



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Technical Planning Committee

## MEETING AGENDA

APRIL 21, 2021  
1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101  
2208 W. CHESTERFIELD BLVD., SPRINGFIELD



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

**Technical Planning Committee**

**REVISED Meeting Agenda**

**Wednesday, April 21, 2021 1:30 p.m.**

The TPC will convene with a web meeting via Zoom (details to be emailed separately).

**The online public viewing of the meeting will be available on Facebook:**

**<https://www.facebook.com/ozarkstransportationorganization>**

**and the full agenda will be made available on the OTO website: [ozarkstransportation.org](http://ozarkstransportation.org)**

**Call to Order ..... 1:30 PM**

**I. Administration**

**A. Introductions**

**B. Approval of the Technical Planning Committee Meeting Agenda**

(1 minute/Wiesehan)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA**

**C. Approval of February 17, 2021 Meeting Minutes ..... Tab 1**

(1 minute/Wiesehan)

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

**D. Public Comment Period for All Agenda Items ..... Tab 2**

(15 minutes/Wiesehan)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on April 20<sup>th</sup> to [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org) or at <https://www.ozarkstransportation.org/give-us-your-input#comments>. These comments will be provided to the Technical Planning Committee prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

**E. Staff Report**

(5 minutes/Fields)

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

**F. Technical Planning Committee Chair-Elect**

**There is a vacancy in the Chair-Elect position and Jeff Roussell from the City of Nixa has agreed to serve, as Nixa is next in the rotation.**

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT JEFF ROUSSELL TO THE CHAIR-ELECT POSITION**

**G. Legislative Reports**

(5 minutes/Legislative Staff)

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

**H. MoDOT Report**

(10 minutes/Miller)

Representatives from MoDOT will provide an update on activities in the District and State.

**II. New Business**

**A. Public Participation Plan Annual Evaluation ..... Tab 3**

(5 minutes/Faucett)

An annual evaluation of the Public Participation Plan is completed to examine the efforts and outcomes to obtain public input. Staff will present the findings.

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

**B. FY 2022 Unified Planning Work Program..... Tab 4**

(10 minutes/Fields)

The Draft Unified Planning Work Program is the document that outlines the work that will be completed by OTO during the next fiscal year.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE  
FY 2022 UNIFIED PLANNING WORK PROGRAM TO THE BOARD OF DIRECTORS**

**C. FY 2020-2023 TIP Administrative Modification Numbers Nine and Ten ..... Tab 5**

(2 minutes/Longpine)

Included for member review are changes made to the FY 2020-2023 Transportation Improvement Program as part of Administrative Modification Numbers Nine and Ten.

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

**D. Amendment Number Ten to the FY 2020-2023 TIP ..... Tab 6**

(5 minutes/Longpine)

OTO members are requesting to amend the FY 2020-2023 Transportation Improvement Program.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE  
FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT TEN TO THE  
BOARD OF DIRECTORS**

**E. Transportation Performance Management Planning Agreement ..... Tab 7**

(5 minutes/Longpine)

The Transportation Performance Management Planning Agreement, which outlines the responsibilities for transportation performance target setting and reporting, has been updated to reflect additional guidance since the original agreement was signed in 2018.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE  
TRANSPORTATION PERFORMANCE MANAGEMENT AGREEMENT TO THE BOARD OF  
DIRECTORS**

- F. Title VI/ADA Program Update..... Tab 8**  
(5 minutes/Thomason)  
The OTO Title VI/ADA Program has been updated as required every three years. The updated draft includes minor updates to ensure continued compliance.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE  
TITLE VI/ADA PROGRAM UPDATE TO THE BOARD OF DIRECTORS**

- G. Limited English Proficiency Plan ..... Tab 9**  
(5 minutes/Thomason)  
OTO has updated the Limited English Proficiency Plan, which outlines how OTO interacts with individuals who are limited-English proficient.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE  
LIMITED ENGLISH PROFICIENCY PLAN TO THE BOARD OF DIRECTORS**

- H. Federal Funds Balance Report ..... Tab 10**  
(10 minutes/Longpine)  
An updated federal funds balance report will be distributed at the meeting. Members are requested to review the report and advise staff of any discrepancies.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

- I. *Towards a Regional Trail System* Regional Long Range Trail Plan..... Tab 11**  
(10 minutes/Thomason)  
*Towards a Regional Trail System* is a standalone regional trail plan, which will inform *Destination 2045*, and proposes how to fund and implement a trail system with continuous linkages that connects communities.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND ADOPTION OF  
*TOWARDS A REGIONAL TRAIL SYSTEM* BY THE BOARD OF DIRECTORS**

**III. Other Business**

- A. Technical Planning Committee Member Announcements**  
(5 minutes/Technical Planning Committee Members)  
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.
- B. Transportation Issues for Technical Planning Committee Member Review**  
(5 minutes/Technical Planning Committee Members)  
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.



**C. Articles for Technical Planning Committee Member Information..... Tab 12**

**IV. Adjournment**

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, June 16, 2021 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

*Si usted necesita la ayuda de un traductor, por favor comuníquese con Andy Thomason al (417) 865-3042, al menos 48 horas antes de la reunión.*

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

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

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

**TAB 1**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM I.C.**

**February 17, 2021 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Committee member review are the minutes from the February 17, 2021 Technical Planning Committee meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to approve the Technical Planning Committee February 17, 2021 meeting minutes.”

OR

“Move to approve the Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES  
February 17, 2021**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time via Zoom video conferencing. A quorum was declared present and the meeting was called to order at approximately 1:35 p.m. by Chair Todd Wiesehan.

The following members were present:

Mr. Rick Artman, Greene County	Mr. John Montgomery, Ozarks Greenways (a)
Mr. Steve Bodenhamer, City of Battlefield	Mr. Andrew Nelson, City of Republic
Ms. Paula Brookshire, City of Springfield (a)	Ms. Britni O'Connor, MoDOT
Mr. Matt Crawford, City Utilities Transit	Mr. Jeremy Parsons, City of Ozark
Ms. Dawne Gardner, City of Springfield (a)	Mr. Cole Pruitt, Missouri State University
Mr. Ezekiel Hall, MoDOT	Mr. Jeff Roussell, City of Nixa
Mr. Adam Humphrey, Greene County	Ms. Beth Schaller, MoDOT (a)
Mr. Kirk Juranas, City of Springfield	Mr. Todd Wiesehan, Christian County (Chair)

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

The following members were not present:

Mr. Joel Keller, Greene County	Mr. Danny Perches, Spfld Chamber of Commerce
Mr. Chris Boone, City of Strafford	Mr. David Schaumburg, Airport
Mr. Randy Brown, City of Willard	Mr. Travis Shaw, Springfield Public Schools
Mr. John Caulfield, BNSF	Ms. Janette Vomund, MoDOT

Others present were: Ms. Sonya Anderson, Senator Blunt's Office; Cathy Monroe, FTA; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

**I. Administration**

**A. Introductions**

Chair Andrew Nelson welcomed everyone and requested introductions by a roll call.

Member		Member	
Artman, Rick	Present	Montgomery, John	Present
Bodenhamer, Steve	Present	Nelson, Andrew	Present
Boone, Chris	Absent	O'Connor, Britni	Present
Brookshire, Paula	Present	Parsons, Jeremy	Present
Brown, Randy	Absent	Perches, Danny	Absent
Caulfield, John	Absent	Pruitt, Cole	Present
Crawford, Matt	Present	Roussell, Jeff	Present
Gardner, Dawne	Present	Shaw, Travis	Absent

Hall, Ezekiel	Present	Schaller, Beth	Present
Humphrey, Adam	Present	Schaumburg, David	Absent
Juranas, Kirk	Present	Vomund, Janette	Absent
Keller, Joel	Absent	Wiesehan, Todd	Present

A quorum was present.

**B. Approval of the Technical Planning Committee Meeting Agenda**

Mr. Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for February 17, 2021. Mr. Pruitt seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Montgomery, John	Aye
Bodenhamer, Steve	Aye	Nelson, Andrew	Aye
Boone, Chris	Absent	O'Connor, Britni	Present
Brookshire, Paula	Aye	Parsons, Jeremy	Aye
Brown, Randy	Absent	Perches, Danny	Absent
Caulfield, John	Absent	Pruitt, Cole	Aye
Crawford, Matt	Aye	Roussell, Jeff	--
Gardner, Dawne	Aye	Shaw, Travis	Absent
Hall, Ezekiel	Aye	Schaller, Beth	Aye
Humphrey, Adam	Aye	Schaumburg, David	Absent
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Absent	Wiesehan, Todd	Aye

The motion passed.

**C. Approval of the November 18, 2020 Meeting and January 12, 2021 E-Meeting Minutes**

Mr. Humphrey made a motion to approve the minutes from the November 18, 2020 Technical Planning Committee Meeting and January 12, 2021 E-Meeting. Mr. Nelson seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Montgomery, John	Aye
Bodenhamer, Steve	Aye	Nelson, Andrew	Aye
Boone, Chris	Absent	O'Connor, Britni	Present
Brookshire, Paula	Aye	Parsons, Jeremy	Aye
Brown, Randy	Absent	Perches, Danny	Absent
Caulfield, John	Absent	Pruitt, Cole	Aye
Crawford, Matt	Aye	Roussell, Jeff	Aye
Gardner, Dawne	Aye	Shaw, Travis	Absent
Hall, Ezekiel	Aye	Schaller, Beth	Aye

Humphrey, Adam	Aye	Schaumburg, David	Absent
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Absent	Wiesehan, Todd	Aye

The motion passed.

**D. Public Comment Period for All Agenda Items**

There were no speakers to address the Committee.

**E. Staff Report**

Ms. Fields reported, out of the COVID Relief Legislation, OTO has been allocated \$2.6 million and almost \$400,000 out of the last Omnibus budget bill. OTO is exploring ways to continue to fund trails with these funds and is currently waiting to see if any federal guidelines will be published. The preliminary review shows all STBG eligible activities are still eligible for this funding. More information to come at a later date.

Ms. Fields stated the Missouri Highways and Transportation Commission approved additional funding for the State of Missouri in terms of COVID Relief, CARES Act, and issuance of Amendment 3 bonding. OTO has been working through STIP Priorities through the OTO Refining STIP Priorities subcommittee. The committee has placed projects into tiers, Tier 1, Tier 2, and Tier 3. The idea is to move projects out of Tier 1 to be funded in the next round of the STIP including the additional funds approved by the Highway Commission.

Ms. Fields stated the Executive Committee and the Local Coordinating Board for Transit approved an authorization of \$50,792 of Coronavirus Response and Relief Supplemental Appropriations Act section 5310 funds to OATS to provide transportation for long-term care residents to vaccination sites in Greene and Christian Counties. If all funds are not utilized for this, OATS is eligible to use the remaining funds for regular transport of elderly and disabled within the OTO area. This funding was only available for transit operations within the OTO area.

Ms. Fields advised OTO is watching the next round of legislation that is proposed and so far it seems it will be focused on transit and air and not on highways.

**F. Legislative Reports**

Sonya Anderson with Senator Blunt's Office reported she was the new District Office Director for Senator Blunt. The session just started so they are still going through the confirmation nominations for President Biden's cabinet. There is a new U.S. Secretary of Transportation, Pete Buttigieg.

**G. MoDOT Report**

There was no MoDOT report.

**II. New Business:**

**A. OTO Growth Trends**

Mr. Faucett stated the Growth Trends report is based on the most recent census data and

building permit information collected from area jurisdictions. This report includes information for residential units permitted, growth trends maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk, and Webster counties). The report is published for informational purposes and can be viewed in full on the OTO website. Mr. Faucett highlighted the report for the Committee.

This was informational only. No action was required.

**B. FY 2020-2023 TIP Administrative Modification Number Eight**

Ms. Longpine stated there are 2 items included as part of Administrative Modification 8 to the FY 2020-2023 Transportation Improvement Program. Ms. Longpine detailed the modifications for the Committee.

Mr. Hall stated there was a correction on TIP #NX1701-20AM8. The total amount is correct but there is a correction in funding distribution. Mr. Hall will send the correction to Ms. Longpine.

This was informational only. No action was required.

**C. Amendment Number Nine to the FY 2020-2023 TIP**

Ms. Longpine stated there are 4 items requested by MoDOT to be included as part of Amendment Number Nine to the FY 2020-2023 Transportation Improvement Program. Ms. Longpine detailed the requested changes for the Committee.

Mr. Nelson made a motion to recommend approval of the FY 2020-2023 Transportation Improvement Program Amendment Nine to the Board of Directors. Mr. Montgomery seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Montgomery, John	Aye
Bodenhamer, Steve	Aye	Nelson, Andrew	Aye
Boone, Chris	Absent	O'Connor, Britni	Present
Brookshire, Paula	Aye	Parsons, Jeremy	Aye
Brown, Randy	Absent	Perches, Danny	Absent
Caulfield, John	Absent	Pruitt, Cole	Aye
Crawford, Matt	Aye	Roussell, Jeff	Aye
Gardner, Dawne	--	Shaw, Travis	Absent
Hall, Ezekiel	Aye	Schaller, Beth	Aye
Humphrey, Adam	Aye	Schaumburg, David	Absent
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Absent	Wiesehan, Todd	Aye

The motion passed.

**D. UPWP Subcommittee**

Ms. Fields stated OTO is requesting the appointment of a subcommittee to prepare the FY 2022 Unified Planning Work Program.

Jeremy Parsons, John Montgomery, Dawne Gardner, Britni O'Connor, and Matt Crawford volunteered for the UPWP Subcommittee.

**E. TIP Subcommittee**

Ms. Longpine stated OTO is requesting the appointment of a subcommittee to prepare the FY 2022-2025 Transportation Improvement Program.

Brandie Fisher, Andrew Nelson, Cole Pruitt, and Zeke Hall volunteered for the TIP Subcommittee.

**F. *Destination 2045* Update**

Ms. Longpine reported OTO has wrapped up the public input phase of the next long range transportation plan, *Destination 2045*. Staff will provide an update on the survey results, as well as current activities in plan development. As meetings are still virtual, staff has also been gathering feedback through online survey tools. All Technical Planning Committee members are invited to participate. The next meeting is scheduled for February 25<sup>th</sup> at 9:30 a.m.

This was informational only. No action was required.

**G. *Destination 2045*: Regional Trail Component Workshop**

Mr. Thomason stated the Bicycle/Pedestrian Advisory Committee is seeking the Technical Planning Committee's feedback on the current draft of the regional trail planning component of the *Destination 2045* planning process. They have developed an overarching goal and have identified several action items for over the next five years. The BPAC is particularly interested in the TPC's level of support for the proposed actions, including evaluating the magnitude of future trail funding.

The BPAC's planning process has focused on identifying investment levels needed to create a *trail system with continuous linkages that connects communities* by 2045. Specific priority trails have not been identified. Rather, the BPAC have identified the amount of new trail mileage that needs to be constructed by 2045 to ensure the OTO has "successfully" implemented a regional trail system by 2045. Mr. Thomason highlighted the trail plan draft for the committee.

The TPC was in support of the plan.

This item was informational only. No action was required.

**III. Other Business**

**A. Technical Planning Committee Member Announcements**

There were no member announcements.



**B. Transportation Issues for Technical Planning Committee Member Review**

There were no issues presented.

**C. Articles for Technical Planning Committee Member Information**

Chair Wiesehan noted there were articles of interest included in the Agenda Packet. There was no discussion.

**IV. Adjournment**

With no additional business to come before the Committee, the meeting adjourned at approximately 2:45 p.m.

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Todd Wiesehan  
Technical Planning Committee Chair

**TAB 2**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM I.D.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Attached for Committee member review are Public Comments for the time frame between February 17, 2021 and April 14, 2021.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

This item is informational only, no action is required.

**CAPITOL OFFICE**  
State Capitol  
201 West Capitol Avenue  
Room 410-A  
Jefferson City, MO 65101-6806  
Tele: (573) 751-2948  
E-Mail: bill.owen@house.mo.gov



**COMMITTEES**  
**Member:**  
Financial Institutions  
Pensions  
Downsizing State Government

**MISSOURI HOUSE OF  
REPRESENTATIVES**

**Bill Owen**

State Representative  
District 131

March 25, 2021

Sara Fields  
Executive Director  
Ozarks Transportation Organization  
2208 W. Chesterfield Blvd  
Suite 101  
Springfield, Mo 65807

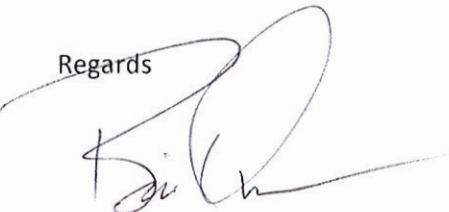
Dear Ms. Fields

Over the past several months I have had discussions with individuals and organizations in both Greene and Polk Counties regarding the heavy traffic congestion at the intersection of Interstate 44 and Highway 13. There appears to be significant support and need to address this issue. It is the purpose of this letter to request that your organization begin the process of looking at this issue and placing this area on your roadmap to be addressed.

Among our group includes Matt Morrow President of the Springfield Chamber, Paula Hubbert President of the Bolivar School Board and Gail Noggle with the Economic Development Alliance, Bolivar/Polk County.

We appreciate your consideration and look forward to visiting with you and working with you to improve the transportation needs of our area.

Regards

  
Bill Owen  
State Representative  
District 131



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807 PHONE: 417-865-3047

April 6, 2021

Representative Bill Owen  
MO House of Representatives  
201 West Capitol Avenue  
Room 410-A  
Jefferson City MO 65101

Dear Honorable Representative Owen,

Thank you for your letter expressing a need to look at the interchange at Interstate 44 and Highway 13. We plan to add this project to our prioritized list in the fall to be used for prioritizing projects for MoDOT funding.

We appreciate your support and attention to our local transportation needs and concerns. The Springfield Region is growing quickly and keeping up with transportation changes can be a challenge but, with all of us working together, we can continue to keep this area moving and traveling safely. Thank you again for reaching out! We look forward to working together with you in the future.

Please do not hesitate to contact me with any additional concerns.

Sincerely,

Sara Fields  
Executive Director

---

## New message from OTO - Greene County Preliminary Plat P-21-002336



On behalf of Mark Bookout <noreply@ozarkstransportation.>

To Comment Comment



Tue 3:26 PM

- **Name:** Mark Bookout
- **Email:** [mabookout@gmail.com](mailto:mabookout@gmail.com)

My name is Mark Bookout I live South of Highway 60 towards Rogersville, East of Highland Springs off of FR 189. Myself and my Neighbors are very concerned that Greene County Planning and Zoning Preliminary Plat P-21-002336

hasn't considered the traffic impact that is about to take place with the approval of this plat having 55 homes with traffic access only to FR189 to and from highway 60. Please help share our concern or please contact me with information of how best we do that before lives are lost. I did speak with Natasha Longpine about this situation. Please feel free to contact me at 417-838-5858 or e-mail attached. Thanks Mark

New message from OTO - Planning Board Case P-21-002336 Vintage Pointe at Highland Springs



On behalf of Emily Million <noreply@ozarkstransportation.org>  
To Comment Comment

- **Name:** Emily Million
- **Email:** [emilyjmillion@gmail.com](mailto:emilyjmillion@gmail.com)

To Whom it May Concern:

Greene County Planning and Zoning is scheduled to discuss Planning Board Case P-21-002336, Vintage Pointe at Highland Springs on February 16th.

The Samuel Springs neighborhood objects to a development of this many homes on a small parcel of land, which will be overbearing and out of scale for the area for the following reasons:

#### Traffic

The additional traffic load onto FR189, and then to the intersection of 189/Hwy60 or 193/Hwy60 is of major concern. The new senior living facility on Mary Road will result in a significant increase in drivers (many of them older) attempting to navigate these two intersections. Additional traffic from Vintage Pointe will just exacerbate a dangerous situation. – The intersection of FR 189 and Hwy 60 is already an extremely unsafe exchange to cross over east bound lanes and pull out to go west with the current amount of traffic. The only reason we can still cross over and enter on Hwy 60 west is the break we get from the stoplight at Hwy 125 & 60. The future improvement on the interchange will only make things worse as traffic will be constant and at a higher rate of speed. There are fender benders and cars pulled out of the ditch at FR 189 and Hwy 60 almost weekly because of speed and high volume of traffic. Any additional traffic is a HUGE safety concern.

There are many children, walkers, runners, bikers, and pets in our neighborhood – and no sidewalks. Any increased traffic is a danger, especially as there is already a dangerous “blind” hill that drivers can’t see over on 189. We are also a small, enclosed neighborhood with the only entry/exit being 189 – there is no through traffic, so any extra traffic is doubly burdensome.

The preliminary plat for Vintage Pointe called for a 30 foot (two lane) access easement to connect the development to Bridgend Drive in Highland Springs. This would present a much safer option than FR189, and would be more consistent with other Highland Springs additions such as Dunrobin Phase 2 and Dunrobin Phase 3 (Greene County Planning Board Case Number 18189, 17 June 2008).

#### Stormwater Runoff

The following quote is taken from the plans: "The area shown is not located in a storm sewer district as of the date of recording and may be subject to future assessment if it is deemed necessary due to problems created by surface water run-off." So the developer would prefer to create issues for our neighborhood then solve them later? That’s not a very sound plan for the development or the neighborhood. Give us a sound plan beforehand.

All of the homes in Samuel Springs are already experiencing a lot of runoff during heavy rains. In order to ensure that stormwater runoff would not be increased by the development of Vintage Pointe, discussions were held in 2008 by then resident, Bob Friesen; Greene County Stormwater Engineer Kevin Barnes; and the developer’s engineer, David Bodeen; to consider the construction of a diversion berm, to run along the south side of the new development, to direct all of the stormwater drainage to the west and into the detention basin.

The residents of Samuel Springs are hopeful that the current Greene County Stormwater Engineer and the current developer's engineer are considering the diversion berm, or a similar solution to keep additional runoff from Vintage Pointe from flowing into Samuel Springs.

#### Water and Sewer

We are assuming that, like the rest of Highland Springs, Vintage Pointe will be connected to the City Utilities water supply. We are curious to know if the plan for sanitary sewer service is similar to what was planned in 2008. Due to the karst topography in this area, these items are of major concern to us.

#### Wildlife

One of the things that makes our neighborhood special – aside from the community, potlucks, and everyone walking the neighborhood and talking to each other every evening – is the access to wildlife. Many species of wildlife live in the proposed development and will be impacted. Our neighborhood is an oasis for wildlife in the Springfield and Rogersville area. We would be happy to share that with a few more homeowners but 55 is extreme. The ecosystem will be upended.

#### Aesthetic and Sound Barrier

As my property directly borders the proposed development, what considerations will be made for an aesthetic and sound barrier on our side? The homes in Samuel Springs are situated on quiet beautiful yards and acreage. The Golf Course is surrounded by beautiful large homes. The proposed development of 55 homes on 11.9 acres is extreme and incompatible with both the Samuel Springs neighborhood and the Highland Springs area.

This developer shows little concern for the existing homeowners and neighborhood where this proposed development is to be placed. At the very least, the Vintage Pointe development should be tabled until all of these concerns are addressed and real solutions presented by the developer.

Thank you for your time and consideration!

Sincerely,

Emily Million

5210 S Janet Lane

Rogersville, MO 65742



## New message from OTO - Vintage Point in Samuel Springs near Highland Springs



On behalf of Pete and Julia Feters <noreply@ozarkstransportation.c  
To Comment Comment

[↩ Reply](#)[↩ Reply All](#)[→ Forward](#)

Thu 2/11/2021 9:51 PM

- **Name:** Pete and Julia Feters
- **Email:** [graceharbor2@gmail.com](mailto:graceharbor2@gmail.com)

We live in Samuel Springs off of Highway 60 and Farm Road 189.

Upon reviewing the proposed change to our neighborhood with the building of Vintage Point at Highland Springs, we have had many concerns come to mind.

It is difficult to put them in order of importance as one leads to another and all will gravely change our neighborhood. We will try ... Water. The water runoff in our neighborhood is of utmost concern to us as we live directly in the path of the spillway. At this time, the water is being managed and channeled and has never proved to be a threat to our home due to the planning and oversight of the spillway, culverts, and ditches being used. This balance is easily upset and we can only see future problems in the area of water and routing all of the water that flows through our neighborhood which will be changed due to this development.. The following quote taken from the plans we have seen only serves to seal our fears and the knowledge that the developer is going to take care of any water problems 'after the fact'. That would mean damage done, now look into the problems..."The area shown is not located in a storm sewer district as of the date of recording and may be subject to future assessment if it deemed necessary due to problems created by surface water run-off."

Incompatibility with existing neighborhood and Highland Springs area and Golf Course. The homes in Samuel Springs are positioned on beautiful yards and acreage. The Golf Course is surrounded by beautiful large homes. The proposed development actually looks like someone was told to squeeze as many dwellings onto the acreage that were mathematically possible. Money is what looks paramount, rather than people and the ecosystem. Our neighborhood is an oasis for wildlife in the Springfield and Rogersville area. We would be happy to share that with a few more homeowners but 55 is extreme. The ecosystem will be upended.

Traffic. What is already difficult, will become a nightmare. We take our lives in our hands crossing our turning left on Highway 60 as it is. With the new development taking place on Mary St. this will be exacerbated in ways we are not looking forward to. The proposed development of Vintage Point is completely out of the question as to traffic. Farm Road 189 and Mary St. simply will not be able to handle this traffic and crossing or turning left at 60 will become a 20 minute ordeal. The danger all of this will cause to every driver but ESPECIALLY to our neighborhood's young drivers is chilling.

We agree with our neighbors that the developer has shown little concern for the existing homeowners in the neighborhood where this proposed development is to be placed. At the least, this should be tabled until all of these real concerns are addressed to the Samuel Springs homeowners' satisfaction and all questions regarding water management, etc... given real answers.

Thank you. Pete and Julia Feters 4010 E Tanglewood Rd.

---

New message from OTO - Preliminary Plat P-21-002336, Vintage Point at Highland Springs, Atrium Holding Company



On behalf of Michael Shoults <noreply@ozarkstransportation.org>  
To Comment Comment

- 
- **Name:** Michael Shoults
- **Email:** [michael.shoults@yahoo.com](mailto:michael.shoults@yahoo.com)

To: Greene Country Missouri Planning and Zoning Commission

940 N Boonville

Springfield, MO 65802

Re: Preliminary Plat P-21-002336, Vintage Point at Highland Springs, Atrium Holding Company

Dear Committee,

I am writing to express my strong opposition to Planning Board Case P-21-002336, the proposed development of Vintage Point at Highland Springs. While our neighborhood committee maybe unable to prevent development, a development that will be detrimental to the area, the residents in the Samuel Springs Neighborhood are opposed to this development as currently planned. This development would have a devastating impact on our residential community in several ways.

Traffic and Safety, it is concerning, if in fact, MODOT and Greene County traffic engineers have determined Highway 60E and South Farm Road 189 to be a safe primary travel route for this development and the surrounding communities. This is the same primary travel corridor for a new 24 hour, 7day a week, assisted living community housing hundreds of residents along with the Samuel Springs Neighborhood residents and now a 55-home development. It is inconceivable for anyone in their right mind to think this amount of traffic at the intersection of Hwy 60E and S Farm Road 189 is in the best interest of the community. This issue alone should table this development until further improvements along Hwy 60E are in place, not merely "planned".

Storm Water, the storm water in this area is already stressed with the runoff water from Hwy 60, Highland Springs Golf Course, the new assisted living community and now a 55-home development. I know the county requires the developer to have an "engineered" storm water plan however, this plan may or may not take into consideration the development of all the surrounding areas including the assisted living community and any future improvements to Hwy 60. The storm water basin for this entire area lies at the bottom of this proposed 55-home development meaning it must be adequate to handle any and all future development. I am not convinced this is the case, further considerations need to be made.

Eco-System, one of the most appealing aspects of living in this area is the privilege of enjoying the beauty mother nature has to offer. Historically Highland Springs has embraced this ideology with their lot sizes, placement of homes, "green space" requirements, etc. This new 55-home development on less than 12 acres appears to have complete and total disregard for the same guiding principles. These

requirements and natural beauty of Highland Springs is what made it a sought-after destination from its inception and that still holds true today. I ask the committee to reconsider how many homes allowed per acres to be more in line with the precedent Highland Springs has long enforced in their current developments.

Noise and Light Pollution, the residents of the Samuel Springs Neighborhood are very concerned about the impact this development will have on noise and light pollution. In our community there are no streetlights, for a reason, and the wooded lot this development seeks to decimate provides a noise buffer to the surrounding traffic. I understand this wooded lot is not owned by the Samuel Springs Neighborhood however, placing 55 homes on less than 12 acres will undoubtedly drastically increase the amount of both noise and light pollution interfering with our right to enjoyment. If a new development is permitted, hopefully with far fewer homes, I encourage the committee to require a 12' tall sound wall along all adjacent Samuel Springs properties, similar to what is along some portions of our highways.

In closing, I urge the committee NOT to approve this development as currently presented. Further considerations for the residents of the surrounding community need to be taken into consideration. Thank you for your continued service and support of our community.

Regards,

Michael & Crystal Shoults

**EMAIL received 03/04/2021 concerning picking up passengers/parking for Uber & Lyft drivers at Airport**

**From:** Curtis Vaughn <[curtisvaughn@outlook.com](mailto:curtisvaughn@outlook.com)>  
**Sent:** Thursday, March 4, 2021 10:45 AM  
**To:** Natasha Longpine <[nlongpine@ozarkstransportation.org](mailto:nlongpine@ozarkstransportation.org)>  
**Subject:** Re: Private Transportation Planning Discussion

Hi Natasha,

Thankyou for trying to work with me!

I have been an Uber driver since January 2017 and seen things that work and things do not. I want to try to promote an excellent quality of service for everyone involved in private transportation, whether it be Uber, Lyft, taxis, or other service.

There needs to be good transportation planning as currently different companies are treated differently, the quality of care for drivers and passengers is different based the type of service, and there is no real avenue for public dialogue to make conditions better.

I also would love help to fix current maladies.

Here is my firsthand account of what does not work for Uber and Lyft at least for the airport:

The setup for the airport is not the best-

In general the relationship between Uber and Lyft drivers and the airport administration is cold, the administration does not work with the drivers, only the companies, thus allowing things to deteriorate and not be fixed.

There always needs to be public input and dialogue for places like the airport for preventing and fixing conditions as they arise.

Here are some examples of need for improvement:

I'm general, the Uber and Lyft queue parking lot is too far. Passengers have a high wait time for drivers, 10-12 minutes, as the staging lot is based at the old terminal at the end of Kearney street.

There is interest among Uber and Lyft drivers to move closer to the main terminal for the staging queue.

There are no restrooms or garbage bins at the staging queue lot. There is great interest in having a queue parking lot that has well maintained and clean restrooms and garbage bins.

There needs to be adequate night time lighting in in the queue that is well taken care of. The lights were turned off for about a year in 2019. Again, after multiple calls to the administration from many drivers, the issue took about a year to fix. There needs to be good maintenance on the Uber and Lyft queue and public dialogue to fix issues.

The queue staging lot is also never ice treated or snow plowed. This last snow storm left about a foot of accumulated snow untreated in the lot. This limited only certain vehicles in the queue. Meanwhile the taxi stand was treated and cleared. There had been multiple attempts to contact to city council and the airport about the issue. As in general the queue needs to be well maintained.

In the way of passenger pickup for Uber and Lyft, the signage is terrible and confusing, and the pickup location is not where passengers naturally end up. I would say, 60% of my passengers are lost when I try to meet them for pickup at the airport.

Then there is the lack of a covered canopy. This would be helpful for inclement weather.

In short, the passenger pickup area needs to be located in a logical area of the terminal, with adequate signage, and a covered weather protected canopy with benches for passengers to sit comfortably.

So in summary,

There needs to be an avenue for public dialogue and fixing condition as they arise. There needs to be a staging queue/ parking lot that is closer to the main terminal for Uber and Lyft drivers, (this benefits passengers and drivers). One that is maintained during inclement weather and has access to swift maintenance. Passengers need better signage and a logical pickup location. There needs to be a weather proofed covered canopy and attractive waiting area with seating.

I have other input as well, but I will leave it at that for today

Thankyou for your time and I would love to continue giving feedback,

Curtis Vaughn  
417-718-0156


## Email received 03/05/2021 concerning public transportation from Springfield to Republic

New message from OTO - Public transportation from Springfield to Republic






On behalf of Kristan Davis <noreply@ozarkstransportation.org>

To Comment Comment

 You forwarded this message on 3/5/2021 1:38 PM.


- **Name:** Kristan Davis
- **Email:** [Kristan.L.Davis@dss.mo.gov](mailto:Kristan.L.Davis@dss.mo.gov)

 Reply  Reply All  Forward 


Fri 3/5/2021 11:26 AM

Is there a plan for public transportation from Springfield to Republic due to the new Amazon facility in Republic?

Facebook comment received 02/17/2021

**Ozarks Transportation Organization** was live.  
February 17 at 1:34 PM · 🌐


TPC Meeting




**80**  
People Reached


**11**  
Engagements


Boost Post

 1





1 Comment 1 Share


 Like

 Comment


 Share

Most Relevant ▾

 Comment as Ozarks Transportation Organization   

**Carolyn McGhee** · 48:50  
The national federation of the blind of Missouri was thinking about introducing something regarding pedestrian safety but apparently there's a powerful state rep who opposes anything regarding reduction of distracted driving. Whoever it is terms out in 2022.

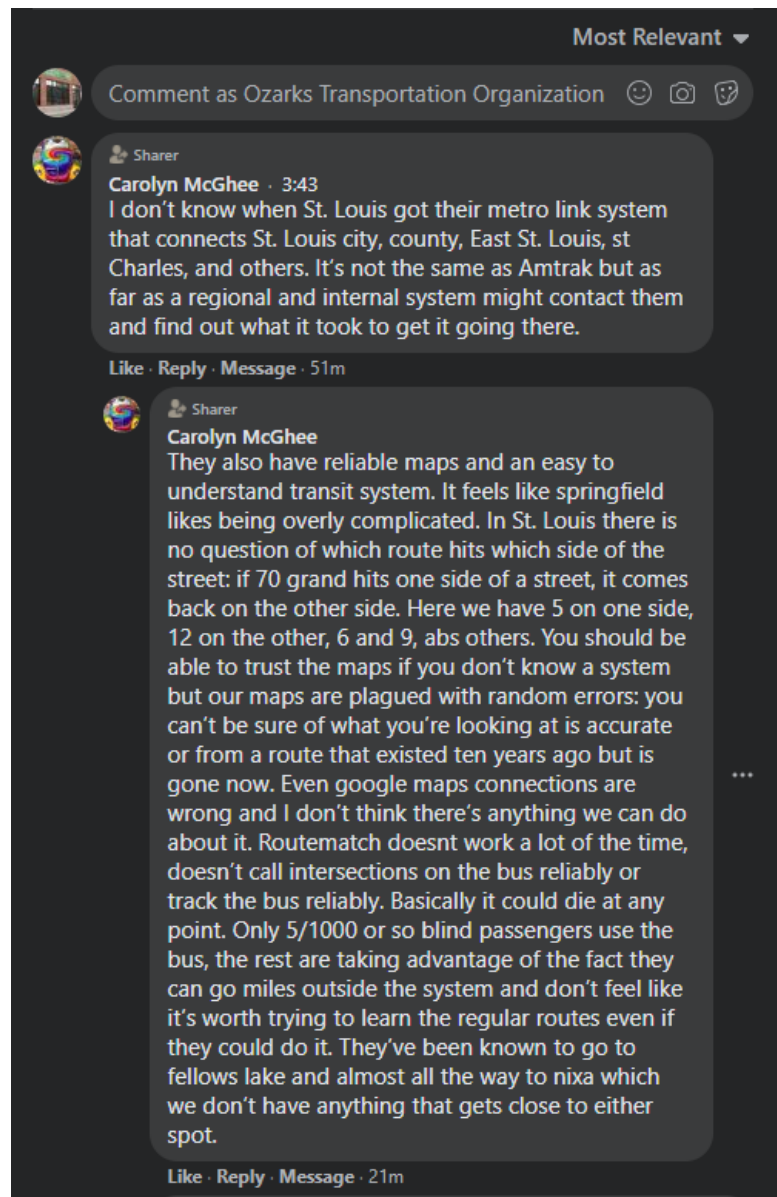
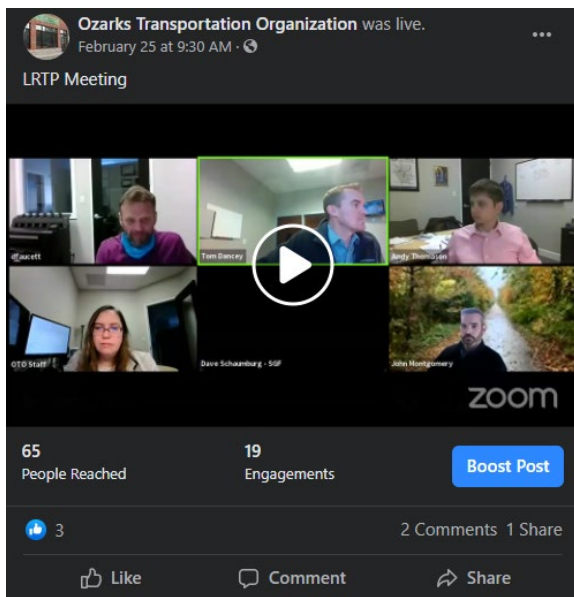
Like · Reply · Message · 1w

 1

Write a comment...

**Facebook comment received 03/08/2021**

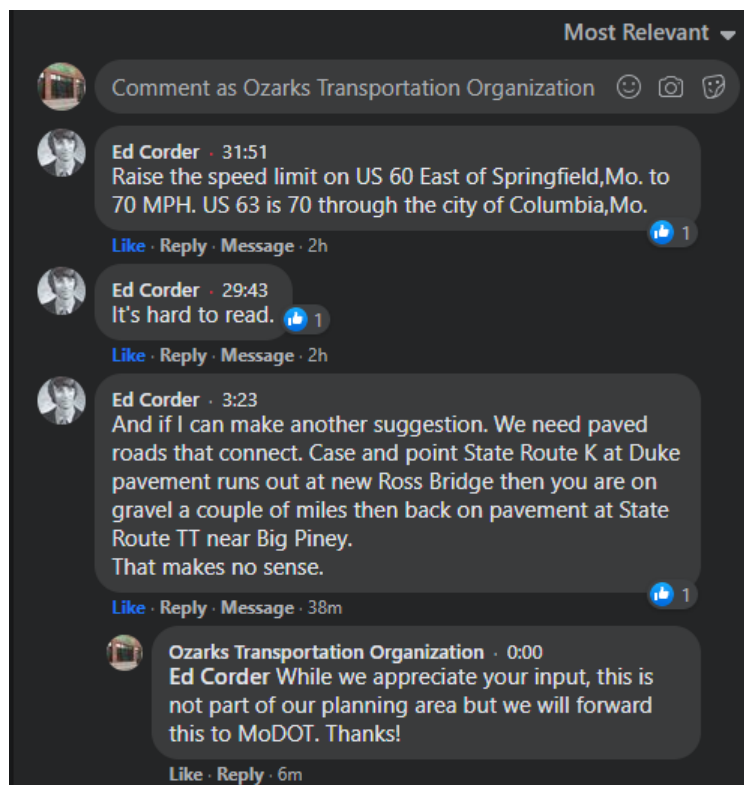
**Concerning: Springfield's transit system**





## Facebook comment received 03/11/2021


### Concerning: Speed Limit on US 60 East of Springfield



## Sent comment to MoDOT 03/11/2021

## Facebook comment received 04/01/2021

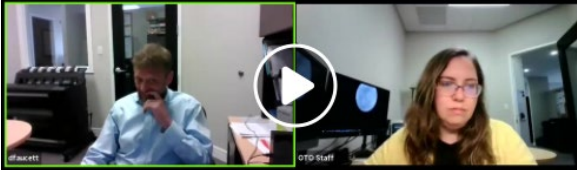
### Concerning: Cyclists and Pedestrians



**Ozarks Transportation Organization** was live.  
23h · 🌐

...

Destination 2045 Meeting





zoom


67  
People Reached


19  
Engagements


Boost Post

  3


1 Comment 1 Share




 Like


 Comment

 Share

Most Relevant ▼





Comment as Ozarks Transportation Organization   




**Carolyn McGhee**  
Cyclists not watching for pedestrians on the sidewalks is a huge problem in Springfield. They don't call out when they approach pedestrians. They have no bells or horns on their bikes. They can't see my cane or neon green safety vest. Campbell between sunshine and grand is a constant problem during the spring abs summer but I've also had scattered incidents in other spots. The guy who hit me head on on Booneville between Lynn and division said he didn't see my cane or my bright green safety vest even though he was facing me and it was broad daylight. One bus driver said the cyclists I've had trouble with lost their license due to extremely reckless driving. One homeless guy said they're also homeless and don't care if they hit someone. I was digging around trying to find info on something else and found something indicating that it is legal for electric bikes, skateboards, scooters, and other things to be on the sidewalk even though they can go at speeds of 40mph. Springfield is talking about setting a sidewalk speed limit but I doubt most bikes have speedometers. I understand it's not a good idea for them to be in traffic but given that the majority don't call out and tires make almost no sound it's not safe for me or any other pedestrian to have them on the sidewalk.

Like · Reply · Message · 16h · Edited

 1



**Ozarks Transportation Organization**  
3h · 🌐



**SGF Yields**  
5h · 🌐

**BIG ANNOUNCEMENT!** In partnership with [Springfield, MO Police Department](#) and funded through a grant from MoDOT, SGF Yields is stepping up our driver crosswalk c... [See More](#)

21  
People Reached

9  
Engagements

Boost Unavailable

👍 2


4 Comments 1 Share

👍 Like

💬 Comment


➦ Share

Most Relevant ▾




Comment as Ozarks Transportation Organization

😊 📷 GIF 🗨️




**Carolyn McGhee**  
I'll be out there. It's important for people to understand it's not just track athletes out here. Need to fix the timing on a majority of our traffic lights at some point, they're too fast for pedestrians using wheelchairs, walkers, or other things to ... [See More](#)

[Like](#) · [Reply](#) · [Message](#) · 3h




**Carolyn McGhee**  
How much would crosswalk sensors that wouldn't let the light change as long as someone was in the crosswalk cost? If we can't fix the lights maybe that'd be an alternative. Besides, that way it'd only keep it red as long as someone was walking across v... [See More](#)

[Like](#) · [Reply](#) · [Message](#) · 25m



**Ozarks Transportation Organization**  
**Carolyn McGhee** Thank you for the input and suggestion! This information will be shared with groups involved in transportation planning and have pedestrian, cyclists, and commuter safety as a priority.

[Like](#) · [Reply](#) · 6m



**Carolyn McGhee**  
If we had to pick and choose starting out Glenstone & battlefield is one of the worst cases.

[Like](#) · [Reply](#) · [Message](#) · 3m

**TAB 3**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM II.A.**

**Public Participation Plan Annual Evaluation**

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

**AGENDA DESCRIPTION:**

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are evaluated annually. This annual evaluation is conducted in accordance with the 2020 Public Participation Plan approved by the Board of Directors on August 20, 2020 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations, the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

Informational only. No action required.

# Public Participation Plan 2020 Annual Evaluation



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 1, 2021

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

## Introduction

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are documented and evaluated annually. This annual evaluation is conducted in accordance with the Public Participation Plan 2020 approved by the Board of Directors on August 20, 2020 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

## Goal

Through continued evaluation, the OTO seeks to improve how information is provided to the public and to enhance public involvement and input. The goal of the evaluation is to utilize quantified performance measures in conjunction with a set of action items to evaluate and improve the provision of information, facilitate public involvement, and increase input.

## Previously Designated Action Items

As part of the 2020 Public Participation Plan Evaluation, four action items were identified to improve outreach and increase public involvement. The four items included:

- Ensure that email addresses are included and up to date for all contacts in the OTO Master Contacts database. Public Participation surveys conducted in 2017 and 2020 indicated that emails are a very effective way to provide information and solicit feedback.
- Follow procedures for posting press releases and announcements on the News & Updates Entry page on the OTO Website. This is a critical step in a workflow where URL links to this material can be pasted to social media posts branded with prepared SEO content built into the OTO Website such as logos, images, and a description of the OTO.

- Research and enhance virtual conferencing applications and online broadcasting platforms such as YouTube and Facebook live that allow for moderated comments from the public in real time.
- Recruit and hire an executive assistant whose job description will include responsibilities for following and executing public participation procedures outlined in the Public Participation Plan

## Performance Measures

The OTO has been tracking Public Participation performance measures for several years. This section provides a list of activities and outlets that the OTO monitors and uses as performance measures in the evaluation of the public participation plan.

### Facebook Participation

Date	Likes	Men/Women
August 2013	51	Not Available
August 2014	108	56/43
April 2015	137	52/45
July 2016	175	54/43
March 2017	177	55/43
March 2018	220	56/43
March 2019	234	53/45
March 2020	437	44/55
March 2021	541	43/56

### Facebook Participation by Location

Date	Battlefield	Springfield	Nixa	KC	Ozark	Republic
August 2014	-	60	4	3	2	2
April 2015	-	82	4	3	4	3
July 2016	15	72	5	2	11	7
March 2017	13	66	5	3	11	5
March 2018	3	117	8	3	13	4
March 2019	2	129	7	4	15	5
March 2020	3	207	21	5	41	13
March 2021*	4	212	23	4	46	9

*\*Includes 9 in Strafford & 4 in Willard*



## Twitter Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
April 2015	91	218	628
July 2016	149	216	1,503
March 2017	169	214	1,648
March 2018	185	219	1,712
March 2019	217	289	1,743
March 2020	264	308	1,881
March 2021	264	309	1,964

## Number of Meetings Open to the Public

OTO attempts to hold six meetings annually for the following boards and committees:

### Board of Directors

### Technical Planning Committee

### Local Coordinating Board for Transit

### Bicycle and Pedestrian Advisory Committee

Each meeting is open to the public and provides an opportunity for the public to share opinions and concerns with OTO leadership and staff. Occasionally, electronic or email meetings are held. The following table shows how many meetings were held for each committee or board per year.

## Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2012	7*	7*	4	5
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9*	8*	6	11
2018	8*	7*	3	6
2019	6	7*	3	2
2020	6	7*	4	6

\* Indicates an E-meeting was held during the year. †Includes Board of Directors Training Workshop.

## **Press Releases Sent**

Press releases sent out for **2012 - 41**

Press releases sent out for **2013 - 39**

Press releases sent out for **2014 - 41**

Press releases sent out for **2015 - 57**

Press releases sent out for **2016 - 53**

Press releases sent out for **2017 - 56**

Press releases sent out for **2018 - 54**

Press releases sent out for **2019 - 34**

Press releases sent out for **2020 - 45**

## **Media Coverage of OTO**

The OTO maintains a log of all media articles and stories where OTO was featured or mentioned. The log provides a record of the types of items that are of interest to the media. Furthermore, as we continue to refine press releases, this log could serve as a guidebook to the effectiveness of our press releases.

- Media coverage from October 2014 to December 31, **2014– 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**
- Media Coverage from January 1, 2019 to December 31, **2019 – 13**
- Media Coverage from January 1, 2020 to December 31, **2020 - 15**

## **Events Attended by OTO Staff in 2020**

In past evaluations, public events attended by OTO staff are listed here. The OTO defines public events as any function where the public has access to OTO staff outside of the OTO office. Events are often expos or trade shows. This last year staff did not attend any public events due to COVID-19.

## Website Statistics

The OTO has been tracking activity on our website utilizing Google Analytics to document usage since 2015. Below are the google analytics for ozarkstransportation.org from 2015 to 2020.

### Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	male/female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9
2018	6,559	3,869	13,911	2:13	58/42	98.1
2019	7,300	4,413	17,338	2:13	55/44	88.8
2020	7,558	5,000	19,160	2:25	N/A	98

## Legal Ads

Legal ads are utilized as documentation of efforts to include the public in the planning process as per the Public Participation Plan. Affidavits of publication are evidence of compliance with public comment periods by way of advertising in print publications widely circulated in the planning area as required by federal regulations.

Year	No. of Ads Printed
2012	4
2013	7
2014	3
2015	3
2016	6
2017	3
2018	3
2019	4
2020	1

## Public Comment Log

OTO maintains a Public Incoming Comment Log. This log documents all email, phone, and personal interactions with the public to the extent possible. Ideally, the log will include the individuals:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of their comment
- Their comment
- Any reply that was given or how the comment was processed

## OTO Logged Comments

Year	Comments Received
2013	70
2014	195
2015	63
2016	22
2017	40
2018	16
2019	20
2020	37

## Action Items for 2021

The following action items were identified to enhance Public Participation in 2020. The updated list is based on progress towards previously designated action items and performance measures. The items are recommendations for moving forward and represent refocused objectives for 2020. The OTO staff will work towards accomplishing the updated action items in advance of the next Public Participation Plan Evaluation. These items include:

- Ensure that all comments and concerns related to State maintained roadways are relayed to MoDOT SW District in a timely manner. Identify points of contact at the district for relaying public comments.
- Develop and follow standard procedures for posting meeting notifications for various planning activities requiring different levels of public involvement, such as, strategizing, seeking input, taking action, and Board approval or adoption.
- Continue to expand the use of Zoom and Facebook live allowing for moderated comments from the public in real time and boosting ads/posts to communities in the OTO area.
- Develop a standard format for documenting public comments to be included in Technical Planning Committee and Board of Directors agenda packets including as much information from the comment log as possible.

## Summary

Several years of performance measures used to evaluate the PPP have been compiled and now include data for the 2020 calendar year. The performance measures produce data for understanding how the public are utilizing tools that the OTO provides for keeping them informed and the methods that the OTO employs to solicit public engagement. A summary of conclusions from the performance measures include:

- In 2020, 37 comments were logged compared to 20 in 2019. Most of the comments were submitted through the "Map It" feature on the OTO Website.
- The OTO Website had the highest number of users and page views in the period from 2015 to 2020 using Google analytics.
- The OTO sent out 45 press releases in 2020 compared to 34 in 2019, 54 in 2018, and 56 in 2017. The increase in the number of press releases coincided with an increase in news coverage. Media coverage in 2020 included 15 news articles compared to 2019, 2018, 2017, and 2016 with 13, 12, 12, and 10, respectively.

- The number of followers on OTO social media accounts has steadily increased, however in 2020, the number of users following the Ozarks Transportation Page on twitter has plateaued. Facebook has proven to be more an effective platform to communicate with the public. The OTO Technical Planning Committee and Board of Director Zoom meetings are broadcast on Facebook live to conform with sunshine laws. Several comments have been received during these meetings via social media.

The OTO staff will continue to work towards increasing public awareness of its role in the region and planning activities. The action items, especially maintaining email contacts for interested parties, should be effective in directly providing information and gathering public feedback from them. In addition, the public involvement processes outlined in the update of the PPP and implementation of the updated action items will provide continuity and consistency in public involvement efforts at the OTO.

**TAB 4**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM II.B.**

**FY 2022 Unified Planning Work Program (UPWP)**

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

**AGENDA DESCRIPTION:**

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into the following tasks:

- Task 1 – OTO General Administration
- Task 2 – Coordination and Public Engagement
- Task 3 – Planning and Implementation
- Task 4 – Project Selection and Programming
- Task 5 – OTO Transit Planning
- Task 6 – City Utilities Transit Planning (FTA 5307 funding for City Utilities)
- Task 7 – Ad Hoc Studies and Projects
- Task 8 – Operations and Demand Management
- Task 9 – MoDOT Studies and Data Collection

The UPWP contains the proposed budget for FY 2022 for inclusion in the contract with MoDOT for funding the OTO annual operational expenses. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2021 and FY 2022 is shown below:

	<u>FY 2021</u>	Proposed <u>FY2022</u>
OTO Consolidated FHWA/FTA PL Funds	\$654,352	\$738,183
Surface Transportation Block Funds	\$100,000	\$156,800
Local Jurisdiction Match Funds	\$128,864	\$127,746
In-Kind Match	\$16,000	\$36,000
MoDOT "Direct Costs"	<u>\$43,000</u>	<u>\$60,000</u>
Total OTO Revenue	\$942,940	\$1,118,729

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$168,001. City Utilities is providing the local match in the amount of \$42,000. The total budget amount for FY 2021 UPWP is \$1,328,730.

OTO is utilizing In-Kind Match and Direct Cost Match Funds. These additional match sources allow OTO to build an operating fund balance.

The primary tasks to be accomplished during the fiscal year include:

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee and Traffic Incident Management Subcommittee meetings



- Complete Long Range Transportation Plan Update
- FY 2023 Unified Planning Work Program development
- Continued maintenance of Ozarkstransportation.org and giveusyourinput.org
- Social Media updates
- Public Participation Plan Annual Evaluation
- Bicycle and Pedestrian Plan Implementation
- Mapping and graphic support
- Financial Audit
- Annual State of Transportation Report
- Congestion Management Process Implementation
- Special Transportation Studies
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2022-2025 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance

**UPWP SUBCOMMITTEE ACTION TAKEN:**

At its March 17, 2021 meeting, the UPWP Subcommittee unanimously recommended that the Executive Committee forward the FY 2022 Unified Planning Work Program for approval to the Board of Directors.

Comments received by MoDOT, FTA, and FHWA have since been incorporated into the final draft, with minimal changes.

**EXECUTIVE COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on April 14, 2021, the Executive Committee recommended that the FY 2022 Unified Planning Work Program move forward through the approval process by the Technical Planning Committee and the Board of Directors.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the FY 2022 UPWP be approved by the Board of Directors.”

OR

“Move to recommend the FY 2022 UPWP to the Board of Directors for approval with the following changes...”

# Unified Planning Work Program

Fiscal Year 2022

(July 1, 2021 – June 30, 2022)

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*Adopted by the OTO Board of Directors:* \_\_\_\_\_

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**OZARKS TRANSPORTATION ORGANIZATION**

A METROPOLITAN PLANNING ORGANIZATION

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

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## Location of Referenced Documents

FY 2021 UPWP, as amended - <https://media.ozarkstransportation.org/documents/Approved-UPWP-FY-2021-Amendment-One.pdf> (THIS WILL BE UPDATED IN MARCH WITH ADM MOD ONE)

Public Participation Plan - <https://media.ozarkstransportation.org/documents/OTO-2020-Public-Participation-Plan.pdf>

Public Participation Plan Annual Evaluation - (Insert link to 2020 evaluation once complete)

*Transportation Plan 2040*, as amended - [https://media.ozarkstransportation.org/documents/Combined\\_08202020.pdf](https://media.ozarkstransportation.org/documents/Combined_08202020.pdf)

Regional Bicycle and Pedestrian Trail Investment Study  
[https://media.ozarkstransportation.org/documents/OTO\\_Trail\\_Investment\\_Study\\_Complete.pdf](https://media.ozarkstransportation.org/documents/OTO_Trail_Investment_Study_Complete.pdf)  
[https://media.ozarkstransportation.org/documents/OTO\\_TIS\\_Nixa\\_Addendum.pdf](https://media.ozarkstransportation.org/documents/OTO_TIS_Nixa_Addendum.pdf)

Bylaws - <https://media.ozarkstransportation.org/documents/FInal-OTO-Signed-By-laws.adopted-revision-April-2020.pdf>

Title VI Program - [https://media.ozarkstransportation.org/documents/Title-VI\\_ADA-Program.pdf](https://media.ozarkstransportation.org/documents/Title-VI_ADA-Program.pdf)

Limited English Proficiency Plan - <https://media.ozarkstransportation.org/documents/Limited-English-Proficiency-Plan.pdf>

Congestion Management Process - <https://media.ozarkstransportation.org/documents/CMP-Monitoring-and-Strategy-Evaluation-2020-Approved-Reduced.pdf>

Bicycle and Pedestrian Report - (Insert link to 2020 evaluation once complete)

State of Transportation Report - [https://media.ozarkstransportation.org/documents/9Web\\_2019-SOT09082020.pdf](https://media.ozarkstransportation.org/documents/9Web_2019-SOT09082020.pdf)

Clean Air Action Plan - <https://media.ozarkstransportation.org/documents/2020CAAP.pdf>

FY 2020-2023 Transportation Improvement Program and Amendments - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>

Annual Listing of Obligated Projects - [https://media.ozarkstransportation.org/documents/ALOP-FY-2020\\_201223\\_174302.pdf](https://media.ozarkstransportation.org/documents/ALOP-FY-2020_201223_174302.pdf)

Federal Funds Balance Report - [https://media.ozarkstransportation.org/documents/FundsBalanceReport\\_09302020\\_201223\\_174623.pdf](https://media.ozarkstransportation.org/documents/FundsBalanceReport_09302020_201223_174623.pdf)

Transit Coordination Plan - <https://media.ozarkstransportation.org/documents/Transit-Coordination-Plan-2017.pdf>

Program Management Plan - <https://media.ozarkstransportation.org/documents/Program-Management-Plan-2018.pdf>

Year End UPWP Progress Report - (Insert link once complete)

## Introduction

The Ozarks Transportation Organization (OTO) is the federally designated metropolitan planning organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, as well as regional transportation and planning agencies for the Springfield urbanized area. MPOs are charged with maintaining and conducting a “continuing, cooperative, and comprehensive” regional transportation planning and project programming process for the MPO’s planning area. The planning area is defined as the area projected to become urbanized within the next 20 years.

The MPO includes local elected and appointed officials from Christian and Greene Counties, as well as the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. Staff members from local governments and area transportation agencies serve on OTO’s Technical Planning Committee which provides technical review, comments, and recommendations on draft plans, programs, studies, and issues.

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2022 (July 2021 - June 2022). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (OTO), the Springfield Area Metropolitan Planning Organization (MPO), with assistance from various agencies, including the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), City Utilities (CU) Transit, and members of the OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a federal Transportation Grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, and members of the OTO Technical Planning Committee and OTO Board of Directors. The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization’s Public Participation Plan may be found on the OTO website:

<https://media.ozarkstransportation.org/documents/OTO-2020-Public-Participation-Plan.pdf>

CFR §450.306 identifies the scope of the metropolitan planning process, which shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The tasks of the Unified Planning Work Program support these identified planning factors. The following table demonstrates the intersectionality between OTO's work program and the planning process as prescribed in federal law.

Planning Factors  UPWP Tasks										
	1. Economic Vitality	2. Safety	3. Security	4. Accessibility & Mobility	5. Environment	6. Connectivity	7. Management & Operations	8. System Preservation	9. Resiliency & Reliability	10. Travel & Tourism
Task 1 – General Administration										
Task 2 – Coordination & Public Engagement										
Task 3 – Planning & Implementation										
Task 4 – Project Selection & Programming										
Task 5 – OTO Transit Planning										
Task 6 – CU Transit Planning										
Task 7 – Ad Hoc Studies & Projects										
Task 8 – Operations & Demand Management										
Task 9 – MoDOT Studies & Data Collection										

### Legend



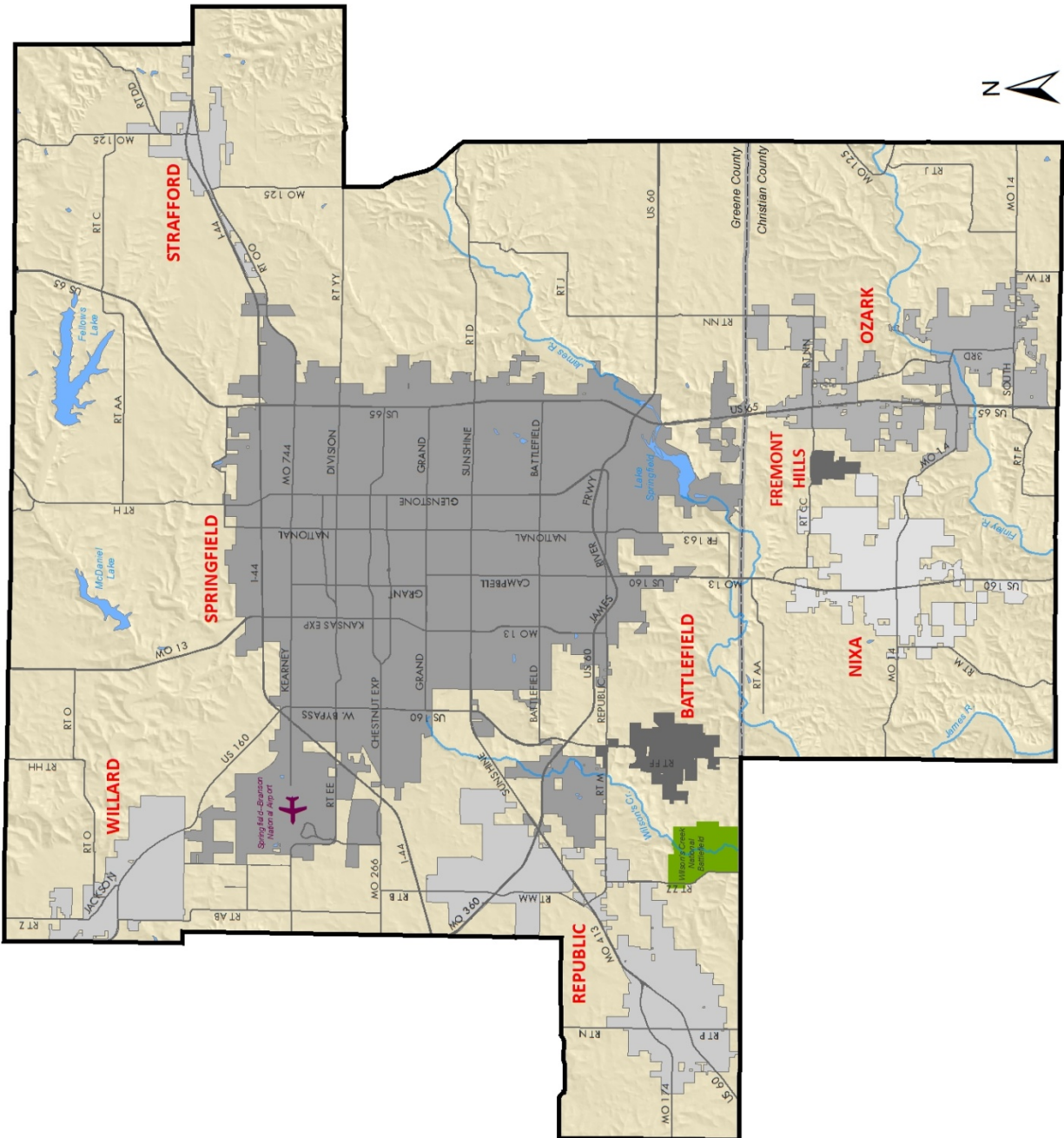
City of

National Park

OTO Study Area



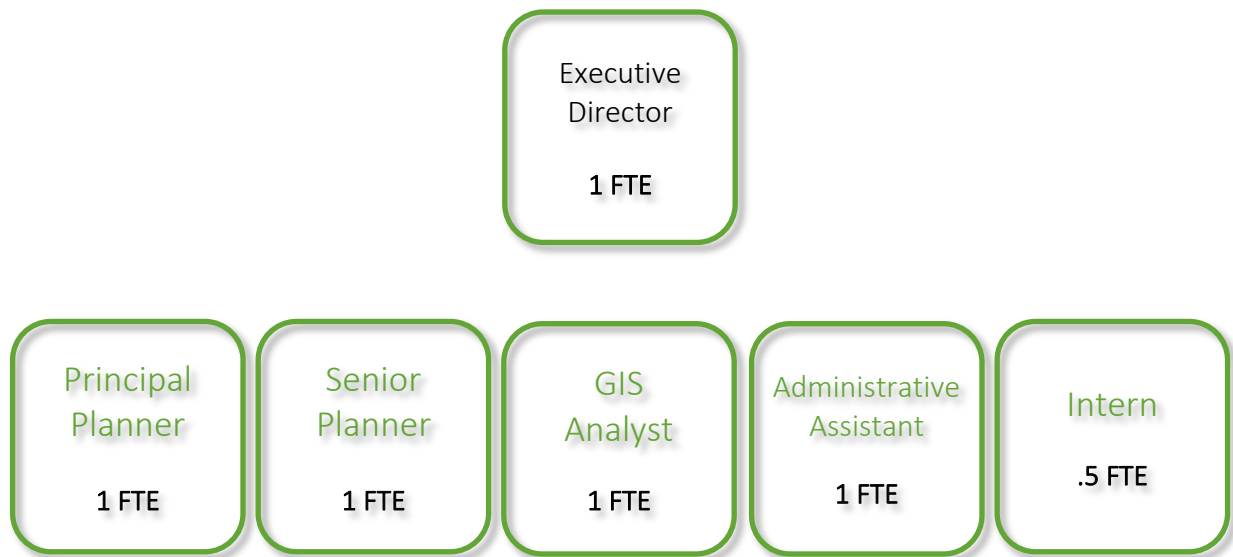
**DISCLAIMER**  
The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department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





## Ozarks Transportation Organization Planning Staff

100% Dedicated to Transportation Planning



## Important Issues Facing the Ozarks Transportation Organization

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*MISSION: To provide a forum for cooperative decision-making in support of an excellent transportation system.*

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While COVID-19 moved OTO's activities into the virtual space, staff and members have continued to embody OTO's mission. *Transportation Plan 2040* has maintained its place as a guide for funding and planning decisions in support of a better, multi-modal transportation network.

Developing *Destination 2045* during COVID-19 has brought unique challenges to the planning process, while also creating opportunities for new ways to involve the public and gain participation from committee members. Plan development will be concluding as OTO moves into Fiscal Year 2022. It is already clear that the region desires multi-modal, aesthetically pleasing projects, but still struggles with identifying a long-term, sustainable funding source beyond the fuel taxes already in place. It is anticipated that future work items will include ways OTO can help members develop quality projects within a limited funding environment.

Much of OTO's work is recurring, often annually, however, staff strives to improve upon past iterations, putting forth work exemplifying best practices and the region's needs. Familiar work includes:

- Transportation Improvement Program
- STIP Prioritization
- Performance Monitoring
- Committees such as Local Coordinating Board for Transit, Bicycle Pedestrian Advisory Committee, and Traffic Incident Management
- Technical Planning Committee
- Board of Directors/Executive Committee
- Public Involvement

The Unified Planning Work Program for FY 2022 will also continue to implement the recommendations contained within *Transportation Plan 2040* and as replaced by *Destination 2045*, as well as the *Regional Bicycle and Pedestrian Trail Investment Study*. Work products include several corridor studies and the ongoing effort to pursue discretionary funding for the region.

It is anticipated that in-person activities will return during the next fiscal year. That said, OTO will also continue to embrace the new tools that have become available and necessary over the past year. The future may be unpredictable, but by maintaining a quality planning process, the region can be resilient in the face of uncertainty.

## Major Activities and Tasks

The Unified Planning Work Program is divided into tasks and work elements identifying how OTO's time and expenses will be allocated over the fiscal year. The following pages outline each major activity and task, responsible agencies, schedule, resulting products, and proposed funding. Funding is summarized by source and federal share, with matching funds identified. Additional details on prior accomplishments can be found in the FY 2021 UPWP Year-End Report, which will be incorporated upon completion in July 2021.

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
<b>Task 1 – General Administration</b>	<b>\$158,156</b>		
1.1 Financial and Contract Management		OTO	Yes
1.2 Financial Audit		OTO	Yes
1.3 Unified Planning Work Program		OTO	No
1.4 Travel and Training		OTO	No
1.5 General Administration and Personnel		OTO	Yes
1.6 Electronic Support for OTO Operations		OTO	Yes
1.7 MPO Compliance and Certification		OTO	No
<b>Task 2 – Coordination and Public Engagement</b>	<b>\$283,910</b>		
2.1 OTO Committee Support		OTO	No
2.2 Stakeholder Education and Outreach		OTO	No
2.3 Public Involvement		OTO	No
2.4 Civil Rights Compliance		OTO	No
2.5 Member Attendance at OTO Meetings		OTO	No
<b>Task 3 – Planning and Implementation</b>	<b>\$244,970</b>		
3.1 Long Range Transportation Plan		OTO	No
3.2 Performance Measures		OTO	No
3.3 Congestion Management Process Implementation		OTO	No
3.4 Federal Functional Classification Maintenance and Updates		OTO	No
3.5 Active Transportation Planning and Implementation		OTO	No
3.6 Freight Planning		OTO	No
3.7 Air Quality Planning		OTO	No
3.8 Demographic and Geographic Data Management		OTO	No
3.9 Support for Jurisdictions' Plans		OTO	No
<b>Task 4 – Project Selection and Programming</b>	<b>\$89,073</b>		
4.1 Project Programming		OTO	Yes
4.2 Federal Funds Tracking		OTO	No
4.3 STIP Prioritization and Scenarios		OTO	No

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
<b>Task 5 – OTO Transit Planning</b>	<b>\$43,126</b>		
5.1 Operational Planning		OTO	No
5.2 Transit Coordination Plan and Implementation		OTO	No
5.3 Program Management Plan Implementation		OTO	No
5.4 Data Collection and Analysis		OTO	No
5.5 Community Support		OTO	No
5.6 ADA/Title VI Appeal Process		OTO	No
<b>Task 6 – CU Transit Planning</b>	<b>\$210,001</b>		
6.1 Operational Planning		City Utilities	No
6.2 ADA Accessibility Planning		City Utilities	No
6.3 Transit Fixed Route/Regional Service Analysis Imp.		City Utilities	No
6.4 Service Planning		City Utilities	No
6.5 Financial Planning		City Utilities	No
6.6 Competitive Contract Planning		City Utilities	No
6.7 Safety, Security, and Drug/Alcohol Control Planning		City Utilities	No
6.8 Transit Coordination Plan Implementation		City Utilities	No
6.9 Program Management Plan Implementation		City Utilities	No
6.10 Data Collection and Analysis		City Utilities	No
<b>Task 7 – Ad Hoc Studies and Projects</b>	<b>\$196,000</b>		
7.1 Route FF through Battlefield Study		OTO	Yes
7.2 Chadwick Flyer Highway Crossing Study		OTO	Yes
7.3 MM to ZZ Study		OTO	Yes
7.4 Transportation Consultant/Modeling Services		OTO	Yes
7.5 Grant Applications		OTO	Potentially
7.6 Other Studies in Accordance with LRTP		OTO	Potentially
<b>Task 8 – Operations and Demand Management</b>	<b>\$43,494</b>		
8.1 Traffic Incident Management Planning		OTO	No
8.2 Intelligent Transportation Systems Coordination		OTO	No
8.3 Travel Sensing and Travel Time Services		OTO/Springfield/MoDOT	Yes
8.4 Coordinate Employer Outreach Activities		OTO/Springfield	No
8.5 Collect & Analyze Data to Determine Potential Demand		OTO	No
<b>Task 9 – MoDOT Studies and Data Collection</b>	<b>\$60,000</b>		
9.1 MoDOT Transportation Studies and Data Collection		MoDOT SW	No
<b>TOTAL</b>	<b>\$1,328,730</b>		

## Task 1 – OTO General Administration

### Purpose

Activities required to manage the transportation planning process and all UPWP work products on a continual basis by offering professional staff services, administering the work program and budget, execute agreements with partner agencies, and administrative/operational activities required to function as an independent MPO.

### Work Elements

#### 1.1 Financial and Contract Management

*Timeframe – July 2021 to June 2022*

- Preparation and submission of quarterly financial reports, regular payment requests, and year-end reports per existing agreements
- Maintenance of OTO accounts and budget, with reporting to Board of Directors
- Annual Dues Administration
- Coordinate contract development, management, and addendums
- Procurement in accordance with the OTO Purchasing manual and applicable guidance

#### 1.2 Financial Audit

*Timeframe – August 2021 to December 2021*

- Conduct an annual, and if necessary, single audit of FY 2021 and report to Board of Directors
- Implement measures as suggested by audit

#### 1.3 Unified Planning Work Program

*Timeframe – July 2021 to June 2022*

- Amendments to the FY 2022 UPWP as necessary
- Development of the FY 2023 UPWP, including subcommittee meetings and public participation in accordance with the OTO Public Participation Plan, as well as approval through the OTO Board of Directors, MoDOT, FHWA Missouri Division, and FTA Region VII.
- UPWP Quarterly Progress Reports
- Invoicing and Year-End Report

#### 1.4 Travel and Training

*Timeframe – July 2021 to June 2022*

- Travel to meetings and trainings regionally, statewide, and nationally
  - MoDOT Planning Partner Meetings
  - Missouri Recreation Trails Committee
  - Missouri Highway and Transportation Commission meetings
  - Missouri Public Transit Association Board Meetings
  - Springfield Traffic Advisory Board
  - Ozark Greenways Technical Committee
  - Let's Go Smart Collaborative
  - Ozarks Section of Institute of Transportation Engineers
- Training and development of OTO staff and members through relevant educational programs, which could potentially include:
  - Association of MPOs Conferences and Webinars

- GIS industry-related conferences and training, such as MAGIC or ESRI
- Institute for Transportation Engineers Conferences and Webinars
- Transportation Research Board Conferences and Webinars
- American Planning Association Conferences and Webinars
- Missouri Public Transportation Association Conferences and Webinars
- Other relevant training for planning and non-planning staff
- OTO hosted training for members
- Employee Educational Assistance
- Industry Memberships as appropriate

### **1.5 General Administration and Personnel**

*Timeframe – July 2021 to June 2022*

- Manage the day-to-day activities of the structurally independent MPO
- Update memorandums of understanding, as necessary
- Provide administrative services and management (including legal) review of all work products identified in the UPWP
- Legal services
- Policy and bylaws amendments, as necessary
- Develop and improve the internal operations of the MPO
- Personnel management including recruitment, evaluations, and transitions in order to maintain a professional staff with necessary talent skills, and capacity
- Payroll and benefits administration

### **1.6 Electronic Support for OTO Operations**

*Timeframe – July 2021 to June 2022*

- Ensure technical resources are available to implement the UPWP
- Maintain and update OTO hosted websites and associated services
- Maintain and update social media
- Software and associated updates
- Information Technology Managed Services, including data backup

### **1.7 MPO Compliance and Certification**

*Timeframe – July 2021 to June 2022*

- Address items contained in 2021 joint FHWA and FTA federal certification review of the MPO Planning Process
- Participate in efforts related to the 2020 Census, such as defining urban and planning boundaries, as well as other transportation-related products
- Monitor guidance from state and federal agencies on the regional transportation process and provide feedback as necessary through the federal register or other engagement process

### **Anticipated Outcomes**

- Maintain updated Continuity of Operations Plan
- Implementation of the FY 2022 UPWP
- Regular reimbursement requests and quarterly progress reports
- FY 2021 Year-End Report
- Adoption of the FY 2023 UPWP and execution of associated agreements

- Financial reporting to the Board of Directors
- FY 2021 Audit
- Attendance of OTO staff and members at relevant meetings and trainings
- Relevant policy and bylaws updates and necessary legal services
- Continuously updated websites
- Social media engagement
- Revisions to bylaws and inter-local agreements as needed

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2021 year-end report, which will be incorporated upon completion in July 2021.

- Quarterly progress reports, payment requests and year-end report for FY 2020
- Quarterly financial reporting to the Board of Directors
- Final dues collection from prior year and preparation of dues for next fiscal year
- FY 2020 Audit
- FY 2021 UPWP amendments and administrative modifications as needed through June 2021
- FY 2022 UPWP development and approval
- Conferences and training for staff
- Monthly website maintenance and associated updates
- Social media engagement
- Legal services
- Updated Articles of Incorporation

## Task 2 – Coordination and Public Engagement

### Purpose

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities. Inform and engage the public, media, and other stakeholders in the OTO planning process. Provide the community an opportunity for meaningful participation in planning process and plan development. Facilitate the planning and implementation of transportation projects and services, while strengthening working relationships among MPO members, MoDOT, and partner agencies.

### Work Elements

#### 2.1 OTO Committee Support

*Timeframe – July 2021 to June 2022*

- Conduct and staff all Bicycle and Pedestrian Advisory Committee, Board of Directors, Executive Committee, Local Coordinating Board for Transit, Technical Planning Committee and Traffic Incident Management meetings
- Respond to individual committee requests
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year

#### 2.2 Stakeholder Education and Outreach

*Timeframe – July 2021 to June 2022*

- Participate in and encourage collaboration among various community committees directly related to transportation

#### 2.3 Public Involvement

*Timeframe – July 2021 to June 2022*

- Maintain OTO website and public comment tools
- Facilitate public comment periods associated with the Public Participation Plan
- Comply with Missouri Sunshine Law requirements, including record retention
- Annual Public Participation Plan (PPP) Evaluation
- Continue to utilize social media for public education and input
- Publish public comments in agenda to ensure Board and Committees are informed.

#### 2.4 Civil Rights Compliance

*Timeframe – July 2021 to June 2022*

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA)
- Semi-annual DBE reporting
- Semi-annual Title VI/ADA reporting
- Accept and process complaint forms and review all projects for Title VI/ADA compliance
- Continue to include Environmental Justice and Limited English Proficiency requirements in planning process

#### 2.5 Member Attendance at OTO Meetings

*Timeframe – July 2021 to June 2022*

- OTO member jurisdiction member's time spent at OTO meetings



### Anticipated Outcomes

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors
- Attendance of OTO staff and OTO members at various community committees
- Document meeting attendance for in-kind reporting
- Public input tracked and published
- Implementation of PPP through website and press release
- Annual PPP Evaluation
- Semiannual DBE reporting submitted to MoDOT
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2021 year-end report, which will be incorporated upon completion in July 2021.

- Meetings, agendas, and minutes for OTO Board of Directors, Committees, and Subcommittees
- Document meeting attendance for in-kind reporting
- Community committee participation
- Adoption of updated Public Participation Plan
- Annual PPP Evaluation
- Management of public input
- DBE and Title VI reports submitted to MoDOT

## Task 3 – Planning and Implementation

### Purpose

Short-and long-range planning activities supporting a multimodal transportation system, supported with best practices and latest available data.

### Work Elements

#### 3.1 Long Range Transportation Plan

*Timeframe – July 2021 to June 2022*

- Final development and adoption of *Destination 2045*, including public comment
- Process amendments to the long range transportation plan and the Major Thoroughfare Plan
- Implementation of action items and status summary

#### 3.2 Performance Measures

*Timeframe – July 2021 to June 2022*

- Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities
- Annual State of Transportation report, incorporating federally required performance measures and those set in the long range transportation plan

#### 3.3 Congestion Management Process Implementation

*Timeframe – July 2021 to June 2022*

- Coordinate system performance monitoring, including data collection and analysis
- Review goals and implementation strategies to ensure effective system evaluation
- Conduct before and after analysis of completed projects and their effects on the system

#### 3.4 Federal Function Classification Maintenance and Updates

*Timeframe – July 2021 to June 2022*

- Annual call for updates
- Facilitate change requests as necessary

#### 3.5 Active Transportation Planning and Implementation

*Timeframe – July 2021 to June 2022*

- Implement strategies for active transportation as identified in the OTO bicycle and pedestrian plan, as well as the Regional Trail Investment Study.
- Coordinate and monitor regional activities through the Bicycle and Pedestrian Advisory Committee
- Research best practices around active transportation, complete streets, and mobility options, as well as provide support as needed to member jurisdictions on these topics
- Work with member jurisdictions to identify funding and timelines for potential trail projects
- Manage consultant contracts for scoping, design and possible construction of trail projects

#### 3.6 Freight Planning

*Timeframe – July 2021 to June 2022*

- Participate in MoDOT freight planning efforts, including the statewide freight and rail plan
- Continue to identify and review essential freight corridors throughout the region
- Maintain participation in the Heartland Freight Technology Plan Consortium

### 3.7 Air Quality Planning

*Timeframe – July 2021 to June 2022*

- Monitor air quality and its impact on transportation conformity
- Support the Ozarks Clean Air Alliance and its participation in the EPA Ozone and PM Advance Programs through the Clean Air Action Plan
- Review Alternative Fuel Corridor status and support electric vehicle charging implementation efforts

### 3.8 Demographic and Geographic Data Management

*Timeframe – July 2021 to June 2022*

- Continue to develop and maintain the Geographic Information System (GIS) and curate data for transportation planning
- Develop and maintain mapping and graphics for OTO activities and reports, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials
- Support transportation decision-making by collecting and compiling demographics, area development data, and migration statistics into a report on growth trends
- Use hazard environmental assessment database to identify endangered species and flood-vulnerable facilities as associated with potential transportation improvements
- GIS license maintenance

### 3.9 Support for Jurisdictions' Plans

*Timeframe – July 2021 to June 2022*

- Provide support for member jurisdictions as they develop and implement plans and studies through activities such as consultant scope of service review, committee participation, regional data, and ensuring OTO plan consistency
- Host trainings as requested

### Anticipated Outcomes

- Adopt *Destination 2045*
- Amendments to the LRTP as necessary
- Adoption of performance targets per the adopted Transportation Performance Measure (TPM) Agreement
- Annual call for updates to the Federal Functional Classification System and other updates as requested
- Annual Bicycle/Pedestrian Implementation Report
- Resources for active transportation best practices and any associated trainings
- Continued development of trail projects for eventual construction
- Participation in statewide freight planning efforts and the Heartland Freight Technology Plan Symposium
- Continued air quality attainment status monitoring
- Report on growth trends and other relevant demographics
- GIS maintenance and mapping, including transportation data
- Travel demand model updates as needed and associated model runs
- Other projects as needed

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2021 year-end report, which will be incorporated upon completion in July 2021.

- *Destination 2045* development
- *Transportation Plan 2040* amendments
- Performance target updates
- Annual State of Transportation Report
- Updated TPM Agreement
- Annual Federal Functional Classification call for projects
- Federal Functional Classification update requests
- Bike/Ped Implementation Report
- Receipt of final aerial photography files
- Updated Clean Air Action Plan provided to EPA through the Ozarks Clean Air Alliance

## Task 4 – Project Selection and Programming

### Purpose

Identify and implement priorities within the OTO through the development and maintenance of the Transportation Improvement Program.

### Work Elements

#### 4.1 Project Programming

*Timeframe – July 2021 to June 2022*

- Review and revise, as necessary, policies and procedures for project selection and award
- Award funding and program projects into relevant Transportation Improvement Program
- All public involvement activities relating to gathering input for and comments on the Transportation Improvement Program and its amendments
- Complete and publish FY 2022-2025 Transportation Improvement Program
- Develop and draft FY 2023-2026 Transportation Improvement Program
- Process all TIP Amendments and Modifications, including the coordination, advertising, public comment, Board approval, and submissions for MoDOT STIP incorporation
- Maintain and update the OTO TIP project database and web map

#### 4.2 Federal Funds Tracking

*Timeframe – July 2021 to June 2022*

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website within 90 days of the end of the program year
- Monitor OTO suballocated funding balances and publish a semi-annual report
- Track area cost-share projects
- Track reasonable progress on project implementation following programming

#### 4.3 STIP Prioritization and Scenarios

*Timeframe – July 2021 to June 2022*

- Meet with member jurisdictions and agencies about their transportation planning issues, needs, and planned growth
- Review prioritization criteria and update as necessary, supporting the regional vision and goals
- Develop final recommendations to MoDOT, including unfunded needs and multi-modal needs, using a subcommittee of the Technical Planning Committee to prioritize projects

### Anticipated Outcomes

- Adoption and approval of the FY 2022-2025 Transportation Improvement Program
- Development of the draft FY 2023-2026 Transportation Improvement Program
- TIP Amendments and Administrative Modifications as necessary
- Maintain online TIP database
- Semiannual Federal Funds Balance Report
- Annual Listing of Obligated Projects
- Develop and prioritize potential projects for use of MoDOT system improvement funds

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2021 year-end report, which will be incorporated upon completion in July 2021.

- Amendments and Administrative Modifications to the FY 2020-2023 Transportation Improvement Program
- Draft FY 2022-2025 Transportation Improvement Program
- Online TIP database maintenance
- Semiannual Federal Funds Balance Reports
- Annual Listing of Obligated Projects
- MoDOT STIP Prioritization

## Task 5 – OTO Transit Planning

### Purpose

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities (CU) is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

### Work Elements

#### 5.1 Operational Planning

*Timeframe – July 2021 to June 2022*

- OTO staff shall support operational planning functions with available data
- Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey
- Attend the CU Advisory Committee

#### 5.2 Transit Coordination Plan and Implementation

*Timeframe – July 2021 to June 2022*

- Transit Coordination Plan Implementation with one-page report on status of action items
- Develop draft updated Transit Coordination Plan
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds
- OTO staffing of the Local Coordinating Board for Transit
- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans
- Research additional funding for senior centers and human service agencies

#### 5.3 Program Management Plan Implementation

*Timeframe – July 2021 to June 2022*

- Continue to implement the Program Management Plan
- Conduct call for projects for Section 5310 funding

#### 5.4 Data Collection and Analysis

*Timeframe – July 2021 to June 2022*

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes
- OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts
- Explore barriers to transit use

#### 5.5 Community Support

*Timeframe – July 2021 to June 2022*

- OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives through the Let's Go Smart Transportation Collaborative
- Assist City of Springfield in exploring high frequency transit
- Attend Missouri Public Transit Board meetings

## 5.6 ADA/Title VI Appeal Process

*Timeframe – July 2021 to June 2022*

- OTO staff assistance on CU Transit ADA/Title VI Appeal Process

### Anticipated Outcomes

- Transit agency coordination
- Drafted Transit Coordination Plan
- Continued TCP implementation
- Special studies
- Committee meetings, agendas, and minutes
- CU Transit ADA/Title VI Appeals as requested
- Data collection
- PMP review
- Monitor 5310 vehicle delivery and OTO balance
- Regional paratransit coordination
- Transit Signal Priority Committee
- Let's Go Smart Transportation Collaborative participation
- Award of Section 5310 funding

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2021 year-end report, which will be incorporated upon completion in July 2021.

- LCBT meetings, agendas, and minutes
- Transit agency coordination
- Let's Go Smart Transportation Collaborative participation



## Task 6 – CU Transit Planning

### Purpose

Activities by City Utilities (CU) Transit utilizing Transit Planning funds. CU is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

### Work Elements

#### 6.1 Operational Planning

*Timeframe – July 2021 to June 2022*

- Route analysis
- City Utilities Transit grant submittal and tracking
- City Utilities Transit collection and analysis of data required for the National Transit Database Report, both monthly and annual
- City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00)

#### 6.2 ADA Accessibility Planning

*Timeframe – July 2021 to June 2022*

- CU Transit plans ADA accessibility projects for non-traditional ADA projects funded by Section 5310 grants

#### 6.3 Transit Fixed Route/Regional Service Analysis Implementation

*Timeframe – July 2021 to June 2022*

- CU will implement recommendations of the Transit Fixed Route Regional Service Analysis

#### 6.4 Service Planning

*Timeframe – July 2021 to June 2022*

- Collection of data from paratransit operations as required
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield (FTA Line Item Code 44.23.01)
- Title VI service planning

#### 6.5 Financial Planning

*Timeframe – July 2021 to June 2022*

- CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources

#### 6.6 Competitive Contract Planning

*Timeframe – July 2021 to June 2022*

- CU Transit will study opportunities for transit cost reductions using third-party and private sector providers

## **6.7 Safety, Security, and Drug/Alcohol Control Planning**

*Timeframe – July 2021 to June 2022*

- Implementation of additional safety and security policies as required by FAST Act and/or subsequent legislation

## **6.8 Transit Coordination Plan Implementation**

*Timeframe – July 2021 to June 2022*

- Updating and implementation of the Transit Coordination Plan (due to Section 5310 grants and MAP-21 changes) to include annual training for applicants of 5310 funding and a focus on education, including media outreach

## **6.9 Program Management Plan Implementation**

*Timeframe – July 2021 to June 2022*

- Review the existing program management plan to ensure compliance with FAST Act and future reauthorization

## **6.10 Data Collection and Analysis**

*Timeframe – July 2021 to June 2022*

- Update demographics for CU's Title VI and LEP Plans as needed
- CU will collect and analyze ridership data for use in transit planning and other OTO planning efforts
- TAM Plan – As an agency on MoDOT's TAM plan, CU gathers data, as well as performs asset analysis and reporting activities to provide data to MoDOT for inclusion in the MoDOT TAM plan
- PTASP Plan – CU will be gathering safety risk data, establishing benchmarks, and participating in reporting activities for the PTASP plan as required by FTA in 49 CFR Part 637

## **Anticipated Outcomes**

- Operational Planning
- ADA Accessibility Planning
- Fixed Route Analysis
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Transit Coordination Plan
- Data Collection and Analysis

## **Prior Year Accomplishments**

Additional details on prior accomplishments can be found in the FY 2021 year-end report, which will be incorporated upon completion in July 2021.

- Operational Planning
- ADA Accessibility Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning

- Safety, Security and Drug and Alcohol Planning
- Transit Coordination Plan
- Data Collection and Analysis

## Task 7 – Ad Hoc Studies and Projects

### Purpose

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies for the long range transportation plan.

### Work Elements

#### 7.1 Route FF through Battlefield Study

*Timeframe – July 2021 to June 2022*

- Corridor Study to develop cross section and roadway type recommendations based on public input and projected volumes and function.

#### 7.2 Chadwick Flyer Highway Crossing Study

*Timeframe – July 2021 to June 2022*

- Pedestrian Crossing location study to determine the best location and cost estimate for the Chadwick Flyer Trail to cross US65

#### 7.3 MM to ZZ Study

*Timeframe – July 2021 to June 2022*

- Study to determine the improvements needed to connect MM south of US 60 to ZZ.

#### 7.4 Transportation Consultant/Modeling Services

*Timeframe – July 2021 to June 2022*

- Travel demand model scenarios to assist with long range transportation plan development and implementation
- Contracted data collection efforts to support OTO planning projects, signal timing, and transportation decision-making

#### 7.5 Grant Applications

*Timeframe – July 2021 to June 2022*

- Develop and assist OTO members with developing applications for discretionary funding
- Review notices of funding availability to determine alignment of OTO planning documents with funding requirements and focal areas

#### 7.6 Other Studies in Accordance with LRTP

*Timeframe – July 2021 to June 2022*

- Studies requested by member jurisdictions to examine traffic, parking, safety, walkability or land use

### Anticipated Outcomes

- Route FF through Battlefield Study
- Chadwick Flyer Bridge Study
- Grant applications and support letters as requested
- Other studies

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2021 year-end report, which will be incorporated upon completion in July 2021.

- Continued support for area comprehensive plan updates
- Grant application review and support letters
- Reviewed BUILD Grant/INFRA Grant opportunities

## Task 8 – Operations and Demand Management

### Purpose

Planning activities to support the efficiency and to manage demand of the transportation system.

### Work Elements

#### 8.1 Traffic Incident Management Planning

*Timeframe – July 2021 to June 2022*

- Implementation of the Traffic Incident Management Action Plan
- Coordinate meetings of Traffic Incident Management Committee

#### 8.2 Intelligent Transportation Systems Coordination

*Timeframe – July 2021 to June 2022*

- Coordination with the Traffic Management Center in Springfield and with City Utilities Transit as needed

#### 8.3 Travel Sensing and Travel Time Services

*Timeframe – July 2021 to June 2022*

- Ongoing maintenance of WiFi travel time units

#### 8.4 Coordinate Employer Outreach Activities

*Timeframe – July 2021 to June 2022*

- Work with the City of Springfield to identify and coordinate with major employers to develop employer-based programs that promote ridesharing and other transportation demand management (TDM) techniques within employer groups
- Update the Rideshare Brochure design and publication

#### 8.5 Collect and Analyze Data to Determine Potential Rideshare Demand

*Timeframe – July 2021 to June 2022*

- Gather and analyze data to determine the best location in terms of demand to target ridesharing activities

### Anticipated Outcomes

- Implementation of Traffic Incident Management Plan
- ITS coordination
- Travel time unit maintenance
- Annual report of TDM activities
- Updated rideshare brochure

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2021 year-end report, which will be incorporated upon completion in July 2021.

- TIM Implementation Report
- ITS coordination
- Annual report of TDM activities

## Task 9 – MoDOT Studies and Data Collection

### Purpose

MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.

### Work Elements

#### 9.1 MoDOT Transportation Studies and Data Collection

*Timeframe – July 2021 to June 2022*

- OTO and MoDOT work to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model
- Transportation studies would be conducted to provide accident data for use in the Congestion Management Process
- Speed studies would be conducted to analyze signal progression to meet requirements of the Congestion Management Process
- Miscellaneous studies to analyze congestion along essential corridors may also be conducted
- Maintenance of the travel time collection units

MoDOT Position	Annual Salary	Annual Fringe	Annual Additive	Total	% Time	Eligible
Traffic Center Manager	\$75,456	\$55,460	\$8,335	\$139,251	7.00%	\$9,748
Senior Traffic Study Specialist	\$57,968	\$43,532	\$6,308	\$107,808	12.00%	\$12,937
Senior Traffic Study Specialist	\$62,276	\$57,178	\$6,793	\$126,247	8.00%	\$10,100
Senior Information Systems Technologist	\$51,056	\$45,583	\$5,529	\$102,168	12.75%	\$13,026
Senior Traffic Technician	\$43,088	\$41,174	\$4,631	\$88,893	15.96%	\$14,189
Total						\$60,000

### Anticipated Outcomes

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed studies
- Maintenance of the travel time collection units

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2021 year-end report, which will be incorporated upon completion in July 2021.

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed studies
- Signal timing



## Financial Tables

These tables can be found on the following pages:

- Expenditure Summary by Work Task
- Anticipated Contracts by Cost
- Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY 2022
- Budgeted Revenue for Actual Costs FY 2022
- Total Available Revenue for FY 2022 UPWP Work Activities
- Appendix A

**Expenditure Summary by Work Task**

	Local Funding			Federal Funding				
Task	Local Match 12.06598%	City Utilities	In-Kind 3.400305%	CPG 69.72352%	STBG 14.81022%	5307	Total	Percent (%)
1	\$ 24,461	\$ -	\$ -	\$ 133,695	\$0	\$ -	\$ 158,156	12.47%
2	\$ 7,910	\$ -	\$ 36,000	\$ 240,000	\$0	\$ -	\$ 283,910	22.38%
3	\$ 37,888	\$ -	\$ -	\$ 207,082	\$0	\$ -	\$ 244,970	19.31%
4	\$ 13,776	\$ -	\$ -	\$ 75,297	\$0	\$ -	\$ 89,073	7.02%
5	\$ 6,670	\$ -	\$ -	\$ 36,456	\$0	\$ -	\$ 43,126	3.40%
6	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ 168,001	\$ 210,001	16.55%
7	\$ 30,314	\$ -	\$ -	\$ 8,886	\$156,800	\$ -	\$ 196,000	15.45%
8	\$ 6,727	\$ -	\$ -	\$ 36,767	\$0	\$ -	\$ 43,494	3.43%
TOTAL	\$ 127,746	\$ 42,000	\$ 36,000	\$ 738,183	\$ 156,800	\$ 168,001	\$ 1,268,730	100.00%
9	Value of MoDOT "Direct Cost"						\$ 60,000	\$ 1,268,730
Total of Transportation Planning Work							\$ 1,328,730	

**Anticipated Contracts by Cost**

Cost Category	Budgeted Amount FY 2022
Travel Sensing	\$ 3,000
Audit	\$ 4,640
Professional Services for Operations	\$ 65,000
Data Storage	\$ 4,800
IT Managed Services	\$ 11,000
Online TIP Tool	\$ 9,600
Transportation Consultant/Modeling Services	\$ 100,000
Webhosting	\$ 2,300
Payroll Services/Cafeteria Plan Administration	\$ 3,000
Cleaning Services	\$ 4,500
Maintenance	\$ 4,000
Copy Machine Lease	\$ 5,700

**Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY 2022**

Estimated Actual Costs of Tasks 1-8	\$	1,268,730
Minus City Utilities Transit (FTA 5307 Funding)		(\$210,001)
Actual Total Ozarks Transportation Organization Expenditures	\$	1,058,729
PLUS, Value of Task 9 MoDOT Direct Costs Credit	\$	60,000
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$	1,118,729
Federal Pro-Rata share		80%
<b>Federal CPG and STBG Funding Eligible</b>	<b>\$</b>	<b>894,983</b>

**Budgeted Revenue for Actual Costs FY 2022**

<b>Ozarks Transportation Organization Revenue</b>	<b>Total Amount Budgeted</b>
Federal CPG Funding Eligible	\$738,183
Surface Transportation Block Grant	\$156,800
Local Match to be Provided	\$127,746
Value of In-Kind Match	\$36,000
MoDOT Direct Costs	\$60,000
<b>Total OTO Revenue</b>	<b>\$ 1,118,729</b>

### Total Available Federal Revenue for FY 2022 UPWP Work Activities

OTO CPG Fund Balance as of 1/31/2021 (includes FY 2021 estimated allocation)*	\$1,318,617.49
Less Remaining Expenses to be Billled for FY 2021	(\$357,699.71)
PLUS FY 2022 CPG Expected Allocation**	<u>\$626,672.00</u>
<b>TOTAL Estimated CPG Funds Available for FY 2022 UPWP</b>	<b>\$1,587,589.78</b>
LESS CPG Funds Programmed for FY 2022	<u>(\$738,183.00)</u>
<b>Remaining Unprogrammed Balance</b>	<b>\$849,406.78</b>

\*Previously allocated, but unspent CPG Funds through 1/31/2021.

\*\*The FY 2022 Estimated CPG Funds Available is an estimated figure based on the FAST ACT funding bill.

### Justification for Carryover Balance

The projected carryover balance of **\$849,406.78** represents more than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. OTO cannot spend full current year allocations due to congressional inaction to fully appropriate annual authorizations for transportation.

# APPENDIX A

	<b>FY 2022</b>
	<b>Jul '21 - Jun 22</b>
<b>Ordinary Income/Expense</b>	
Income	
Other Types of Income	
In-Kind Match, Donated Direct Cost	96,000.00
Miscellaneous Revenue	
Total Other Types of Income	96,000.00
OTO Revenue	
Consolidated Planning Grant CPG	738,183.00
Local Jurisdiction Match Funds	127,745.60
Surface Trans Block Grant	156,800.00
Total OTO Revenue	1,022,728.60
Total Income	1,118,728.60
Gross Profit	1,118,728.60
Expense	
Building	
Building Lease	54,060.00
Common Area Main Exp	18,000.00
Infill Costs	2,000.00
Maintenance	4,000.00
Office Cleaning	4,500.00
Utilities	3,500.00
Total Building	86,060.00
Commodities	
Office Supplies/Furniture	7,000.00
Public Input Promotional Items	2,500.00
Publications	1,500.00
Total Commodities	11,000.00
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	60,000.00
Member Attendance at Meetings	36,000.00
Total In-Kind Match Expense	96,000.00
Information Technology	
Computer Upgrades/Equip Replace	8,000.00
Data Storage/Backup	4,800.00
GIS Licenses	5,500.00
IT Maintenance Contract	11,000.00
Software	6,000.00
Webhosting	2,300.00
Total Information Technology	37,600.00

	<b>FY 2022</b>
	<b>Jul '21 - Jun 22</b>
<b>Insurance</b>	
Directors & Officers	3,000.00
Errors & Omissions	3,000.00
Professional Liability	2,800.00
Workers Compensation	1,700.00
<b>Total Insurance</b>	<b>10,500.00</b>
<b>Operating</b>	
Copy Machine Lease	
Lease Interest Expense	200.00
Lease Principal Expense	1,650.00
Maintenance for Copier	650.00
Toner & Overages	3,200.00
<b>Total Copy Machine Lease</b>	<b>5,700.00</b>
Dues/Memberships	9,000.00
Education/Training/Travel	23,000.00
Food/Meeting Expense	4,300.00
IRS Tax Fees	0.00
Legal/Bid Notices	1,500.00
Multi-Media Public Relations	0.00
Postage/Postal Services	1,800.00
Printing/Mapping Services	5,000.00
Public Input Event Registration	1,500.00
Staff Mileage Reimbursement	3,500.00
Telephone/Internet	5,500.00
<b>Total Operating</b>	<b>60,800.00</b>
<b>Personnel</b>	
Mobile Data Plans	2,800.00
Payroll Services	3,000.00
Salaries and Fringe	522,868.60
<b>Total Personnel</b>	<b>528,668.60</b>
<b>Services</b>	
Audit	5,000.00
Long Range Plan Update	10,000.00
TIP Tool Maintenance	9,600.00
Trans Consult/Model Services	196,000.00
Travel Sensing & Time Serv Proj	2,500.00
<b>Total Services</b>	<b>288,100.00</b>
<b>Total Expense</b>	<b>1,118,728.60</b>

**TAB 5**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM II.C.**

**Administrative Modifications 9 and 10 to the FY 2020-2023 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There is one item included as part of **Administrative Modification 9** to the FY 2020-2023 Transportation Improvement Program.

**Basis for Administrative Modification - Changes in a project's programmed amount less than 25% (up to \$2,000,000).**

1. Route 14 Capacity Improvements from Fort to Ridgecrest (NX1701-20AM9)  
Reducing the amount of Safety funds, increasing the amount of NHPP funding, and increasing the MoDOT share to reflect the change in funding sources, for the same programmed amount of \$7,736,000.
- 

There is one item included as part of **Administrative Modification 10** to the FY 2020-2023 Transportation Improvement Program.

**Basis for Administrative Modification - Changes in a project's programmed amount less than 25% (up to \$2,000,000).**

1. ITS Operations and Management (2022) (MO2104-20AM10)  
Increasing the amount of Springfield STBG-U funds and associated matching funds for a new total programmed amount of \$1,128,000. Due to unexpected salary increases, Springfield is increasing their STBG-U from \$340,000 to \$360,000 and the matching funds from \$85,000 to \$90,000.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

**NO ACTION REQUIRED – INFORMATION ONLY**





# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807  
417-865-3047

26 February 2021

Ms. Britni O'Connor  
Transportation Planning  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Nine to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on February 26, 2021. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

Please let me know if you have any questions about this administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner

Enclosures



## **Administrative Modification 9 to the FY 2020-2023 Transportation Improvement Program**

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

#### **DESCRIPTION:**

There is one item included as part of Administrative Modification 9 to the FY 2020-2023 Transportation Improvement Program.

**Basis for Administrative Modification - Changes in a project's programmed amount less than 25% (up to \$2,000,000).**

1. Route 14 Capacity Improvements from Fort to Ridgecrest (NX1701-20AM9)  
Reducing the amount of Safety funds, increasing the amount of NHPP funding, and increasing the MoDOT share to reflect the change in funding sources, for the same programmed amount of \$7,736,000.



# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # NX1701-20AM9** ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST

**Route** Rte. 14  
**From** Fort St.  
**To** Ridgecrest St.  
**Location** City of Nixa  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8P0588H  
**Federal ID #** 0141028



#### Project Description

Add lanes, turn lanes, sidewalks, and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard, pavement improvements on Rice Street north of Route 14, and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$172,000	\$410,400	\$0	\$0	\$582,400
LOCAL	Local	ENG	\$5,000	\$5,000	\$0	\$0	\$10,000
MoDOT	State	ENG	\$38,000	\$97,600	\$0	\$0	\$135,600
FHWA (NHPP)	Federal	CON	\$0	\$4,867,130	\$0	\$0	\$4,867,130
FHWA (SAFETY)	Federal	CON	\$0	\$527,000	\$0	\$0	\$527,000
FHWA (STBG-U)	Federal	CON	\$0	\$202,270	\$0	\$0	\$202,270
LOCAL	Local	CON	\$0	\$94,446	\$0	\$0	\$94,446
MoDOT	State	CON	\$0	\$1,317,154	\$0	\$0	\$1,317,154
<b>Totals</b>			<b>\$215,000</b>	<b>\$7,521,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,736,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: \$577,000 Open Container Funding

**Prior Cost** \$1,979,000  
**Future Cost** \$0  
**Total Cost** \$9,715,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP # NX1701-20AM8** ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST

**Route** Rte. 14  
**From** Fort St.  
**To** Ridgecrest St.

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

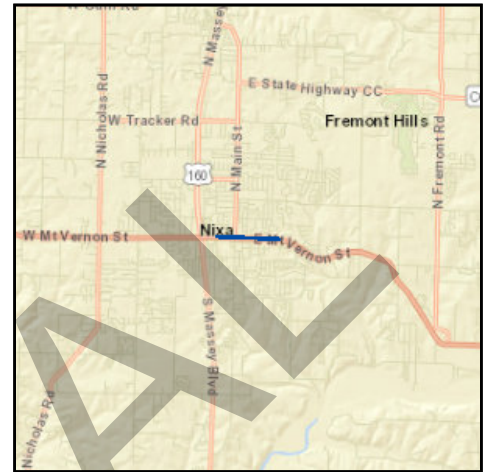
**Federal Funding Category** NHPP(NHS)

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

**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8P0588H

**Federal ID #** 0141028



### Project Description

Add lanes, turn lanes, sidewalks, and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard, pavement improvements on Rice Street north of Route 14, and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$172,000	\$410,400	\$0	\$0	\$582,400
LOCAL	Local	ENG	\$5,000	\$5,000	\$0	\$0	\$10,000
MoDOT	State	ENG	\$38,000	\$97,600	\$0	\$0	\$135,600
FHWA (NHPP)	Federal	CON	\$0	\$4,827,130	\$0	\$0	\$4,827,130
FHWA (SAFETY)	Federal	CON	\$0	\$577,000	\$0	\$0	\$577,000
FHWA (STBG-U)	Federal	CON	\$0	\$202,270	\$0	\$0	\$202,270
LOCAL	Local	CON	\$0	\$94,446	\$0	\$0	\$94,446
MoDOT	State	CON	\$0	\$1,307,154	\$0	\$0	\$1,307,154
<b>Totals</b>			<b>\$215,000</b>	<b>\$7,521,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,736,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: \$577,000 Open Container Funding

<b>Prior Cost</b>	\$1,979,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$9,715,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

2020	PROJECT	Federal										Local			State				TOTAL	
		FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		SEMA
BA1801-19A7	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$0	\$25,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$1,000
GR1901-20AM6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,212,675
GR1902-20AM6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,465	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,187,326
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$0	\$5,000
GR1908-19	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$0	\$56,000
GR2009-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$20,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$30,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$0	\$273,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$0	\$202,000
<b>2021</b>																				
NX1703-182AM9	\$0	\$0	\$0	\$0	\$0	\$0	\$122,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$3,800	\$0	\$0	\$0	\$0	\$130,800
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$0	\$3,606,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$935,780	\$0	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$565,814	\$0	\$0	\$0	\$0	\$0	\$123,499	\$0	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$0	\$0	\$668,700	\$0	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$32,000
<b>2022</b>																				
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,400	\$0	\$0	\$0	\$597,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$32,000	\$0	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$2,103,000	
ST 1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$7,079,640	\$2,986,000	\$26,800	\$1,700,100	\$46,000	\$350,161	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$2,966,775	\$1,682,400	\$0	\$6,601,057	\$16,000	\$3,023,100	\$123,498	\$47,526,196
2021																			
CC1001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$18,400	\$0	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$0	\$158,400	\$0	\$198,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0					

## Roadways

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	Federal				FRA (CRISI)	FEMA	State			MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)			LOCAL	LOCAL-AC	OTHER					
2021 Continued																			
M2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
M2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
M2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
M2011-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$415,000
M2014-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
M20105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
M20106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
M20107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
M20108-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$74,000	\$0	\$950,000
NX1701-20AM9	\$202,270	\$527,000	\$0	\$0	\$0	\$5,277,530	\$0	\$0	\$0	\$0	\$0	\$0	\$99,446	\$0	\$1,414,754	\$0	\$0	\$0	\$7,521,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$546,882
NX2011-20A4	\$1,530,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382,638	\$0	\$0	\$0	\$0	\$0	\$1,913,188
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$406,400	\$0	\$0	\$0	\$2,047,000
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$448,000	\$0	\$560,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$275,625
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$8,000	\$0	\$12,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$36,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1																			

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2022 Continued																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000
SP1817-20A6	\$91,745	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$22,936	\$0	\$0	\$63,464	\$0	\$0	\$0	\$432,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$3,200	\$0	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,836,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$207,489	\$0	\$0	\$207,489	\$1,191,200	\$0	\$0	\$1,499,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$0	\$0	\$55,262	\$221,050	\$0	\$0	\$276,312
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$9,436,526	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$2,802,032	\$0	\$0	\$7,356,767	\$762,000	\$5,172,250	\$0	\$47,704,899
2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OK2002-20A8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
OK2102-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
RG0901-20A9	\$0	\$15,213,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803,400	\$0	\$0	\$0	\$19,017,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$80,000	\$0	\$0	\$100,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,601	\$0	\$0	\$0	\$2,595,646
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$285,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$15,278,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$7,325,644	\$0	\$1,913,000	\$0	\$45,269,961
GRAND TOTAL	\$47,235,444	\$25,206,500	\$1,411,200	\$5,551,200	\$1,288,000	\$350,151	\$71,433,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$30,702,625	\$1,682,400	\$0	\$34,002,122	\$913,500	\$15,076,650	\$123,499	\$267,455,216



# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$32,916,365	\$4,649,175	\$9,640,157	\$123,499	\$5,380,129	\$52,709,325
2021 Funds Programmed	\$27,749,085	\$2,669,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,210,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$90,139,037	\$19,190,269	\$17,821,854	\$0	\$5,476,971	\$132,628,131
2022 Funds Programmed	\$9,436,526	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$31,611,850	\$2,802,032	\$13,291,017	\$0	\$5,575,557	\$53,280,456
2023 Funds Programmed	\$2,970,193	\$15,278,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$30,287,168	\$5,743,549	\$9,239,244	\$0	\$5,675,917	\$50,945,878
<b>Total</b>	<b>\$47,235,444</b>	<b>\$25,206,500</b>	<b>\$1,411,200</b>	<b>\$5,551,200</b>	<b>\$1,286,000</b>	<b>\$350,151</b>	<b>\$71,433,329</b>	<b>\$11,863,681</b>	<b>\$19,278,422</b>	<b>\$597,500</b>	<b>\$740,993</b>	<b>\$184,954,420</b>	<b>\$32,385,025</b>	<b>\$49,992,272</b>	<b>\$123,499</b>	<b>\$22,108,574</b>	<b>\$289,563,790</b>

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$56,146,056	\$34,011,183	\$40,437,989	\$26,209,000	\$166,932,221
Federal Discretionary Funding	\$0	\$20,995,822	\$25,500	\$562,000	\$0	\$21,583,322
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$4,649,175	\$19,190,269	\$2,802,032	\$5,743,549	\$32,508,524
Available Suballocated Funding	\$27,323,332	\$7,026,406	\$2,724,380	\$6,190,047	\$6,245,342	\$49,509,507
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$37,574,824</b>	<b>\$94,197,588</b>	<b>\$61,428,303</b>	<b>\$55,567,625</b>	<b>\$43,873,808</b>	<b>\$292,642,148</b>
Prior Year Funding	\$37,574,824	\$79,063,087	\$7,863,259	\$10,150,428	\$3,078,358	\$3,078,358
Programmed State and Federal Funding		(\$52,709,325)	(\$132,628,131)	(\$53,280,456)	(\$50,945,878)	(\$289,563,790)
<b>TOTAL REMAINING</b>	<b>\$37,574,824</b>	<b>\$79,063,087</b>	<b>\$7,863,259</b>	<b>\$10,150,428</b>	<b>\$3,078,358</b>	<b>\$3,078,358</b>

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

See Table H.9 for details on Local Share Financial Capacity.



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807  
417-865-3047

8 March 2021

Ms. Britni O'Connor  
Transportation Planning  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Ten to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on March 8, 2021. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

Please let me know if you have any questions about this administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner

Enclosures



## **Administrative Modification 10 to the FY 2020-2023 Transportation Improvement Program**

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

#### **DESCRIPTION:**

There is one item included as part of Administrative Modification 10 to the FY 2020-2023 Transportation Improvement Program.

#### **Basis for Administrative Modification - Changes in a project's programmed amount less than 25% (up to \$2,000,000).**

1. ITS Operations and Management (2022) (MO2104-20AM10)  
Increasing the amount of Springfield STBG-U funds and associated matching funds for a new total programmed amount of \$1,128,000. Due to unexpected salary increases, Springfield is increasing their STBG-U from \$340,000 to \$360,000 and the matching funds from \$85,000 to \$90,000.



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2104-20AM10 ITS OPERATIONS AND MANAGEMENT (2022)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3181

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$0	\$800	\$0	\$0	\$800
MoDOT	State	ENG	\$0	\$200	\$0	\$0	\$200
FHWA (STBG)	Federal	PMT	\$0	\$0	\$541,600	\$0	\$541,600
MoDOT	State	PMT	\$0	\$0	\$135,400	\$0	\$135,400
FHWA (STBG-U)	Federal	OPER	\$0	\$0	\$360,000	\$0	\$360,000
LOCAL	Local	OPER	\$0	\$0	\$90,000	\$0	\$90,000
<b>Totals</b>			<b>\$0</b>	<b>\$1,000</b>	<b>\$1,127,000</b>	<b>\$0</b>	<b>\$1,128,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,128,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP #** MO2104-20A7 ITS OPERATIONS AND MANAGEMENT (2022)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

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

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3181

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$0	\$800	\$0	\$0	\$800
MoDOT	State	ENG	\$0	\$200	\$0	\$0	\$200
FHWA (STBG)	Federal	PMT	\$0	\$0	\$541,600	\$0	\$541,600
MoDOT	State	PMT	\$0	\$0	\$135,400	\$0	\$135,400
FHWA (STBG-U)	Federal	OPER	\$0	\$0	\$340,000	\$0	\$340,000
LOCAL	Local	OPER	\$0	\$0	\$85,000	\$0	\$85,000
<b>Totals</b>			<b>\$0</b>	<b>\$1,000</b>	<b>\$1,102,000</b>	<b>\$0</b>	<b>\$1,103,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,103,000

## Roadways

FY 2020 continued on next page

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,400	\$0	\$0	\$0	\$597,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$32,000	\$0	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$2,103,000	
ST 1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$2,966,775	\$1,682,400	\$0	\$6,601,657	\$16,000	\$3,023,100	\$123,499	\$47,329,196
2021																			
CC1001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$18,400	\$0	\$0	\$23,000
GR1908-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$168,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$441,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$0	\$158,400	\$0	\$198,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0</			

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2021 Continued																			
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-20AM10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$860	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$0	\$0	\$1,160
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
MO2108-20A8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,000	\$0	\$744,000	\$0	\$930,000
NX1701-20AM9	\$202,270	\$527,000	\$0	\$0	\$0	\$0	\$5,277,530	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,414,754	\$0	\$0	\$0	\$7,521,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$546,882
NX2201-20A8	\$1,530,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$352,636	\$0	\$0	\$0	\$0	\$0	\$0	\$1,913,186
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$448,000	\$0	\$560,000
OK2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$48,000	\$0	\$60,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0	\$275,625
RP1701-20A9	\$0	\$420,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,000	\$0	\$0	\$0	\$528,700
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$81,600	\$0	\$85,600
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1418-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$0	\$150,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$111,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,800	\$0	\$0	\$0	\$139,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000
SP1902-20AM5	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,877,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,488,000	\$0	\$0	\$0	\$22,340,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,600	\$0	\$0	\$0	\$0	\$0	\$0	\$84,400	\$0	\$0	\$0	\$422,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$520,000	\$650,000	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2011-20AM6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
SP2012-20A7	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$4,819,026	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,026
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$960,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2104-20A7	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,502,000	\$0	\$0	\$0	\$5,002,000
SUBTOTAL	\$27,749,085	\$2,669,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,210,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$19,190,269	\$0	\$0	\$12,718,654	\$135,500	\$4,967,700	\$0	\$127,151,160
2022																			
CC0501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2101-20A5	\$0	\$238,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$0	\$265,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0</											



FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal					Local		OTHER	State				TOTAL	
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL		LOCAL-AC	MoDOT	MoDOT-GCSA	MoDOT-AC		SEMA
2022 Continued																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,949	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000
SP1817-20A6	\$91,745	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$22,936	\$0	\$0	\$63,464	\$0	\$0	\$0	\$432,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$3,200	\$0	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$699,500	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,836,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$1,191,200	\$0	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$221,050	\$0	\$0	\$276,312
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000
SP2201-20	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$9,456,526	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$2,807,032	\$0	\$0	\$7,356,767	\$762,000	\$5,172,250	\$0	\$47,729,899
2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
RG0901-20A9	\$0	\$15,213,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803,400	\$0	\$0	\$0	\$18,997,000
RG1702-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$80,000	\$0	\$0	\$100,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,501	\$0	\$0	\$0	\$2,565,646
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$15,276,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$7,325,644	\$0	\$1,913,000	\$0	\$45,269,961
GRAND TOTAL	\$47,255,444	\$25,206,500	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,433,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$30,707,625	\$1,682,400	\$0	\$34,002,122	\$913,500	\$15,076,650	\$123,499	\$267,480,216

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source											Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA					
2020 Funds Programmed	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$32,916,365	\$4,649,175	\$9,640,157	\$123,499	\$52,709,325
2021 Funds Programmed	\$27,749,085	\$2,669,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,210,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$90,139,037	\$19,190,269	\$17,821,854	\$0	\$132,628,131
2022 Funds Programmed	\$9,456,526	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$31,631,850	\$2,807,032	\$13,291,017	\$0	\$53,305,456
2023 Funds Programmed	\$2,970,193	\$15,278,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$30,287,168	\$5,743,549	\$9,239,244	\$0	\$50,945,878
<b>Total</b>	<b>\$47,255,444</b>	<b>\$25,206,500</b>	<b>\$1,411,200</b>	<b>\$5,551,200</b>	<b>\$1,286,000</b>	<b>\$350,151</b>	<b>\$71,433,329</b>	<b>\$11,863,681</b>	<b>\$19,278,422</b>	<b>\$597,500</b>	<b>\$740,993</b>	<b>\$184,974,420</b>	<b>\$32,390,025</b>	<b>\$49,992,272</b>	<b>\$123,499</b>	<b>\$289,588,790</b>

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$56,146,056	\$34,011,183	\$40,437,989	\$26,209,000	\$166,932,221
Federal Discretionary Funding	\$0	\$20,995,822	\$25,500	\$562,000	\$0	\$21,583,322
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (Inc. Local)	\$123,499	\$4,649,175	\$19,190,269	\$2,807,032	\$5,743,549	\$32,613,524
Available Suballocated Funding	\$27,323,332	\$7,026,406	\$2,724,380	\$6,190,047	\$6,245,342	\$49,509,507
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$37,574,824</b>	<b>\$94,197,588</b>	<b>\$61,428,303</b>	<b>\$55,572,625</b>	<b>\$43,873,808</b>	<b>\$292,647,148</b>
Prior Year Funding	\$37,574,824		\$79,063,087	\$7,863,259	\$10,130,428	---
Programmed State and Federal Funding		(\$52,709,325)	(\$132,628,131)	(\$53,305,456)	(\$50,945,878)	(\$289,588,790)
<b>TOTAL REMAINING</b>	<b>\$37,574,824</b>	<b>\$79,063,087</b>	<b>\$7,863,259</b>	<b>\$10,130,428</b>	<b>\$3,058,358</b>	<b>\$3,058,358</b>

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

See Table H.9 for details on Local Share Financial Capacity.

### Advertising

City Utilities Transit receives over \$100,000 per year on their transit advertising contract. Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

### Utility Ratepayers

The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

### Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

## PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Transportation Plan 2040*.

## STATE AND FEDERAL

Table H.1 Summary	2020	2021	2022	2023	Total
MoDOT State/Federal Funding	\$60,230,000	\$42,020,000	\$43,902,500	\$27,859,000	\$174,011,500
BUILD (2019 Springfield Award)	\$20,960,822	\$0	\$0	\$0	\$0

\*Includes Engineering and Rail funding

Table H.2	STBG-Urban*	TAP	5307	5310	5339
Carryover Balance through FY2019	\$27,323,331.75	\$853,353.32	\$0	\$555,612	\$2,585,441
Anticipated Allocation FY2020	\$7,759,372.03	\$421,887.06	\$10,350,859	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,766,970.57	\$430,324.80	\$2,772,013	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,902,309.97	\$438,931.30	\$2,827,453	\$295,312	\$403,728
Anticipated Allocation FY2023	\$7,040,356.17	\$447,709.92	\$2,884,003	\$301,218	\$411,803
Total Anticipated Allocation	\$28,469,008.74	\$1,738,853.08	\$18,834,328	\$1,169,896	\$1,602,316
Programmed through FY2023	(\$53,538,277.00)	(\$1,275,239.00)	(\$16,983,377)	(\$1,040,666)	(\$2,552,742)
Estimated Carryover Balance Through FY 2023	\$2,254,063.49	\$1,316,967.40	\$1,850,951	\$684,842	\$1,635,015

\*Includes Omnibus Funding

<b>Table H.9 Local Share Financial Capacity</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$220,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$137,523.00)	(\$124,321.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$220,735.00</b>	<b>\$454,269.66</b>	<b>\$811,715.75</b>	<b>\$1,168,744.89</b>
<b>City of Nixa</b>				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,784,977.64	\$2,936,706.94	\$4,396,552.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$150,500.00)	(\$780,108.00)	(\$468,286.00)	(\$51,516.00)
<b>Amount Available for Local Projects</b>	<b>\$1,784,977.64</b>	<b>\$2,936,706.94</b>	<b>\$4,396,552.36</b>	<b>\$6,269,395.21</b>
<b>City of Ozark</b>				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$783,782.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,081,175.00)	(\$787,678.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$783,782.16</b>	<b>\$1,860,616.75</b>	<b>\$3,724,676.75</b>	<b>\$5,588,276.03</b>
<b>City of Republic</b>				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,980,487.45	\$3,505,433.03	\$5,361,744.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	\$117,971.00	(\$334,496.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,980,487.45</b>	<b>\$3,505,433.03</b>	<b>\$5,361,744.38</b>	<b>\$7,214,869.16</b>
<b>City of Springfield</b>				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$20,320,114.28	\$29,682,798.08	\$49,052,177.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$2,686,454.00)	(\$13,597,522.00)	(\$3,543,629.00)	(\$3,372,543.00)
<b>Amount Available for Local Projects</b>	<b>\$20,320,114.28</b>	<b>\$29,682,798.08</b>	<b>\$49,052,177.86</b>	<b>\$68,544,597.09</b>

<b>Table H.9 Local Share Financial Capacity cont.</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Strafford</b>				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$63,598.00	\$175,398.39	\$287,130.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$48,269.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$63,598.00</b>	<b>\$175,398.39</b>	<b>\$287,130.96</b>	<b>\$398,794.49</b>
<b>City of Willard</b>				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$381,887.44</b>	<b>\$804,746.36</b>	<b>\$1,226,497.15</b>	<b>\$1,647,119.89</b>
<b>Christian County</b>				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,242,732.11	\$16,920,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	(\$118,000)	(\$0.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$5,681,090.80</b>	<b>\$11,242,732.11</b>	<b>\$16,920,897.84</b>	<b>\$22,597,561.43</b>
<b>Greene County</b>				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	\$1,062,967.00	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$885,000.00)	(\$7,828,378.00)	(\$1,254,521.00)	(\$5,001,000.00)
<b>Amount Available for Local Projects</b>	<b>\$24,058,846.81</b>	<b>\$40,100,274.35</b>	<b>\$62,704,285.28</b>	<b>\$81,550,340.68</b>
<b>City Utilities</b>				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,252.00)	(\$5,954,660.00)	(\$6,081,612.00)	(\$6,081,756.00)
<b>Available for TIP Project Expenditures</b>	<b>\$2,316,248.00</b>	<b>\$2,895,840.00</b>	<b>\$3,613,888.00</b>	<b>\$4,217,744.00</b>
Carryover from Prior Year	--	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00
Estimated TIP Project Expenditures	(\$391,920.00)	(\$6,082.00)	(\$358,149.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,924,328.00</b>	<b>\$4,814,086.00</b>	<b>\$8,069,825.00</b>	<b>\$12,287,569.00</b>

**TAB 6**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM II.D.**

**Amendment Number Ten to the FY 2020-2023 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There are 2 items requested by OTO member jurisdictions included as part of Amendment Number Ten to the FY 2020-2023 Transportation Improvement Program.

1. **\*New\*** Grand Street Pedestrian Underpass and Streetscape Improvements (MS2201-20A10)  
Missouri State University is requesting to add improvements to the Grand Street Underpass and associated streetscape improvements to the TIP for a total programmed amount, all local funds, of \$3,536,748, in FY 2022.
2. **\*New\*** N. Old Orchard Road Improvements (ST2202-20A10)  
The City of Strafford is requesting to add capacity improvements along N. Old Orchard Road, between Evergreen and Farm Road 84, for a total programmed amount of \$667,856. Inclusion of this project in the TIP is dependent upon approval of N. Old Orchard Road as a Collector on the Federal Functional Classification System, as well as an STBG-U Advance Agreement from the City of Strafford.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 10 to the FY 2020-2023 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 10 to the FY 2020-2023 Transportation Improvement Program, with these changes...”



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP # MS2201-20A10** GRAND STREET PEDESTRIAN UNDERPASS & STREETScape IMPROVEMENTS

**Route** Grand Street

**From**

**To**

**Location** City of Springfield

**Federal Agency** None

**Project Sponsor** Ozarks Transportation Organization

**Federal Funding Category** None

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #** PENDING

### Project Description

Phase I includes improvements to the Grand Street Underpass at the Missouri State University Campus, including accessibility. Phase II includes streetscape improvements on Grand Street.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL	Local	CON	\$0	\$0	\$3,536,748	\$0	\$3,536,748
<b>Totals</b>			<b>\$0</b>	<b>\$0</b>	<b>\$3,536,748</b>	<b>\$0</b>	<b>\$3,536,748</b>

### Notes

Non-Federal Funding Source: Missouri State University

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$3,000,000
<b>Total Cost</b>	\$6,536,748





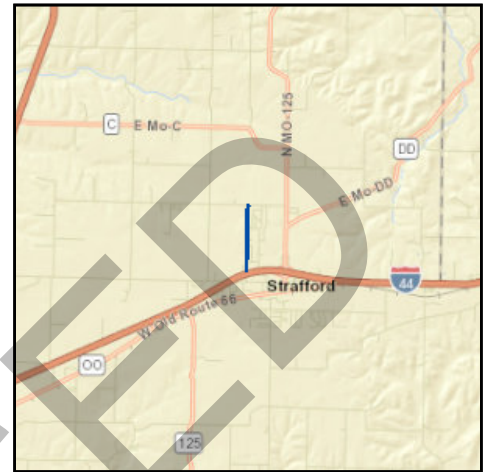
## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** ST2202-20A10      **N. OLD ORCHARD ROAD IMPROVEMENTS**

**Route** N. Old Orchard  
**From** E. Evergreen  
**To** E. Farm Road 84  
**Location** City of Strafford  
**Federal Agency** FHWA  
**Project Sponsor** City of Strafford  
**Federal Funding Category** STBG-U  
**MoDOT Funding Category** N/A  
**Bike/Ped Plan?** EJ?  
**STIP #**  
**Federal ID #**



#### Project Description

Capacity improvements to N. Old Orchard Road from E. Evergreen to E. Farm Road 84.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL	Local	ENG	\$42,645	\$11,508	\$0	\$0	\$54,153
LOCAL	Local	ROW	\$0	\$12,000	\$0	\$0	\$12,000
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$481,362	\$0	\$481,362
LOCAL	Local	CON	\$0	\$0	\$120,341	\$0	\$120,341
<b>Totals</b>			<b>\$42,645</b>	<b>\$23,508</b>	<b>\$601,703</b>	<b>\$0</b>	<b>\$667,856</b>

#### Notes

Non-Federal Funding Source: City of Strafford

FYI: Pending approval as a Collector on the Federal Functional Classification System and STBG-U Advance Agreement

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$667,856

## Roadways

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (SR0)	FHWA (NHPF)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
BA1801-19A7	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$1,600	\$0	\$8,000	\$0	\$10,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$9,040	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1801-20A4M6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$0	\$1,212,675
GR1902-20A4M6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,465	\$0	\$0	\$0	\$0	\$0	\$0	\$3,187,326
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$224,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$277,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$515,600	\$0	\$644,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$1,060,000	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$		

FY 2020 continued on next page

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,400	\$0	\$0	\$0	\$597,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$2,103,000	
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
ST2202-20A10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,646	\$0	\$0	\$0	\$0	\$53,600	\$0	\$42,646
SUBTOTAL	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$3,008,420	\$1,682,400	\$0	\$6,601,057	\$16,000	\$3,023,100	\$123,499	\$47,371,841
2021																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$158,400	\$0	\$198,000	
GR2105-20A5	\$480,000	\$0																	



## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal						Local			State			SEMA	TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
2022 Continued																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000
SP1817-20A6	\$91,745	\$0	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$22,936	\$0	\$0	\$63,464	\$0	\$0	\$0	\$432,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,838,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$0	\$221,050	\$0	\$276,312
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,341	\$0	\$0	\$0	\$0	\$0	\$0	\$601,703
SUBTOTAL	\$9,937,888	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$6,464,121	\$0	\$0	\$7,356,767	\$762,000	\$5,172,250	\$0	\$51,868,350
2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
RG0901-20A9	\$0	\$15,213,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803,400	\$0	\$0	\$0	\$19,017,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,601	\$0	\$0	\$0	\$2,505,646
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$15,278,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$7,325,644	\$0	\$1,913,600	\$0	\$45,269,961
GRAND TOTAL	\$47,736,806	\$25,206,500	\$1,411,200	\$5,551,200	\$1,288,000	\$350,151	\$71,433,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$34,430,867	\$1,882,400	\$0	\$34,002,122	\$913,500	\$15,076,850	\$123,499	\$271,684,820

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source											TOTAL Federal Funds	Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA						
2020 Funds Programmed	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$32,916,365	\$4,691,820	\$9,640,157	\$123,499	\$5,380,129	\$52,751,970
2021 Funds Programmed	\$27,749,085	\$2,669,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,210,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$90,139,037	\$19,213,777	\$17,821,854	\$0	\$5,476,971	\$132,651,639
2022 Funds Programmed	\$9,937,888	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$32,113,212	\$6,464,121	\$13,291,017	\$0	\$5,575,557	\$57,443,907
2023 Funds Programmed	\$2,970,193	\$15,278,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$30,287,168	\$5,743,549	\$9,239,244	\$0	\$5,675,917	\$50,945,878
<b>Total</b>	<b>\$47,736,806</b>	<b>\$25,206,500</b>	<b>\$1,411,200</b>	<b>\$5,551,200</b>	<b>\$1,286,000</b>	<b>\$350,151</b>	<b>\$71,433,329</b>	<b>\$11,863,681</b>	<b>\$19,278,422</b>	<b>\$597,500</b>	<b>\$740,993</b>	<b>\$185,455,782</b>	<b>\$36,113,267</b>	<b>\$49,992,272</b>	<b>\$123,499</b>	<b>\$22,108,574</b>	<b>\$293,793,394</b>

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$56,146,056	\$34,011,183	\$40,437,989	\$26,209,000	\$166,932,221
Federal Discretionary Funding	\$0	\$20,995,822	\$25,500	\$562,000	\$0	\$21,583,322
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (Inc. Local)	\$123,499	\$4,691,820	\$19,213,777	\$6,464,121	\$5,743,549	\$36,236,766
Available Suballocated Funding	\$27,323,332	\$7,026,406	\$2,724,380	\$6,190,047	\$6,245,342	\$49,509,507
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$37,574,824</b>	<b>\$94,240,233</b>	<b>\$61,451,811</b>	<b>\$59,229,714</b>	<b>\$43,873,808</b>	<b>\$296,370,390</b>
Prior Year Funding	\$37,574,824		\$79,063,087	\$7,863,259	\$9,649,066	---
Programmed State and Federal Funding		(\$52,751,970)	(\$132,651,639)	(\$57,443,907)	(\$50,945,878)	(\$293,793,394)
<b>TOTAL REMAINING</b>	<b>\$37,574,824</b>	<b>\$79,063,087</b>	<b>\$7,863,259</b>	<b>\$9,649,066</b>	<b>\$2,576,996</b>	<b>\$2,576,996</b>

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

See Table H.9 for details on Local Share Financial Capacity.

### Advertising

City Utilities Transit receives over \$100,000 per year on their transit advertising contract. Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

### Utility Ratepayers

The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

### Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

## PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Transportation Plan 2040*.

## STATE AND FEDERAL

Table H.1 Summary	2020	2021	2022	2023	Total
MoDOT State/Federal Funding	\$60,230,000	\$42,020,000	\$43,902,500	\$27,859,000	\$174,011,500
BUILD (2019 Springfield Award)	\$20,960,822	\$0	\$0	\$0	\$0

\*Includes Engineering and Rail funding

Table H.2	STBG-Urban*	TAP	5307	5310	5339
Carryover Balance through FY2019	\$27,323,331.75	\$853,353.32	\$0	\$555,612	\$2,585,441
Anticipated Allocation FY2020	\$7,759,372.03	\$421,887.06	\$10,350,859	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,766,970.57	\$430,324.80	\$2,772,013	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,902,309.97	\$438,931.30	\$2,827,453	\$295,312	\$403,728
Anticipated Allocation FY2023	\$7,040,356.17	\$447,709.92	\$2,884,003	\$301,218	\$411,803
Total Anticipated Allocation	\$28,469,008.74	\$1,738,853.08	\$18,834,328	\$1,169,896	\$1,602,316
Programmed through FY2023	(\$54,019,639.00)	(\$1,275,239.00)	(\$16,983,377)	(\$1,040,666)	(\$2,552,742)
Estimated Carryover Balance Through FY 2023	\$1,772,701.49	\$1,316,967.40	\$1,850,951	\$684,842	\$1,635,015

\*Includes Omnibus Funding

<b>Table H.9 Local Share Financial Capacity</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$220,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$137,523.00)	(\$124,321.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$220,735.00</b>	<b>\$454,269.66</b>	<b>\$811,715.75</b>	<b>\$1,168,744.89</b>
<b>City of Nixa</b>				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,784,977.64	\$2,936,706.94	\$4,396,552.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$150,500.00)	(\$780,108.00)	(\$468,286.00)	(\$51,516.00)
<b>Amount Available for Local Projects</b>	<b>\$1,784,977.64</b>	<b>\$2,936,706.94</b>	<b>\$4,396,552.36</b>	<b>\$6,269,395.21</b>
<b>City of Ozark</b>				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$783,782.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,081,175.00)	(\$787,678.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$783,782.16</b>	<b>\$1,860,616.75</b>	<b>\$3,724,676.75</b>	<b>\$5,588,276.03</b>
<b>City of Republic</b>				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,980,487.45	\$3,505,433.03	\$5,361,744.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	\$117,971.00	(\$334,496.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,980,487.45</b>	<b>\$3,505,433.03</b>	<b>\$5,361,744.38</b>	<b>\$7,214,869.16</b>
<b>City of Springfield</b>				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$20,320,114.28	\$29,682,798.08	\$49,052,177.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$2,686,454.00)	(\$13,597,522.00)	(\$3,543,629.00)	(\$3,372,543.00)
<b>Amount Available for Local Projects</b>	<b>\$20,320,114.28</b>	<b>\$29,682,798.08</b>	<b>\$49,052,177.86</b>	<b>\$68,544,597.09</b>



Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
<b>City of Strafford</b>				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$20,953.00	\$109,245.39	\$100,636.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$90,914.00)	(\$23,508.00)	(\$120,341.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$20,953.00</b>	<b>\$109,245.39</b>	<b>\$100,636.96</b>	<b>\$212,300.49</b>
<b>City of Willard</b>				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$381,887.44</b>	<b>\$804,746.36</b>	<b>\$1,226,497.15</b>	<b>\$1,647,119.89</b>
<b>Christian County</b>				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,242,732.11	\$16,920,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	(\$118,000)	(\$0.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$5,681,090.80</b>	<b>\$11,242,732.11</b>	<b>\$16,920,897.84</b>	<b>\$22,597,561.43</b>
<b>Greene County</b>				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	\$1,062,967.00	\$24,058,846.81	\$40,100,274.35	\$62,704,285.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$885,000.00)	(\$7,828,378.00)	(\$1,254,521.00)	(\$5,001,000.00)
<b>Amount Available for Local Projects</b>	<b>\$24,058,846.81</b>	<b>\$40,100,274.35</b>	<b>\$62,704,285.28</b>	<b>\$81,550,340.68</b>
<b>City Utilities</b>				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,252.00)	(\$5,954,660.00)	(\$6,081,612.00)	(\$6,081,756.00)
<b>Available for TIP Project Expenditures</b>	<b>\$2,316,248.00</b>	<b>\$2,895,840.00</b>	<b>\$3,613,888.00</b>	<b>\$4,217,744.00</b>
Carryover from Prior Year	--	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00
Estimated TIP Project Expenditures	(\$391,920.00)	(\$6,082.00)	(\$358,149.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,924,328.00</b>	<b>\$4,814,086.00</b>	<b>\$8,069,825.00</b>	<b>\$12,287,569.00</b>

**TAB 7**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM II.E.**

**Transportation Performance Management Agreement**

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

**AGENDA DESCRIPTION:**

Transportation law requires state departments of transportation, metropolitan planning organizations, and public transportation agencies to develop an agreement which outlines responsibilities in determining and implementing performance measure target setting and reporting. MoDOT, Missouri MPOs, and transit agencies from around the state have developed an agreement which defines the role of each agency. This template has been used to establish the agreement included in the Agenda between MoDOT, the Ozarks Transportation Organization, and City Utilities of Springfield Transit. The agreement contains the following sections:

- I. Introduction
- II. Development and Sharing of Transportation Performance Management (TPM) Data
- III. Selection of Performance Targets
- IV. Reporting of Performance Targets
- V. Reporting of Progress towards Achieving Targets
- VI. Collection of Data for State Asset Management Plan

This agreement has been updated since first signed in 2018 to include references to the Public Transit Agency Safety Plan and associated measures and targets.

It is recognized that this agreement will need refinements in the future as additional guidance is released by the Federal Highway Administration and the Federal Transportation Administration regarding the implementation of the FAST Act. Staff is requesting that the Executive Director be able to continue signing for those updates as they occur.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend approval of the Transportation Performance Management Agreement to the Board of Directors and allowing the Executive Director to administratively approve minor changes.”

OR

“Move to recommend approval of the Transportation Performance Management Agreement to the Board of Directors and allowing the Executive Director to administratively approve minor changes, but with the following changes, recognizing the agreement would need to be resigned by City Utilities of Springfield Transit...”

# **2021 Missouri Department of Transportation (MoDOT) Transportation Performance Management Planning Agreement**

## **I. Introduction**

The provisions contained in this document respond to requirements in 23 CFR 450.314 (h): *The Metropolitan Planning Organizations (MPOs), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), and the collection of data for the State asset management plans for the National Highway System (NHS) for each of the following circumstances: When one MPO serves an urbanized area (UZA), when more than one MPO serves an UZA, and when a Metropolitan Planning Area (MPA) includes an UZA that has been designated as a Transportation Management Area (TMA) as well as a UZA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section, or documented it in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.*

This document is separate from the Metropolitan Planning Agreement. Adoption and amendments shall be approved by:

- a. Missouri Department of Transportation: Eric Curtit, Transportation Planning Director
- b. Metropolitan Planning Organization: Ozarks Transportation Organization
- c. Public Transportation Agency: City Utilities of Springfield

## **II. Development and Sharing of Federal Transportation Performance Management (TPM) Data**

Data provided will meet the federal reauthorization transportation act requirements.

- a. Safety Data - MoDOT will provide safety data for the federal safety performance measures to MPOs through the safety data file posted to the MoDOT Partner Collaboration website. MoDOT will provide available statewide and MPO data for the prior calendar year by August 31.
- b. Transit Data –
  - i. Public transportation agencies that are part of the MoDOT Transit Asset Management (TAM) Plan will provide transit data by asset class for the federal transit performance measures annually to MoDOT for the prior state fiscal year (July 1 – June 30) by July 31.
  - ii. Public transportation agencies, MoDOT and MPOs creating their own Transit Asset Management (TAM) Plan will provide transit data by asset class for the federal transit performance measures in the TAM Plan. The TAM Plan will be shared with MoDOT and MPOs in their transit regions each time the TAM Plan is updated.
  - iii. Public transportation agencies will provide transit data for the federal transit performance measures in the Public Transportation Agency Safety Plan (PTASP). The PTASP will be shared with MoDOT and MPOs in their transit regions each time the PTASP is updated.

- c. Pavement Data - MoDOT will provide pavement data for the federal pavement performance measures to MPOs through the pavement data file posted to the MoDOT Partner Collaboration website. MoDOT will provide statewide and MPO data for the prior calendar year by September 1 in even years.
- d. Bridge Data - MoDOT will provide bridge data for the federal bridge performance measures to MPOs through the bridge data file posted to the MoDOT Partner Collaboration website. MoDOT will provide statewide and MPO data for the prior calendar year by September 1 in even years.
- e. Reliability Data - MoDOT will provide reliability data for the federal reliability performance measures to MPOs through access to the Federal Highway (FHWA) National Performance Management Research Data Set (NPMRDS) data, with the reliability data file posted to the MoDOT Partner Collaboration website. MoDOT will provide access to the statewide and MPO data for the prior calendar year by September 1 in even years.
- f. Peak Hour Excessive Delay (PHED) Data - MoDOT will provide PHED data for the federal congestion performance measures to MPOs through access to the FHWA NPMRDS data, with the PHED data file posted to the MoDOT Partner Collaboration website. MoDOT will provide access to the statewide and MPO data for the prior calendar years by September 1 in even years.
- g. Emissions Data - EWG (East-West Gateway) will provide the emissions data for the federal emissions performance measure to MoDOT through the emissions data file posted to the MoDOT Partner Collaboration website. EWG will provide data for their region for the prior state fiscal year by September 1 in even years.
- h. Non-Single Occupancy Vehicle Travel Data - EWG will provide the American Community Survey (ACS) data for the federal performance measure to MoDOT through the data file posted to the MoDOT Partner Collaboration website. EWG will provide data for their region for the prior state fiscal year by September 1 in even years.
- i. Freight Data - MoDOT will provide freight data for the federal freight performance measure to MPOs through access to the FHWA NPMRDS data, with the freight data file posted to the MoDOT Partner Collaboration website. MoDOT will provide access to the statewide and MPO data for the prior calendar year by September 1 in even years.

### **III. Selection of Performance Targets**

- a. MoDOT will draft statewide performance targets for each of the federal performance measures and coordinate with MPOs and public transportation agencies, as required by 23 CFR Parts 450 and 771, as well as 49 CFR Part 613. Coordination may include in-person meetings, conference calls, web meetings, and/or email communication. MPOs and public transportation agencies participating in the MoDOT TAM Plan will be given an opportunity to comment on the MoDOT statewide targets before they are established.
- b. MPOs will coordinate with MoDOT and/or the public transportation agencies when establishing MPO targets or supporting state targets. Coordination may include in-person meetings, conference calls, web meetings, and/or email communication. MoDOT and public

transportation agencies will be given an opportunity to comment on the MPO targets. MPOs will establish performance targets by board action, or as designated by the board.

- c. Public transportation agencies and MPOs creating their own TAM Plan and/or PTASP will coordinate with their respective MPO and MoDOT when establishing transit targets. Coordination may include in-person meetings, conference calls, web meetings, and/or email communication. MoDOT and the respective MPO will be given an opportunity to comment on the transit targets before they are established. MPOs and public transportation agencies will establish transit performance targets by board action, or as designated by the board.

#### **IV. Reporting of Performance Targets**

- a. MoDOT will notify MPOs and public transportation agencies by email when final statewide targets are established with transit targets communicated through the MoDOT TAM Plan. Public transportation agencies and MPOs creating their own TAM Plan and/or PTASP will notify MPOs and MoDOT through their TAM Plan and/or PTASP when transit targets are established. Subsequent updates to transit targets will be communicated by email to MoDOT, MPOs and public transportation agencies.
- b. MPO targets will be reported to MoDOT and/or public transportation agencies by email no later than 180 days after the latest date MoDOT or public transportation agencies establishes or updates performance targets.
- c. MPOs and public transportation agencies to include in the email the board or committee action date, applicable board or committee document and targets established or supported.

#### **V. Reporting of Progress towards Achieving Targets**

- a. MoDOT will document progress towards achieving statewide performance targets and report that information to MPOs and/or public transportation agencies in the Long Range Transportation Plan (LRTP), Statewide Improvement Program (STIP), and MoDOT TAM Plan by email.
- b. MPOs will document progress towards achieving performance targets and report that information to MoDOT and/or public transportation agencies in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) by email.
- c. Public transportation agencies and MPOs creating their own TAM Plan and/or PTASP will document progress towards achieving transit targets and report that information to MoDOT and/or MPOs in their TAM Plan and/or PTASP by email.

#### **VI. Collection of Data for State Asset Management Plan**

- a. MoDOT will collect federal asset management data (pavement and bridge condition data) on all NHS routes, regardless of ownership. MoDOT will post the pavement data file and the bridge data file to the MoDOT Partner Collaboration website by September 1 in even years.

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Signature

Sara Fields  
Executive Director  
Ozarks Transportation Organization

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Signature

Matt Crawford  
Director of Transit  
City Utilities of Springfield

---

Date

---

Date

---

Signature

Eric Curtit  
Transportation Planning Director  
Missouri Department of  
Transportation

---

Date

**TAB 8**



## **TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM II.F.**

### **Title VI/ADA Program Update**

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

##### **AGENDA DESCRIPTION:**

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. As a recipient of federal funds, the OTO must comply with Title VI. A formal Title VI policy was first adopted in 2014, though key components of the program existed previously. The Title VI policy must be updated every three years.

The OTO's Title VI program includes provisions from FHWA and FTA circulars and check lists, along with policies related to compliance with the Americans with Disabilities Act, as amended. The program outlines policies from OTO's Limited English Proficiency Plan and Public Participation Plan that work to ensure non-discrimination, along with a demographic profile of the region and OTO's boards and committees. The program also contains policies related to physical and electronic accessibility.

In addition to approving the updated Title VI/ADA program, staff is asking for support for executing the non-discrimination policy and DOT standard assurances, and for making minor updates to the Title VI/ADA program. The proposed resolution of adoption includes language authorizing the new policy and assurances, and for minor updates during the three-year term of the program to ensure continued compliance.

Staff submitted the Title VI/ADA program to MoDOT, FHWA, and FTA for comment on March 25, 2021. Comments will be incorporated as they are received. Staff can provide an update on any comments received.

##### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

"Move to recommend the Board of Directors adopt (1) the resolution approving the Title VI/ADA Program, (2) the execution of the Standard DOT Assurances and Non-Discrimination Policy, and (3) the making of minor changes to the program to maintain compliance and updated information."

OR

"Move to recommend that the Board of Directors approve the Title VI/ADA Program with the following changes..."

## Andy Thomason

---

**From:** Zainab T. Jasim <Zainab.Jasim@modot.mo.gov>  
**Sent:** Friday, April 9, 2021 2:36 PM  
**To:** Andy Thomason  
**Subject:** RE: Request for Review of Updated Civil Rights Plans

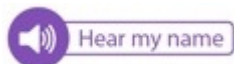
Hi Andy,

I've reviewed the plan and it appears that all Title VI requirements have been fulfilled. This is probably the most thorough plan I have seen – great work!

Once the board has met and approved the plan, please forward on their approval. AT that time, I will send you an official assessment showing compliance with Title VI requirements.

Best,

Ms. Zainab Jasim



Senior Civil Rights Specialist – Title VI/ADA Coordinator  
Missouri Department of Transportation  
1617 Missouri Blvd. / P.O. Box 270  
Jefferson City, MO 65102  
**Phone:** (573)751-2806 **Fax:** (573)526-0558  
zainab.jasim@modot.mo.gov

---

**From:** Andy Thomason <athomason@ozarkstransportation.org>  
**Sent:** Thursday, March 25, 2021 3:18 PM  
**To:** Zainab T. Jasim <Zainab.Jasim@modot.mo.gov>  
**Subject:** Request for Review of Updated Civil Rights Plans

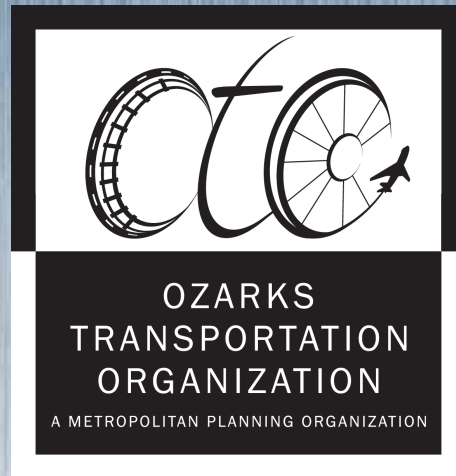
Ms. Jasim,

OTO is conducting a 5-year update to our Title VI, ADA, and LEP plans. Before beginning the formal adoption process, we would like to give MoDOT an opportunity to review the current drafts. Specifically, we are interested to know if the documents are missing any required information or if there are sections that could use a little more attention. I have included the plans in the attached PDF. These plans will be reviewed by the Technical Planning Committee on April 21 and the Board of Directors on May 20.

I am happy to incorporate any suggested edits up until the expected public comment period begins on May 4th. Please let me know if you have any questions about this request or the content of the attached plans.

Respectfully,

**Andy Thomason, AICP**  
Senior Planner



# **TITLE VI/ADA PROGRAM**

**2021**

**TITLE VI OF THE  
CIVIL RIGHTS ACT  
OF 1964**

**OZARKSTRANSPORTATION.ORG**

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Appendix A: Standard DOT Assurances

Appendix B: Applicable-Nondiscrimination Authorities

Appendix C- Title VI/ADA Complaint Procedures and Form

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Appendix E- Limited English Proficiency Plan

Appendix F- Letter to Owner of Chesterfield Lofts Concerning ADA Issues

Appendix G- Accessible Formatting for Word

Appendix H: Title VI/ADA/LEP Implementation Guide

Appendix I: OTO Title VI/ADA/LEPP Resources

## Introduction

Title VI of the 1964 Civil Rights Act, 42 U.S.C. 2000d provides that: *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”* The broader application of nondiscrimination law is found in other statutes, executive orders, and regulations, which provide additional protections based on age, sex, religion, and disability, including the 1987 Civil Rights Restoration Act, which extended nondiscrimination coverage to all programs and activities of federal-aid recipients, subrecipients, and contractors, including those that are not federally-funded (see Appendix B–Applicable-Nondiscrimination Authorities).

The Ozarks Transportation Organization (OTO) is a recipient of Federal financial assistance from the Missouri Department of Transportation (MoDOT) and the United States Department of Transportation (USDOT), receiving Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds through MoDOT. As the primary recipient of USDOT funds in Missouri, MoDOT’s comprehensive Title VI Nondiscrimination Program includes compliance oversight and technical assistance responsibilities towards its subrecipients and those subrecipients must use federal and state funds in a nondiscriminatory manner.

The Ozarks Transportation Organization (OTO) establishes this Title VI Nondiscrimination Plan for the purpose of complying with Title VI of the Civil Rights Act of 1964, as required by FTA Circular 4702.1B, of the FTA Certifications and Assurances. This document details the nondiscrimination program, policies, and practices administered by this organization, and will be updated every three years as required by FTA regulations.

## Environmental Justice

In 1994, Executive Order 12898, was signed into law requiring federal agencies to make environmental justice part of their mission by identifying and addressing, disproportionately high and adverse effects of its programs, policies, and activities on minority populations and low-income populations. FTA Circular 4703.1 provides guidance for recipients of FTA financial assistance to incorporate Environmental Justice into plans and projects that receive FTA funding. Currently, the OTO includes Environmental Justice as part of the Long Range Transportation Plan (LRTP) and as part of the weighting factor in the annual Transportation Improvement Program (TIP).

## Limited English Proficiency (LEP)

On August 11, 2000, Executive Order 13166 was signed into law by President William Jefferson Clinton. This executive order required improved access to service for LEP persons, and gave Title VI (discrimination) protection to LEP persons. In 2012, the Federal Transit Authority (FTA) released their guidelines and requirements for recipients of FTA financial assistance (FTA C 4702.1). This required MPO’s to make an LEP plan, that identifies the LEP populations which might need improved access to the planning process, the methods to identify LEP individuals at public meetings, and identifies available language services.

## Persons with a Disability

The Americans with Disabilities Act of 1991 and Section 504 of the Rehabilitation Act of 1973 prohibits discrimination based on a disability by public and private sector parties. As a federally funded entity, the OTO must abide by Title II of the Americans with Disabilities Act. Title II of the Americans with Disabilities Act requires that publicly funded entities give people with disabilities equal access to benefits of the programs, services and activities that may be offered. The OTO's small size exempts it from the requirements to have a current self-assessment and transition plan, but efforts have been made to complete a Program Access Plan to ensure the OTO meetings and its website are accessible and comply with the Americans with Disabilities Act and Section 504. OTO meetings for the Board of Directors, Technical Planning Committee, Local Coordinating Board of Transportation, and Bicycle and Pedestrian Advisory Board are open to the public, and conducted in locations that offer ease of access to those with disabilities. Efforts are also underway to improve the accessibility of the OTO website by including descriptions of all images, use of hierarchical coding, and text-based versions of plans and policies.

## The Ozarks Transportation Organization

The Ozarks Transportation Organization (OTO) is the federally designated metropolitan planning organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, as well as regional transportation and planning agencies for the Springfield urbanized area. MPOs are charged with maintaining and conducting a “continuing, cooperative, and comprehensive” regional transportation planning and project programming process for the MPO's study area. The study area is defined as the area projected to become urbanized within the next 20 years.

The MPO includes local elected and appointed officials from Christian and Greene Counties, as well as the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. Staff members from local governments and area transportation agencies serve on the OTO's Technical Planning Committee which provides technical review, comments, and recommendations on draft plans, programs, studies, and issues.

## Title VI Coordinator

The individual below has been designated as the Title VI Coordinator for the Ozarks Transportation Organization, and is empowered with sufficient authority and responsibility to implement the Title VI Nondiscrimination Program:

Andy Thomason  
Ozarks Transportation Organization  
2208 West Chesterfield Blvd. Suite 101  
Springfield, MO 65807  
417-865-3047 X107

The Coordinators Responsibilities include:

- Collect Data for the Title VI program.
- Develop yearly reports for FHWA review of the Title VI program.
- Update relevant Title VI documents.
- Circulating Title VI information internally and to the general public.
- Presenting Title VI-related information to the BOD and TPC boards for input and approval.
- Ensuring that the Title VI program is reasonably implemented and provides opportunities for the public to participate in the OTO activities in a nondiscriminatory manner.
- Implementing measures for prompt processing (receiving, logging, investigating and/or forwarding) of discrimination complaints.
- Swiftly resolving areas of deficiency to ensure compliance with Title VI nondiscrimination requirements.
- Attend civil rights training when offered by MoDOT or another regulatory agency.

The OTO responsibilities include:

- Title VI training will be administrated during new hire orientation and with annual staff training.
- Encourage all Employees to participate in Title VI professional development training opportunities.



# Ozarks Transportation Organization Metropolitan Planning Area

Approved by the  
Governor of Missouri  
2/8/2002

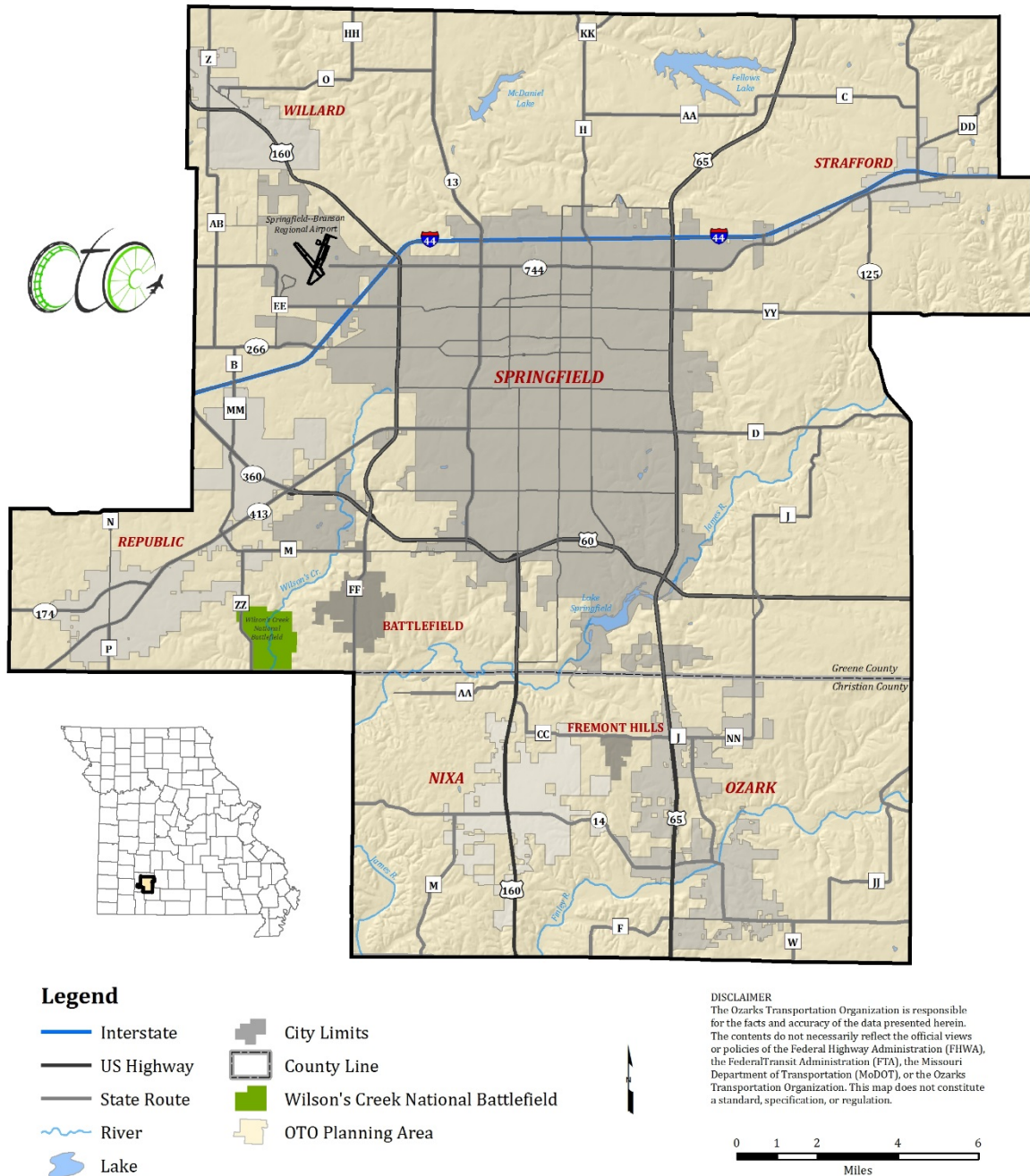


Figure 1 MPO Study Area

## Title VI- FHWA Requirements (Exclusive of Common Requirements in FTA Circular 4702.1B)

Title VI requirements established by the Federal Highway Administration are contained in 20 CFR Part 200. Many FHWA requirements are similar to requirements outlined in FTA Circular 4702.1B. Requirements deemed exclusive to FHWA by OTO staff are addressed in this section. The remaining requirements are addressed through compliance with FTA Circular 4702.1B.

### Policy of Nondiscrimination

The Ozarks Transportation Organization (OTO) assures that no person shall on the grounds of race, color, national origin, sex, age, disability or income as provided by Title VI of the Civil Rights Act of 1964 and related authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any OTO sponsored program or activity. The OTO further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

---

OTO Director

---

Date

### Primary Program Area Descriptions

The OTO's program area is transportation planning. In conducting its transportation planning activities, the OTO seeks input from local governments and members of the general public, analyzes data for purposes of identifying transportation needs, prioritizes projects using data-driven metrics, and programs projects in its Transportation Improvement Program. As described in the following sections, the OTO's Public Participation Plan guides outreach efforts to minority and LEP individuals. Policies include adding underserved populations to interested parties mailing lists, locating meetings at transit accessible locations, and ensuring ADA compliant meeting facilities are used. Additional ADA discussion can be found in the ADA Program Access Section. An EJ based scoring criteria is included in the prioritization scoring criteria. Finally, key draft documents, including the long range transportation plan and the transportation improvement program, are made available for public comment at key locations in minority communities.

### Standard DOT Assurances

A signed copy of the standard DOT Assurances can be found in Appendix A.

## Title VI- General Requirements- FTA Circular 4702.1B (Chapter III)

**General Requirements (Chapter III) All recipients must submit:**

- Title VI Notice to the Public, including a list of locations where the notice is posted
- Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)
- Title VI Complaint Form

- List of transit-related Title VI investigations, complaints, and lawsuits
- Public Participation Plan, including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission
- Language Assistance Plan for providing language assistance to persons with Limited English Proficiency (LEP), based on the DOT LEP Guidance
- A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees
- Primary recipients shall include a description of how the agency monitors its subrecipients for compliance with Title VI, and a schedule of subrecipient Title VI Program submissions
- A Title VI equity analysis if the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc.
- A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program. For State DOT's, the appropriate governing entity is the State's Secretary of Transportation or equivalent. The approval must occur prior to submission to FTA
- Additional information as specified in chapters IV, V, and VI, depending on whether the recipient is a transit provider, a State, or a planning entity

### Title VI Notice to the Public, including a list of locations where the notice is posted

In compliance with, 49 CFR Section 21.9(d), the Ozarks Transportation Organization posts a "Notice to Beneficiaries under Title VI" on the OTO public bulletin board, on board agendas, and on the OTO website. This notice gives public notification and guidance for OTO's complaint procedure and complaint form. The OTO's Title VI Public Notice:

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

### Title VI Complaint Procedures

General steps of the OTO's complaint process:

1. Alleged act of discrimination
2. Formal complaint received and logged by OTO
3. Formal complaint review by OTO
4. OTO letter of response issued
5. Corrective action or closure letter issued

**Who may file a complaint:** Any person who believes that the Ozarks Transportation Organization (OTO) has discriminated against them on the basis of race, color, national origin, age, disability, religion, sex or English proficiency, then that person may file a written complaint by following the Title VI complaint procedure.

**Formal complaint received and logged by OTO:** The Ozarks Transportation Organization has a Title VI Complaint Procedure, which outlines a process for local disposition of Title VI complaints and is consistent with guidelines found in Chapter VII of the Federal Transit Administration Circular 4702.1B, dated October 1, 2012. The OTO does not discriminate on the basis of race, color, national origin, age, disability, religion, sex, or English proficiency and makes available a Title VI complaint procedure and guidance for formal complaints against the OTO.

Submission of a civil rights complaint should be filed immediately following the alleged act of discrimination against the complainant. Complaints must be filed with the OTO within 180 calendar days of the date the complainant believes the discrimination occurred. Complaints should be mailed to:

Andy Thomason  
Title VI Coordinator  
Ozarks Transportation Organization  
2208 West Chesterfield Blvd., Suite 101  
Springfield, MO 65807

**Formal complaint reviewed by OTO:** If needed, the Title VI Coordinator shall meet with the complainant within 45 calendar days after receiving the official complaint to clarify any part of the official complaint.

**OTO letter of response issued:** If it is determined that more time is need to review or investigate the complaint the OTO Executive Director will notify the complainant with an estimated time frame of completing the review.

**Corrective action or closure letter issued:** If the Title VI Coordinator and the Executive Director concur there was no Title VI violation a letter of closure will be issued summarizing the allegations and stating that there were no Title VI violations or, if a violation did occur then a letter of finding will be issued stating the corrective action. Either response will be notification that the complaint has been resolved and closed.

The complainant may request reconsideration in writing to the OTO Executive Director no later than 10 days of an issued response letter from the OTO. The Executive Director will accept or reject the request for reconsideration within 10 calendar days and notify the complainant of the decision.

The complainant may further appeal in writing a denied decision no later than 10 calendar days after an issued notification. All information will be presented to the OTO Board of Directors to decide whether they agree or disagree with the decision.

A dissatisfied complainant may also file a complaint with the State of Missouri Department of Transportation, Federal Highway Administration, or Federal Transit Administration no later than 180 days after the alleged date of discrimination.

Contact Information for MoDOT, FHWA, and FTA Civil Rights Offices		
MoDOT External Civil Rights Division Attn: Title VI Program Coordinator 1617 Missouri Blvd P.O. Box 270 Jefferson City, MO 65102	Federal Transit Administration Office of Civil Rights Attention: Complaint Team East Building, 5th Floor - TCR 1200 New Jersey Ave., SE Washington, DC 20590	Federal Highway Administration Office of Civil Rights 1200 New Jersey Avenue, SE 8 <sup>th</sup> Floor E81-105 Washington, DC 20590

**Collaboration with Other Agencies:** In the event a formal complaint is received, the OTO will prepare a written statement within 10 working days describing the complaint. The OTO will use the written statement to notify the agencies listed below and any local agencies affected. Up-to-date information will be uniformly shared with each agency during the complaint review process. The OTO may request input or guidance from any of these agencies, if needed. Agencies may request more or less information during the steps of collaboration.

Ozarks Transportation Organization Title VI Coordinator 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807 Phone: 417-865-3042 Fax: 417-862-6013 <a href="mailto:athomason@ozarkstransporation.org">athomason@ozarkstransporation.org</a>	Missouri Department of Transportation External Civil Rights Title VI Coordinator 1617 Missouri Blvd. PO Box 270 Jefferson City, MO 65102-0270
Federal Highway Administration Missouri Division Civil Rights Specialist 3220 W Edgewood, Suite H Jefferson City, MO 65109	Federal Transit Administration Region 7 Regional Civil Rights Officer 901 Locust St., Suite 404 Kansas City, MO 64106

Steps to collaborate with above agencies

1. Notify agencies of complaint
2. Coordinate with other agencies as appropriate in the investigation efforts
3. Provide a copy of the Letter of Response/Corrective Action/Closure Letter to agencies
4. Provide a semi-annual report of all Title VI/ADA complaints to agencies

## Title VI Complaint Form and Policy

The complete Title VI Complaint Form and Policy can be found in Appendix C and the OTO's website.

## List of transit-related Title VI investigations, complaints, and lawsuits

**Table 1** shows the complaints log that the OTO maintains for Title VI compliance. There have been no complaints in the three previous reporting periods. This log is maintained separately from this Title VI document and is available upon request from the OTO's Title VI coordinator.

Table 1: Complaints Received Log

Type			Date Received	Date Resolved	Summary Including Basis of Complaint: Race, Color, or National Origin	Status	Action(s) Taken
Complaint Date	Investigation Date	Lawsuits Date					
None	None	None			No complaints to report January-2014 through December-2014	NA	None
None	None	None			No complaints to report January-2015 through December-2015	NA	None
None	None	None			No complaints to report January-2016 through December-2016	NA	None
None	None	None			No complaints to report January-2017 through December-2017	NA	None
None	None	None			No complaints to report January-2018 through December-2018	NA	None
None	None	None			No complaints to report January-2019 through December-2019	NA	None
None	None	None			No complaints to report January-2020 through December-2020	NA	None

## Public Participation Plan

The following objectives are included in the OTO's Public Participation Plan (PPP) and relate to efforts to engage minority and limited English proficient populations.

- The OTO will follow a policy of ensuring that limited English-speaking persons, persons with disabilities, and minority or low-income populations are given an opportunity to participate in the planning process.
- The OTO will strive to ensure that when conducting public meetings where matters related to transportation programs are being considered are connected to transit and meet Americans with Disabilities Act requirements.

Below are agreements listed in the OTO's PPP between the OTO and CU Transit related to engaging minority and limited English proficient populations.

- CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO.



The following points taken from the OTO's PPP relate to the OTO Contacts Database.

- The database is used for maintaining up-to-date contact information for committee membership, special interest groups, Disadvantage Business Establishments (DBE), as well as minority and low-income groups.
- The database will include (non-exhaustive):
  - Representatives of people with disabilities
  - Members of minority populations
  - Representatives of Limited English Proficiency (LEP) populations

The complete Public Participation Plan can be found in Appendix D.

### Language Assistance Plan

The Language Assistance Plan is part of the Limited English Proficiency (LEP) Plan. The complete LEP plan can be found in Appendix E.

#### ***How to Identify an LEP Person Who Needs Language Assistance***

Below are tools to help identify persons who may need language assistance:

- OTO staff will utilize printed material provided by CTS LanguageLink to identify a spoken language and request an over-the-phone interpreter;
- Examine records requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- When OTO sponsored workshops or conferences are held, set up a sign-in sheet table, have a staff member greet and briefly speak to each attendee. To informally gauge the attendee's ability to speak and understand English, staff will ask a question that requires a full sentence reply;
- Though language needs may not be met at the current meeting, an inventory of those needs will help staff plan for language needs at a future meeting;
- Post a notice of available language assistance in the OTO reception area.

#### ***Language Assistance Measures***

Over-the-phone interpretation services are available to OTO staff for walk-in or phone-based interactions with LEP individuals. The OTO currently has a contractual relationship with CTS LanguageLink. This company provides access to interpreters for nearly any spoken language.

Relay Missouri also offers Spanish Relay service for those with hearing impairments. Relay users can type in Spanish and the conversations will be relayed in Spanish. Voice users can speak Spanish to the relay user. Spanish to English Translation is offered. Users must dial 1-800-548-8317 (TTY/ASCI/Voice).

Missouri's Office of Administration also has a list of contractors that supply LEP services including translators, in-person interpreters, phone interpreters, and sign language interpreters. These services are available through the cooperative agreements OTO has with the State of Missouri.

The OTO website may be translated into a number of different languages using Google Translate.

Outside of these measures, OTO has limited resources and will, to the extent possible, ensure LEP individuals can participate when requested.

### ***OTO Staff Training***

All OTO staff will be provided with the LEP plan and will be educated on procedures and services available. This information will also be part of the OTO staff orientation process for new hires.

Training topics include:

- Understanding the Title VI LEP responsibilities;
- What language assistance the OTO offers;
- How to access an interpreter using CTS LanguageLink;
- Documentation of language assistance requests;
- How to handle a complaint;
- The importance of educating subrecipients on the OTO's LEP program responsibilities and their obligation to provide language assistance.

### ***Providing Notice of Available Language Service to LEP Persons***

OTO will post signs that language assistance is available in public areas such as the OTO reception area or public notice bulletin board.

### ***Outreach Techniques***

- If staff knows that they will be presenting a topic that could be of potential importance to an LEP person or if staff will be hosting a meeting or a workshop in a geographic location with a known concentration of LEP persons, staff will have meeting notices, fliers, advertisements, and agendas contain a notice, in Spanish, of language service availability with notification in advance of the meeting.
- When running a general public meeting notice, staff should insert "Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3047 X107, cuando menos 48 horas antes de la junta," which asks persons who need Spanish language assistance to make arrangements with OTO within two days of the meeting date.

### ***Monitoring and Updating the LEP Plan***

This plan is designed to be flexible and is one that can be easily updated. At a minimum, the OTO will follow the Title VI program update schedule for the LEP plan.

Each update should examine all plan components such as:

- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population in the OTO region?
- Has there been a change in the types of languages where translation services are needed?



- Is there still a need for continued language assistance for previously identified OTO programs?
- Are there other programs that should be included?
- Has the OTO's available resources, such as technology, staff, and financial costs, changed?
- Has the OTO fulfilled the goals of the LEP plan?
- Were there any complaints received?

### ***Dissemination of the OTO Limited English Proficiency Plan***

The OTO will post the LEP plan on its website at [www.ozarkstransportation.org](http://www.ozarkstransportation.org).

Any person, including social service, non-profit, and law enforcement agencies and other community partners with internet access will be able to access the plan. For those without personal internet access, all Greene County Libraries offer free internet access. Copies of the LEP plan will be provided to the Missouri Department of Transportation, Federal Highway Administration, the Federal Transit Administration, and any person or agency requesting a copy. Each OTO member will be provided a copy and will be educated on the importance of providing language assistance. An LEP person may obtain copies of the plan upon request.

Any questions or comments regarding this plan should be directed to the OTO Title VI Coordinator:

Andy Thomason  
Ozarks Transportation Organization  
2208 W Chesterfield Boulevard, Suite 101  
Springfield, MO 65807  
Phone: (417) 865-3047 X107  
Fax: (417) 862-6013  
Email – [athomason@ozarkstransportation.org](mailto:athomason@ozarkstransportation.org)

## **Boards and Committees**

The OTO has two established boards and two established committees, which are the Board of Directors, Local Coordinating Board for Transit, Technical Planning Committee, and Bicycle and Pedestrian Advisory Committee. These boards and committees also select subcommittee's members on an as needed basis.

The established OTO boards and committees are filled by members who are authorized by the municipalities or agencies where they are elected or employed, as well as citizen-at-large members appointed by the board or committee. These appointments are filled by elected officials, managers, and staff as the member municipality or agency designates. OTO has no control over these appointments other than providing available positions and term limit guidance. OTO does not select board or committee members but rather provides opportunity for participation. Table 2 shows the current racial makeup of the OTO's boards and committees.

### **Board of Directors**

The purpose of the Board of Directors will be to serve as the designated Metropolitan Planning Organization (MPO) for the approved Transportation Planning Area (TPA), in order to provide

official decision making responsibility for the Ozarks Transportation Organization. The coordination of elected officials and policy makers at this decision-making level allows for a broad geographical impact on transportation planning decisions.

*Membership:* Appointed elected officials of counties and municipalities, board members of City Utilities and Springfield-Branson National Airport, and Citizens at-large positions nominated by the City of Springfield (2), Christian County (1), and the Board of Directors (1).

#### **Technical Planning Committee**

The purpose of the Technical Planning Committee is to analyze issues arising during the conduct of the Springfield Area Transportation Study from a technical perspective and make recommendations to the Board of Directors. The purpose is also to provide a linkage between planning and implementation.

The Technical Planning Committee shall be composed of people involved in planning, engineering, public policy, or related fields and whose experience and expertise is valuable for supporting the Ozarks Transportation Organization.

*Membership:* Appointed staff by the municipal agency.

#### **Local Coordinating Board for Transit**

The purpose of the Local Coordinating Board for Transit is to confer with and advise on the effectiveness of coordinating transportation in the Ozarks Transportation Organization study area, and to be a problem-solving entity, where possible. The goals of the Local Coordinating Board for Transit will be the same as those established in the OTO Transit Coordination Plan. In addition, the Local Coordinating Board for Transit will analyze issues arising within the planning area of the Ozarks Transportation Organization from a human services transit perspective and make recommendations to the MPO Board of Directors.

*Membership:* People involved in planning, transit, human services, safety, or related fields and whose experience and expertise is valuable for supporting the OTO.

#### **Bicycle and Pedestrian Advisory Committee**

The purpose of the Bicycle and Pedestrian Advisory Committee is to improve bicycling and pedestrian conditions for commuters, children and recreational bicyclists and walkers of the area. The goals of the committee will be the same of those established in the Regional OTO Bicycle and Pedestrian Plan. In addition, the committee will analyze issues arising within the planning area of the Ozarks Transportation Organization from a bicycle and pedestrian perspective and make recommendations to the Technical Planning Committee.

*Membership:* People involved in planning, bicycle/pedestrian advocacy, safety, or related fields and whose experience and expertise is valuable for supporting the OTO.

***Ethnic breakdown of the boards and committees for the OTO****Table 2: Board and Committee Members*

Board or Committee	Caucasian	African American	Latin American	Asian American	Native American
Board of Directors	20	0	0	1	0
Local Coordinating Board for Transit	12	0	0	0	0
Technical Planning Committee	28	0	0	1	0
Bicycle and Pedestrian Committee	16	1	0	0	0

**Sub-Recipient Monitoring**

The OTO is a sub-recipient of the State of Missouri and does not have any of its own sub-recipients to monitor. OTO reports to the Missouri Department of Transportation (MoDOT) all Title VI activities, helping MoDOT to meet their own requirements.

**Title VI Equity Facility Analysis**

The OTO has not constructed any facilities.

## Title VI- Requirements for MPO's- FTA Circular 4702.1B (Chapter VI)

**Metropolitan Planning Organizations (MPO) and other planning entities must submit:**

- All requirements set out in Chapter III (General Requirements)
- The requirements set out in Chapter IV (Transit Provider) if the MPO is a provider of fixed route public transportation
- Demographic profile of the metropolitan area
- A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process
- Demographic maps that show the impacts of the distribution of State and Federal funds in the aggregate for public transportation projects
- Analysis of the MPO's transportation system investments that identifies and addresses any disparate impacts
- Description of the procedures the agency uses to ensure nondiscriminatory passthrough of FTA financial assistance (if requested)
- Description of the procedures the agency uses to provide assistance to potential Subrecipients in a nondiscriminatory manner (if requested)

### Demographic profile of the metropolitan area

OTO considers the impact that its programs may have on the mobility needs of Title VI population. OTO identifies the Title VI population using census block data, as well as other means, including transit-related user and provider surveys.

The OTO areas estimated population, from the 2015-2019 ACS 5-year Estimates, is about 90.2% White, 3.2% African American, 0.5% Native American, and 1.9% Asian. Regardless of race, 11,721 people, or 3.7% of the population, were estimated to be of Hispanic or Latino origin. Table 3, on page 19, contains this information.

#### ***Map of Minority Population***

Figure 2, on page 20, shows the minority population by census tracts in the OTO service area. Significant concentrations of minority populations are located within, and west of, the City of Springfield, and west of US 160 in Christian County. Based on the estimates in Table 3, 9.8% of the population in the OTO region is comprised of racial minorities.

#### ***Map of Hispanic or Latino Population***

Figure 3, on page 21, shows the Hispanic population by census tracts in the OTO service area. Most of the Hispanic populations in the OTO service area are within the city of Springfield. It is estimated that 3.7% of the population in the OTO service area is comprised of those that are of Hispanic or Latino Origin.

**Map of Low Income Population**

Figure 4, on page 22 shows the low-income populations by census tracts in the OTO service areas. According to the estimates, 14.9% of those who live in the OTO's service area are living in poverty.

**Map of Disabled Population**

Figure 5, on page 23, identifies the population of those that are disabled by census tracts in the OTO service area. Currently, an estimated 14.7% of the population within the OTO service area are classified as having a disability. The Northwest section of Springfield shows the highest proportions of individuals with disabilities in the OTO service area, though disabilities are common throughout the region.

*Table 3: OTO Race and Ethnicity by Jurisdiction*

Geographic Area Name	Total population	One race							Two or more races	Hispanic or Latino (of any race)
		Total, One Race	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race		
Christian County	12,345	12,117	11,758	122	39	110	0	88	359	61
Greene County	63,142	61,611	57,475	1,755	245	1,637	68	431	1,533	2,096
Battlefield	6,240	6,075	5,463	99	0	202	0	311	165	415
Fremont Hills	1,042	1,034	1,015	3	0	16	0	0	8	3
Nixa	21,544	20,950	20,304	121	228	215	0	82	594	947
Ozark	19,767	19,191	18,683	302	60	76	21	49	576	433
Republic	16,247	15,835	15,163	155	0	390	0	127	412	318
Springfield	167,051	161,049	147,124	7,281	1,119	3,482	88	1,955	6,002	7,210
Strafford	2,100	1,904	1,881	8	4	9	0	2	196	34
Willard	5,519	5,437	5,166	75	31	0	0	165	82	204
OTO Region	314,997	305,203	284,032	9,921	1,726	6,137	177	3,210	9,927	11,721





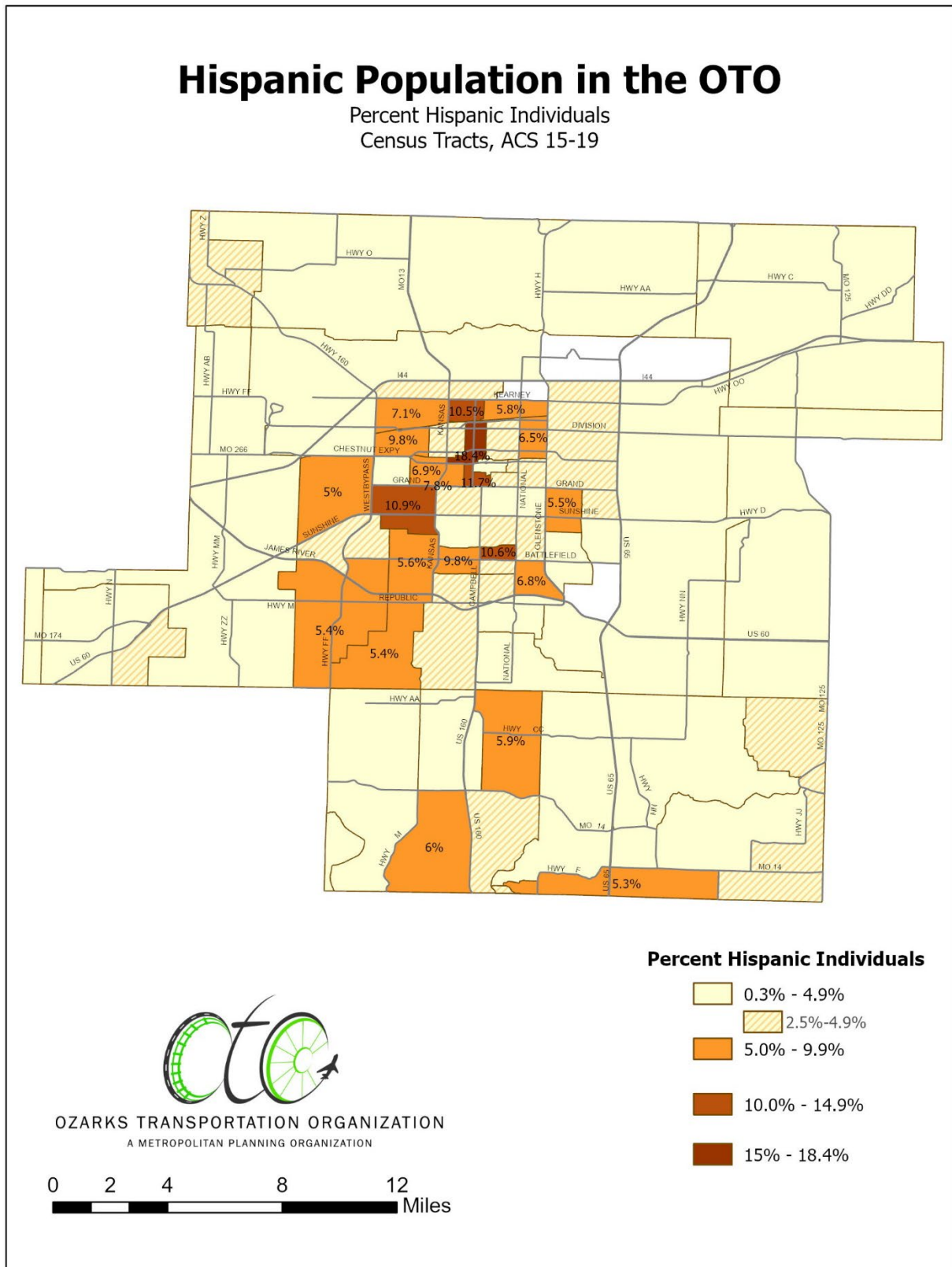


Figure 3 Percent Hispanic

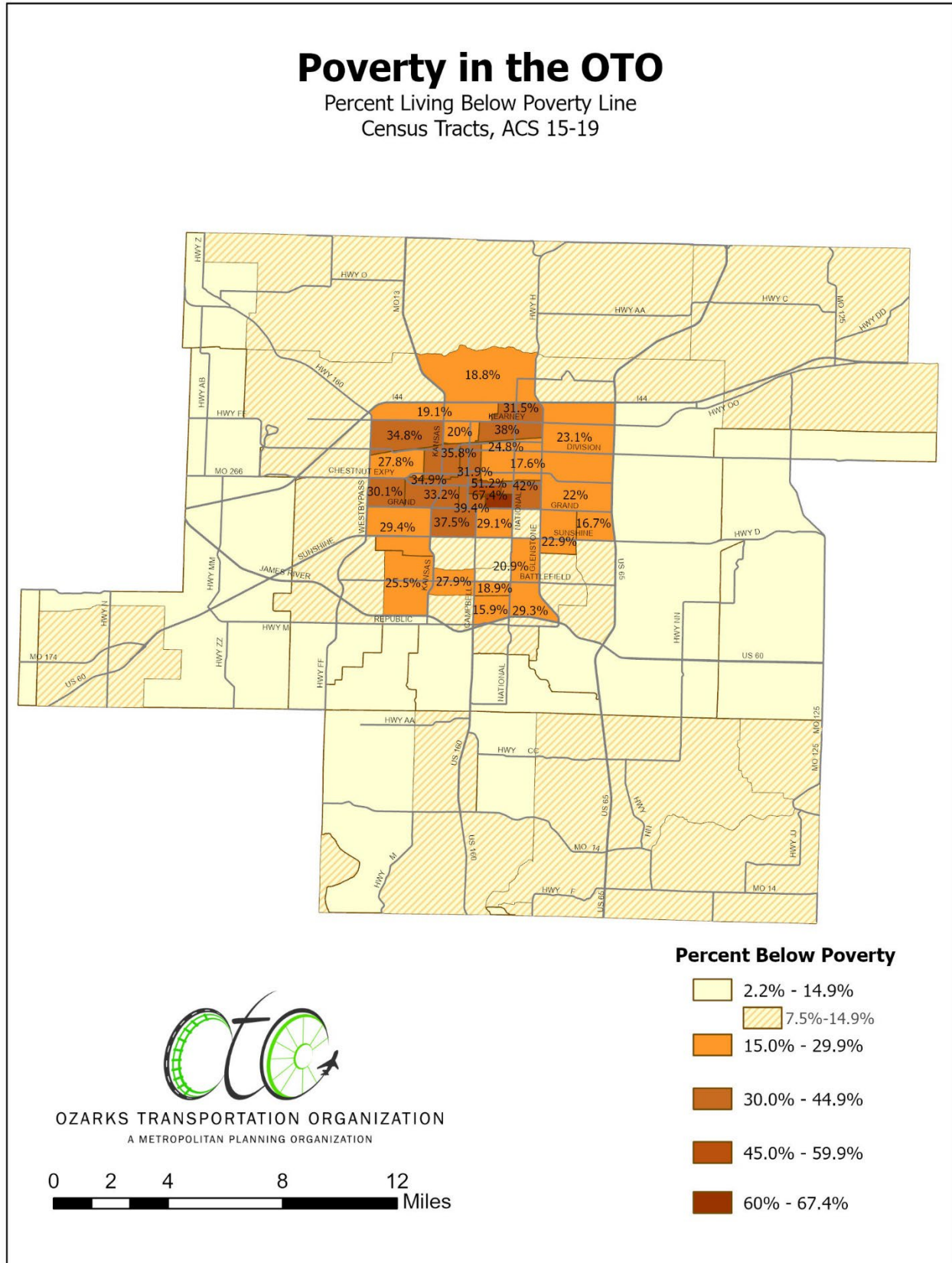


Figure 4 Percent Living Below Poverty



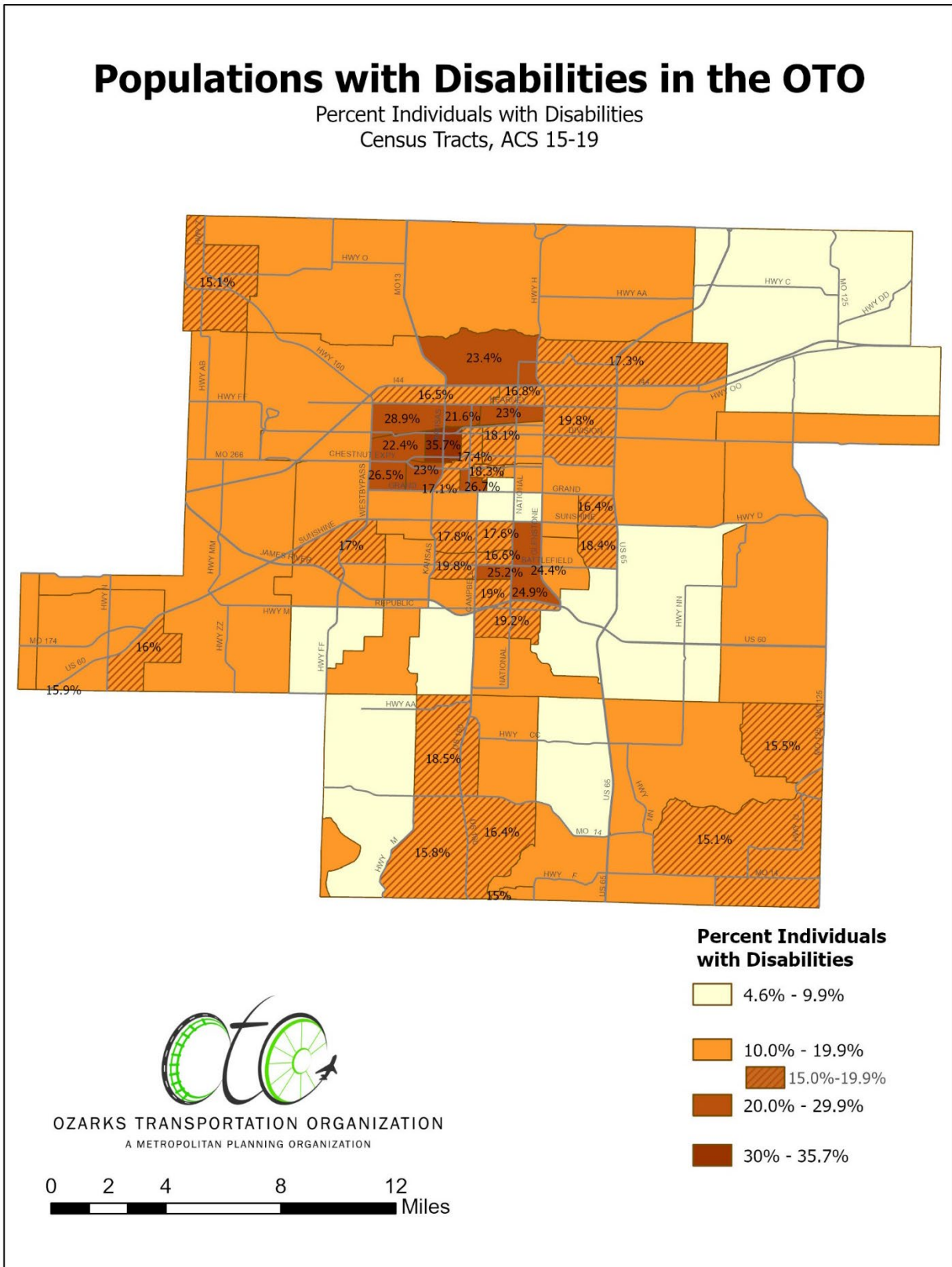


Figure 5 Percent Disabled

## Fixed Route Transit Requirements

The OTO is not a Transit Provider and therefore is not subject to Chapter IV Title VI requirements.

## Mobility Needs of Minority Populations

The mobility needs of minority populations are identified through engagement efforts, data collection and analysis of available census data, public comment, and other available sources. The policy and guidance for public engagement is established in the OTO Public Participation Plan. The OTO's policy for public engagement includes, but is not limited to, activities and outreach efforts such as surveys, public meetings, open house, public notices, website and Facebook postings, the OTO public bulletin board, emails and public comments, or other means of communication that help promote the inclusion of the planning process to all.

Data analysis through GIS mapping techniques vital for helping to identifying and engaging underrepresented populations. Various data sets are used in map making and are included in the OTO products that consider populations needs of minorities, Limited English Proficiency people, and low-income populations. The OTO also utilizes data for planning products and can identify other population by age, persons per square mile, persons under the age of 18, persons over the age of 65, Hispanic populations, disabled populations, zero car households, employment populations, and other populations as needed.

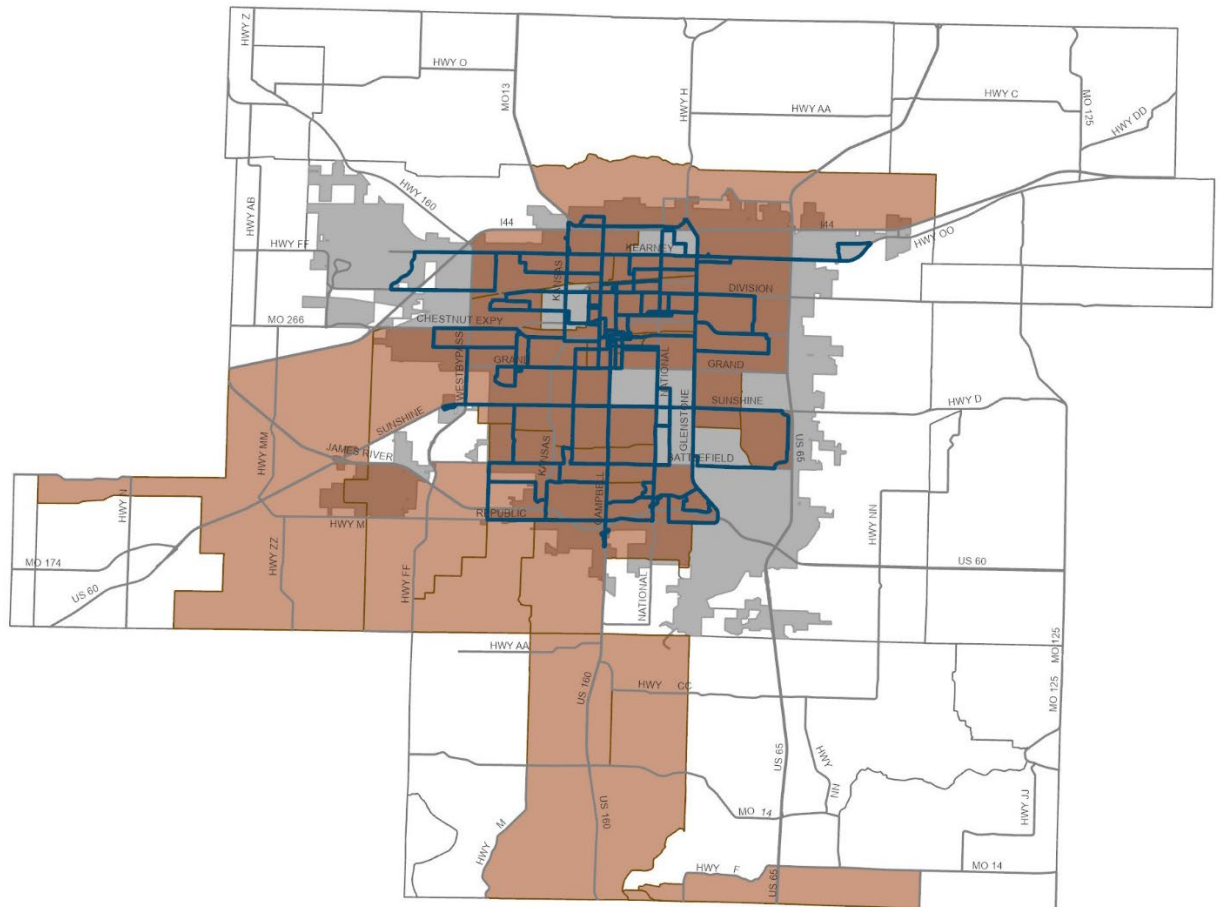
The engagement and data analysis techniques employed by the OTO have significant impacts on the organization's key planning products, including the Long Range Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, and Transit Coordination Plan. The planning products include detail analyses, public input, and broad, inclusive goals. Based upon the goals of these key documents, the Unified Planning Work Program guides staff work assignments. The inclusion of Title VI related goals ensures OTO staff regularly consider and include mobility needs of minority populations in their daily activities.

## Distribution of State and Federal Funds for Public Transportation Projects

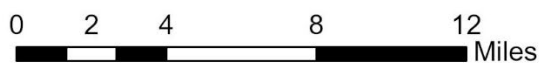
City Utilities of Springfield operates the only fixed route bus service in the OTO service area. Figure 6 on page 24 shows a map of the City Utilities fixed routes compared to the minority populations by census tracts in the MPO boundaries. It is estimated that 9.8 percent of the population within the OTO boundaries are minorities.

# Fixed Route Transit in the OTO




CU Transit Routes and Census Tracts with Above Average Minority and Hispanic Population



**OZARKS TRANSPORTATION ORGANIZATION**  
A METROPOLITAN PLANNING ORGANIZATION



## Percent Hispanic Individuals

-  Fixed Route Transit
-  Above Average Hispanic and Minority Populations
-  City of Springfield

## OTO Population Averages

Minority Population: 9.8%  
Hispanic Population: 3.7%

Figure 6 Minority Population with CU Bus Routes

## Analysis of Disparate Impacts

The OTO plays a vital role in the allocation of funds for transportation projects within the Springfield Urbanized area. To remain in compliance under 49 U.S.C. 5303(j), the OTO is required to maintain a Transportation Improvement Program (TIP). The TIP shows the breakdown of the funds which are allocated for regional transportation projects. Section F of the 2017-2020 Transportation Improvement Program shows the allocation of funds related to transit projects. Each grant has its own guidelines that must be followed in the process for awarding grants.

The OTO administers a grant selection process for MAP-21/FAST Act programs. These programs include 5307 Urbanized Area Formula Grants, 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Grants, and 5339 The Bus and Bus facilities Grants. City Utilities – Transit is the only eligible recipient for the 5307 and 5339 program that has indicated interest in applying for these funds. Funds from these programs will be automatically awarded to City Utilities – Transit until such time as another organization submits a letter of interest to the OTO. The OTO's Local Coordinating Board for Transit (LCBT) is the body that scores and ranks each FTA Section 5310 application received during an open application process. The application process has a standardized score sheet for each program that is used during the selection process. The selection criteria can be found in the OTO TIP. The LCBT then awards the grant to highest scored application and continues making awards in descending order until all funds are expended. The Designated Recipients will administer the funds depending on the program. Table 3 shows the aggregate funding breakdown for transit grants for the FY 2020-2023 TIP, with amendments.

*Table 3: Yearly Summary of funding for Transit Projects*

<b>Summary of Funding for Transit Projects, 2020-2023</b>				
	Federal Funds	Local Funds	State Funds	Total
FTA 5307	\$18,843,328	\$23,963,280	\$170,000	\$40,967,608
FTA 5310	\$1,040,666	\$731,556	\$0	\$1,772,222
FTA 5339	\$2,552,742	\$314,989	\$0	\$3,235,731
Total	\$22,427,736	\$25,009,825	\$170,000	\$47,975,561
Source: FY 2020-2023 TIP, might change based on amendments				

Fixed route public transportation investments are focused in areas with above average concentrations of minority populations, as previously shown in figure 6. No disparate impacts have been created.

## Nondiscriminatory Passthrough of FTA financial assistance (if requested)

Currently, the OTO has no passthrough of FTA funds.

## Nondiscrimination in subrecipient assistance (if requested)

See the above section.

## ADA-Program Access

The OTO has consistently worked to make its public meetings accessible to those with disabilities. Meetings are held at accessible locations and interpreters are always available with adequate notice. Efforts have also been undertaken to ensure the OTO's electronic documents and website are as accessible as possible.

### Public Meetings

The OTO holds most of its public meetings in its conference room. The OTO offices are generally accessible, though, as described below, OTO has shared deficiency with the building's owner. When meetings are held off-site, public buildings are used whenever possible to ensure accessibility.

#### ***On-Site***

A building assessment was completed in May 2017 to evaluate the accessibility of the exterior and interior path. In response to this assessment, adjustments were made to the OTO entrance door and to the accessible condition of the OTO conference room. The conference room will be maintained in as an accessible condition as possible. The OTO leases its current space and therefore cannot control building elements outside of its leased space, but identified deficiencies were shared with the building's owner, see Appendix F. The building owner did correct issues related to the speed at which the main entrance doors closed. Since the May 2017 assessment, the OTO's ADA Coordinator has not noticed any alterations to the building that have warranted a reevaluation of the building's accessibility.

#### ***Off-Site***

It is the policy of the OTO to hold off-site public meetings at accessible public buildings. Public libraries will be the primary location of off-site locations. These buildings offer accessible paths of travel and accessible restrooms. If public libraries are not available, city halls/county courthouses will be considered next. These buildings can have accessibility issues, but are more likely to be in compliance than many privately-owned community meeting spaces. If meetings need to be held in a community with no accessible meeting rooms, meeting packets should be assembled so they can be taken out to citizens unable to access meeting room.

### Electronic Documents

The OTO produces many electronic documents, such as PDFs. These documents have certain accessibility challenges associated with them. However, there are many techniques that can be utilized to make electronic documents more accessible. It is the policy of the OTO to ensure as many accessibility best practices are implemented in our key documents as possible. Appendix G contains a best practice guide for creating accessible documents in MS Word that will be utilized by OTO staff .

### Website

The OTO launched a new website in 2019. The OTO requested its contractor comply with WCAG 2.0 Level A requirements as much as possible. Subsequently, OTO staff has worked to ensure those included accessibility features have been kept current and have been added to new content.

## Implementation

An implementation guide, along with a resource reference sheet, has been created to direct staff efforts in complying with this Title VI/ADA program. The implementation guide covers public notices, public meetings, and internal staff training. The guide can be reviewed in Appendix H. The resource reference sheet will be used to help train new hires and help all staff members stay current on resources available to them. The reference sheet can be reviewed in Appendix I. These documents will be updated as needed over the three-year term of this plan.

## Appendix A: Standard DOT Assurances

**The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination Assurances**  
**DOT Order No. 1050.2A**

The Ozarks Transportation Organization (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the FHWA and FTA, is subject to and will comply with the following:

**Statutory/Regulatory Authorities**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

**General Assurances**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, "for which the Recipient receives Federal financial assistance from DOT, including the FHWA and FTA.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non- discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

**Specific Assurances**

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Ozarks Transportation Organization:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.



2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Ozarks Transportation Organization and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Ozarks Transportation Organization, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
  - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, Ozarks Transportation Organization also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the Ozarks Transportation Organization access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the Ozarks Transportation Organization. You must keep records, reports, and submit the material for review upon request to Ozarks Transportation Organization, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Ozarks Transportation Organization gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Ozarks Transportation Organization. This ASSURANCE is binding on the State of Kansas, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Ozarks Transportation Organization. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

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Sara Fields, Executive Director

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Date

## APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, the FHWA and FTA, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or FHWA and FTA, as they may be amended to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the U.S. Department of Transportation, FHWA, and FTA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non- discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the U.S. Department of Transportation, FHWA, and FTA may determine to be appropriate, including, but not limited to:
  - a. withholding payments to the contractor under the contract until the contractor complies; and/or
  - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the U.S. Department of Transportation, FHWA, and FTA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes

involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

## **APPENDIX B**

### **CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY**

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the Ozarks Transportation Organization will accept title to the lands and maintain the project constructed thereon in accordance with the Fixing America's Surface Transportation "FAST ACT" Section 1105; 23 U.S.C. 117, the Regulations for the Administration of Ozarks Transportation Organization and the policies and procedures prescribed by the U.S. Department of Transportation, FHWA, and FTA of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Ozarks Transportation Organization all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

#### **(HABENDUM CLAUSE)**

**TO HAVE AND TO HOLD** said lands and interests therein unto Ozarks Transportation Organization and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Ozarks Transportation Organization, its successors and assigns.

The Ozarks Transportation Organization, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]\* (2) that the Ozarks Transportation Organization will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

## **APPENDIX C**

### **CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM**

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Ozarks Transportation Organization pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
  - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Ozarks Transportation Organization will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.\*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Ozarks Transportation Organization will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Ozarks Transportation Organization and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

## **APPENDIX D**

### **CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM**

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by Ozarks Transportation Organization pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non- discrimination covenants, Ozarks Transportation Organization will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.\*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Ozarks Transportation Organization will there upon revert to and vest in and become the absolute property of Ozarks Transportation Organization and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

## APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

### **Pertinent Non-Discrimination Authorities:**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).



## **Appendix B: Applicable-Nondiscrimination Authorities**

During the implementation of this Title VI Program, the Ozarks Transportation Organization, for itself, its assignees and successors in interest, is reminded that it has agreed to comply with the following non-discrimination statutes and authorities, including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Airport and Airway Improvement Act of 1982, (49 USC § 4 71, Section 4 7123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).

## **Appendix C- Title VI/ADA Complaint Procedures and Form**



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

## TITLE VI/ADA POLICY AND COMPLAINT PROCEDURE

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. As President John F. Kennedy said in 1963:

*Simple justice requires that public funds, to which all taxpayers of all races [colors, and national origins] contribute, not be spent in any fashion which encourages, entrenches, subsidizes or results in racial [color or national origin] discrimination.*

Two Executive Orders and related statutes define populations that are protected under Title VI. Executive Order 12898 is concerned with environmental justice for minority and low-income populations. Executive Order 13166 is concerned with providing equal access to services and benefits for individuals with limited English proficiency.

The Ozarks Transportation Organization has in place a Title VI/ADA Complaint Procedure, which outlines a process for local disposition of Title VI/ADA complaints and is consistent with guidelines found in Chapter VII of the Federal Transit Administration Circular 4702.1B, dated October 1, 2012. If you believe that the MPO has discriminated your civil rights on the basis of race, color, national origin, age, disability, religion, sex or English proficiency you may file a written complaint by following the procedure outlined below under Title VI/ADA Complaint Procedure:

### OTO RESPONSIBILITIES FOR TITLE VI/ADA

According to Federal Law the Ozarks Transportation Organization shall be responsible for the following:

- Analyze regional data to identify minority and low-income population concentrations as well with individuals with limited English proficiency within the region. Commitment of staff and financial resources for this technical work can be demonstrated in the Work Program. The MPO staff can explain how the technical resources (models, Geographic Information Systems (GIS), data bases and analysis, etc.) are used for Title VI-related planning and analysis. The MPO might be asked to discuss this and how the technical information generated is used in planning.
- Where necessary, provide member agencies with regional data that assists them to identify minority and low-income populations in their subregion or service area. The team might discuss the extent to which this information is useful and used by participating agencies.
- Establish appropriate standards, measures, and benchmarks, and analyze the transportation process, TIP, and other MPO actions, plans, and investments to ensure they are consistent with, and do not violate, Title VI of the Civil Rights Act and the Executive Order on Environmental Justice. Effort in these areas might be demonstrated in the UPWP, as well as within the TIP, and in discussions of how this analysis is used in the planning process.

- Ensure that members of low income and minority communities, including Indian tribal governments, are provided with full opportunities to engage in the regional transportation planning process. This includes acting to eliminate language, mobility, temporal, and other obstacles to allow them to fully participate in the process. The MPO is concerned with providing equal access to services and benefits for individuals with limited English proficiency. The MPO should be able to provide documentation such as public meeting agendas and minutes, and a discussion of how successfully related staff uses information with the described groups.
- Where appropriate, monitor the activities of member agencies and other transportation agencies in the region regarding compliance with Title VI, Limited English Proficiency, Americans with Disability Act and Environmental Justice requirements. This can be done through on-going reviews as part of oversight of documents, including agendas, minutes, technical memoranda, federal attendance at meetings, in desk reviews, and in discussions with local participants in the site visit.
- Evaluate the regional transportation system to ensure that services are accessible to person with disabilities.

Over the past few years, the U.S. DOT has encouraged a proactive approach to the participation of protected groups and implementation of Title VI requirements. This approach is intended to ensure compliance with other related requirements, such as the National Environmental Policy Act.

Addressing requirements successfully requires several categories of actions:

- Establishing *goals and measurements* for substantiating compliance. These measurements should be used to verify that the multi-modal system access and mobility performance improvements in the Transportation Plan, TIP, and underlying planning process comply with Title VI and related requirements.
- The MPO must consider the needs of low-income and minority populations in the existing conditions analysis prepared as part of the transportation process. This information will provide the planning context for future transit and road projects.
- The MPO must have a public involvement process that proactively seeks out and addresses the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households.
- The MPO has a role in public involvement, but must also *work with the MODOT, City Utilities, and Missouri State University* to carry out the metropolitan planning process, including public involvement.
- The *products of the transportation process*—Long Range Transportation Plan, TIP, and the UPWP must demonstrate consistency with Title VI and related requirements and principles.

## TITLE VI/ADA COMPLAINT PROCEDURE

**Submission of Complaint:** Any person or group who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, national origin, age, sex, disability, religion, low-income status, or English proficiency has been unfairly deprived of benefit, or unduly burdened by the transportation planning process, or denied the benefits of, or subjected to discrimination caused by the MPO may file a written complaint with the OTO Title VI/ADA Coordinator. A sample Title VI/ADA complaint form may be downloaded from our website [ozarkstransportation.org](http://ozarkstransportation.org). It is not required to use this form; a letter with the same information is sufficient. However, the information requested in the items marked with a star (\*) must be provided, whether or not the form is used. Such complaints must be filed within 180 calendar days after the date the person or group believes the discrimination or encumbrance occurred. Note: Upon request, assistance, in preparation of any necessary written material, will be provided to a person(s) who is unable to read or write. Complaints should be mailed or sent to the OTO Title VI/ADA Coordinator, 205 Park Central East, Suite 205, Springfield, MO 65806.

### **Title VI/ADA general steps of the OTO complaint process:**

1. Alleged act of discrimination
2. Formal complaint received and logged by OTO
3. Formal complaint review by OTO
4. OTO letter of response issued
5. Corrective action or closure letter issued

**Alleged act of discrimination:** If someone believes that OTO has discriminated their civil rights on the basis of race, color, national origin, age, disability, religion, sex or English proficiency, then that person may file a written complaint by following the Title VI/ADA Complaint Procedure.

**Formal complaint received and logged by OTO:** The Ozarks Transportation Organization has in place a Title VI/ADA Complaint Procedure, which outlines a process for local disposition of Title VI/ADA complaints and is consistent with guidelines found in Chapter VII of the Federal Transit Administration Circular 4702.1B, dated October 1, 2012. OTO does not discriminate on the basis of race, color, national origin, age, disability, religion, sex, or English proficiency and makes available a Title VI/ADA Complaint Procedure and guidance for formal complaints against the OTO.

Submission of a civil rights complaint should be filed immediately following the alleged act of discrimination against the complainant. Complaints must be filed with OTO within 180 calendar days of the date the complainant believes the discrimination occurred.

**Formal complaint reviewed by OTO:** If needed, the Title VI Coordinator shall meet with the complainant within 45 calendar days after receiving the official complaint to clarify any part of the official complaint.

**OTO letter of response issued:** If it is determined that more time is need to review or investigate the complaint the OTO Executive Director will notify the complainant with an estimated time frame of completing the review.

**Corrective action or closure letter issued:** If the Title VI Coordinator and the Executive Director concur there was no Title VI violation a letter of closure will be issued summarizing the allegations and stating that there were no Title VI/ADA violations or, if a violation did occur then a letter of finding will be

issued stating the corrective action. Either response will be notification that the complaint has been resolved and closed.

The complainant may request reconsideration in writing to the OTO Executive Director no later than 10 days of an issued response letter from the OTO. The Executive Director will accept or reject the request for reconsideration within 10 calendar days and notify the complainant of the decision.

The complainant may further appeal in writing a denied decision no later than 10 calendar days after an issued notification. All information will be presented to the OTO Board of Directors to decide whether they agree or disagree with the decision.

A dissatisfied complainant may also file a complaint to the State of Missouri Department of Transportation or Federal Transit Administration or Federal Highway Administration no later than 180 days after the alleged date of discrimination.

Contact Information for MoDOT, FHWA, and FTA Civil Rights Offices		
MoDOT External Civil Rights Division Attn: Title VI Program Coordinator 1617 Missouri Blvd P.O. Box 270 Jefferson City, MO 65102	Federal Transit Administration Office of Civil Rights Attention: Complaint Team East Building, 5th Floor - TCR 1200 New Jersey Ave., SE Washington, DC 20590	Federal Highway Administration Office of Civil Rights 1200 New Jersey Avenue, SE 8 <sup>th</sup> Floor E81-105 Washington, DC 20590

## COLLABORATION WITH OTHER AGENCIES

In the event a formal complaint is received, OTO will prepare a written statement within 10 working days describing the complaint. OTO will use the written statement to notify the agencies listed below and any local agencies affected. Up-to-date information will be uniformly shared with each agency during the complaint review process. OTO may request input or guidance from any of these agencies, if needed. Agencies may request more or less information during the steps of collaboration.

Ozarks Transportation Organization Title VI Coordinator 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807 Phone: 417-865-3042 Fax: 417-862-6013 <a href="mailto:athomason@ozarkstransporation.org">athomason@ozarkstransporation.org</a>	Missouri Department of Transportation External Civil Rights Division Title VI Coordinator 1617 Missouri Blvd P.O. Box 270 Jefferson City, Mo 65102-0270
Federal Highway Administration Missouri Division Civil Right Specialist 3220 W. Edgewood, Suite H Jefferson City, Missouri 65109	Federal Transit Administration Region 7 Regional Civil Rights Officer 901 Locust Street Suite 404 Kansas City, Missouri 64106

### Steps to collaborate with above agencies:

1. Notify agencies of complaint
2. Coordinate with other agencies as appropriate in the investigation efforts

3. Provide a copy of the Letter of Response/Corrective Action/Closure Letter to agencies
4. Provide a semi-annual report of all Title VI/ADA complaints to agencies





OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

## Notifying the Public of Rights Under Title VI/ADA

Ozarks Transportation Organization (OTO) operates its programs and services without regard to race, color, or national origin in accordance with Title VI ACT of the Civil Rights Act of 1964 and Americans with Disabilities Act of 1990 (ADA). OTO does not discriminate on the bases of disability during hiring or employment practices and complies with Equal Employment Opportunity under Title I of the ADA Act. Any person or group who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, national origin, age, sex, disability, religion, or low-income status has been unfairly deprived of benefit, or unduly burdened by the transportation planning process, or denied the benefits of, or subjected to discrimination caused by the MPO may file a written complaint with the Title VI Coordinator.

For information on the Ozarks Transportation Organization Civil Rights program, or the procedure to file a Title VI/ADA complaint, contact the Title VI Coordinator at 205 Park Central East, Suite 205, Springfield MO 65806. To download instructions on how to file a complaint, or download a Title VI Complaint Form, visit OTOs website at [www.ozarkstransportation.org](http://www.ozarkstransportation.org)

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

*OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities.*

If information is needed in another language, contact 417-865-3042.

*"Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance.*

*Si necesita información en otro idioma, comuníquese con 417-865-3042.*

*"Título VI de la Ley de Derechos Civiles de 1964, 42 U.S.C 2000d y ss., y su reglamentaciones implementadas establecen que ninguna persona en los Estados Unidos será, por motivos de raza, color o origen nacional, excluida de participar en, negado los beneficios de, o de otra manera sujeto a discriminación bajo cualquier programa o actividad que recibe asistencia financiera federal.*



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

## TITLE VI/ADA COMPLAINT FORM

The purpose of this form is to assist you in filing a complaint with the Ozarks Transportation Organization Metropolitan Planning Organization (MPO) if you or your group feels the actions of the MPO have negatively impacted or caused undue burden to either, but not limited to, a specific minority group, disabled individuals, lower-income population, individuals with limited English proficiency, or the traditionally underserved. You are not required to use this form; a letter with the same information is sufficient, however, the information requested in the items marked with a star (\*) must be provided, whether or not the form is used.

- \* 1. State your name and address.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/State: \_\_\_\_\_ Zip \_\_\_\_\_  
Telephone No: \_\_\_\_\_  
Home: (\_\_\_\_) \_\_\_\_\_ Work: (\_\_\_\_) \_\_\_\_\_

- \* 2. Person(s) or Group discriminated against, if different than listed above.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/State: \_\_\_\_\_ Zip \_\_\_\_\_  
Telephone No: \_\_\_\_\_  
Home: (\_\_\_\_) \_\_\_\_\_ Work: (\_\_\_\_) \_\_\_\_\_

Please explain your relationship to this person(s).  
\_\_\_\_\_

3. Agency, department of program that discriminated

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/State: \_\_\_\_\_ Zip \_\_\_\_\_  
Telephone No: (\_\_\_\_) \_\_\_\_\_

- 4a. Non-Employment: Does your complaint concern discrimination involving disproportionately high and adverse impacts on low income, minority, or limited English proficiency populations, delivery of services or in other ADA

discriminatory actions of the OTO and its treatment of you or others? If so, please indicate below the base(s) on which you believe these discriminatory actions were taken (e.g., "Race: African American" or "Sex: Female").

\_\_\_\_ Race/Color: \_\_\_\_\_  
\_\_\_\_ National Origin: \_\_\_\_\_  
\_\_\_\_ English Proficiency: \_\_\_\_\_  
\_\_\_\_ Sex: \_\_\_\_\_  
\_\_\_\_ Religion: \_\_\_\_\_  
\_\_\_\_ Age: \_\_\_\_\_  
\_\_\_\_ Disability: \_\_\_\_\_  
\_\_\_\_ ADA: \_\_\_\_\_

- 4b. Employment: Does your complaint concern discrimination in employment by the OTO? If so please indicate below the base(s) on which you believe these discriminatory actions were taken (e.g., "Race: African American" or "Sex: Female").

\_\_\_\_ Race/Color: \_\_\_\_\_  
\_\_\_\_ National Origin: \_\_\_\_\_

5. What is the most convenient time and place for us to contact you about this complaint?

\_\_\_\_\_

6. If we are not able to reach you directly, do you wish to give us the name and phone number of a person who can tell us how to reach you and/or provide information about your complaint?

Name: \_\_\_\_\_

Telephone No: (\_\_\_\_) \_\_\_\_\_

7. If you have an attorney representing you concerning the matters raised in this complaint, please provide the following:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State: \_\_\_\_\_ Zip \_\_\_\_\_

Telephone No:

Home: (\_\_\_\_) \_\_\_\_\_ Work: (\_\_\_\_) \_\_\_\_\_

- \* 8. To your best recollection, on what date(s) did the alleged discrimination take place?

Earliest date of discrimination: \_\_\_\_\_

Most recent date of discrimination: \_\_\_\_\_

- \* 9. Please explain the situation by clearly stating what happened, why you believe it happened, and how the situation has created an adverse or negative impacts for the person(s) filing this complaint. Indicate who was

involved. Be sure to include how other persons or groups were treated differently from you or your group. (Please use additional sheets if necessary and attach a copy of written materials pertaining to your case.)

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10. The laws we enforce prohibit recipients of federal funds programmed through the OTO from intimidating or retaliating against anyone because he or she has either taken action or participated in action to secure rights protected by these laws. If you believe that you have been retaliated against (separate from the discrimination alleged in #9), please explain the circumstances below. Be sure to explain what actions you took which you believe were the basis for the alleged retaliation.

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11. Please list below any persons (witnesses, fellow employees, supervisor, or others), if known, whom we may contact for additional information to support or clarify your complaint.

Name Address Area Code/Telephone Numbers

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12. Do you have any other information that you think is relevant to our investigation of your allegations? Please use additional sheets if necessary or attach a copy of written materials.

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13. What resolution are you seeking for this particular situation?

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14. Have you (or the person(s) that was caused undue burden or experienced negative impacts) filed the same or any other complaints with other agencies such as the MoDOT office of Civil Rights, Federal Bureau of Investigation, etc.?

Yes \_\_\_\_ No \_\_\_\_

If so, do you remember the Complaint Number?

---

Against what agency and department or program was it filed?

Agency: \_\_\_\_\_

Address: \_\_\_\_\_

City/State: \_\_\_\_\_ Zip \_\_\_\_\_

Telephone No: (\_\_\_\_) \_\_\_\_\_

Date of Filing: \_\_\_\_\_

Briefly, what was the complaint about?

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What was the result?

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15. Have you filed or do you intend to file a charge or complaint concerning the matters raised in this complaint with any of the following?

\_\_\_\_ U.S. Equal Employment Opportunity Commission

\_\_\_\_ Federal or State Court

\_\_\_\_ Your State Equal Opportunity Office and/or local Office of Human Rights

16. If you have already filed a charge or complaint with an agency indicated in #15, above, please provide the following information (attach additional pages if necessary):

Agency: \_\_\_\_\_

Date filed: \_\_\_\_\_

Case or Docket Number: \_\_\_\_\_

Date of Trial/Hearing: \_\_\_\_\_

Location of Agency/Court: \_\_\_\_\_

Name of Investigator: \_\_\_\_\_

Status of Case: \_\_\_\_\_

Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

17. How did you learn that you could file this complaint?

\_\_\_\_\_

- \* 18. We cannot accept a complaint if it has not been signed. Please sign and date this complaint form below.

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Date)

Please feel free to add additional sheets to explain the present situation to us.

Please mail the completed, signed Discrimination Complaint Form (please make one copy for your records) to:

**Ozarks Transportation Organization**  
**Title VI/ADA Coordinator**  
**2208 West Chesterfield Blvd., Suite 101**  
**Springfield, MO 65807**  
**417-865-3047 (phone)**  
**417-862-6013 (fax)**

## Appendix D- Public Participation Plan

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# PUBLIC PARTICIPATION PLAN 2020

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The Ozarks Transportation Organization

A Metropolitan Planning Organization

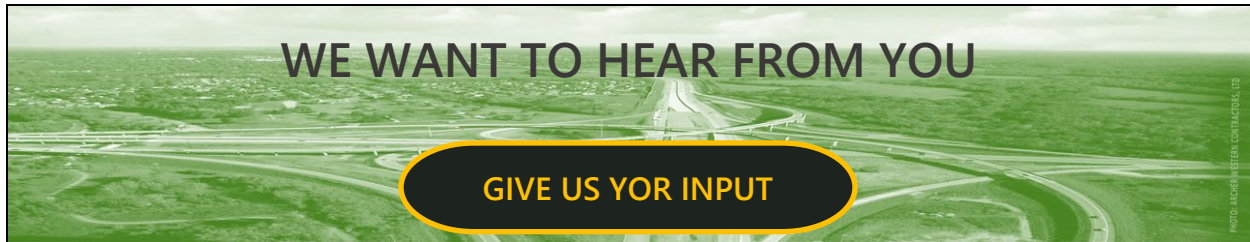
Approved by the Board of Directors

August 20, 2020

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



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Our goal is to have significant and ongoing public involvement in the transportation planning process. We encourage you to voice your ideas and opinions about specific actions or transportation issues at any time. All comments received are documented and reviewed by staff, and responses are drafted for consideration by the appropriate committee. Here is how you can join the conversation:

<b>MAP A CONCERN</b> Use our interactive map feature to pin locations and leave a comment <a href="#">LEARN MORE</a>	<b>ATTEND A MEETING</b> Join us in-person or online for a Board of Directors or subcommittee meeting. Dates and times are posted on our calendar <a href="#">LEARN MORE</a>	<b>LEAVE A COMMENT</b> Review and comment on recent plan updates and amendments <a href="#">LEARN MORE</a>
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## WHAT DO WE DO WITH YOUR INPUT?

A period for public comment is provided for the updates and major amendments to all the primary transportation-planning projects for which Ozarks Transportation Organization is responsible. All comments, opinions, or suggestions are presented to our Board of Directors to consider before they make any final decisions. We believe participation is key to developing a sound and efficient transportation network. Follow us on social media to stay up to date on what we are planning and keep us informed of your ideas and opinions.



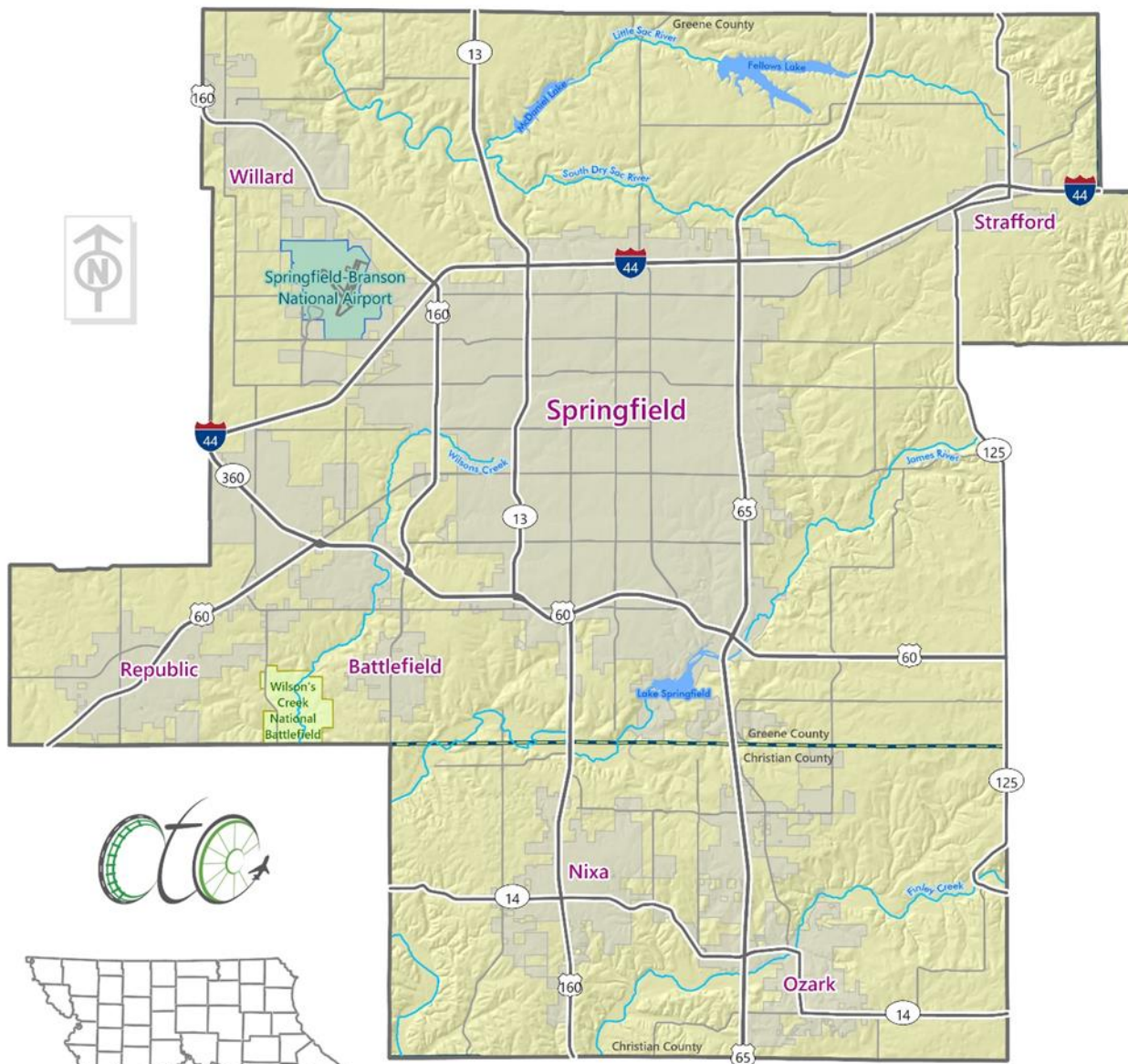
# Executive Summary

The OTO 2020 Public Participation Plan (PPP) is an update of the 2017 PPP. The OTO updates its PPP every three years to ensure that we are employing the latest techniques and utilizing the most up-to-date resources to keep the public involved in and informed of our planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on June 17, 2017. Major changes include:

- The plan has been reformatted to highlight information about the OTO and its role as an MPO and emphasize public involvement objectives. Text boxes labelled with an *i* or an *o*, for information or objective, have been included to focus the reader's attention on important information and add structure to the plan
- Goals developed by the International Association of Public Participation have been incorporated into the plan replacing the goals and objectives structure in the 2017 PPP
- Web maps and applications have been added as a resource for public engagement in the "Rules and Tools of Engagement" section of the plan
- Newly developed State of Missouri Sunshine Law guidance has been incorporated into public Involvement guidelines for E-meetings and virtual conferencing when in-person meetings are not possible due to public health emergencies, etc.
- Workflow graphics outlining and documenting the processes for informing, consulting, and collaborating with the public and interested parties have been added to the "Public Participation Process" section of the plan
- Results from the 2020 Interested Parties Public Participation Survey have been added as Appendix A

# Ozarks Transportation Organization MPO Study Area

Approved by the Governor of Missouri 2/8/2002



— Major Roadways	County Line
— Arterial Roadways	Cities
Rivers	Lakes

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# Introduction

*i*

The Ozarks Transportation Organization (OTO) is the federally designated Metropolitan Planning Organization (MPO) serving several communities in the Springfield, Missouri metro area including unincorporated parts of Christian and Greene counties.

As an MPO, the OTO conducts regional transportation planning and project programming within its study area. The OTO serves as a forum for cooperative transportation decision-making by state and local officials and other interested parties in accordance with a process that is **comprehensive, cooperative, and continuous**. This process covers federal aid surface transportation projects and other regionally significant projects. The OTO Board of Directors includes local elected and appointed representatives from Christian and Greene counties, as well as the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard.

The OTO MPO is responsible for four major transportation plans and programs: [Long-Range Transportation Plan](#) (LRTP); [Transportation Improvement Program](#) (TIP); [Unified Planning Work Program](#) (UPWP); and [Public Participation Plan](#) (PPP). In addition, the OTO MPO is responsible for preparing [other transportation plans and studies](#) as needed.

The OTO must adopt an LRTP covering at least 20 years and update it every five years. The TIP selects projects from the LRTP to fund for construction and must also be adopted by the Board of Directors. No federal transportation money can be spent on a project unless it is in the LRTP and the TIP. In addition to the LRTP and TIP, the OTO is required to prepare a Unified Planning Work Program (UPWP), and other plans and studies including a plan for public participation. The Public Participation Plan (PPP) documents policies and processes implemented by the OTO to provide a reasonable opportunity for individuals, public agencies, and other interested parties to be involved in the transportation planning process.

*i*

The OTO must comply with Federal Highway Administration (FHWA) requirements that MPOs “*Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs*” (23 CFR §450.316)

To achieve full public access, the OTO must adhere to [other regulations](#) that require MPOs be proactive in involving under-represented groups in the planning process and the sharing and provision of information. Title VI of the Civil Rights Act prohibits discrimination based on race, color, national origin. Title VI applies to all organizations that receive federal funding. The Americans with Disabilities Act of 1991 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination based on a disability by public and private sector parties. Additionally, the OTO must comply with Title II of the Americans with Disabilities Act. In 2000, Executive Order 13166 gave Title VI discrimination protection to people with Limited English Proficiency (LEP). In 1994, Executive Order 12898, required federal agencies make environmental justice part of their mission by identifying and addressing, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations.

*i*


The mission of the OTO MPO is: To provide a forum for cooperative decision-making in support of an excellent regional transportation

We at the OTO believe that it is important to give people the opportunity to have a meaningful impact on the development of plans and programs that affect them. The PPP provides direction and documents the process for inclusive community engagement for the OTO transportation planning activities. In addition, the PPP is how the OTO will maintain compliance with federal regulations and measure the effectiveness of procedures and strategies aimed at supporting early and continuous involvement of the public.



## Public Participation Goals

At the OTO MPO, the level of public participation required for activities in the planning process changes according to what is to be accomplished. The International Association for Public Participation developed a spectrum for increasing levels of public impact. The table below describes the spectrum which helps define the public's role and engagement in the transportation planning process.

Increasing Level of Public Impact 					
	Inform	Consult	Involve	Collaborate	Empower
Goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, and/or solutions.	To obtain public feedback on analysis, alternatives, and/or decisions.	To work directly with the public throughout the process to ensure that public issues and concerns are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place the final decision-making in the hands of the Public

*Adapted from the International Association for Public Participation "Spectrum of Participation" [www.iap2.org](http://www.iap2.org).*

The increasing level of public impact applies to the different work products and day-to-day engagement activities at the OTO. These categories and goals are aligned with various planning activities, tools, and workflows to ensure that early and continuous public participation is achieved in support of the OTO mission. More detail is provided in the "Planning Process" section of the plan.





## Rules & Tools of Engagement

The Resources listed here are the methods the OTO to uses to engage and communicate with people. Objective statements are included to explain how the tools relate to public participation.

0

The OTO will provide reasonable public access to timely information, plans, reports, and studies and maintain open channels of communication for citizens to comment or report a concern.

### [The OTO Website](#)

The OTO website was redesigned in 2019. The new design provides information about upcoming meetings and agendas, recent reports, maps, and information about OTO policies. Work products, such as the PPP, UPWP, TIP, and LRTP are available on the site. The site also features an “About Us” page which contains information regarding “What is an MPO?” The site also serves as the domain for staff email accounts along with a comment email account to collect public input and feedback. The comment email is monitored by the OTO’s planners and administrative staff. The comment account also receives automated notifications when comments are submitted on other web-based public input tools. In addition, the comment account is the primary account for sending press releases, news, announcements, and agendas to the press, interested parties, and committees.

### [“Give us your input”](#)

This is a page on the OTO website where the public can map a concern, leave a comment, access surveys, and learn about current planning activities and meeting dates. Notifications are sent to the comment email when comments are submitted. In addition, a discussion board has been embedded on this page where people can leave general comments for discussion moderated by OTO staff.

### [News & Updates](#)

This is another component of the “Give us your input” page on the OTO website. News & Updates is a blog post where the OTO staff can post information and announcements to which the public are directed to add a comment or a question.

### [Interactive TIP Tool](#)

This is a web-based service that helps individuals find information about transportation projects planned for the next four years in the metropolitan Springfield region. The tool allows users to search for project information and can be accessed from the TIP page on the OTO website. The Report Library provides links to previous and current TIP documents approved by the U.S. Department of Transportation. Using this tool, the TIP can be searched by project name, location or agency, and TIP number. The tool also features a map viewer for projects.

0

The OTO will develop planning material that is easily understood and visually engaging and strive to ensure all citizens have the information necessary to deliver informed input.

### [The OTO Logo](#)

The OTO logo is prominently featured on all work products and correspondence. The logo helps the public recognize documents and activities associated with the OTO. This allows individuals to identify OTO work products and become familiar with its role in the region.

### [Social Media](#)

[Facebook](#) and [Twitter](#) are used to announce meetings and events. Posts provide the opportunity to share links to pertinent information and survey sites. Social media platforms can also invite public comments and participation on the sites themselves.

O

The OTO will prepare visualizations of transportation issues including charts, graphs, aerial photos, maps, analyses, physical models, and computer simulations with the public in mind.

#### ArcGIS Online Organization

The OTO publishes interactive web maps and apps through its ArcGIS Online Organization account. A base map consisting of layers for the transportation network, including sidewalks, trails, transit routes, roads is available from the OTO website. Viewers can access roadway attributes for volume, capacity, peak hour travel speeds, etc. Natural features and land use information is also included in the map.

O

The OTO will follow a policy of ensuring that limited English-speaking persons, persons with disabilities, and minority or low-income populations are given an opportunity to participate in the planning process.

#### OTO Contacts Database

The OTO maintains a master database of businesses, governmental agencies, community-based organizations, and other interested parties. The database includes committee membership, mailing information, phone numbers, email addresses and websites. The database is used for maintaining up-to-date contact information for committee membership, special interest groups, Disadvantage Business Establishments (DBE), as well as minority and low-income groups. The database is used for meeting and survey announcements as well as other project specific notifications.

O

The OTO will give the public a reasonable opportunity to participate in planning activities and allow time for public review and comment at key decision points, including but not limited to, approval of the LRTP, TIP, and other appropriate transportation plans and projects.

### Press Releases

Formal press releases are sent to local media contacts to announce upcoming meetings, comment periods for plan documents, and to provide information on specific issues being considered by the OTO or the OTO committees.

### Newspaper Ads

Press releases may result in media coverage of the OTO activities but in most cases, they do not guarantee publication of information. Thus, the OTO purchases legal advertisements for announcements of comment periods for some planning documents. These legal ads serve to document compliance with the required comment period length for specific plans and plan/TIP amendments. When seeking public input for LRTP updates and the annual TIP process the OTO has purchased regular ad space in the print editions of the *Springfield Newsleader* and the *Christian County Headliner*.

### Surveys

The OTO uses web-based applications to generate electronic surveys. Hyperlinks to the survey are then disseminated via email, social media, press releases, and the OTO website. Hard copies are also produced and distributed at public meetings, community events, and the OTO office. In addition, post card mailings are used to publicize surveys and comment periods and include QR codes for mobile devices.

0

The OTO will strive to ensure that when conducting public meetings where matters related to transportation programs are being considered are connected to transit and meet Americans with Disabilities Act requirements.

### Public Meetings/Community Events

Public meetings are generally open and informal, with project team members interacting with the public on a one-on-one basis. Brochures and fact sheets may be provided at these meetings. The OTO may coordinate with other local agencies to be on hand to supply information and support. Informational tables at community events where

transportation issues are not the focus are ways to solicit comment from individuals who are not usually involved in the transportation planning process.

### Posters and Flyers

Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City Utilities buses and City Utilities bus transfer stations for display. Posters and flyers can be used to reach a larger audience than other notification methods.

O

The OTO will strive to demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration. Upon receiving public comments, the OTO will respond in a timely manner and provide copies of comments to appropriate boards, committees, and related agencies.

Public participation shapes our planning process and ensures that plans and programs accurately reflect the goals and visions of people in the region. There are many methods employed at the OTO to disseminate information and gather input from the public and other interested parties. While these methods are somewhat generic, the OTO staff are always looking for new and innovative software and apps to enhance and improve public engagement.



## Requirements for Planning Activities

There are specific plans that reflect the core functions of the OTO MPO. The LRTP, TIP, UPWP, and PPP comprise the core plans of the OTO. Participation processes are identified for each of these plans. Public participation strategies for other plans and studies are also addressed.

0

The OTO will maintain an up-to-date database of contacts to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products.

This section of the plan defines how the OTO provides for individuals and interested parties to be involved in the planning process. Interested parties are defined in 23 CFR § 450.316. Those that are applicable to the OTO MPO include:

- Elected officials
- Local government staff
- Transportation agencies (airport, transit, etc.)
- Local media (TV, radio, print, etc.)
- Civic groups
- Special interest groups
- Libraries (for public display)
- Federal, state, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, historic preservation, and other environmental issues

- Parties that have an interest in the planning and development of the transportation network including affected public agencies in the OTO planning area
- Private freight shippers
- Representatives of public transportation employees
- Providers of freight transportation services
- Private providers of transportation, including intercity bus operators and employer-based commuting programs
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of people with disabilities
- Members of minority populations
- Representatives of Limited English Proficiency (LEP) populations
- Public school district representatives within the OTO planning area
- Representatives of colleges and universities
- Representatives of large employers

### [Long-Range Transportation Plan](#)

The LRTP is essential in the development of a sound transportation network. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision making. The LRTP builds on past transportation planning conducted by the OTO. All transportation modes including passenger air travel and freight movement are discussed in the document. The plan advocates for transportation policies and strategies developed via public involvement and assists in prioritizing transportation improvements over the next 25 to 30 years.

A specific public participation plan will be written to outline the public participation process at the outset of LRTP updates. The process for LRTP updates will use nearly the full range of the participation techniques employed by the OTO. A series of public meetings will be held throughout the region for each complete update. Events will be publicized using display advertisements in the *Springfield News-Leader* and other community newspapers. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan. Although the LRTP must be completely updated at least every five years while in Environmental Protection Agency (EPA) air quality attainment (four years when in non-attainment), amendments are periodically made to the LRTP as new projects, funding, or programs arise.

*i*

**Amendments to the LRTP require a 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Only chapters containing the proposed amendments are presented for public comment and approval.**

#### **Revisions to the LRTP Requiring Amendments:**

- Addition or deletion of any project (except as noted in the Administrative Modifications section below);
- Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion);
- Moving a project between the unconstrained and constrained lists;
- Changes to the Major Thoroughfare Plan;
- Increases to a project's total cost estimate greater than 15 percent (or any amount greater than \$2,000,000);
- Changes in the termini of a capacity project of any length or any project in which the total length increases by more than ¼-mile.

Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, MoDOT, and U.S. DOT. An administrative modification is a revision



that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

*i*

Administrative modification is a minor revision to the LRTP that includes 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.

**Revisions to the LRTP Allowed as Administrative Modifications:**

- Increases in a project's cost estimate less than 15 percent (up to \$2,000,000);
- Minor changes to the scope of a project;
- Minor increases to the termini of a non-capacity project (no more than ¼-mile);
- Moving a project to another time band, provided fiscal constraint is maintained;
- Adding a project to the unconstrained list.
- Technical corrections

**Transportation Improvement Program**

The TIP is the short-range capital improvement program for the transportation system within the OTO study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated on a yearly basis. The TIP serves to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds a project must be included in the TIP. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

When developing the TIP, the OTO is required to consult with (1) agencies and officials responsible for other planning activities within the planning area, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit

organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

*i*

The OTO consults with all city and county governments within its study area during the annual TIP development process. The projects submitted by local governments are all part of their respective Capital Improvement Programs (CIP) where required.

Depending on their area of concern, the following boards hold public hearings on the proposed projects: Airport Board; Park Board; and Planning and Zoning Commission/Board. Other required agencies that are consulted during the TIP development process include:

[City Utilities of Springfield](#) - In January of 2015, CU Transit and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

- The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs
- The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs
- The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process

- CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO
- CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP
- The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements
- CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP
- CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment

The OTO advertises City Utilities' POP each year in the *Springfield News-Leader*. A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve-month period; or
- An increase in headways for a route of more than 15 minutes; or
- A re-routing that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more

[Missouri State University](#) - MSU utilizes the Transit Shuttle Advisory Committee for public involvement in the selection of projects to be included in the TIP. This committee includes representatives of the student body, faculty, administration, and transit operations.

[OATS Transit](#) - OATS uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input include:

- A public notice
- Input from an advisory group, and
- Southwest Missouri Office on Aging

[The Missouri Department of Transportation](#) – MoDOT SW District, regional planning commissions (RPCs), MPOs, and city and county officials form partnerships to gather and evaluate local input on transportation needs. Public comments concerning transportation needs are gathered from county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT's consideration in programming.

The OTO provides annual notice by November 1st of the calendar year to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. 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. The OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

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 report on the disposition of the comments which will be made a part of the approved TIP.

The draft TIP is made available for comment for 30 days prior to Board of Director approval. A legal notice is placed in the *Springfield News-Leader* and/or other community papers. The draft TIP is made available on the OTO website, at the OTO offices, and at the Springfield-Greene County Library, CU Transit office, and the MoDOT SW District office. Any public comment received during this review period will be considered by the OTO staff and will be presented to the Technical Planning Committee and Board of Directors as part of the approval process.

Project sponsors may find it necessary to request revisions to the adopted TIP. TIP amendments and administrative modifications are defined pursuant to 23 CFR § 450.104. TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to MoDOT for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

*i*

**TIP Amendments will require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice will be given by press release, Board & TPC meeting agendas, and on the OTO website.**

#### **Revisions Requiring TIP Amendments:**

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 15% (or any amount greater than \$2,000,000);

6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund sources(s) change from Advanced Construction to an identified Federal funding source; and
7. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4 mile.

TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period.

**Revisions Allowed as Administrative Modifications:**

1. Changes in a project's programmed amount less than 25% (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
5. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP;
6. Minor changes to funding sources between federal funding categories or between state and local sources;
7. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate);
8. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction;

9. Changing a project's lead agency when agreed upon by the two agencies affected;
10. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;
11. Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds (up to 15% or \$2,000,000);
12. Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change;
13. Combining two or more projects already in the TIP provided the cumulative, total amount of federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
14. Technical corrections.

#### Unified Planning Work Program

The UPWP is a description of the proposed activities of the OTO for the upcoming fiscal year. The program is prepared annually and serves as a basis for requesting federal planning funds from the USDOT through MoDOT. All tasks are to be completed by OTO staff unless otherwise identified.

The UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by OTO staff with assistance from various agencies including MoDOT, FHWA, the FTA, CU Transit, and members of the OTO TPC, which is made up of representatives from each of the nine OTO jurisdictions.

The draft of the new UPWP for the coming year is usually completed by September for TPC review. A 15-day public comment period is required for the UPWP. The UPWP draft

document is made available on the OTO website and at the OTO office for public comment. A press release announcing the comment period is sent to media contacts, posted on the OTO website, and posted in full view of the public at the OTO office. An effective means of incorporating public input into the UPWP is to review comments received from the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

### Public Participation Plan

The PPP provides a framework to guide the public participation process in transportation planning activities at the OTO, such as the UPWP, LRTP, TIP, and a range of programs and special studies, including major investment studies. This plan specifies the OTO's performance objectives and techniques to be considered and employed in improving the public participation process.

Updates to the PPP itself involves an inclusive public participation process. The process shall meet the goals of the currently adopted Public Participation Plan and strive to employ new and/or underused methods for engaging the public, particularly to evaluate and validate the effectiveness of strategies outlined in the current plan.

Once a final draft of an updated PPP is complete, OTO staff will post it to the OTO website and maintain a hard copy at the OTO office. A press release announcing a 45-day public comment and review period will be sent to media contacts and a legal notice will be placed in the *Springfield News-Leader* and other community papers. All comments received by the OTO will be considered in the final review by the Board of Directors prior to its adoption.

### Other Plans and Studies

The OTO Transit Coordination Plan (TCP) fulfills the federal requirements of a Human Services Transportation Plan (HSTP) enacted under MAP-21 and the recently adopted FAST Act. The TCP is intended to identify needs and gaps in human service transportation



services for seniors and individuals with disabilities in the OTO study area. The TCP is used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

A draft of the TCP is posted on the OTO website and a paper copy is made available in the OTO office prior to the commencement of a 30-day public comment period. A press release is sent to media contacts providing public notice of the comment period. In addition, a legal notice is placed in the *Springfield News-Leader* and/or other community papers. Figure 2 provides a summary of the public participation process for the OTO's core planning documents.

Several other plans and projects that the OTO develops as needed include but are not limited to the OTO Title VI/ADA program, the Annual Listing of Obligated Projects, the Limited English Proficiency Plan, the Congestion Management Process, and the Performance Measures Report. These other plans and reports require a press release notifying the public of at least a 15-day comment period.

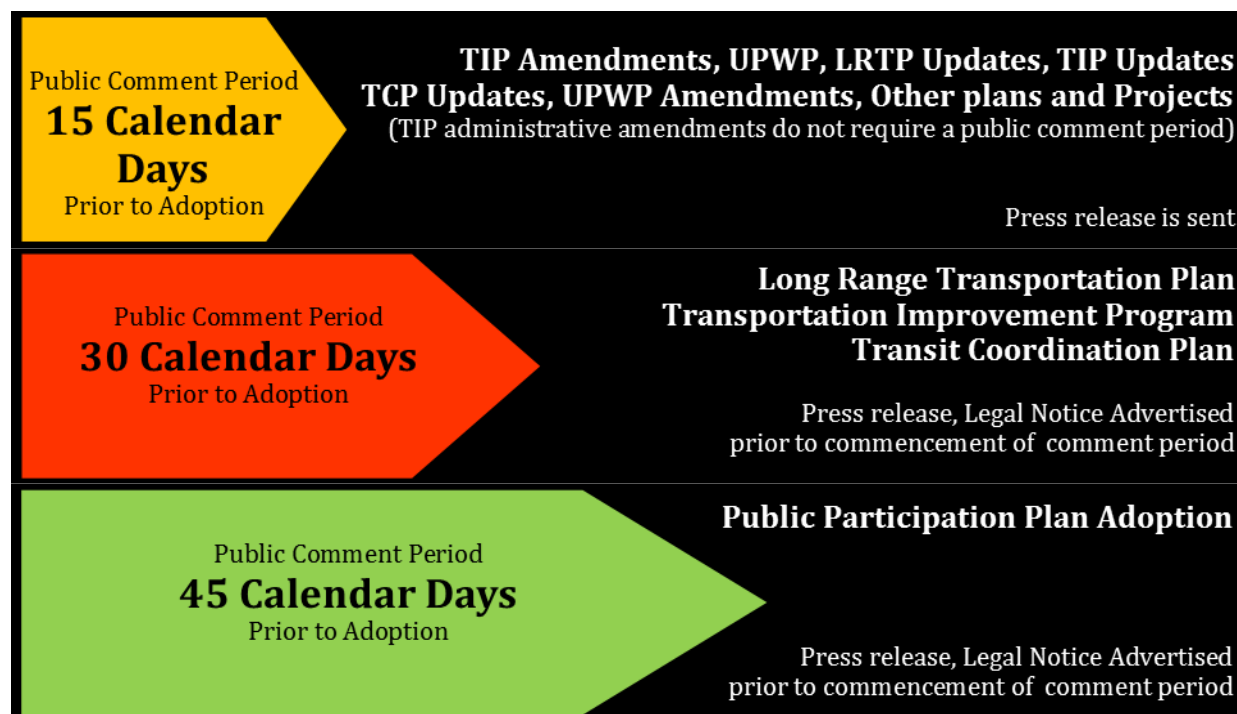


Figure 1 Public Comment Periods for Specific Plans and Purposes

### Public Meetings

The [OTO Board of Directors](#) and [Technical Planning Committee](#) meetings are considered public meetings. Other meetings where the OTO leadership conducts business, such as the executive committee meeting are also considered public meetings. Press releases are sent to media contacts and agendas are posted in public spaces, including the OTO office, at least one week prior to the meeting date. The body of the press release is posted to in the News & Updates section of the OTO website where the public can comment on the content. The URL is for the posting is then sent via Facebook and Twitter.

When circumstances arise that prohibit in-person public meetings, such as a public health crisis or other emergencies. The OTO adheres to Missouri Sunshine Law guidance that provides means for public bodies to conduct public meetings in alternative ways, such as online meetings or video conferencing. In these instances, the OTO may conduct an “E-meeting” via email where committee members can motion, second, and vote on agenda action items and takes advantage of our website and social media pages to post recordings or live streams of public meetings.


If the OTO chooses to have an online or E-meeting meeting staff will need to ensure that the meeting notice references the change from the usual method. If the meeting will be held online, “§ 610.020.1, RSMo, requires that the body ‘**post a notice of the meeting on its website in addition to its principal office.**’ Section 610.020.1, RSMo, further requires that the body ‘**shall notify the public how to access that meeting.**’” Staff will still need to provide a meeting agenda in the same manner as the standard in-person meeting notice.

The Sunshine Law does not preclude voice-votes during online or video conferencing, however, roll call voting will be conducted for all action items. Generally, under § 610.015, RSMo, an elected member of a public governmental body can only participate in a roll call vote if they are physically present or participating via video conferencing. This also means that a quorum of the public governmental body must be present in-person or via video conferencing for a roll call vote to be held.

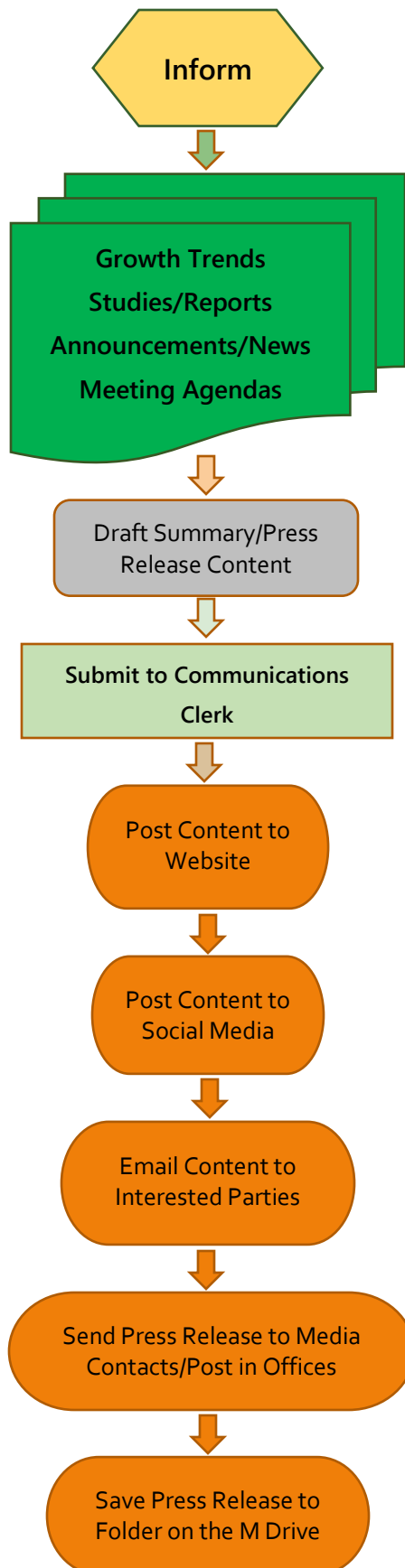


## Public Participation Process

The goal of this outline is to provide structure and continuity for public engagement for various activities of transportation planning conducted by the OTO. The level of public participation required for activities in the planning process changes according to what is to be accomplished. The table below describes a spectrum of participation for an increasing level of public impact. This document provides an outline or the public participation process to be followed for each level of participation on the spectrum.

Increasing Level of Public Impact 			
	Inform	Consult	Collaborate
Type of Plan, Study or Activity	Meeting agendas, Announcements/News Growth Trends, Studies/Reports, CMP	UPWP, DBE Goals, ALOP LEPP, Title VI, Amendments	TIP, LRTP, PPP, TCP, Other Studies & Plans
Tools	Press Releases, Social Media, Email, Website	Surveys, Public Meetings, Mailer/postcards, Legal Ads, Blog posts	Workshops, Deliberate Polling, Posters/Flyers, Media Ads, Community Events

Source: Adapted from the International Association for Public Participation "Spectrum of Participation" [www.iap2.org](http://www.iap2.org).



The **inform** level can be a standalone process for **public awareness** and **capacity building**.

The inform process, however, is also a component of higher levels on the participation spectrum.

This process will be used to inform the public of surveys, public meetings, and comment periods for plans and studies that require a higher level of public impact.

The lead OTO staff person responsible for the project or task will **prepare a summary or draft press release** with key information for public consumption. The press release/summary will submit information to the communications clerk.

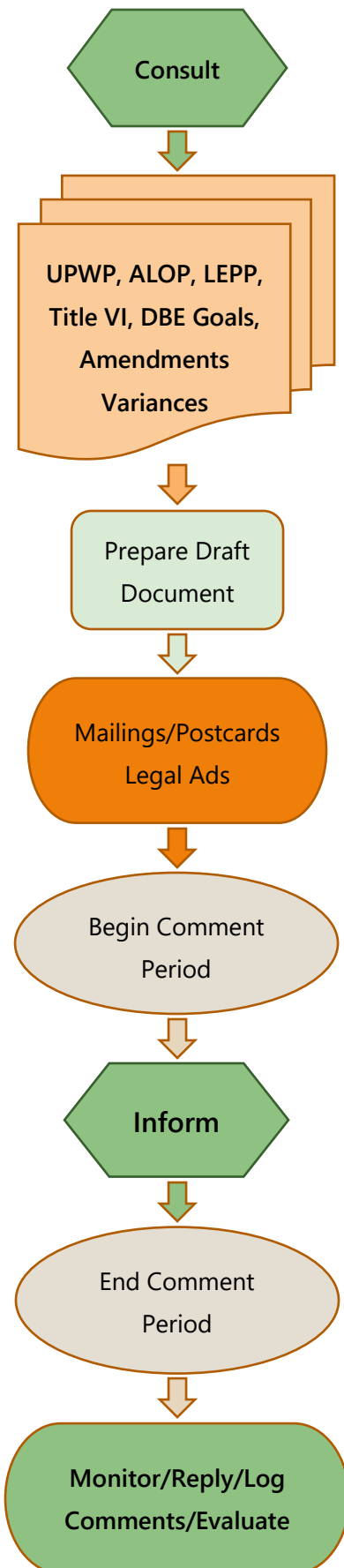
The **communications clerk** is the position at the OTO that will be responsible for the execution of the process.

All announcements and/or reports will be **posted to the OTO website**, in the OTO office, or other public venues (Library, MoDOT office, etc.).

Summary content will be posted on **Facebook and Twitter** accounts with **links to the content at the OTO website**.

An **email** announcing completion of reports or meeting agendas will be sent to **Interested Parties** if applicable

The **press release** will be emailed to **media contacts** and posted in the OTO offices when applicable



The **consult** level on the participation spectrum includes plans and policies where **public comments are being solicited**.

The consult process **includes** the **inform** process to make the public aware of the how, when, and what regarding the requested feedback.

The UPWP, UPWP Amendments, TIP Amendments have **required comment periods** of specified lengths as per the **Code of Federal Regulations** as presented in the OTO **Public Participation Plan**.

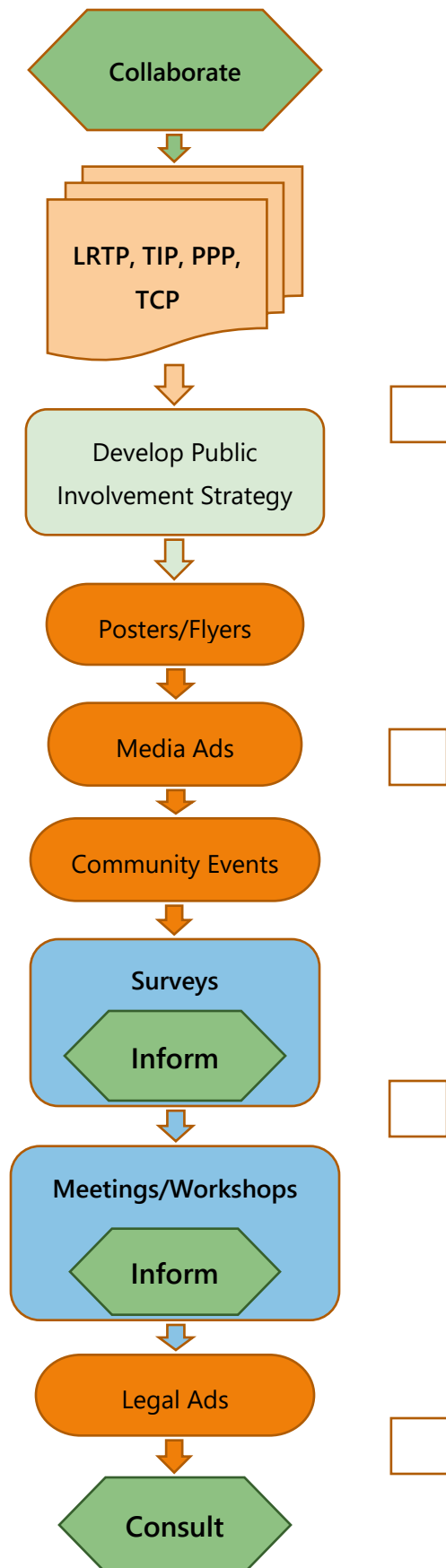
The OTO staff member responsible for the project or task will prepare a **draft document** to be made available **for public comment**.

These tools were not included in the **inform** process. These are **options** to elicit comment from **targeted stakeholder groups** or **document a comment period** which is necessary for some projects in the consult level of participation.

**Draft content** containing information about **when** the comment period begins and ends, **where** the documents can be accessed, and **how** to comment.

The **inform** process should be initiated as a sub-routine for the consult level of participation. Information should be submitted to the **communications clerk** for **dissemination**

At the end of the comment period, all **comments** will be **logged** into a central location and summarized. An explanation of how they impacted the plan or project will be prepared by the OTO staff member responsible for the project or plan and **included as an appendix** to the document.



**Collaboration** is the highest level of participation on the spectrum. This level **includes** both lower participation levels, **inform and consult**. At the collaboration level the **public** is actively **engaged** through **surveys** and **meetings** to provide **feedback** and **guide** the direction of the plan.

Most of the **plans** and **studies** at the collaboration level **include** the development of a **strategy** for public involvement. If **surveys** are included, they are created with specific content depending on the plan. Information for **meetings and workshops** must be prepared in advance to frame the issues for discussion. The strategy also must include a **“get the word out”** marketing campaign to make the public aware of planning activities.

The **Long-Range Transportation Plan** requires the highest levels of public engagement at the OTO. Public involvement tools that may be included in the strategy for plans and studies at the collaboration level include **direct marketing** with **promotional ads** as well as **posters and flyers** to **create awareness** of planning activities and **build capacity** for participation.

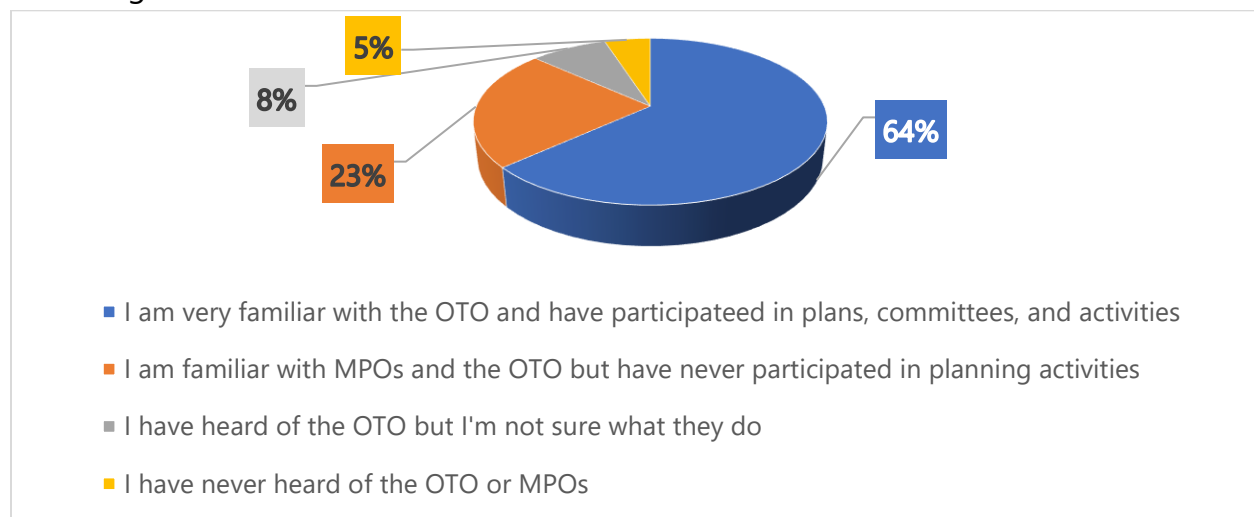
The **inform** process should be initiated for each **meeting, workshop** and/or **survey**. The inform process for these **high-level public involvement mechanisms** can be **enhanced** from its lower level base to include **direct marketing** tools to **“get the word out”** about these opportunities that are **vital** to the collaboration process and **successful plans**.

The **consult** process is initiated **after planning activities** have been completed and a plan document has been drafted to **allow for public comments before plans are adopted** or approved by the BOD. **Legal ads** should be integrated into the process for plans with required comment period lengths set forth in the Code of Federal Regulations as per the PPP.

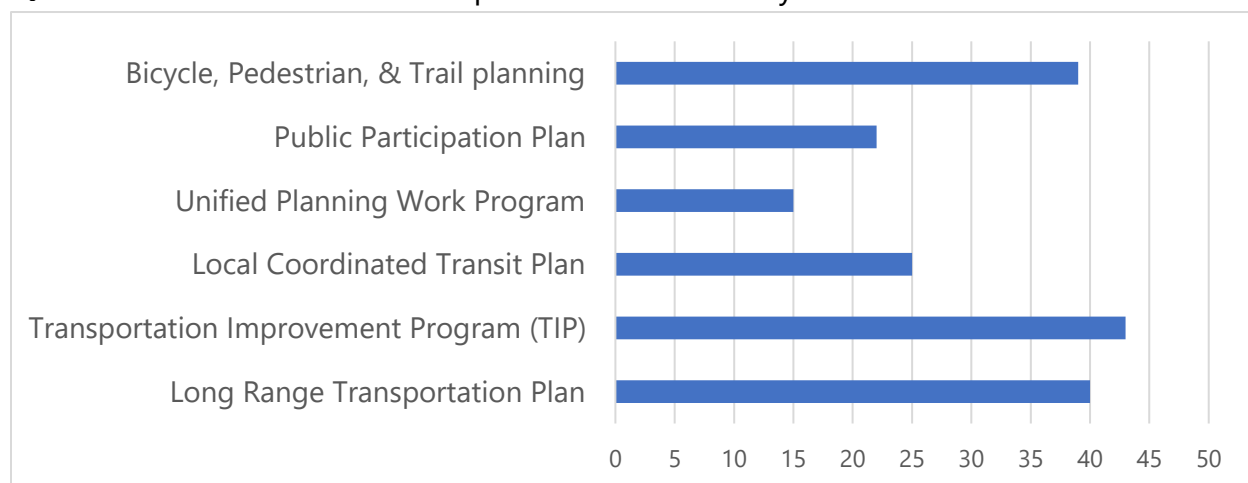
## Appendix A: Interested Party Survey Results

Interested parties were consulted during the preparation of the 2020 Public Participation Plan update via an electronic survey. A link to the survey was sent to 125 email accounts representing interested parties as defined in the Code of Federal Regulations and posted to Facebook and Twitter. The 8-question survey was active from April 15 – May 8, 2020 and resulted in 52 completed surveys.

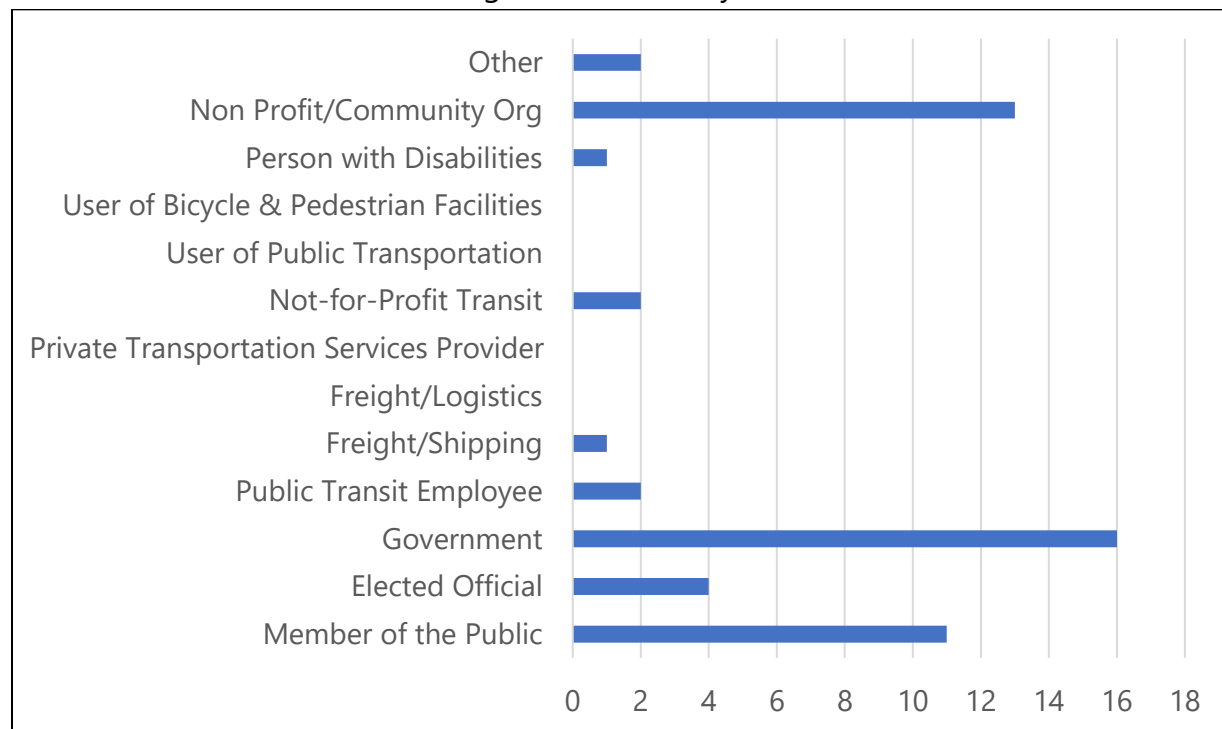
Question 1: How familiar are you with the Ozarks Transportation Organization and its role in the region?



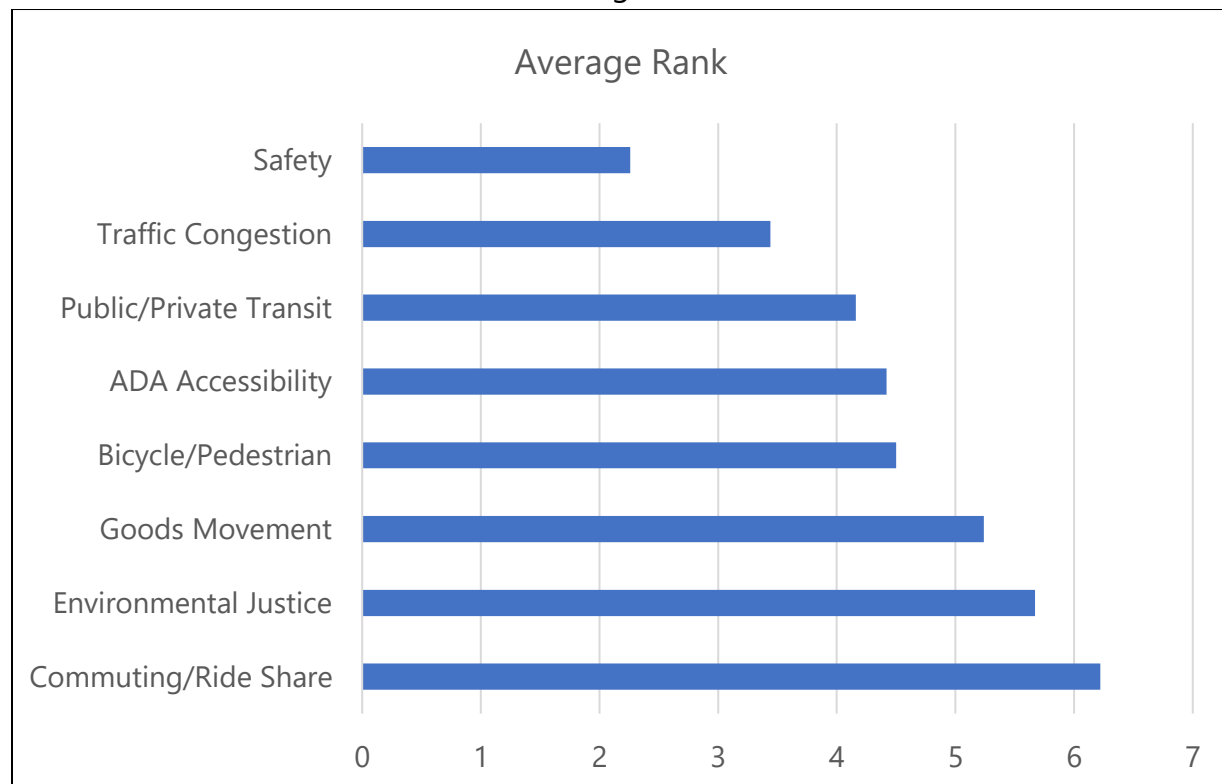
Question 2: Which of these OTO plans or activities are you familiar?



## Question 3: Which of the following best describes you?

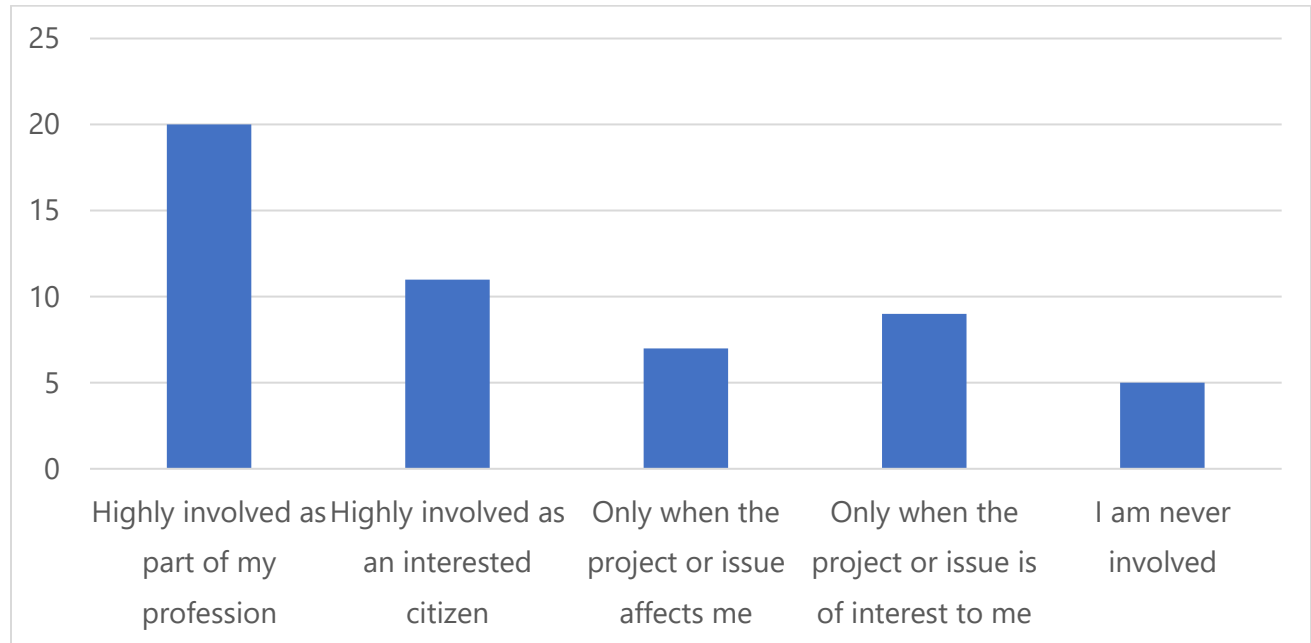


## Question 4: Please rank (1 – 7) the following in order of interest

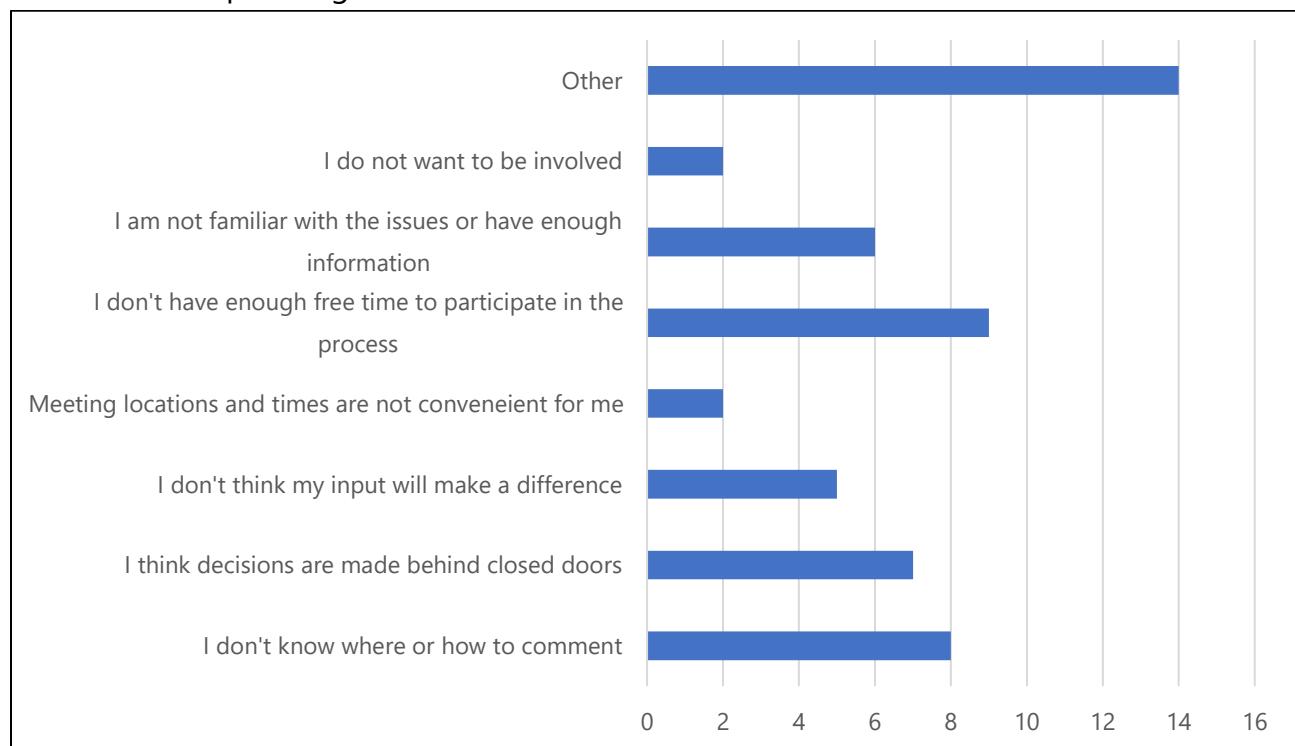




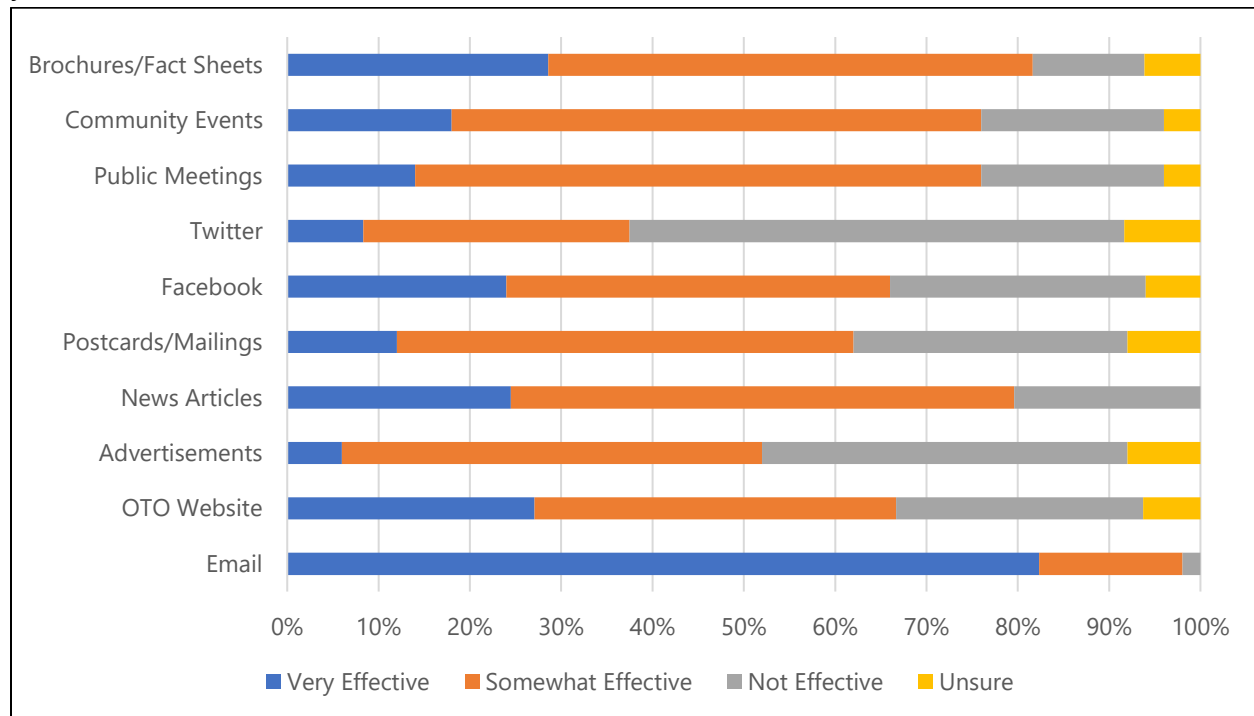
Question 5: How best would you describe your current involvement with the transportation planning process?



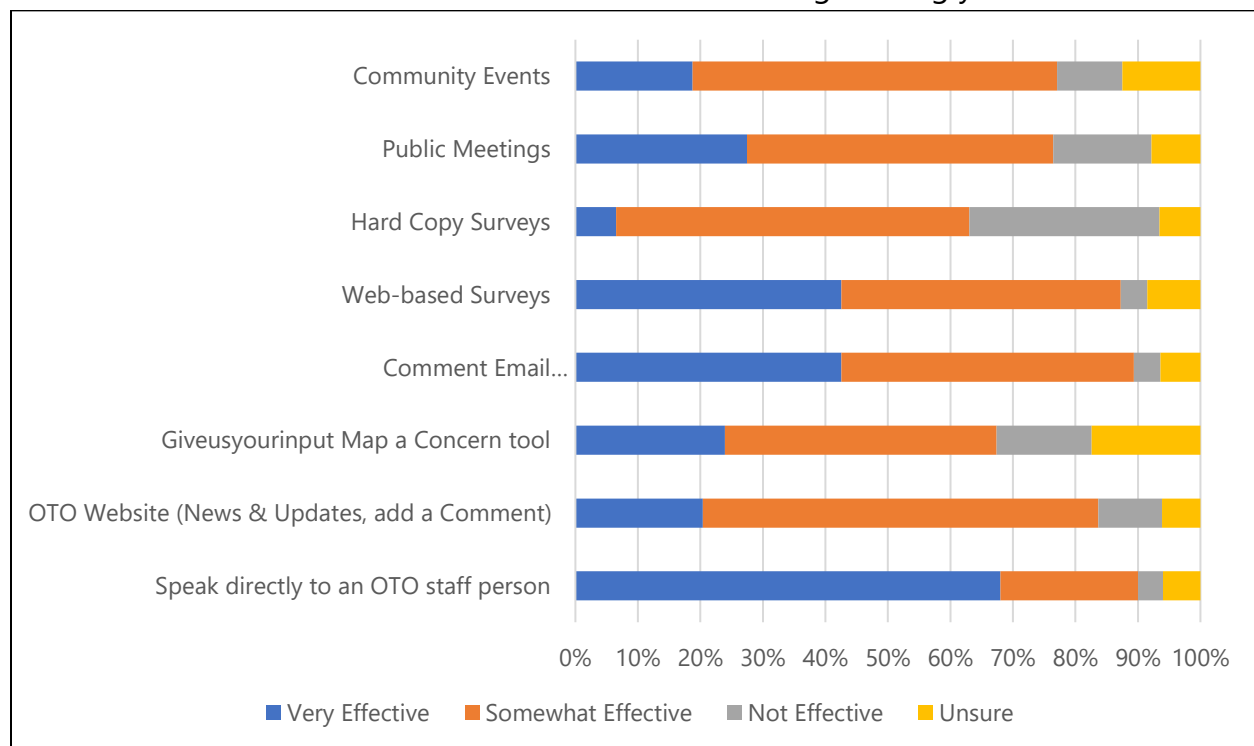
Question 6: What barriers if any prevent you from becoming more involved with the OTO and MPO planning activities?



Question 7: How effective are each of the following methods for getting information to you?



Question 8: How effective are each of these methods for gathering your comments?



## Appendix E- Limited English Proficiency Plan

## **Appendix F- Letter to Owner of Chesterfield Lofts Concerning ADA Issues**



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807 PHONE: 417-865-3047

June 27, 2017

Mr. Mark Frees  
The Wooten Company  
1675 East Seminole, Suite B&C  
Springfield MO, 6580

**Re: ADA Compliance at Chesterfield Lofts**

Mr. Frees,

The Ozarks Transportation Organization (OTO) is in the process of evaluating its compliance with the Americans with Disabilities Act of 1990, as amended. We are looking at the accessibility of our programs, our websites, our electronic documents, and our physical office space. In the process of our evaluations, we identified a few accessibility issues with the Chesterfield Lofts Building. We want to bring these issues to your attention, as the Chesterfield Lofts building is subject to Title III of the ADA Act.

Issues identified included numbers of accessible parking spaces, entrance doors closing too fast, restroom doors requiring too much effort to open, and placement of grab bars in the restroom, amongst others. While the configuration of the grab bars match the general configuration outlined in the ADA guidelines, the specific placement does not comply. On the other hand, the doors leading in the building's commercial restroom require approximately 200% more force to open than required in the guidelines. Attached to this letter is a listing of issues identified.

It should be noted the OTO's analysis is not an all-inclusive analysis of the Chesterfield Lofts building, nor is it intended to be authoritative. You are encouraged to evaluate these issues yourself to confirm our measurements and to identify appropriate fixes.

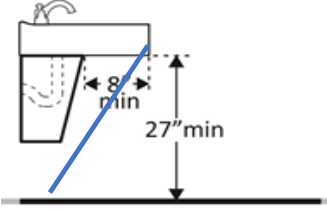
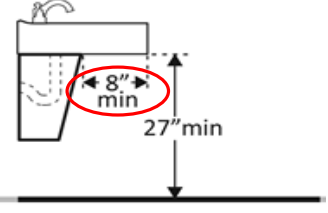
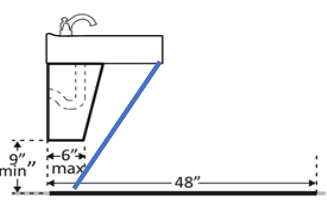
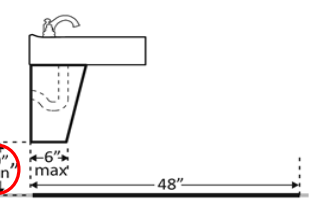
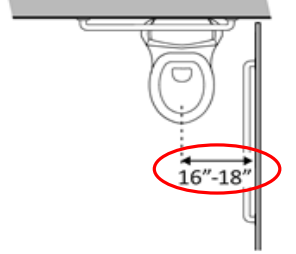
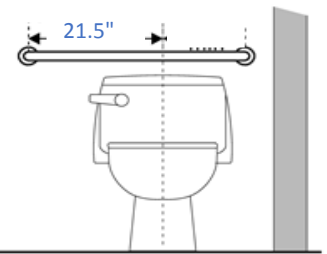
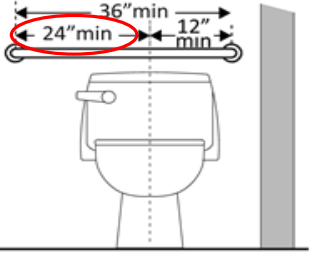
Please let me know if you have any questions regarding our analysis. I can be reached at [athomason@ozarkstransportation.org](mailto:athomason@ozarkstransportation.org) or 865-3047 x107.

Thanks,

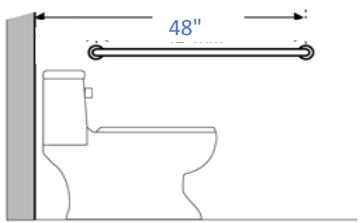
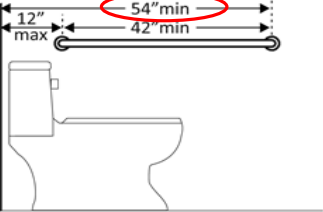
Andy Thomason  
ADA Coordinator

Enclosure

### Accessibility Issues at Chesterfield Lofts Building 1

Description of Issue	Existing Condition	Requirement
The parking lot behind the Chesterfield Lofts building does not have enough accessible parking spaces	90 Parking Spaces/ 2 Accessible	76-100 Spaces= 4 accessible Spaces
The threshold is too high on front exterior door	11/16" high	1/2" high
The doors on the front exterior entrance, the rear exterior entrance, and the entrance between the lobby and rear vestibule close too quickly	Rear Exterior = 2.7 sec. to close completely Rear Vestibule= 3.2 sec. to close completely Front Exterior= 3.2 sec. to close completely	5 seconds to close within 12 degrees of the latch.
The exterior door to the OTO offices and the door from the lobby close too quickly	Exterior = 3.3 sec. to close completely Lobby = 4.2 sec to close completely	5 seconds to close within 12 degrees of the latch.
Restroom door requires too much force to open	16 lbs to open	5 lbs to open
The lavatory cabinet does not have adequate knee clearance under countertop	 <p>Cabinet shielding plumbing extends to the front of the lavatory countertop</p>	 <p>8" of knee clearance</p>
The lavatory cabinet does not have adequate toe room under the countertop	 <p>The cabinet extends to the floor, 5 inches from wall.</p>	 <p>9" of toe space</p>
The men's toilet is mounted too far from the side wall	The center of the toilet is 20" from the side wall	 <p>16-18" of sidewalk</p>
The grab bar behind the toilet is not mounted in a compliant position	 <p>The bar is only extends 21.5" from the center of the toilet to the open side.</p>	 <p>The bar should extend 24" to the open side of the toilet</p>

# Accessibility Issues at Chesterfield Lofts Building 1

Description of Issue	Existing Condition	Requirement
<p>The grab bar on the side wall does not extend far enough beyond the rear wall</p>	 <p>The diagram shows a side view of a toilet with a grab bar mounted on the side wall. A dimension line indicates the bar extends 48 inches from the rear wall.</p> <p>The bar extends 48" from the rear wall</p>	 <p>The diagram shows a side view of a toilet with a grab bar mounted on the side wall. Dimension lines indicate the bar must extend 54 inches minimum and 42 inches minimum from the rear wall. A 12-inch maximum dimension is also shown for the distance from the rear wall to the start of the bar.</p> <p>The bar should extend 54" from rear wall</p>

## Appendix G- Accessible Formatting for Word





# ACCESSIBLE FORMATTING FOR MS WORD

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## Headings

All documents need to be organized using headings and subheadings. These elements should be created using MS Word's Heading Styles. This will ensure screen readers recognize the document's heading

structure and allow users to navigate the document using these headings. Headings created by independent of MS Word's Style tool will not be recognized.

## How-To

MS Word's Styles can be found in the Home Ribbon at the top of the screen, shown in Figure 1. It is important to not skip headings in your document structure (i.e. do not jump from *Heading 1* to *Heading 3*). You can either select a style before you begin typing, or highlight existing text and select a style for that text. Use the *Normal* style for body text. *Heading 1* should be used for the first level heading. Subsequent headings (i.e. *Heading 2*, *Heading 3*) should be used as subheadings. Three levels should be appropriate for most documents.

## Modify Headers

Headings can be modified several ways. Characteristics of individual headings may be changed from the Styles section on the Home Ribbon. Characteristics of all the entire heading structure of document theme can be edited on the Design Ribbon.

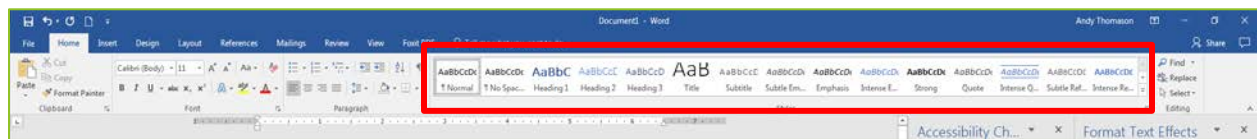


FIGURE 1 LOCATION OF MS WORD'S HEADING STYLES

## Modify Individual Heading Styles

One option is to right-click on the heading style you want to change and click "Modify," see Figure 2. Using this method, you can change size, font, boldness, and other characteristics of the heading.

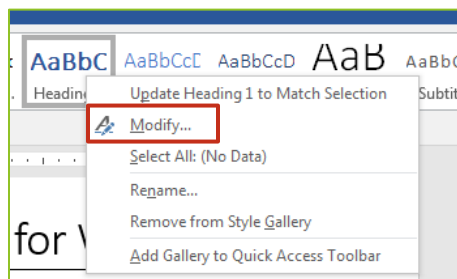


FIGURE 2 MODIFYING INDIVIDUAL HEADINGS

## Modify Heading Structure Characteristics

The Design Ribbon contains many predefined heading structures, see Figure 3. These structures include justification, underlining, and other layout characteristics.



FIGURE 3 PREDESIGNED HEADING STRUCTURES

Once a structure has been chosen, heading themes can be found by clicking on the “Themes” button. Themes primarily include font and color and are common across Office Products.

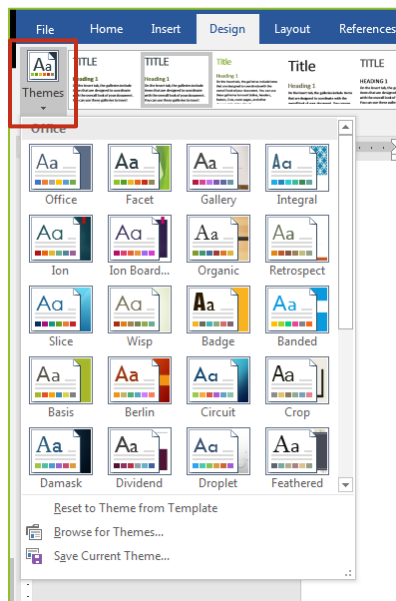


FIGURE 4 HEADING THEMES

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## Object Placement

It is important to place any object, whether image, chart, or table, ‘in-line’ with the document’s content. Using features such as text wrapping, in-front of text, or behind text makes the object inaccessible. Screen reading software may skip over these objects or place them in the wrong reading order.

To ensure an object is placed in-line, ensure the *In Line with Text* is selected in the Layout Options. These options can be accessed in multiple ways.

Generally, the layout options can be accessed from the Layout Ribbon. The *Wrap Text* button is in the Arrange portion of the Ribbon, as shown in Figure 5

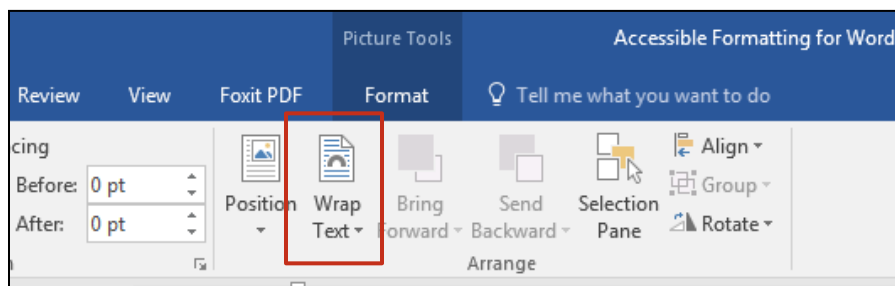


FIGURE 5 LAYOUT OPTIONS ON LAYOUT RIBBON

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For images, click once on the image and then click on Layout button, as shown in Figure 6.

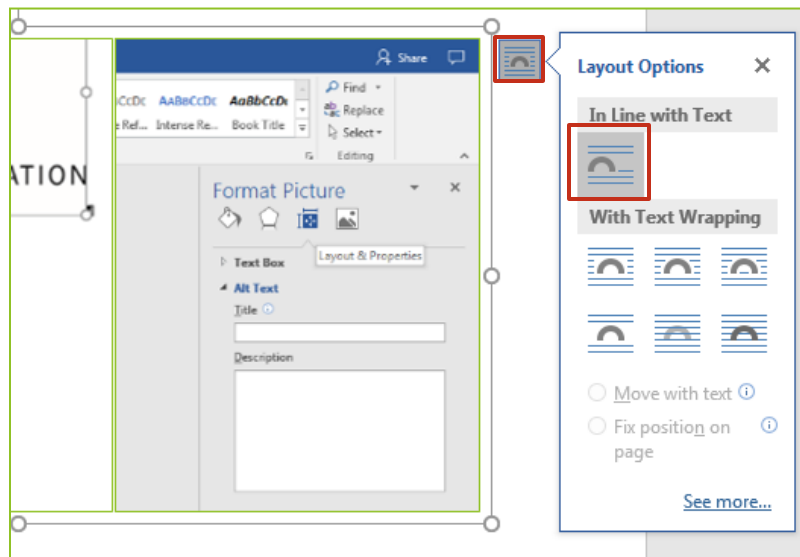


FIGURE 6 LAYOUT OPTIONS FOR IMAGES

If it is not feasible to place an object in-line, use the alternative text to describe how the object relates to the content on that page.

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## Images

All images need to have alternative text added. The text describes the content picture and is read by screen reading software. It is important these descriptions be clear and concise.

### How-To

Right click on photo and click “Format Picture”. In the “Format Picture” dialogue box, click on Layout & Properties tab. Add a short title and a concise description. Please limit description to 100 words.

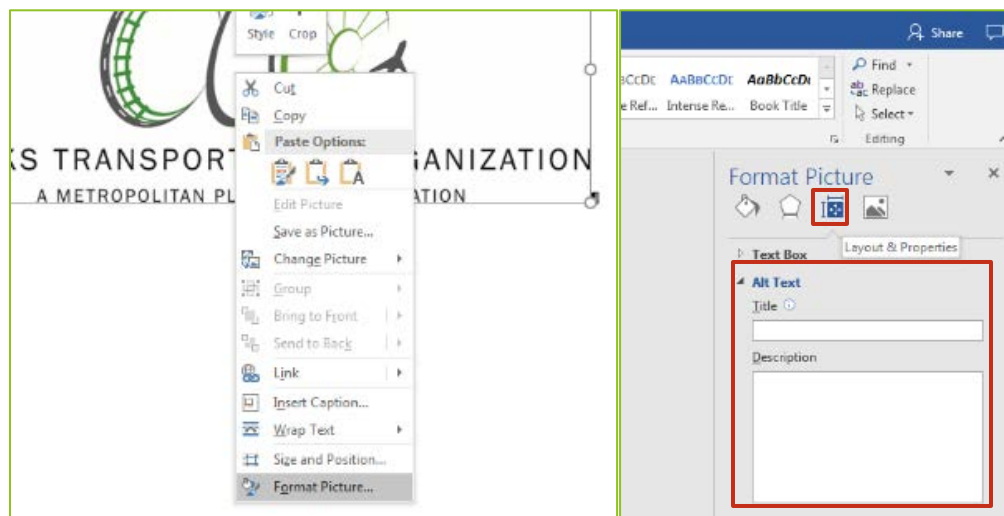


FIGURE 7 HOW TO ADD ALTERNATIVE TEXT

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## Notes

If more than one similar image is grouped using MS Word's grouping tool, please use this process to add alternative text to the group.

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## Tables

Tables should be kept as simple as possible. If it is necessary to merge and split cells to convey information, a program such as Adobe Acrobat Pro should be used to appropriately tag the table. Regardless of the table's complexity, alternative text should be added to the table. The alternative text should highlight key bits of information contained in the table. Finally, the heading row of the table should be identified using the MS Word's Table Properties function.

## How-To

The alternative text option for tables is available through the Table Properties dialogue box. It is important to include key bits of information from the table in the description. Navigate to the Alt Text tab to insert the description, as shown in Figure 8.

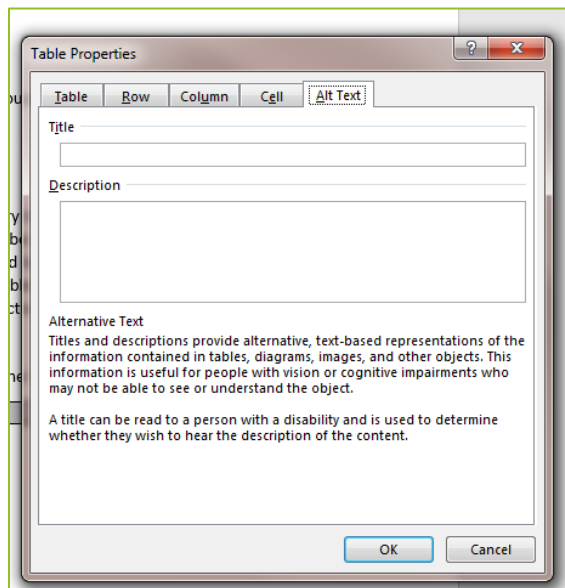


FIGURE 8 ALTERNATIVE TEXT FOR TABLES

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It is important to use MS Word's Table Property to indicate which row in a table is functioning as a header row. First, highlight row that is functioning as header. Then, in the Row tab of the Table Properties dialogue, select 'repeat as header row at the top of each page.'

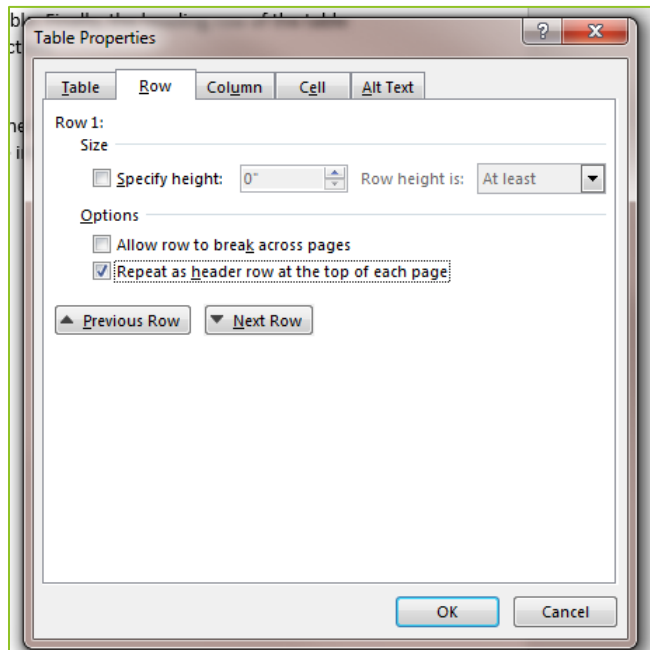


FIGURE 9 HEADER ROW FOR TABLES

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## Hyperlinks

Hyperlinks should contain text that describes where the link will take the reader. "Click Here" provides no information about the destination of the link. The text 'TAP Funding Application' would be much more descriptive.

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## Publishing Accessible Documents

### Accessibility Checker

MS Word has a tool to check accessibility issues with your document. The Tool is available on the Review ribbon as shown in Figure 10. It identifies both critical issues and offers warnings on non-critical issues.

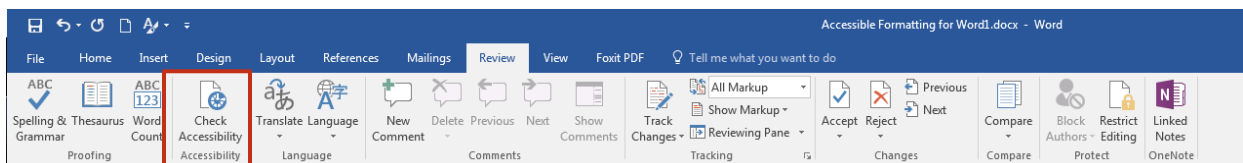


FIGURE 10 ACCESSIBILITY CHECKER

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## Document Properties

Before publishing a Word document, complete the summary document properties, including title, subject, and author. These options are available from the File screen, as shown in Figure 11.

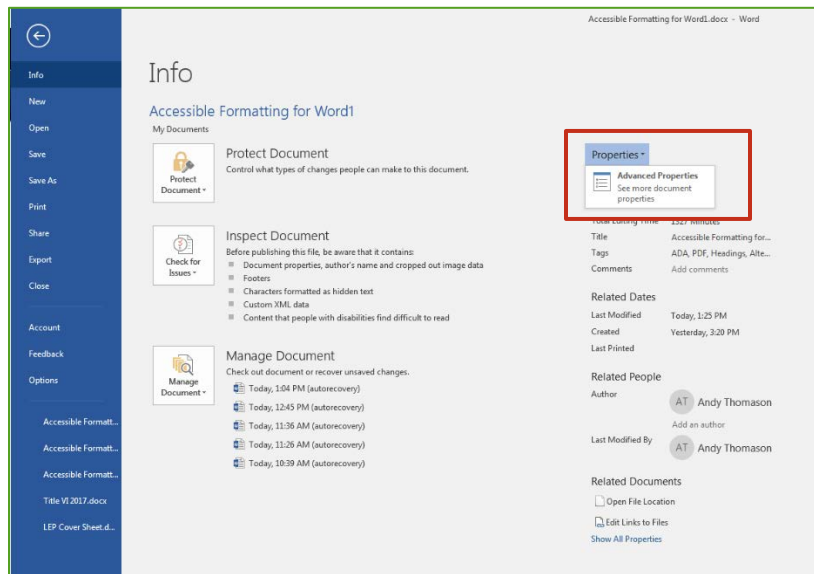


FIGURE 11 ACCESSING DOCUMENT PROPERTIES

The summary properties provide valuable information to all users, not just those using assistive technology.

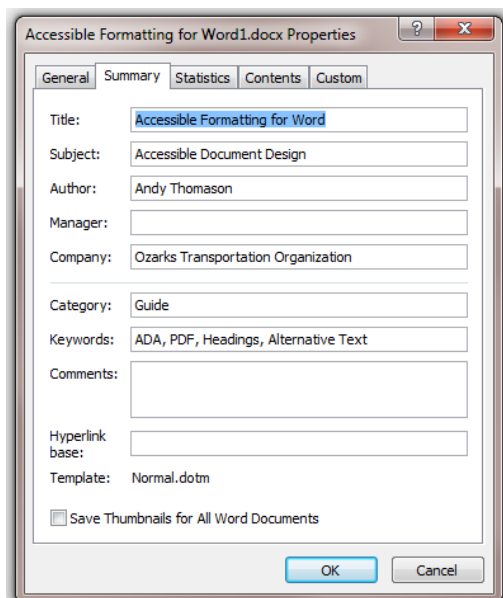


FIGURE 12 DOCUMENT PROPERTIES

## PDF Settings (Bookmarks)

It is important to include Bookmarks in the Accessible PDF. MS Word can convert the document's heading structure into bookmarks, if the appropriate option is selected. When Saving as a Word

document as a PDF, click on the “Options” button, as shown in Figure 13. Select the option to create bookmarks using Headings.

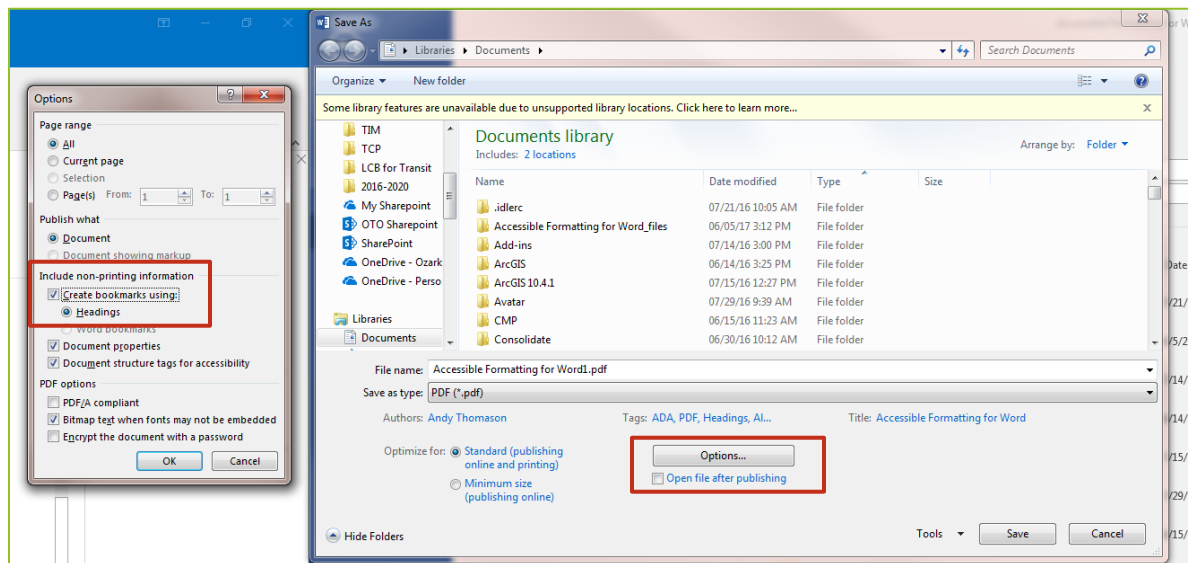


FIGURE 13 PUBLISHING BOOKMARKS

## Publish as HTML

Publishing as an HTML file is another accessible option, as shown in Figure 14. HTML is an appropriate alternative format to post online alongside an accessible PDF version.

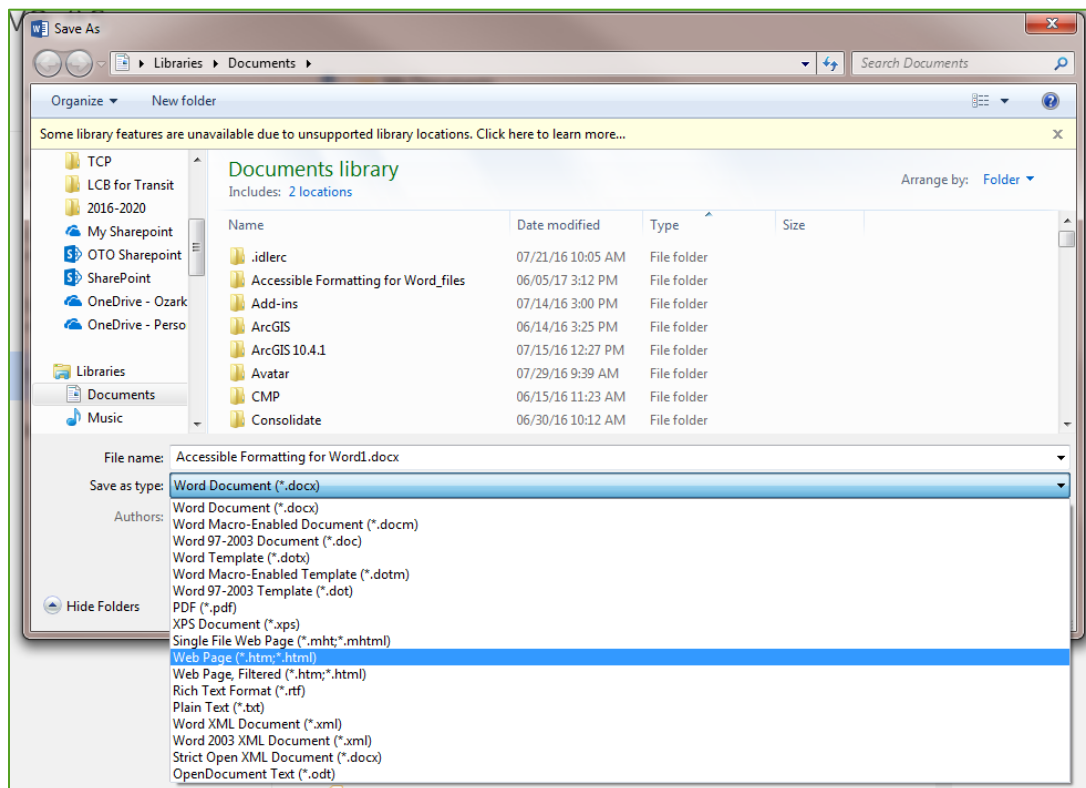


FIGURE 14 SAVING AS HTML



## Appendix H: Title VI/ADA/LEP Implementation Guide

# Title VI/ADA/LEP Implementation Guide

## General Public Notices

Action	Documentation
<b>Title VI/ADA Notice on Public Notices:</b> The standard Title VI notice in English and Spanish shall be included on all press releases, agendas, and other forms of public notice.	<ul style="list-style-type: none"> <li>• Press Release Folder,</li> <li>• Individual Committee Folders</li> </ul>
<b>Display of Notice of Title VI Policy:</b> The OTO will always have the Notice of Title VI Policy on Display on the community bulletin board. The notice shall also be display at off-site meeting locations during OTO public meetings/workshops.	<ul style="list-style-type: none"> <li>• Notice on Community Board,</li> <li>• Photo of notice at off-site events</li> </ul>

## Conducting Public Meetings

Action	Documentation
<b>Initial Verbal Contact:</b> At public meetings, OTO staff will engage each participant in a short conversation. The staff member will be on the lookout for individuals demonstrating limited English proficiency.	<ul style="list-style-type: none"> <li>• New Hire Training Sheet</li> <li>• Annual Training Sheet</li> </ul>
<b>Public Transit Access:</b> Offsite meeting locations should be accessible by transit. If multiple meetings are being held to discuss the same topics, at least one location should be accessible by transit.	<ul style="list-style-type: none"> <li>• Annual Offsite Meeting Log</li> </ul>
<b>Accessible Meeting Locations:</b> Offsite meeting locations should be ADA accessible. If meetings need to be held in a community with no accessible meeting rooms, meeting packets should be assembled so they can be taken out to citizens unable to access meeting room.	<ul style="list-style-type: none"> <li>• Annual Offsite Meeting Log</li> </ul>

## Internal Title VI Training

Action	Documentation
<b>New Hire Training:</b> Each new hire will be given a copy of the Title VI/ADA/LEP Resources reference sheet by the Title VI/ADA Coordinator.	<ul style="list-style-type: none"><li>• New Hire Training Completion Sheet (Signed by New Hire)</li></ul>
<b>Annual Training:</b> Each staff member shall complete one civil rights training each year. The Title VI Coordinator shall identify a wide range of webinars that might be of interest to staff members.	<ul style="list-style-type: none"><li>• Annual Training Sheet (Training Topic/Date/Signature or Email)</li></ul>
<b>Title VI Coordinator Training:</b> The Title VI Coordinator will attend a minimum of four hours of civil rights	<ul style="list-style-type: none"><li>• Coordinator Training Log</li></ul>

## Appendix I: OTO Title VI/ADA/LEPP Resources

# OTO Title VI/ADA/LEPP Resources

## Title VI

Title VI/ADA Program- [https://media.ozarkstransportation.org/documents/Title-VI\\_ADA-Program.pdf](https://media.ozarkstransportation.org/documents/Title-VI_ADA-Program.pdf)

**Description:** The Title VI/ADA program describes the OTO's commitment to and policies related to complying with Title VI requirements. It contains analyses, demographic profiles, and assurances.

Compliant Procedures- [https://media.ozarkstransportation.org/documents/TitleVIADA\\_Policy\\_Compliant\\_Procedure\\_2017.pdf](https://media.ozarkstransportation.org/documents/TitleVIADA_Policy_Compliant_Procedure_2017.pdf)

**Description:** The Title VI Compliant Procedures outlines the process for filing a Title VI complaint. It contains background information, step-by-step instructions, and contact information for MoDOT and USDOT Civil Rights Offices.

Compliant Form- [https://media.ozarkstransportation.org/documents/TitleVIADA\\_Complaint\\_Form\\_2017.pdf](https://media.ozarkstransportation.org/documents/TitleVIADA_Complaint_Form_2017.pdf)

**Description:** The Title VI Complaint form should be completed by anyone wishing to file a Title VI complaint with the OTO. Instructions for completing the Title VI form can be found in the Title VI Compliant Procedures

## Limited English Proficient

Limited English Proficient Plan- <https://media.ozarkstransportation.org/documents/Limited-English-Proficiency-Plan.pdf>

**Description:** This plan identifies the Limited English Proficient Populations the OTO might encounter and how to best engage these populations

Language Link Poster- Front Desk or Title VI Coordinator's Office

**Description:** These posters have language information from our over-the-phone interpreter.

I Speak Cards- <https://www.lep.gov/resources/ISpeakCards2004.pdf>

**Description:** "I Speak Cards" are designed to identify the language spoken by an LEP person. Once a person's language is identified, a interpreter can be contacted.

Contact Info Cards- <M:\EMPLOYEE RESOURCES\Civil Rights>ContactInfoCards.pdf>

**Description:** These cards are designed to collect contact info and reason for visit from LEP individuals. This will allow us to contact them again once we have identified an appropriate interpreter.

## ADA

Title VI/ADA Program- [https://media.ozarkstransportation.org/documents/Title-VI\\_ADA-Program.pdf](https://media.ozarkstransportation.org/documents/Title-VI_ADA-Program.pdf)

**Description:** The Title VI/ADA Program describes OTO's effort to comply with ADA and identified actions for improving accessibility.

Formatting Accessible Documents in MSWord- <M:\EMPLOYEE RESOURCES\Civil Rights\Accessible Formatting for Word.pdf>

**Description:** This document can be used by OTO staff to help format accessible documents in MSWord.

Wave Web Accessibility Evaluation Tool- <http://wave.webaim.org/>

**Description:** This website identifies accessibility issues in any website. The OTO will use this site to internally monitor and improve its websites.

**TAB 9**

## **TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM II.G.**

### **Limited English Proficiency Plan**

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

##### **AGENDA DESCRIPTION:**

The OTO is subject to Presidential Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP) since the OTO is a federally-assisted organization. This Executive Order requires the staff to identify groups in the OTO planning area that have limited-English Proficiency and identify ways to help these groups access the OTO's reports and public meetings.

The Limited English Proficiency Plan uses a four-factor analysis to determine how OTO should approach public engagement for the most significant limited-English proficient populations in the OTO area, including Spanish, French Patois, Chinese, Vietnamese, and Russian, as well as others who are LEP, regardless of the language they speak. This analysis reviewed:

- the number of LEP individuals who might be impacted by OTO's services,
- the frequency with which OTO might work with said individuals,
- the services OTO provides to LEP individuals, and
- the resources OTO has available to provide LEP assistance.

The LEPP then communicates how OTO can identify LEP individuals, the assistance measures that are available, and how staff will be trained in the use of the Plan. Also described is how notice of language services will be provided to LEP persons, how the plan will be monitored and updated, and how the plan itself will be disseminated. The LEP plan also informs the development of the OTO's Public Participation Plan and the Title VI/ADA program.

Staff submitted the LEP plan to MoDOT, FHWA, and FTA for comment on March 25, 2021. Comments will be incorporated as they are received. Staff can provide an update on any comments received.

##### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

"Move to recommend that the Board of Directors approve the Limited English Proficiency Plan."

OR

"Move to recommend that the Limited English Proficiency Plan be approved by the Board of Directors with the following changes..."

# OZARKS TRANSPORTATION ORGANIZATION

## LIMITED ENGLISH PROFICIENCY PLAN

2021



ADOPTED BY BOARD OF DIRECTORS

MAY \_\_, 2021



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# Introduction

Excerpted from “Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers” as prepared by The Federal Transit Administration Office of Civil Rights, dated April 13, 2007.

“Individuals who have a limited ability to read, write, speak, or understand English are limited English proficient, or “LEP.” According to the 2000 U.S. Census, more than 10 million people reported that they do not speak English at all, or do not speak English well. The number of persons reporting that they do not speak English at all or do not speak English well grew by 65 percent from 1990 to 2000. Among limited English speakers, Spanish is the language most frequently spoken, followed by Chinese (Cantonese or Mandarin), Vietnamese, and Korean (page 4).

“Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance. The Supreme Court, in *Lau v. Nichols*, 414 U.S. 563 (1974), interpreted Title VI regulations prohibits conduct that has a disproportionate effect on LEP persons because such conduct constitutes national origin discrimination (page 5).

“Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency,” reprinted at 65 FR 50121 (August 16, 2000), directs each Federal agency to examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services. Federal agencies were instructed to publish guidance for their respective recipients in order to assist them with their obligations to LEP persons under Title VI. The Executive Order states that recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons (Pages 5-6).

“The U.S. DOT published revised guidance for its recipients on April 13, 2007. This document states that Title VI and its implementing regulations require that DOT recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP) and that recipients should use DOT LEP Guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP (page 6).

The FTA references the DOT LEP guidance in its Circular 4702.1B *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*, which was published on October 1, 2012. Chapter III, Section 9 of this Circular references the LEP requirement and responsible steps ensuring meaningful access to benefits, services, and information for LEP persons and suggests that FTA recipients and subrecipients develop a language implementation plan consistent with the provisions of Section 9 of the DOT LEP guidance.

Staff from local governments and area transportation agencies serve on the OTO's various committees and provide technical review, comments, and recommendations on draft OTO plans, programs, studies, and issues.



# Four Factor Analysis

## Factor 1: The Number or Proportion of LEP Persons Served or Encountered in the Eligible Service Population

The first step in determining factors of an LEP Plan is to identify the proportion of LEP persons who may encounter the OTO, their literacy skills in English and their native language, and the location of their communities and neighborhoods within the OTO region.

To do this, the OTO evaluated the level of English literacy and to what degree individuals in our planning area speak a language other than English and what those languages are. We did this by using U.S. Census data and data from the Missouri Department of Elementary and Secondary Education. Data has been mapped by census tract, census PUMA, and school district.

Overall, there are over 3,100 individuals that speak English less than “very well”, as shown in Table 1. Greene County has the largest LEP population in terms of overall numbers and percent of population. A much larger group of people speak a language other than English at home in Greene and Christian Counties. Over 15,200 people live in a home where English is not the dominate language spoken.

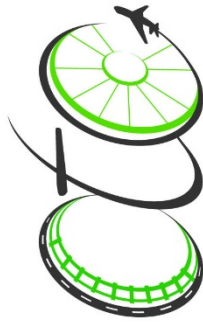
TABLE 1 ANALYSIS OF LEP PERSONS

	Greene County within OTO Study Area	Christian County within OTO Study Area	Total OTO Study Area
<b>Number of Persons 5+ Years of Age</b>	<b>244,628</b>	<b>51,004</b>	<b>295,632</b>
<b>Number of Non-English Indo-European 5+ Years Who Speak English Less Than "Very Well"</b>	594	106	700
<b>Percentage of Non-English Indo-European 5+ Years Who Speak English Less Than "Very Well"</b>	0.24%	0.21%	0.24%
<b>Number of Spanish Speaking Persons 5+ Years Who Speak English Less Than "Very Well"</b>	1,768	288	2,056
<b>Percentage of Spanish Speaking Persons 5+ Years Who Speak English Less Than "Very Well"</b>	0.72%	0.56%	0.70%
<b>Number of All Persons 5+ Years Who Speak English Less Than "Very Well"</b>	4,550	620	5,170
<b>Percentage of All Persons 5+ Years Who Speak English Less Than "Very Well"</b>	1.86%	1.22%	1.75%
<b>Number of Persons 5+ Years of Age that Speak a Language Other Than English at Home</b>	13,888	1,956	15,230
<b>Percentage of Persons 5+ Years of Age that Speak a Language Other Than English at Home</b>	5.68%	3.83%	5.15%

Source: 2015-2019 ACS Table , C16001

The OTO also mapped specific Census Tracts where the proportion of LEP persons exceeds the proportion of LEP persons in the service area as a whole. This can be seen in Figure 2 and Figure 3. These maps highlight those Census Tracts which have a LEP population higher than the MPO average proportion of LEP individuals and Spanish speaking LEP individuals, respectively. Many LEP individuals are in the cities of Springfield and Battlefield, and Nixa. The tracts with the highest concentrations of LEP individuals are in central and southcentral Springfield, and southern Nixa. Spanish speaking individuals are also concentrated in the cities of Springfield and Battlefield, and southern Nixa.

# Ozarks Transportation Organization Study Area



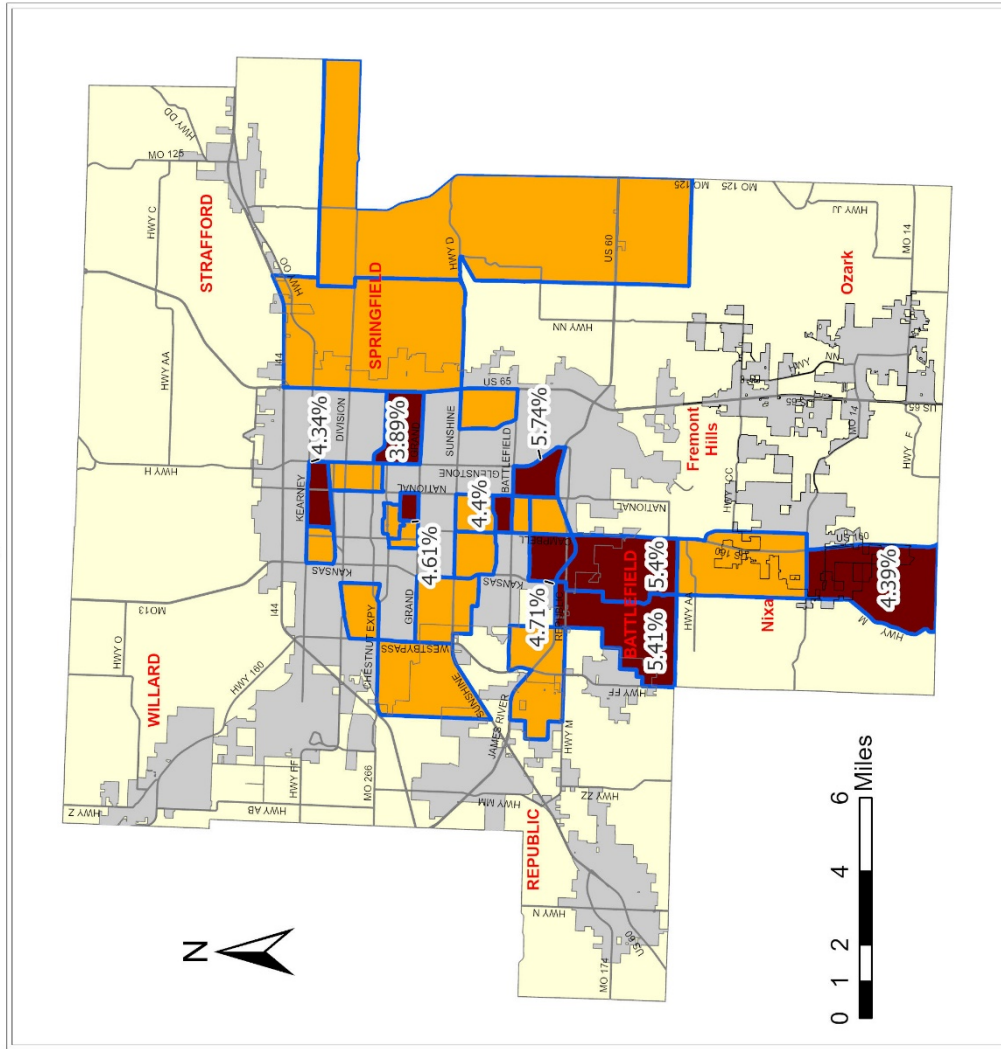
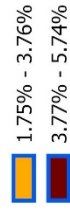
**OZARKS TRANSPORTATION  
ORGANIZATION**

A METROPOLITAN PLANNING ORGANIZATION

**Concentrations of All  
Persons 5+ Years of Age  
Who Speak English Less  
Than "Very Well"**

Figure 2

Census Tracts with Above Average  
Percentage of LEP Populations (> 1.75%)

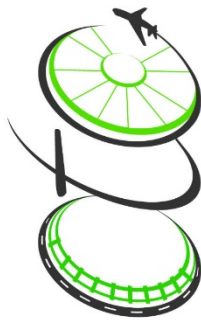


## DISCLAIMER

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



# Ozarks Transportation Organization Study Area



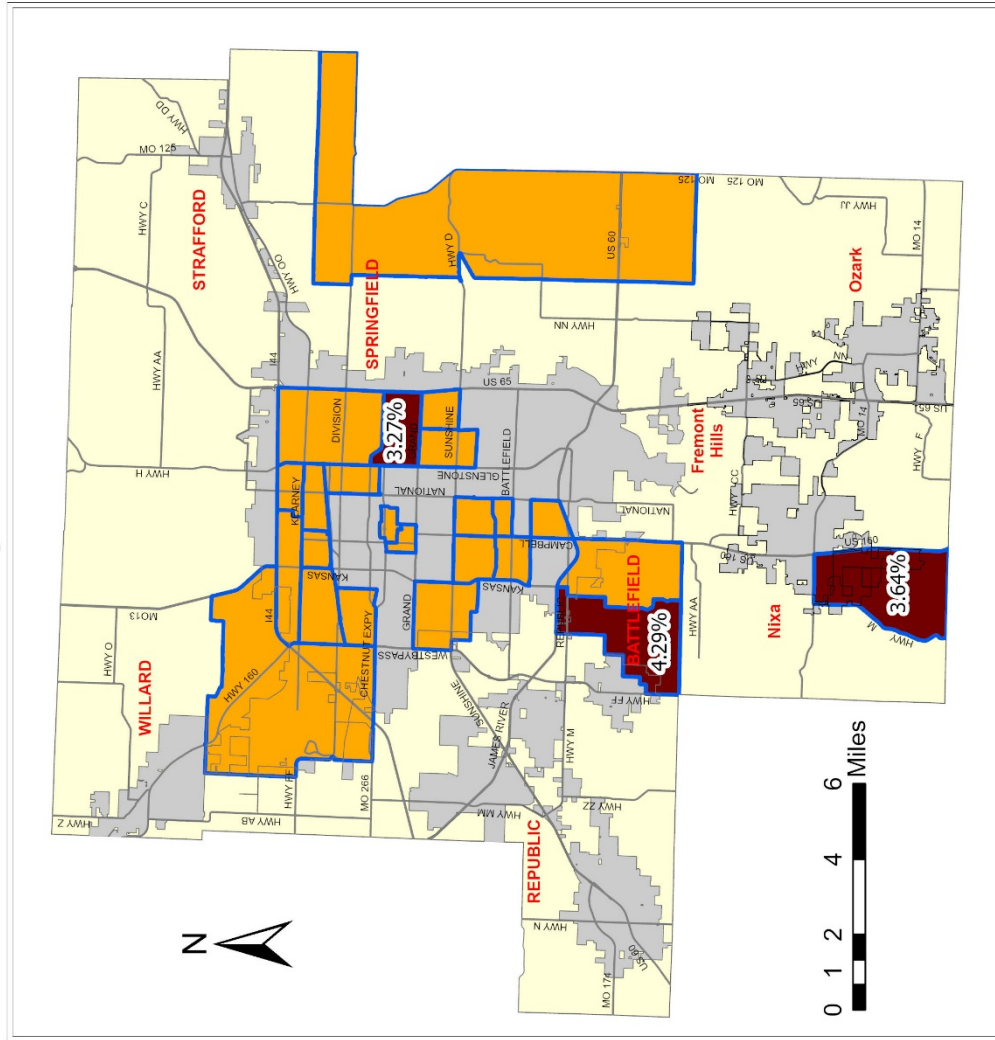
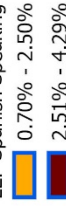
**OZARKS TRANSPORTATION  
ORGANIZATION**

A METROPOLITAN PLANNING ORGANIZATION

**Concentrations of Spanish  
Speaking Persons 5+ Years  
of Age Who Speak English  
Less Than "Very Well"**

Figure 3

Census Tracts with Above Average Percentage of  
LEP Spanish Speaking Populations (>0.70%)



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

Finally, data on language spoken at home was reviewed. This data is only available for regions with very large populations or for a geographic unit that does not correspond to common jurisdictional boundaries called Public Use Microdata Area (PUMA). PUMAs have similar populations and are designed to protect individual anonymity. The OTO area overlaps with three PUMAs, as shown in Figure 4. The City of Springfield and portions of Greene County immediately surrounding the city are divided into two PUMAs. The remainder of Greene County and all Christian and Webster Counties are included in a third. Within the two PUMAs containing the City of Springfield, Spanish, Chinese, and Vietnamese are the most common languages other than English spoken at home. Table 2 contains the top ten language groups other than English spoken at home for the two PUMAs containing Springfield combined and individually. Korean, Samoan, Other and Unspecified Languages, and Edoid Languages are four languages that appear on the lists for individual PUMAs but not the list for the combined PUMAs.

**TABLE 2 TOP 10 LANGUAGE GROUPS OTHER THAN ENGLISH SPOKEN AT HOME, NORTH AND SOUTH SPRINGFIELD PUMAS**

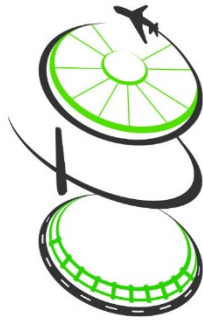
Springfield – Combined PUMAs	Individual PUMAs	
	Greene- North Springfield	Greene- South Springfield
Spanish	Spanish	Spanish
Chinese	Chinese	Vietnamese
Vietnamese	German	Hmong
Hmong	Vietnamese	Chinese
German	French	Arabic
Romanian	Romanian	German
Arabic	Korean	Romanian
French	Hmong	Russian
Russian	Samoan	Edoid languages
Tagalog	Other and unspecified languages	Tagalog

The third PUMA, including parts of Greene County outside Springfield, Christian County, and Webster County contains information on the large German speaking Amish and Mennonite populations located in Webster County. The German, Swiss German, and Pennsylvania German languages shown in table X primarily correspond with these groups in Webster County. These individuals have limited interaction with the OTO Study Area. The other languages included in this PUMA's top ten generally correspond to the languages spoken in the two Springfield PUMAs. It is worth noting that Hungarian is one language that does not also appear in the top ten for the two Springfield PUMAs.

**TABLE 3 TOP 10 LANGUAGE GROUPS OTHER THAN ENGLISH SPOKEN AT HOME, CHRISTIAN, WEBSTER, AND REMAINDER OF GREENE**

<b>Christian, Greene (Outside Springfield), &amp; Webster Counties PUMA</b>
Spanish
Swiss German
German
Russian
Pennsylvania German
Vietnamese
Chinese
Hungarian
Japanese
Arabic

# Ozarks Transportation Organization Study Area

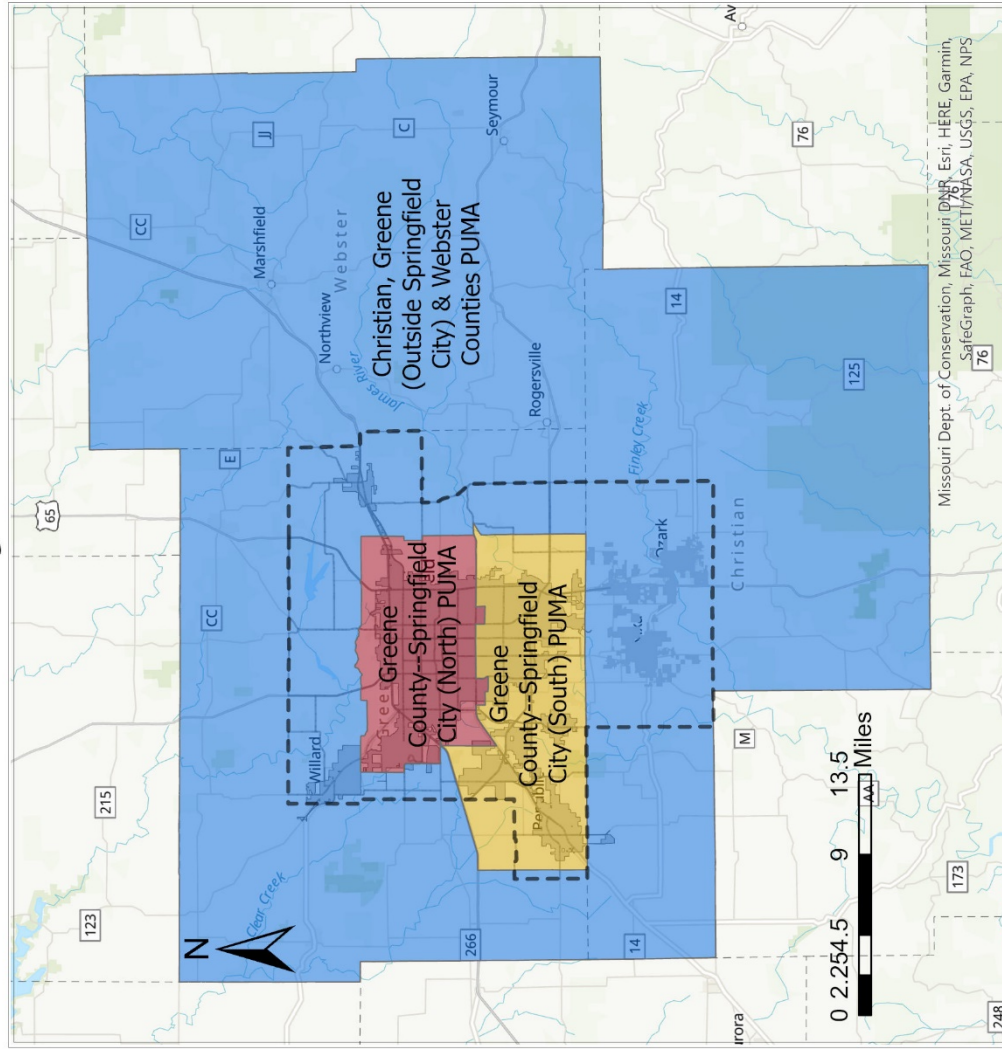


**OZARKS TRANSPORTATION  
ORGANIZATION**

A METROPOLITAN PLANNING ORGANIZATION

## Relationship Between Public Use Microdata Areas (PUMA) and OTO Study Area

Figure 4



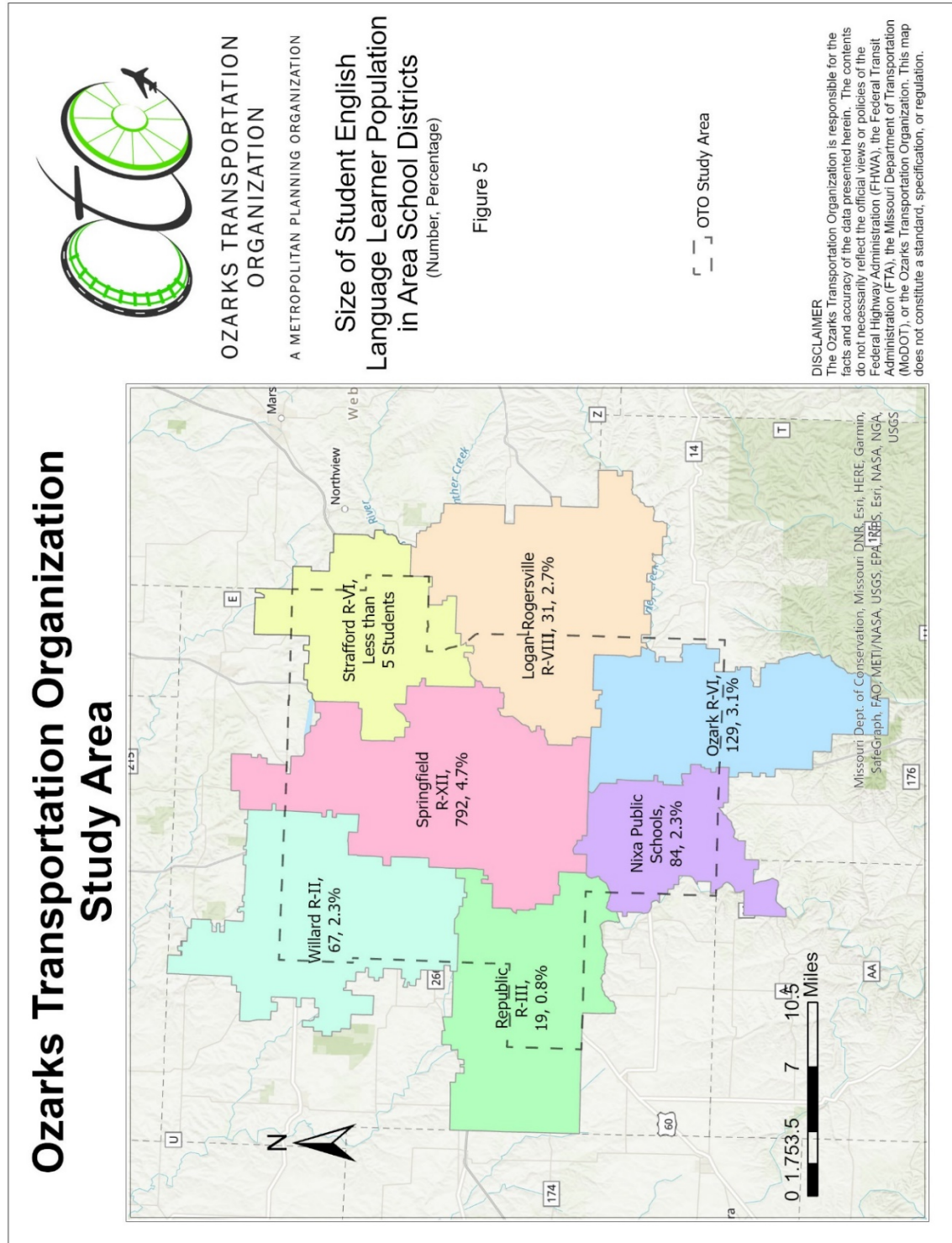
OTO Study Area

### DISCLAIMER

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



Data from area schools was also consulted to gauge the size of the student English Language Learner (ELL) population in each district, as shown in Figure 5. The Springfield R-XII district has the highest percent of ELL students at 4.7%, and Republic R-III had the lowest reported percent at 0.8%. While Logan-Rogersville R-VIII has a higher percentage of ELL students than Nixa, Nixa's actual ELL population is approximately 170% larger than Rogersville's (31 vs. 84). Strafford's ELL population was reported as fewer than 5 students and percentage data was withheld.



## Factor 2: The Frequency with which LEP Individuals Come into Contact with an MPO Program, Activity, or Service

OTO does not have any knowledge, documented or otherwise, of LEP persons coming into contact with an OTO program, activity, or service outside of the 60 bilingual Spanish speaking persons who completed the City Utilities On-Board Survey in 2011. In recent history, there has been no contact at meetings, through Board or Committee members, through phone contact, or by personal visit. Website access by LEP persons is unknown.

The OTO did conduct an on-board passenger survey of the City Utilities Transit System in 2011. The survey was one page with a total of sixteen questions that was printed with one side in English and another translated in Spanish. It was distributed to transit customers boarding all day time routes (*See Appendices-D*). As indicated in Table 4, a total of 1,844 surveys were returned. Of the 1,844 returned, one survey was completed on both sides without assistance from survey staff. A total of 60 survey respondents indicated they were Hispanic, 30 female, 25 male, and 5 did not indicate gender.

TABLE 4 CITY UTILITIES TRANSIT ON-BOARD SURVEY

	Female	Male	No Gender Answer	Total	Percentage
Asian	15	10	0	25	1.4%
Black	84	114	7	205	11.1%
Hispanic	30	25	5	60	3.3%
Native American	23	44	10	77	4.2%
White	639	684	18	1341	72.7%
White/Hispanic	1	0	0	1	0.1%
White/Black	1	0	0	1	0.1%
Other	26	31	4	61	3.3%
No answer	14	20	39	73	4.0%
Total	833	928	83	1844	100%

*Source: 2011 City Utilities Transit On-Board Survey*

## Factor 3: The Nature and Importance of the Program, Activity, or Service Provided by the MPO to LEP Community

OTO has three main planning documents which identify and direct OTO's transportation activities in the region. The Long Range Transportation Plan, which provides direction for transportation investments twenty years in the future. The Transportation Improvement Program is a schedule of short-range transportation investments and activities intended to be implemented through a combination of State, Federal, and local funding. The Unified Planning Work Program outlines planning tasks and the budget for the upcoming year.

The OTO uses USDOT funds to plan for future transportation projects, and therefore does not include any service or program that requires vital, immediate, or emergency assistance such as medical treatment or services for basic needs (food, housing, education, etc.) or transportation services. The OTO also does not conduct compulsory activities (applications, interviews, or other activities prior to participation in our programs and/or events). Public involvement with the OTO or its committees is done entirely on a voluntary basis.

The OTO does provide regular opportunities for the public to comment through its bi-monthly Technical Planning Committee and Board of Directors meetings. Input is also sought on the use of Federal funds in major transportation planning areas, including an annual Unified Planning Work Program (UPWP), a 4-year Transportation Improvement Program (TIP), a 5-year Transit Coordination Plan, and a 20-year Long Range Transportation Plan (LRTP). The TIP is updated every year and the Transportation Plan and Transit Coordination Plan every five years. The potential impacts of transportation improvements resulting from these actions may have an impact on all residents and efforts are made to provide an understanding of the process and opportunities to comment.

As a result of this regional transportation planning process, selected projects receive approval for Federal funding and progress toward advanced project planning, design, and construction. Advanced planning, design, and construction usually come under the responsibility of the Missouri Department of Transportation (MoDOT) or a member jurisdiction. These organizations carry-out the coordination with state and federal partners and project area populations. MoDOT and other member jurisdictions have their own policies in place to ensure opportunities for LEP individuals to participate in the process that shapes how and when a specific project is implemented or constructed.

## Factor 4: The Resources Available to the MPO and Overall Costs

The OTO traditionally budgets approximately between \$4,000 and \$4,500 for promotional materials and all general printing costs. As shown in the table below, translation costs associated with major OTO planning documents are between 140% and 160% of budgeted funds. Translation costs would also represent over nine percent of the OTO's operational and commodities budget areas.

Document	Word (approx.)	Avg. Cost per word	Total Cost
LRTP	27,000	\$0.11	\$2,970
TIP	18,000	\$0.11	\$1,980
UPWP	5,900	\$0.11	\$649
TCP	7,800	\$0.11	\$858
PPP	7,300	\$0.11	\$803
Total			\$6,457

Under federal requirements, federal-aid recipients are expected to take reasonable steps to provide language assistance services to its LEP constituents. Notably, reasonable steps do not require a recipient to expend resources for language assistance services if the cost imposed substantially exceed the benefits. Considering the size of the LEP population in OTO's MPO area and current financial constraints, full multilanguage translations of large transportation-planning documents and maps is not warranted at this time.

# Language Assistance Plan

After analyzing the four factors, OTO developed the plan outlined in the following section for assisting persons of limited English proficiency. This includes identifying what staff and volunteer language interpreters are readily available, which documents should be translated, taking an inventory of available organizations that OTO could partner with for outreach and translation efforts, examining which financial and in-kind sources could be used to provide assistance, and what level of staff training is needed.

## Providing Notice of Available Language Service to LEP Persons

- OTO will post signs that language assistance is available in public areas such as the OTO reception area or public notice bulletin board. More detailed materials are also available at the OTO front desk;
- Language identification materials provided by CTS Language Link will also be taken to any off-site meetings hosted by the OTO.

## How to Identify an LEP Person who Needs Language Assistance

Below are tools to help identify persons who may need language assistance:

- OTO staff will utilize printed material provided by CTS LanguageLink to identify a spoken language and request an over-the-phone interpreter;
- Examine records requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- When OTO sponsored workshops or conferences are held, set up a sign-in sheet table, have a staff member greet and briefly speak to each attendee. To informally gauge the attendee's ability to speak and understand English, staff will ask a question that requires a full sentence reply;
- Though language needs may not be met at the current meeting, an inventory of those needs will help staff plan for language needs at a future meeting;
- Post a notice of available language assistance in the OTO reception area.

## Language Assistance Measures

Over-the-phone interpretation services are available to OTO staff for walk-in or phone-based interactions with LEP individuals. The OTO currently has a contractual relationship with CTS LanguageLink. This company provides access to interpreters for nearly any spoken language.

Relay Missouri also offers Spanish Relay service for those with hearing impairments. Relay users can type in Spanish and the conversations will be relayed in Spanish. Voice users can speak Spanish to the relay user. Spanish to English Translation is offered. Users must dial 1-800-548-8317 (TTY/ASCII/Voice).

Missouri's Office of Administration also has a list of contractors that supply LEP services including translators, in-person interpreters, phone interpreters, and sign language interpreters. These services are available through the cooperative agreements OTO has with the State of Missouri.

The OTO website may be translated into a number of different languages using Google Translate.

Outside of these measures, OTO has limited resources and will, to the extent possible, ensure LEP individuals can participate when requested.

## OTO Staff Training

All OTO staff will be provided with the LEP plan and will be educated on procedures and services available. This information will also be part of the OTO staff orientation process for new hires. Training topics include:

- Understanding the Title VI LEP responsibilities;
- What language assistance the OTO offers;
- How to access an interpreter using CTS LanguageLink;
- Documentation of language assistance requests;
- How to handle a complaint;
- The importance of educating subrecipients on the OTO's LEP program responsibilities and their obligation to provide language assistance.

## Outreach Techniques

- If staff knows that they will be presenting a topic that could be of potential importance to an LEP person or if staff will be hosting a meeting or a workshop in a geographic location with a known concentration of LEP persons, staff will have meeting notices, fliers, advertisements, and agendas contain a notice, in Spanish, of language service availability with notification in advance of the meeting.
- When running a general public meeting notice, staff should insert "Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3047 X107, cuando menos 48 horas antes de la junta," which asks persons who need Spanish language assistance to make arrangements with OTO within two days of the meeting date.

## Monitoring and Updating the LEP Plan

This plan is designed to be flexible and is one that can be easily updated. At a minimum, the OTO will follow the Title VI program update schedule for the LEP plan.

Each update should examine all plan components such as:

- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population in the OTO region?
- Has there been a change in the types of languages where translation services are needed?
- Is there still a need for continued language assistance for previously identified OTO programs?
- Are there other programs that should be included?
- Has the OTO's available resources, such as technology, staff, and financial costs, changed?
- Has the OTO fulfilled the goals of the LEP plan?
- Were there any complaints received?

# Dissemination of the OTO Limited English Proficiency Plan

The OTO will post the LEP plan on its website at [www.ozarkstransportation.org](http://www.ozarkstransportation.org).

Any person, including social service, non-profit, and law enforcement agencies and other community partners with internet access will be able to access the plan. For those without personal internet access, all Greene County Libraries offer free internet access. Copies of the LEP plan will be provided to the Missouri Department of Transportation, Federal Highway Administration, the Federal Transit Administration, and any person or agency requesting a copy. Each OTO member will be provided a copy and will be educated on the importance of providing language assistance. An LEP person may obtain copies of the plan upon request.

Any questions or comments regarding this plan should be directed to the OTO Title VI Coordinator.

Andy Thomason  
Ozarks Transportation Organization  
2208 W Chesterfield Boulevard, Suite 101  
Springfield, MO 65807  
Phone: (417) 865-3047 X107  
Fax: (417) 862-6013  
Email – [athomason@ozarkstransportation.org](mailto:athomason@ozarkstransportation.org)

# Appendix-A: Community Groups Serving LEP Populations

Asian World Market 2904 S Campbell Ave Springfield, MO 65807	Assembly of God - Chinese Church 1909 W. Chestnut Expressway Springfield, MO 65802	Assemblies of God Southern MO District Headquarters 528 W. Battlefield Springfield, MO 6580
Assembly of God Immanuel Korean Church 910 E Battlefield Road Springfield, MO 65807	Baptist Bible College 628 E. Kearney St. Springfield, MO 65803	Binh Tay Oriental Food 1418 W Sunshine St Springfield, MO 65807
Dol Sem Korean Church 4547 S. Freemont Ave Springfield, MO 65804	International Support Services Findlay Student Center, Room 113 Drury University, 900 N. Benton Ave. Springfield, MO 65802	Ebenezer Romanian Assembly 2233 N. East Ave. Springfield, Mo 65803
El Faro Assembly of God P.O. Box 8466 Springfield, MO 65801	Mitchell Easter International Admissions Evangel University 1111 N. Glenstone Springfield, MO 65802	First Korean Presbyterian Church 205 E. South St Nixa, MO 65714
Greene County Baptist Association 834 W. Battlefield Springfield, MO 65807	Grace Romanian Pentecostal Church 2015 W. State Highway WW Springfield, MO 65803	Grupo Latinoamericano 918 E. Calhoun Springfield, MO 65802
Hand in Hand Ministries P.O. Box 1577 Springfield, MO 65801	Hazael Rodriguez Iglesia Cristiana Casa De Oracion 3935 W. Sunshine Springfield, MO 65807	Pablo Moreno Jr Iglesia Rio de Vida 2247 E. Lombard Ct. Springfield Mo 65802
Islamic Center of Springfield 2151 E. Division Street Springfield, MO 65803	Korean Presbyterian Church 1559 S. Grant Ave. Springfield, MO 65807	Latin America Library Services 3728 W. Chestnut Expressway Springfield, MO 65802



Latino Market 1661 E St Louis St Springfield, MO 65802	Life 360 Intercultural Church 1349 W. Meadowmere St. Springfield, MO 65807	International Student Services Missouri State University 901 S. National Springfield, MO 65897
Nadia's European Market 3023 E. Sunshine St Springfield, MO 65804	New Life Hmong Alliance Church PO Box 474 Brookline, MO 65619	Dr. Gearl Loden Nixa Public Schools 301 S Main St. Nixa, MO 65714
Old Town European Market 1257 E Republic Rd Springfield, MO 65804	Ozark Mountain Deaf Church 776 W. Farm Road 186 Springfield, MO 65810	Dr. Chris Bauman Ozark R-VI School District 302 North 4th Avenue Ozark, MO 65721
Ozarks Technical College International Programs and Services 933 E. Central Springfield, MO 65801	Pathways United Methodist Church 1232 E. Dale Street. Springfield, MO 65803	Mr. Matt Pearce Republic R-III School District 518 N. Hampton Republic, MO 65738
Sacred Heart Church 1609 N. Summit Ave. Springfield, MO 65803	Second Baptist Church 3111 E. Battlefield Road Springfield, Missouri 65804	Seoul Oriental Market 3165 S Campbell Ave Springfield, MO 65807
Sister Cities P.O. Box 8368 Springfield, MO 65801	Slavical Evangelical Church 1005 E. Dale St Springfield, MO 65803	Dr. John Jungmann Springfield Public Schools 1359 E. St. Louis Street Springfield, MO 65802
St. Agnes Catholic Church 533 S. Jefferson Ave. Springfield, MO 65806	Mr. Mark Hedger Strafford R-VI School District 201 W. McCabe Strafford, MO 65757	Temple Israel P.O. Box 4284 Springfield, MO 65808
United Methodist Hispanic Ministry 1232 E. Dale St. Springfield, MO 65803	Dr. Matt Teeter Willard R-II School District 500 E. Kime Street Willard, MO 65781	



# Appendix-D: City Utilities (CU) Transit On-Board Survey

**CITY UTILITIES (CU) TRANSIT ON-BOARD SURVEY**

Please tell us about your trip today. Thank you for helping CU Transit improve services for you. Your participation in this survey is voluntary and confidential. Please return the completed survey to the survey distributor. If you have any additional questions or comments, please call 836-5442.

- Which route are you on? \_\_\_\_\_
- Where are you going to or coming from on this trip (other than home)?  
☐ Work      ☐ School (K-12)      ☐ Visiting/Recreation      ☐ Government Agency      ☐ Other (specify) \_\_\_\_\_  
☐ Medical      ☐ College/Technical School      ☐ Shopping/Errands      ☐ Social Service Agency
- Did you transfer from another route or will you transfer to another route to complete your journey?      ☐ Yes      If yes, which route: \_\_\_\_\_      ☐ No
- For this trip, did you pay using:      ☐ Cash      ☐ Pass      ☐ Transfer
- What is the main reason you took the bus today? (Please check only one)  
☐ Don't drive/don't have valid license      ☐ Bus is more economical      ☐ CU Transit is more convenient  
☐ Car is not available      ☐ Parking is too difficult/ expensive      ☐ Other (Specify) \_\_\_\_\_
- How often do you use CU Transit?      ☐ Everyday      ☐ Couple times per week      ☐ Occasionally
- How long have you been a transit user?      ☐ Less than 1 year      ☐ 1 to 5 years      ☐ Over 5 years
- In general, how would you rate each of the following aspects of current CU Transit services? **Please circle the response that best reflects your opinion.**

a.	Your overall satisfaction with CU Transit	Very Good	Good	Fair	Poor	Very Poor
b.	Ability to get where you want to go	Very Good	Good	Fair	Poor	Very Poor
c.	Dependability of CU Transit buses (on-time)	Very Good	Good	Fair	Poor	Very Poor
d.	Availability of bus route information/maps	Very Good	Good	Fair	Poor	Very Poor
e.	Availability of seats on the bus	Very Good	Good	Fair	Poor	Very Poor
f.	Safety on the bus	Very Good	Good	Fair	Poor	Very Poor
g.	Safety at the CU Transit bus stops	Very Good	Good	Fair	Poor	Very Poor
h.	Courtesy of bus drivers	Very Good	Good	Fair	Poor	Very Poor
i.	Frequency of current CU Transit service (how often buses run)	Very Good	Good	Fair	Poor	Very Poor
j.	How early/late the current buses run on Monday-Friday	Very Good	Good	Fair	Poor	Very Poor
k.	How early/late current buses run on Saturdays	Very Good	Good	Fair	Poor	Very Poor
- On a scale from 0 percent to 100 percent, what percentage of your transportation needs is served by the bus? \_\_\_\_\_%
- At what point would you begin riding transit less if fares increased? (Check one only)  
☐ Fares increased by \$0.25 per ride      ☐ Fares increased by \$0.50 per ride      ☐ Any amount
- How often would you use a regional service to: **Please circle the response that best reflects your opinion.**

a.	Battlefield	Daily	Couple times per week	Occasionally	Never
b.	Republic	Daily	Couple times per week	Occasionally	Never
c.	Willard	Daily	Couple times per week	Occasionally	Never
d.	Strafford	Daily	Couple times per week	Occasionally	Never
e.	Nixa	Daily	Couple times per week	Occasionally	Never
f.	Ozark	Daily	Couple times per week	Occasionally	Never
g.	Rogersville	Daily	Couple times per week	Occasionally	Never
h.	Fair Grove	Daily	Couple times per week	Occasionally	Never
i.	Walnut Grove	Daily	Couple times per week	Occasionally	Never
j.	Ash Grove	Daily	Couple times per week	Occasionally	Never
k.	Branson	Daily	Couple times per week	Occasionally	Never
- In your opinion, how can CU Transit service be improved? Are there places in Springfield that you'd like to get to that aren't currently served by transit? \_\_\_\_\_

**Please tell us about yourself:**

- Your age is:  
☐ 18 years or under      ☐ 25 to 34      ☐ 45 to 54      ☐ 65 or over  
☐ 19 to 24      ☐ 35 to 44      ☐ 55 to 64
- What is your race?  
☐ White Non-Hispanic      ☐ Hispanic      ☐ Native American  
☐ Black Non-Hispanic      ☐ Asian      ☐ Other
- What is your gender?      ☐ Male      ☐ Female
- What is your total household income range for 2010?  
☐ Less than \$15,000      ☐ \$25,000 to \$49,999  
☐ \$15,000 to \$24,999      ☐ More than \$50,000

Thank you for your time to participate in the survey. Your answers will help improve CU transit service in the future.

### CIUDAD DE UTILIDADES (CU) TRÁNSITO EN Junta de Fiscalización de

Por favor, cuéntenos acerca de su viaje de hoy. Gracias por ayudar a mejorar los servicios de CU de tránsito para usted. Su participación en esta encuesta es voluntaria y confidencial. Por favor devuelva la encuesta completada a la distribución de la encuesta. Si usted tiene alguna pregunta o comentario, por favor llame al 836-5442.

- ¿Qué ruta está usted? \_\_\_\_\_
- ¿A dónde va o viene de este viaje (que no sea su casa)?  
☐ Trabajo ☐ La escuela (K-12) ☐ Visitas/Recreación ☐ Agencias del Gobierno ☐ Otros (especificar)  
☐ Médico ☐ Universidad/Escuela Técnica ☐ Compras/Diligencias ☐ Agencia de Servicio Social
- ¿Realizó la transferencia de otra ruta o va a transferir a otra ruta para completar su viaje? ☐ Sí En caso afirmativo, cuál es la ruta: \_\_\_\_\_ ☐ No
- Para este viaje, lo que usted paga con: ☐ Efectivo ☐ Pasar ☐ Transferencia
- ¿Cuál es la razón principal por la que tomó el autobús hoy en día? (Por favor, marque sólo una)  
☐ No conduzca/no tener una licencia válida ☐ Autobús es más económico ☐ CU de tránsito es más conveniente  
☐ Coche no está disponible ☐ El estacionamiento es muy difícil/caro ☐ Otro (Especificar) \_\_\_\_\_
- ¿Con qué frecuencia el uso del transporte CU? ☐ Diario ☐ Par de veces por semana ☐ de vez en cuando
- ¿Cuánto tiempo ha sido un usuario de transporte público? ☐ Menos de 1 año ☐ 1 a 5 años ☐ Más de 5 años
- En general, ¿cómo calificaría a cada uno de los siguientes aspectos de los actuales servicios de tránsito CU? Marque con un círculo la respuesta que mejor refleje su opinión.

a.	Su satisfacción general con CU de Tránsito	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
b.	La capacidad para llegar a donde quieres ir	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
c.	La fiabilidad de CU autobuses de tránsito (a tiempo)	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
d.	Disponibilidad de la información autobús de la ruta / mapas	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
e.	Disponibilidad de asientos en el autobús	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
f.	Seguridad en el autobús	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
g.	Seguridad en el autobús del tránsito de CU se detiene	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
h.	Cortesía de los conductores de autobuses	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
i.	Frecuencia de la corriente de servicios de CU de tránsito (con qué frecuencia los autobuses salen)	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
j.	¿Qué tan temprano / tarde los autobuses actuales funcionan de lunes a viernes	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
k.	¿Cómo los autobuses actuales temprano / tardío ejecutar los sábados	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre

- En una escala del 0 al 100 por ciento, ¿qué porcentaje de sus necesidades de transporte se sirve en el autobús? \_\_\_\_\_ %
- ¿En qué momento de empezar a montar el tránsito menos si aumento de las tarifas? (Marque uno solamente)  
☐ Aumento de las tarifas de \$ 0.25 por viaje ☐ Aumento de las tarifas de \$ 0.50 por viaje ☐ Cualquier cantidad
- ¿Con qué frecuencia se utiliza un servicio regional a: Por favor marque la respuesta que mejor refleje su opinión.

a.	Battlefield	Diario	Par de veces por semana	De vez en cuando	Nunca
b.	Republic	Diario	Par de veces por semana	De vez en cuando	Nunca
c.	Willard	Diario	Par de veces por semana	De vez en cuando	Nunca
d.	Strafford	Diario	Par de veces por semana	De vez en cuando	Nunca
e.	Nixa	Diario	Par de veces por semana	De vez en cuando	Nunca
f.	Ozark	Diario	Par de veces por semana	De vez en cuando	Nunca
g.	Rogersville	Diario	Par de veces por semana	De vez en cuando	Nunca
h.	Fair Grove	Diario	Par de veces por semana	De vez en cuando	Nunca
i.	Walnut Grove	Diario	Par de veces por semana	De vez en cuando	Nunca
j.	Ash Grove	Diario	Par de veces por semana	De vez en cuando	Nunca
k.	Branson	Diario	Par de veces por semana	De vez en cuando	Nunca

- En su opinión, ¿cómo puede CU servicio de transporte se puede mejorar? ¿Hay lugares en Springfield que le gustaría llegar a que actualmente no están servidas por transporte público? \_\_\_\_\_

Por favor, cuéntenos acerca de usted:

- Su edad es:  
☐ 18 años o en ☐ 25 a 34 ☐ 45 a 54 ☐ 65 años  
☐ 19 a 24 ☐ 35 a 44 ☐ 55 a 64
- ¿Cuál es su raza?  
☐ Blancos no Hispanos ☐ Hispano ☐ Nativos Americanos  
☐ Negro no Hispanos ☐ Asiático ☐ Otro
- ¿Cuál es su género? ☐ Masculino ☐ Femenino
- ¿Cuál es su rango total de ingresos de los hogares para el 2010?  
☐ Menos de \$15,000 ☐ \$15,000 a \$24,999 ☐ \$25,000 a \$49,999 ☐ Más que \$50,000

Gracias por su tiempo para participar en la encuesta. Sus respuestas ayudarán a mejorar el servicio CU de tránsito en el futuro.

**TAB 10**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM II.H.**

**Federal Funds Balance Report – March 31, 2021**

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

**AGENDA DESCRIPTION:**

The Federal Funds Balance Report will be provided under separate cover ahead of the 4/21/21 meeting.

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited). The region no longer has funds from the Small Urban and BRM (On-System Bridge) program, due to obligating the final balances.

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2021.

Staff has developed a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. The report also outlines projects programmed to use STBG-Urban funding, so jurisdictions can have a clear picture of what is remaining.

Congress continues to propose rescissions as part of the annual budgeting process. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. The OTO intersection cost share program has helped to commit these funds, however, without obligation, the total OTO balance is subject to rescission. OTO commends those who have taken action to plan for the use of available funds.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

**TAB 11**

## TECHNICAL PLANNING COMMITTEE AGENDA 4/21/2021; ITEM II.I.

### *Towards a Regional Trail System* Regional Long Range Trail Plan

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

##### AGENDA DESCRIPTION:

*Towards a Regional Trail System* is a standalone regional trail plan that will inform the development of the *Destination 2045* LRTP. The BPAC's planning process focus on identifying investment levels needed to create a *trail system with continuous linkages that connects communities* by 2045. Specific priority trails were not identified. Rather, the amount of new trail mileage needed by 2045 to ensure the OTO had "successfully" implemented a regional trail system by 2045 was identified.

The *Towards a Regional Trail System* planning process found the addition of 45 miles of new trails by 2045 will help ensure the region "successfully" implemented a *trail system with continuous linkages that connects communities, 45 by 45*. Based on the historical trail investment levels, two simple scenarios illustrating possible future trail construction were evaluated. One scenario included the construction of approximately 27 miles of new trails, and the other assumed the construction of approximately 48 miles. The following graphics illustrate the strengths and weaknesses of these two scenarios.

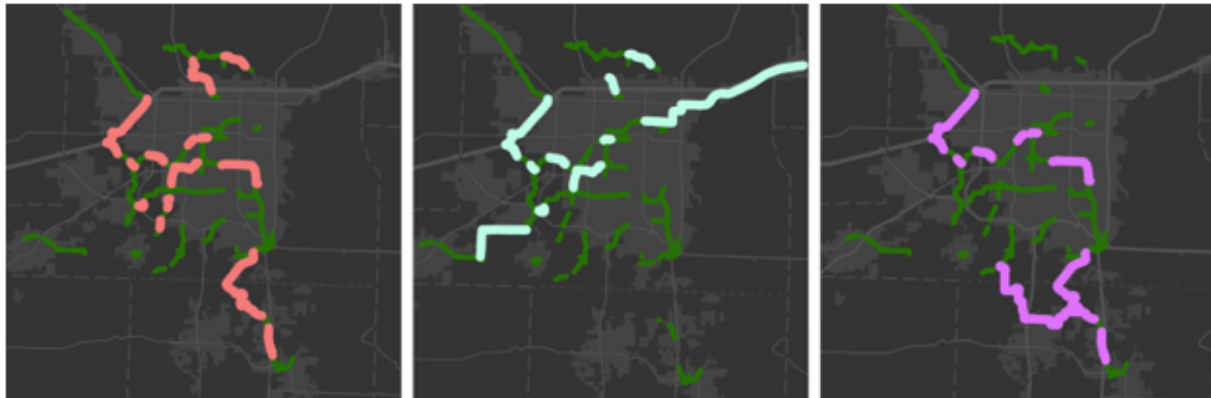


Figure 8 Range of Future Trail Networks with 27 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"><li>• Some corridors completed</li><li>• A few communities are connected</li></ul>	<ul style="list-style-type: none"><li>• Many critical gaps remain</li><li>• Footprint is not 'regional'</li></ul>



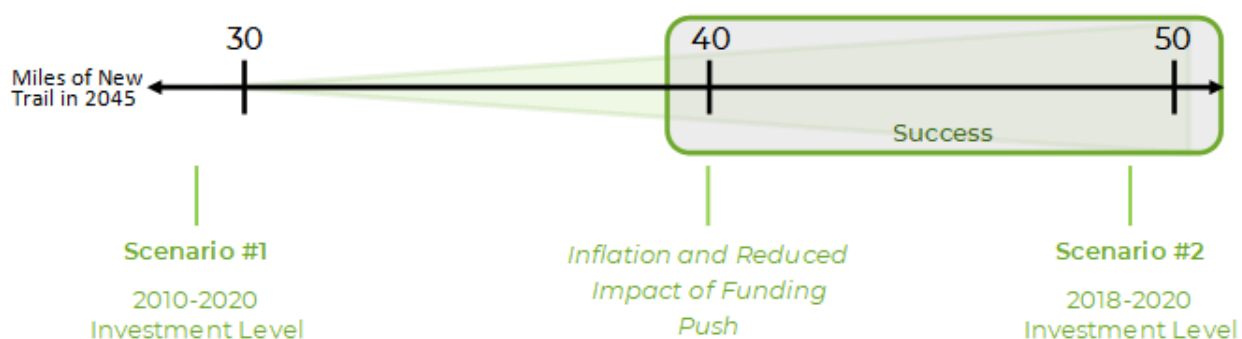


Figure 9 Range of Future Trail Networks with 48 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Many corridors completed</li> <li>• Most communities are connected</li> </ul>	<ul style="list-style-type: none"> <li>• Gaps Remain</li> <li>• Not every community connected</li> </ul>

Neither the exact amount built, nor the specific corridors completed, were the focus of these scenarios. The intent was to define “success.” Would the region feel it had been successful in its efforts to create a *trail system with continuous linkages that connects communities* if 27 miles were built by 2045? 48 miles? Ultimately, “success” was something closer to 48 than 27, as shown in the graphic below.

### Defining Success: How Many Miles Constitutes Success?



*Towards a Regional Trail System* also considers a range of challenges that might prevent the region from meeting its expectations and successfully building a *trail system with continuous linkages that connects communities*. These challenges, shown in the graphic on the following page, included things that might siphon money away from trail construction budgets and challenges associated with the mismatch between the jurisdictional funding needs and funding availability. The region can overcome these challenges, but it will take a concerted effort to do so.



*Towards a Regional Trail System* identifies several actions that would help ensure the region achieves its goal of **45 by 45**. Actions include direct action by the OTO and ways the OTO can support its member jurisdictions. A key action is the identification of sustained and expanded trail funding. The scenarios highlight the importance of sustaining the funding push made possible by the OTO Board's decision to direct Omnibus funds towards bike/ped projects during 2018, '19, and '20. A range of potential funding sources are identified, but the final decision is dependent on the passage of a long-term federal transportation bill and the careful consideration of the TPC and Board of Directors. The graphic below illustrates the actions identified in *Towards a Regional Trail System*.

Figure 1 Challenges to achieving

### Direct OTO Action

- Identification of Sustained and Expanded Trail Funding
- Provide Regional Trail Planning Supports
- Target Specific Corridors and Trails for OTO Funding
- Create Trail System Dashboard

### Supports offered to OTO Member Jurisdictions

- Support Expansion of Local Funding Options
- Support Establishment Trail Maintenance Program/funding

*Towards a Regional Trail System* outlines three scenarios to show how the region could come up with additional trail funding. It is possible the next federal transportation bill will include additional STBG and/or TAP funds.

The TAP funds could be allocated towards trails. A portion of new STBG funds could also be allocated to trails. A final scenario involved a reallocation of existing STBG funds. A final decision on additional trail funding will be considered by the TPC and Board of Directors later. These scenarios simply outline possible courses of action for consideration by OTO leadership. The table below provides an additional summary of these funding scenarios.

Possible Sources for Sustained and Expanded Trail Funding		
Next Federal Transportation Bill Includes More Monies		No New Funds
Increased TAP Funds (STBG-Set Aside)	Additional STBG-Urban Funds	Reallocate STBG-Urban Funds
Any additional TAP/STBG-Set Aside funds included will help replace omnibus funds	Any increase in STBG-U funding could be allocated to trails rather than suballocated using the traditional formula. The amount of STBG-Urban funds needed will be dependent on possible TAP increases	The current distribution of STBG-Urban funds could be modified to direct existing funds towards trails.



**EXECUTIVE COMMITTEE ACTION TAKEN:**

The Executive Committee reviewed *Towards a Regional Trail System* at its regularly scheduled meeting on February 9, 2021. They were supportive of the overall direction of the plan and supported having some of the discussions recommended in the proposed action plan.

**TECHNICAL PLANNING COMMITTEE FEEDBACK PROVIDED:**

The Technical Planning Committee held a work session to review *Towards a Regional Trail System* during its regularly scheduled meeting on February 17, 2021. TPC members responded to a series of questions aimed at gauging their support for key elements of the proposed plan. The responses provided by the TPC were fairly similar to comments provided by the BPAC during the development of the plan.

**BICYCLE AND PEDESTRIAN PLANNING COMMITTEE RECOMMENDATION:**

After approximately one year of plan development, the Bicycle and Pedestrian Advisory Committee voted to recommend the adoption of *Towards a Regional Trail System* to the Technical Planning Committee and Board of Directors at its March 9, 2021 meeting.

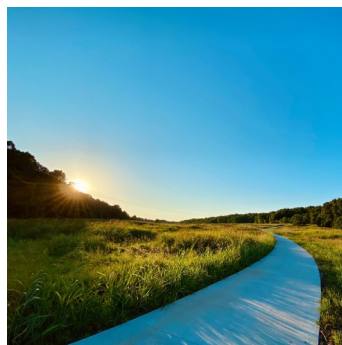
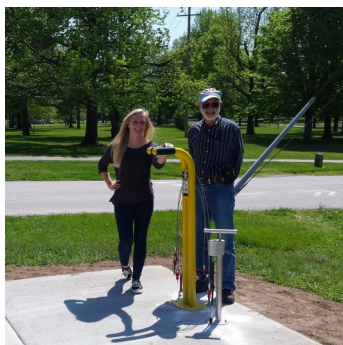
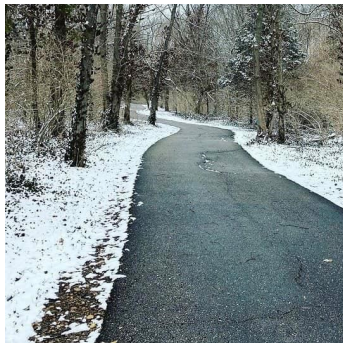
**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors adopt *Towards a Regional Trail System* as the OTO’s regional trail plan.”

OR

“Move to recommend the Board of Directors approve *Towards a Regional Trail System* as the OTO’s regional trail plan, with the following changes...”



Towards a Regional Trail System



Destination 2045



CTC  
Spring  
2021



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## Introduction/Executive Summary

Building a regional trail system *with continuous linkages that connects communities* is a critically important goal for leaders in the OTO area. The long-term vision for the regional trail system was well-established through previous planning efforts and nearly two decades of trail construction. This Destination 2045 trail seeks to identify regional expectations for future trail development, define a successful implementation, and establish a clear goal and target. Ultimately, an action plan is also developed to outline specific actions and supports the OTO can complete in an effort support the construction of **45 miles of new trails by 2045**.

## Regional Trail Planning History

The region has a long history of important trail planning projects. Springfield's Vision 20/20 comprehensive plan and the OTO's Regional Bicycle and Pedestrian Trail Investment Study created and refined the region's initial, lasting vision for a regional trail system. Nearly every other community Comprehensive or Parks and Recreation plan endorse and supports the region's effort to achieve this historical vision.

## Historical Trail Implementation

Implementation of the regional trail network began as soon as the Vision 20/20 planning process was completed. The region was able to start many corridors prior to 2003, and those corridors have continued to develop. Gaps remain, but many neighborhoods, schools, parks, and commercial areas are now connected by the regional system. Utilizing a new infographic, the region will better communicate implementation efforts with citizens and local leaders.

## Future Vision for Regional Trail Network

The region's long-term trail vision is a 255-mile network of trails first identified by the region's robust history of trail planning. By the spring of 2021, 52 miles of regional had been built.

## Defining Success: Setting a Goal for 2045

The region explored its own expectations and evaluated implementation challenges to better understand what size of trail system it thought should exist in 2045. The expectations and challenges led to a clear understanding of how many miles of new trail needed to be built for the region to see itself as successful. Simple scenarios were developed, and the region set a goal to build **45 miles of new trails by 2045**.

## Action Plan

The action plan includes direct and supportive actions. The OTO must identify sustained and expanded trail funding, support the trail development pipeline, and create a strong project selection process to achieve this 45-mile target. The OTO must also offer its full support to local funding initiatives and any efforts to development trail maintenance programs.

## Regional Trail Planning History

The region's long history with comprehensive planning has played a critical role in the development of the OTO's regional trail vision. Three key documents play a foundational role in the establishment of an integrated trail network, and broad inclusion of trails in recently developed plans have formalized individual community commitment to this vision.



The following sections will explore these key plans and highlight the many ways our communities have planned for trails.

### Key Documents and Planning Processes

Three key planning processes have laid the groundwork for the OTO's regional trail vision. The initial vision for a regional trail network was developed in Springfield's Vision 20/20 comprehensive plan in the late 1990's. Implementation costs for many unbuilt corridors from the Vision 20/20 plan were developed in the Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS) in 2017. An addendum was developed for the RBPTIS in 2018 that proposed connections that would finally integrate Nixa into the region's trail vision. Future implementation efforts will draw heavily from these important planning exercises.

#### **Vision 20/20 - Springfield/Greene County, 1998**

Of all the regional trail planning efforts, Springfield's Vision 20/20 is the foundational document for the region's trail system. Residents envisioned their park system as critical to structuring the land use patterns of their community. Their vision is described as a 'community as a park' mentality. Using the region's many drainage ways, i.e. rivers and streams, as linear parks, new trails would allow people to move throughout the community. The Vision 20/20 process also took a regional prospective and recognized the ability of the region's trails to impact the quality of lives for everyone in Greene County and in surrounding counties.

Today, many Vision 20/20 trails have been started. Segments of the South Creek, Galloway Creek, Jordan Creek and Fullbright Springs trails, amongst others, have all been built. Work continues to implement the system envisioned in *Vision 20/20*. For more details, please review the *Historical Implementation* section of this plan.

Most of the trails included in *Destination 2045's* Bike and Pedestrian Plan were first proposed and formalized in the Vision 20/20 process. In fact, the region's dedicated trail non-profit, Ozark Greenways, came into being to implement the Vision 20/20 trail plan. Figure 1 is a map from Vision 20/20 that shows the earliest concepts of trails that exist on the ground today.

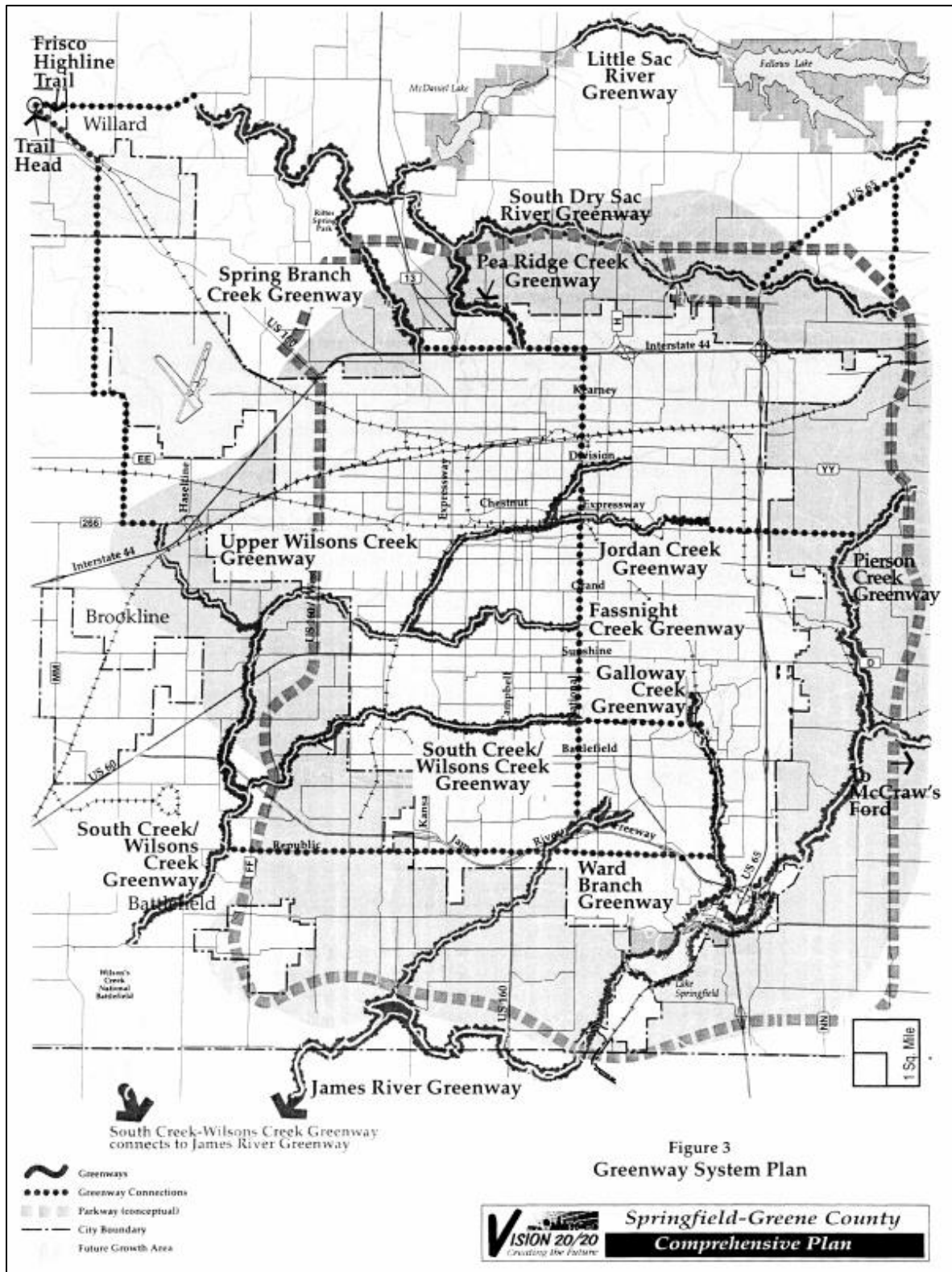


Figure 1 Vision 20/20 Greenway System Plan

## Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS) & Nixa Addendum - OTO Region, 2017 & 2018

The Regional Bicycle and Pedestrian Trail Investment Study was the region's first effort to quantify the cost associated with the buildout of a truly regional trail system. This study looked at the remaining unbuilt trails identified in the Vision 20/20 process and at other corridors that could the rest of the OTO's communities. Trails evaluated in the RBPTIS were considered *transportation trails*, trails that connected people to jobs, schools, and other daily destinations. Planners looked for the most strategic alignment within each corridor and estimated costs using two methodologies. For the approximately 76 miles of trails evaluated in the RBPTIS, construction costs were estimated to be \$100 million. For the first time, the region had hard numbers they could share with the community.

The 2017 RBPTIS process did not include trails connecting to the City of Nixa. The region had never developed trail concepts that extended to this portion of Christian County. Thanks to the Nixa Addendum, an additional 12 miles of trails were added to the region's trail vision. These trails connected Nixa to Springfield and to Ozark.

The overall RBPTIS process evaluated 88 miles of new trails and estimated a build-out cost of approximately \$125 million.



## Other Planning Support for Trails

The OTO region also benefits from a wide range of other planning efforts that include support for the region's trail vision. These plans may formalize a community's support for a conceptual regional trail corridor or show support for the development of a strong local trail system. They ensure the intercity trails are integrated in the various intracity trail networks. Figure 2 below outlines the many community level plans that support the development of a strong trail system.

These plans illustrate the many ways OTO communities support trails. Willard has committed to capitalizing on the presence of an established intercity trail, the Frisco Highline Trail. Ozark recognized its role in developing a strong trail system for Christian County. This wide support for trails helps ensure the region's vision is implemented.



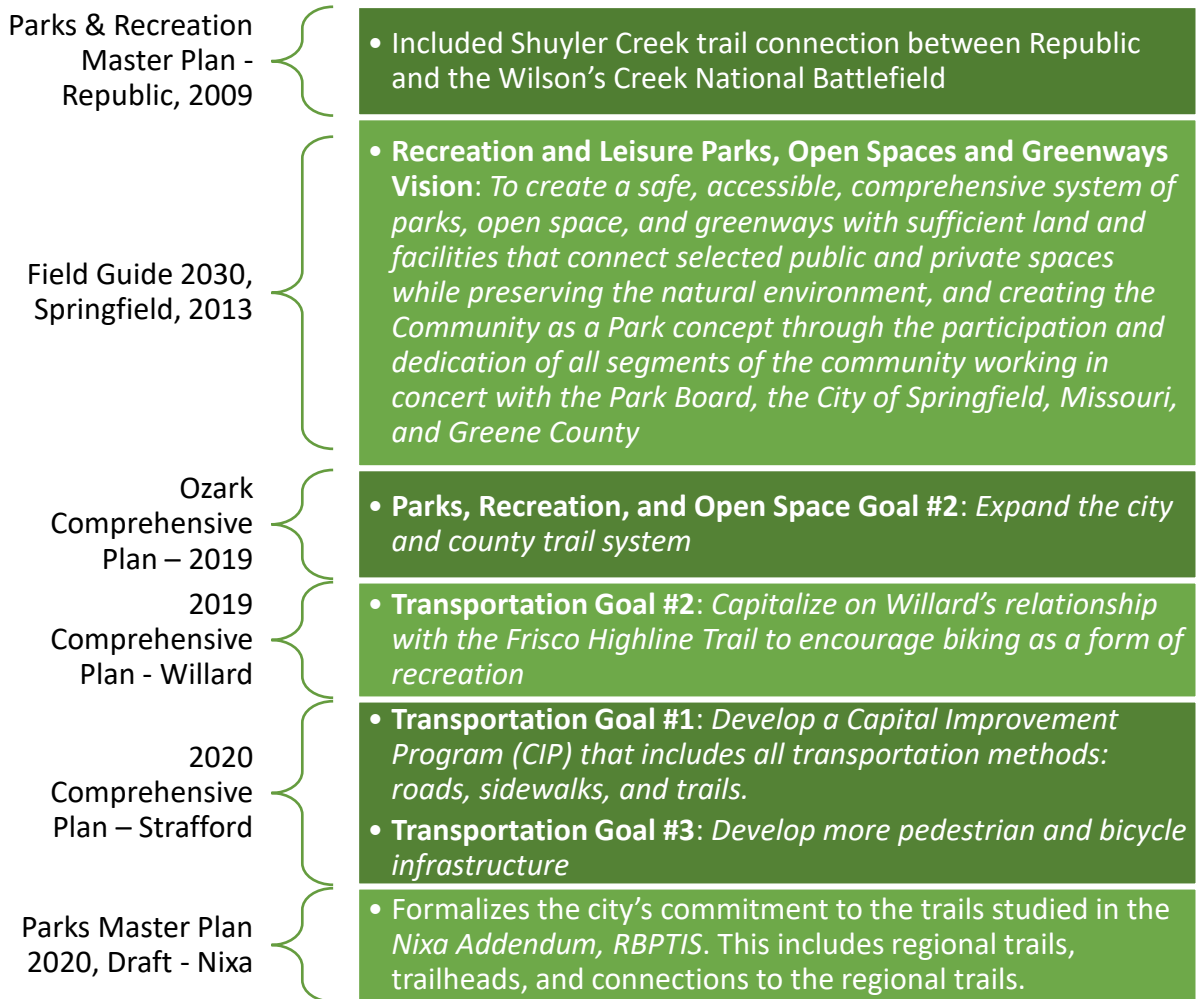


Figure 2 Planning Processes with an Impact on Trails

In addition to formally adopted plans, the region also has several plans currently under development that will also support the development of a strong trails system. The inclusion of trails in developing plans, in addition to existing plans, shows the region is still interested in building trails.

Ongoing Plan Updates
<ul style="list-style-type: none"> <li>• Battlefield Comprehensive Plan</li> <li>• Republic Comprehensive Plan</li> <li>• Christian County Plan</li> <li>• Forward SGF Comprehensive Plan</li> <li>• Springfield/Greene County Parks Master Plan</li> </ul>



## Historical Trail Implementation

The region began implementing the ideas developed during Vision 20/20 immediately after the plan was adopted. Implementation has steadily continued over the last two decades. Early implementation primarily occurred in Springfield and its immediate surroundings. Within the last couple years, significant investments have been made by the cities of Ozark and Republic to build a truly regional system. Despite a strong history of implementation, many important connections and linkages have not been completed.



The following sections will explore trail implementation efforts, describe current and recently filled trail gaps. These sections do not describe every trail constructed in the OTO region. Rather, these sections describe trails that form a system with continuous linkages that connects communities.

### Historical Implementation

Trail construction started shortly after the adoption of the Vision 20/20 plan. Galloway Creek, South Creek, and the Frisco Highline Trails were some of the earliest trails to be started. Figure 3 on the following page shows a basic timeline of trail implementation through 2020.

An important funding source for much of the early trail construction was a Springfield/Greene County Parks Tax. A portion of this tax provided important capital funding for all kinds of park, recreation, and trail projects. This tax provided the Springfield/Greene County Park Board a dedicated funding source for implement many elements of the Vision 20/20 comprehensive plan. However, the capital improvements aspect of the tax was allowed to sunset as part of commitments made to address the Springfield's underfunded Police and Fire Pension Plan. The remaining portion of the tax shifted to debt service, maintenance, and staffing of park facilities. The loss of this capital funding significantly impacted the availability of local funds for trail construction. State, federal, and foundation grants became the primary source of trail funding for the Springfield/Greene County Park Board.

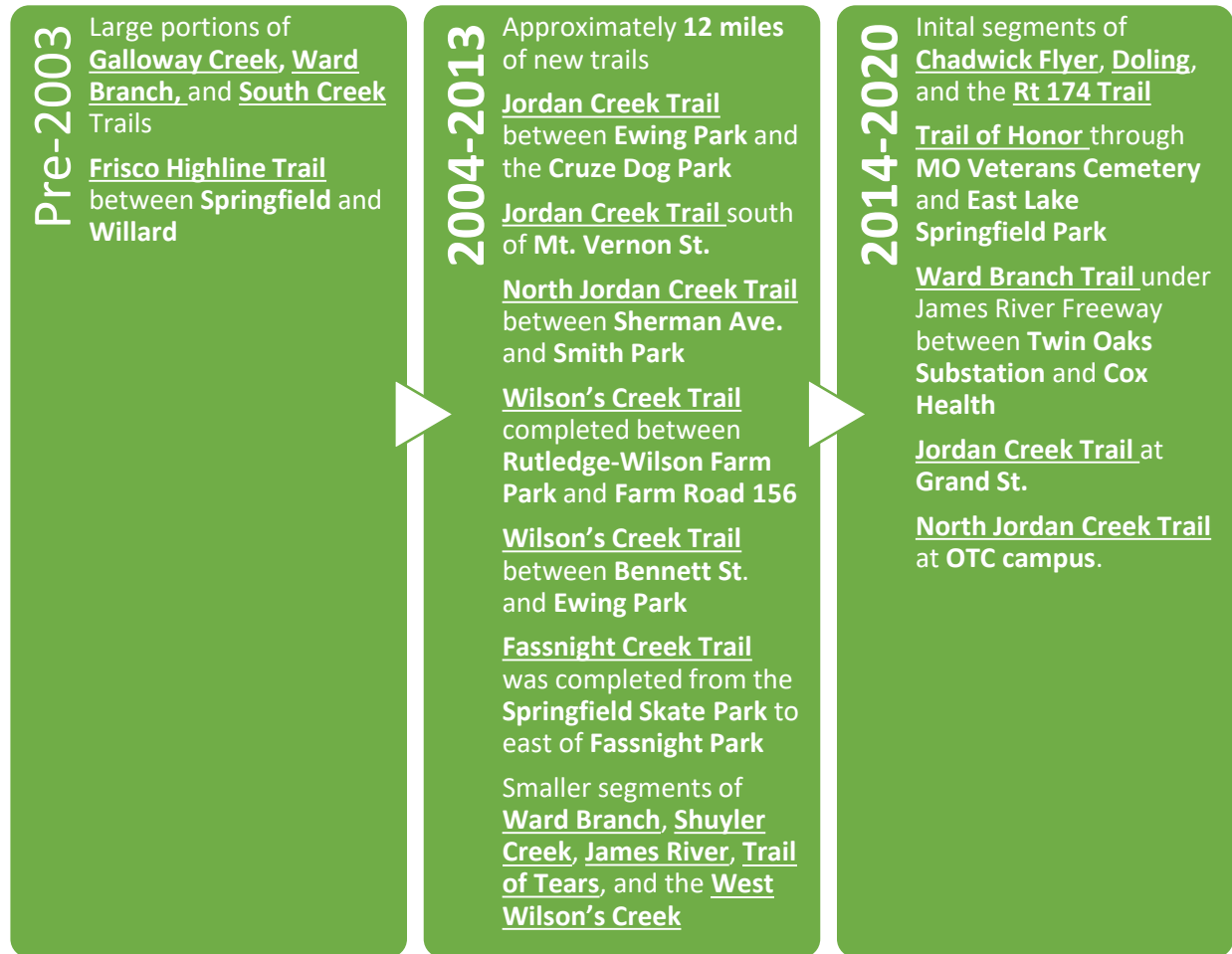


Figure 3 Trail Construction Over Time



### OTO Focus on Trail Funding, 2018-2020

The OTO Board of Directors chose to boost its regular investments in the region's bicycle and pedestrian system thanks to additional funding allocations included in the FY 18, 19, and 20 federal omnibus budget bills. The FY 18 funds allowed existing monies to be reallocated to sidewalks and trails, while the FY 19 funds allowed existing monies to exclusively be invested into the region's trail system. The FY 20 funds, a substantially smaller allocation, allowed the region to shift funding to a project awarded design and right-of-way funding in FY19. This

## Construction Awards

The OTO Board of Directors' decision to allocate additional funds 2018-2020 allowed several high profile trail projects to continue, as shown in Figure 4. The project in Ozark included pedestrian underpasses at Rt. 14 and the Fassnight Creek project helped to implement the Springfield Art Museum's new Master Plan. Republic will finally have a direct pedestrian connection to the historic Wilson's Creek National Battlefield. The region wouldn't typically be able to fund projects of this scale across different communities with its annual trail funding allocation. The focus on trail funding helped the region create significant momentum, funding over 3.8 miles of new trail.

## Regional Trail Planning Services

The OTO chose to invest in the project development pipeline for trail projects during the focus on trail funding in 2018-2020. A steady stream of available trail projects helps ensure the region can best match funding opportunities with appropriately sized trail projects. These funds will be used to work with local communities to identify trail opportunities, outreach to landowners and the public, and refine plans based on new opportunities and information. These activities will help the region's communities have plans on the shelf that can be submitted when various grants become available.

### Fassnight Creek Trail

- Through Phelps Grove Park and Springfield Art Museum

### Shuyler Creek Trail

- Extended to Wilson's Creek Battlefield

### Trail of Tears

- In Trail of Tears Park to Somerset Dr.

### Chadwick Flyer

- From the OC to Clay St.

### Galloway Creek Trail

- Rebuild segment south of Sequiota Park
- New connection across Lone Pine at Greenwood

Figure 4 Key Funding Awards During 2018-2020



## Completed Connections and Closed Gaps

Existing trails connect many important destinations throughout the region. Trails connect schools, regional parks, colleges, universities, cultural institutions, and many neighborhoods. The only existing intercity connection is made by the Frisco Highline Trail between Springfield and Willard. In fact, this trail connects Springfield to Bolivar, MO, some 35 miles to the north.

Important connections have been made throughout the system's two-decade long history, as shown in Figure 5. Early trails, such as South Creek, Galloway, and the Frisco demonstrated the types of connections and positive benefits trails could bring

to the region. These were long trails that connected important destinations. More recent projects, such as the new Grand Street Bridge and the completion of the Fullbright Springs trail across the old Fullbright Land fill closed gaps that had existed in the system for many years.

The public sector are not the only ones building new trails. As new neighborhoods are built, private developers are also constructing key trail segments. For example, private developers have built portions of the *Chadwick Flyer* along 22<sup>nd</sup> St. in Ozark and portions of the *West Wilson's Creek Trail* west of Rutledge Wilson Farm Park in southwest Springfield. Private developers will continue playing an important role in the build out of the region's trail system.

When intercity connections are made and gaps are filled, trail users can access more of their own region and the community can focus on the next project. For example, Willard has been connected to Springfield with the Frisco Highline Trail. The next issue is finding a way to connect the Frisco to the other existing trails in Springfield. This reality explains why Willard is not included in some of the mapping exercises discussed later in this report. The planned connection to Willard has been completed, so Willard will not bear any future implementation costs for the buildout of the region's trail system through 2045.

### Frisco Highline Trail

- Springfield, Willard (Walnut Grove, Bolivar)

### Fassnight Creek Trail

- Parkview High School, Fassnight Park, Phelps Grove Park, Springfield Art Museum (est. 2021)

### South Creek Trail

- Carver Middle School, Sherwood Elementary, Horton Smith Golf Course, Nathaniel Greene/Close Memorial Park, McDaniel Park

### Galloway Creek Trail

- Pershing Elementary, Lone Pine Bike Park, Sequiota Park, Galloway Village, Missouri Department of Conservation Nature Center, Missouri Veteran's Cemetery

### Wilson's Creek / Jordan Creek Trails

- Ewing Park, Cruze Dog Park

### Wilson's Creek Trail

- Rutledge Wilson Farm Park, Tal's Trail Head, Round Tree Public Access Area

### Jordan Creek / North Jordan Creek Trails

- Founder's Park, Jordan Valley Park, OTC, Drury University, Silver Springs Park, Boys and Girls Club of Springfield-Stalnaker Unit, Smith Park

### Fullbright Spring Trail

- Truman Elementary, Lost Hill Park, Ritter Springs Park, David C Murray Trail Head

### Ward Branch Trail (North)

- Cox Hospital, Burrell Behavioral Health, Twin Oaks Substation Park, The Library Center

### Ward Branch Trail (South)

- Gray Elementary, Missouri Institute for Natural Sciences

Figure 5 Key Destinations Connected by Regional Trails



## Remaining Gaps and Missing Links

The region's trail system has several gaps along existing trails and a handful of entirely new trails that need to be constructed. New trails are needed to connect the existing network to Nixa, Strafford, and to the Frisco Highline Trail to Willard. These are important missing links that represent significant challenges moving forward. Gaps within the existing system, while no less challenging to complete, are often shorter in overall length. There are currently nine gaps within the existing system that are less than one mile in length, as shown in Figure 6. Approximately 0.04 miles of trail is needed to connect the existing eastern terminus of the North Jordan Creek Trail to existing paved surfaces and paths within Smith Park, as seen in Figure 7. At just under one mile, the gap between Nathaniel Greene Park and Ewing Park is another critically important missing piece in the existing trail network.



Figure 7 Smith Park Trail Gap

## Existing Gaps: Less than 1 mile



Figure 6 Locations of Gaps less than one mile in length

### North Jordan Creek Trail

- Within Smith Park - 0.04 Miles

### MO 174 Trail

- Lindsey to US 60 - 0.36 Miles

### West Wilson's Creek Trail

- Silo Hills to Wilson's Creek Greenway - 0.4 Miles

### Jordan Creek Trail

- Grant to Campbell - 0.43 Miles
- Mt. Vernon to Fort - 0.51 Miles

### Trail of Tears

- Silverleaf to Marcella - 0.52 Miles

### South Creek Trail

- ~Battlefield to Tal's Trailhead - 0.59 Miles

### Trail of Tears

- Battlefield to Mt. Vernon - 0.68 Miles

### Trail of Tears

- Ewing Park to Nathaniel Greene/Close Memorial Park - 0.98 Miles



## Future Vision for Regional Trail Network

The *Destination 2045* Trail Plan seeks to show support for the regional trail vision that has been developed over the last 20 or 25 years. While this vision may not be fully realized by 2045, it does represent the overarching vision to which the region is committed. It represents a network of trails that provide connections between workers and jobs and between workers and the amazing natural landscape that is the Ozarks. The future includes a trail system with continuous linkages that connects communities. Scenarios representing the region's goal for the trail network in 2045 will be explored later.

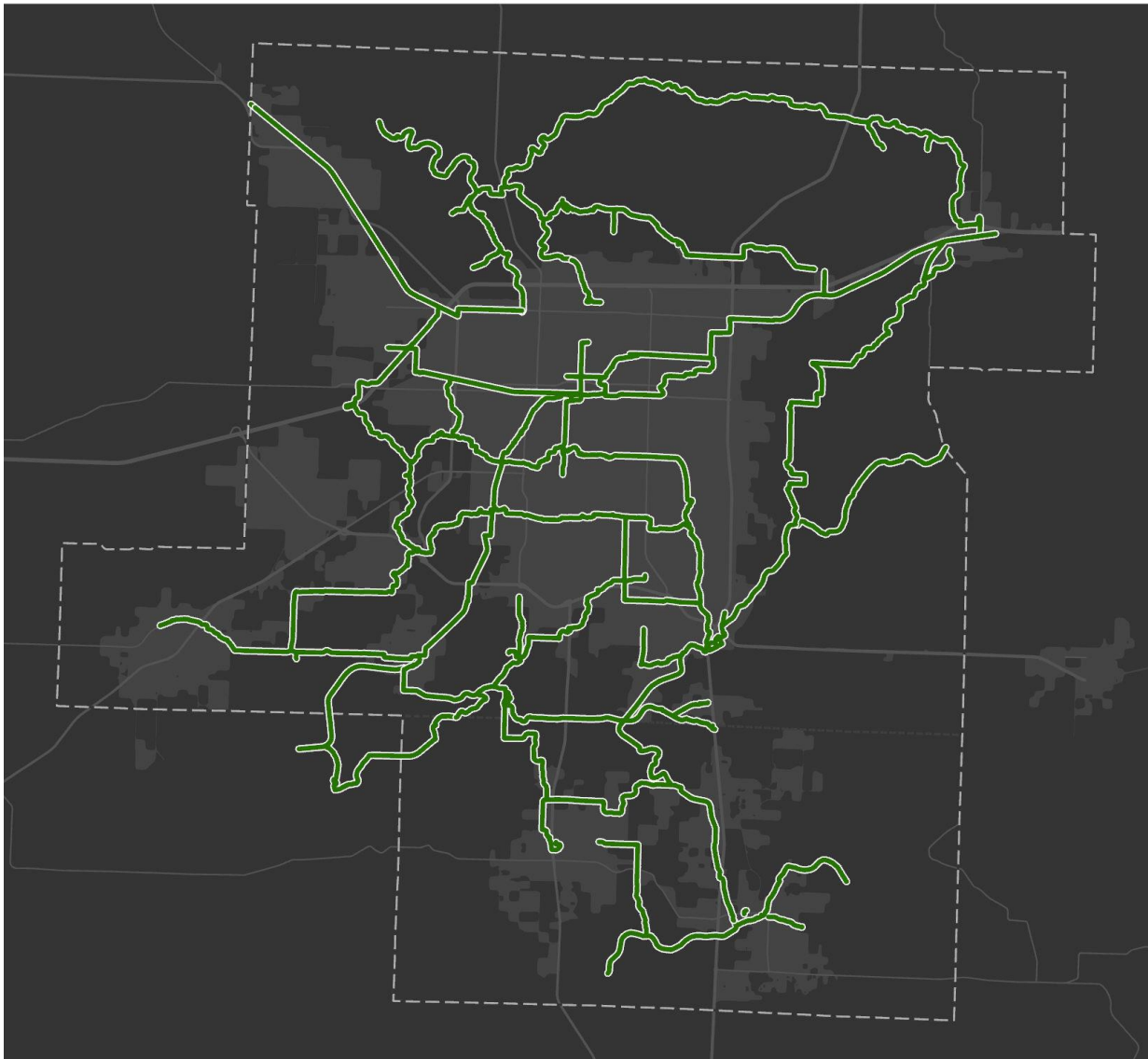
The Hard Surface Trail Network includes a wide range of trail types that qualify for a wide range of potential funding sources. Some trails connect jobs and neighborhoods and are great candidates for funding from the OTO. It also includes recreational trails that provide important connections to the region's many natural amenities and are excellent candidates for programs such as the Recreational Trails Program administered by the Missouri Department of Natural Resources. The Hard Surface Trail Network is comprised of approximately 255 miles of trails, 52 of which exist today. Figure 8 shows the 255-mile network.

The specific alignments for some trails included in the Hard Surface Trail Network have evolved since Vision 20/20. The Pearson Creek Trail is now shown as primarily an on-street trail. The Wilson's Creek Trail between the Round Tree Branch Public Access and the Wilson's Creek National Battlefield is now shown as a multi-use sidepath along Rt. M and Rt. ZZ. Some trail gaps, such as along the Wilson's Creek or Jordan Creek Greenways, are still shown to follow the same alignments proposed in the Vision 20/20 process. It is always important to remember the region is more committed to the broader corridor than any specific alignment. The corridors represent the key connections the region wants made. Alignments can be determined based on the opportunities with which the region is presented.



## Regional Hard Surface Trail Network

The Ultimate Long-Term Goal



*Figure 8 Regional Hard Surface Trail Network*

## Defining Success: Setting a Goal for 2045

The region has demonstrated a strong commitment to building a trail system with continuous linkages that connect communities. The *Destination 2045* planning process has allowed the region to define what is achievable over the next 25 years and define what success might look like.

The region used two future scenarios to understand what implementation success might look like. These future scenarios were also considered in light of four key implementation challenges. Utilizing all this information, the region defined success and set a goal for 2045. Ultimately, the scenarios including higher investment levels revealed future trail systems with fewer gaps and meaningful connections throughout the region, a trail system with continuous linkages that connects communities. Success can be described as continuing the focus on trail funding that occurred during 2018-2020 and setting a goal for **45 miles of new trails by 2045**.



The following sections explore how the scenarios allowed the region to recognize expectations, consider implementation challenges, and ultimately define success and set a trail construction goal.

### Understanding Expectations: Two Future Scenarios

Understanding your expectations is an important first step in many planning processes. By knowing what is expected, the region can determine if it is on track to meet those expectations or if it needs to increase its efforts. Using two scenarios, the region was able to visualize the amount of trail new trail, and the resulting trail network, they expected to see in 2045. Overall, the region expects to build a trail system with continuous linkages that connects communities. These scenarios revealed significant investments are needed to meet the region's expectations for new trails

These scenarios explored what was possible and allowed the region to decide which scenario met its expectations of a trail system with continuous linkages that connect communities. Scenarios explored two investment scenarios: investments on par with the last decade and investments on par with the focus on trail funding that occurred during 2018-2020<sup>1</sup>. Scenario 1 resulted in the investment of \$32 million and

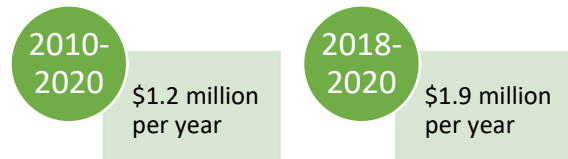


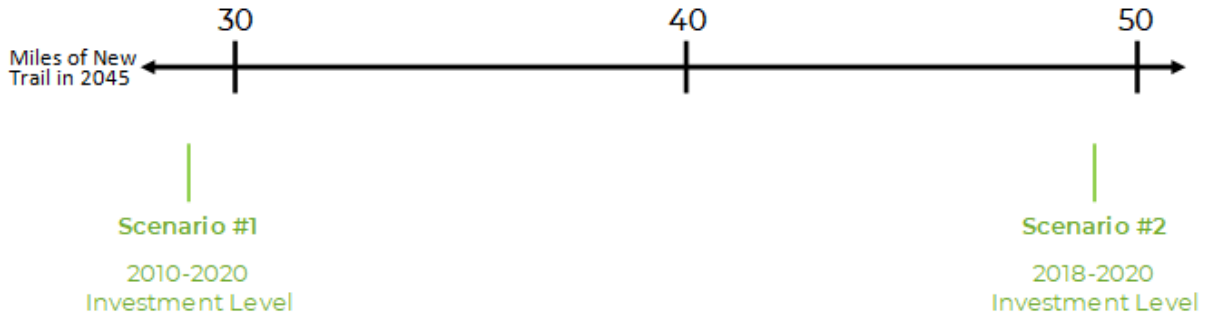
Figure 9 Historical Annual Investment Levels

<sup>1</sup> These scenarios calculated new trail construction over the Destination 2045 planning horizon by utilizing high- and low-cost estimates and assuming a continuation two historical investment trends.



the construction of approximately 27 miles of new trails by 2045, while Scenario #2 resulted in \$48 million invested in the construction of approximately 48 miles.

### Understanding Expectations: How Many Miles Does the Region Expect?



### Scenario 1: Continuing the historical Trend - 27 miles of new trails

Assuming the future will look like the past is never a bad starting point for these types of conversations. Scenarios based on the long-term investment average assumed the construction of 27 miles of new trails during the *Destination 2045* planning horizon. Twenty-seven miles is not an insignificant amount of new trail, but the maps shown in Figure 10 reveal many existing gaps are left unfilled and only one or two new communities were likely to be integrated into the region's trail system.

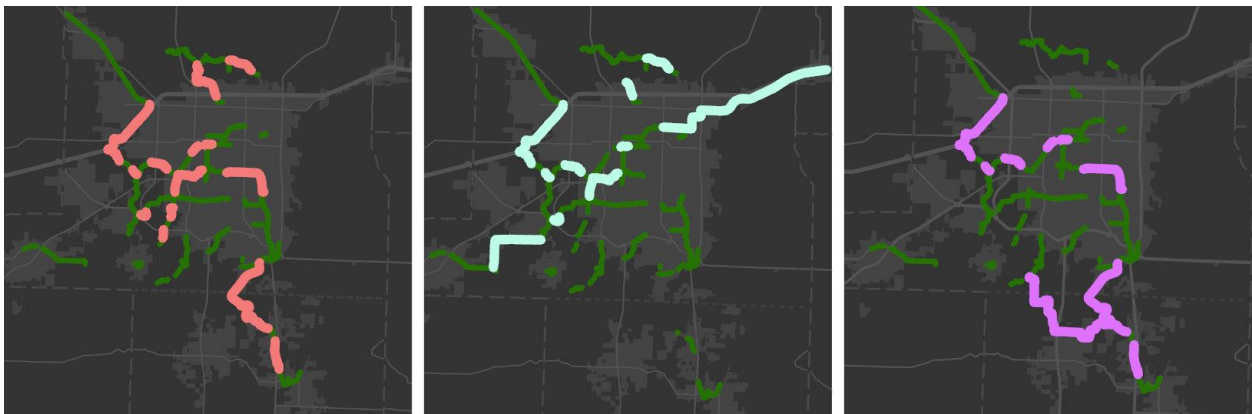


Figure 10 Range of Future Trail Networks with 27 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Some corridors completed</li> <li>• A few communities are connected</li> </ul>	<ul style="list-style-type: none"> <li>• Many critical gaps remain</li> <li>• Footprint is not 'regional'</li> </ul>

Multiple maps were constructed based on the resulting total of new trail construction. These maps illustrated the many different combinations of new trails could be developed in each investment scenario. The goal was not to identify the best map, rather it was to identify an investment scenario that was most likely to create a trail system the region would deem successful.

**Scenario #2: Maintaining Focus on Trail Funding - 48 miles of new trails**

Attempting to maintain recent momentum towards achieving a goal is another good way envision what the future might look like. Scenarios based on the region's trail focus on trails in 2018-2020 assumed the construction of 48 miles of new trails. The scenarios shown in Figure 11 included over 75% more new trail than were assumed in Scenario Set 1. The extra mileage allowed many existing trail gaps to be filled and for several regional connections to be made.

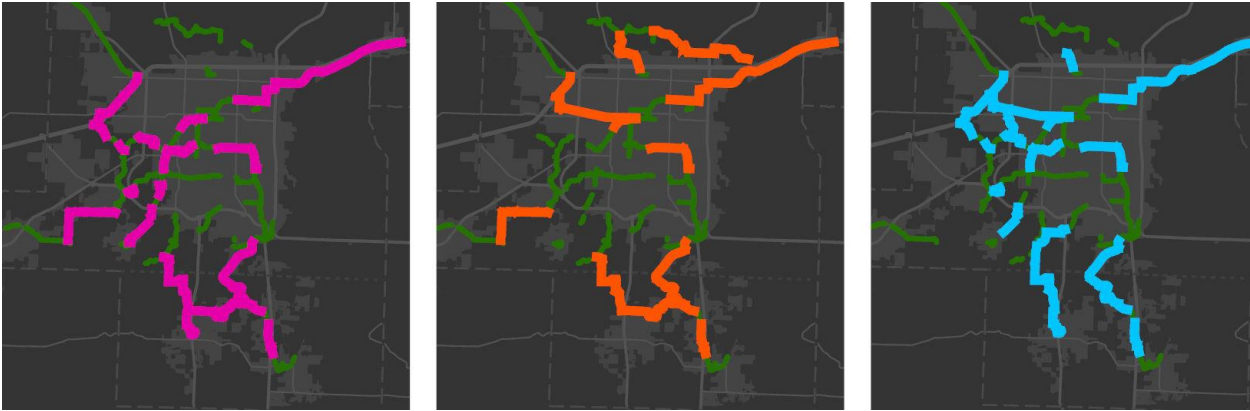


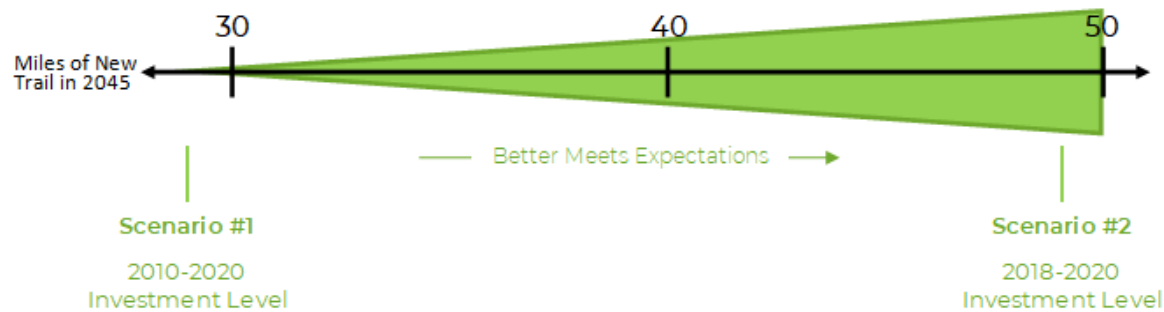
Figure 11 Range of Future Trail Networks with 48 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"><li>• Many corridors completed</li><li>• Most communities are connected</li></ul>	<ul style="list-style-type: none"><li>• Gaps Remain</li><li>• Not every community connected</li></ul>

**Expectations Defined**

These scenarios reveal the region expects a future more akin to Scenario #2 than to Scenario 1. More corridors will be completed, and more communities will be connected. A future that looked like Scenario #2 would have a trail system with continuous linkages that connects communities Many events could prevent this future from happening, so four key challenges are explored next.

**Recognizing Expectations: How Many Does the Region Expect?**





## Challenges to Meeting Expectations

The ability of the region to maintain the elevated funding levels and build a future that is similar to Scenario #2 will be impacted by at least four key factors: disparate jurisdictional responsibility for trail development and subsequent jurisdictional funding disparities, the need to address deferred maintenance, and rising construction costs. These challenges are shown in Figure 12.

Regional leaders believe these challenges are not insurmountable, but these challenges may limit the region's ability to fully achieve the future described by Scenario #2. However, these scenarios were just tools used to understand success, and a trail system with continuous linkages that connects communities is possible with fewer miles of new trails.

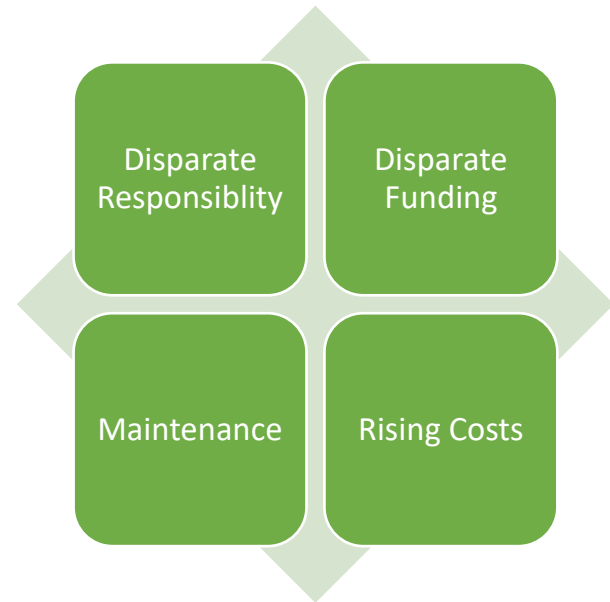


Figure 12 Challenges to achieving Scenario #2

## Disparate Jurisdictional Responsibilities

Naturally, the responsibility for building out the region's trail system is not evenly distributed across the region. The table below shows how each community shares in the responsibility for building the trail systems outlined in Scenario #2. The table includes a range of trail mileage shown within each community's boundaries and includes a range of new trail costs based on different inflation considerations.

Summary of Jurisdictional Breakdown of New Trails				
Jurisdiction	Mileage		Cost Range	
	Low	High	Low	High
Battlefield	0.0	0.6	\$ -	\$ 790,000
Christian County	3.8	8.0	\$ 4,830,000	\$ 8,010,000
Greene County	9.2	12.2	\$ 10,810,000	\$ 13,640,000
Nixa	0.0	4.9	\$ -	\$ 4,940,000
Ozark	1.1	1.1	\$ 1,150,000	\$ 1,440,000
Republic	0.0	1.8	\$ -	\$ 2,270,000
Springfield	13.5	23.8	\$ 16,900,000	\$ 23,890,000
Strafford	3.6	3.6	\$ 3,600,000	\$ 4,520,000

Many of the existing gaps are located within the City of Springfield. Some communities, such as Nixa or Republic, may bare none of the regional cost burden if additional trails are not extended to those communities.

### Disparate Jurisdictional Funding

Funding sources available for new trail construction vary amongst the region's communities. It is vital that each community feels it is possible to meet the financial responsibilities described in this plan. Some communities only have general revenue, their gas tax allotment, and the opportunity to apply for federal funds to fund trail construction, while other communities have several additional local sales taxes that could be put towards trail construction or maintenance. Figure 13 below highlights the range of revenue sources available to each of the region's communities.

Summary of Trail or Transportation Funding Sources							
	Capital Improvements Sales Tax	Transportation Sale Tax	Road Property Tax	Parks Tax		Parks Impact Fee	Fuel Tax Revenue
				Park Board Operational Component	Municipal Allocation Component		
Battlefield		x			x		x
Christian County		x					x
Greene County			x	x			x
Nixa		x					x
Ozark	x	x				x	x
Republic	x	x	x		x		*
Springfield	x	x		x			x
Strafford					x		x
Willard	x				x		x
* The City of Republic directs fuel tax revenues to the city's police department.							

Figure 13 Summary of Trail Transportation Funding Sources

### Trail Maintenance

A backlog of maintenance activities must be addressed in addition to building new trail over the coming decades. Many of the region's earliest trails were constructed of asphalt. These trails have not received consistent maintenance and are beginning to deteriorate. The region will have to decide what to do with these deteriorated trails. Additionally, each community in the region needs to implement a strong routine maintenance program.

*Maintaining Asphalt Trails*

Many of the earliest trails were constructed with asphalt as shown in the Figure 14 below. These early trails have not received regular surface maintenance, and many need serious rehabilitation. Asphalt was an easy, less expensive option when construction of the network first began. It is also a trail surface favored by many runners. These trails can be resurfaced with fresh asphalt or be replaced with concrete. Concrete trails are more expensive to build but require less annual maintenance and have a longer useful life span. Communities within the region seem to be taking different approaches.

# Trail Maintenance

## Trail Surface Type and Age

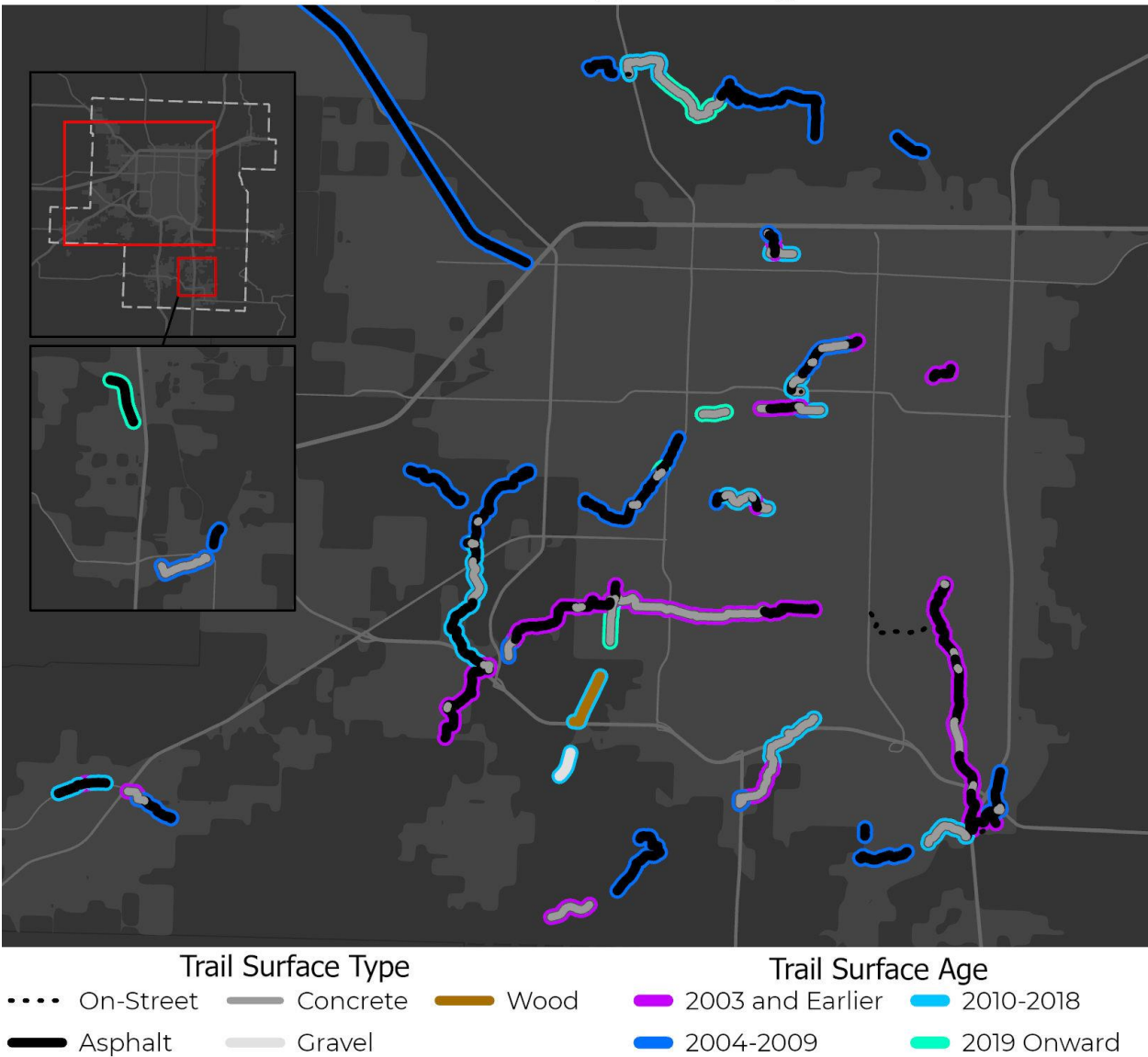


Figure 14 Trail Maintenance

Simplified maintenance estimates for the region's approximately 29 miles of asphalt trails suggest the region will need to spend between \$2.2 and \$6.5 million to address the asphalt trails, including options to repair the asphalt surface or replace with concrete. The lowest cost option over the *Destination 2045* planning horizon seems to be maintaining the asphalt trails as asphalt. This low-cost estimate includes a sealcoat every five years and a basic resurfacing every 10 years<sup>2</sup>. The higher cost option assumes asphalt trails will be replaced with concrete trails. However, across the 50-year lifespan of concrete trails, the price of replacing trails with concrete vs maintaining the asphalt becomes very similar.

Regional communities are taking different approaches to this issue. Currently, the City of Springfield is replacing asphalt trails with concrete and constructing new trails with concrete. On the other hand, Ozark and Republic are opting to maintain existing asphalt trails and build new asphalt trails. Each approach has its own short-term and long-term cost implications.

### *Annual Routine Maintenance*

Annual routine maintenance is a critically important element of the region's trail system. These maintenance activities include minor repairs, mowing, litter cleanup, clearing dirt and debris from trails, and addressing vandalism or illegal dumping. The system currently does receive annual maintenance.

Routine annual maintenance is performed throughout the region. The Springfield/Greene County Parks Department has a dedicated trail crew that addresses trail maintenance activities on trails managed by department. Ozark Greenways regularly organizes volunteer workdays to address upkeep, in addition to the regular work of its Frisco Highline Trail Manager. Individual public works and parks and recreation staff maintain trails owned by the region's other communities. The costs of these activities are often absorbed by the community's overall park, grounds, and road maintenance budgets. However, it is estimated that annual routine maintenance will cost between \$6.4 and \$6.8 million over the Destination 2045 planning horizon.

### *Overall Maintenance Costs*

It is important to point out the maintenance costs discussed above will be in addition to the costs associated with building new trail. Annual routine maintenance is likely absorbed into existing maintenance budgets, but the needs associated with the region's asphalt trails will require explicit funding. Combined, these two maintenance costs could total as high as \$13.3 million over the Destination 2045 planning horizon. It is critically important the region to plan for range of maintenance activities described above and identify sustainable funding sources.

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<sup>2</sup> LTAP, Indiana and Development Commission, Ohio River Greenway, "Best Practices in Trail Maintenance" (2014). Indiana Local Technical Assistance Program (LTAP) Publications. Paper 8. <http://docs.lib.purdue.edu/inltappubs/8>



## Rising Costs

Scenario #2 did not include the cost inflation regional leaders knows will occur in the future. The scenarios were simplistic tools for gauging success. Cost inflation could threaten the ability of the region realize Scenario #2 and build a trail system with continuous linkages that connects communities. However, a deeper dive into the impact of rising costs suggests the investments included in Scenario #2 could still meet the region's expectations for new trails in 2045. Inflation reduces the amount of possible new trail in 2045 by about 10 miles. Figure 15 shown below demonstrates a 10-mile reduction to Scenario #2 would still result in a trail system with continuous linkages that connects communities

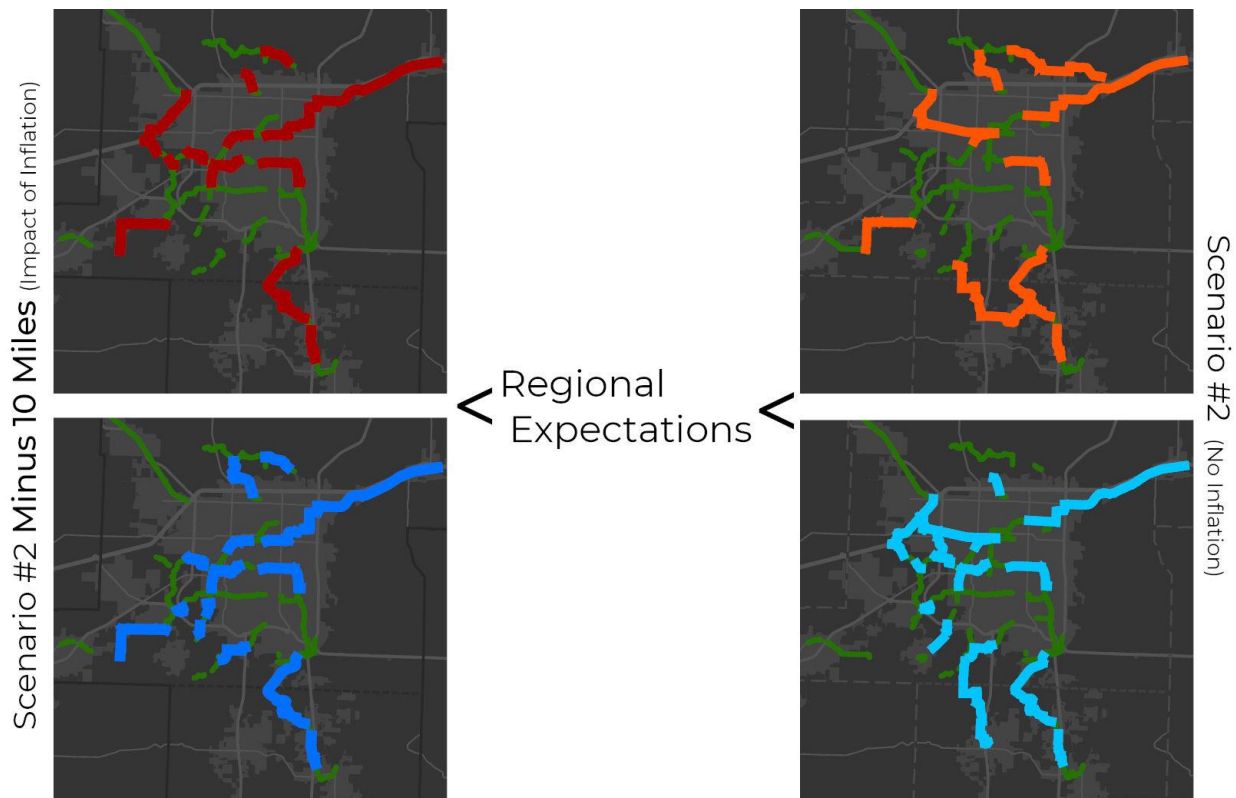


Figure 15 A comparison of Scenario #2 with and without Rising Costs

This graphic show that if the OTO continues allocating additional funds towards trails, the future could meet the region's expectations for new trails. Fewer gaps may be filled, or fewer connections made, due to rising costs, but the resulting networks could still be described as *continuous* and *interconnected*.

Addition, the public sector can mitigate rising construction costs by continuing to shift some trail development costs to private developers. Development regulations can be modified to include trails as part of the required infrastructure in new subdivision. Developers benefit from having trails in their subdivisions and the public sector can direct funds towards segments in built-out neighborhoods.

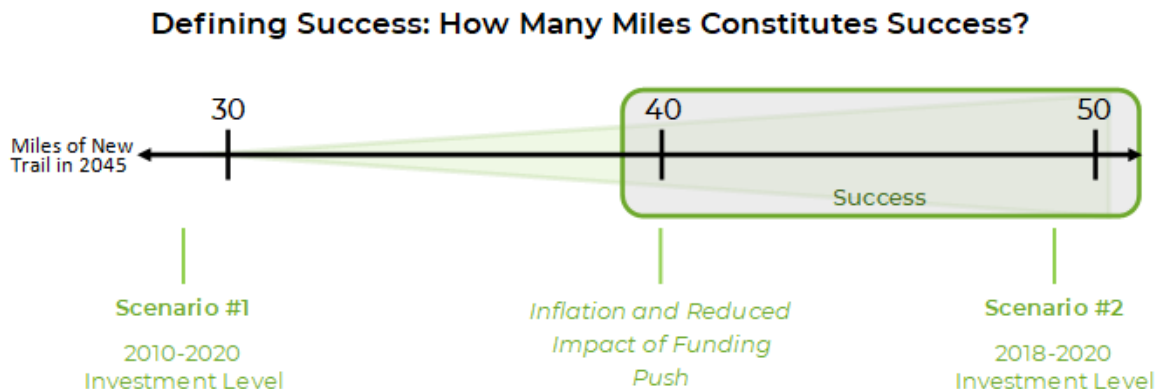
## Impact of Challenges

The availability of funding sources and the magnitude of each community's trail responsibility do not always match. Communities such as Greene County and Christian County have sizable project burdens but have limited funding sources. On the other hand, Springfield's funding and trails burdens are better balanced. Over the last decade or so, Springfield has averaged around \$1 million a year in trail related investments, including infrastructure on and off the highlighted regional trail network. With this annual investment, Springfield has a reasonable chance of investing the \$16 to \$19 million to build its share of the regional trail system. As a region, maintenance costs could impact the ability of some communities to dedicate funds to new trail construction. These challenges suggest achieving a future like Scenario #2 may be difficult, but expectations could be met even if the region comes up a little short.

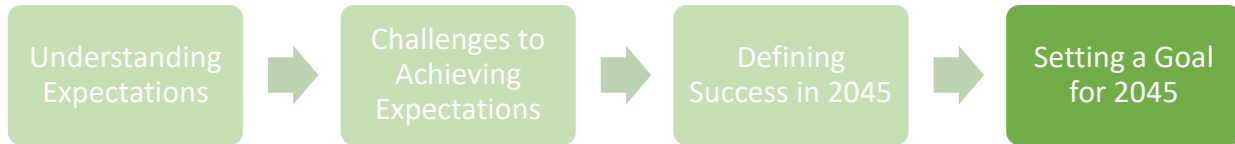


## Defining Success in 2045

The OTO will have successfully implemented the *Destination 2045* plan if the region has between 40 and 50 miles of new trails by 2045. Regional expectations would be met with this amount of new trail construction. The future shown in Scenario #1 did not meet the region's expectations a trail network that truly connected our region. Scenario #2 illustrated a future trail system with continuous linkages that connects communities. Even if the challenges described above limits the impact of regional investments, the sustained focus on trail underlying Scenario #2 can still result in a network that connects the OTO region, meets regional expectations, and can be called successful.

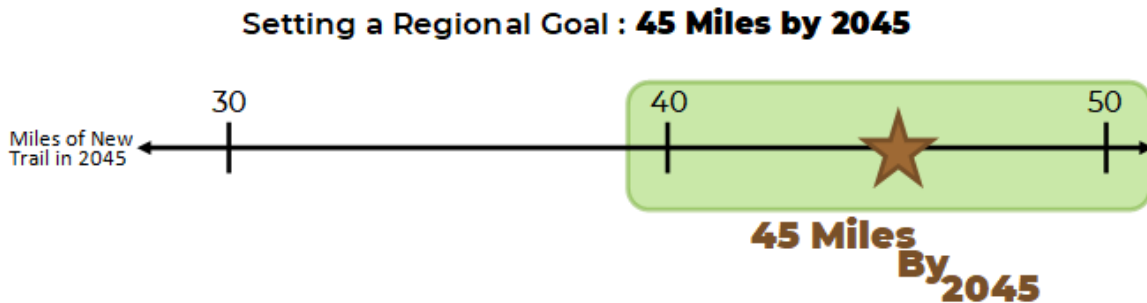






## Setting a Goal for 2045

The region must set a specific target for trail construction so it can track its progress over the next two and a half decades. Successful implementation of the *Destination 2045* plan will result in the construction of **45 miles of new trails by 2045**. This target will cost the region between \$45 and \$50 million. With this investment, the region will build a trail system with continuous linkages that connects communities. This goal will allow the region to meet its expectations and achieve success, success as defined in this plan.



Users of the regional trail system in 2045 will be able to move between trails and communities without needing to frequently leave the trail system. Individual trails will have few gaps and will be connected to other trails. Most communities will be connected to the regional trail system, and these intercity connections will rarely rely on on-street connections. On-street connections will be important for movement with individual communities, but those long, intercity connections rely on the trail system. Finally, residents will have followed along with the development of the truly regional system thanks to clear and consistent communication from the OTO and its trail partners.

Achieving this goal will require the region to make permanent the increased trail funding introduced during the focus on trail funding of 2018-2020. The region must continue to leverage local, state, and federal monies to achieve this goal. The cities of Springfield, Republic, and Ozark used receipts from transportation and capital improvements taxes. The region must ensure these funding sources continue to be available. The private development community must also play a part as new development intersects proposed trail corridors. Ultimately, the OTO must continue directing additional STBG-Urban funding to trail construction. The reallocation of STBG-Urban funding made possible by the Omnibus funds was a critical driver of the 2018-2020 push.

**Multi-year Benchmarks**

The construction of new trail will not happen according to a consistent schedule over the Destination 2045 planning horizon. Several miles of trail may be built in some years, while several miles of trails may be designed or have right-of-way purchased during others. However, it is important to set benchmarks for the development of the region’s trail network to ensure adequate progress is made across multi-year timeframes. Two simple benchmarks are outlined in Figure 16.



*Figure 16 Regional Trail Benchmarks*

These benchmarks will help the region monitor the successful implementation of this trail plan while not holding the region to unrealistic annual target. The region may not meet both benchmarks in each three-year timeframe. Some projects will include very costly road or river crossing, while others will include long stretches of reasonable flat trail. The region should seriously evaluate its trail construction activities if it fails to meet both benchmarks during a three-year period. This failure would suggest the region is not on track to achieving the region’s goal of constructing 45 miles of new trails by 2045.

## Action Plan

Forty-five miles of new trail will be built by 2045 because the OTO has allocated and prioritized additional regional funding opportunities and supported strong local trail funding mechanisms. This mixture of direct and indirect action will create a financial climate that is supportive of prolific trail construction.



### Direct OTO Action

The OTO will directly implement this plan through its bike/ped grant programs. Individual communities will ultimately decide what trail corridors are built out, but it is the OTO's job to ensure funding supports are available and directed to projects with the largest regional impacts. Building 45 miles of new trails by 2045 will require the OTO to maintain the enhanced grant program made possible by Omnibus funds in 2018, 2019, and 2020. The region needs to have hard conversations to identify from where these replacement funds will come. The OTO will also need to maintain its support for regional trail planning activities. Maintaining a pipeline of shovel ready projects is multi-jurisdictional and does not follow a consistent timetable. The OTO is best suited for these times of uncertainties. Finally, the OTO will support the region's mission to build a trail system with continuous linkages that connects communities by ensuring its funding goes to projects with the largest regional impacts. These actions are outlined in Figure 17.

### Identification of Sustained and Expanded Trail Funding

The OTO must identify a sustainable source of extra funding for region's trail grant program to maintain the focus on trail funding made possible by the Omnibus funds. The reallocated funds in '18, '19, and '20 were essential to Board of Directors'

#### Direct OTO Action

- Identification of Sustained and Expanded Trail Funding
- Provide Regional Trail Planning Supports
- Target Specific Corridors and Trails for OTO Funding
- Create Trail System Dashboard

#### Supports offered to OTO Member Jurisdictions

- Support Expansion of Local Funding Options
- Support Establishment Trail Maintenance Program/funding

Figure 17 Destination 2045 Trails Action Plan

focus on trail funding. The overall investment level achieved during this time must be maintained to build 45 miles of new trails by 2045. The omnibus funds allowed the region to reallocate approximately one million dollars of funding each year to the regional trail system. A sustainable source of expanded trail funding could come from several different sources, including increased federal funding associated with a new transportation bill or by reallocating existing STBG-Urban<sup>3</sup> funding, as outlined in Figure 18. These replacement funds could be allocated evenly across the planning horizon or grow based on a fixed percentage of overall funding. While establishing a sustainable funding source is important, the region could begin by identifying replacement funds for a specific time horizon.

<b>Possible Sources for Sustained and Expanded Trail Funding</b>		
<b>Next Federal Transportation Bill Includes More Monies</b>		<b>No New Funds</b>
<b>Increased TAP Funds (STBG-Set Aside)</b>	<b>Additional STBG-Urban Funds</b>	<b>Reallocate STBG-Urban Funds</b>
Any additional TAP/STBG-Set Aside funds included will help replace omnibus funds	Any increase in STBG-U funding could be allocated to trails rather than suballocated using the traditional formula. The amount of STBG-Urban funds needed will be dependent on possible TAP increases	The current distribution of STBG-Urban funds could be modified to direct existing funds towards trails.

*Figure 18 Possible Sources for Sustained and Expanded Trail Funding*

An increase in regional funding in the next federal transportation bill would reduce the prospect of needing to reallocate existing STBG-Urban funds. New STBG-Set Aside<sup>4</sup> funds could automatically go towards maintaining the recent focus on trail funding. If additional funds were still needed, a portion of any new STBG-Urban funds also could be allocated to trails. If the next transportation bill does not include additional funding, the OTO Board of Directors could elect to redirect existing STBG-Urban funds to regional trails.

### **Provide Regional Trail Planning Supports**

The OTO should continue providing financial and technical support to communities and organizations engaged in the development of trail projects. These supports will ensure a steady pipeline of shovel-ready projects. The OTO is in a special position to fund this work because the work crosses jurisdictional boundaries and does not follow a predictable schedule.

### **Target Specific Corridors and Trails for OTO Funding**

The OTO should develop a strong project selection process to ensure the trails funded with its grant programs connect people and jobs. The HSTN includes

<sup>3</sup> STBG-Urban funds are directly allocated to the OTO area for designing and constructing a wide range of transportation infrastructure, including roads, bridges, trails, and sidewalks

<sup>4</sup> STBG-Set Aside funds are reserved for Transportation Alternatives, including the construction of trails and sidewalks.

corridors with existing trail segments and trail corridors that exist only on paper. The project selection process should prioritize corridors with existing segments and corridors that connect the region's seven cities. While every corridor included in the HSTN would benefit the region, the project selection process must prioritize projects that build a trail system with continuous linkages that connects communities.

### Trail System Dashboard

Communicating the implementation of the region's trail vision is vitally important. As such, a dashboard should be developed to share this information with the public. The Dashboard should outline historical implementation; recently awarded and completed trail segments; and show progress towards constructing 45 miles of new trails by 2045. The dashboard should be updated each Spring and Fall to ensure the public is kept current of recent awards and ribbon cuttings.



### Supports offered to OTO Member Jurisdictions

The OTO will indirectly implement this plan by offering its support for local funding initiatives and efforts to increase trail maintenance spending. The region can only sustain its recent funding push if our member communities have local match funds. Diversifying funding options makes it easier for individual communities to come up with project funds. Local funding is also critically important if the region's trail network is to be kept in a state of good repair.

### Support Expansion of Local Funding Options

The region must provide support for communities wishing to increase local trail funding sources. Ensuring that all communities have a range of funding mechanisms will be critical to maintain the recent focus on trail funding over the next 20 to 25 years. Some communities, such as Christian County, do not have dedicated trails/parks and recreation funding sources, nor do they have the transportation or capital improvements taxes many other communities have. The City of Ozark has a transportation sales tax, but it sunsets in five years. Greene County has two parks and recreation taxes, but one tax is fully sub-allocated to communities within the county, while the other funds basic operations and debt payments. The City of Springfield has more diverse range of funding mechanisms available to construct its expected portion of the 45-mile regional trail goal, but the city is also responsible for a much larger transportation system than other communities. Maintaining and growing the local funding base is critically important if the region is going to achieve its goal of **45 miles of new trails by 2045** and a trail system with continuous linkages that connects communities. OTO support could include assistance in developing project lists, creation of maps, or providing educational materials or presentations.

**Support Establishment Trail Maintenance Program/funding**

A properly funded trail maintenance program is necessary to keep the region's trail system in a state of good condition through 2045, and beyond. Maintenance has been deferred along many of the region's oldest trails. Each community must have funds available to repair old trails and maintain any new trails that are built within their jurisdiction. The region cannot be successful in creating a a trail system with continuous linkages that connects communities if many of the trails are deteriorated and dangerous to traverse. OTO support could include conducting trail condition inventories, creation of maps, or providing educational materials or presentations.

**TAB 12**



(<https://aashtojournal.org/>)



The American Association of State Highway and Transportation Officials co-signed a March 28 letter (<https://policy.transportation.org/wp-content/uploads/sites/59/2021/03/Yellen-Group-Letter-ARP-Guidance-2021-03-28.pdf>) with 35 other transportation organizations to Janet Yellen, secretary of the U.S. Department of the Treasury, to provide “clear guidance and flexibility” regarding the use of American Rescue Plan or ARP funds to support transportation infrastructure projects .

*[Above photo of Treasury Department headquarters by Matt Robinson.]*

Joung Lee, AASHTO director of policy and government relations, noted that the \$150 billion in general state/local aid incorporated within the \$2 trillion Coronavirus Aid, Relief, and Economic Security or CARES Act (<https://www.appropriations.senate.gov/imo/media/doc/FINAL%20FINAL%20CARES%20ACT.pdf>) legislation passed in March 2020 (<https://aashtojournal.org/2020/03/27/federal-coronavirus-rescue-bill-includes-transportation-funding/>) “took a while to spend down” as states received “unclear and changing guidance” from the Treasury Department at the time.



While the \$350 billion in general state/local aid issued by the ARP “is much more flexible,” AASHTO noted it “does not specify transportation being as an eligible expenditure.”

That is why the group’s letter calls upon the Treasury Department to issue a guidance that explicitly says transportation is eligible, so states have certainty that they can spend the funds on transportation projects.





“States and local transportation revenues were hit hard by COVID-19, with 49 states publicly projecting declines,” the letter noted. “State departments of transportation are also facing at least \$18 billion in estimated revenue shortfall through 2024.”

That is why providing “clear guidance and flexibility” on the use of ARP funds for transportation infrastructure projects “will be critical to ensuring funds are used expeditiously and with maximum impact.”

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# As Biden shifts infrastructure focus to climate and racial justice, cities and states alter pitches for federal money

By **Ian Duncan**

April 15, 2021 at 5:00 a.m. CDT

Cities and states across the country are pitching new kinds of infrastructure projects and offering fresh assessments of existing proposals as they chase \$2 billion in grant funding the Biden administration has tied to environmental and racial-justice goals.

Seleta Reynolds, general manager of the Los Angeles Department of Transportation, initially did not plan to apply for a federal Infrastructure For Rebuilding America grant, a \$900 million pot of money targeted at economy-boosting projects. It has typically been used to back major highway projects and other work to reduce congestion and speed travel for cars and trucks.

But shortly after Pete Buttigieg was confirmed as transportation secretary, his department announced that it would judge projects based on their racial-equity and environmental benefits. Reynolds assembled a team that scrambled to put together an application.

The city is seeking \$45 million to help fund projects on major streets in South Los Angeles, trying to remedy harms caused by an interstate highway running through the area. The proposal calls for bike lanes, safer crosswalks, new shade trees and bus-boarding islands. It also would involve installing 300 electric-vehicle chargers, putting up air-quality sensors and extending broadband access to 11,000 homes.

“I see it as a form of validating and showing L.A.’s support for this pivot U.S. DOT is trying to make,” Reynolds said. “If they really want projects that center equity and climate, I want to give them one.”

The new criteria demonstrate one way Buttigieg’s team has put its imprint on the Department of Transportation. They also offer a preview of how the administration is seeking to reshape the nation’s transportation networks as it tries to advance major infrastructure funding through Congress. The \$600 billion transportation portion of the package — part of a \$2 trillion proposal — calls for the expansion of existing grant funds and the creation of new ones.

“We are committed to not just rebuilding our crumbling infrastructure, but building back in a way that positions American communities for success in the future,” Buttigieg said in a statement in February when the new INFRA standards were announced.

In March, the department added climate and equity criteria to a \$230 million port infrastructure grant program, and this week, it rebranded its marquee \$1 billion grant program as RAISE — Rebuilding American Infrastructure with Sustainability and Equity.

Sustainability and Equity.

The grant programs are a way for the federal government to shape the behavior of states and cities that build the nation's roads and bridges. Applicants and consultants who work with the jurisdictions say projects will have to be reassessed to be competitive for the coveted awards, even if environmental and racial-justice issues had not previously been applicants' priorities.

"They're setting a standard for at least the next four years," said Kirsten Mote, a planning consultant at Modern Mobility Partners in Atlanta. "They want to invest in projects that are going to benefit everybody."

Some Republicans in Congress have questioned Buttigieg's focus on the environment and racial equity. Rep. Garret Graves (R-La.), a transportation subcommittee leader, wrote to Buttigieg in March to say the changes to the INFRA program were not in line with the law that created it and would muddy its intended goal of aiding the economy.

"It is incredibly frustrating to see the apparent disregard for legal requirements in exchange for unquantifiable political objectives," Graves wrote.

The grants present the opportunity to carry out major projects that states and cities could not otherwise afford. Still, there are limits to how much influence the federal government can have through the programs. While INFRA and RAISE amount to about a combined \$2 billion a year, that is a small slice of the tens of billions in federal transportation spending that mostly flows to states through formulas set by Congress.

Applicants also had just four weeks to submit their proposals to INFRA. Federal officials told applicants the timeline was dictated by the law that set up the program, but it means there were few opportunities for cities and states to fundamentally rethink their projects.

A review of applications shows that in some cases, states submitted highway projects that also were advanced under the old criteria. The new versions of the applications sought to highlight ways they meet the new standards, noting pedestrian facilities or underscoring plans to integrate electric-vehicle charging.

The Pennsylvania Department of Transportation is seeking \$42 million to repair a road connecting two interstates in rural Schuylkill County. Part of the road is at risk of slipping down a hillside and one lane was closed in 2018.

"There wasn't a whole lot of time," said Chris Kufro, a regional leader for the state Transportation Department. "You really can't change the project. You really have to rework what your benefits are."

Pennsylvania's new application notes that the road will be rebuilt to better resist storms that have become more severe as the climate changes. It acknowledges that the county is overwhelmingly White, but highlights how the highway is an important link in an economically struggling part of the country.

Last year, INFRA funded 20 projects, most of them designed to boost the capacity of highways. They included \$35 million to help build a new exit on Interstate 77 in South Carolina and \$71 million to build a bypass in Mississippi.

Now, some applicants are hoping to find success with projects that rethink the role of highways as the Biden administration spotlights ways their construction often tore through urban communities of color.

Even as the Federal Highway Administration has asked Texas officials to stop work on a highway-widening project in Houston, the state's Department of Transportation is pursuing a Dallas project that it hopes will find favor with Buttigieg.

The state is seeking \$146 million to redesign a half-buried section of Interstate 30 known as the Canvon. When the

road was built in the 1960s, it sliced through one of Dallas's oldest neighborhoods, cutting it off from downtown and leaving it economically depressed decades later. The Texas application seeks to modernize the highway while reconnecting the communities on either side with new bridges and the redesign of existing crossings. The project would shrink the highway's footprint, opening 14 acres for development.

Melissa Meyer, a public involvement specialist at the Texas Department of Transportation, started making the case for submitting the project even before the grant criteria were released, figuring it fit with early messaging from the Biden team.

"The stars really aligned for the Canyon project," Meyer said. "Everything we had already put into this project really neatly aligned with what U.S. DOT was looking for."

It will not become clear what kind of approach proves most successful until Buttigieg makes his final selections in the summer. Teams of reviewers at the federal Transportation Department will assess the applications and choose which to submit to Buttigieg, who will make the final decisions.

While the process involves a rating system, applicants say the decision-making has been opaque in the past — a criticism also leveled by the Government Accountability Office in a 2019 report.

Leaders in Wenatchee, a small city in central Washington state, say they were told their \$140 million Apple Capital Loop proposal scored well in past years and are offering it again. They hope the project's focus on electric buses and pedestrian and bike trails — as well as community engagement work in a region where almost one-third of residents are Latino — will improve its chances under the new criteria.

"We were excited to apply again because this is our fourth application, but we feel that every time we get a little closer," said Laura Merrill, Wenatchee's executive services director.

The types of projects selected for grants under the program now called RAISE, which tend to be smaller and more varied, shifted significantly between the Obama and Trump administrations. Under President Donald Trump, the program was used to back more projects in rural areas and came to favor roads over transit and rail.

Officials in Durham, N.C., are hopeful the new focus on racial equity and the environment will mean the Belt Line, a bike and pedestrian trail for which the city is seeking about \$10 million, will win federal backing after several years of trying.

Community advocates were concerned that without engagement with current residents, the trail could foster gentrification and displacement of longtime residents. Activism around the project ultimately led to the city's adopting a new approach to equitable development.

Tara Mei Smith, who helped to lead a project called Durham Belt Line for Everybody — which sought to ensure that the trail was designed in an inclusive way — said it is significant that the federal government is putting money behind its approach.

"There are plenty of planners who are not apprised of this conversation at all," she said. "It's an essential frame shift that has to happen."

# Transportation: Infrastructure and the pandemic

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## Infrastructure plans

**Expanded rail service:** Infrastructure plan calls for \$80 billion for rail. It could transform passenger service.

**Neighborhood equity:** A woman called for a highway's removal in a Black neighborhood. The White House singled it out in its infrastructure plan.

**Cautionary lessons:** Obama-era stimulus has lessons — and cautionary tales — as Biden proposes infusion of transportation money

**Government's expanded role:** White House plan calls for large expansion of federal government's role in transportation

## How we travel

**Travel after vaccines:** Fully vaccinated people are at low-risk from travel, CDC says

**Airplane noise:** FAA study finds noise from airplanes, helicopters far more annoying than other sources

**Taxed by the mile:** Two states tax some drivers by the mile. Many more want to give it a try.

## Getting around Washington

**New Potomac bridge:** Virginia seals deal for \$3.7 billion rail plan, including new Potomac River bridge

**Maglev high-speed train:** A maglev would be a speedy option over protected land. But research and wildlife might suffer.

**Toll lanes:** Maryland explores tightening law on public-private partnerships amid proposal to build new toll lanes

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The \$2.3 trillion infrastructure investment package unveiled by the Biden Harris administration on March 31 – entitled the American Jobs Plan (<https://www.whitehouse.gov/briefing-room/statements-releases/2021/03/31/fact-sheet-the-american-jobs-plan/>) – allocates \$621 billion in overall spending to the transportation sector, with the largest slice of that funding aimed at spurring major growth in the electric vehicle market.

“Is it big? Yes. Is it bold? Yes. But we can get it done,” President Joe Biden said during a press event (<https://youtu.be/LpNbgKPVxqs>) in Pittsburgh. “The heart of the plan is modernizing transportation infrastructure – our roads, bridges and airports. It grows the economy in key ways. It makes it easier and more efficient to move goods, get to work, and become



more competitive around the world. It will unlock traffic, reduce the bottlenecks at our ports and airports, keep people safe, and connect our cities, towns, and tribes across the country.”

The president described this plan as a “once in a generation investment in America, unlike anything we’ve ever seen or done since we built the Interstate highway system and the space race decades ago.”

The direct transportation spending proposed by the administration includes:

\$174 billion for retooling factories to make batteries and electric vehicles or EVs, along with consumer ‘point-of-sale’ rebates and tax incentives to buy American-made EVs. That money will also support grant and incentive programs for state and local governments and the private sector to build a national network of 500,000 EV chargers by 2030. It will also fund replacement of 50,000 diesel transit vehicles and electrify at least 20 percent of the nation’s school bus fleet.

\$115 billion for modernizing bridges, highways, roads, and main streets “that are in most critical need of repair.” That funding will go toward modernizing 20,000 miles of highways, roads, and main-streets, replace 10 of the most economically significant bridges in the country in need of reconstruction, and repair the worst 10,000 smaller bridges in the nation. The plan also focuses \$20 billion to improve road safety for all users creating a Safe Streets for All program and funding “vision zero” plans.

\$85 billion to modernize existing transit and help agencies expand their systems to meet rider demand. The plan calls for doubling federal funding for public transit, spend down a \$105 billion repair backlog – made up of over 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems in need of replacement – plus bring bus, bus rapid transit, and rail service to communities and neighborhoods across the country.

\$80 billion to address Amtrak’s repair backlog; modernize the high traffic Northeast Corridor; improve existing rail corridors and connect new city pairs; and enhance grant and loan programs that support passenger and freight rail safety, efficiency, and electrification.

\$25 billion in airport-related funding, including a new program to support terminal renovations and multimodal connections for affordable “car-free access” to air travel.

\$17 billion in inland waterways, coastal ports, land ports of entry, and ferries – considered “essential” to the nation’s freight system in the plan. That funding will also support a new “Healthy Ports” program to mitigate the cumulative impacts of air pollution on neighborhoods near ports, often communities of color.

The plan also includes billions for a host of “equity” initiatives in the transportation sector, such as \$20 billion to fund a “new program” to “reconnect neighborhoods” cut off by past transportation investments, while ensuring any new transportation projects increase opportunity, advance racial equity and environmental justice, and promote affordable access.

Another \$25 billion is being set aside in the plan to create a dedicated fund for “ambitious projects that have tangible benefits to the regional or national economy but are too large or complex for existing funding programs.”

The American Association of State Highway and Transportation Officials released a statement applauding the emphasis the Biden Harris administration placed on investing in infrastructure within the American Jobs Plan in order to shore up and modernize the nation’s multimodal transportation system for decades to come.



Photo by Colorado DOT



Jim Tymon

“Today’s announcement is a first step in a conversation about a generational investment in transportation infrastructure addressing climate change, resiliency, and equity that will support improved quality of life through innovative, safer and cleaner mobility options,” explained Jim Tymon, AASHTO’s executive director, in a statement (<https://aashtonews.wpengine.com/2021/03/31/aashto-statement-on-the-american-jobs-plan-proposal/>). “America’s state DOTs look forward to playing a leading role with the Administration and Congress to achieve the objectives laid out in today’s

plan.”

AASHTO also emphasized that it is “critical” that Congress and the administration work together in a bipartisan manner to reauthorize the federal surface transportation programs before the end of September when the current Fixing America’s Surface Transportation or FAST Act – extended for a year in late 2020 (<https://aashtojournal.org/2020/10/02/cr-secures-federal-funding-extends-fast-act-for-one-year/>) – expires.

The organization added that a long-term and robust reauthorization bill will provide state departments of transportation with the “predictability they need” to continue to improve the transportation network to provide greater access to opportunities for everyone including



employment, education, health services, and recreation.

*[Victoria Sheehan, commissioner of the New Hampshire Department of Transportation and AASHTO's 2020-2021 president, emphasized the need for transportation funding predictability during a Senate Committee on Environment and Public Works hearing in February*  
(<https://aashtojournal.org/2021/02/26/aashto-president-sheehan-testifies-before-senate-epw-committee/>).]



Victoria Sheehan

The Biden Harris administration is also proposing to spend \$100 billion on “proven workforce development programs” in its American Jobs Plan, targeted at underserved groups and getting our students on paths to careers before they graduate from high school. That includes \$40 billion to support a new Dislocated Workers Program and sector-based training to help workers who lose jobs through no fault of their own gain new skills and to get career services they need with in-demand jobs.

It also includes \$48 billion to support registered apprenticeships and pre-apprenticeships, while creating one to two million new registered apprenticeships slots. That funding would also go towards “strengthening the pipeline” for more women and people of color to access those opportunities through successful pre-apprenticeship programs.

Addressing equity in the transportation sector as well as workforce development issues are also key AASHTO priorities, as outlined in a resolution passed unanimously at its 2020 virtual annual meeting (<https://aashtojournal.org/2020/11/20/aashto-passes-resolution-addressing-race-equity-diversity-and-inclusion/>) by the group’s board of directors pledging to address issues related to race, equity, diversity, and inclusion (<https://policy.transportation.org/wp-content/uploads/sites/59/2020/11/PR-2-20-AASHTO-Resolution-Addressing-Race-Equity-Diversity-and-Inclusion.pdf>).

Other funding components of the administration’s plan include \$111 billion for improving water infrastructure and replacing lead service lines; \$100 billion for broadband internet investments; \$100 billion to make the nation’s electrical grid more resilient and put the grid “on a path to achieving 100 percent carbon-free electricity by 2035.”



The plan also includes \$180 billion to fund technology research and developments efforts at laboratories and universities across the nation.

However, to pay for all the one-time investments included in the \$2.3 trillion American Jobs Plan, the administration is proposing to implement a total of \$2 trillion worth of largely corporate tax increases over the next 15 years. Those tax increases include:

Resetting the corporate tax rate to 28 percent and imposing a 15 percent minimum tax on the income corporations use to report their profits to investors, known as “book income.”

Increasing the minimum tax on U.S. corporations to 21 percent and calculating it on a country-by-country basis so it hits profits in tax havens.

Eliminate a rule that allows U.S. companies to pay zero taxes on the first 10 percent of return when they locate investments in foreign countries.

Denying deductions to foreign corporations on payments that could allow them to strip profits out of the United States if based in a country that does not adopt a strong minimum tax.


Disallowing corporations from writing off expenses that come from offshoring jobs.


Absent from the administration’s tax increase proposals are initiatives to keep the federal highway trust fund solvent by raising the motor fuel tax or implementing a vehicle miles travelled (VMT) fee.

In news stories (<https://thehill.com/policy/transportation/infrastructure/545539-buttigieg-says-infrastructure-bill-wont-include-gas-or>) prior to the plan’s introduction, U.S. Transportation Secretary Pete Buttigieg said neither would be included in the Americans Jobs Plan.

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**April 15, 2021**

11:44 am » AASHTO Offers Perspective on Automated Driving System Safety

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The Senate Committee on Environment and Public Works examined possible revenue solutions to ensure the solvency of the Highway Trust Fund during a hearing on April 14 (<https://www.epw.senate.gov/public/index.cfm/hearings?ID=34FC8BBA-642E-43B0-9C56-75FBC61F6CE4>) – with much of the discussion focused on vehicle mile travelled or VMT user-fee funding methods.

The committee heard from five witnesses: Joseph Kile, director of microeconomic analysis for the Congressional Budget Office; Jack Basso, chair of the Mileage Based User Fee Alliance; Patricia Hendren, executive director of the Eastern Transportation Coalition; Robert Poole, director of transportation policy at the Reason Foundation; and Douglas Shinkle, transportation program director for the National Conference of State Legislatures.

It also reviewed written testimony submitted by several organizations, including the American Association of State Highway and Transportation Officials.

Sen. Tom Carper, D-Del., the committee's chairman, noted in his opening statement that there should be "common principles" regarding surface transportation needs both parties in Congress can agree upon as it works towards compromise on reauthorization legislation.

"One of those is that the roads, highways, and bridges in this country are in bad shape and something needs to be done about it," Sen. Carper said. "The second principle is that climate change is real and that we need to combat it, adapt to it, and focus on resiliency as a result of it. The third principle is that things worth having are worth paying for. The last principle I hope we can adhere to is that those who use our roads, highways, and bridges have a responsibility to pay for them."



Sen. Carper

To that end, Sen. Shelley Moore Capito, R-W.Va., the EPW committee's ranking member, noted in her opening statement (<https://www.epw.senate.gov/public/index.cfm/press-releases-republican?ID=02B24B03-A661-45B0-AB2F-BF9EE1B6B1A0>) that, "the Highway Trust Fund, which is the source of funding for federal surface transportation projects, is once again – as it has over the last several years – facing a cash shortfall. This shortfall must be addressed for us to move forward with a [reauthorization] bill."



Sen. Capito

She echoed Sen. Carper's position that "all who use our surface transportation system should contribute to its upkeep and expansion. Today, that is not the case with all of the users. We should consider the unique impacts on certain Americans, including those in rural areas and lower income individuals – [trying] to minimize administrative and cost burdens [while] providing states and other non-federal partners with options to use various financing tools."

Sen. Capito added that while "this is not an easy problem to solve I am willing to consider various solutions so we can discuss how to pay for our nation's infrastructure."

In a statement for the record submitted to the EPW committee, AASHTO noted that there has been no increase in the federal gasoline tax of 18.4 cents per gallon since 1993. Alongside improvements over the last few decades in fuel efficiency, increased use of alternative fuel vehicles, the loss of fuel tax purchasing power, and the ever-growing costs of maintaining the nation's transportation network, "there is recognition that our current funding model is not sustainable" to keep pace with long-term system needs.

"The current trajectory of the Highway Trust Fund – the backbone of federal surface transportation program – is simply unsustainable, as it will have insufficient resources to meet current federal investment levels beyond fiscal year 2021," AASHTO noted.

To investigate new revenue sources, the organization said a number of states launched user-based alternative revenue pilot programs with the help of the Surface Transportation Systems Funding Alternatives or STSFA program established by the Fixing America's Surface Transportation or FAST Act in 2015.

AASHTO noted the STSFA program awarded \$73.7 million to fund 37 state pilot projects over the last six years to demonstrate user-based alternative revenue mechanisms across the country – from California and Oregon to Utah, Missouri, and Ohio.

"Each state pilot has taken a slightly different approach with their in attempt to address the unique needs and challenges in their state," AASHTO said. "Findings and lessons learned from the state pilots will help inform the next steps for a mileage-based system."



Photo by Oregon DOT

The organization added in a separate letter (<https://policy.transportation.org/wp-content/uploads/sites/59/2021/04/2021-04-13-Transportation-Stakeholder-letter-to-House-TI-and-Senate-EPW.pdf>) to Congressional leadership on April 13 – a letter co-signed by 31 other transportation organizations – that those pilot programs provide

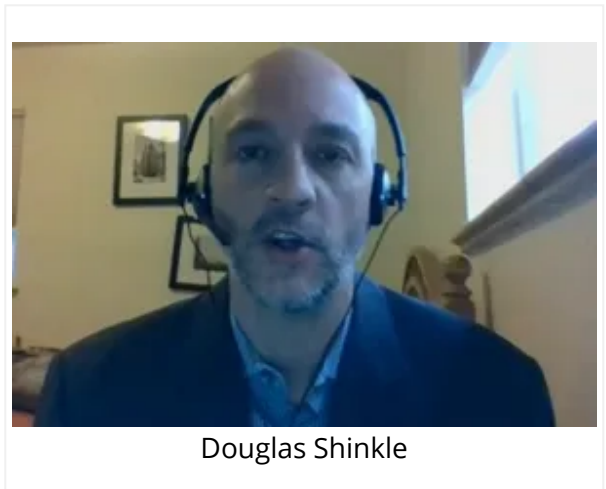


“valuable lessons learned” in terms of constructing and implementing a national vehicle miles traveled or VMT user-fee program.

“It is now time for Congress to leverage the progress made to-date [with those pilot tests] and create a comprehensive national VMT implementation program ... [as] a much-needed long-term replacement for the user fees that we currently rely on to build our roads and bridges,” AASHTO emphasized in its letter.

However, regardless of the method used to shore up the Highway Trust Fund, other witnesses at the EPW hearing stressed that traditional formula disbursement methods should remain in use.

“Congress must not drive away from a user-fee [and] formula-based national transportation funding stream,” emphasized NCLS’s Shinkle, in his written testimony



([https://www.epw.senate.gov/public/\\_cache/files/9/c/9cac449e-f530-47b6-aed2-963f1d61b310/81E774021F41A6F58E8EC35E0B56C220.04-14-2021-shinkle-testimony.pdf](https://www.epw.senate.gov/public/_cache/files/9/c/9cac449e-f530-47b6-aed2-963f1d61b310/81E774021F41A6F58E8EC35E0B56C220.04-14-2021-shinkle-testimony.pdf)).

“This would ensure that funds are distributed in a predictable and stable manner to all states and territories,” he added.

“Formula funding also allows for efficient project and multi-year program delivery wherein transportation needs, and projects are identified by states, metropolitan planning organizations, and local elected officials for funding prioritization,” Shinkle said. “States are best aware of the transportation needs within their boundaries.”

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RAISE Discretionary Grants

U.S. Secretary of Transportation Pete Buttigieg Announces Availability of \$1 Billion to Modernize and Create New American Infrastructure

WASHINGTON – The U.S. Department of Transportation (DOT) today published a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in Fiscal Year (FY) 2021 discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER, has awarded over \$8.935 billion in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009.

“In communities across the country, there is tremendous need for transportation projects that create high-quality jobs, improve safety, protect our environment, and generate equitable economic opportunity for all Americans,” said U.S. Secretary of Transportation Pete Buttigieg. “With RAISE grants, we are making those needed investments in our communities' future.”

Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the Department will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs.

For this round of RAISE grants, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single State, as specified in the appropriations act. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty.

To ensure that the benefits of infrastructure investments benefit communities large and small the Department will award an equitable amount, not to exceed half of funding, to projects located in urban and rural areas respectively.

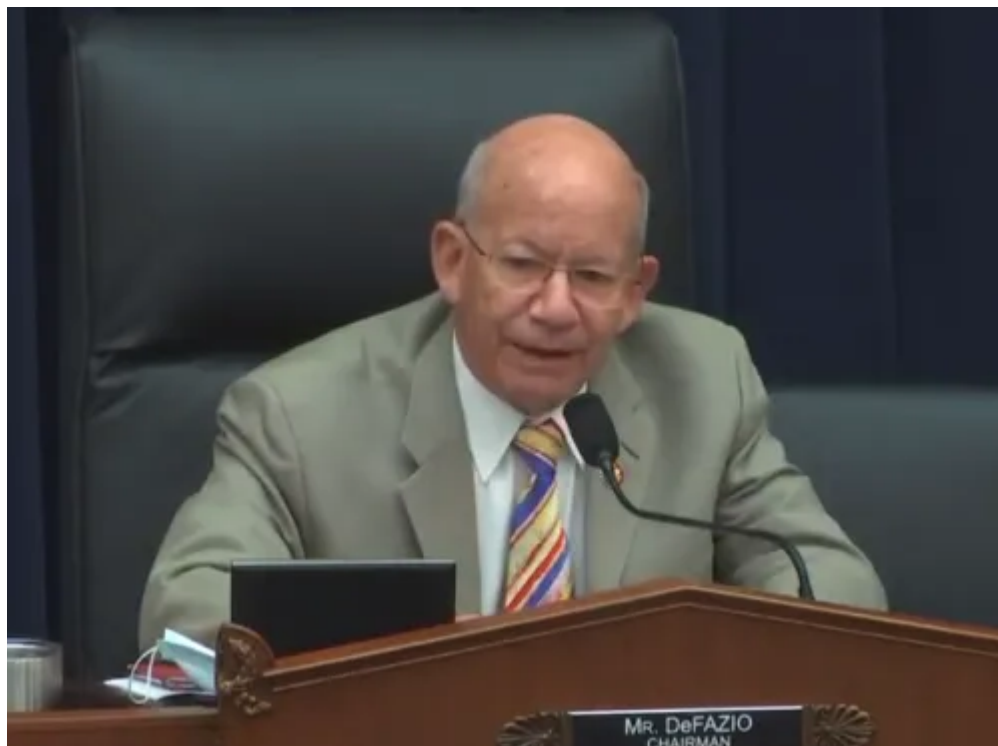
The program is highly competitive with 680 projects funded out of over 9700 applications. It is one of the few DOT discretionary programs for which regional and local governments can directly compete for multimodal transportation funding.

To provide technical assistance to prospective applicants, DOT is hosting a series of webinars during the FY 2021 RAISE grant application process. To register for the webinars visit [www.transportation.gov/RAISEgrants/outreach](http://www.transportation.gov/RAISEgrants/outreach). The deadline to submit an application is July 12, 2021 at 5pm Eastern.



**April 15, 2021**

11:33 am » Report: Tonnage Rising Significantly at Cargo-Focused Hub Airports

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During a virtual infrastructure ([https://ctconstruction.org/files/public/04-06-21\\_Virtual\\_Infrastructure\\_Summit.pdf](https://ctconstruction.org/files/public/04-06-21_Virtual_Infrastructure_Summit.pdf)) summit this week, Rep. Peter DeFazio (*seen above*), D-Ore. – chairman of the House of Representatives Committee on Transportation and Infrastructure – reiterated his focus on passing a nearly \$500 billion surface transportation reauthorization bill out of his committee by the third week of May.

"We have to do a reauthorization by October 1," he said during the April 6 summit, hosted by the Connecticut Construction Industries Association (CCIA). "My objective is to get an authorizing bill out of my committee [and] get it through the House as soon as possible."

Rep. DeFazio noted that his reauthorization bill would closely mirror \$494 billion *INVEST in America Act* (<https://aashtojournal.org/2020/06/19/house-ti-advances-surface-transportation-reauthorization-bill/>) legislation adopted by the House T&I Committee in June 2020 by voice vote. That bill formed part of a \$1.5 trillion infrastructure package dubbed the *Moving Forward Act*

(<https://aashtojournal.org/2020/06/26/house-wraps-surface-transportation-bill-into-infrastructure-package/>) the House passed in July 2020 (<https://aashtojournal.org/2020/07/02/house-passes-1-5t-infrastructure-package/>); legislation that was never considered in the Senate.

The nearly \$500 billion price tag of Rep. DeFazio's reauthorization bill could conflict with other infrastructure priorities of the Biden administration.



Rep. DeFazio

For example, the administration recently proposed spending \$115 billion to modernize bridges, highways, roads, and main streets as part of its \$2.3 trillion American Jobs Plan (<https://aashtojournal.org/2021/04/02/biden-harris-infrastructure-plan-allocates-621b-for-transportation/>), which would fund transportation programs above the base programs authorized by the Fixing America's Surface Transportation or FAST Act.



Photo via the White House

The Biden Harris administration also proposed a \$1.5 trillion fiscal year 2022 budget for the federal government on April 9 (<https://thehill.com/policy/finance/547341-biden-15t-budget-proposes-major-hike-in-social-programs>) – \$118 billion higher than the regular 2020 appropriations – that features a significant 16 percent boost in non-defense spending.

The \$769 billion non-defense portion of that budget request – which covers the U.S. Department of Transportation, Department of Justice, and Department of Education, among others – represents a \$105.7 billion increase above current funding levels.

Rep. DeFazio also noted during the CCIA's infrastructure summit that how to pay for a surface reauthorization bill remains a big question.

"At this point, it's not at all clear to me what will be the funding source," he explained, noting that how to pay for surface reauthorization is not within his committee's jurisdiction.

"I don't know how it's going to be funded. But we have to do this," Rep. DeFazio said.

Passing a fully funded long-term reauthorization bill remains a key goal for the American Association of State Highway and Transportation Officials.

"It is critical that Congress and the administration work together in a bipartisan manner to reauthorize the federal surface transportation programs before the end of September," stressed Jim Tymon, AASHTO's executive director, in a recent statement (<http://aashtonews.wpengine.com/2021/03/31/aashto-statement-on-the-american-jobs-plan-proposal/>).

"A long-term and robust reauthorization bill will provide state DOTs the predictability they need to continue to improve the transportation network to provide greater access to opportunities for everyone including employment, education, health services, and recreation," he said.



Jim Tymon

Victoria Sheehan – commissioner of the New Hampshire Department of Transportation and AASHTO's 2020-2021 president – highlighted several of the organization's key reauthorization principles during testimony before the Senate Committee on Environment and Public Works on February 24 (<https://aashtojournal.org/2021/02/26/aashto-president-sheehan-testifies-before-senate-epw-committee/>).

Those principles include:

Timely reauthorization of a long-term bill to prevent unnecessary program disruptions and delays in safety and mobility benefits to states and communities

Enacting a long-term, sustainable revenue solution to the Highway Trust Fund to provide multiyear federal funding stability to support state transportation investment needs.

Increasing and prioritizing formula-based funding to the states, which optimally balances national goals with state and local decision-making processes.

Increasing flexibility, reduce program burdens, and improve project delivery to speed up delivery of transportation investments while protecting the environment and lowering project cost.

Supporting and ensuring state DOTs ability to harness innovation and technology to achieve a safer and more resilient, efficient, and secure surface transportation system.


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"States like New Hampshire rely especially heavily upon the federal surface transportation program in order to enable the necessary infrastructure investments for our citizens," she explained in her testimony.

"Any [reauthorization legislation] delay – or even worse, a series of short-term extensions – would wreak havoc across the country and would impact not just state DOTs, but our partners such as local governments and the construction industry," Sheehan said.

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