Revenue, and the Missouri State Highway Patrol) share of revenue received from Missouri's 17-cent per gallon fuel tax on gasoline, gasohol and diesel fuels and 9-cent per gallon tax on aviation fuel. The city and county share is on page 12.

³ Vehicle and driver licensing, and multimodal fees include the state share of revenue received from licensing motor vehicles and drivers and fees for railroad regulation.

⁴ Sales taxes represent the state share of revenue received from Missouri's 4.225 percent tax rate on motor vehicle purchases and leases. A small portion, \$6 million, of this category is for sales tax on aviation jet fuel.

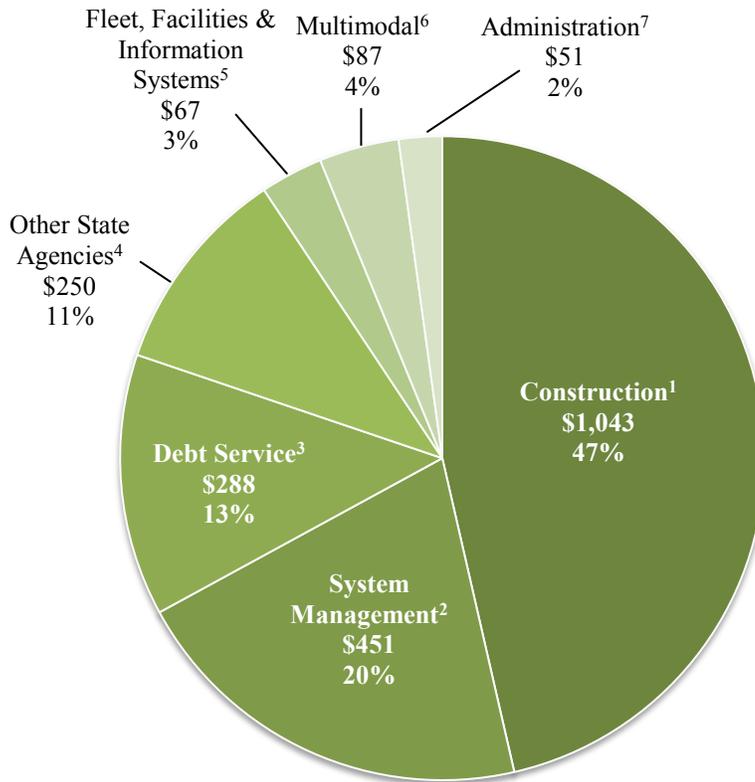
⁵ Cost reimbursements, interest and miscellaneous revenue include interest earned on invested funds, sale of surplus property and excess right of way, and construction cost reimbursements from local and other state governments.

⁶ General Revenue was appropriated by the Missouri General Assembly for multimodal programs.

Source: MoDOT.

Transportation Funding

Breakdown of \$2.2 Billion Fiscal Year 2015 Expenditures
(Dollars in millions)



Notes:

¹ Construction includes contractor payments to construct and design roads and bridges, payments to purchase right of way, and federal funds passed to local governments, as well as personal services, fringe benefits and expense and equipment for MoDOT employees engaged in construction activities.

² System Management includes the cost of personal services, fringe benefits, expense and equipment, and programs required to maintain highways and bridges, Motor Carrier Services and Highway Safety.

³ Debt service includes the principal and interest payments for bonds issued by the Missouri Highways and Transportation Commission (MHTC).

⁴ Other state agencies include appropriated expenditures of the Missouri State Highway Patrol and the Missouri Department of Revenue.

⁵ Fleet, Facilities, & Information Systems includes the cost of personal services, fringe benefits and expense and equipment required to maintain MoDOT's fleet, buildings, and information technology systems.

⁶ Multimodal includes personal services, fringe benefits, expense and equipment, and programs required to support the transportation modes of air, waterways, transit, rail and freight.

⁷ Administration includes the cost of personal services, fringe benefits, and expense and equipment for business units supporting the operations of MoDOT.

Source: MoDOT.

Transportation Funding

Revenue for Roads and Bridges, Multimodal, Highway Safety (Dollars in thousands)

MoDOT's funding comes from both state and federal sources. Most of the money is dedicated by federal law or the state constitution and statutes to specific purposes. Included below are the funds available for roads and bridges, which stand appropriated without legislative action, and minimal amounts for other transportation modes or programs which are influenced by the Commission, but appropriated by the General Assembly.

Revenue (Road and Bridge)	2011	2012	2013	2014	2015
Fuel Tax ¹	\$501,531	\$496,401	\$488,691	\$488,800	\$494,649
Vehicle/Driver's Licensing Fees ¹	265,701	269,026	266,844	271,142	279,455
Motor Vehicle Sales Tax ¹	262,855	276,423	295,072	304,365	323,105
Interest and Miscellaneous	170,790	172,185	185,576	123,339	102,388
Federal Reimbursement ^{1,2}	1,584,663	954,199	913,236	831,066	760,239
Bond Proceeds	0	0	0	0	0
Total Revenue	\$2,785,540	\$2,168,234	\$2,149,419	\$2,018,712	\$1,959,836

Revenue (Multimodal)	2011	2012	2013	2014	2015
Aviation Fuel ¹	\$248	\$286	\$271	\$244	\$247
License, Fees and Permits ¹	1,951	2,094	2,091	2,067	2,353
Sales Taxes ¹	7,360	8,438	8,166	10,003	10,092
State General Revenue Fund	10,313	9,156	9,301	13,502	13,938
Interest and Miscellaneous	1,939	2,889	2,111	1,572	2,745
Federal Reimbursement ^{1,3}	44,660	44,976	61,709	65,226	56,686
Total Revenue⁴	\$66,471	\$67,839	\$83,649	\$92,614	\$86,061

Revenue (Highway Safety)	2011	2012	2013	2014	2015
License, Fees and Permits ¹	\$367	\$382	\$372	\$359	\$328
Interest and Miscellaneous ¹	13	23	4	20	4
Federal Grants ¹	16,727	24,429	42,043	32,404	36,351
Total Revenue⁵	\$17,107	\$24,834	\$42,419	\$32,783	\$36,683

Notes:

¹User fees.

²Federal reimbursement includes revenue received for reimbursement of road and bridge and the American Recovery and Reinvestment Act (ARRA) projects.

³Federal reimbursement includes revenue received for reimbursement of multimodal and the American Recovery and Reinvestment Act (ARRA) projects.

⁴Total revenue includes the following funds: Multimodal Operations-Federal, State Transportation, Aviation Trust, State Transportation Assistance Revolving, Grade Crossing Safety Account, Railroad Expense, Light Rail Safety, and General Revenue.

⁵Total revenue includes the following funds: Highway Safety Federal, Motor Carrier Safety Assistance Program-Federal and the Motorcycle Safety Trust Fund.

Source: MoDOT.

Transportation Funding

Expenditures for Roads and Bridges, Multimodal, Highway Safety (Dollars in thousands)

MoDOT's largest expenditure category is the construction program. The construction program expenditures include contractor payments, engineering, reimbursement to local entities for acceleration of projects, right of way payments, and federal pass-through to local public agencies. Other State Agencies represents appropriations to the Missouri State Highway Patrol and the Department of Revenue.

Expenditures (Road and Bridge)	2011	2012	2013	2014	2015
Construction Program	\$1,391,396	\$1,301,813	\$1,060,724	\$907,269	\$912,784
Construction Operating Costs	158,749	136,555	127,281	127,002	130,552
Maintenance	470,061	430,062	419,581	443,939	435,085
Fleet, Facilities & Info. Systems	96,972	70,110	69,625	70,095	67,118
Debt Service	283,497	273,576	289,334	292,930	288,009
Administration	48,844	46,858	46,772	48,405	50,718
Other State Agencies	226,253	240,576	227,054	233,307	250,109
Total Expenditures	\$2,675,772	\$2,499,550	\$2,240,371	\$2,122,947	\$2,134,375

Expenditures (Multimodal)	2011	2012	2013	2014	2015
Operating Costs	\$2,650	\$2,813	\$2,450	\$2,341	\$2,610
Transit	33,265	32,831	34,875	29,379	36,509
Rail	9,311	10,632	22,865	23,430	16,485
Aviation	19,031	16,376	23,337	30,153	27,558
Port-Waterway	1,415	457	615	3,279	3,307
STAR Fund Loan	1,000	0	0	0	0
Freight	0	0	0	850	650
Total Expenditures	\$66,672	\$63,109	\$84,142	\$89,432	\$87,119

Expenditures (Highway Safety)	2011	2012	2013	2014	2015
Operating Costs	\$515	\$462	\$391	\$514	\$497
Safety Programs	16,634	24,398	41,813	15,541	14,980
Total Expenditures	\$17,149	\$24,860	\$42,204	\$16,055	\$15,477

Source: MoDOT.

Transportation Funding

Summary of State and Federal Funds

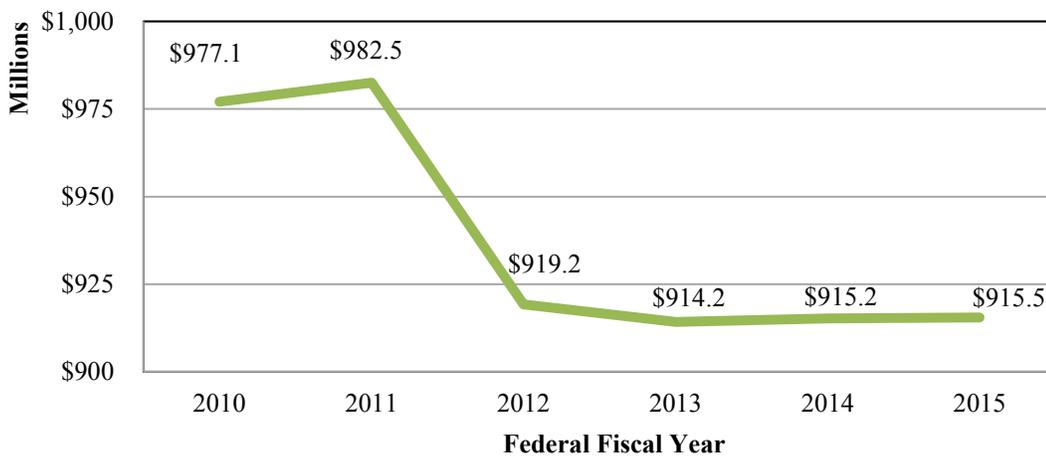
Fund	Source of Funds
State Road Fund	Federal Highway Administration reimbursements; licenses, permits, and fees for motor vehicles and drivers; state sales tax on motor vehicles; cost reimbursements; and other miscellaneous fees [Section 226.220 RSMo.]
State Road Bond Fund	State sales tax on motor vehicles [Section 226.210 RSMo.]
State Highways and Transportation Department Fund	Motor fuel tax and licenses, permits, and fees for motor vehicles and drivers [Section 226.200 RSMo.]
Aviation Trust Fund	User fees of 9 cents per gallon on aviation gasoline and a portion of the state sales tax collected on jet fuel [Section 155.090 RSMo.]
State Transportation Fund	Two percent of one-half of the state sales tax on motor vehicles [Section 226.225 RSMo.]
Grade Crossing Safety Account	Owner of a motor vehicle pays a fee of twenty-five cents each year when the person registers or renews the registration of a motor vehicle [Section 389.612 RSMo.]
Railroad Expense Fund	Assessments collected from the railroads [Section 622.015 RSMo.]
State Transportation Assistance Revolving (STAR) Fund	This fund accounts for loans to any political subdivision of the state or to any public or private not-for-profit organization for the planning, acquisition, development and construction of facilities for air, water, rail or public transportation, the purchase of vehicles for transportation of elderly and disabled persons, or the purchase of rolling stock for transit purposes. Loan repayments are deposited into this fund and are used to make additional loans under the revolving loan program. [Section 226.191 RSMo.]
Motorcycle Safety Trust Fund	Court fees of \$1 collected from persons who violate motorcycle safety laws or cause accidents involving motorcycles by violating the laws of the state, county, or municipality [Section 302.137 RSMo.]
Multimodal Operations Federal Fund	Federal grant monies associated with Multimodal programs
Motor Carrier Safety Assistance Federal Fund	Federal grant monies associated with the Motor Carrier Safety Assistance Program
Highway Safety Federal Fund	Federal grant monies associated with Highway Safety programs

Transportation Funding

Federal Aid Apportionments based on Moving Ahead for Progress in the 21st Century (MAP-21) (Dollars in millions)

Federal funds are generated by the federal fuel tax – 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Federal fuel taxes are deposited into the Highway Trust Fund, and apportioned back to states via federal authorization bills. The amount Missouri is apportioned is reduced by the congressionally imposed obligation limitation, which places a ceiling on the amount we can commit to projects. Historically, approximately 97 percent of apportionments is available to obligate. Federal funds are received on a reimbursement basis. MoDOT and local public agencies spend state and local funds to build projects and request reimbursement from the Federal Highway Administration. Apportionments shown below include the amounts that by law are distributed to local public agencies.

The total apportionments for federal fiscal year 2015 of \$915.5 million, nearly the same as federal fiscal years 2013 and 2014, have declined compared to federal fiscal year 2010 of \$977.1 million, federal fiscal year 2011 of \$982.5 million and federal fiscal year 2012 of \$919.2 million.



The following chart lists the amounts apportioned to Missouri in each category under MAP-21. The federal funding categories contain flexibility to transfer dollars between categories to fund Statewide Transportation Improvement Program (STIP) projects. Individual STIP projects can be eligible for multiple funding categories. MAP-21 was signed into law by the President on July 6, 2012 and provides funding for surface transportation programs for federal fiscal years 2013 and 2014. MAP-21 was also extended to provide funding for federal fiscal year 2015. The total apportionments under MAP-21 are significantly less than under the previous federal funding bill.

Apportionment Category	2013	2014	2015
National Highway Performance (NHPP)	\$539.0	\$539.0	\$539.2
Surface Transportation (STP)	250.2	251.0	251.6
Congestion Mitigation & Air Quality (CMAQ)	22.6	22.6	22.6
Recreational Trails	1.7	1.7	1.6
Metropolitan Planning (MP)	4.9	4.9	4.9
Statewide Planning & Research (SPR)	18.6	18.5	18.1
Highway Safety Improvement (HSIP)	54.1	54.1	54.1
Rail/Highway Crossings	5.5	5.5	5.5
Transportation Alternatives (TAP)	17.6	17.9	17.9
Total	\$914.2	\$915.2	\$915.5

Apportionments are subject to Obligation Limitation. Obligation Limitation is a restriction, or “ceiling” on the amount of federal assistance that may be committed during a specified time period. Historically, Missouri’s obligation limitation has averaged 97 percent. So, as an example, with 2015 apportionments of \$915.5 million, we would be able to commit and spend about \$888.0 million on projects.

The apportionment categories under MAP-21 are as follows:

- **National Highway Performance** is the construction, reconstruction, resurfacing, restoration and rehabilitation of highways and bridges on National Highway System (NHS) routes which are routes designated by Congress as roadways important to the nation’s economy, defense and mobility.
- **Surface Transportation** is the construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements of highways and bridges.
- **Congestion Mitigation & Air Quality** includes traffic management, monitoring and congestion relief strategies to assist areas designated as non-attainment under the Clean Air Act Amendments of 1990.
- **Recreational Trails** is for the development, construction, maintenance and rehabilitation of trails and trail facilities.
- **Metropolitan Planning** is for transportation planning activities to develop metropolitan area transportation plans and transportation improvement programs.
- **Statewide Planning & Research** includes transportation planning activities to develop the statewide transportation improvement program. It also includes studies, research and training on engineering standards and construction materials.
- **Highway Safety Improvement** is for highway safety improvements to eliminate hazardous roadways.
- **Rail/Highway Crossings** is for highway safety improvements to mitigate hazards caused by rail-highway grade crossings.
- **Transportation Alternatives** is for the construction of on-road and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation and infrastructure-related projects that provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.

Source: Prepared by MoDOT based on amounts received or authorized under MAP-21.

Transportation Funding

Ratio of Federal Highway Trust Fund Payments Into Fund vs. Apportionments and Allocations Out of Fund (Dollars in thousands)

The chart below shows Missouri has received more funding from the Highway Trust Fund than was contributed in highway taxes into the Fund. For example, in fiscal year 2013, Missouri received \$1.23 for every dollar contributed into the Highway Trust Fund.

Ratio of Federal Highway Trust Fund Payments Into the Fund vs. Apportionments and Allocations Out of the Fund ¹									
Surrounding States	2005	2006	2007	2008	2009	2010	2011	2012	2013
Arkansas	1.13	1.23	1.23	1.42	1.58	1.52	1.42	1.21	1.29
Illinois	0.93	1.04	1.21	1.29	1.36	1.36	1.30	1.09	1.23
Iowa	1.00	1.05	1.04	1.22	1.37	1.34	1.21	1.06	1.08
Kansas	1.18	1.23	1.18	1.28	1.31	1.37	1.17	1.02	1.10
Kentucky	1.01	1.05	1.10	1.26	1.41	1.38	1.24	1.07	1.35
Missouri	1.04	1.17	1.15	1.31	1.39	1.45	1.34	1.17	1.23
Nebraska	1.08	1.16	1.15	1.31	1.36	1.42	1.23	1.03	1.13
Oklahoma	1.29	1.25	1.26	1.37	1.41	1.42	1.28	1.08	1.15
Tennessee	1.00	1.00	1.11	1.23	1.29	1.35	1.26	1.02	1.14

Notes:

¹ Payments into the Fund include only the net highway user tax receipts and fines and penalties deposited in the Highway Account of the Federal Highway Trust Fund. Apportionments and allocations out of the fund includes all funds apportioned or allocated from the Highway Trust Fund except where FHWA does not directly allocate the funds to the states, e.g. portions of Indian Reservation Roads and safety programs.

Source: Federal Highway Statistics Series 2013.

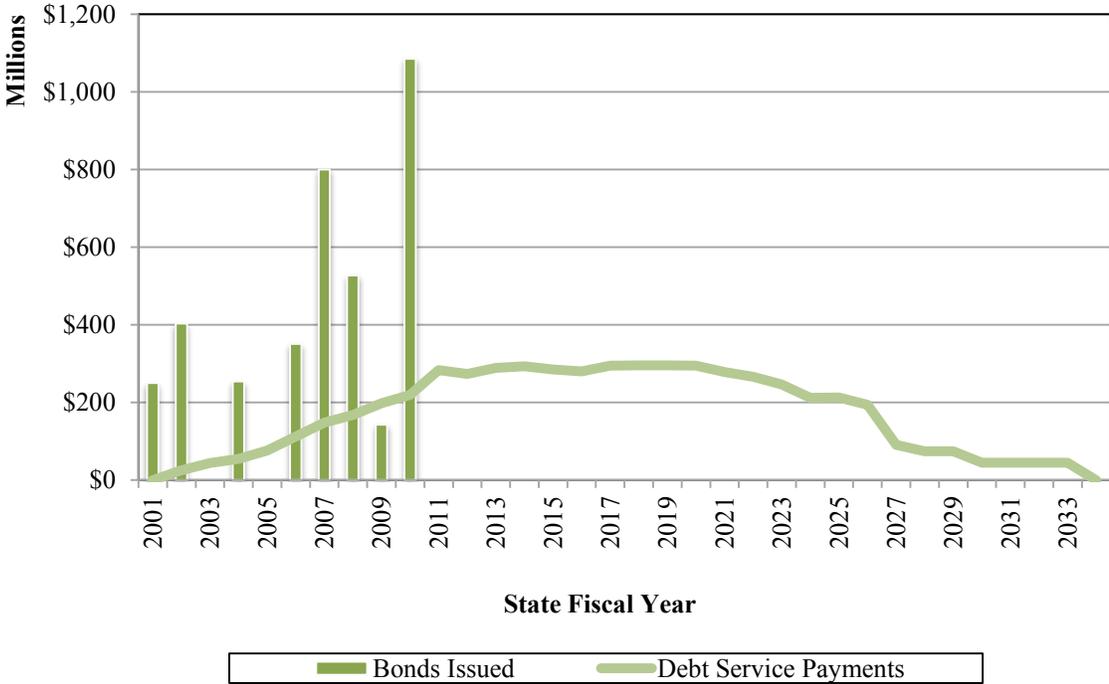
Transportation Funding

Summary of State Road Bond Financing Program (Dollars in millions)

Bond financing allowed MoDOT to provide much needed infrastructure improvements to the traveling public sooner than traditional funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. The Missouri General Assembly authorized MoDOT to issue \$2.25 billion in bonds in 2000. MoDOT issued bonds in fiscal years 2001-2004 totaling \$907 million, referred to as senior lien bonds.

Voters approved Amendment 3 in 2004 authorizing MoDOT to issue bonds by depositing vehicle sales taxes previously deposited in the state’s General Revenue Fund into a newly created State Road Bond Fund. The Amendment 3 revenues are to be used for principal and interest payments on Amendment 3 debt. MoDOT issued \$1.98 billion of Amendment 3 bonds from fiscal years 2006-2010.

In fiscal year 2009, MoDOT sold \$143 million of bonds for a portion of the new Interstate 64, a design-build project in the St. Louis region. These bonds are called Grant Anticipation Revenue Vehicle (GARVEE) bonds. In fiscal year 2010, MoDOT sold \$100 million additional GARVEE bonds for the new Mississippi River Bridge project and \$685 million for the Safe and Sound Bridge Improvement Program. The bonds issued amounts do not include refunding bonds.



Note:
The MHTC has \$2.5 billion of bonds outstanding as of June 30, 2015. The average interest rate (true interest cost) on all outstanding debt combined is 3.05 percent.

Source: MoDOT.

Transportation Funding

Highway User Fees to Local Governments by Fiscal Year (Dollars in thousands)

The state does not receive all of the revenue generated by state highway user taxes and fees. The state constitution, Article IV, directs the Department of Revenue to distribute portions of the state motor fuel tax, motor vehicle sales and use taxes, and motor vehicle and driver licensing fees to cities and counties. The charts below show a six year history of transportation revenue sharing with local entities.

Cities

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2010	102,113	19,468	15,932	137,513
2011	103,065	21,853	16,177	141,095
2012	100,994	23,155	16,418	140,567
2013	99,433	25,112	16,961	141,506
2014	100,077	28,340	16,059	144,476
2015	103,909	31,433	16,932	152,274

Counties

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2010	80,085	12,979	10,621	103,685
2011	80,851	14,572	10,787	106,210
2012	79,206	15,437	10,945	105,588
2013	77,980	16,741	11,307	106,028
2014	78,484	18,893	10,706	108,083
2015	81,487	20,956	11,288	113,731

Total

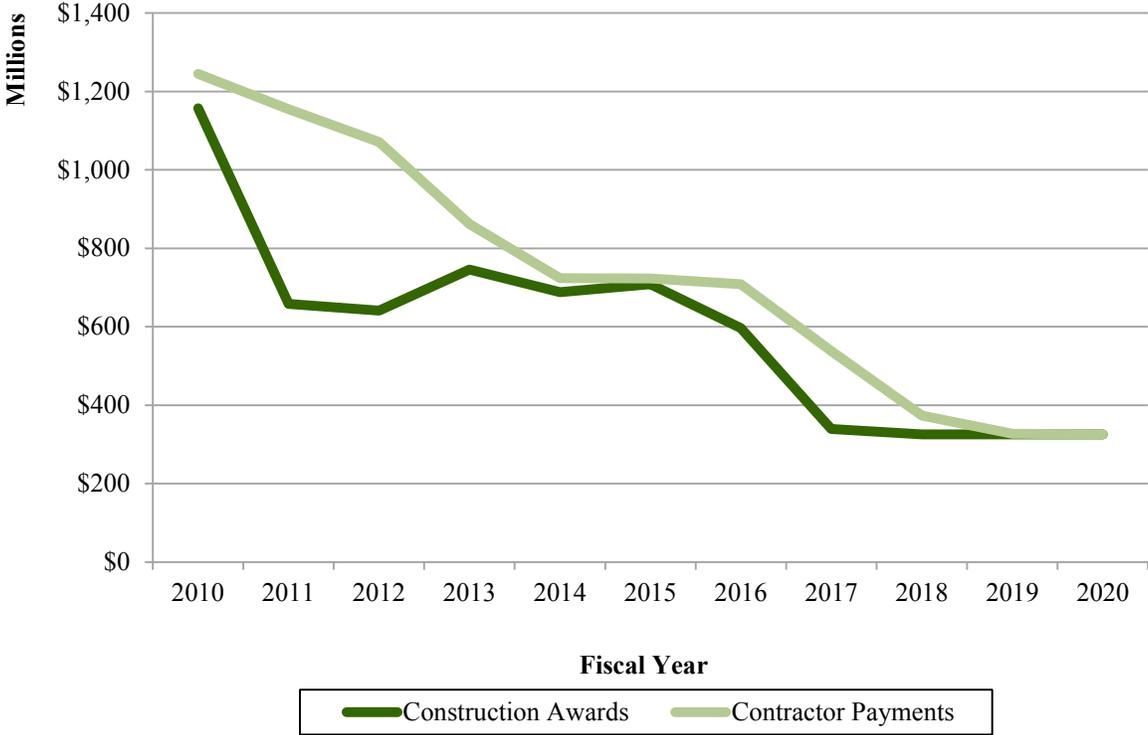
	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2010	182,198	32,447	26,553	241,198
2011	183,916	36,425	26,964	247,305
2012	180,200	38,592	27,363	246,155
2013	177,413	41,853	28,268	247,534
2014	178,561	47,233	26,765	252,559
2015	185,396	52,389	28,220	266,005

Source: Prepared by MoDOT based on Missouri Department of Revenue data.

Transportation Facts

Summary of Actual and Projected Construction Awards and Contractor Payments (Dollars in millions)

The graph below displays the relationship between construction awards and contractor payments. Prior to fiscal year (FY) 2011, MoDOT averaged annual construction awards of \$1.2 billion. Most projects are not completed in the year awarded, but are built and paid for in subsequent years. For example, approximately \$200 million of projected FY 2016 contractor payments is for projects awarded in FY 2016. The remainder is for projects awarded in prior years. Awards declined dramatically in FY 2011, but contractor payments remained high as the prior year projects were completed. The FY 2013 contractor payments declined because awards in FY 2011 and FY 2012 reduced significantly. The information is based on the latest financial forecast that was used to develop the 2016-2020 STIP.

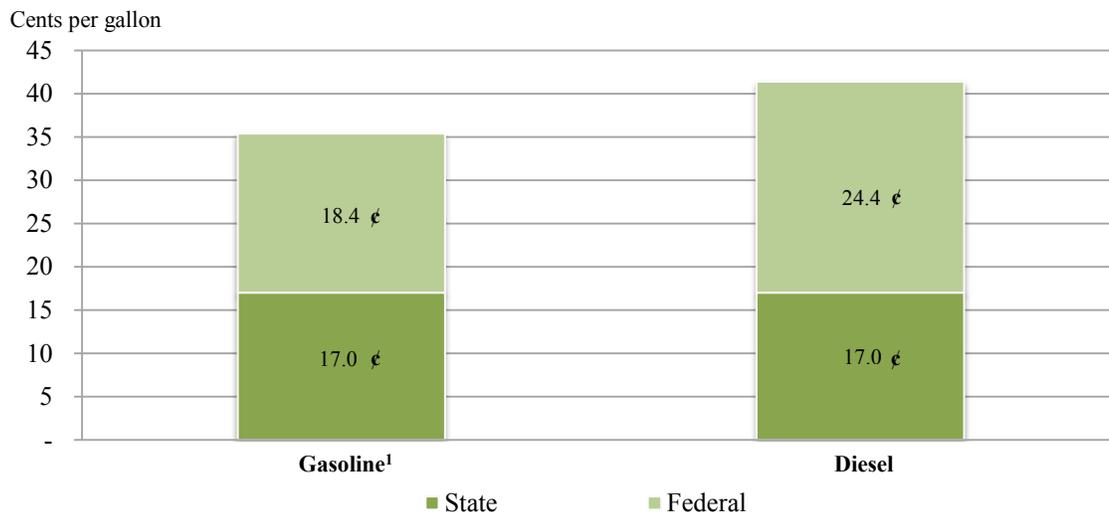


Source: MoDOT

Transportation Facts

Missouri's State and Federal Fuel Tax Rates and Fuel Tax History

The largest source of transportation revenue is from the federal government through a fuel tax. The largest source of state transportation revenue is the fuel tax. The state motor fuel tax is not indexed to keep pace with inflation. No rate increases have occurred on the state or federal level since the 1990's.



Note:

¹ The gasoline taxes are also levied on gasohol.

State Fuel Tax History:

- The first state fuel tax rate was 2 cents per gallon, established in 1924.
- Fuel tax rate increased to 3 cents per gallon in 1952.
- Fuel tax rate increased to 5 cents per gallon in 1961.
- Fuel tax rate increased to 7 cents per gallon August 13, 1972.
- Fuel tax rate increased to 11 cents per gallon effective June 1, 1987 (Proposition A).
- Fuel tax rate increased to 13 cents per gallon effective April 1, 1992.
- Fuel tax rate increased to 15 cents per gallon effective April 1, 1994.
- Fuel tax rate increased to its current rate of 17 cents per gallon effective April 1, 1996.

Federal Fuel Tax History:

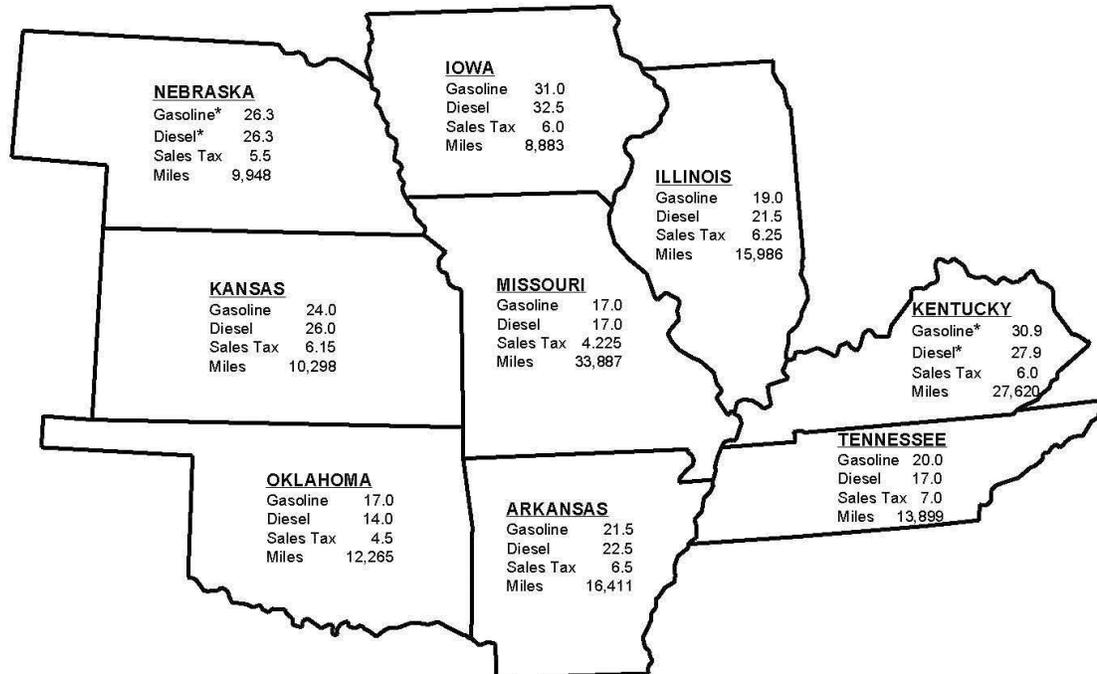
- The first federal fuel tax rate was 1 cent per gallon for both gasoline and diesel, established in 1932.
- Fuel tax rate increased to 3 cents per gallon for both gasoline and diesel in 1956.
- Fuel tax rate increased to 4 cents per gallon for both gasoline and diesel in 1959.
- Fuel tax rate increased to 9 cents per gallon for both gasoline and diesel in 1983.
- Fuel tax rate increased to 15 cents per gallon for diesel in 1984.
- Fuel tax rate increased to 9.1 cents per gallon for gasoline and 15.1 cents per gallon for diesel in 1987.
- Fuel tax rate increased to 14.1 cents per gallon for gasoline and 20.1 cents per gallon for diesel in 1990.
- Fuel tax rate increased to its current rate of 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel in 1993, with fluctuations in the rate of the tax in 1995, 1996 and 1997 with the current rate effective October 1, 1997.

Source: Prepared by MoDOT based on Federal Highway Administration data.

Transportation Facts

Comparison of Missouri's Contiguous States' Fuel Excise Tax, Sales Tax Rates and State Highway Miles

The chart below shows Missouri has one of the lowest motor fuel excise tax and state sales tax rates of any of its surrounding states. It also shows Missouri has the largest state maintained highway system miles of any of its surrounding states.



Notes:

*Rates are variable, adjusted quarterly.

Gasoline and diesel are shown in cents per gallon for non-motor carrier entities. All states listed above use the same rate for gasohol as gasoline except Iowa (29 cents).

Source: Prepared by MoDOT based on the Highway Statistics 2013 published by the Federal Highway Administration. State sales tax rates based on the Federal Tax Administration data.

Transportation Facts

Missouri Vehicle Registrations and Licensed Drivers Fiscal Year 2015

Vehicle Type	Number
Passenger Cars	3,597,056
Trucks	1,449,053
Recreational Vehicles	17,087
Buses	13,086
Motorcycles/Tricycles	156,989
Total	5,233,271

Number of licensed drivers in Missouri

Male	2,097,189
Female	2,183,249
Total	4,280,438

Source: Prepared by MoDOT based on Missouri Department of Revenue and Federal Highway Administration data.

Transportation Facts

Net Motor Fuel Gallons Taxed (Gallons in millions)

Fiscal Year	Gasoline¹	Diesel	Total	Percent change
1990	2,622	614	3,236	0.929
1991	2,633	592	3,225	-0.324
1992	2,679	604	3,283	1.781
1993	2,686	613	3,299	0.500
1994 ²	2,766	697	3,463	4.953
1995	2,796	709	3,505	1.248
1996	2,837	772	3,609	2.968
1997	2,887	782	3,669	1.631
1998	2,931	802	3,733	1.775
1999 ³	2,926	835	3,761	0.741
2000	3,056	916	3,972	5.582
2001	2,975	860	3,835	-3.441
2002	3,025	914	3,939	2.708
2003	3,083	923	4,006	1.702
2004	3,148	977	4,125	2.993
2005	3,158	1,025	4,183	1.395
2006	3,124	1,032	4,156	-0.635
2007	3,109	1,033	4,142	-0.347
2008	3,119	1,064	4,183	0.982
2009	3,068	934	4,002	-4.316
2010	3,086	946	4,032	0.750
2011	3,066	967	4,033	0.019
2012	3,025	951	3,976	-1.413
2013	2,973	946	3,919	-1.431
2014	2,969	957	3,926	0.171
2015	3,030	979	4,009	2.120

Notes:

¹ Gasoline gallons include gasohol gallons.

² Beginning January 1, 1994, the Federal government moved the collection point to the terminal. All tax exempt diesel has to be dyed.

³ Beginning January 1, 1999, the State moved the collection point to the rack (terminal). Fiscal year 2000 was the first full year of collections at the terminal.

Source: Prepared by MoDOT based on Missouri Department of Revenue month of distribution data.

Transportation Facts

The following data shows the proportionate share between MoDOT, cities and counties of the three main revenue sources: motor fuel tax, motor vehicle sales tax and the motor vehicle and driver's licensing fees. The Missouri State Highway Patrol (MSHP) and the Department of Revenue (DOR) receive appropriations from these revenues as well.

Distribution of Highway User Fees Fiscal Year 2015

Fuel Taxes Rates:

State:	Gas / Gasohol	Percent	Diesel	Percent
State-Roads & Bridges, MSHP, DOR	12.45¢	73.2%	12.45¢	73.2%
Cities ¹	2.55¢	15.0%	2.55¢	15.0%
Counties ²	2.00¢	11.8%	2.00¢	11.8%
Total State	17.00¢		17.00¢	
Federal:				
Underground Storage Tank	0.10¢	0.6%	0.10¢	0.4%
Transit Account	2.86¢	15.5%	2.86¢	11.7%
Highway Account	15.44¢	83.9%	21.44¢	87.9%
Total Federal	18.40¢		24.40¢	
TOTAL FUEL TAX RATE	35.40¢		41.40¢	

State Motor Vehicle Sales Taxes:	Sales	Percent
State-Roads & Bridges	2.960%	70.1%
State-Other Transportation Modes	0.040%	0.9%
Cities ¹	0.300%	7.1%
Counties ²	0.200%	4.7%
School District Trust Fund	0.500%	11.8%
Department of Conservation	0.125%	3.0%
Department of Natural Resources	0.100%	2.4%
TOTAL STATE TAX RATE	4.225%	

State Motor Vehicle & Drivers Licensing Fees:	Fees prior to 1/1/80	Fee Increases after 1/1/80
State-Roads & Bridges, MSHP, DOR	100%	75%
Cities ¹	-	15%
Counties ²	-	10%

Notes:

¹ City share is based on population.

² County share is based on assessed rural land valuation and rural road mileage.

Source: MoDOT.

Transportation Facts

Potential Transportation Revenue Options-Motor Fuel Tax

Yield from Increasing Gas Excise Tax ¹

	1-Cent	3-Cent	5-Cent
State (70%)	\$21,207,827	\$63,623,478	\$106,039,132
City (15%)	4,544,534	13,633,603	22,722,671
County (15%)	4,544,534	13,633,603	22,722,671
Total	\$30,296,895	\$90,890,684	\$151,484,474

Yield From Increasing Diesel Fuel Excise Tax ¹

	1-Cent	3-Cent	5-Cent
State (70%)	\$6,855,496	\$20,566,488	\$34,277,480
City (15%)	1,469,035	4,407,105	7,345,175
County (15%)	1,469,035	4,407,105	7,345,175
Total	\$9,793,566	\$29,380,698	\$48,967,830

Yield From Increasing All Motor Fuel Excise Tax ¹

	1-Cent	3-Cent	5-Cent
State (70%)	\$28,063,323	\$84,189,966	\$140,316,612
City (15%)	6,013,569	18,040,708	30,067,846
County (15%)	6,013,569	18,040,708	30,067,846
Total	\$40,090,461	\$120,271,382	\$200,452,304

Yield From Implementing Sales Tax On Motor Fuel ²

	1.0%	3.0%	5.0%
State (70%)	\$61,427,805	\$184,283,414	\$307,139,023
City (15%)	13,163,101	39,489,303	65,815,505
County (15%)	13,163,101	39,489,303	65,815,505
Total	\$87,754,007	\$263,262,020	\$438,770,033

Yield From Implementing Consumer Price Index Adjustment On Motor Fuel ^{1,3}

	Year-1	Year-2	Year-3
State (70%)	\$11,505,962	\$23,292,558	\$35,359,786
City (15%)	2,465,563	4,991,262	7,577,097
County (15%)	2,465,563	4,991,262	7,577,097
Total	\$16,437,088	\$33,275,082	\$50,513,980

Notes:

¹ Potential yields are based on fiscal year 2015 net diesel gallons taxed of 979,356,595 and net gasoline and gasohol gallons taxed of 3,029,689,472.

² Potential yields are based on the gasoline price per gallon of \$2.56 and the diesel price per gallon of \$2.55 as reported in the July 10, 2015 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

³ Potential yields are based on an annual consumer price index of 2.4 percent (15-year average).

Source: MoDOT.

Transportation Facts

Potential Transportation Revenue Options-Sales Tax

Yield From Increasing Motor Vehicle Sales Tax

	0.10%	0.25%	0.75%	1.00%
State (87.5%)	\$9,547,747	\$23,869,368	\$71,608,105	\$95,477,474
City (7.5%)	818,378	2,045,946	6,137,838	8,183,783
County (5%)	545,586	1,363,964	4,091,892	5,455,856
Total	\$10,911,711	\$27,279,278	\$81,837,835	\$109,117,113

Yield From Increasing General Sales Tax (Excludes Motor Vehicle Sales Tax)

	0.10%	0.25%	0.75%	1.00%
State (100%)	\$67,145,436	\$167,863,589	\$503,590,766	\$671,454,355
City (0%)	0	0	0	0
County (0%)	0	0	0	0
Total	\$67,145,436	\$167,863,589	\$503,590,766	\$671,454,355

Yield From Increasing General Sales Tax (Includes Motor Vehicle Sales Tax)

	0.10%	0.25%	0.75%	1.00%
State (98.3%)	\$76,693,183	\$191,732,957	\$575,198,871	\$766,931,829
City (1.0%)	818,378	2,045,946	6,137,838	8,183,783
County (0.7%)	545,586	1,363,964	4,091,892	5,455,856
Total	\$78,057,147	\$195,142,867	\$585,428,601	\$780,571,468

Source: Prepared by MoDOT based on fiscal year 2015 receipts.

Transportation Facts

Potential Transportation Revenue Options-Motor Vehicle and Driver Licensing Fees and Alternative Fuel Decal Fees

Yield From Increasing All Passenger Car Fees

	\$5.00	\$10.00	\$25.00	\$30.00
State (75%)	\$13,488,960	\$26,977,920	\$67,444,800	\$80,933,760
City (15%)	2,697,792	5,395,584	13,488,960	16,186,752
County (10%)	1,798,528	3,597,056	8,992,640	10,791,168
Total	\$17,985,280	\$35,970,560	\$89,926,400	\$107,911,680

Yield From Increasing All Truck & Bus Fees

	\$5.00	\$10.00	\$25.00	\$30.00
State (75%)	\$5,483,021	\$10,966,042	\$27,415,106	\$32,898,127
City (15%)	1,096,604	2,193,209	5,483,021	6,579,626
County (10%)	731,070	1,462,139	3,655,348	4,386,417
Total	\$7,310,695	\$14,621,390	\$36,553,475	\$43,864,170

Yield From Increasing Driver Licensing Fees

	\$5.00	\$10.00	\$25.00	\$30.00
State (75%)	\$3,978,828	\$7,957,657	\$19,894,143	\$23,872,972
City (15%)	795,766	1,591,532	3,978,829	4,774,595
County (10%)	530,511	1,061,021	2,652,553	3,183,063
Total	\$5,305,105	\$10,610,210	\$26,525,525	\$31,830,630

Yield From Increasing Alternative Fuel Decal Fees

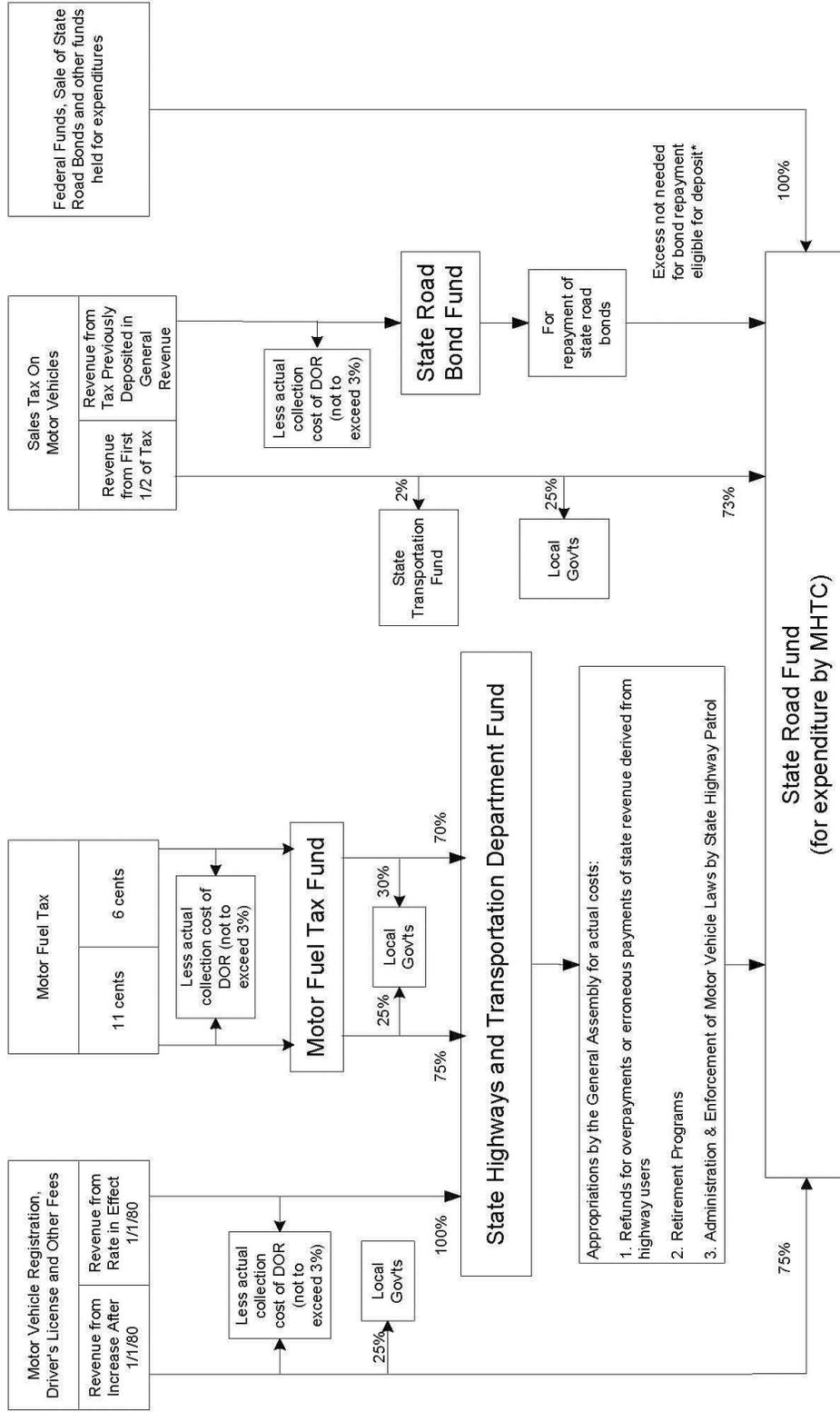
	10.00%	20.00%	30.00%	40.00%
State (75%)	\$28,564	\$57,128	\$85,692	\$114,258
City (15%)	5,713	11,426	17,139	22,851
County (10%)	3,809	7,617	11,426	15,234
Total	\$38,086	\$76,171	\$114,257	\$152,343

Source: Prepared by MoDOT based on Missouri Department of Revenue passenger car, truck and bus registrations and driver license renewal information. Alternative fuel decal fee data is based on fiscal year 2015 revenue received.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION (MHTC)

Road and Bridge Funding - Summary

(Effective 7/15/2013)



*Requires certification by the Commissioner of Administration and the Missouri Highways and Transportation Commission.

Source: MoDOT



Missouri Department of Transportation
Financial Services Division
573.526.8106
www.modot.org
1-888-ASK-MODOT

Appendix J

CAMPO TIP 2016-2020

And

CATSO TIP 2016-2019

Transportation Improvement Program

Program Years 2016 - 2020

July 1, 2015 – June 30, 2020

Amended July 15, 2015



The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration in cooperation with the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this report are not necessarily those of the Federal Highway Administration, Federal Transit Administration, or the Missouri Department of Transportation.

Individuals should contact the ADA Coordinator at (573) 634-6570 to request accommodations or alternative formats as required under the Americans with Disabilities Act. Please allow three business days to process the request.

CAMPO Title VI Nondiscrimination Policy

The Capital Area Metropolitan Planning Organization is committed to the policy that no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity on the grounds of race, color, sex, age, disability or national origin, in accordance with Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259).

Administration of the Capital Area MPO is provided by the City of Jefferson
Department of Planning and Protective Services
Room 120 John G. Christy Municipal Building
320 East McCarty St., Jefferson City, Missouri 65101
Phone: (573) 634-6410 Fax: (573) 634-6457
http://www.jeffersoncitymo.gov/government/long_range_transportation_plan/

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CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2015-06

**A RESOLUTION ADOPTING THE
2016-2020 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
JEFFERSON CITY URBANIZED AREA**

WHEREAS, the Board of Directors of the Capital Area Metropolitan Planning Organization (CAMPO) is the Executive Body of the metropolitan planning organization designated by the Governor of the State of Missouri for the Jefferson City Urbanized Area, and responsible for carrying out the provisions of Section 134 Title 23 U.S. Code and Section 5303 Title 49 U.S. Code; and

WHEREAS, the federal regulations for Metropolitan Transportation Planning and Programming, as specified in 23 CFR Part 450.324, requires that CAMPO develop a Transportation Improvement Program as part of the continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, the Transportation Improvement Program has been developed in compliance with approved procedures and processes, and is consistent with the CAMPO Metropolitan Transportation Plan; and

WHEREAS, the Technical Committee endorsed the Program Year 2016-2020 Transportation Improvement Program and recommend its approval and adoption.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Capital Area Metropolitan Planning Organization hereby approves and adopts the 2016-2020 Transportation Improvement Program.

Adopted this 20th day of May.



Jeff Hoelscher, Chairman

Attest:



Anne Stratman, Administrative Assistant

CAMPO Board of Directors

Chairman – Jeff Hoelscher, Eastern District Commissioner, Cole County

Vice-Chairman – Bob Scrivner, City Council Member, Jefferson City

Jefferson City

Larry Henry, City Council Member

Ken Hussey, City Council Member

Janice McMillan, AICP, Director, Planning & Protective Services

J. Rick Mihalevich, City Council Member

Matt Morasch P.E., Director of Public Works

Cole County

Larry Benz, P.E. Director of Public Works

Callaway County

Brian Crane, City Administrator of Holts Summit

Small City Representative

Doug Reece, City Administrator of St. Martins

Missouri Department of Transportation

David Silvester, P.E., District Engineer

Ex-Officio Members

Randall Allen, Jefferson City Area Chamber of Commerce

Jeremiah Shuler, Federal Transit Administration, Region VII

Dion Knipp, Missouri Department of Transportation, Transit Section

Cathy Brown, Office of Administration, Facilities Management, Design and Construction

Michael Henderson, AICP, Missouri Department of Transportation, Transportation Planning

Michael Latuszek, AICP, Federal Highway Administration, Missouri Division

Bruce Hackmann, Callaway County Economic Development

Technical Committee

Chairman – Janice McMillan, AICP, Director, Planning and Protective Services, City of Jefferson

Vice-Chairman – Eric Landwehr, P.E., County Engineer

City of Jefferson

Eric Barron, AICP, Senior Planner, Planning Division

Ron Craft, Director, Airport Division

Bill Lockwood, Director, Parks, Recreation & Forestry

Matt Morasch P.E., Director of Public Works

David Bange, P.E., Engineering Supervisor, Dept. of Public Works

Mark Mehmert, Director, Transit Division

Sonny Sanders, AICP, GISP, PTP, Senior Transportation Planner

Cole County

Larry Benz, P.E., Director of Public Works

Small City Representative

Brian Crane, City Administrator, City of Holts Summit

Callaway County

Paul Winkelmann, P.E., County Highway Administrator

Missouri Department of Transportation

Steve Engelbrecht, P.E., District Planning Manager

Michael Henderson, AICP, Transportation Planning Specialist

Bob Lynch, P.E., Area Engineer

Private Transportation Interest

Joe Scheppers, N.H. Scheppers Distributing Company.

Ex-Officio Members:

Jeremiah Shuler, Federal Transit Administration, Region VII

Michael Latuszek, AICP, Federal Highway Administration: Missouri Division

CAMPO Staff

Janice McMillan, AICP – Director, Planning & Protective Services

Sonny Sanders, AICP, GISP, PTP – Senior Transportation Planner

Alex Rotenberry - Transportation Planner

Anne Stratman – Administrative Assistant

requiring action by the FHWA or the FTA are required to be included in the TIP. The TIP is updated annually by CAMPO in cooperation with the Missouri Department of Transportation and local public transportation operators.

Public Participation

CAMPO seeks active and meaningful involvement of the public and interested parties in the development and update of transportation plans and programs, including the TIP. All meetings of the CAMPO Technical Committee and Board of Directors are open to the public. All meeting agendas and minutes are available on the internet or upon request. CAMPO provides all interested parties and the public with a reasonable opportunity to comment on the proposed TIP as required by federal law. Reasonable opportunity to comment and participate on the proposed TIP is made following the policies in the CAMPO Public Participation Plan located on the CAMPO website at http://www.jeffersoncitymo.gov/government/long_range_transportation_plan/public_participation.php. The approved TIP is available for review several locations throughout the CAMPO planning area as outlined in the Public Participation Plan.

JEFFTRAN is the public transit provider for the City of Jefferson and OATS, Inc. is a not-for-profit 501(c)3 corporation providing specialized transportation for senior citizens, people with disabilities and the rural general public in 87 Missouri counties. Federal Transit Administration recipients of certain categories of funds, JEFFTRAN and OATS, Inc. must follow a public participation plan. The FTA allows a grantee, e.g., JEFFTRAN and OATS, Inc. to rely on locally adopted public participation plans for the submittal of their projects in lieu of a separate “Program of Projects” (POP) if the grantee has coordinated with CAMPO and ensured that the public is aware that the CAMPO’s plan is being used to satisfy the POP public participation requirements. Both JEFFTRAN and OATS, Inc. meets this coordination and public awareness criteria CAMPO’s Public Participation Plan satisfies the Federal Transit Administration’s requirement of public participation for their “Program of Projects.”

Project Selection

Transportation projects, funded by direct allocation of Federal funds to a project sponsor, award of Federal funds via competitive grant, or wholly funded by the sponsor, are selected by the agency having jurisdiction over the project using their own criteria and submitted to the CAMPO Board of Directors for inclusion in the TIP. Transportation projects included within the TIP should be consistent with investment strategies discussed in the Metropolitan Transportation Plan.

Transportation projects, funded by sub-allocated Federal funds directly to CAMPO or otherwise made available for programming at the discretion of CAMPO, are selected based on competitive process approved by the CAMPO Board of Directors. This process involves a call for projects, ranking based on CAMPO priorities by staff, and review by the CAMPO Technical Committee, prior to being forwarded to the CAMPO Board of Directors for a vote of approval. The ranking process has unique evaluation criteria for different categories of projects – roadway/intersection, bridge, non-motorized, transit, and ‘other.’

TIP Development

The TIP is updated every year and covers 5 years starting July 1, 2015. TIP development begins with a verification of status of projects in the current TIP, solicitation of new projects, and request for budget information from local jurisdictions. Local transit providers are also requested to provide information needed to develop their “Program of Projects” for inclusion into the TIP. CAMPO staff, with support from the Technical Committee, MoDOT, FHWA, and FTA, develop the financial plan, project listings, maintenance and operations, and other components of the TIP.

Once a draft TIP is developed, it is presented to the Technical Committee for review and recommendation to the Board of Directors. A 25 day public comment period and public hearing are held prior to the Board of Directors approval of the TIP. The Board then requests approval of the TIP by the Governor. More information about public involvement activities can be found in the CAMPO Public Participation Plan http://www.jeffersoncitymo.gov/government/long_range_transportation_plan/public_participation.php.

TIP Amendments and Administrative Modifications

Between TIP updates, if projects need to be added, removed or changed, the TIP can be changed either by amendment or administrative modifications. Definitions of an amendment or an administrative modification, and information about public participation, notifications, and other procedures regarding amendments and administrative modifications, can be found in Appendix C – Policies and Procedures of this document. Appendix A contains a listing of amendments and administrative modifications that have occurred to this document.

Previous Projects

The TIP will include a listing of major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects. Major projects are defined as transportation improvement projects receiving Federal financial assistance with an estimated total cost of \$500 million or more or that have been identified by the FHWA as being a major project. No major projects were implemented, and no significant delays or projects from the previous TIP have been identified.

Annual Listing of Obligated Projects

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that CAMPO publish an annual listing of federally obligated projects. The Annual Listing of Projects is an index of projects which used Federal funds that were obligated in the preceding TIP program year. Obligated projects are consistent with the funding categories identified in the TIP.

An obligation is the Federal government’s legal commitment to pay the Federal share of a project’s cost. An obligated project is one that has been authorized and funds have been obligated by a Federal agency. Obligated projects are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. For Federal Transit Administration projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration projects,

obligation occurs when a project agreement is executed and the State/grantee requests that the funds be obligated.

CAMPO publishes the Annual Listing of Obligated Projects yearly within 90 days of the previous TIP's program year. The Annual Listing of Obligated Projects is posted on the CAMPO website at http://www.jeffersoncitymo.gov/government/long_range_transportation_plan/campo_plans_and_publications.php.

Air Quality Designation

The United States Environmental Protection Agency has designated the CAMPO Metropolitan Planning Area as being in attainment for Ozone, Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Small Particulate Matter (PM-2.5) Lead, and Sulfur Dioxide (SO₂).

Financial Plan

The TIP includes a financial plan that demonstrates how the approved TIP can be implemented, and indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP. In developing the TIP, CAMPO, MoDOT, and public transportation operators cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation. Only projects for which construction or operating funds can reasonably be expected to be available may be included. In developing the financial plan, CAMPO takes into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

Forecast Revenue Available for Transportation Funding

Federal funding forecasts, provided by MoDOT based on published notices in the Federal Register, estimate fiscal year authorization levels by the FHWA and FTA under Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), (MAP-21) the current highway act. Appendix B briefly describes most of the MAP – 21 Federal transportation programs which could fund projects in the CAMPO planning area.

For Federally-funded projects, the TIP must identify the appropriate “matching funds” by source. The matching funds are usually provided by state and local governments. State revenue forecasts are also provided by MoDOT based on historical data of the State Fuel Tax, State Vehicle Sales and Use Tax and General Revenue.

Local revenue forecast from the County Aid Road Trust (State Fuel Tax and State Vehicle Sales and Use Tax) for each jurisdiction are based on past distributions and are assumed to continue a trend of a 2 percent inflation rate. The City of Jefferson has a ½ cent sales tax to support its Capital Improvement

Program and a ½ cent sales tax for Parks and Recreation, which supports greenways and other non-motorized transportation activities. The City of Jefferson has provided its own future revenue projections from these sources. Cole County has a ½ sales tax to support its Capital Improvement Program and a real property tax levy of \$0.27 earmarked for Road & Bridges. All small cities get \$100,000 every five years from Cole County. Callaway County has a real property tax levy of \$0.2466 earmarked for Road & Bridges.

Outlined in Table 1 are local forecasts of revenue sources for over the life of the TIP available for transportation projects, operations and maintenance.

Table 1 – Forecast Revenue for Transportation projects, Operations and Maintenance.

Available Local Transportation Funds							
<i>Callaway County</i>	2016	2017	2018	2019	2020	Total	
County Aid Road Trust - State Fuel Tax	\$ 1,592,563	\$ 1,624,414	\$ 1,656,902	\$ 1,690,040	\$ 1,723,841	\$ 8,287,760	
Property Tax - Road & Bridge (\$0.2466 levy)	\$ 1,833,924	\$ 1,833,924	\$ 1,833,924	\$ 1,833,924	\$ 1,833,924	\$ 9,169,619	
Payment in Lieu of Taxes, Sale of Equipment, Misc.	\$ 1,728,649	\$ 1,728,649	\$ 1,728,649	\$ 1,728,649	\$ 1,728,649	\$ 8,643,245	
Transfer from general revenue	\$ 69,552	\$ 69,552	\$ 69,552	\$ 69,552	\$ 69,552	\$ 347,760	
<i>Cole County</i>							
County Aid Road Trust - State Fuel Tax	\$ 1,140,408	\$ 1,163,216	\$ 1,186,481	\$ 1,210,210	\$ 1,234,415	\$ 5,934,730	
Sales Tax	\$ 4,800,000	\$ 4,800,000	\$ 4,800,000	\$ 4,800,000	\$ 4,800,000	\$ 24,000,000	
Property Tax - Road & Bridge (\$0.27 levy)	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 18,750,000	
Motor Vehicle Sales Tax	\$ 285,000	\$ 285,000	\$ 285,000	\$ 285,000	\$ 285,000	\$ 1,425,000	
<i>Holts Summit</i>							
County Aid Road Trust - State Fuel Tax	\$ 124,126	\$ 126,609	\$ 129,141	\$ 131,724	\$ 134,358	\$ 645,957	
Sales Tax	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 550,000	
Sales Tax	\$ 41,000	\$ 41,000	\$ 41,000	\$ 41,000	\$ 41,000	\$ 205,000	
County Road and Bridge	\$ 20,000	\$ 20,000				\$ 40,000	
<i>City of Jefferson</i>							
County Aid Road Trust - State Fuel Tax	\$ 1,646,822	\$ 1,679,758	\$ 1,713,354	\$ 1,747,621	\$ 1,782,573	\$ 8,570,128	
Sales Tax - 1/2% Parks Sales Tax	\$ 4,951,878	\$ 4,951,878	\$ 4,951,878	\$ 4,951,878	\$ 4,951,878	\$ 24,759,390	
Sales Tax - 1/2% Capital Improvement (Expires March 2017)	\$ 3,080,000	\$ 3,080,000				\$ 6,160,000	
<i>City of Jefferson - JEFFTRAN</i>							
Passenger Fares & Misc.	\$ 223,193	\$ 229,889	\$ 236,785	\$ 243,889	\$ 251,205	\$ 1,184,961	
<i>Lake Mykee</i>							
County Aid Road Trust - State Fuel Tax	\$ 13,380	\$ 13,647	\$ 13,920	\$ 14,199	\$ 14,483	\$ 69,628	
<i>St. Martins</i>							
County Aid Road Trust - State Fuel Tax	\$ 43,580	\$ 44,451	\$ 45,340	\$ 46,247	\$ 47,172	\$ 226,791	
General Revenue Funds	\$ 205,600	\$ 205,600	\$ 205,600	\$ 205,600	\$ 205,600	\$ 1,028,000	
Sales Tax - 1/2% Capital Improvement*	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000	
<i>Taos</i>							
County Aid Road Trust - State Fuel Tax	\$ 33,564	\$ 34,235	\$ 34,920	\$ 35,618	\$ 36,331	\$ 174,669	
Sales Tax - 1/2% Capital Improvement*	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000	
<i>Wardsville</i>							
County Aid Road Trust - State Fuel Tax	\$ 57,571	\$ 58,723	\$ 59,897	\$ 61,095	\$ 62,317	\$ 299,603	
Sales Tax - 1/2% Capital Improvement*	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000	
<i>OATS</i>							
Passenger Fares, Misc.	\$ 3,384	\$ 3,417	\$ 3,452	\$ 3,486	\$ 3,521	\$ 17,259	
Total Local Funds							\$ 120,789,501
Total Transportation Funds Available							
Note: County Aid Road Trust includes State Fuel Tax, Vehicle Sales/Use Tax and Licensing Fees.							
* This is distributed from Cole County							
http://dor.mo.gov/publicreports/index.php#motorfuel							
CART Funds based on 2014 numbers from MoDOT. There is a conservative two (2) percent increase per year, based on historical numbers.							

In the past, local governments have used general revenue and other sources of revenue as they deemed appropriate to match transportation grants awarded. It is not uncommon, nor difficult, for local jurisdictions to transfer funds from one account to another at their discretion.

Table 2 shows the total programmed project funds and available project funds by source. The project costs have inflation factored in by each project sponsor. The instructions on the form used to submit a project for inclusion in the TIP reminds the project sponsor to take inflation into account when estimating the project's cost. Since the last iteration of the Metropolitan Transportation Plan, the inflation factor for the TIP has been set as 3 percent.

Table 2 – Programmed and Available Funds by Source.

		Programmed Funds						Available Funds						
Federal		2016	2017	2018	2019	2020	Total	2016	2017	2018	2019	2020	Total	
FHWA	NHPP	\$17,798,400	\$4,000	\$4,000	\$858,000	\$0	\$18,664,400	\$17,798,400	\$4,000	\$4,000	\$858,000	\$0	\$18,664,400	
FHWA	HSIP	\$4,000	\$0	\$0	\$0	\$0	\$4,000	\$4,000	\$0	\$0	\$0	\$0	\$4,000	
FHWA	STP	\$55,640	\$1228,400	\$10,000	\$10,000	\$10,000	\$1774,040	\$55,640	\$1228,400	\$10,000	\$10,000	\$10,000	\$1774,040	
FHWA	TAP	\$468,552	\$0	\$0	\$0	\$0	\$468,552	\$468,552	\$0	\$0	\$0	\$0	\$468,552	
FHWA	SHRP2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FHWA	RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA	5307	\$842,551	\$867,827	\$893,862	\$920,678	\$948,298	\$4,473,216	\$842,551	\$867,827	\$893,862	\$920,678	\$948,298	\$4,473,216	
FTA	5310	\$158,126	\$0	\$0	\$0	\$0	\$158,126	\$158,126	\$0	\$0	\$0	\$0	\$158,126	
FTA	5311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA	5316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA	5329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA	5339	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$0	\$0	\$0	\$40,000	\$0	\$40,000	
State														
MoDOT	MPEN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
MoDOT	Safety	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$1,000	
MoDOT	State Operating	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000	
MoDOT	SWIMB	\$2,313,200	\$0	\$0	\$0	\$0	\$2,313,200	\$2,313,200	\$0	\$0	\$0	\$0	\$2,313,200	
MoDOT	TCOS	\$12,429,900	\$17,215,100	\$11,531,500	\$6,123,500	\$2,500	\$47,302,500	\$12,429,900	\$17,215,100	\$11,531,500	\$6,123,500	\$2,500	\$47,302,500	
Local														
Jefferson City		\$1,906,726	\$1,108,235	\$1,144,882	\$1,175,727	\$12,109,999	\$6,543,168	\$1,906,726	\$1,108,235	\$1,144,882	\$1,175,727	\$12,109,999	\$6,543,168	
Cole County		\$720,330	\$0	\$0	\$0	\$0	\$720,330	\$720,330	\$0	\$0	\$0	\$0	\$720,330	
Oats		\$30,000	\$0	\$0	\$8,000	\$0	\$38,000	\$30,000	\$0	\$0	\$8,000	\$0	\$38,000	
Holts Summit		\$68,638	\$0	\$0	\$0	\$0	\$68,638	\$68,638	\$0	\$0	\$0	\$0	\$68,638	
St. Martins		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other		\$381,000	\$381,000	\$381,000	\$383,000	\$381,000	\$1,907,000	\$381,000	\$381,000	\$381,000	\$383,000	\$381,000	\$1,907,000	
Yearly Totals		\$37,648,062	\$20,814,563	\$13,971,844	\$9,528,905	\$2,562,797	\$84,526,171	\$37,648,062	\$20,814,563	\$13,971,844	\$9,528,905	\$2,562,797	\$84,526,171	
Total Programmed Total							\$84,526,171	Total Available Funds						\$84,526,171

Operations and Maintenance - MoDOT

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 2020.

This would make MoDOT's cost \$6,534.55 (\$6,500) per lane mile.

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

Assumptions

Maintenance Operations	\$456,740*
Fleet Investments	\$ 22,150*
Capital Improvements Investments	\$ 7,200*
IS Investments	\$ 20,000*
Total	\$505,090

(dollars in thousands)

Lane miles 77,295.38**

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

** Source: Official 2012 State System Mileage

Operations and Maintenance - Local Government

Local revenue sources for operations and maintenance include state fuel tax, state vehicles sales/use tax, local sales taxes, franchise fees, license and permit fees, property taxes, and other revenue sources that provide significant resources for local general fund and specific funding of transportation. Not all taxes and fees go to transportation, so the local jurisdiction usually will identify a budget specifically for transportation purposes, such as capital improvements, Road and Bridge funds, transit operating subsidies, road and street budgets, or operations and maintenance budgets.

The operations and maintenance costs for local governments include salaries, fringe benefits, materials, and equipment needed to deliver the street and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as sealing, small concrete repairs, pothole patching, mowing, snow removal, replacing signs, striping, and repairing traffic signals. These activities may be performed in-house or outsourced.

Local government operations and maintenance on federal aid roads calculated for the system wide average of operations & maintenance per centerline mile is \$12,071 and \$5,957 per lane mile plus 3 percent per year out to FY 2020, as determined by consultation with engineering and technical staff of the local jurisdictions. Table 3 shows the various roadway types in CAMPO's MPA and the governing body that is responsible for maintenance.

Table 3 - Federal Aid Road Mileage by Jurisdiction.

	Urban Other Freeway Express way	Urban Other Principal Arterial	Urban Minor Arterial	Urban Collector	Rural Other Principal Arterial	Rural Minor Arterial	Rural Major Collector	Federal Aid Highway Miles	Percent of Total by Jurisdiction
Callaway County			2.3	2.9		0.9		6.1	2.89%
Cole County			3.6	5.9			4.6	14.1	6.63%
Holts Summit			3.1	4.1			0.5	7.6	3.61%
City of Jefferson*		4.3	37.4	23.6				65.3	30.83%
MoDOT	34.6	8.7	18.2	11.9	5.4	5.3	32.7	116.8	55.13%
Lake Mykee								0.0	0.00%
St. Martins			1.5	0.5				1.9	0.91%
Taos								0.0	0.00%
Wardsville								0.0	0.00%
Total (Functional Class)	34.6	13.0	66.1	48.8	5.4	6.3	37.8	211.9	100.00%
Percent (Functional Class)	16.3%	6.1%	31.2%	23.0%	2.5%	3.0%	17.8%		

*Includes Parks & Rec. and Interim

Source: CAMPO Functional Classification GIS Database.

In addition to the local government operations and maintenance previously discussed, JEFFTRAN expenses also cover fleet repair/maintenance, repairing/replacing bus shelters, bus washing, bus maintenance facilities, public restrooms, and fuel. Table 4 shows the estimated expenditures for transit operations and maintenance.

Table 4 - JEFFTRAN Estimated Expenditures for Operations & Maintenance.

	2016	2017	2018	2019	2020
FTA - Section 5307	\$867,827	\$893,862	\$920,679	\$948,300	\$976,749
City of Jefferson - Local Operating Assistance	\$1,132,048	\$1,178,218	\$1,226,272	\$1,276,285	\$1,328,338
MoDOT - State Operating Assistance	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Passenger Fares and Misc.	\$381,000	\$381,000	\$381,000	\$381,000	\$381,000
Total	\$2,390,875	\$2,463,081	\$2,537,950	\$2,615,584	\$2,696,087

Operations and Maintenance revenue and expenditures are based on the most recently available budgets and apply the inflation factor of 3 percent for FTA and City of Jefferson funding sources.

Financial Constraint

To exhibit financial constraint, a financial plan should address three questions:

- 1) What will the needs for transportation in the CAMPO planning area cost?

The needs are identified by project in the following section and costs are summarized by funding source in Table 1.

2) What revenues are available that can be applied to the needs?

Specific revenues available to meet the needs are identified in Table 1 - Forecast Revenue for Transportation projects, Operations and Maintenance, by jurisdiction and source.

3) Are the revenues sufficient to cover the costs?

As shown in Table 2 – Programmed and Available Funds by Source, programmed fund amounts equal anticipated fund amounts. For many jurisdictions as shown in Table 1, available funds exceed the amounts of revenues required to fund programmed projects.

Fiscally Constrained Transportation Projects

Bridge Projects													
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30					Future	Totals		
		Source	Category		2016	2017	2018	2019	2020				
Project Name:	Dix Road Bridge Improvements	ENGLISH	FHWA	NHPP	\$ 6,000	\$2,000	\$4,000	\$4,000	\$54,000		\$79,000		
MoDOT#	2013-05		MoDOT	TCOS	\$4,000	\$1,000	\$1,000	\$1,000	\$4,000		\$21,000		
TIP #	2013-05		Local								\$0		
MoDOT#	5P3015		Other								\$0		
Description & Location:	Various types to improvements to the Dix Rd. bridge over US 50.		Roadway	FHWA							\$0		
			MoDOT							\$0			
			Local							\$0			
			Other							\$0			
		CONSTRUCTION	FHWA	NHPP				\$804,000			\$804,000		
Comments:	Involves bridge number A1187		MoDOT	TCOS				\$200,000			\$200,000		
			Local								\$0		
			Other								\$0		
Total Project Cost: \$1,104,000					Total	\$ 9,000	\$3,000	\$5,000	\$5,000	\$1072,000	\$0	\$0	\$1,040,000
MoDOT													
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30					Future	Totals		
		Source	Category		2016	2017	2018	2019	2020				
Project Name:	US 54/63 Bridge Painting & Maintenance	ENGLISH	FHWA	NHPP	\$64,000	\$701,600					\$765,600		
MoDOT#	2013-24		MoDOT	SWIMB	\$ 6,000	\$75,400					\$81,400		
TIP #	2013-24		Local								\$0		
MoDOT#	5P2189		Other		\$5,000						\$5,000		
Description & Location:	Bridge painting and maintenance in the westbound lanes over the Missouri River bridge in Jefferson City, involving bridge number L0550.		Roadway	FHWA							\$0		
			MoDOT							\$0			
			Local							\$0			
			Other							\$0			
		CONSTRUCTION	FHWA	NHPP		\$6,819,200					\$6,819,200		
Comments:			MoDOT	SWIMB		\$1704,800					\$1704,800		
			Local								\$0		
			Other								\$0		
Total Project Cost: \$9,486,000					Total	\$85,000	\$9,401,000	\$0	\$0	\$0	\$0	\$0	\$9,486,000
MoDOT													
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30					Future	Totals		
		Source	Category		2016	2017	2018	2019	2020				
Project Name:	US 54/63 Bridge Scour Mitigation	ENGLISH	FHWA	NHPP	\$24,000	\$134,000					\$158,000		
MoDOT#	2013-23		MoDOT	SWIMB	\$6,000	\$33,000					\$39,000		
TIP #	2013-23		Local								\$0		
MoDOT#	5P2189B		Other								\$0		
Description & Location:	Scour mitigation at the Missouri River bridge in Jefferson City, involving bridge number L0550.		Roadway	FHWA							\$0		
			MoDOT							\$0			
			Local							\$0			
			Other							\$0			
		CONSTRUCTION	FHWA	NHPP		\$1,600,000					\$1,600,000		
Comments:			MoDOT	SWIMB		\$400,000					\$400,000		
			Local								\$0		
			Other								\$0		
Total Project Cost: \$2,197,000					Total	\$30,000	\$2,167,000	\$0	\$0	\$0	\$0	\$2,197,000	
MoDOT													
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30					Future	Totals		
		Source	Category		2016	2017	2018	2019	2020				
Project Name:	State System Bridge Inspection	ENGLISH	FHWA	STP	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000		\$40,000		
MoDOT#	2015-03		MoDOT	TCOS	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000		\$10,000		
TIP #	2015-03		Local								\$0		
MoDOT#			Other								\$0		
Description & Location:	State Bridge Inspection Program for on-system bridges at various locations throughout the MPO.		Roadway	FHWA							\$0		
			MoDOT							\$0			
			Local							\$0			
			Other							\$0			
		CONSTRUCTION	FHWA							\$0			
Comments:			MoDOT								\$0		
			Local								\$0		
			Other								\$0		
Total Project Cost: \$50,000					Total	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$50,000
MoDOT													
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30					Future	Totals		
		Source	Category		2016	2017	2018	2019	2020				
Project Name:	Non-State System Bridge Inspection	ENGLISH	FHWA	STP	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000		\$10,000		
MoDOT#	2014-04		MoDOT	TCOS	\$500	\$500	\$500	\$500	\$500		\$2,500		
TIP #	2014-04		Local								\$0		
MoDOT#			Other								\$0		
Description & Location:	Non-State System Bridge Inspection Program for off-system bridges at various locations throughout the MPO.		Roadway	FHWA							\$0		
			MoDOT							\$0			
			Local							\$0			
			Other							\$0			
		CONSTRUCTION	FHWA							\$0			
Comments:			MoDOT								\$0		
			Local								\$0		
			Other								\$0		
Total Project Cost: \$12,500					Total	\$0	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$0	\$12,500

Roadway Projects												
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30					Totals		
		Source	Category		2016	2017	2018	2019	2020		Future	
Project Name:	US 50 Pavement Improvements	EN G	FHWA							\$0		
TIP #	2013-03		MoDOT	TCOS	\$3,000	\$4,000					\$7,000	
MoDOT#	5P3007		Local								\$0	
Description & Location: Pavement improvements on the EB and WB lanes from east of Truman Boulevard to west of Dix Road.		RO W	MoDOT	TCOS (AC)	\$10,000	\$58,000					\$68,000	
			FHWA								\$0	
			MoDOT									\$0
			Local									\$0
Comments: Length: 2.47 miles. Anticipated Federal Funding Category - NHPP.		CO N S	Other								\$0	
			FHWA									\$0
			MoDOT	TCOS		\$229,000						\$229,000
			Local									\$0
Total Project Cost:	\$1,229,000	T	MoDOT	TCOS (AC)		\$95,000				\$95,000		
		Total		\$3,000	\$126,000	\$0	\$0	\$0	\$0	\$0	\$129,000	

Roadway Projects												
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30					Totals		
		Source	Category		2016	2017	2018	2019	2020		Future	
Project Name:	US 50 Pavement Improvements	EN G	FHWA							\$0		
TIP #	2013-04		MoDOT	TCOS	\$4,000	\$21,000					\$25,000	
MoDOT#	5P3014		Local								\$0	
Description & Location: Pavement improvements from west of Dix Road to east of Clark Avenue in Jefferson City.		RO W	MoDOT	TCOS (AC)	\$10,000	\$80,000					\$90,000	
			FHWA								\$0	
			MoDOT									\$0
			Local									\$0
Comments: Length: 3.96 miles. Anticipated Federal Funding Category - NHPP.		CO N S	Other								\$0	
			FHWA									\$0
			MoDOT	TCOS		\$268,000						\$268,000
			Local									\$0
Total Project Cost:	\$1,457,000	T	MoDOT	TCOS (AC)		\$1074,000				\$1074,000		
		Total		\$4,000	\$1443,000	\$0	\$0	\$0	\$0	\$0	\$1457,000	

Roadway Projects												
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30					Totals		
		Source	Category		2016	2017	2018	2019	2020		Future	
Project Name:	Business 50 Pavement Improvements	EN G	FHWA							\$0		
TIP #	2013-06		MoDOT	TCOS	\$3,000	\$3,000					\$6,000	
MoDOT#	5S3005		Local								\$0	
Description & Location: Pavement improvements from Stoneridge Parkway to near US 50 in Jefferson City.		RO W	MoDOT	TCOS (AC)	\$5,000	\$52,000					\$57,000	
			FHWA								\$0	
			MoDOT									\$0
			Local									\$0
Comments: Length: 2.44 miles. Anticipated Federal Funding Category - NHPP.		CO N S	Other								\$0	
			FHWA									\$0
			MoDOT	TCOS		\$172,000						\$172,000
			Local									\$0
Total Project Cost:	\$932,000	T	MoDOT	TCOS (AC)		\$687,000				\$687,000		
		Total		\$8,000	\$924,000	\$0	\$0	\$0	\$0	\$0	\$932,000	

Roadway Projects											
City of Jefferson		Funding		Prior Funding	State Fiscal Year - July 1 to June 30					Totals	
		Source	Category		2016	2017	2018	2019	2020		Future
Project Name:	Stadium & US 54 Intersection Improvements	EN G	FHWA	STP	\$289,360						\$289,360
TIP #	2013-15		MoDOT								\$0
MoDOT#			Local	1/2% Sales Tax	\$72,340						\$72,340
Description & Location: Highway 54/Jefferson/Stadium Boulevard, Stadium/Monroe & US 54/Christy Dr. Access, Capacity, and Safety Improvements.		RO W	Local	1/2% Sales Tax	\$100,000						\$100,000
			Local	1/2% Sales Tax	\$100,000						\$100,000
			FHWA	STP		\$497,640					\$497,640
			MoDOT								
Comments: Local funding is from 1/2% Jefferson City Capital Improvement sales tax and Cole County 1/2% sales tax		CO N S	Local	1/2% Sales Tax		\$720,330					\$720,330
			Local	1/2% Sales Tax		\$720,330					\$720,330
			Total Project Cost:	\$2,500,000	Total		\$561,700	\$1,938,300	\$0	\$0	\$0

Roadway Projects												
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30					Totals		
		Source	Category		2016	2017	2018	2019	2020		Future	
Project Name:	MO 94 Improvements	EN G	FHWA							\$0		
TIP #	2013-22		MoDOT	TCOS	\$6,000	\$105,000					\$111,000	
MoDOT#	5S3049		Local								\$0	
Description & Location: Pavement and shoulder improvements from east of Route 54 in Callaway County to 0.2 mile east of Bluffton Road in Montgomery County		RO W	MoDOT	TCOS (AC)	\$23,000	\$48,000					\$441,000	
			FHWA								\$0	
			MoDOT	TCOS	\$1,000							\$1,000
			Local									\$0
Comments: Anticipated Federal Funding Category - STP.		CO N S	MoDOT	TCOS (AC)	\$4,000						\$4,000	
			FHWA									\$0
			MoDOT	TCOS		\$940,000						\$940,000
			Local									\$0
Total Project Cost:	\$5,259,000	T	MoDOT	TCOS (AC)		\$3,762,000				\$3,762,000		
		Total		\$34,000	\$5,225,000	\$0	\$0	\$0	\$0	\$0	\$5,259,000	

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Scoping Routes M, B & W	FHWA	Safety	\$28,000	\$4,000						\$32,000
TIP #	2013-16	MoDOT	Safety	\$7,000	\$1,000						\$8,000
MoDOT#	5S2234	Local									\$0
		Other									\$0
Description & Location:	Scoping for safety improvements at the intersection of Rte. M and Rte. W in Wardsville.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
		FHWA									\$0
Comments:		MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost:	\$40,000	Total		\$35,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$40,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	US 50 at Liberty Road – Intersection Improvements	FHWA									\$0
TIP #	2013-19	MoDOT	TCOS (AC)	\$2,000	\$2,000						\$4,000
MoDOT#	5P3056	Local									\$0
		MoDOT	TCOS	\$10,000	\$6,000						\$16,000
Description & Location:	Scoping for intersection improvements at Liberty Road in Jefferson City.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
		FHWA									\$0
Comments:	Anticipated Federal Funding Category - NHPP.	MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost:	\$20,000	Total		\$12,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$20,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	US 54 Pavement Overlay	FHWA	NHPP	\$39,000	\$599,200						\$638,200
TIP #	2015-05	MoDOT	TCOS	\$10,000	\$49,800						\$59,800
MoDOT#	5P3074B	Local									\$0
		Other									\$0
Description & Location:	Pavement improvements (thin lift overlay) in the EB and WB lanes from near Route 94 to Bus. 54 in Fulton.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
		FHWA	NHPP		\$7,942,400						\$7,942,400
Comments:		MoDOT	TCOS		\$1,985,600						\$1,985,600
		Local									\$0
		Other									\$0
Total Project Cost:	\$10,726,000	Total		\$49,000	\$10,677,000	\$0	\$0	\$0	\$0	\$0	\$10,726,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Pavement & Bridge Improvements	FHWA									\$0
TIP #	2016-01	MoDOT	TCOS (AC)	\$3,200	\$40,000	\$43,000					\$46,200
MoDOT#	5L1700	Local									\$0
		MoDOT	TCOS	\$800	\$10,000	\$103,000					\$113,800
Description & Location:	Pavement & bridge improvements on various primary routes in the Central District	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
		FHWA									\$0
Comments:	Anticipated Federal Funding Category - STP.	MoDOT	TCOS (AC)			\$6,800,000					\$6,800,000
		Local									\$0
		MoDOT	TCOS			\$1,545,000					\$1,545,000
Total Project Cost:	\$8,295,000	Total		\$4,000	\$50,000	\$8,241,000	\$0	\$0	\$0	\$0	\$8,295,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Guard Cable & Guardrail Repair	FHWA									\$0
TIP #	2016-02	MoDOT	TCOS (AC)		\$29,000						\$29,000
MoDOT#	5P3101	Local									\$0
		MoDOT	TCOS	\$7,000							\$7,000
Description & Location:	Job order contracting for guard cable and guardrail repair on various routes in the northern portion of the Central District.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
		FHWA									\$0
Comments:	Anticipated Federal Funding Category - STP.	MoDOT	TCOS (AC)		\$408,000						\$408,000
		Local									\$0
		MoDOT	TCOS		\$102,000						\$102,000
Total Project Cost:	\$546,000	Total		\$0	\$546,000	\$0	\$0	\$0	\$0	\$0	\$546,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Pavement & Bridge Improvements	FHWA									\$0
TIP #	2016-04	MoDOT	TCOS (AC)	\$1600	\$800	\$54,000	\$709,000				\$765,400
MoDOT#	5S3043	Local									\$0
		MoDOT	TCOS	\$400	\$200	\$3,000	\$77,000				\$90,600
Description & Location:	Pavement & bridge improvements on various primary routes in the Central District.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
		FHWA									\$0
Comments:	Anticipated Federal Funding Category - STP.	MoDOT	TCOS (AC)				\$8,488,000				\$8,488,000
		Local									\$0
		MoDOT	TCOS				\$2,210,000				\$2,210,000
Total Project Cost:	\$11,565,000	Total		\$2,000	\$1,000	\$67,000	\$11,495,000	\$0	\$0	\$0	\$11,565,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Pavement & Bridge Improvements	FHWA									\$0
TIP #	2016-05	MoDOT	TCOS (AC)		\$800	\$800	\$26,000	\$354,000			\$381,600
MoDOT#	5S3043B	Local									\$0
		MoDOT	TCOS		\$200	\$200	\$7,000	\$89,000			\$96,400
Description & Location:	Pavement & bridge improvements on various primary routes in the Central District.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
		FHWA									\$0
Comments:	Anticipated Federal Funding Category - STP.	MoDOT	TCOS (AC)					\$4,371,000			\$4,371,000
		Local									\$0
		MoDOT	TCOS					\$1,093,000			\$1,093,000
Total Project Cost:	\$5,942,000	Total		\$0	\$1,000	\$1,000	\$33,000	\$5,907,000	\$0	\$0	\$5,942,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Pavement & Bridge Improvements	FHWA	TCOS (AC)	\$1600	\$8,000	\$467,200					\$476,800
TIP #	2016-11	MoDOT	TCOS	\$400	\$2,000	\$16,800					\$19,200
MoDOT#	5S3042	Local									\$0
		Other									\$0
Description & Location:	Pavement improvements on various primary routes in the Central District.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
		FHWA	TCOS (AC)			\$6,412,000					\$6,412,000
Comments:	Anticipated Federal Funding Category - STP.	MoDOT	TCOS			\$1,602,800					\$1,602,800
		Local									\$0
		Other									\$0
Total Project Cost:	\$8,610,000	Total		\$2,000	\$10,000	\$8,598,000	\$0	\$0	\$0	\$0	\$8,610,000

Other Projects

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Enhancement Projects	FHWA	STP	\$4,000	\$8,000	\$8,000					\$20,000
TIP #	2015-08	MoDOT	TCOS	\$1,000	\$2,000	\$2,000					\$5,000
MoDOT#	OP3011F	Local									\$0
		Other									\$0
Description & Location:	Enhancement projects at various locations in the Central District.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
		FHWA	STP			\$1210,400					\$1,210,400
Comments:		MoDOT	TCOS			\$302,600					\$302,600
		Local									\$0
		Other									\$0
Total Project Cost:	\$1,538,000	Total		\$5,000	\$10,000	\$1,523,000	\$0	\$0	\$0	\$0	\$1,538,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Slide Repair Scoping	FHWA	TCOS (AC)	\$36,000	\$8,000						\$44,000
TIP #	2015-07	MoDOT	TCOS	\$9,000	\$2,000						\$11,000
MoDOT#	5S3081	Local									\$0
		Other									\$0
Description & Location:	Scoping for slide repairs in the northern portion of the Central District at various locations.	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
		FHWA									\$0
Comments:	Anticipated Federal Funding Category - STP.	MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost:	\$55,000	Total		\$45,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$55,000

City of Jefferson		Funding		Prior Funding	State Fiscal Year - July 1 to June 30							
		Source	Category		2016	2017	2018	2019	2020	Future	Totals	
Project Name:	Wayfinding Signage	EN G	FHWA	TAP	\$20,000							\$20,000
TIP #	2015-15		MoDOT									\$0
MoDOT#			Local	Parking Fund	\$5,000							\$5,000
			Other									\$0
Description & Location: Downtown Jefferson City and Surrounding Area.		RO W	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: 2015 TAP Grant. Local funding includes contributions from local civic and business groups.		CO N S T	FHWA	TAP		\$94,000						\$94,000
			MoDOT									\$0
			Local	Parking Fund		\$48,500						\$48,500
			Other									\$0
Total Project Cost:	\$267,500	Total			\$25,000	\$242,500	\$0	\$0	\$0	\$0	\$0	\$267,500

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30							
		Source	Category		2016	2017	2018	2019	2020	Future	Totals	
Project Name:	Scoping US 50	EN G	FHWA	TCOS (AC)	\$6,000							\$6,000
TIP #	2016-06		MoDOT	TCOS	\$4,000							\$4,000
MoDOT#	5P3127		Local									\$0
			Other									\$0
Description & Location: Scoping for pavement improvements on EB and WB lanes of US 50 from Moreau River to Osage River.		RO W	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: Anticipated Federal Funding Category - NHFP.		CO N S T	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Total Project Cost:	\$20,000	Total			\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30							
		Source	Category		2016	2017	2018	2019	2020	Future	Totals	
Project Name:	Scoping US 54	EN G	FHWA	TCOS (AC)	\$8,000							\$8,000
TIP #	2016-07		MoDOT	TCOS	\$2,000							\$2,000
MoDOT#	5P3118		Local									\$0
			Other									\$0
Description & Location: Scoping for pavement improvements on EB and WB lanes of US 54 from Missouri River to near Stadium Blvd.		RO W	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: Anticipated Federal Funding Category - NHFP.		CO N S T	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Total Project Cost:	\$10,000	Total			\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30							
		Source	Category		2016	2017	2018	2019	2020	Future	Totals	
Project Name:	Scoping US 54	EN G	FHWA	TCOS (AC)	\$20,000							\$20,000
TIP #	2016-08		MoDOT	TCOS	\$5,000							\$5,000
MoDOT#	5P3121		Local									\$0
			Other									\$0
Description & Location: Scoping for pavement improvements on the EB and WB lanes of US 54 from near Stadium Blvd to Route E.		RO W	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: Anticipated Federal Funding Category - NHFP.		CO N S T	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Total Project Cost:	\$25,000	Total			\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30							
		Source	Category		2016	2017	2018	2019	2020	Future	Totals	
Project Name:	Scoping	EN G	FHWA	TCOS (AC)	\$4,000	\$6,000						\$20,000
TIP #	2016-09		MoDOT	TCOS	\$1,000	\$4,000						\$5,000
MoDOT#	5P3044		Local									\$0
			Other									\$0
Description & Location: Scoping for pavement improvements on various primary routes in the Central District.		RO W	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Comments: Anticipated Federal Funding Category - NHFP.		CO N S T	FHWA									\$0
			MoDOT									\$0
			Local									\$0
			Other									\$0
Total Project Cost:	\$25,000	Total			\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$25,000

MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Scoping	FHWA	TCOS (AC)	\$3,200	\$8,000						\$11,200
TIP #	2016-10	MoDOT	TCOS	\$800	\$2,000						\$2,800
MoDOT#	5P3045	Local									\$0
Description & Location: Scoping for pavement improvements on various primary routes in the Central District.		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments: Anticipated Federal Funding Category - NHFP.		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Total Project Cost:	\$14,000	Total		\$4,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$14,000

Pedestrian & Bicycle Projects

Holts Summit		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	N. Summit Dr. Sidewalk Connection Project	FHWA	TAP	\$43,928							\$43,928
TIP #	2015-14	MoDOT									\$0
MoDOT#		Local	Sales Tax	\$10,982							\$10,982
Description & Location: 1,700' long, 5' wide ADA sidewalk on N. Summit Drive from Simon to Venus connecting a school to a high density neighborhood.		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments: 2015 TAP Grant		Other									\$0
		FHWA	TAP		\$274,552						\$274,552
		MoDOT									\$0
		Local	Sales Tax		\$68,638						\$68,638
Total Project Cost:	\$398,100	Total		\$54,910	\$343,190	\$0	\$0	\$0	\$0	\$0	\$398,100

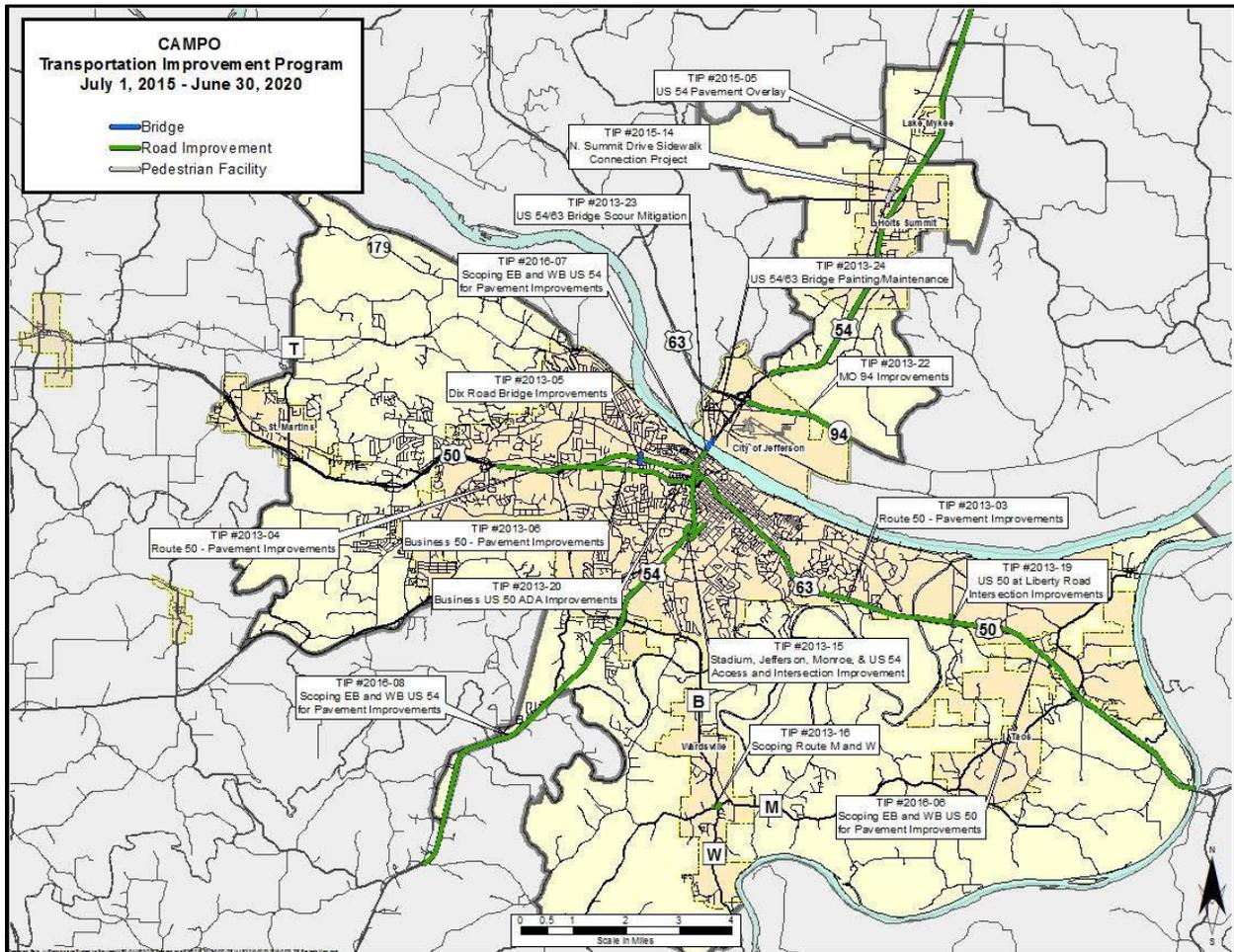
MoDOT		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Business US 50 ADA Improvements	FHWA									\$0
TIP #	2013-20	MoDOT	TCOS	\$16,000	\$12,000						\$28,000
MoDOT#	5S3005B	Local									\$0
Description & Location: ADA improvements from Stoneridge Parkway to near Rte. 50 in Jefferson City. (AC) Advanced Construction Funding. 2015 & 2016		MoDOT	TCOS (AC)		\$46,000						\$46,000
		FHWA									\$0
		MoDOT	TCOS	\$169,000							\$169,000
		Local									\$0
Comments: Anticipated Federal Funding Category - STP.		MoDOT	TCOS (AC)								\$0
		FHWA									\$0
		MoDOT	TCOS		\$42,000						\$42,000
		Local									\$0
Total Project Cost:	\$1,095,000	Total		\$325,000	\$770,000	\$0	\$0	\$0	\$0	\$0	\$1,095,000

Public Transportation Projects

City of Jefferson - JEFFTRAN		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Operating Assistance	Other	Pass. Fares	\$381,000	\$381,000	\$381,000	\$381,000	\$381,000	\$381,000		\$2,286,000
TIP #	2011-04	MoDOT	State Operating	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000		\$60,000
MoDOT#		Local		\$1,044,678	\$1,075,957	\$1,108,235	\$1,141,482	\$1,175,727	\$1,210,999		\$6,757,071
Description & Location: Operating Assistance for JEFFTRAN service within city limits of Jefferson City (A 3% annual inflation factor applied.)		FTA	5307	\$88,010	\$842,551	\$867,827	\$893,862	\$920,678	\$948,298		\$5,291,227
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments:		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Total Project Cost:	\$14,394,244	Total		\$2,253,628	\$2,309,507	\$2,367,063	\$2,426,344	\$2,487,405	\$2,550,297	\$0	\$14,394,244

City of Jefferson - JEFFTRAN		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Para-Transit Vehicle (3)	FHWA									\$0
TIP #	2016-12	MoDOT									\$0
MoDOT#		Local	CIP		\$61,939						\$61,939
Description & Location: Purchase 3 E450 Elkhart Coach II, Floor Plan FF Handi-Wheels buses with Apollo 5-camera system		FTA	5310		\$128,126						\$128,126
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments: Using FTA 5310 funds. Local match is a combination of sales tax and fares collected.		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Total Project Cost:	\$190,065	Total		\$0	\$190,065	\$0	\$0	\$0	\$0	\$0	\$190,065

Map of Fiscally Constrained Transportation Projects



Program of Projects - OATS

OATS		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Capital Funding - Vehicles	C	FTA	5339				\$40,000			\$40,000
		A	MoDOT								\$0
TIP #	2015-01	P	Local				\$2,000				\$2,000
MoDOT#		I	OATS				\$8,000				\$8,000
Description & Location: Replacement of lift equipped vehicles throughout service region.		R	FHWA								\$0
		O	MoDOT								\$0
		W	Local								\$0
				Other							\$0
Comments: Previous TIP Number 2011-03		C	FHWA								\$0
		O	MoDOT								\$0
		N	Local								\$0
		S	Other								\$0
Total Project Cost: \$50,000		T	Total		\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000

OATS		Funding		Prior Funding	State Fiscal Year - July 1 to June 30						
		Source	Category		2016	2017	2018	2019	2020	Future	Totals
Project Name:	Section 5316 Job Access Reverse Commute	O	FTA	5316	\$30,000	\$30,000					\$60,000
		P	MoDOT								\$0
TIP #	2015-02	E	Local								\$0
MoDOT#		R	OATS		\$30,000	\$30,000					\$60,000
Description & Location: Operating expenses for service in Cole and Callaway Counties.		R	FHWA								\$0
		O	MoDOT								\$0
		W	Local								\$0
				Other							\$0
Comments: Previous TIP Number 2011-02		C	FHWA								\$0
		O	MoDOT								\$0
		N	Local								\$0
		S	Other								\$0
Total Project Cost: \$120,000		T	Total		\$60,000	\$60,000	\$0	\$0	\$0	\$0	\$120,000

Program of Projects - JEFFTRAN

Program of Projects Illustrative List			
Project Name/Description: Purchase and install (4-8) bus stop shelters at various locations in Jefferson City	Proposed Funding	Funding Agency	Estimated Cost
Project location: Various locations	Local - Jefferson City Sales Tax	Jefferson City	\$12,000
Lead agency: JEFFTRAN	Federal 5339	FTA	\$48,000
Total Project Cost = \$60,000		Total	\$60,000
Project Name/Description: Electronic fare boxes-ticket readers/issuers, probe, software and computer	Proposed Funding	Funding Agency	Estimated Cost
Project location: 820 E. Miller St.	Local - Jefferson City Sales Tax	Jefferson City	\$60,000
Lead agency: JEFFTRAN	Federal 5339	FTA	\$240,000
Total Project Cost = \$300,000		Total	\$300,000
Project Name/Description: Purchase (6) and update on-bus video surveillance systems.	Proposed Funding	Funding Agency	Estimated Cost
Project location: 820 E. Miller St.	Local - Jefferson City Sales Tax	Jefferson City	\$10,400
Lead agency: JEFFTRAN	Federal 5339	FTA	\$41,600
Total Project Cost = \$52,000		Total	\$52,000
Project Name/Description: Low floor minivan- replacement support vehicle (1)	Proposed Funding	Funding Agency	Estimated Cost
Project location: 820 E. Miller St.	Local - Jefferson City Sales Tax	Jefferson City	\$8,000
Lead agency: JEFFTRAN	Federal 5339	FTA	\$32,000
Total Project Cost = \$40,000		Total	\$40,000
Project Name/Description: 12 yr. 30 ft low floor coachfor 2017 delivery	Proposed Funding	Funding Agency	Estimated Cost
Project location: 820 E. Miller St.	Local - Jefferson City Sales Tax	Jefferson City	\$76,000
Lead agency: JEFFTRAN	Federal 5339	FTA	\$304,000
Total Project Cost = \$380,000		Total	\$380,000
Project Name/Description: Paratransit Van/mini-bus replacement (1)	Proposed Funding	Funding Agency	Estimated Cost
Project location: 820 E. Miller St.	Local - Jefferson City Sales Tax	Jefferson City	\$13,800
Lead agency: JEFFTRAN	Federal 5339	FTA	\$55,200
Total Project Cost = \$69,000		Total	\$69,000
Project Name/Description: Emergency Generator/Back-up power source	Proposed Funding	Funding Agency	Estimated Cost
Project location: 820 E. Miller St.	Local - City Sales Tax	City of Jefferson	\$20,000
Lead agency: JEFFTRAN	Federal 5339	FTA	\$80,000
Total Project Cost = \$100,000		Total	\$100,000
Project Name/Description: rotating information tubes – 30	Proposed Funding	Funding Agency	Estimated Cost
Project location: Various locations	Local - Jefferson City Sales Tax	Jefferson City	\$2,100
Lead agency: JEFFTRAN	Federal 5339	FTA	\$8,400
Total Project Cost = \$10,500		Total	\$10,500
Project Name/Description: Transit Facility Improvements-renovations roofing, weatherproofing, paint and door repairs	Proposed Funding	Funding Agency	Estimated Cost
Project location: 820 E. Miller St.	Local - Jefferson City Sales Tax	Jefferson City	\$100,000
Lead agency: JEFFTRAN	Federal 5339	FTA	\$400,000
Total Project Cost = \$500,000		Total	\$500,000
Project Name/Description: (5)12 yr. 30 ft low floor coachfor 2017 delivery	Proposed Funding	Funding Agency	Estimated Cost
Project location: 820 E. Miller St.	Local - Jefferson City Sales Tax	Jefferson City	\$380,000
Lead agency: JEFFTRAN	Federal 5339	FTA	\$1,520,000
Total Project Cost = \$1,900,000		Total	\$1,900,000

Appendix A – Amendments and Administrative Modifications

Amendments					
TIP No.	Project Description	Project Sponsor	Project Cost	Board Approval	OneDOT Approval
TIP Amendment 1					
2016-12	Purchase of three E450 Elkhart Coach II, Floor Plan FF Handi-Wheels buses with Apollo 5-camera system	JEFFTRAN	\$160,158	July 15, 2015	July 23, 2015

Administrative Modifications				
TIP No.	Project Description	Project Sponsor	Project Cost	Date
2016-12	Purchase of three E450 Elkhart Coach II, Floor Plan FF Handi-Wheels buses with Apollo 5-camera system	JEFFTRAN	\$190,065	July 29, 2015

Appendix B – Federal Funding Sources

MAP – 21 Federal transportation programs which could fund projects in the CAMPO planning area.

FHWA Program	Eligible Activities
National Highway Performance Program (NHPP) http://www.fhwa.dot.gov/map21/factsheets/nhpp.cfm	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
Surface Transportation Program (STP) http://www.fhwa.dot.gov/map21/factsheets/stp.cfm	The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Highway Safety Improvement Program (HSIP) http://safety.fhwa.dot.gov/hsip/	Highway Safety Improvement Program (HSIP) is to support a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands
Transportation Alternatives Program (TAP) http://www.fhwa.dot.gov/map21/factsheets/tap.cfm	Funds most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.
Railway-Highway Crossings (set-aside from HSIP) http://www.fhwa.dot.gov/map21/factsheets/rhc.cfm	This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.
FTA Programs	Eligible Activities
Section 5307 Urbanized Area Formula Grants http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Urbanized_Area_Formula_Grants.pdf	This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf	This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.
Section 5311 Formula Grants for Rural Areas http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf	This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.
Section 5329 Transit Safety & Oversight http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Transit_Safety_and_Oversight.pdf	MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States as it pertains to heavy rail, light rail, buses, ferries, and streetcars.
Section 5339 Bus and Bus Facilities http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf	Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Appendix C – Policies and Procedures

Amendments

An amendment involves a major change to a project and requires approval by the Board of Directors and Governor. An amendment is a revision that requires public review, allowance of comment, possible re-demonstration of fiscal constraint, and includes at least one of the following:

- Addition or deletion of a project using FHWA or FTA funds (except as allowed as an administrative modification),
- Major changes affecting project cost from FHWA or FTA sources (changes exceeding 20% of FHWA or FTA sources of the existing project cost or changes over \$2,000,000),
- Major changes in a project phase initiation date (greater than 12 months), or
- Major changes in design concept or design scope, such as changing project termini (more than 1/2 mile or 10% of the total length of the project, whichever is greater) or changing the number of through traffic lanes that also includes a substantial increase in Federal cost.

Amendments will be initiated by the project sponsor. Amendments to delete a project can simply be made via written correspondence identifying the project and why it is to be removed from the TIP. Amendments to include a new project can be made on the TIP Project Form for the current TIP with a cover letter or remark in the comment section requesting inclusion in the TIP as an amendment. Amendments for existing projects can be made on the TIP Project Form for the current TIP with a cover letter or remark in the comment section highlighting the change in the project and providing the CAMPO TIP Number.

After an Amendment has been requested the process as follows:

- Staff will review the amendment for accuracy and to verify if an amendment is required or if the change qualifies as an administrative modification. Staff may consult with MoDOT and FHWA if necessary.
- The amendment will be placed on the next Technical Committee (TC) meeting agenda for review.
- If approval is recommended by the TC to the Board of Directors, staff will post the amendment notice on the website, initiating a minimum 7 calendar day public comment period, send notices to the appropriate parties, and place the amendment on the next Board of Directors meeting agenda.
- At the Board of Directors Meeting, a public hearing will close the public comment period and a vote for approval will be held.

If the project sponsor indicates an emergency situation upon submitting the amendment, staff will initiate the public comment period, staff will post the amendment notice on the website, initiating a minimum 7 calendar day public comment period, send notices to the appropriate parties, and place the amendment on the next Board of Directors meeting agenda. A public hearing will close the public comment period at the next Board of Directors Meeting and hold a vote for approval. If this is not adequate to meet the emergency situation, a special Board of Directors meeting may be called and proceed as outlined in the Public Participation Plan.

Administrative Modifications

Revisions to the TIP and TIP projects that do not meet the criteria of an Amendment will be considered administrative modifications including: minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that neither requires committee action, public review and comment, nor redemonstrates fiscal constraint.

An administrative modification will be initiated by the project sponsor by written communication to CAMPO staff describing the change (phase cost, funding sources, or phase initiation date) warranting the modification. Staff will review the administrative modification for accuracy and to verify qualification as an administrative modification. Staff may consult with MoDOT and FHWA if necessary.

Upon CAMPO staff confirmation of the administrative modification requirements being met, staff will modify the TIP appropriately, including noting the administrative modification in Appendix A of the TIP and making changes to the project listing in the body of the TIP; notify the Board of Directors, Technical Committee, MoDOT, FTA, and FHWA via email; draft a staff memo for the next Board of Directors and Technical Committee meeting; and post the modified TIP notice on the CAMPO website for a minimum of 7 calendar days.

Combining or Splitting Projects

Splitting a project into two or more projects or combining two or more projects can provide benefits to project scheduling, cost, and logistics. A split or combination can be made via an administrative modification to the TIP, if the project does not trigger a major change to the project as described in the amendment section and the overall scope of work does not change.

When combining two or more projects, the financial and description information will be rolled up into the project which was in the TIP originally and use the previous MPO TIP number. When splitting a project into two or more projects, the financial and descriptive information will be separated appropriately into several (two or more) projects using the same MPO TIP number, but the additional projects will include alphabetic suffixes. The process for splitting or combining projects will follow the procedures of either an amendment or administrative modification.

Compliance with Metropolitan Transportation Plan

For a project to be eligible for the TIP, it first must be included in the adopted Metropolitan Transportation Plan. Large capital projects, roadway capacity, and/or general purpose roadway projects must be individually listed or clearly part of a larger project included in the fiscally-constrained component of the plan. Certain projects seeking to improve safety, increase multi-modal opportunities, or enhance the existing transportation system may be programmed in the TIP without individual identification in the regional plan, so long as they are consistent with the established goals and objectives of the plan.

Project Delay Policy

The goal of the Project Delay Policy for the Transportation Improvement Program is to maximize the federal funding obligated each fiscal year and to enable the MPO to redirect funds to different projects if

any are inactive or otherwise limited from making progress. The Delay Policy applies to projects funded through the programs for which CAMPO has oversight of project selection.

The intent of the Delay Policy is to provide an incentive for local agency sponsors to develop their projects according to a detailed schedule and, thereby, to obligate the federal funds assigned to each project within the timeframes initially shown in the TIP. The Delay Policy is primarily focused on projects that involve construction or provide transportation improvements that are handled through purchasing procedures.

In the context of this Delay Policy, a “delay” occurs when a construction-related project phase does not get advertised within six months of the TIP program year in which its construction phase funding was originally programmed, or changed with an amendment, in the TIP. For non-construction projects and programs, a “delay” occurs when the “Notice to Proceed” is not issued within two months of the TIP program year in which its implementation was originally funded in the TIP. The consequence of a delay may be the withdrawal of its Federal funds from the TIP or other action by the Board.

Project Funding Information

When a new project is submitted for inclusion to the TIP, either during the initial development of the TIP or as an amendment, the project sponsor is required to provide information regarding the local funding sources in order to show fiscal constraint. The specific source of revenue, anticipated future, and any other financial information needed to show fiscal constraint will be required.

Project Selection

The CAMPO Board of Directors adopted (Resolution 2010-04) a project prioritization and selection process. This process involves a call for projects, ranking based on CAMPO priorities by staff and reviewed by the CAMPO Technical Committee, prior to being forwarded to the CAMPO Board of Directors for a vote of approval. The Board of Directors may modify the project selection it deems necessary.

Project Sponsor Commitment to Projects

Project sponsors hold ultimate responsibility for ensuring that project information contained in the TIP is correct, that it accurately represents the scope of work being performed, and that the amount of funding being requested is correct. The sponsor is responsible for providing CAMPO with an honest accounting of project details including: costs, implementation schedules, and local matching fund sources, at the time of the application for federal funds and anytime such details change. The project sponsor is also responsible for reviewing the TIP after a project is included or modified to ensure correctness.

Scriveners’ Error

Errors made in the ministerial functions of creating and maintaining the TIP, such as cartography, typographical, spelling, minor word omissions, mathematical, and other error’s which do not alter the intent of the TIP and have little or no impact can be performed by staff and shall not be considered a revision to the TIP.

Appendix D – Metropolitan Transportation Planning Process Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Capital Area Metropolitan Planning Organization, which is the Metropolitan Planning Organization for the Jefferson City, Missouri Urbanized Area and the Missouri Department of Transportation hereby certify that the transportation planning process is addressing major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the bases of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990(42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial-aid assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

I further certify that I am aware of what this certification represents and have been briefed accordingly.



Jeff Hoelscher, Chairman
Capital Area Metropolitan Organization

5/20/15

Date



David Silvester
Missouri Department of Transportation

5/20/15

Date

Appendix E – Definitions

Attainment area means any geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM10, PM2.5, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a nonattainment area for others. A maintenance area (see definition below) is not considered an attainment area for transportation planning purposes.

Available funds means funds derived from an existing source dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered available. A similar approach may be used for State and local funds that are dedicated to or historically used for transportation purposes.

Conformity means a Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity, to the purpose of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The transportation conformity rule (40 CFR part 93) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

Design concept means the type of facility identified for a transportation improvement project (e.g., freeway, expressway, arterial highway, grade separated highway, toll road, reserved right-of-way rail transit, mixed-traffic rail transit, or busway).

Design scope means the aspects that will affect the proposed facility's impact on the region, usually as they relate to vehicle or person carrying capacity and control (e.g., number of lanes or tracks to be constructed or added, length of project, signalization, safety features, access control including approximate number and location of interchanges, or preferential treatment for high occupancy vehicles).

Financial Plan means documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

Financially Constrained or Fiscal Constraint means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are available or committed.

Illustrative Project means an additional transportation project that may (but is not required to) be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available.

Maintenance Area means any geographic region of the United States that the EPA previously designated as a nonattainment area for one or more pollutants pursuant to the Clean Air Act Amendments of 1990, and subsequently redesignated as an attainment area subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act, as amended.

Major Projects - These transportation improvements are defined as projects receiving Federal financial assistance 1) with an estimated total cost of \$500 million or more

or 2) that have been identified by the FHWA as being a Major Project. The designated projects may include those: 1) that require a substantial amount of a State Transportation Agency's program resources, 2) that have a high level of public or congressional attention, or 3) that have extraordinary implications for the national transportation system.

Metropolitan Planning Area (MPA) means the geographic area determined by agreement between the metropolitan planning organization (MPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.

Metropolitan Transportation Plan (MTP) means the official multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by CAMPO through the metropolitan transportation planning process.

Nonattainment area means any geographic region of the United States that has been designated by the EPA as a nonattainment area under section 107 of the Clean Air Act for any pollutants for which an NAAQS exists.

Obligated projects means strategies and projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the supporting Federal funds were authorized and committed by the State or designated recipient in the preceding program year, and authorized by the FHWA or awarded as a grant by the FTA.

Program of Projects (POP) is a list of projects to be funded in a grant application submitted to FTA by a designated recipient. The POP lists the subrecipients and indicates whether they are private non-profit agencies, governmental authorities, or private providers of transportation service, designates the areas served (including rural areas), and identifies any tribal entities. In addition, the POP includes a brief description of the projects, total project cost, and Federal share for each project.

Project selection means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures.

Public transportation operator means the public entity which participates in the continuing, cooperative, and comprehensive transportation planning process in accordance with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304, and is the designated recipient of Federal funds under title 49 U.S.C. Chapter 53 for transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or intercity bus transportation or intercity passenger rail transportation provided by Amtrak.

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

Statewide transportation improvement program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Transportation Improvement Program (TIP) is a document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA funds for the at least next one- to three-year period.

Unified Planning Work Plan (UPWP) is the management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

Columbia Area Transportation Study Organization

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2016-2019

CATSO
City of Columbia - Community Development Department
PO Box 6015
Columbia, MO 65205-6015
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Disclaimer: The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration, or the Federal Transit Administration.

INTRODUCTION

PURPOSE

The Transportation Improvement Program (TIP) is a program and schedule of intended transportation improvements (or a continuation of current activities) covering a four (4) year period, including projects utilizing funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Columbia Area Transportation Study Organization (CATSO), the designated Metropolitan Planning Organization (MPO) for the Columbia metropolitan area, develops the TIP in cooperation with the Missouri Department of Transportation (MoDOT) and affected transit operators.

The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor of Missouri. CATSO's policy is to update it every year unless circumstances require a less frequent schedule. It is then incorporated into Missouri's respective Statewide Transportation Improvement Program (STIP) by reference. It shall contain a priority list of projects to be carried out within each 4-year period or at least be grouped by year. Also, it shall provide a constrained financial plan that is capable of being implemented. The incorporation of the TIP into the STIP by reference occurs through a MoDOT STIP amendment modification that is reviewed and approved by FHWA and FTA (ONE DOT).

The TIP should also be considered the implementation tool of the Long Range Transportation Plan (LRTP): *CATSO 2040 Long-Range Transportation Plan* (LRTP). The LRTP was adopted by the CATSO Coordinating Committee on February 27, 2014.

The FY 2016-2019 TIP translates the policies, strategies, and directions of the LRTP into specific projects and related investments during the short-term four year TIP time horizon.

The CATSO planning process is done in accordance with the federal 3-C process of continuing, cooperative, and comprehensive planning.

Included in the FY 2016-2019 TIP document is the planned Program of Projects (POP) for COMO Connect (formerly Columbia Transit), the transit provider for the Columbia metropolitan planning area. The public notification for the public hearing to be held for consideration and potential approval of the TIP includes a reference to the POP. The public notice is part of the CATSO process established for public review of the TIP, and also meets the public involvement requirements for the POP.

PROJECT SELECTION

Projects to be funded/implemented shall be selected by the State (MoDOT), Boone County, the City of Columbia (including the transit operator), and private transportation providers in cooperation with the MPO.

Programs covered via the Coordinated Public Transit Human Services Transportation Plan, for which CATSO does not have a direct role in project selection, have been included. Project

selection and priority criteria are applied by each of the individual public jurisdictions within the metropolitan area; MoDOT, Boone County, and the City of Columbia. Project selection is done by staff recommendations, the Missouri Highways and Transportation Commission, Boone County Commission, and the Columbia City Council.

TIP DEVELOPMENT PROCEDURES

The Columbia MPO has adopted a procedure which produces an updated and approved TIP at least every other year. The procedure is initiated cyclically through continual review of the transportation system's operational character. Each improvement type found in this program has a project selection procedure in which projects are ranked according to some criteria by the agency having jurisdiction over the project area.

The prioritization of recommended transportation improvement modifications begins at the basic level of management. The local units of government responsible for the provision and maintenance of transportation facilities and the local transit operators determine their own individual priorities without major influence from outside agencies. CATSO considers those projects listed in the first year of the TIP to be first priority, and those in the following years to be second, third, and fourth priority, respectively.

In the public transportation component of this document, respective transit providers are listed, with subsequent programming areas and priorities reflected. This TIP, and subsequent amendments, as approved by the Coordinating Committee of the Columbia MPO and the Governor of the State of Missouri, constitutes the selection document for project implementation. The first year of projects listed in the TIP represent the agreed to list of projects eligible for implementation.

TIP FORMAT

This TIP is broken into ten categories by project (improvement) type and jurisdiction: MoDOT Roadway Projects; MoDOT Scoping; Boone County; City of Columbia Streets; City of Columbia Sidewalks; GetAbout Columbia (Non-Motorized Transportation Pilot Project); Rail-Highway; Transportation Alternatives;; and Transit. Financial summaries demonstrating fiscal constraint are in the financial summary section.

The TIP project listing, beginning on page ?? of the PDF document, consists of a series of datasheets describing specific improvement types and providing the following project information:

- a. Name, location, and description of the proposed improvement.
- b. A schedule of expenditures in current dollars by fiscal year, including the funding source.
- c. Monitoring Progress in Implementing the Transportation Plan (23 CFR 450.324(n)(2)).
(Project status report)

In addition, a self-certification document signed by CATSO and MoDOT signifying that federal transportation planning process requirements are being met in the Columbia metropolitan

planning area (MPA) is required. This may be included internally in the TIP or processed separately. This document has been included in the Appendix.

The source documents for items within the TIP include, but are not limited to, the short-range element of the CATSO 2040 LRTP (adopted in February, 2014), the draft Capital Improvement Program (CIP) for the City of Columbia (FY 2016), and the current STIP of the Missouri Department of Transportation (FY 2016-2020).

AIR QUALITY DESIGNATION

At the present time, the United States Environmental Protection Agency has designated Columbia as being in attainment for Ozone, Carbon Monoxide (CO), Nitrogen Dioxide (NO₂) and Small Particulate Matter (PM-2.5), Lead, and Sulfur Dioxide.

TIP MODIFICATIONS

Modifications to the TIP are classified into two categories, defined as follows:

1. Administrative Modifications:

Such a modification is defined as a minor revision to the TIP, including minor changes to project costs, funding sources of previously programmed projects, and project initiation years. Such modifications do not require public review or comment or modifications to the previous illustration of fiscal constraint. Errors, project changes, or omissions in the final, approved TIP will be addressed administratively (without the need for Coordinating Committee approval or public comment) if the following conditions **apply**:

- a. The project budget change does not exceed 15 percent of the amount programmed.
- b. The project is already listed in the current year and does not require a move from an out-year of the TIP forward to the current year.
- c. A material change to the project is not required (in terms of scope).

The following procedure is used for processing an administrative modification for the TIP:

- a. The agency requesting administrative modification will notify the CATSO staff of the proposed modification.
- b. The CATSO staff will notify/consult with MoDOT, FHWA, and FTA representatives that the proposed modification is forthcoming.
- c. The CATSO staff will make the appropriate TIP document revisions to reflect the requested modification.
- d. The revised section(s) of the TIP will be forwarded to MoDOT, FHWA, and FTA for their review and files.
- e. The revised section(s) of the TIP will be forwarded to the CATSO Coordinating Committee for information purposes.

2. Amendments

Formal amendments involve major changes to the TIP, including the addition or deletion of a project, a major change in project cost (+/-15 percent or +/- \$2,000,000), project year, or a major change in project scope or design.

The following procedure is used for processing an amendment modification for the TIP:

- a. The agency requesting amendment will notify the CATSO staff of the proposed amendment.
- b. The MPO will publish a public notice allowing a 15 day comment period on the proposed amendment, as well as utilizing the MPO public notification website.
- c. Comments will be directed to the CATSO staff.
- d. The proposed amendment is then placed on the agenda for the next meeting of the Coordinating Committees for discussion and modification. If timing allows, the Technical Committee will review and make recommendation to the Coordinating Committee. A majority of the quorum in attendance is required to approve said amendment.
- e. If the proposed amendment is approved by the Coordinating Committee, the approved project is forwarded to MoDOT with a request that the STIP be amended to reflect the MPO amendment modification. MoDOT will then forward the STIP amendment request to the Governor for his or her signature, and then to the FHWA Missouri Division and FTA Region VII (ONE DOT) for their approval.
- f. ONE DOT approval and its formal documentation of the STIP amendment to add requested projects to the TIP must occur prior to letting of the project. The approved project may then proceed after proper notifications of MoDOT and the appropriate federal agency having jurisdiction over the project.

A special telephone or e-mail canvas may be made for voting, if necessary, in an emergency. A majority vote of the Coordinating Committee (5 votes) shall be required to determine an emergency and may be accomplished by a telephone poll or e-mail canvas and vote. If not, the amendment will be discussed at the next regularly scheduled meeting of each Committee. "Special" is defined as any matter determined by the Chairman that necessitates being acted upon or addressed in-advance of the normally scheduled meeting.

PUBLIC PARTICIPATION PLAN

The CATSO Coordinating Committee adopted a revised Public Participation Plan on December 4, 2014 that is available at the following link under the Programs and Plans section:

http://www.gocolumbiamo.com/community_development/planning/boards_and_commissions/cats/documents/ApprovedCATSOPPP12-4-14Rev12-22.pdf

This document sets forth the public participation procedures for the MPO in general, including the procedure for the annual TIP, including language as follows:

Transportation Improvement Program

Procedure and Schedule for Preparation of the TIP. The TIP is reviewed annually between May and August. CATSO staff begins the process by soliciting transportation providers in writing for projects and programs and their anticipated funding amounts to include in each year's TIP. CATSO staff then reviews the requests in consultation with all local jurisdictions and public agencies and prepares a draft TIP. Upon completion of this review, the draft TIP is posted for general public comment for a minimum period of thirty (30) calendar days. During this period, the TIP is circulated to members of the Technical Committee, who review the document and provide a recommendation to the Coordinating Committee. The Coordinating Committee then convenes a public hearing. Upon conclusion of the hearing, the Coordinating Committee may a) Approve the TIP as presented; 2) Approve the TIP with documented modifications; or 3) Table the TIP to a date certain for further consideration. After its approval, the TIP is transmitted to the MoDOT Central Office to secure approval from the Governor of the State of Missouri and FHWA-FTA.

Inter-Agency Consultation. As required by MAP-21, CATSO will consult with local jurisdictions and public agencies during the development of the TIP. A copy of the draft TIP will be provided to appropriate agency staff and a period of 30 days will be allowed for their review and comment. Comments of agencies will be provided to the Coordinating Committee.

Environmental Justice Information. MPO staff will perform an environmental justice review of the TIP to ensure that programmed transportation investments are proportionate to geographic areas and service needs for protected populations.

Annual Listing of Obligated Federally Funded Projects. This is a listing of federally funded projects for which funding was obligated in the previous year. An Annual Listing of Obligated Projects is not incorporated in this document. CATSO staff will develop and publish this listing within 90 days following the close of the CATSO fiscal year. The listing will be made available in accordance with CATSO's public participation plan for the TIP.

The listing will include the identification for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding fiscal year, and the Federal funding remaining and available for subsequent years.

Public Participation Process. To develop a more effective TIP, the MPO will have an open public involvement process that provides for the continuing and early involvement of the public in the development and amendment of the TIP.

1. The MPO will provide annual notice by June 1st of the calendar year to agencies that have previously submitted projects to the MPO, or other entities that have requested information. The notice shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. MPO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

2. Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g., projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary, analysis and report on the disposition of the comments which will be made a part of the approved TIP.

The regulation concerning public participation reads as follows:

§ 450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

The Columbia MPO has solicited public comments on the proposed FY 2016-2019 Transportation Improvement Program. The draft TIP was made available for public viewing and comment for 30 days via newspaper advertisement in the Columbia Daily Tribune and document posting on the City's website at:

http://www.gocolumbiamo.com/community_development/planning/boards_and_commissions/cato/index.php

All public comments were considered in finalizing the FY 2016-2019 project programming. The final document and amendments will be maintained and available for public access on the web, as well as the related documents referenced herein.

MONITORING PROGRESS IN IMPLEMENTING THE TRANSPORTATION PLAN
(23 CFR 450.324(l)(2)).

STATUS OF FY 2015-2018 TIP PROJECTS

Project

Status

MoDOT	
2010-21: (5I2172) Interstate 70 bridge improvement	Construction
2010-22: (5I2176) Interstate 70 pavement improvements	FY 16 construction
2010-25: (5S2182) Route E bridge improvements	Complete
2012-9: Route UU Bridge improvement	Complete
2013-17: (5S3033) Payment to City – College Ave. ped barrier	Construction
2015-1: Route 63 Pavement Improvements	FY 16 Construction
2015-2: (5S3089) OR 63 Bridge Improvements – Gans Creek	FY 16 Construction
2015-3: (5S3090) OR 63 Bridge Improvements – Bonne Femme	FY 16 Construction
2015-4: (5S3077) Route PP Pavement Improvements	Construction
2015-5: (5I3001) I-70 Pavement improvements	FY 17 Construction
2015-6: (5P3003) Guard cable and guardrail repair	Construction
2015-7: (5S3092) Payment to City of Columbia - Old 63/740	FY 16 Payment
2015-24: (5S2182B) Route E Bridge improvements	FY 16 Construction

Project

Status

Boone County	
2009-10: Waco Road - Highway 63 to City Limits	FY 16
2012-12: Rustic Road Bridge replacement	Construction

City of Columbia- Streets	
2009-27: Burnham/Rollins/Providence Intersection Upgrade	Ongoing
2013-37: Scott Boulevard Phase III: Vawter School Rd. to Rt. KK	FY 16
2013-38: Keene Street Pavement Improvements	Complete
2013-39: Broadway Pavement Improvements	FY 16
2013-42: Stadium & Old 63 Intersection improvements	FY 16 construction

City of Columbia- Sidewalks	
2013-6: Worley Street Sidewalk, Clinkscales to Bernadette	Complete
2015-12: North Garth Avenue Sidewalk	Preliminary Design
2015-13: Elleta Boulevard Sidewalk	Preliminary Design
2015-14: Locust Street Sidewalk	Ongoing
2015-15: Worley & Clinkscales intersection improvements	Preliminary Design
2015-16: Nifong-Bethel Sidewalk	Preliminary Design
2015-17: Avenue of the Columns (Eighth Street)	Preliminary Design

Transit- COMO Connect	
2015-18: Maintenance of existing operations & facilities	Ongoing
2009-69: One 35' transit bus	Canceled
2009-74: Replacement of five (6) 40' New Flyer transit buses	Rollover
2009-95: Ten Bus Shelters	Ongoing
2009-96: CT System: ten (10) Bus Benches	Canceled
2010-15: Replacement of seven (7) 40' New Flyer transit buses	Rollover
2010-17: CT System; Bus Priority System, Traffic Signal Control	FY 2018
Transit- OATS, Inc.	
2015-21: JARC funding for employment transportation	Complete – FY 2015.
2015-22: Funding for general public transport in rural Boone Co.	Complete – FY 2015.
2010-19: Intelligent Transportation System (ITS)	Complete
2012-16: Purchase of office and shop equipment	Dropped
2015-19: Purchase of four lift-equipped vehicles	Complete
2015-20: Purchase of two (2) mini-vans	Complete
Transit- Alternative Community Training ACT, Inc.	
2015-23: Purchase of two lift-equipped mini-vans	Grant & vehicles received

STP Enhancement - MoDOT/City of Columbia	
2013-17: College Avenue Pedestrian Median and Crosswalks – Project STP 2100(522)	Construction phase
2013-18: Garth Avenue Sidewalk and Median/Crosswalk – Project STP 2100(523)	Complete

Safe Routes to School - PedNet Coalition¹	
2013-24: SRTS workshops/underserved schools	Complete in FY 16
2013-25: Safe Routes to bus stops pilot program	Complete in FY 16
2013-27: Middle School Bike Brigades	Complete in FY 16

¹ Note: The Safe Routes to School and Transportation Enhancements programs have been absorbed into the Transportation Alternatives Program (TAP) under the MAP-21 transportation bill.

Project**Status**

GetAbout Columbia – Non-Motorized Pilot Program	
2009-47: Hominy Branch Trail Phase II	Construction Phase
2009-89: Staff & Payrolls	Ongoing
2009-90: Promotion & Education	Ongoing
2009-91: Street markings & bicycle racks	Ongoing
2013-7: Bike Boulevard, MKT to BL 70 and Providence	Final Design
2013-8: Ashland Road Sidewalk	Complete
2013-9: Fairview Road Sidewalk	Complete
2013-10: Manor Drive Sidewalk	Final Design
2013-11: Forum Blvd. Ped Bridge	Final Design
2013-19: Program Evaluation & Documentation	Ongoing
2013-20: Bike Boulevard, Wabash to Hominy	Construction
2013-21: County House Trail Phase 2 West	Preliminary Design
2013-22: Clark Lane & Hinkson Creek Trail Pedway	*Preliminary Design
2013-23: Shepard to Rollins Trail connection	*Preliminary Design
Rail/Highway	
No projects for FY 2016	

FINANCIAL SUMMARY

PROJECT LISTINGS

TIP project listings were provided by the individual agencies from each of CATSO's member jurisdictions: MoDOT, Boone County, and the City of Columbia. Specific financial information on MoDOT projects was provided by the MoDOT Central District Office. For Boone County projects, data was provided by Boone County Public Works and the Auditor's Office. For the City of Columbia, the following departments contributed project financial information: Finance, Public Works (including COMO Connect), GetAbout Columbia, and the Community Development Department.

FORECASTED REVENUE ESTIMATES

Revenue forecasts for future funding for the TIP were derived from consultation with specific CATSO member departments such as Boone County Auditor's Office and Public Works Department, City of Columbia Finance Department and Public Works Department, and MoDOT Transportation Planning. These projections are reflected in the Financial Summary section for each project.

Federal Revenue

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) publish notices in the Federal Register that estimates the fiscal year allocations by program year for each urbanized area. These estimates are used as the anticipated federal funding amount. Assumptions for federal funding availability are based on MoDOT projections for the state system, and on the annual allocation of federal Surface Transportation Program (STP) funding received by the City of Columbia. For Boone County, federal funding for projects is intermittent and no assumptions are made for federal funding availability in the future. For other City of Columbia project categories using federal funds such as Transportation Alternatives (TAP) and Traffic Engineering Assistance Program (TEAP), no specific future funding projections are made given the lack of a specific allocation, as well as the competitive nature of this funding source.

MoDOT combines FHWA and FTA funding estimates with state transportation revenue projections to estimate funding for transportation and includes them in the Statewide Transportation Improvement Program (STIP). CATSO uses these projections to determine fiscal constraint relative to the projects programmed in the TIP.

CATSO is responsible for programming projects within the federal revenue categories of STP Sub-allocated, On-System Bridge (BRM), Off-System Bridge (BRO) and Non-Motorized Pilot Program (GetAbout Columbia).

Table 1 – Anticipated Federal Funding FY 2016 through FY 2019

Anticipated Federal Funds	FY 2016	FY 2017	FY 2018	FY 2019	Total
<i>FHWA Revenues</i>					
STP-Sub allocated	\$2,234,000	\$369,362	\$369,362	\$396,362	\$3,369,086
BRO – Boone County	\$0	\$0	\$0	\$0	\$0
BRM – City	\$0	\$0	\$0	\$0	\$0
SRTS	\$75,000	\$0	\$0	\$0	\$75,000
Non-Motorized Project	\$6,530,000	\$1,890,000	\$150,000	\$0	\$8,570,000
STP Enhancement/Trans Alt.	\$0	\$0	\$0	\$0	\$0
MoDOT STP	\$60,000	\$11,996,000	\$12,008,000	\$4,738,000	\$28,802,000
MoDOT Bridge	\$0	\$0	\$0	\$0	\$0
MoDOT NHPP	\$3,751,000	\$6,196,000			\$9,947,000
MoDOT HSIP	\$18,000	\$0	\$0	\$0	\$18,000
<i>FHWA Sub-Total</i>	\$12,668,000	\$20,451,362	\$12,527,362	\$5,134,362	\$50,781,086
<i>FTA Revenues</i>					
FTA Section 5307 Operating	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$9,200,000
FTA Section 5309 Capital	\$65,177	\$0	\$0	\$0	\$65,177
FTA Section 5339 Capital	\$2,591,587	\$4,340,000	\$80,000	\$0	\$7,011,587
FTA Section 5310	\$139,054	\$0	\$0	\$0	\$139,054
FTA Section 5311	\$207,760	\$40,000	\$40,000	\$40,000	\$327,760
FTA Section 5316	\$0	\$101,500	\$101,592	\$0	\$203,092
<i>FTA Sub-Total</i>	\$5,303,578	\$6,781,500	\$2,521,592	\$2,340,000	\$16,946,670
<i>Federal Totals</i>					
	\$17,971,578	\$27,232,862	\$15,048,954	\$7,474,362	\$67,727,756

State Revenue

MoDOT’s principal sources of state revenue for road maintenance are motor vehicle fuel taxes, licenses and fees and one-half of motor vehicle sales tax. It is expected that these sources of revenue will continue, though potentially at a lesser level of funding, and MoDOT’s maintenance obligations in the CATSO MPA will be funded.

Table 2 – Estimated State Revenues for Operations & Maintenance

Anticipated State Revenue	2016	2017	2018	2019	Total
State tax, License & Fees	\$1,980,000	\$1,980,000	\$1,980,000	\$1,980,000	\$7,920,000

Local Revenue

The majority of local funding for transportation projects in the Columbia MPA is derived from sales taxes.

Boone County receives revenue from several sources, including a dedicated one-half cent sales tax. This sales tax revenue is used, in part, to replace a portion of dedicated property tax revenue: the dedicated property tax levy was reduced, but not eliminated, in conjunction with voter approval of the sales tax. In addition, a portion of the sales tax revenue is distributed to entities within the county (cities and special road district). The net amount retained by Boone County is used to pay for maintenance and improvement of the County's roadway infrastructure. In 2007, this sales tax was renewed by voters and is authorized through 2018. This document presumes that this tax will be reauthorized by the public prior to its expiration date. In addition to the one-half cent sales tax, Boone County receives revenue from a dedicated property tax levy (reduced, as described above), revenues from the state-wide fuel tax, revenues from motor vehicle licensing fees, and a portion of the state's sales taxes derived from the sale of motor vehicles. Some, but not all, of Boone County's infrastructure assets are located within the CATSO area; accordingly, revenue amounts shown in the table below have been pro-rated. Amounts shown in the table below have also been reduced by the amounts distributed to other entities. Boone County also receives federal funding for bridge projects; this funding is received on an intermittent basis and is therefore omitted from Table 3 below.

The City of Columbia has a dedicated half-cent transportation sales tax. This tax is utilized for airport operations, transit system operations, street and sidewalk maintenance, and system improvement projects. This is a permanent sales tax. In addition, the City has a quarter-cent capital improvement sales tax, which is used in part for street and sidewalk construction projects. This tax was renewed by voters in August, 2015. Other revenues for transportation projects come from development charges, user fees, special assessments, and the sale of general obligation bonds. The City is a recipient of federal STP and bridge funds for roadway construction projects. Transportation development districts (TDDs) are another source of revenue for transportation projects; although not included in this discussion given they are not administered by the political jurisdictions within the CATSO MPA.

The City also receives revenue from Boone County as part of a County rebate program, and funds through MoDOT from revenue derived from motor vehicle tax, gasoline tax, sales and use tax, and licenses and fees.

Revenue estimates in Table 3 were provided by the Boone County Auditor's office and the City of Columbia Finance Department. Table 3 provides a summary of local tax revenue sources. For the Boone County ½ sales tax and dedicated property tax, an annual inflation factor of 2% was generally employed. The same inflation factor was employed for the City of Columbia ½ cent transportation sales tax and ¼ cent capital improvement sales tax revenue projections. Other revenue sources are either projected to be flat across the FY 2016-2019 budget period, or in the case of the City of Columbia gasoline tax receipts, projected to be .95 of the previous year's annual amount.

Table 3 - Selected Local Taxes 2016 Through 2019

Anticipated Local Revenue	2016	2017	2018	2019	Total
Boone County ½ cent sales tax	\$3,744,507	\$3,819,397	\$3,895,785	\$3,973,700	\$15,433,389
Boone County dedicated property tax	\$396,794	\$404,730	\$412,825	\$421,081	\$1,635,430
Boone County gas tax	\$376,200	\$376,200	\$376,200	\$376,200	\$1,504,800
Boone County motor vehicle fees & sales tax	\$141,075	\$141,075	\$141,075	\$141,075	\$564,300
City of Columbia Boone County Rebate tax	\$1,915,419	\$1,953,727	\$1,992,802	\$2,032,658	\$7,894,606
City of Columbia ½ cent sales tax	\$11,360,213	\$11,587,417	\$11,819,165	\$12,055,548	\$46,822,343
City of Columbia 1/4 cent sales tax	\$5,680,044	\$5,793,645	\$5,909,518	\$6,027,708	\$23,410,915
Gasoline Tax (City)	\$2,647,342	\$2,514,975	\$2,389,226	\$2,269,765	\$9,821,308
Motor Vehicle Tax (City)	\$1,180,660	\$1,180,660	\$1,180,660	\$1,180,660	\$4,722,640
Public Improvement Fund/Dev. Fees	\$2,323,902	\$2,347,141	\$2,370,612	\$2,394,319	\$9,435,974
City CDBG Revenue	\$525,426	\$59,433	\$0	\$0	\$584,859
TOTALS	\$30,291,582	\$30,178,400	\$30,487,868	\$30,872,714	\$121,830,564

Table 4 - Summary of Forecasted Federal, State & Local Revenue 2016 Through 2019

Anticipated Revenue Source	2016	2017	2018	2019	Total
Federal	\$17,971,578	\$27,232,862	\$15,048,954	\$7,474,362	\$67,727,756
State (MoDOT)	\$10,417,000	\$6,059,000	\$4,304,000	\$3,181,000	\$23,961,000
Boone County	\$4,658,576	\$4,741,402	\$4,825,885	\$4,912,056	\$19,137,919
City of Columbia	\$25,633,006	\$25,436,998	\$25,661,983	\$25,960,658	\$102,692,645
TOTALS	\$58,680,160	\$63,470,262	\$49,840,822	\$41,528,076	\$213,519,320

Note: Above includes state funding for operations and maintenance, capital projects, and transit operations.

- Revenue estimates for state funding were received directly from MoDOT. Please refer to the 2016-2020 STIP for more information.

OPERATIONS AND MAINTENANCE

MoDOT :

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 expected to increase 1% annually. In fiscal year 2016, MoDOT is budgeting \$535,140,000 in maintenance expenditures that would grow to \$554,874,000 in fiscal year 2020.

This makes MoDOT's cost \$6,913 per lane mile.

Calculations are \$535,140,000 / 77,409 lane miles of roadway.

Assumptions:

Maintenance Operations \$485,578,000 *
Fleet Investments \$ 22,362,000 *
Facility Investments \$ 7,200,000 *
IS Investments \$ 20,000,000 *
Total \$535,140,000
Lane miles 77,409 **

*Source: FY 2016 Budget Request (5-6-15)

** Source: Official 2014 State System Mileage

Local Jurisdictions

The City of Columbia and Boone County were asked to furnish an estimate of annual operation and maintenance costs for locally owned roadways within the CATSO MPA.

This information is used in conjunction with financial estimates, including projected growth rates, to determine the balance between maintaining the existing roadway system and programming for system expansion/reconstruction. Local jurisdictions within the Columbia metropolitan planning area are able to give greater consideration to these matters knowing how the projected operation and maintenance costs may impact funding for expansion projects.

Table 5 - Estimated Maintenance Costs for Federal Aid Road Mileage

Maintenance Costs-Federal Aid System	Lane Miles	Cost Per Mile*	2016	2017	2018	2019	Total
State System MoDOT	171	\$6,913	\$1,182,123	\$1,217,587	\$1,254,114	\$1,291,738	\$4,945,562
Boone County	39	\$6,244	\$243,516	\$250,821	\$258,346	\$266,097	\$1,018,780
City of Columbia	150.6	\$8,439	\$1,270,913	\$1,309,041	\$1,348,312	\$1,388,761	\$5,317,028
TOTAL	360.6	–	\$2,696,552	\$2,777,449	\$2,860,772	\$2,946,596	\$11,281,369

* - Base cost per mile for FY 2016 is in 2015 dollars, 3 percent inflation factor per year added for out years.

Maintenance and operations for only federal-aid public roadways in the CATSO MPA are accounted for in the chart above. Maintenance and operations costs for all roadways within the CATSO jurisdiction are discussed at the end of this section. The \$6,913 maintenance cost per lane mile is an updated cost figure for the MoDOT system for 2015. Additional cost per mile maintenance figures for City of Columbia and Boone County roadways are also displayed. These figures were revised based on previous document numbers and an inflation factor applied. For the MPA roadways that are not part of the federal-aid system, the maintenance cost per centerline mile is lower due to a multiple factors, including lower traffic volumes.

The lane per mile cost figures above could also be utilized to calculate the maintenance costs for all roadways maintained by the local jurisdictions within the MPA, beyond the federal aid system. The City of Columbia maintains 575 miles of roadway, while Boone County maintains 302 miles of roadway within the CATSO MPA. For example, the anticipated total street maintenance budget for Columbia for FY 2016 is \$9,704,850, which divided by the roadway miles gives a lane mile cost of \$8,439.

The City of Columbia and Boone County half-cent sales taxes, plus additional City funding sources, produce adequate revenue that demonstrates that local jurisdictions within the CATSO MPA boundary are able to fund the local share of federally-funded projects programmed in the TIP as well as maintain the local roadway system, including the portions of the federal-aid system maintained by said jurisdictions, over the TIP horizon period.

Tables 6 and 7 illustrate the total revenues projected to be available for the City of Columbia and Boone County, respectively, for both operations and maintenance and capital projects over the four-year TIP period.

Table 6 – City of Columbia Funding Summary – Roadway Network Projects

City of Columbia	2016	2017	2018	2019	Total
Total Estimated Revenue	\$25,633,006	\$25,436,998	\$25,661,983	\$25,960,658	\$102,692,645
Estimated Operations & Maintenance Costs	\$9,704,850	\$9,996,996	\$10,295,875	\$10,604,752	\$40,601,472
Funds Available for Capital Projects	\$15,928,156	\$15,440,002	\$15,366,108	\$15,355,906	\$62,090,172
Local Share of TIP Projects with Federal Funds	\$69,400	\$449,718	\$0	\$0	\$519,118
Funds Available* for Local Projects	\$15,858,756	\$14,990,284	\$15,366,108	\$15,355,906	\$61,571,054

* Additional funding could potentially be available from City of Columbia previous year allocations and reserve funds for capital roadway projects.

Table 7 – Boone County Funding Summary – Roadway Network Projects (CATSO MPA)

Boone County	2016	2017	2018	2019	Total
Total Estimated Revenue (CATSO MPA only)	\$4,641,992	\$4,724,781	\$4,809,226	\$4,895,360	\$19,071,359
Estimated Operations & Maintenance Costs	\$3,771,376	\$3,884,517	\$4,001,053	\$4,121,084	\$15,778,030
Funds Available for Capital Projects	\$870,615	\$840,264	\$808,173	\$774,276	\$3,293,328
Local Share of TIP Projects with Federal Funds	\$0	\$0	\$0	\$0	\$0
Funds Available* for Local Projects	\$870,615	\$840,264	\$808,173	\$774,276	\$3,293,328

* Additional funding could potentially be available from Boone County reserve funds for capital roadway projects.

TRANSIT

The transit operations and maintenance expenses include the salaries and fringe benefits of bus operators, fleet mechanics and administrative staff . It also contains the expenses for maintenance staff of system facilities. The latter includes repairing/replacing damaged bus shelters, weed control, and trash pickup. Facility maintenance expenses include routine replacement of various parts in the bus washing facility. Fuel for fleet operations is a major expense.

Table 8 – Estimated Expenditures for Transit Operations and Maintenance

Activity	2016	2017	2018	2019	Total
FTA Section 5307 Funds for System Operations	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$9,200,000
Local & State Expenditures for System Operations & Maintenance	\$2,325,942	\$2,367,161	\$2,409,204	\$2,707,088	\$9,809,395
TOTAL	\$4,625,942	\$4,667,161	\$4,709,204	\$5,007,088	\$19,009,395

Besides anticipated/programmed \$9,200,000 in FTA operating funds (Section 5307), the table above includes \$60,000 in MoDOT transit operating assistance, in addition to local City of Columbia funding from ½ cent transportation sales tax revenues.

PROJECT COST ESTIMATES

General cost estimates are utilized for projects in out years, and other projects for which detailed construction plans are not yet available. As an example, for street projects, the City of Columbia utilizes per lineal foot (plf) cost estimates of \$1,550 plf for major arterials, \$1,100 plf for minor arterials, \$800 plf for major collectors, and \$700 plf for neighborhood collector streets. It is assumed that 10 percent of the total project cost will be for design/engineering, plus a general figure of \$100 plf for right-of-way is utilized.

Detailed project cost estimates are made using methodologies which include the cost of right-of-way acquisition, utility relocation, design, and construction. There is a large degree of variability; given not all of the factors noted apply for each project. Given the unique nature of each street project, additional construction money may be added for bridge construction, culverts, and other necessary features. Project costs are done in accordance with the construction cost data for the mid-Missouri area. Total cost figures shown for each roadway project represent the estimated cost of constructing the roadway to the adopted design standard for its classification. For other projects, such as sidewalks and trails, the figures reflect the total cost of building the project to the general adopted standard, e.g. 5-foot width for sidewalks.

Note: Individual project listings by jurisdiction and transportation type, financial summaries spreadsheets, and appendices are attached in separate documents.

FINANCIAL CONSTRAINT

The FY 2016-2019 TIP includes a total of \$107,787,893 in capital projects, with \$63,728,763 in federal funds, \$16,041,000 in state funds, and \$28,018,130 in local funding applied to those projects. Total anticipated revenue available for transportation purposes over the four year TIP period is approximately \$67,727,756 in federal dollars, \$23,961,000 in state funds and \$121,830,564 in local funds. This is a total of \$213,519,320.

Depending upon future federal legislation, additional funds for STP Alternatives and other programs might be anticipated in the out years of the TIP period. It should be noted that \$7,586,670 of the estimated federal funding shown is FTA capital and other non-operating transit funding, e.g. Section 5316. The receipt of this category of funding is competitive and not assured. Applications for this funding must be submitted on an annual basis and due to the funding limitations grant awards may not be realized.

Operations and Maintenance (O & M) needs are accounted for in the revenue forecasts and in the programming of projects. The projected numbers below for roadways include all roadways under MoDOT, Boone County, and City of Columbia jurisdiction, not just Federal-aid roadway miles.

For the City of Columbia, a total of \$40,602,473 in streets and sidewalks O & M is projected to be programmed over the four-year TIP period.

And a total of \$9,749,395 in local (City of Columbia 1/2 cent transportation sales tax) funds, \$60,000 in state (MoDOT transit operating) funds, and \$9,200,000 in Federal (FTA Section 5307) funds are projected to be programmed for transit O & M. This is a total of \$19,009,395. Unlike the other O & M categories, the transit funds are included in the TIP's list of programmed capital projects.

For Boone County, a total of \$15,778,030 is projected to be programmed for streets O & M in the Columbia MPA.

For MoDOT, a total of \$7,920,000 in revenue is projected to be available for O & M, with all of this revenue expected to be programmed for O & M for their roadway system in the Columbia MPA.

Total maintenance costs anticipated among all jurisdictions are \$64,300,503. As noted, this does not include transit O & M costs, which are included in the capital cost totals. Nor does it include Columbia Regional Airport maintenance and operation costs, which are covered by the same City of Columbia sources of revenue utilized for surface transportation. Combined with programmed capital projects, a total of \$172,088,396 in costs is anticipated. The anticipated revenue of \$213,519,320 is adequate to fund those projected costs. Additional projected revenue not shown as programmed in the FY 2016-2019 TIP is dedicated to other transportation responsibilities of the City. This includes the Columbia Regional Airport operations, other expenses, and maintaining reserve funds for emergencies and other unexpected needs. Projected revenue to be received will also be programmed for future transportation projects as prioritized by the individual jurisdictions, and as new needs arise.

MoDOT Roadway Payment & Construction Projects

County: Boone		MoDOT		Funding		MPO Fiscal Year					
						2016	2017	2018	2019	TOTALS	
Project	Interstate 70 Pavement Improvements	ENG	Federal	\$154,000						\$154,000	
MoDOT #	5I2176		State	\$18,000						\$18,000	
TIP #	2010-22		Local								
Description:	Pavement improvements on EB and WB lanes from the Lake of the Woods interchange to Cedar Creek, 5.72 miles		State (AC)								
Federal Source Agency		FHWA	Federal	\$2,040,000						\$2,040,000	
Federal Funding Category		NHPP	State	\$227,000						\$227,000	
MoDOT Funding Category		Statewide Interstate & Major Bridge	Local								
Work or Fund Category		ENG/CON	Other								
Total Project Cost		\$2,542,000	CON	Federal	\$2,040,000						\$2,040,000
State Funding - MoDOT; Total Project Cost includes \$103,000 in prior programming			State	\$227,000							\$227,000
		Local									
		State (AC)									
				TOTAL	\$2,285,000	\$0	\$0	\$0	\$0	\$2,439,000	

County: Boone		MoDOT		Funding		MPO Fiscal Year					
						2016	2017	2018	2019	TOTALS	
Project	Route 63 - Pavement Improvements	ENG	Federal								
MoDOT #	5P3010B		State	\$81,000						\$81,000	
TIP #	2015-1		Local								
Description:	Pavement improvements from Route WW to Route 763 in Columbia. Project includes portions of Routes AC, WW, 63 Connector, PP and 763. 10.27 miles.		State (AC)	\$328,000							\$328,000
Federal Source Agency		FHWA	Federal								
Federal Funding Category		NHPP	State	\$1,085,000						\$1,085,000	
MoDOT Funding Category		Taking Care of System	Local								
Work or Fund Category		ENG/CON	Other								
Total Project Cost		\$5,856,000	CON	Federal							
Total cost includes prior programming of \$22,000.			State (AC)	\$4,340,000							\$4,340,000
				TOTAL	\$5,834,000	\$0	\$0	\$0	\$0	\$5,834,000	

County: Boone		MoDOT		Funding		MPO Fiscal Year					
						2016	2017	2018	2019	TOTALS	
Project	OR 63 - Bridge Improvements	ENG	Federal	\$117,000						\$117,000	
MoDOT #	5S3089		State	\$29,000						\$29,000	
TIP #	2015-2		Local								
Description:	Bridge improvements over Gans Creek. \$131,000 Boone Cty. (BRO) soft match credit and \$523,000 Boone Cty off-system (BRO) funds. Project involves bridge G0739. 0.05 mile.		State (AC)								
Federal Source Agency		FHWA	Federal	\$8,000						\$8,000	
Federal Funding Category		NHPP	State	\$2,000						\$2,000	
MoDOT Funding Category		Taking Care of System	Local								
Work or Fund Category		ENG/CON/ROW	Other								
Total Project Cost		\$838,000	CON	Federal	\$523,000						\$523,000
Total cost includes prior programming of \$28,000.			State	\$131,000							\$131,000
		Local									
		State (AC)									
				TOTAL	\$810,000	\$0	\$0	\$0	\$0	\$810,000	

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	OR 63 - Bridge improvements	ENG	Federal	\$117,000						\$117,000
MoDOT #	5S3090		State	\$29,000						\$29,000
TIP #	2015-3		Local							
Description:	Bridge improvements over Bonne Femme Creek. Project involves bridge G0740, 0.06 mile.	ROW	State (AC)							
			Federal	\$8,000						\$8,000
			State	\$2,000						\$2,000
			Local							
Federal Source Agency	FHWA	CON	Other							
			Federal	\$529,000					\$529,000	
			State	\$132,000					\$132,000	
Federal Funding Category	NHPP									
MoDOT Funding Category	Taking Care of the System									
Work or Fund Category	ENG/CON/ROW									
Total Project Cost	\$848,000		State (AC)							
Total cost includes prior programming of \$31,000.				TOTAL	\$817,000	\$0	\$0	\$0	\$0	\$817,000

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	Pavement improvements on I-70.	ENG	Federal	\$18,000	\$407,000					\$425,000
MoDOT #	5I3001		State	\$2,000	\$45,000					\$47,000
TIP #	2015-5		Local							
Description:	Pavement improvements on the EB and WB lanes from the Missouri River to near the St. Charles interchange, 16.0 miles.	ROW	State (AC)							
			Federal							
			State							
			Local							
Federal Source Agency	FHWA	CON	Other							
			Federal		\$5,789,000				\$5,789,000	
			State		\$643,000				\$643,000	
Federal Funding Category	NHPP									
MoDOT Funding Category	ENG/CON									
Work or Fund Category	Statewide Interstate and Major Bridge									
Total Project Cost	\$6,954,000		State (AC)							
Total Project Cost includes prior programming of \$50,000.				TOTAL	\$20,000	\$6,884,000	\$0	\$0	\$0	\$6,904,000

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	Route E - Bridge Painting	ENG	Federal	\$27,000						\$27,000
MoDOT #	5S2182B		State	\$7,000						\$7,000
TIP #	2015-24		Local							
Description:	Bridge painting from 0.1 mile north of Perche Creek to 0.5 mile north of the Columbia city limits. Project involves bridges A0557 over Perche Creek and A0558 over Rocky Fork Creek.	ROW	State (AC)							
			Federal							
			State							
			Local							
Federal Source Agency	FHWA	CON	State (AC)							
			Federal	\$210,000					\$210,000	
			State	\$52,000					\$52,000	
Federal Funding Category	NHPP									
MoDOT Funding Category	Taking Care of System									
Work or Fund Category	ENG/CON									
Total Project Cost	\$298,000		State (AC)							
Total Project Cost includes prior programming of \$2,000				TOTAL	\$296,000	\$0				\$296,000

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	Rte. PP - Payment to City of Columbia	ENG	Federal							
MoDOT #	5P3010F		State							
TIP #	2016-1	ROW	Local							
Description:	Payment to Columbia for pavement improvements from 0.1 mile east of the Rte. 63 Connector to 0.2 mile west of Ballenger Lane. Total of 1.02 miles.		State (AC)							
		CON	Federal							
Federal Source Agency	FHWA		State	\$366,000					\$366,000	
Federal Funding Category	State		Local							
MoDOT Funding Category	Taking Care of System		Other							
Work or Fund Category	ENG/FFOS/Payments		State (AC)							
Total Project Cost	\$366,000									
TOTAL				\$366,000	\$0	\$0	\$0	\$0	\$366,000	

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	I-70 - Pavement repair	ENG	Federal							
MoDOT #	0I3002I		State	\$1,000					\$1,000	
TIP #	2016-2	ROW	Local							
Description:	Job Order Contracting for pavement repair in Cooper, Boone, and Callaway Counties.		State (AC)	\$4,000					\$4,000	
		CON	Federal							
Federal Source Agency	FHWA		State	\$25,000					\$25,000	
Federal Funding Category	NHPP		Local							
MoDOT Funding Category	Statewide Interstate and Major Bridge		State (AC)	\$225,000					\$225,000	
Work or Fund Category	ENG/CON									
Total Project Cost	\$255,000									
TOTAL				\$255,000	\$0	\$0	\$0	\$0	\$255,000	

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	Various Enhancements	ENG	Federal							
MoDOT #	0P3011F		State							
TIP #	2016-3	ROW	Local							
Description:	Enhancement projects at various primary locations in the Central District. \$1,345,000 Statewide Transportation Enhancement Funds.		State (AC)							
		CON	Federal							
Federal Source Agency	FHWA		State	\$1,108,000					\$1,108,000	
Federal Funding Category	STP		Local	\$277,000					\$277,000	
MoDOT Funding Category	Taking Care of the System		State (AC)							
Work or Fund Category	CON									
Total Project Cost	\$1,390,000									
Total Project Cost includes prior programming of \$5,000. A portion of this project will occur within the CATSO MPA.										
TOTAL				\$0	\$1,385,000	\$0	\$0	\$0	\$1,385,000	

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	Various - Pavement and Bridge Improvements	ENG	Federal	\$40,000	\$413,000					\$453,000
			State	\$10,000	\$103,000					\$113,000
MoDOT #	5L1700	ENG	Local							
TIP #	2016-4		State (AC)							
Description:	Pavement and bridge improvements on various primary routes in the Central District.	ROW	Federal							
			State							
			Local							
			Other							
Federal Source Agency	FHWA	CON	Federal		\$6,180,000					\$6,180,000
Federal Funding Category	STP		State		\$1,545,000					\$1,545,000
MoDOT Funding Category	Taking Care of the System		Local							
Work or Fund Category	ENG/CON		State (AC)							
Total Project Cost	\$8,295,000									
Total Project Cost includes prior programming of \$4,000.										
				TOTAL	\$50,000	\$8,241,000	\$0	\$0		\$8,291,000

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	Guard cable and guardrail repair	ENG	Federal							
			State	\$7,000						
MoDOT #	5P3101	ENG	Local							
TIP #	2016-5		State (AC)	\$29,000						\$29,000
Description:	Job order contracting for guard cable and guardrail repair at various locations in the northern portion of the Central District.	ROW	Federal							
			State							
			Local							
			Other							
Federal Source Agency	FHWA	CON	Federal							
Federal Funding Category	STP		State	\$102,000						\$102,000
MoDOT Funding Category	Taking Care of the System		Local							
Work or Fund Category	ENG/CON		State (AC)	\$408,000						\$408,000
Total Project Cost	\$546,000									
				TOTAL	\$546,000	\$0	\$0	\$0		\$546,000

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	Various - Pavement and Bridge Improvements	ENG	Federal	\$8,000	\$302,000					\$310,000
			State	\$2,000	\$76,000					
MoDOT #	5S3042	ENG	Local							
TIP #	2016-6		State (AC)							
Description:	Pavement and bridge improvements on various primary routes in the Central District.	ROW	Federal							
			State							
			Local							
			Other							
Federal Source Agency	FHWA	CON	Federal		\$3,939,000					\$3,939,000
Federal Funding Category	STP		State		\$985,000					\$985,000
MoDOT Funding Category	Taking Care of the System		Local							
Work or Fund Category	ENG/CON		State (AC)							
Total Project Cost	\$5,314,000									
Total Project Cost includes prior programming of \$2,000.										
				TOTAL	\$10,000	\$5,302,000	\$0	\$0		\$5,312,000

MoDOT

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	Various - Pavement and Bridge Improvements	ENG	Federal							\$763,000
			State	\$1,000	\$13,000	\$177,000				\$191,000
MoDOT #	5S3043		Local							
TIP #	2016-7		State (AC)							
Description:	Pavement and bridge improvements on various primary routes in the Central District.	ROW	Federal							
			State							
			Local							
			Other							
Federal Source Agency	FHWA	CON	Federal			\$8,488,000				\$8,488,000
Federal Funding Category	STP		State			\$2,121,000				\$2,121,000
MoDOT Funding Category	Taking Care of the System		Local							
Work or Fund Category	ENG/CON		State (AC)							
Total Project Cost	\$11,565,000									
Total Project Cost includes prior programming of \$2,000.										
				TOTAL	\$1,000	\$67,000	\$11,495,000	\$0		\$11,563,000

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	Various - Pavement and Bridge Improvements	ENG	Federal					\$27,000	\$355,000	\$382,000
			State	\$1,000	\$1,000	\$6,000		\$88,000		\$96,000
MoDOT #	5S3043B		Local							
TIP #	2016-8		State (AC)							
Description:	Pavement and bridge improvements on various primary routes in the Central District.	ROW	Federal							
			State							
			Local							
			Other							
Federal Source Agency	FHWA	CON	Federal					\$4,371,000		\$4,371,000
Federal Funding Category	STP		State					\$1,093,000		\$1,093,000
MoDOT Funding Category	Taking Care of the System		Local							
Work or Fund Category	ENG/CON		State (AC)							
Total Project Cost	\$5,942,000									
				TOTAL	\$1,000	\$1,000	\$33,000	\$5,907,000		\$5,942,000

County: Boone		MoDOT		Funding		MPO Fiscal Year				
						2016	2017	2018	2019	TOTALS
Project	MO 740 - Payment to City of Columbia	ENG	Federal							
			State	\$7,000						\$7,000
MoDOT #	5S3092		Local							
TIP #	2015-7		State (AC)							
Description:	Payment to City of Columbia for intersection and ADA improvements at the intersection of Old Rte. 63 in Columbia. \$496,050 Cost Share.	ROW	Federal							
			State							
			Local							
			Other							
Federal Source Agency	State	PAYMENT	Federal							
Federal Funding Category	Major Projects and Emerging Needs		State	\$702,000						\$702,000
MoDOT Funding Category	ENG/FFOS/Payments		Local							
Work or Fund Category			State (AC)							
Total Project Cost	\$717,000									
Total Project Cost includes prior programming of \$8,000.										
				TOTAL	\$709,000	\$0	\$0	\$0		\$709,000

County: Boone		MoDOT		MPO Fiscal Year				
		Funding	2016	2017	2018	2019	TOTALS	
Project	Various - Work Zone Enforcement	ENG	Federal					
MoDOT #			5P3103	State				
TIP #	2016-9		Local					
Description:	On-call work zone enforcement at various locations in the Central District.	ROW	State (AC)					
			Federal					
			State					
			Local					
Federal Source Agency	FHWA	PAYMENT	Other					
Federal Funding Category	Safety		Federal	\$18,000			\$18,000	
MoDOT Funding Category	Safety		State	\$2,000			\$2,000	
Work or Fund Category	ENG/FFOS/Payments		Local					
Total Project Cost	\$20,000	State (AC)						
			TOTAL	\$20,000	\$0	\$0	\$0	\$20,000

MoDOT Financial Summary					
Source	2016	2017	2018	2019	TOTALS
Federal	\$3,817,000	\$18,192,000	\$9,224,000	\$4,726,000	\$35,959,000
State	\$3,023,000	\$3,688,000	\$2,304,000	\$1,181,000	\$10,196,000
Local	\$0	\$0	\$0	\$0	\$0
State (AC)	\$5,334,000	\$0	\$0	\$0	\$5,334,000
Total	\$12,174,000	\$21,880,000	\$11,528,000	\$5,907,000	\$51,489,000

Note 1: For AC Conversion Year information for applicable projects, please reference Appendix F

Note 2: Also for applicable projects, please reference the FY 2016-2020 STIP document available at the below link:

http://www.modot.org/plansandprojects/construction_program/STIP2016-2020/index.htm

County: Boone		MoDOT Scoping		Funding	MPO Fiscal Year				TOTALS
					2016	2017	2018	2019	
Project	State system bridge inspection program	MoDOT #	ENG	Federal	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
				State	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
				Local					
				State (AC)					
TIP #	2015-10	Description:	ROW	Federal					
				State					
				Local					
				Other					
Federal Source Agency	FHWA	MoDOT Funding Category	CON	Federal					
Federal Funding Category	STP			State					
MoDOT Funding Category	State			Local					
Work or Fund Category	ENG			Other					
Total Project Cost	\$10,000 Annual								
				TOTAL	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000

County: Boone		MoDOT Scoping		Funding	MPO Fiscal Year				TOTALS
					2016	2017	2018	2019	
Project	Non-state system bridge inspection program	MoDOT #	ENG	Federal	\$4,000	\$4,000	\$4,000	\$4,000	\$16,000
				State	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
				Local					
				State (AC)					
TIP #	2015-11	Description:	ROW	Federal					
				State					
				Local					
				Other					
Federal Source Agency	FHWA	MoDOT Funding Category	CON	Federal					
Federal Funding Category	STP			State					
MoDOT Funding Category	State			Local					
Work or Fund Category	ENG			Other					
Total Project Cost	\$5,000 Annual								
				TOTAL	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000

County: Boone		MoDOT Scoping		Funding	MPO Fiscal Year				TOTALS	
					2016	2017	2018	2019		
Project	Various - Scoping for pavement improvements on various primary routes in the Central District	MoDOT #	ENG	Federal						
				State	\$4,000					\$4,000
				Local						
				State (AC)	\$16,000					\$16,000
TIP #	2016-11	Description:	ROW	Federal						
				State						
				Local						
				Other						
Federal Source Agency	FHWA	MoDOT Funding Category	CON	Federal						
Federal Funding Category	NHPP			State						
MoDOT Funding Category	Taking Care of the System			Local						
Work or Fund Category	ENG			Other						
Total Project Cost	Future cost \$15.001 to \$25 M.									
Total cost includes prior programming of \$4,000.				TOTAL	\$20,000	\$0	\$0	\$0	\$20,000	

County: Boone		MoDOT Scoping		Funding	MPO Fiscal Year				TOTALS	
					2016	2017	2018	2019		
Project	Various - Scoping for pavement improvements on various primary routes in the Central District	MoDOT #	5P3045	ENG	Federal					
					State	\$2,000				\$2,000
					Local					
TIP #	2016-12				State (AC)	\$8,000			\$8,000	
Description:	Scoping for pavement improvements on various primary routes in the Central District.	ROW		Federal						
				State						
				Local						
				Other						
Federal Source Agency	FHWA	CON		Federal						
Federal Funding Category	NHPP			State						
MoDOT Funding Category	Taking Care of the System			Local						
Work or Fund Category	ENG			Other						
Total Project Cost	Future cost \$25.001 to \$50 M.									
Total cost includes prior programming of \$4,000.					TOTAL	\$10,000	\$0	\$0	\$0	\$10,000

County: Boone		MoDOT Scoping		Funding	MPO Fiscal Year				TOTALS	
					2016	2017	2018	2019		
Project	Scoping for replacement of median drainage culverts in Cooper, Boone, and Callaway	MoDOT #	513136	ENG	Federal					
					State	\$37,000				\$37,000
					Local					
TIP #	2016-13				State (AC)	\$334,000			\$334,000	
Description:	Scoping for replacement of median drainage culverts in Cooper, Boone, and Callaway Counties	ROW		Federal						
				State						
				Local						
				Other						
Federal Source Agency	FHWA	CON		Federal						
Federal Funding Category	NHPP			State						
MoDOT Funding Category	Taking Care of the System			Local						
Work or Fund Category	ENG			Other						
Total Project Cost	Future cost \$2.001 to \$5 M.									
No prior \$ programmed					TOTAL	\$0	\$371,000	\$0	\$0	\$371,000

MoDOT Scoping Financial Summary						
Source	2016	2017	2018	2019	TOTALS	
Federal	\$12,000	\$12,000	\$12,000	\$12,000	\$48,000	
State	\$22,000	\$40,000	\$3,000	\$3,000	\$68,000	
Local	\$0	\$0	\$0	\$0	\$0	
State (AC)	\$41,000	\$334,000	\$0	\$0	\$375,000	
Total	\$75,000	\$386,000	\$15,000	\$15,000	\$491,000	

Boone County Road Projects

Boone County		Funding		MPO Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Waco Road - Highway 63 to City Limits	ENG	Federal					
MoDOT #			State					
TIP #	2009-10		Local					
Description:	New construction of road and bridge		Other					
		ROW	Federal					
			State					
			Local					
	Other							
Federal Source Agency		CON	Federal					
Federal Funding Category			State					
MoDOT Funding Category			Local	\$3,400,000				\$ 3,400,000
Work or Fund Category	ENG/CON		Other					
Total Project Cost	\$3,500,000							
Local Funding - Boone County 1/2 cent sales tax, includes \$100,000 in prior programmed funds for ROW			TOTAL	\$3,400,000	\$0	\$0	\$0	\$ 3,400,000

Boone County Financial Summary						
Agency	Source	2015	2016	2017	2018	TOTALS
Boone County	Federal	\$0	\$0	\$0	\$0	\$0
	State	\$0	\$0	\$0	\$0	\$0
	Local	\$3,400,000	\$0	\$0	\$0	\$3,400,000
	Other	\$0	\$0	\$0	\$0	\$0
Total		\$3,400,000	\$0	\$0	\$0	\$3,400,000

City of Columbia Street Projects

City of Columbia - Streets		Funding	Fiscal Year				TOTALS	
			2016	2017	2018	2019		
Project	Stadium & Old 63 Intersection Improvements	ENG	Federal					
MoDOT #			MoDOT					
TIP #	2013-42		Local					
Description:	Reconstruct islands to include landscaping and pedestrian crossings, along with other intersection treatments.		Other					
Federal Source Agency		ROW	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	Other							
Federal Source Agency		CON	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category	Cost Share		Local	\$762,095			\$762,095	
Work or Fund Category	ENG/ROW/CON		Other					
Total Project Cost	\$1,479,095							
Local Funding - capital improvement sales tax. State funding is through MoDOT cost share program and other sources.			TOTAL	\$762,095	\$0	\$0	\$0	\$762,095

The above project was added as an amendment and formally approved by the CATSO Coordinating Committee on May 22, 2014.
 Note: MoDOT amounts above are shown for demonstration purposes only & not included total budget, as MoDOT share is included in project #2015-7 in MoDOT section.

City of Columbia - Streets		Funding	Fiscal Year				TOTALS	
			2016	2017	2018	2019		
Project	Burnam/Rollins/Providence Intersection Upgrade and Study	ENG	Federal					
MoDOT #			MoDOT					
TIP #	2009-27		Local		\$387,323		\$387,323	
Description:	Safety/access study of potential options, plus reconstruction and reconfiguration of the 3-way intersection at Route 163 (Providence)		Other					
Federal Source Agency		ROW	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	Other							
Federal Source Agency	FHWA	CON	Federal		\$1,852,493		\$1,852,493	
Federal Funding Category	STP		MoDOT					
MoDOT Funding Category			Local		\$62,395		\$62,395	
Work or Fund Category	ENG/ROW/CON		Other					
Total Project Cost	\$3,200,000							
Local Funding - 1/4 cent capital improvements sales tax, Federal funding - STP. Additional funding of \$897,789 will be needed.			TOTAL	\$0	\$2,302,211	\$0	\$0	\$2,302,211

City of Columbia - Streets		Funding	Fiscal Year				TOTALS	
			2016	2017	2018	2019		
Project	Discovery Drive South	ENG	Federal					
MoDOT #			MoDOT					
TIP #	2016-14		Local	\$52,000			\$52,000	
Description:	Extension of Discovery Drive south of Discovery Parkway		Other					
Federal Source Agency		ROW	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	Other							
Federal Source Agency		CON	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local	\$468,000			\$468,000	
Work or Fund Category	ENG/CON		Other					
Total Project Cost	\$520,000							
Local Funding - transportation sales tax, EDA grant			TOTAL	\$520,000	\$0	\$0	\$0	\$520,000

City of Columbia - Streets		Funding	Fiscal Year				TOTALS
			2016	2017	2018	2019	
Project	Scott Boulevard Phase 3 - Vawter School Road to Route KK	ENG	Federal				
MoDOT #			MoDOT				
TIP #	2013-37		Local				
Description:	Reconstruction of this section of Scott Boulevard to minor arterial standard		Other				
		ROW	Federal				
			MoDOT				
			Local				
			Other				
Federal Source Agency		CON	Federal				
Federal Funding Category			MoDOT				
MoDOT Funding Category			Local	\$5,159,758	\$4,450,729		\$9,610,487
Work or Fund Category	CON		Other				
Total Project Cost	\$11,388,587						
Local Funding - 1/4 cent capital improvement sales tax, county road tax rebate. Additional funding of \$1,139,553 will be needed for construction. Includes \$638,547 in prior programming.							
TOTAL			\$5,159,758	\$4,450,729	\$0	\$0	\$9,610,487

City of Columbia - Streets		Funding	Fiscal Year				TOTALS
			2016	2017	2018	2019	
Project	Broadway Pavement Improvements	ENG	Federal	\$7,338			\$7,338
MoDOT #			MoDOT				
TIP #	2013-39		Local	\$1,834			\$1,834
Description:	Pavement improvements with milling and thin lift overlay from Providence Road to Hitt Street, 0.46 mile		Other				
		ROW	Federal				
			MoDOT				
			Local				
			Other				
Federal Source Agency	FHWA	CON	Federal	\$270,262			\$270,262
Federal Funding Category	STP		MoDOT				
MoDOT Funding Category			Local	\$67,566			\$67,566
Work or Fund Category	ENG/ROW/CON		Other				
Total Project Cost	\$347,000						
Local Funding - 1/4 cent capital improvements sales tax							
TOTAL			\$347,000	\$0	\$0	\$0	\$347,000

Project above reflects revision made as part of amendment approved by CATSO on December 5, 2013. This amendment was to include STP funds as 80% of the total cost, with 20% local funding. The total budget was increased by \$120,000. The previous project total was \$227,000, with local funding entirely from City of Columbia.

City of Columbia-Streets Financial Summary						
Agency	Source	2015	2016	2017	2018	TOTALS
City of Columbia	Federal	\$277,600	\$1,852,493	\$0	\$0	\$2,130,093
	MoDOT	\$0	\$0	\$0	\$0	\$0
	Local	\$6,511,253	\$4,900,447	\$0	\$0	\$11,411,700
	Other	\$0	\$0	\$0	\$0	\$0
Total		\$6,788,853	\$6,752,940	\$0	\$0	\$13,541,793

NOTE: MoDOT contribution to Project #2013-42 is shown in budget of Project #2015-7 in MoDOT Construction & Payment section.

May 16, 2013 Amendment added projects 2013-36 through 2013-39.

City of Columbia Sidewalk Projects

City of Columbia - Sidewalks		Funding	Fiscal Year				TOTALS	
			2016	2017	2018	2019		
Project	North Garth Sidewalk	ENG	Federal					
MoDOT #			MoDOT					
TIP #	2015-12	ENG	Local	\$20,878			\$20,878	
Description:			Other					
Description:	Construction of a new sidewalk from Sexton Avenue to just north of Worley Street, east side	ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency		CON	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local		\$132,708		\$132,708	
Work or Fund Category	ENG/CON		Other					
Total Project Cost	\$153,586							
Local funding - CDBG			TOTAL	\$20,878	\$132,708	\$0	\$0	\$153,586

City of Columbia - Sidewalks		Funding	Fiscal Year				TOTALS	
			2016	2017	2018	2019		
Project	Elleta Boulevard Sidewalk	ENG	Federal					
MoDOT #			MoDOT					
TIP #	2015-13	ENG	Local	\$8,340			\$8,340	
Description:			Other					
Description:	Construction of a sidewalk on south side of Elleta Boulevard from Rangeline Street (Rt.763) to existing	ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency		CON	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local		\$47,260		\$47,260	
Work or Fund Category	ENG/CON		Other					
Total Project Cost	\$55,600							
Local funding - CDBG			TOTAL	\$8,340	\$47,260	\$0	\$0	\$55,600

City of Columbia - Sidewalks		Funding	Fiscal Year				TOTALS	
			2016	2017	2018	2019		
Project	Locust Street Sidewalk	ENG	Federal					
MoDOT #			MoDOT					
TIP #	2015-14	ENG	Local	\$12,173			\$12,173	
Description:			Other					
Description:	Reconstruction of the existing sidewalk on north side of Locust from Eighth to Ninth Street	ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency		CON	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local		\$68,981		\$68,981	
Work or Fund Category	ENG/CON		Other					
Total Project Cost	\$81,154							
Funding - CDBG			TOTAL	\$12,173	\$68,981	\$0	\$0	\$81,154

City of Columbia - Sidewalks		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Worley and Clinkscales Intersection Pedestrian Improvements	ENG	Federal					
MoDOT #			MoDOT					
TIP #	2015-15		Local	\$25,350				\$25,350
Description:	Construction of pedestrian signals, replacement of non-compliant ramps and ped signals, and related upgrades: project will connect the two phases of the Worley Street sidewalk project, West to Bernadette		Other					
Federal Source Agency		ROW	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	Other							
Total Project Cost	\$169,000	CON	Federal					
Federal Source Agency			MoDOT					
Federal Funding Category			Local	\$143,650				\$143,650
MoDOT Funding Category		Other						
Work or Fund Category	ENG/CON							
Total Project Cost	\$169,000							
Local/Other Funding - CDBG			TOTAL	\$169,000	\$0	\$0	\$0	\$169,000

City of Columbia - Sidewalks		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Nifong-Bethel Sidewalk	ENG	Federal					
MoDOT #			MoDOT					
TIP #	2015-16		Local					
Description:	Sidewalk construction in coordination with development of tract at SW corner of Nifong & Bethel		Other					
Federal Source Agency		ROW	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	Other							
Total Project Cost	\$135,707	CON	Federal					
Federal Source Agency			MoDOT					
Federal Funding Category			Local		\$135,707			\$135,707
MoDOT Funding Category		Other						
Work or Fund Category	CON							
Total Project Cost	\$135,707							
Local funding - Capital Improvement Sales Tax			TOTAL	\$0	\$135,707	\$0	\$0	\$135,707

City of Columbia - Sidewalks		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Avenue of the Columns (Eighth Street)	ENG	Federal					
MoDOT #			MoDOT					
TIP #	2015-17		Local	\$98,250				\$98,250
Description:	Reconstruction of Eighth St. sidewalks between Broadway & Walnut (both sides) and Broadway & Cherry (east side)		Other					
Federal Source Agency		ROW	Federal					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	Other							
Total Project Cost	\$365,000	CON	Federal					
Federal Source Agency			MoDOT					
Federal Funding Category			Local		\$556,750			\$556,750
MoDOT Funding Category		Other						
Work or Fund Category	CON							
Total Project Cost	\$365,000							
Local funding - Annual Sidewalks			TOTAL	\$98,250	\$556,750	\$0	\$0	\$655,000

City of Columbia - Sidewalks Financial Summary						
Agency	Source	2016	2017	2018	2019	TOTALS
City of Columbia	Federal	\$0	\$0	\$0	\$0	\$0
	MoDOT	\$0	\$0	\$0	\$0	\$0
	Local	\$308,641	\$941,406	\$0	\$0	\$1,250,047
	Other	\$0	\$0	\$0	\$0	\$0
Total		\$308,641	\$941,406	\$0	\$0	\$1,250,047

City of Columbia Non Motorized Pilot Program (Get About Columbia) Projects

City of Columbia-GetAboutColumbia			Funding	Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Bike Boulevard, MKT to Bus. Loop 70 and Providence Road	ENG	Federal					
Federal #	CPP-9999 (512), (519)		MoDOT					
TIP #	2013-7		Local					
			Other					
Description:	Implementation of a bike boulevard connecting the MKT Trail to Business Loop 70, Providence Road, and minor intersection improvements	ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency	FHWA	CON	Federal	\$550,000				\$ 550,000
Federal Funding Category	Non-Motorized		MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	CON		Other					
Total Project Cost	\$550,000							
			TOTAL	\$550,000	\$0	\$0	\$0	\$550,000

City of Columbia-GetAboutColumbia			Funding	Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Manor Drive Sidewalk	ENG	Federal					
Federal #	CPP-9999 (515)		MoDOT					
TIP #	2013-10		Local					
			Other					
Description:	Construction of a sidewalk along Manor Drive, a neighborhood collector street, from Rollins Road to Broadway	ROW	Federal	\$10,000				\$ 10,000
			MoDOT					
			Local					
			Other					
Federal Source Agency	FHWA	CON	Federal	\$400,000				\$ 400,000
Federal Funding Category	Non-Motorized		MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	CON		Other					
Total Project Cost	\$490,000							
Includes \$80,000 in prior programmed funds.			TOTAL	\$410,000	\$0	\$0	\$0	\$410,000

City of Columbia-GetAboutColumbia			Funding	Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Forum Boulevard Pedestrian Bridge	ENG	Federal					
Federal #	CPP-9999 (516)		MoDOT					
TIP #	2013-11		Local					
			Other					
Description:	Construction of a new pedestrian bridge at the existing Forum Boulevard bridge over Hinkson Creek	ROW	Federal	\$40,000				\$ 40,000
			MoDOT					
			Local					
			Other					
Federal Source Agency	FHWA	CON	Federal	\$1,350,000				\$ 1,350,000
Federal Funding Category	Non-Motorized		MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	CON		Other					
Total Project Cost	\$1,390,000							
			TOTAL	\$1,390,000	\$0	\$0	\$0	\$1,390,000

City of Columbia-GetAboutColumbia			Funding	Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Hominy Trail Phase II: Woodridge Park to Clark Lane	ENG	Federal					
Federal #	CPP-9999 (511)		MoDOT					
TIP #	2009-47		Local					
Description:	Construction of hard surface trail along Hominy Branch Creek from Woodridge Park to Clark Lane		Other					
		ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency	FHWA	CON	Federal	\$1,200,000				\$ 1,200,000
Federal Funding Category	Non-Motorized		MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	ROW/CON		Other					
Total Project Cost	\$1,200,000							
			TOTAL	\$1,200,000	\$0	\$0	\$0	\$1,200,000

City of Columbia-GetAboutColumbia			Funding	Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Staff payroll & supplies, office lease & related, current project studies	ENG	Federal	\$300,000	\$200,000	\$150,000		\$ 650,000
Federal #	CPP-9999 (501)		MoDOT					
TIP #	2009-89		Local					
Description:	Various miscellaneous expenses associated with running office, paying staff		Other					
		ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency	FHWA	CON	Federal					
Federal Funding Category	Non-Motorized		MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	ENG		Other					
Total Project Cost	\$650,000							
Includes \$1,000,000 in prior programmed funds.			TOTAL	\$300,000	\$200,000	\$150,000	\$0	\$650,000

City of Columbia-GetAboutColumbia			Funding	Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Street markings, signage, six minor intersections, bicycle racks & shelters, contingency	ENG	Federal					
Federal #	CPP-9999 (504), (524)		MoDOT					
TIP #	2009-91		Local					
Description:	Implementation of a variety of projects to improve the existing street system for biking and walking		Other					
		ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency	FHWA	CON	Federal	\$200,000				\$ 200,000
Federal Funding Category	Non-Motorized		MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	ENG/CON		Other					
Total Project Cost	\$1,000,000							
Includes \$800,000 in prior programmed funds.			TOTAL	\$200,000	\$0	\$0	\$0	\$200,000

City of Columbia-GetAboutColumbia			Funding	Fiscal Year				TOTALS
				2016	2017	2018	2019	
Project	Program Evaluation and Documentation	ENG	Federal	\$100,000	\$50,000			\$ 150,000
Federal #	CPP-9999 (518)		MoDOT					
TIP #	2013-19		Local					
Description:	Evaluating and report experiments and program results to FHWA	ROW	Other					
			Federal					
			MoDOT					
Federal Source Agency	FHWA	CON	Local					
Federal Funding Category	Non-Motorized		Other					
MoDOT Funding Category			Federal					
Work or Fund Category	STUDIES		MoDOT					
Total Project Cost	\$150,000		Local					
Note: Project is ongoing through FY 2017, using previously programmed funds as well			Other					
			TOTAL	\$100,000	\$50,000	\$0	\$0	\$150,000

City of Columbia-GetAboutColumbia			Funding	Fiscal Year				TOTALS
				2016	2017	2018	2019	
Project	County House Trail Phase 2 West	ENG	Federal					
Federal #	CPP-9999 (520)		MoDOT					
TIP #	2013-21		Local					
Description:	Construction of a connection from Rockcreek Drive to County House Trail Phase I terminus	ROW	Other					
			Federal	\$40,000				\$ 40,000
			MoDOT					
Federal Source Agency	FHWA	CON	Local					
Federal Funding Category	Non-Motorized		Other					
MoDOT Funding Category			Federal	\$650,000				\$ 650,000
Work or Fund Category	ENG/CON		MoDOT					
Total Project Cost	\$690,000		Local					
			Other					
			TOTAL	\$690,000	\$0	\$0	\$0	\$690,000

City of Columbia-GetAboutColumbia			Funding	Fiscal Year				TOTALS
				2016	2017	2018	2019	
Project	Clark Lane and Hinkson Creek Trail Pedway	ENG	Federal	\$90,000				\$ 90,000
Federal #	CPP-9999 (521)		MoDOT					
TIP #	2013-22		Local					
Description:	Construction of a pedway from Ballenger Lane to Paris Road, north side, including a connection to Conley Road	ROW	Other					
			Federal					
			MoDOT					
Federal Source Agency	FHWA	CON	Local					
Federal Funding Category	Non-Motorized		Other					
MoDOT Funding Category			Federal	\$1,200,000				\$ 1,200,000
Work or Fund Category	ENG/CON		MoDOT					
Total Project Cost	\$1,290,000		Local					
			Other					
			TOTAL	\$1,290,000	\$0	\$0	\$0	\$1,290,000

City of Columbia-GetAboutColumbia		Funding	Fiscal Year				TOTALS	
			2016	2017	2018	2019		
Project	Shepard Boulevard to Rollins Street Trail Connection	ENG	Federal	\$300,000				\$ 300,000
Federal #	CPP-9999 (523)		MoDOT					
TIP #	2013-23		Local					
			Other					
Description:	Construction of a shared use trail from the east terminus of Rollins Street across Hinkson Creek to connect to Old 63 and the Shepard Boulevard neighborhood	ROW	Federal	\$100,000				\$ 100,000
			MoDOT					
			Local					
			Other					
Federal Source Agency	FHWA	CON	Federal		\$1,640,000			\$ 1,640,000
Federal Funding Category	Non-Motorized		MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	ENG/CON		Other					
Total Project Cost	\$1,940,000							
TOTAL				\$400,000	\$1,640,000	\$0	\$0	\$2,040,000

GetAboutColumbia Financial Summary						
Agency	Source	2016	2017	2018	2019	TOTALS
City of Columbia	Federal	\$6,530,000	\$1,890,000	\$150,000	\$0	\$8,570,000
Non-Motorized Pilot Program	MoDOT	\$0	\$0	\$0	\$0	\$0
	Local	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
Total		\$6,530,000	\$1,890,000	\$150,000	\$0	\$8,570,000

Railroad/Highway Projects

City of Columbia - Railroad/Highway		Funding	Fiscal Year				TOTALS
			2016	2017	2018	2019	
Project		Federal					\$ -
Federal Project #		MoDOT					\$ -
TIP #		Local					\$ -
Description:		Other					\$ -
		Federal					\$ -
		MoDOT					\$ -
		Local					\$ -
		Other					\$ -
Federal Source Agency		Federal					\$ -
Federal Funding Category		MoDOT					\$ -
MoDOT Funding Category		Local					\$ -
Work or Fund Category		Other					\$ -
Total Project Cost							
		TOTAL	\$0	\$0	\$0	\$0	\$ -

Railroad/Highway Financial Summary						
Agency	Source	2016	2017	2018	2019	TOTALS
City of Columbia	Federal	\$0				\$0
	MoDOT	\$0				\$0
	Local	\$0				\$0
	Other	\$0				\$0
Total		\$0	\$0	\$0	\$0	\$0

There are no Railroad/Highway projects for FY 2016 or out years.

City of Columbia STP Transportation Alternatives Projects

City of Columbia - Alternatives		Funding	Fiscal Year				TOTALS	
			2015	2016	2017	2018		
Project		ENG	Federal					
Federal Project #			MoDOT					
MoDOT #			Local					
TIP #			Other					
Description:		ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency		CON	Federal				\$ -	
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local				\$ -	
Work or Fund Category			Other					
Total Project Cost								
			TOTAL	\$0	\$0	\$0	\$0	\$ -

Transportation Alternative Financial Summary						
Agencies	Source	2016	2017	2018	2019	TOTALS
MoDOT	Federal	\$0	\$0	\$0	\$0	\$0
City of Columbia	MoDOT	\$0	\$0	\$0	\$0	\$0
Pednet Coalition	Local	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$0	\$0	\$0

There are no Alternative (formerly Transportation Enhancement) projects for FY 2016 or out years.

Transit Projects

COMO Connect		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Maintenance of existing operations and facilities & equipment	ENG	Federal					
State #			State					
TIP #	2015-18		Local					
Description:	FY 2016-2019 operating assistance FTA Section 5307		Other					
		ROW	Federal					
			State					
			Local					
			Other					
Federal Source Agency	FTA	CON	Federal	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$ 9,200,000
Federal Funding Category	Section 5307		State	\$15,000	\$15,000	\$15,000	\$15,000	\$ 60,000
State Funding Category	STF		Local	\$2,310,942	\$2,352,161	\$2,394,204	\$2,692,088	\$ 9,749,395
Work or Fund Category			Other					
Total Project Cost	\$19,009,395							
Local Funding - 1/2 cent transportation sales tax, State funding - State Transportation Fund			TOTAL	\$4,625,942	\$4,667,161	\$4,709,204	\$5,007,088	\$19,009,395

Note: STF is State Transit Funding, which is operating assistance provided for transit purposes.

COMO Connect		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Replacement of six (6) 30' New Flyer transit buses	ENG	Federal					
State #			State					
TIP #	2009-74		Local					
Description:	Replacement equipment for the fixed route fleet, Federal Section 5339		Other					
		ROW	Federal					
			State					
			Local					
			Other					
Federal Source Agency	FTA	CON	Federal	\$2,280,000				\$2,280,000
Federal Funding Category	Section 5339		State					
State Funding Category			Local	\$570,000				\$570,000
Work or Fund Category	CON		Other					
Total Project Cost	\$2,850,000							
Local Funding - 1/2 cent transportation sales tax			TOTAL	\$2,850,000	\$0	\$0	\$0	\$2,850,000

Section 5339 funding is pending allocation and further guidance.

COMO Connect		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Replacement of seven (7) 40' New Flyer transit buses	ENG	Federal					
State #			State					
TIP #	2010-15		Local					
Description:	Replacement equipment for the fixed route fleet, Federal Section 5339		Other					
		ROW	Federal					
			State					
			Local					
			Other					
Federal Source Agency	FTA	CON	Federal		\$4,340,000			\$4,340,000
Federal Funding Category	Section 5339		State					
State Funding Category			Local		\$1,085,000			\$1,085,000
Work or Fund Category	CON		Other					
Total Project Cost	\$5,425,000							
Local Funding - 1/2 cent transportation sales tax			TOTAL	\$0	\$5,425,000	\$0	\$0	\$5,425,000

Section 5339 funding is pending allocation and further guidance.

COMO Connect		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	New Bus Shelters	ENG	Federal					
State #			State					
TIP #	2009-95	ROW	Local					
Description:	Install multiple new bus shelters, concrete pads and necessary sidewalk upgrades, etc. as funding allows		Federal					
Federal Source Agency		State						
Federal Funding Category		Local						
State Funding Category		Other						
Work or Fund Category	CON	CON	Federal	\$65,177				\$65,177
Total Project Cost	\$81,471		State					
Local Funding - 1/2 cent transportation sales tax			Local	\$16,294				\$16,294
			Other					
			TOTAL	\$81,471	\$0	\$0	\$0	\$81,471

Federal funding is from remaining Section 5309 funds pending availability.

COMO Connect		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	New Bus Shelters	ENG	Federal					
State #			State					
TIP #	2016-15	ROW	Local					
Description:	Install multiple new bus shelters, concrete pads and necessary sidewalk upgrades, etc. as funding allows		Federal					
Federal Source Agency		State						
Federal Funding Category		Local						
State Funding Category		Other						
Work or Fund Category	CON	CON	Federal	\$311,587				\$311,587
Total Project Cost	\$389,484		State					
Local Funding - 1/2 cent transportation sales tax			Local	\$77,897				\$77,897
			Other					
			TOTAL	\$389,484	\$0	\$0	\$0	\$389,484

Section 5339 funding is pending allocation and further guidance.

COMO Connect		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Bus Priority System for Traffic Signal Control	ENG	Federal					
State #			State					
TIP #	2010-17	ROW	Local					
bot the	Traffic signal controller system to enable bus priority at signals for late routes		Federal					
Federal Source Agency		State						
Federal Funding Category		Local						
State Funding Category		Other						
Work or Fund Category	CON	CON	Federal			\$80,000		\$80,000
Total Project Cost	\$100,000		State					
Local Funding - 1/2 cent transportation sales tax			Local			\$20,000		\$20,000
			Other					
			TOTAL	\$0	\$0	\$100,000	\$0	\$100,000

Section 5339 funding is pending allocation and further guidance.

OATS, Inc.		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Purchase of four (4) lift-equipped vehicles	ENG	Federal					
State #			State					
TIP #	2016-16		Local					
Description:	Purchase of a total of four (4) lift-equipped vehicles to provide service in CATSO metropolitan planning area		Other					
		ROW	Federal					
			State					
			Local					
			Other					
Federal Source Agency	FTA	CON	Federal	\$167,760				\$167,760
Federal Funding Category	Section 5311		State					
State Funding Category			Local	\$41,940				\$41,940
Work or Fund Category	CON		Other					
Total Project Cost	\$209,700							
Other Funding - OATS, Inc.			TOTAL	\$209,700	\$0	\$0	\$0	\$209,700

OATS, Inc.		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	Purchase of four (4) vehicles	ENG	Federal					
State #			State					
TIP #	2016-17		Local					
Description:	Purchase of four (4) lift-equipped vehicles		Other					
		ROW	Federal					
			State					
			Local					
			Other					
Federal Source Agency	FTA	CON	Federal	\$139,054				\$139,054
Federal Funding Category	Section 5310		State					
State Funding Category			Local	\$24,765				\$24,765
Work or Fund Category	CON		Other					
Total Project Cost	\$163,819							
Other Funding - OATS, Inc.			TOTAL	\$163,819	\$0	\$0	\$0	\$163,819

OATS, Inc.		Funding		Fiscal Year				
				2016	2017	2018	2019	TOTALS
Project	JARC funding for employment transportation	ENG	Federal					
State #			State					
TIP #	2015-21		Local					
Description:	JARC-Small Urban Section 5316 funding for employment transportation		Other					
		ROW	Federal					
			State					
			Local					
			Other					
Federal Source Agency	FTA	CON	Federal	\$0	\$101,500	\$101,592	\$0	\$203,092
Federal Funding Category	Section 5316		State					
State Funding Category			Local	\$0	\$101,500	\$101,592	\$0	\$203,092
Work or Fund Category			Other					
Total Project Cost	\$406,184							
Other Funding - OATS, Inc.			TOTAL	\$0	\$203,000	\$203,184	\$0	\$406,184

OATS, Inc.		Funding	Fiscal Year				TOTALS	
			2016	2017	2018	2019		
Project	Funding for general public transportation in rural Boone County	ENG	Federal					
State #			State					
TIP #	2015-22		Local					
Description:	Section 5311 funding for general public transportation in rural Boone County, all service operates from base in MPO		Other					
		ROW	Federal					
			State					
			Local					
			Other					
Federal Source Agency	FTA	CON	Federal	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Federal Funding Category	Section 5311		State	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
State Funding Category			Local	\$42,000	\$42,000	\$42,000	\$42,000	\$168,000
Work or Fund Category	CON		Other					\$0
Total Project Cost	\$336,000							
Other Funding - OATS, Inc.			TOTAL	\$84,000	\$84,000	\$84,000	\$84,000	\$336,000

Transit Financial Summary						
Agencies	Source	2016	2017	2018	2019	TOTALS
COMO Connect; OATS, Inc.	Federal	\$5,303,578	\$6,781,500	\$2,521,592	\$2,340,000	\$16,946,670
	State	\$17,000	\$17,000	\$17,000	\$17,000	\$68,000
	Local	\$3,083,838	\$3,580,661	\$2,557,796	\$2,734,088	\$11,956,383
	Other	\$0	\$0	\$0	\$0	\$0
Total		\$8,404,416	\$10,379,161	\$5,096,388	\$5,091,088	\$28,971,053

Note: FTA capital funding availability is subject to Congressional action or selection as part of the FTA rating process
Note: Total Federal funding by category is as follows:

Section 5307 Operating	\$9,200,000
Section 5309 Capital	\$65,177
Section 5339 Capital	\$7,011,587
Section 5310	\$139,054
Section 5311	\$327,760
Section 5316 JARC	\$203,092
Total	\$16,946,670

Safe Routes to School

Pednet Coalition - Safe Routes to School			Funding	Fiscal Year				TOTALS
				2016	2017	2018	2019	
Project	SRTS Workshops for Underserved Schools	ENG	Federal					
MoDOT #			MoDOT					
Federal Project #	Local							
TIP #	2013-24		Other					
Description:		ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency	FHWA	CON	Federal	\$25,000				\$ 25,000
Federal Funding Category	Safe Routes to School		MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	ENG/ROW/CON		Other					
Total Project Cost	\$25,000							
			TOTAL	\$25,000	\$0	\$0	\$0	\$ 25,000

Pednet Coalition - Safe Routes to School			Funding	Fiscal Year				TOTALS
				2016	2017	2018	2019	
Project	Safe Routes to Bus Stops Pilot Program	ENG	Federal					
Federal Project #			MoDOT					
MoDOT #	Local							
TIP #	2013-25		Other					
Description:		ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency	FHWA	CON	Federal	\$25,000				\$ 25,000
Federal Funding Category	STP Enhancement		MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category			Other					
Total Project Cost	\$25,000							
			TOTAL	\$25,000	\$0	\$0	\$0	\$ 25,000

Pednet Coalition - Safe Routes to School			Funding	Fiscal Year				TOTALS
				2016	2017	2018	2019	
Project	Middle School Bicycle Clubs and Bicycle Brigades	ENG	Federal					
Federal Project #			MoDOT					
MoDOT #	Local							
TIP #	2013-27		Other					
Description:		ROW	Federal					
			MoDOT					
			Local					
			Other					
Federal Source Agency	FHWA	CON	Federal	\$25,000				\$ 25,000
Federal Funding Category	Safe Routes to School		MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category			Other					
Total Project Cost	\$25,000							
			TOTAL	\$25,000	\$0	\$0	\$0	\$ 25,000

Safe Routes to School Financial Summary						
Agencies	Source	2015	2016	2017	2018	TOTALS
	Federal	\$75,000	\$0	\$0	\$0	\$75,000
Pednet Coalition	State	\$0	\$0	\$0	\$0	\$0
	Local	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
Total		\$75,000	\$0	\$0	\$0	\$75,000

Total Financial Summary FY 2016-2019 TIP Programmed Projects	Federal \$	Local \$	Total \$
Capital Projects			
MoDOT Roadways	\$35,959,000	\$15,530,000	\$51,489,000
MoDOT Scoping	\$48,000	\$443,000	\$491,000
Boone Co	\$0	\$3,400,000	\$3,400,000
Columbia Streets	\$2,130,093	\$11,411,700	\$13,541,793
Columbia Sidewalks	\$0	\$1,250,047	\$1,250,047
Get About (Non-Motorized)	\$8,570,000	\$0	\$8,570,000
Rail-Highway	\$0	\$0	\$0
Safe Routes to Schools	\$75,000	\$0	\$75,000
Transportation Alternatives	\$0	\$0	\$0
Transit	\$16,946,670	\$12,024,383	\$28,971,053
Total Capital Projects	\$63,728,763	\$44,059,130	\$107,787,893
Total Maintenance	\$0	\$64,300,503	\$64,300,503
Total Programmed	\$63,728,763	\$108,359,633	\$172,088,396
Total Revenue	\$67,727,756	\$145,791,564	\$213,519,320
Funds Remaining*	\$3,998,993	\$37,431,931	\$41,430,924

*Note: the remaining local funds are used for a variety of other transportation related responsibilities which the City and County must meet. In the City's case, this includes airport operations, street lights, and other expense categories, plus the maintenance of reserve funds.

FINANCIAL PLAN/SUMMARY MoDOT

Funding Source		2016			2017			2018			2019			TOTAL		
		Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$
MoDOT	ANTICIPATED	\$3,817,000	\$8,357,000	\$12,174,000	\$18,192,000	\$3,688,000	\$21,880,000	\$9,224,000	\$2,304,000	\$11,528,000	\$4,726,000	\$1,181,000	\$5,907,000	\$35,959,000	\$15,530,000	\$51,489,000
Construction & Payment Projects	PROGRAMMED	\$3,817,000	\$8,357,000	\$12,174,000	\$18,192,000	\$3,688,000	\$21,880,000	\$9,224,000	\$2,304,000	\$11,528,000	\$4,726,000	\$1,181,000	\$5,907,000	\$35,959,000	\$15,530,000	\$51,489,000
MoDOT	ANTICIPATED	\$12,000	\$63,000	\$75,000	\$12,000	\$374,000	\$386,000	\$12,000	\$3,000	\$15,000	\$12,000	\$3,000	\$15,000	\$48,000	\$443,000	\$491,000
Scoping	PROGRAMMED	\$12,000	\$63,000	\$75,000	\$12,000	\$374,000	\$386,000	\$12,000	\$3,000	\$15,000	\$12,000	\$3,000	\$15,000	\$48,000	\$443,000	\$491,000
TOTALS	ANTICIPATED	\$3,829,000	\$8,420,000	\$12,249,000	\$18,204,000	\$4,062,000	\$22,266,000	\$9,236,000	\$2,307,000	\$11,543,000	\$4,738,000	\$1,184,000	\$5,922,000	\$36,007,000	\$15,973,000	\$51,980,000
ALL	PROGRAMMED	\$3,829,000	\$8,420,000	\$12,249,000	\$18,204,000	\$4,062,000	\$22,266,000	\$9,236,000	\$2,307,000	\$11,543,000	\$4,738,000	\$1,184,000	\$5,922,000	\$36,007,000	\$15,973,000	\$51,980,000

COLUMBIA AREA, 2015

Project Selection Process:

Note 1: Federal funding is from Federal Highway Administration (FHWA).

Note 2: Other \$ funding is from MoDOT and local sources.

FINANCIAL PLAN/SUMMARY Boone County Streets

Fiscal Year Funding Source		2016			2017			2018			2019			TOTAL		
		Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$
Boone County	ANTICIPATED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA Innovative Bridge R & D	PROGRAMMED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Boone County	ANTICIPATED	\$0	\$3,400,000	\$3,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400,000	\$3,400,000
	PROGRAMMED	\$0	\$3,400,000	\$3,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400,000	\$3,400,000
TOTALS	ANTICIPATED	\$0	\$3,400,000	\$3,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400,000	\$3,400,000
ALL	PROGRAMMED	\$0	\$3,400,000	\$3,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400,000	\$3,400,000

COLUMBIA AREA, 2015

Project Selection Process:

County project selection is done by Boone County Public Works and the Boone County Commission.

Note: As federal funding for county projects is not consistent, no assumptions are made for federal fund availability.

FINANCIAL PLAN/SUMMARY

Columbia Streets

Fiscal Year	Funding Source	2016			2017			2018			2019			TOTAL		
		Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$
City of Columbia	ANTICIPATED	\$0	\$6,441,853	\$6,441,853	\$0	\$4,450,729	\$4,450,729	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,892,582	\$10,892,582
	PROGRAMMED	\$0	\$6,441,853	\$6,441,853	\$0	\$4,450,729	\$4,450,729	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,892,582	\$10,892,582
City of Columbia FHWA_STP Sub-allocated	ANTICIPATED	\$2,234,000	\$69,400	\$2,303,400	\$2,325,762	\$449,718	\$2,775,480	\$842,631	\$0	\$842,631	\$1,211,993	\$0	\$1,211,993	\$6,614,386	\$519,118	\$7,133,504
	PROGRAMMED	\$277,600	\$69,400	\$347,000	\$1,852,493	\$449,718	\$2,302,211	\$0	\$0	\$0	\$0	\$0	\$0	\$2,130,093	\$519,118	\$2,649,211
City of Columbia FHWA_BRM	ANTICIPATED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PROGRAMMED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	ANTICIPATED	\$2,234,000	\$6,511,253	\$8,745,253	\$2,325,762	\$4,900,447	\$7,226,209	\$842,631	\$0	\$842,631	\$1,211,993	\$0	\$1,211,993	\$6,614,386	\$11,411,700	\$18,026,086
ALL	PROGRAMMED	\$277,600	\$6,511,253	\$6,788,853	\$1,852,493	\$4,900,447	\$6,752,940	\$0	\$0	\$0	\$0	\$0	\$0	\$2,130,093	\$11,411,700	\$13,541,793

COLUMBIA AREA, 2015

Project Selection Process:

City project selection is done by the City of Columbia Public Works Department and the City Council.

Note 1: Federal funding is from Federal Highway Administration (FHWA).

Note 2: Part of FHWA_STP Sub-allocated funding balance, plus any further funding that might occur in out years, does not yet have identified projects for programming.

FINANCIAL PLAN/SUMMARY Columbia Sidewalks

Fiscal Year Funding Source		2016			2017			2018			2019			TOTAL		
		Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$
City of	ANTICIPATED	\$0	\$308,641	\$308,641	\$0	\$941,406	\$941,406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,047	\$1,250,047
Columbia	PROGRAMMED	\$0	\$308,641	\$308,641	\$0	\$941,406	\$941,406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,047	\$1,250,047
TOTALS	ANTICIPATED	\$0	\$308,641	\$308,641	\$0	\$941,406	\$941,406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,047	\$1,250,047
ALL	PROGRAMMED	\$0	\$308,641	\$308,641	\$0	\$941,406	\$941,406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,047	\$1,250,047

COLUMBIA AREA, 2015

Project Selection Process:

City project selection is done by City of Columbia Public Works and the City Council.

FINANCIAL PLAN/SUMMARY

**City of Columbia GetAbout Columbia
(Non-Motorized Program)**

Fiscal Year Funding Source		2016			2017			2018			2019			TOTAL		
		Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$
City of Columbia	ANTICIPATED	\$6,530,000	\$0	\$6,530,000	\$1,890,000	\$0	\$1,890,000	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$8,570,000	\$0	\$8,570,000
	PROGRAMMED	\$6,530,000	\$0	\$6,530,000	\$1,890,000	\$0	\$1,890,000	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$8,570,000	\$0	\$8,570,000
TOTALS	ANTICIPATED	\$6,530,000	\$0	\$6,530,000	\$1,890,000	\$0	\$1,890,000	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$8,570,000	\$0	\$8,570,000
ALL	PROGRAMMED	\$6,530,000	\$0	\$6,530,000	\$1,890,000	\$0	\$1,890,000	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$8,570,000	\$0	\$8,570,000

COLUMBIA AREA, 2015

Project Selection Process: City project selection is done by City of Columbia Public Works and the City Council.

Note: Federal funding is from Federal Highway Administration (FHWA) Non-Motorized Pilot Program from SAFETEA-LU Act of 2005.

FINANCIAL PLAN/SUMMARY **Rail-Highway**

Fiscal Year Funding Source		2016			2017			2018			2019			TOTAL		
		Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$
City of Columbia	ANTICIPATED PROGRAMMED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ANTICIPATED PROGRAMMED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	ANTICIPATED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ALL	PROGRAMMED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

COLUMBIA AREA, 2015

Project Selection Process:

City project selection is done by City of Columbia Water & Light Department, and the City Council.

Note: There are no Rail-Highway projects for FY 2016

FINANCIAL PLAN/SUMMARY

Transportation Alternatives

Fiscal Year Funding Source		2016			2017			2018			2019			TOTAL		
		Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$
City of Columbia	ANTICIPATED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PROGRAMMED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT MoDOT	ANTICIPATED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PROGRAMMED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	ANTICIPATED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ALL	PROGRAMMED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

COLUMBIA AREA, 2015

Project Selection Process:

MoDOT project selection is done by the Missouri Highways and Transportation Commission and MoDOT Central District.

Note: Federal \$ is from Federal Highway Administration (FHWA) Surface Transportation Program (STP) Enhancement funds.

FINANCIAL PLAN/SUMMARY

Transit

Fiscal Year Funding Source		2016			2017			2018			2019			TOTAL		
		Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$
OATS, Inc. (Section 5310 funds)	ANTICIPATED PROGRAMMED	\$139,054 \$139,054	\$24,765 \$24,765	\$163,819 \$163,819	\$0 \$0	\$139,054 \$139,054	\$24,765 \$24,765	\$163,819 \$163,819								
OATS, Inc. (Section 5311 funds)	ANTICIPATED PROGRAMMED	\$207,760 \$207,760	\$85,940 \$85,940	\$293,700 \$293,700	\$40,000 \$40,000	\$44,000 \$44,000	\$84,000 \$84,000	\$40,000 \$40,000	\$44,000 \$44,000	\$84,000 \$84,000	\$40,000 \$40,000	\$44,000 \$44,000	\$84,000 \$84,000	\$327,760 \$327,760	\$217,940 \$217,940	\$545,700 \$545,700
OATS, Inc. (Section 5316 funds)	ANTICIPATED PROGRAMMED	\$0 \$0	\$0 \$0	\$0 \$0	\$101,500 \$101,500	\$101,500 \$101,500	\$203,000 \$203,000	\$101,592 \$101,592	\$101,592 \$101,592	\$203,184 \$203,184	\$0 \$0	\$0 \$0	\$0 \$0	\$203,092 \$203,092	\$203,092 \$203,092	\$406,184 \$406,184
City of Columbia (COMO Connect) (Section 5307 funds)	ANTICIPATED PROGRAMMED	\$2,300,000 \$2,300,000	\$2,325,942 \$2,325,942	\$4,625,942 \$4,625,942	\$2,300,000 \$2,300,000	\$2,367,161 \$2,367,161	\$4,667,161 \$4,667,161	\$2,300,000 \$2,300,000	\$2,409,204 \$2,409,204	\$4,709,204 \$4,709,204	\$2,300,000 \$2,300,000	\$2,707,088 \$2,707,088	\$5,007,088 \$5,007,088	\$9,200,000 \$9,200,000	\$9,809,395 \$9,809,395	\$19,009,395 \$19,009,395
City of Columbia (Columbia Transit System) FTA Section 5309 Capital*	ANTICIPATED PROGRAMMED	\$65,177 \$65,177	\$16,294 \$16,294	\$81,471 \$81,471	\$0 \$0	\$65,177 \$65,177	\$16,294 \$16,294	\$81,471 \$81,471								
City of Columbia (Columbia Transit System) FTA Section 5339 Capital	ANTICIPATED PROGRAMMED	\$2,591,587 \$2,591,587	\$647,897 \$647,897	\$3,239,484 \$3,239,484	\$4,340,000 \$4,340,000	\$1,085,000 \$1,085,000	\$5,425,000 \$5,425,000	\$80,000 \$80,000	\$20,000 \$20,000	\$100,000 \$100,000	\$0 \$0	\$0 \$0	\$0 \$0	\$7,011,587 \$7,011,587	\$1,752,897 \$1,752,897	\$8,764,484 \$8,764,484
* - remaining balance available																
TOTALS	ANTICIPATED	\$5,303,578	\$3,100,838	\$8,404,416	\$6,781,500	\$3,597,661	\$10,379,161	\$2,521,592	\$2,574,796	\$5,096,388	\$2,340,000	\$2,751,088	\$5,091,088	\$16,946,670	\$12,024,383	\$28,971,053
ALL	PROGRAMMED	\$5,303,578	\$3,100,838	\$8,404,416	\$6,781,500	\$3,597,661	\$10,379,161	\$2,521,592	\$2,574,796	\$5,096,388	\$2,340,000	\$2,751,088	\$5,091,088	\$16,946,670	\$12,024,383	\$28,971,053

COLUMBIA AREA, 2015

Project Selection Process:

City project selection is done by the City of Columbia Public Works Department and the City Council.

Note 1: Federal funding is from Federal Transit Administration (FTA).

Note 2: Operating assistance funding for COMO Connect includes a total of \$60,000 from MoDOT sources in addition to federal & local sources.

FINANCIAL PLAN/SUMMARY

SRTS

Fiscal Year Funding Source		2015			2016			2017			2018			TOTAL		
		Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$	Federal \$	Other \$	Total \$
City of	ANTICIPATED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Columbia	PROGRAMMED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pednet	ANTICIPATED	\$75,000	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000
Coalition	PROGRAMMED	\$75,000	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000
TOTALS	ANTICIPATED	\$75,000	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000
ALL	PROGRAMMED	\$75,000	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000

COLUMBIA AREA, 2015

Project Selection Process:

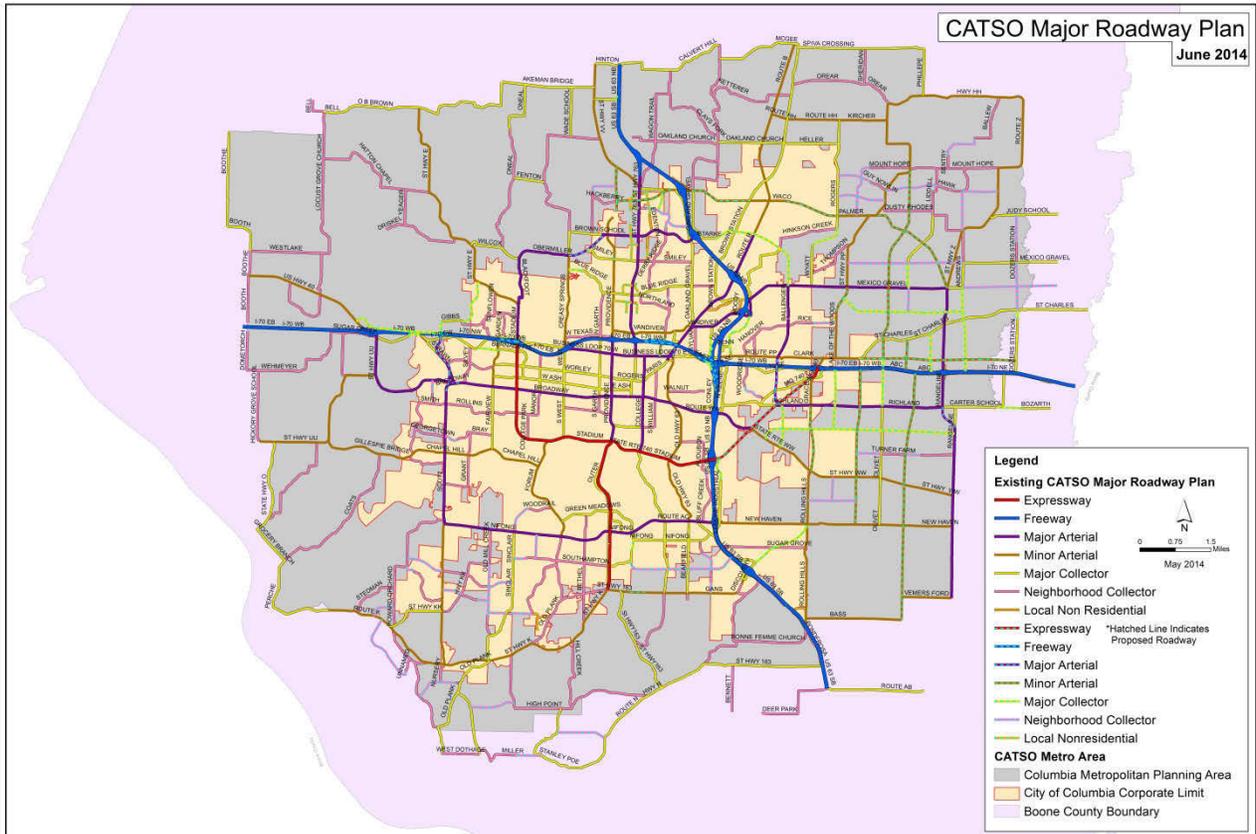
Pednet Coalition project selection is done by Pednet Coalition staff and the Pednet Coalition board.

Note: Federal \$ is from Federal Highway Administration (FHWA) Safe Routes to School funds.

Appendices

FY 2016 – 2019 Draft CATSO Transportation Improvement Program

APPENDIX A



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APPENDIX B

EXPLANATION OF ABBREVIATIONS & ACRONYMS USED IN THIS DOCUMENT

CATSO	Columbia Area Transportation Study Organization
CDBG	Community Development Block Grant
ENG	Engineering
DEV	Development
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IBRC	Innovative Bridge Research and Construction Program
IM	Interstate Maintenance Program (Federal-aid highway program funding category)
MAP-21	Moving Ahead for Progress in the 21 st Century
MoDOT	Missouri Department of Transportation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NHPP	National Highway Performance Program
NMPP	Non-Motorized Transportation Pilot Program
NHS	National Highway System
OATS	Organized Alternative Transit System, Inc.
ROW	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005 federal transportation bill)
STF	State Transit Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program (Federal-aid highway program funding category)
TAP	Transportation Alternatives Program (formerly Enhancements)
TEAP	Traffic Engineering Assistance Program
TIP	Transportation Improvement Program

APPENDIX C

Funding Sources and Descriptions

Federal

The Federal government allocates highway Trust funds collected from gasoline and other federal transportation related taxes to major Transportation Programs administered by the Federal Highway Administration and the Federal Transit Administration. The following is a list of some of the federal transportation programs in which funding is available.

Major Federal-Aid Highway Programs Under MAP-21

- **Surface Transportation (STP)** – Broad range of surface transportation capital needs, including many roads, transit, sea, and airport access, vanpool, bike and pedestrian facilities. Replaced the old Federal Aid Urban Program. Federal share of funded projects – 80%
- **National Highway Performance Program (NHPP)** – The new National Highway Performance Program provides funding for construction and maintenance projects located on the newly expanded National Highway System (NHS) – which includes the entire Interstate system and all other highways classified as principal arterials. Federal share of funded projects is generally 80%, with a 90% share for Interstate routes, though it reverts to 80% if single occupancy vehicle capacity is being added.
- **National Highway System (NHS)** – Interstate routes, major urban and rural arterials, connectors to major intermodal facilities, national defense network. Fifty percent of NHS funds can be freely flexed to STP; 100% with USDOT approval. Federal share of funded projects – 80%.
- **Interstate Maintenance (IM)** – Resurfacing, restoring, and rehabilitating routes on the interstate highway system, but no new capacity except HOV or auxiliary lanes in nonattainment areas. Federal share of funded projects – 90% (80% for added capacity in attainment areas.)
- **Bridge Replacement and Rehabilitation** – Replacement and rehabilitation of any public bridge. Federal share of funded projects – 80%.
- **Transportation Alternative Funds** – A range of projects including pedestrian and bicycle facilities, renovation of historic buildings, and streetscape enhancements. Enhancement program portion of STP program set aside for such projects as sidewalks and bicycle trails. Federal share of funded projects – 80%.
- **Consolidated Planning Grant (CPG) Funds** – All planning activities are eligible (e.g. transportation modeling, air quality analysis, public outreach). Includes money from both FHWA and FTA. Federal participation is 80% unless the Secretary determines that changing this contribution level is warranted.
- **Non-motorized Funds** – Funds disbursed to the City of Columbia as part of the Non-Motorized Pilot Program authorized by the SAFETEA-LU legislation of 2005 – total of

twenty-two (22) million is available to improve the pedestrian and bicycle transportation system. Federal share of funded projects – 100%.

City of Columbia

Capital Improvements Sales Tax - Funds generated from the 1/4 Cent Capital Improvement Sales tax issue passed by voters in 2006.

CDBG Community Development Block Grant - Federal Entitlement Grant Program (annual) administered by U.S. Department of Housing and Urban Development, 100% grant requires no matching local funds.

Co rd tax reb County Rebate Funds - Funds received by Columbia from Boone County for maintenance/improvement to roads under City jurisdiction after annexations.

County Reimbursement - Reimbursement from the county for work performed by the city on joint projects.

Development fee -A fee assessed at the time a building permit is issued for new construction, at a rate of \$0.25 per square foot of total floor area. Revenue gained from this is used for construction of collector and arterial streets.

FTA Federal Transit Administration Capital Grant - Grant for transit related capital projects. 80% Federal; 20% Local funding.

Gen Fd/PI General Fund/Public Improvement - Local funds generated through the sales tax.

Non - Motorized Grant - (4) year federal grant received to be used for non-motorized transportation projects (Sidewalks, trails, bicycle paths etc.).

Park Sales Tax - Funds generated from the 2005 Local Parks Tax issue for the amount of one-quarter for five years and one-eighth thereafter.

STP Federal Highway Administration Surface Transportation Program – Replaces the old Federal Aid Urban Program - 20% local match.

STP Enh Federal Highway Administration Surface Transportation Enhancement Program – The program portion of STP program set aside for transportation enhancement projects. 80% federal; 20% local funding.

APPENDIX C

Funding Sources and Descriptions (continued)

Tax Bills - Charges, on a per lineal foot basis, assessed to property owners abutting new roads, or roads undergoing major improvements, for the improvements to their property. Charges based on benefit to property as determined by City Council.

Transp S Tax Transportation Sales Tax - 1/2 cent sales tax authorized by the voters for transportation purposes.

APPENDIX D

Public Participation

The Draft FY 2016-2019 TIP was formally adopted at the August 27, 2015 CATSO Coordinating Committee meeting after a public hearing. A display advertisement notifying the public of this meeting was placed in the local newspaper (Columbia Tribune) on July 22, 2015. In addition, the agenda and meeting notice was placed on the City's website. The ad gave emphasis to the public hearing aspect of the meeting, including the consideration of the draft FY 2016-2019 TIP.

The CATSO Public Participation Plan, adopted by the CATSO Coordinating Committee on December 4, 2014, may be found at the Daniel Boone Regional Library, 100 West Broadway, Columbia, MO; City of Columbia Community Development Department, 701 East Broadway, Columbia, MO and at the City of Columbia's website:

http://www.gocolumbiamo.com/community_development/planning/boards_and_commissions/catsso/PPPlan.php

APPENDIX E

<i>CATSO FY 2016-2019 Applicable MoDOT Payment and Construction Projects with Federal Category of Advance Construction & Planned Conversion</i>						
<i>Programmed FY AC State</i>	<i>MoDOT or Other Route</i>	<i>CATSO TIP Project #</i>	<i>MoDOT Project #</i>	<i>Anticipated Federal Category</i>	<i>Planned Conversion</i>	<i>AC State</i>
2016	Route 63	2015-1	5P3010B	NHPP	FY 201??	\$4,668,000
2016	I-70	2016-2	0I3002I	NHPP	FY 201??	\$229,000
2016	Various	2016-5	5P3101	STP	FY 201?	\$437,000

**Columbia Area Transportation
Study Organization
METROPOLITAN TRANSPORTATION PLANNING PROCESS
CERTIFICATION**

In accordance with 23 CFR 450.334, the Columbia Area Transportation Study Organization which is the Metropolitan Planning Organization for the Columbia, Missouri Urbanized Area, the Missouri Department of Transportation hereby certifies that the transportation planning process is addressing major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the bases of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990(42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial-aid assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

I further certify that I am aware of what this certification represents and have been briefed accordingly.



Signature

Mike Matthes
Chair
Columbia Area
Transportation Study
Organization

8-27-15

Date



Signature

David Silvester
District Engineer
Missouri Department of
Transportation

8/27/15

Date